

Main Road Master Plan

November 2014

A PLAN FOR REBUILD AND RECOVERY





Hagley – Ferrymead Community Board foreword



Figure 1: Hagley – Ferrymead Community Board members. Front Row: Alexandra Davids, Sara Templeton (Chairperson) and Brenda Lowe-Johnson. Back Row: Jo Daly (Board Advisor), Paul Lonsdale (Councillor), Joe Davies, Yani Johanson (Councillor) and Islay McLeod (Deputy Chairperson).

This Master Plan is the end product of what has been a very productive collaboration between the Christchurch City Council, the Hagley–Ferrymead Community Board and the people of the Ferrymead–Sumner communities – people with a passion for the place you’ve made your home or your business investment.

Main Road is where many of us work, play and live – it connects the seaside suburbs with the Ihutai / Avon–Heathcote Estuary, the beach and the Port Hills. As residents in this area, those of us on the Hagley–Ferrymead Community Board also know what it means to call this stretch of Christchurch home and how vital its recovery is for the wellbeing of the local communities.

Three Board Members sat on the Hearings Panels that came about as a result of our consultation on the Main Road Master Plan, where we heard many insightful and enthusiastic submissions from residents and community groups in June 2014.

I said at the time that this was a plan for the community’s future – that its goals and actions must reflect the wishes of the people and businesses affected. The message we got was clear. The final Main Road Master Plan is a most welcome document, with many contributions – small and large – to its individual look and feel. The Board believes it truly reflects the personality of the community – past, present and future – and details exactly how we’ll make the Plan a reality.

We’d like to thank everyone who generously gave their time to provide feedback and expertise, attend forums and prepared submissions.

This is the third Master Plan developed for the eastern bay suburbs – the last in a series of projects that will combine to create a vision and significantly enhanced connection between these suburbs and the Central City – and we can’t wait to start delivering it.

Ka kite ano.

Sara Templeton
Chairperson, Hagley–Ferrymead Community Board

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Executive Summary

The Main Road corridor along the Ihutai / Avon–Heathcote Estuary and coastal margin between Ferrymead and Sumner has suffered significant damage to infrastructure, community facilities and residential properties as a result of the 2010–11 Canterbury Earthquakes. Christchurch City Council, through its Suburban Centres Programme, has identified the need for a master plan to assist the rebuild and recovery of the commercial centres along this corridor. This Plan, which has been developed in consultation with the local community and key stakeholders, establishes the vision, goals and actions to support the area’s recovery.

Vision

The vision is that the Main Road corridor is the thread that connects, and provides a common bond between, the discrete and distinct local communities of Christchurch’s eastern bays. It provides safe and convenient access to the Ihutai / Avon-Heathcote Estuary, coast and the Port Hills. The area’s unique heritage (both Māori and European), landscape and ecology underpins its economic vitality and viability. Redcliffs is the main commercial centre offering a range of local and boutique services, while McCormacks Bay is a hub for community activities. The Christchurch Coastal Pathway and a range of high-quality features are distributed along its length, providing interest and opportunity for the community and visitors to utilise the area.

Implementation

The implementation actions focus on the following areas: the two main centres at Redcliffs and Soleares Avenue / McCormacks Bay; three additional nodes at Scott Park, Te Ana O Hineraki / Moa Bone Point Cave and Moncks Bay; and at specific points within the Main Road corridor.



Executive Summary

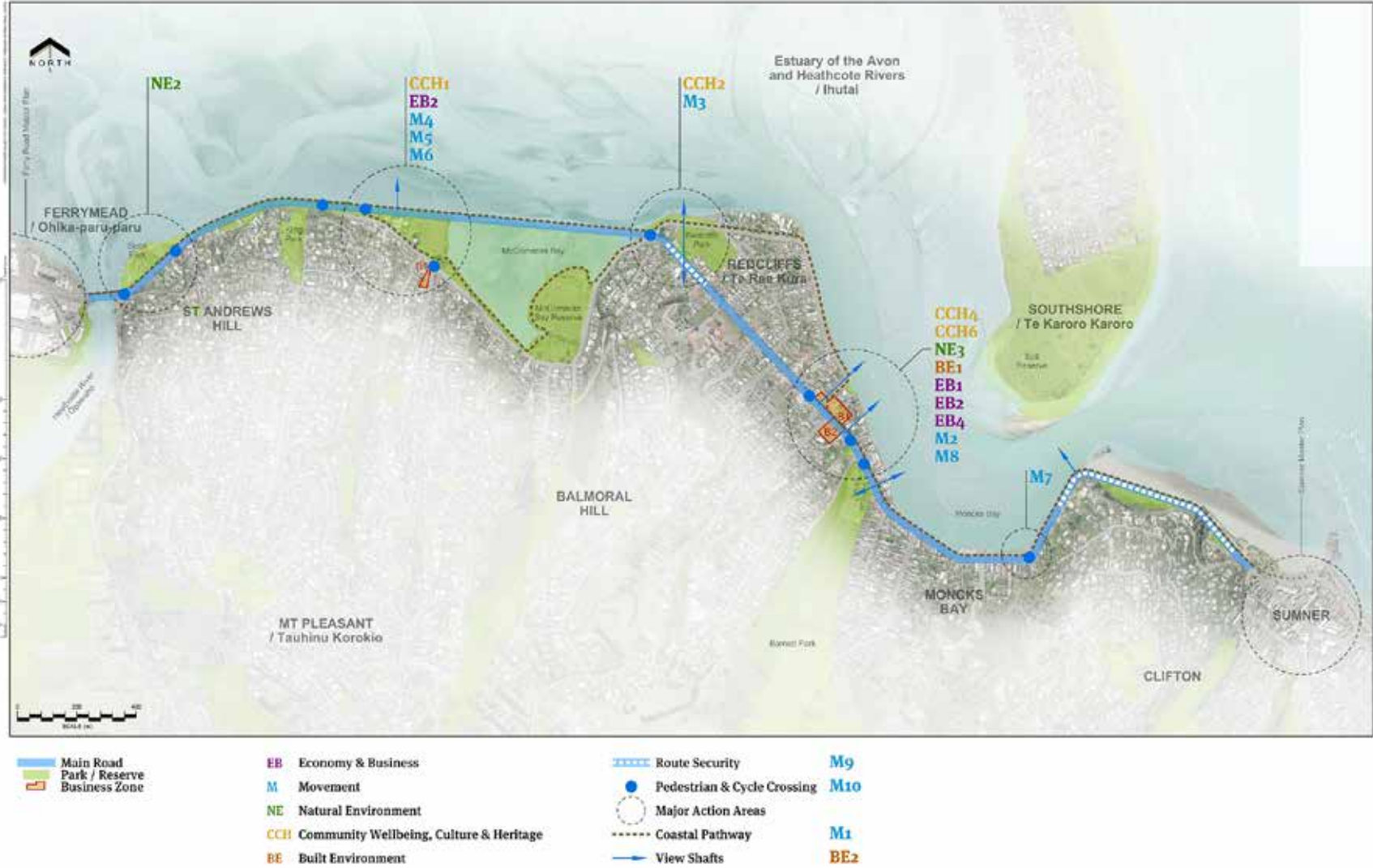


Figure 2: Main Road Master Plan area and key action areas.

1.0 Introduction

- 1.1 *Suburban Centres Programme*
- 1.2 *What is a master plan?*
- 1.3 *Why have a master plan for Main Road?*
- 1.4 *Scope of this Master Plan*
- 1.5 *Legislative and policy framework*

1.0 Suburban Centres Programme

1.1 Suburban Centres Programme

In response to the extensive earthquake damage across the city, the Council established the Suburban Centres Programme in June 2011 to assist the rebuild and recovery of badly damaged suburban commercial centres.

More than 60 centres were assessed as damaged and in need of assistance. Nine locations suffered extensive damage and were considered to be particularly significant to the local communities, including the Main Road corridor from Ferrymead Bridge to Marriner Street, Sumner. These nine centres were deemed to be the highest priority that warranted a more coordinated approach to recovery. This has been provided through the development of master plans. The remaining centres are being addressed through case management, which provides direct support and assistance to commercial property owners, such as design and consenting advice.

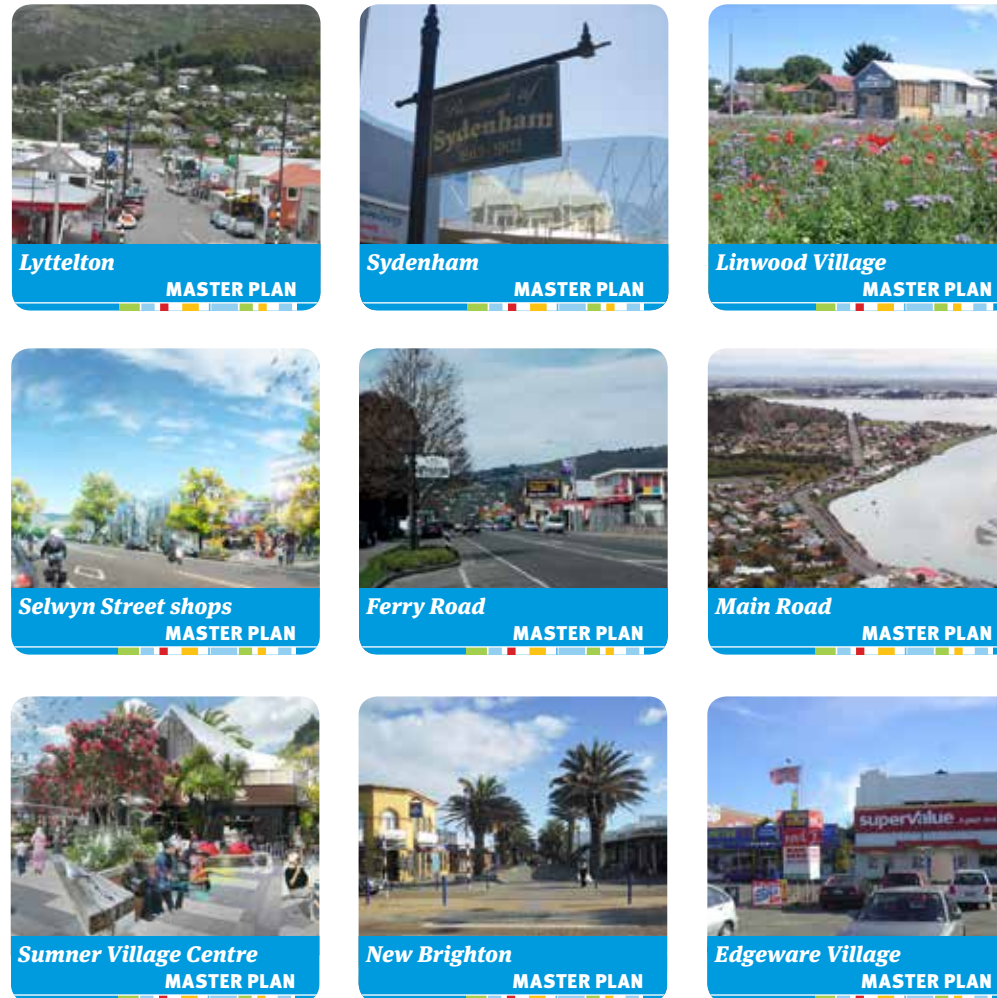


Figure 3: Centres selected for Suburban Centre Programme master plans.

1.0 Suburban Centres Programme

1.2 What is a master plan?

A successful master plan forms a link between the overarching direction which the suburban centre is striving towards and the way in which this is delivered. Comprehensive master plans are underpinned by many qualities:

- **Integrated:** They reconcile multiple, sometimes opposing, interests to best pursue wellbeing within resource constraints.
- **Tailored:** They recognise that every place is unique and different and each must be dealt with sensitively and thoughtfully. They look to understand the character, heritage and cultural values, economics, physical resilience and lifestyles which make a place what it is.
- **Grounded in reality:** They take the ideas and aspirations of the community and form them into actions that are backed up by an implementation plan.
- **Achievable:** They are more than a wish list. They set out priorities and outline staging, governance and delivery targets.
- **Flexible:** They plan for change and are able to respond to future circumstances which cannot be predicted.

Master plans will guide decision-making around:

- What facilities, services and infrastructure should be in the suburban centre to support its recovery and future growth.
- What role the suburban centre should play in the context of the city.
- How land for commercial and community use could be redeveloped.
- The types of employment and conditions that are needed to create jobs and prosperity.
- How to harness the full potential of the suburban centre and attract private investment.
- How parks, features and other characteristics, which build the suburban centre's identity, could be protected or enhanced.

The master plan process looks to ensure the suburban centre is not only rebuilt, but becomes stronger and more resilient in the face of future uncertainties. It is also a vehicle that helps to create investor and community confidence in the centre.

The allocation of funds and resources to damaged suburban centres is part of an ongoing process. The Council will continue to monitor and assess the identified suburban centres to ensure an appropriate approach for each suburban centre is maintained.

Master plans cannot achieve everything or be implemented all at once. Outside of, and in addition to, its Suburban Centres Programme, the Council is implementing other programmes and plans. These include streamlining its Resource and Building Consent processes and delivering its Facilities Rebuild Programme to facilitate the rebuild and recovery of the city's community facilities. The Council is also working in collaboration with other agencies such as the Stronger Christchurch Infrastructure Rebuild Team (SCIRT) on the repair and rebuild of the city's horizontal infrastructure. The master plans will both inform and be informed by these.

Critical to the success of master plans is engagement with, and ownership by, the community. Successful plans typically share responsibility for development and delivery across the Council, local property owners and developers, and the local community.

1.0 Suburban Centres Programme

1.3 Why have a master plan for Main Road?

The Main Road corridor along the Ihutai / Avon–Heathcote Estuary and coastal margin between Ferrymead and Sumner has been at the centre of the seismic activity affecting Christchurch since September 2010. The types of earthquake damage include rockfall, cliff collapse, lateral spread and liquefaction. This has resulted in damage to infrastructure and buildings, including commercial activities such as the Redcliffs supermarket, Redcliffs School, the Mt Pleasant community hall and a considerable number of residential properties that have been ‘red-zoned’.

Due to the extensive infrastructure damage, and the number of affected centres located along Ferry Road and Main Road, the Council decided to take a master plan approach to the whole of the corridor – city to sea. As the nature of the physical environment and its condition varies between Ferry Road and Main Road, this has led to the master plan being developed in two phases. This Plan is Phase Two of the Ferry Road / Main Road Master Plan and focuses on the area between Ferrymead Bridge and Marriner Street, at the entrance to Sumner.

While the commercial centres along Main Road at Redcliffs and Soleares Avenue, McCormacks Bay, are small, they provide important services to the local community. They serve as hubs for community interaction and social activity, and support a range of local employment opportunities. Main Road itself is an important lifeline link to the eastern bays communities, has historically provided an important link to the Lyttelton Port of Christchurch and will continue to do so into the future. Other important community facilities such as education, sport and recreation are also located within the corridor.

This Plan provides the final piece of the jigsaw for the rebuild and recovery of the suburban commercial centres along the Ferry Road / Main Road corridor. It is the link between the Ferry Road Master Plan (Phase One) and the Sumner Village Centre Master Plan, providing a coordinated and continuous response to the earthquake-affected centres between the city and the sea.



Figure 4: Main Road Master Plan in context.

1.0 Suburban Centres Programme

1.4 Scope of this Master Plan

This Plan is focused on the rebuild and recovery of the commercial centres at Redcliffs and Soleares Avenue / McCormacks Bay, and the corridor linking them between Ferrymead Bridge and Marriner Street, Sumner. It also considers the interface with adjacent activities along the corridor. As the focus is on issues related to earthquake damage, it is not the intention of this Plan to address all pre-existing conditions. However, the Plan will seek to avoid rebuilding problems and will provide a platform for wider, long-term regeneration.

There are some areas along the Main Road corridor that this Plan will not specifically cover, as these will be dealt with through other processes, or are matters beyond the Council's responsibility:

- Residential areas.
- Port Hills.
- Estuary/coast.
- Recreation (outside centres/corridor).
- Private insurance and financial matters.

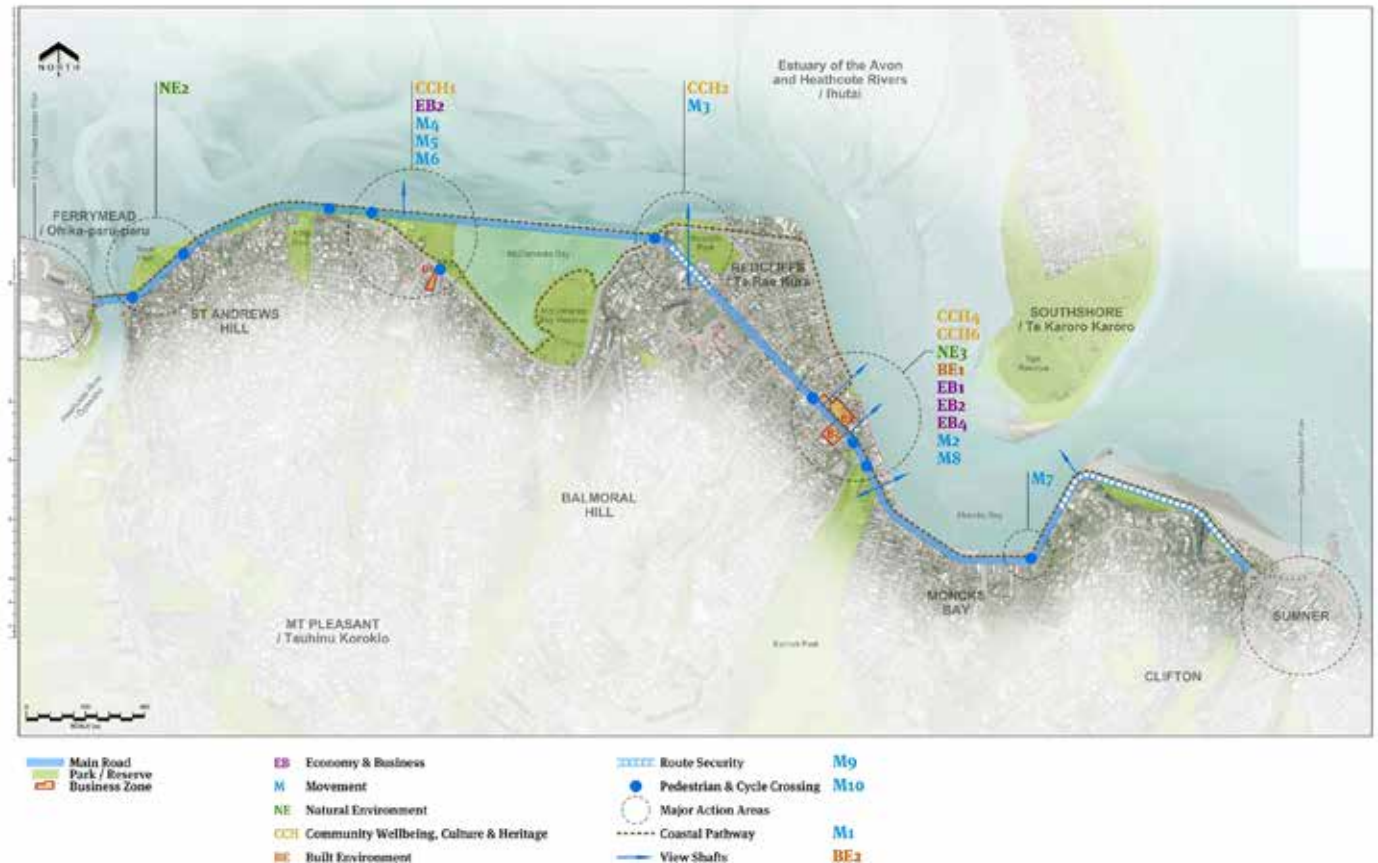


Figure 5: Main Road Master Plan study area map.

1.0 Suburban Centres Programme

1.5 Legislative and policy framework

The Main Road Master Plan sits within a robust hierarchy of legislation and policy which links to the work of the Council and Canterbury Earthquake Recovery Authority (CERA). These agencies are tasked with leading and coordinating the rebuilding and recovery efforts following the earthquakes. All planning instruments must be read together and be consistent with the Recovery Strategy for Greater Christchurch, which was prepared by CERA and approved by the Minister for Canterbury Earthquake Recovery on 31 May 2012. Alongside the Christchurch Central Recovery Plan, which the Council drafted under the Canterbury Earthquake Recovery Act 2011, the Council initiated the Suburban Centres Programme to support damaged suburban centres.

The Minister for Canterbury Earthquake Recovery has prepared a Land Use Recovery Plan (LURP).

This includes provisions related to Suburban Centres Programme master plans.

The Resource Management Act provides the basis for land-use planning. The package of documents relevant to this area includes the Canterbury Regional Policy Statement, the Regional Coastal Plan and the Christchurch City Plan.

In July 2014 the Canterbury Earthquake (Christchurch Replacement District Plan) Order was gazetted. This requires the Council to review the existing District Plan and prepare a replacement. Stage 1 of the District Plan Review including priority recovery matters was publicly notified on 27 August 2014. Stage 2 will be notified in May 2015. The Hearings Panel must make all decisions on submissions by 9 March 2016.

The Mahaanui Iwi Management Plan identifies that the Ihutai / Avon-Heathcote Estuary catchment is of immense cultural importance to Ngāi Tahu. It sets out issues, objectives and policies for the management of this area. This includes urban development and loss of indigenous biodiversity, open space and pressure on Te Ihutai.

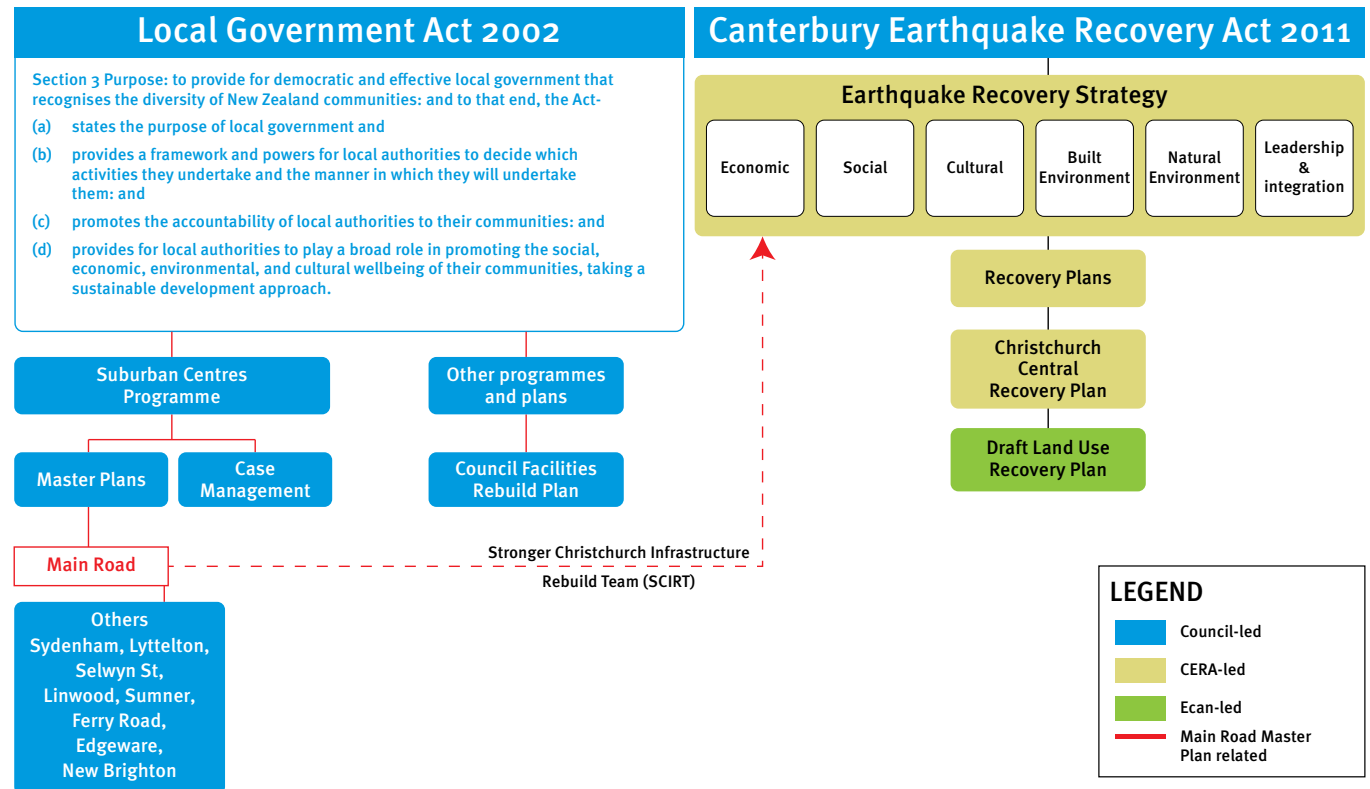


Figure 6: Policy and decision making framework – Recovery Strategy and Plans.

2.0 Master Plan approach

- 2.1 *Master plan development framework*
- 2.2 *Master plan development process*
- 2.3 *Outcomes of community engagement*



2.0 Master Plan Approach

2.1 Master plan development framework

A comprehensive framework based on integrated recovery planning and urban design principles

There are many options for the rebuild and recovery of the Main Road corridor. It is important that the Master Plan takes a comprehensive view of the whole corridor as well as providing a specific focus on the commercial centres and community hubs at Redcliffs and Soleares Avenue / McCormacks Bay. The potential of these areas needs to be considered and developed in an integrated manner. For this reason an overarching framework was prepared to guide the framing of Master Plan goals and actions. A framework provides a rationale and focus for what development should achieve.

The framework has drawn from the following sources:

- The four environmental wellbeings (natural, social, economic and cultural) to ensure planning is undertaken in a holistic and overarching manner.
- The Integrated Recovery Planning Guide (Version 2.0, June 2011).
- Urban design concepts and principles documented in the Ministry for the Environment's New Zealand Urban Design Protocol (UDP) (March 2005) and People+Places+Spaces: A design guide for urban New Zealand (PPS) (March 2002).

The Integrated Recovery Planning Guide was developed by the Council and the Canterbury District Health Board in consultation with other stakeholders. It provides an earthquake-specific revision of the 2008 planning document, Health Promotion and Sustainability Through Environmental Design: a Guide for Planning (HPSTED). The guide assists people involved in recovery planning to integrate outcomes relevant to health, wellbeing and sustainability into policy and planning.

This Master Plan has also been prepared in accordance with the Council's relevant strategic documents, such as the Greater Christchurch Urban Development Strategy (2007).

Five thematic areas have been used throughout the Master Plan. These assist cross-referencing within the document.

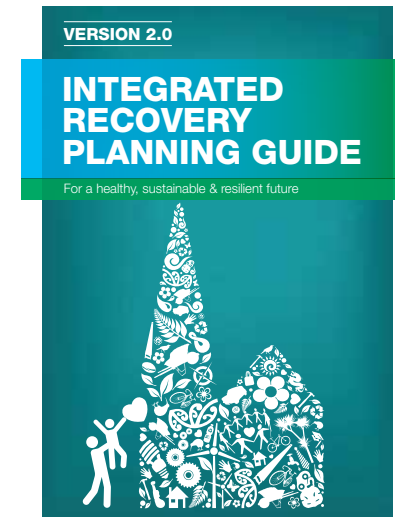


Figure 7: Integrated Recovery Planning Guide 2011.

2.0 Master Plan Approach

Economy and business (EB)	Urban Design Protocol:	
<p>Economic development: prosperous businesses, quality employment and job security; creating opportunities for training and employment; encouraging business opportunities – new businesses and supporting existing ones.</p> <p>Equity: fairness to current and future community; supporting employment and educational opportunities; accessibility to goods and services including local produce.</p>	<ul style="list-style-type: none"> • Context • Character • Choice • Connections • Collaboration 	<p>People+Places+Spaces:</p> <ul style="list-style-type: none"> • Consolidation and dispersal • Integration and connectivity
Movement (M)	Urban Design Protocol:	
<p>Accessibility for all: finding balance between the needs of people travelling through the corridor and the needs of people within the centres; reinforcing identity; strengthening connections; enhancing safety.</p> <p>Strategic network: acknowledging the roles of the strategic transport networks and the purpose and function these provide Greater Christchurch, including enabling movement of freight between the Port, State Highway and arterial networks. Sustainable transport: promoting frequent and reliable public transport, and encouraging active travel modes such as walking and cycling. Health promotion and sustainability through environmental design (HPSTED).</p> <p>Parking: providing a good supply of convenient, secure, well-placed and easy-to-find parking will support economic recovery. Conversely the management of parking is essential for network efficiency and maximising the use of parking assets.</p>	<ul style="list-style-type: none"> • Context • Choice • Connections • Custodianship • Collaboration 	<p>People+Places+Spaces:</p> <ul style="list-style-type: none"> • Consolidation and dispersal • Integration and connectivity
Natural Environment (NE)	Urban Design Protocol	
<p>Natural capital: supporting local biodiversity and ecosystems; providing green spaces which support wildlife and the experience of natural heritage.</p> <p>Resource sustainability: reducing reliance on fossil fuels and the use of non-renewable resources and energy; improving air quality; minimising water use and waste; support for green building.</p> <p>Lifestyles: improving opportunities for play and exercise; encouraging cycle and walking opportunities; providing accessible and diverse open places and spaces.</p>	<ul style="list-style-type: none"> • Context • Character • Choice • Connections • Creativity, Custodianship • Collaboration 	<p>People+Places+Spaces:</p> <ul style="list-style-type: none"> • Environmental responsiveness • Legibility and identity • Integration and connectivity • Consolidation and dispersal

2.0 Master Plan Approach

Community, culture heritage (CCH)	Urban Design Protocol	
<p>Public services: enhancing access to quality public services and facilities — social, educational, recreational and health; co-locating community services, facilities and businesses.</p> <p>Social and community capital: building strong social connections — supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.</p> <p>Community resilience: planning and preparing for future disasters and climatic changes.</p> <p>Cultural diversity: supporting inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring tangata whenua contributions; reflecting the principles of the Treaty of Waitangi and Te Rūnanga o Ngāi Tahu Act 1996.</p>	<ul style="list-style-type: none"> • Context • Character • Connections • Creativity • Custodianship • Collaboration 	<p>People+Places+Spaces:</p> <ul style="list-style-type: none"> • Consolidation and dispersal • Integration and connectivity • Diversity and adaptability • Legibility and identity • Environmental responsiveness
Built Environment (BE)	Urban Design Protocol	
<p>Neighbourhood amenity: well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future-proofing heritage features; rebuilding neighbourhood shops and facilities.</p> <p>Community safety: reducing crime rates and using Crime Prevention Through Environmental Design (CPTED) principles; traffic-calming techniques.</p>	<ul style="list-style-type: none"> • Context • Character • Choice • Creativity • Custodianship • Collaboration 	<p>People+Places+Spaces:</p> <ul style="list-style-type: none"> • Consolidation and dispersal • Integration and connectivity • Diversity and adaptability • Legibility and identity • Environmental responsiveness

2.0 Master Plan Approach

2.2 Master plan development process

The Master Plan development process involved collaboration between the Council, the Hagley – Ferrymead Community Board, the community and other stakeholders that have specific interests in the Main Road corridor. The Master Plan process has used an 'Inquiry By Design' format. The key steps of the development process are explained in the following:

Stage 1 began with gathering technical and other information, an assessment of the impact of the earthquakes, site visits and the identification of the key stakeholders in the eastern bays area. This included reviewing documents produced by the local community including the Redcliffs Residents' Association Village Structure Plan and the Redcliffs Business Group Revitalisation Project.

Stage 2 involved a series of focus group sessions with representatives of the local community and public 'hands-on' design workshops. These sessions, attended by about 70 people, raised awareness of the Master Plan development process and rebuilding efforts underway in the community and provided an opportunity for people to propose, discuss and test ideas for the regeneration of Redcliffs, McCormacks Bay and the Main Road corridor.



Figure 8: Community workshops feedback poster.

This crucial step of the process allowed community opinions and local knowledge to be canvassed. Council staff also attended a hui with the Ngāi Tūāhuriri Rūnanga.

Stage 3 involved an 'Inquiry by Design' exercise. The purpose of this was to combine the aspirations of the community and stakeholders with input of specialists with technical knowledge. This unique part of the Master Plan development process was focused around a two-day workshop. The workshop was undertaken with the guidance of a multi-disciplinary team of Council staff, technical specialists and stakeholders including Environment Canterbury, the Canterbury District Health Board, New Zealand Historic Places Trust and Department of Conservation. Input from experts in all aspects of the development process was included to ensure that the Master Plan was both realistic and achievable. The workshop and subsequent analysis provided the mechanism which enabled the examination and testing of the ideas raised through public consultation and community plans such as the Redcliffs Residents' Association Village Structure Plan.

Stage 4 saw issues and ideas arising from Stage 2 presented on the Council's website and discussion taking place with some property owners and stakeholders on potential actions that had been identified through Stage 3. This helped to ensure there was an ongoing flow of information to the community.

Stage 5 involved preparation of the Draft Main Road Master Plan. This was subject to formal community consultation, with opportunity for discussion with the project team and written submissions. A hearing was held for those submitters who wished to be heard. The Hearings Panel comprised a Councillor and two Hagley – Ferrymead Community Board members.

Stage 6 involved the preparation of a revised Master Plan, based on analysis of the submissions received and recommendations of the Hearings Panel, and final adoption of the Main Road Master Plan by the Council.

Project delivery: The delivery and timing of individual actions is dependent upon a number of factors, including SCIRT repair programme, successful bidding for funding from various sources, insurance payouts, the ability and willingness of landowners to work together and community support from both residential and business sectors.



Figure 9: Community workshop, Redcliffs, May 2013.

2.0 Master Plan Approach

2.3 Outcomes of community engagement

Community workshops and stakeholder focus groups

From the community workshops and stakeholder focus groups, it was clear that Redcliffs is seen as the principal commercial centre within the Main Road corridor. McCormacks Bay was identified as an important community hub. Reinstating local services that are currently closed or have been relocated, such as the supermarket, Redcliffs Volunteer Library, Mt Pleasant Community Centre and Redcliffs School is an important priority for the community. The area's heritage is valued, as are its open spaces. The Coastal Pathway was seen as a significant project that can help to reconnect the communities safely, attract visitors and support the local economy. Improving traffic conditions, such as improved intersection design and parking, was considered important to ensure the community can conveniently access local services.

The range of comments has been captured and are presented by theme and location. The spatial distribution of comments and a written list of all of the comments recorded at the workshops is set out in Appendix 1. The use of themes enables cross-referencing between the community input, the identified issues and the proposed Master Plan vision, goals and actions.

Draft Master Plan Feedback

216 submissions were received on the Draft Master Plan. Almost three quarters supported the overall direction of the Plan. The most popular 'actions' were identified as:

- Action M1 – Coastal Pathway.
- Action M2 – Redcliffs Village centre streetscape enhancements.
- Action EB4 – Re-establish supermarket.
- Action M8 – Redcliffs Village centre parking – monitoring and review.
- Action M10 Pedestrian crossings.



Figure 10: The Coastal Pathway at the Main Road Causeway.

2.0 Master Plan Approach

Only four submitters stated that they opposed the Master Plan direction.

Submitter concerns mainly related to the potential removal of on-street parking, in particular in Redcliffs, impacts of landscaping, the precise alignment of the Coastal Pathway, and view of the estuary and/or cliffs.

A hearing was held for 16 verbal submissions over two days on 19 June 2014. The main topics were:

- Parking at Redcliffs Village – concerns focused around the loss of on-street parking along Main Road and the angle parking in Beachville Road.
- Coastal Pathway – concerns were raised about the alignment through Scott Park and also Beachville Road.
- Scott Park layout and use – the importance of the Park as a green space was highlighted and included the desire for a soft edge to the water and the Coastal Pathway integrated with the road. However, other submitters stressed the pathway should be as close to the water as possible.
- Speed restrictions in Redcliffs – some submitters felt that a reduced speed limit (i.e. 30km/hr) was necessary through the Village.
- Naturalisation of parks and the water's edge – concerns were raised in relation to both Scott Park and Beachville Road/Redcliffs Park edges and the importance of a green edge to the water.

Following the Hearings, the Panel requested some additional information from Council staff to allow it to more fully consider the issues raised. In the light of the submissions and the information available, the Panel deliberated on amendments to the Draft Master Plan. The principal areas where revisions are considered necessary are:

- Redcliffs Village centre – revised streetscape layout retaining on-street parking on the northern side of Main Road and providing enhancements to village character.
- Scott Park – revised layout of the Coastal Pathway across the park's entrance to improve the crossing for pathway users.
- Bridle Path Road – show approved, amended intersection treatment with right-hand turn into Main Road.
- Revised streetscape for the western end of Beachville Road to facilitate improved naturalisation and protection of bird roosting habitat, and achieve alignment with Coastal Pathway developed design.
- Additional cycle parking at focal points.
- Amendments to reflect the progress from consultation draft to final document.

There is likely to be further opportunities for community engagement at the detailed design stage of each of the relevant Master Plan actions. In addition, it will be important to continue to monitor the progress and relevance of the Master Plan post-adoption.





3.0 Context

- 3.1 *Natural environment*
- 3.2 *Māori history*
- 3.3 *European history*
- 3.4 *Earthquake damage*
- 3.5 *Current role of Main Road*
- 3.6 *Relevant considerations and constraints*

3.0 Context

The Main Road corridor is situated between the Ihutai / Avon–Heathcote Estuary and the Port Hills. It links the communities of the eastern bays with the Central City, and connects the city with the township and the Port of Lyttelton via Evans Pass.



Figure 11: Main Road Master Plan in context.

3.0 Context

3.1 *Natural environment*

The Main Road corridor sits within a complex and challenging physical environment. It is located on the southern side of the Ihutai / Avon–Heathcote Estuary at the confluence of the Avon and Heathcote rivers and the Pacific Ocean. Fluvial action (running water) from rivers and wave action from the coast have combined to sculpt the landscape. The land rises steeply along ridges that lie perpendicular to the coast creating a series of discrete valleys. The area is generally north-facing but open to the easterly winds blowing in from the ocean, which contribute to the local micro-climate.



Figure 12: Te Ihutai / Avon – Heathcote Estuary at the Main Road Caseway.

3.0 Context

3.2 Māori history

The Main Road Master Plan area is part of a broader area of significant cultural value to tangata whenua. With a rich history spanning more than 600 years, Ngāi Tahu (and their predecessors Ngāti Māmoe and Waitaha) utilised the Main Road environs as a travelling route, place of settlement and a significant mahinga kai (resource and food gathering) area. Figure 13 below shows the pre-1850 travel routes between settlements at Tuahiwi, Banks Peninsula and places further south.

Of particular note, Te Rae Kura (meaning red 'glowing headlands') was a kaika (settlement) established by the early Waitaha in Te Ihutai sandhills near present day Redcliffs. Evidence of early Māori habitation in the area was also revealed in 1889 when local road builders discovered in a cave near Moncks Bay (Moncks Cave) some of the oldest, rarest and most treasured taonga in Te Wai Pounamu. This included Māori boating, fishing and hunting artefacts.



Figure 13 – Pre-1850 travel routes
Source: <http://resources.ccc.govt.nz/files/ChChBefore1850-publications.pdf>



Figure 14: Moncks Cave Kuri (Canterbury Museum).



Figure 15: Te Ana O Hineraki / Moa Bone Point Cave
Source: <http://christchurchcitylibraries.com/tikoukawhenua/hineraki/>

3.0 Context

Nearby is sited Te Ana O Hineraki (Moa Bone Point Cave), which would have provided shelter and a place to store taonga including Moa – as its name suggests. It originally consisted of three chambers, the biggest of which was over 30 metres long, but the extent of the cave has been reduced as a result of roadworks and extensive European excavation during the 19th century.

Both Te Ana O Hineraki / Moa Bone Point Cave and Moncks Cave have played a nationally significant role in gaining knowledge about the history and development of early Māori society. The significance of Te Ana O Hineraki / Moa Bone Point Cave was recognised by Europeans very early on – artefacts were recovered from the cave as early as 1849. Julius von Haast's archaeological dig in 1872 was among the earliest scientific archaeological excavations in New Zealand, and contributed to the development of his theory of a Moa Hunter culture. Moncks Cave was not discovered and excavated by Europeans until 1889. Because it had been sealed for more than 400 years, it provided an immensely valuable time capsule of early Māori settlement, adding to the knowledge that had already been gained from Te Ana O Hineraki / Moa Bone Cave.



Figure 16: Rapanui / Shag Rock after 22 February earthquake.

Other mahinga kai species of cultural importance to Māori included birds such as putangitangi (paradise shelduck) and parera (grey duck), and plant species such as aruhe (fern root). Fish species taken in the area included tuna (eel), kanakana (lamprey), patiki (flounder), tuere (blind eel) and inanga (whitebait).

Some local areas were named after these traditional resource values like the outlet of Watson's Creek at Redcliffs which is called Waipatiki because Māori speared patiki (flounder) there. The point at the Redcliffs Cutting is named Te Pou o te Tutemaro, in honour of an early Māori explorer.

One of the oldest landmarks of Te Wai Pounamu (South Island) is Rapanui (or Shag Rock) a prominent landform which provided a key marker for Waitaha to identify the entrance to the great mahinga kai of Te Ihutai / Avon-Heathcote Estuary). While the sea stack suffered considerable damage during the 22 February 2011 earthquake, its remnants continue to be of significant cultural value to Te Ngāi Tūāhuriri Rūnanga.

The above noted wahi tapu and other wahi tāonga sites are set within a wider cultural landscape (the coast, rivers, estuary and the Port Hills) that tangata whenua value and wish to see identified, recognised and protected. These values are not just historical. Ngāi Tūāhuriri as mana whenua and kaitiaki of the area has an enduring relationship with this area which includes a desire to see improvements in both the environment and cultural landscape.

Ngāi Tahu identifies, through its Mahaanui Iwi Management Plan (2013), that the rebuild process provides an opportunity to recognise and celebrate Ngāi Tahu's unique cultural identity and values for the area.

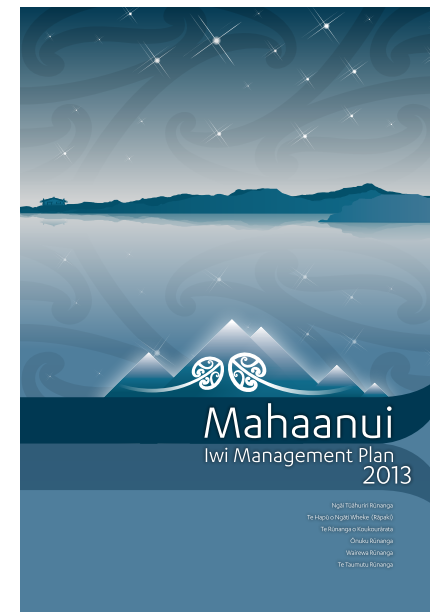


Figure 17: Mahaanui Iwi Management Plan (2013).

3.0 Context

3.3 European history

The Main Road area was important for transportation, farming and fishing for the early settlers.

The Canterbury Association decided early on that Evans Pass would provide the principal access from the Port of Lyttelton to the fledgling township of Christchurch. Its completion in 1857 provided a much easier alternative to the steep Bridle Path route used in the interim. Goods travelled over the Port Hills via Sumner and the eastern bays until reaching Ferrymead where a ferry took over the transportation. A bridge replaced the original ferry in 1863 and this road remained the main land route to Lyttelton until the Lyttelton Road tunnel opened in 1964. Heavy traffic and goods benefited from the development of the Ferrymead Railway (New Zealand's first public steam railway) in 1863 and the Lyttelton Rail Tunnel in 1867.

The Main Road is not only historically important for its Christchurch to Port linkage, it also gave access to the warm and sheltered eastern bays where market gardening and fishing took place. This produce supplied the developing settlement. At the turn of the century, the Redcliffs area had become known as Fisherman's Flat, and the Beachville Road area contained a number of fishermen's cottages and at least two boatyards. One of the early boat owners (and tunnel builder), 'Captain' James Penfold, built what is now known as Penfold's (Cob) Cottage at 2 Main Road, Ferrymead (Christchurch City Council, Group 4 listed).

The area, particularly Sumner, was also a very popular recreation and holiday destination; its mild climate, sea views and clear air contributing to its popularity. Initially, the people who visited the area were mainly the wealthy, who often built second homes in Sumner to escape the smoggy Christchurch winters. However, the completion of the tram line along the coast in late 1888 saw the arrival of mass tourism to 'Christchurch's Riveria' and the area's appeal to weekend visitors continues to this day.

The arrival of the trams also opened up residential development of the area to the average citizen, now able to commute into the city to work. These 'commuter belt' suburbs continued to grow and were boosted by the appearance of clean and reliable electric trams in 1907.

The Main Road wound in and out of the various bays, which was unwieldy for a tram line – particularly as the carriageway was shared for much of the distance. Collisions between trams and vehicles at various pinch-points along the route were not uncommon, particularly in the inter-war years as traffic grew in speed and volume. Consequently, where possible, separate viaducts and causeways were constructed.

The McCormacks causeway was originally constructed between 1903 and 1907 for the electric tram. It was widened to include a road during the Depression years, commencing in 1932 and opening in 1941.

The Sumner causeway ran from Rapanui / Shag Rock to Gollans Point. The trams ran under the cliffs until 1916 when a tram embankment was built for safety from falling rocks. The road causeway was constructed 1932 and completed when World War II broke out in 1939. The road under the cliffs was then closed and the Sumner Borough Council called this area Shag Rock Reserve. The tramway bridge which ran across Clifton Bay was first built for the steam tram between 1888 – 1907, this was known as the White Bridge. The electric tram bridge was black and trams ran from 1907 until the buses replaced them in 1953.

The last year the tram ran to Sumner was 1953. While the road was being constructed in the 1950s the trams ran around the front of Clifton Bay. The area was filled in time for the Coronation and the gardens are called the Sumner Coronation Gardens.



Figure 18: Original Penfolds Cottage (source: NZ Historic Places Trust), and earthquake damage to the cob cottage.



Figure 19: Mary's Church picnic, tram excursion March 1897 (Source: Christchurch City Libraries image 1136).

3.0 Context

3.4 Earthquake damage

The 22 February 2011 earthquake had a significant impact on the area, with rockfalls/boulder roll, cliff collapse and landslides along the Main Road corridor. Many houses were severely damaged or destroyed. Damage to infrastructure has been extensive and repairs are ongoing, including rebuilding Ferrymead Bridge and the McCormacks Bay causeway. Rapanui (Shag Rock) – an iconic landscape and cultural feature of the Sumner/Redcliffs area – has been significantly damaged.

Of the Main Road commercial centres, Redcliffs sustained the most damage, with the New World supermarket requiring demolition, along with several community facilities – Volunteer Library, kindergarten, elderly care home and social housing units. Redcliffs School was relocated to the Van Asch Deaf Education Centre in Sumner while the safety and ongoing viability of the site is assessed. Sports clubs suffered damage, including Redcliffs Tennis Club and Mt Pleasant Bowls Club, although many others, including sports fields and playgrounds, remained operational.

While the smaller McCormacks Bay local centre remained fully operational, nearby community facilities including a kindergarten and community hall were severely damaged and subsequently demolished. Remedial works to local roading infrastructure in this area have been significant. The Sumner Road (an important 'over- dimension' vehicle route to Lyttelton Port) remains closed. Details of the land use within the commercial centres at April 2013 is set out in Appendix 3.

Ongoing monitoring and assessment of the stability of slopes is critical for planning, development and remediation work. CERA's land zoning decisions resulted in a total of 713 properties being 'red zone'. Of the 713 properties, 475 are known to be entitled to a 'red zone' offer. At the time of writing, an offer has not yet been made to the owners of uninsured, insured commercial or vacant land properties in the Port Hills 'red zone'. Other properties on the surrounding hills area have been given s124 notices to prohibit occupation of homes considered too dangerous as a result of

either geotechnical or structural hazards. In August 2014 GNS Science reports were released providing details of the level of risk from mass movement in areas of the Port Hills.

Many local businesses and sports clubs have reported a noticeable decline in patronage as a result of a reduced residential catchment and visitor numbers, and concerns remain about the potential community implications should Redcliffs School not reopen. At the time of writing, the Ministry of Education had not made any decisions on whether or not the School would return to its site.

Many of the highly valued Port Hills recreational tracks remain closed. Parts of Main Road have been closed while repairs are made, and other parts of the road have temporarily reduced width due to the placement of shipping containers to prevent further risk from rockfall and/or cliff collapse. The containers will remain on-site until mitigation work is complete. The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) will continue with repairs to damaged retaining walls, wastewater system and roading in the Main Road area. The Beachville Road eastern seawall, which suffered significant damage in the earthquakes, is currently being rebuilt by SCIRT.

While the earthquakes had, and continue to have, a significant impact on this area, they have provided some opportunities. These included the establishment of a community information centre to replace some of the services displaced with the loss of the Volunteer Library. Other opportunities included the amalgamation and sharing of facilities (the Redcliffs and Mt Pleasant Bowling Clubs), an active business group and residents' associations and an increase in volunteering activity.

A community shed has opened within the Redcliffs commercial centre and local residents have taken the lead in establishing projects such as a youth mentoring project and operated a transitional scooter park on the site of the former New World supermarket, before construction of the new supermarket commenced.

The earthquakes have caused changes to the estuary bed. It is estimated that the southern side has risen by approximately 500 millimetres, while the northern side has dropped. This will have a range of impacts including changes to the deep water channels, bank erosion and habitats. Some of the changes to the sediments have had a beneficial effect on aquatic weeds.



Figure 20: Redcliffs School and rockface.

3.0 Context

3.5 Current role of Main Road

Main Road is classified as a minor arterial route under the City Plan. It is the principal vehicular route to and from the eastern bays communities. In 2012, approximately 16,500 vehicles per day were using the eastern section of Main Road. On a daily basis it accommodates commuters travelling into the city for work. The morning peak travel time is around 8am–9am, and the evening peak about 5.30pm–6.30pm. At the weekends it is a popular route for many of the city's residents travelling to the Sumner beaches and the Port Hills, with the peak hours in the afternoon about 2pm and 5pm. The topography of the eastern bays means Main Road is also an important link between the local communities. Since the earthquakes this has been highlighted with Redcliffs School being relocated to Sumner. As noted later in the Plan (Action CCH5) Main Road is vulnerable to natural hazards and this is an important consideration in building resilience within the community.

In the Christchurch Transport Strategic Plan, the Main Road corridor is identified as being a major cycle route, with local links being identified at Ferrymead. Major cycle routes are targeted at

the 'interested but concerned' types of cyclists, for example people who do not cycle but may try if facilities were improved, and so the Council is looking to provide facilities suitable for 10-year-old children upwards. It is envisaged the Coastal Pathway will provide the last section of the City to Sumner Major Cycle Way, and on-road facilities are maintained for existing users.

There is a regular public transport bus service operating along the length of Main Road connecting Sumner with the Central City and beyond to the Christchurch Airport.

Main Road throughout its length is identified on the city-wide over-dimension routes map, and is important as a wider freight role in the Christchurch Transport Strategic Plan as a freight supporting route to Lyttelton Port and this statutory role will continue in the future. This includes the transportation of hazardous goods. There is national guidance for over-dimension routes. The Council typically seeks to achieve a ten metre by six metre envelope. In practical terms, it is mostly buildings being transported that require this sort of space. Given the importance of the route, it may be beneficial to explore a transitional traffic management plan for the corridor.

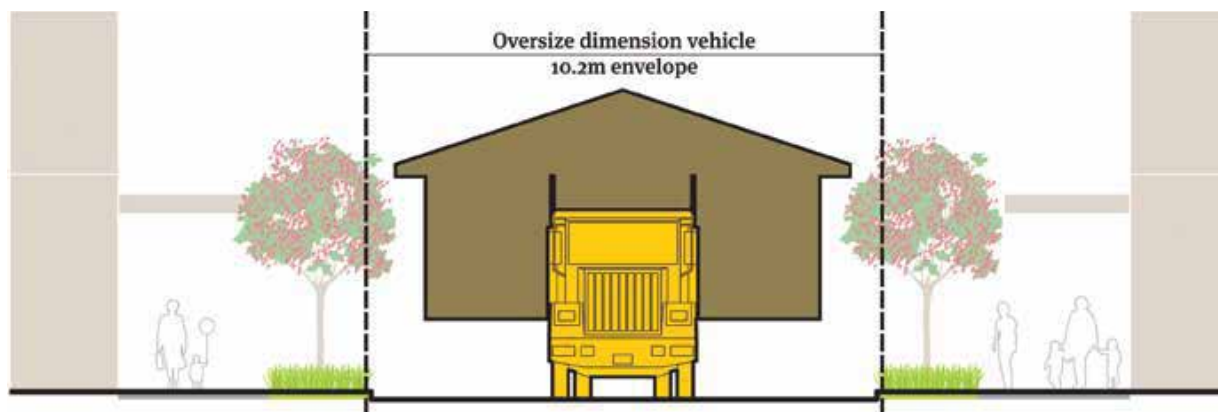


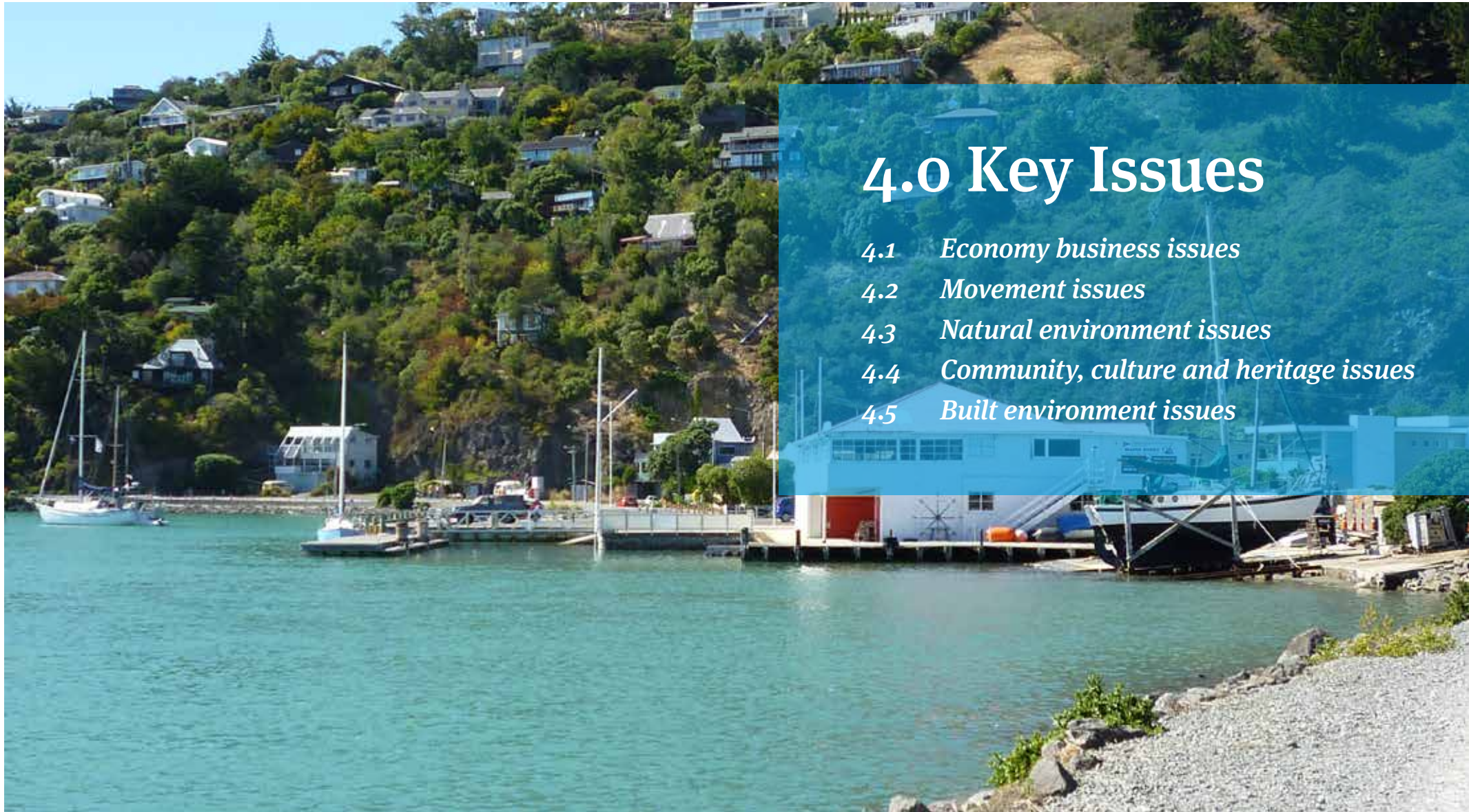
Figure 21: Over-dimension route example – 10.2 metres in this includes two traffic lanes (seven metres) and two cycle lanes (1.8 metres each).

3.6 Relevant considerations and constraints

There are a number of separate but related projects along the Main Road corridor that need to be considered alongside this Master Plan. These include:

- The Ferry Road (Phase One) and Sumner Village Centre Master Plans – Council / Sumner Joint Advisory Group (JAG).
- Coastal Pathway – Council / Coastal Pathway Group.
- Estuary Edge Master Plan – Council.
- Facilities Rebuild Programme – Council.
- Redcliffs School re-establishment – Ministry of Education.
- Redcliffs Village Structure Plan – Redcliffs Residents' Association.
- Redcliffs Commercial Area Revitalisation Project – Redcliffs business group.
- Infrastructure repair programme: Causeway, Main Road three-laning, Ferrymead Bridge – SCIRT/Council.
- Port Hills rockfall: Te Ana O Hineraki / Moa Bone Point Cave and Peacocks Gallop route security – Council.

Some of these will address issues beyond the scope of the Main Road Master Plan, others will be better placed to address detailed design aspects and delivery. Staff from across the Council are collaborating on these projects and the Main Road Master Plan to ensure that there is an integrated process for project planning and delivery along the Main Road corridor.



4.0 Key Issues

- 4.1 *Economy business issues*
- 4.2 *Movement issues*
- 4.3 *Natural environment issues*
- 4.4 *Community, culture and heritage issues*
- 4.5 *Built environment issues*

4.0 Key Issues

4.1 Economy and business issues

Demographics

In 2012 the population of the suburbs that form the Main Road catchment (Mt Pleasant, Moncks Bay and Summer) was estimated at 10,700. Since 2010 the population has reduced by 1870 or 15 per cent. The population decline since the earthquakes is considerably greater than the average for Christchurch (three per cent). Statistics New Zealand's medium population projection to 2031 indicates an initial decline in population followed by an increase to about 11,000 (the level at 2011). The projection indicates that there will be an ageing population with the numbers people over 65 increasing quite substantially, while those in the 40–64 age bracket will drop by a similar amount.

The population of the Main Road area can be broadly categorised as affluent empty-nesters. The median age for people in Moncks Bay and Mt Pleasant census area units is 45. This compares to 36 for Christchurch as a whole. Couples without children make up almost 50 per cent of the households. Approximately 85 per cent of the population are of European extraction. Māori and ethnic groups are under-represented in this area compared to the average for Christchurch. The employment profile is dominated by people in professional, management, technical and administrative roles.

Almost 30 per cent of households are in the highest income category.

Employment

The main employment category for the Main Road area in 2012 was retail trade, with just over 150 employees, followed by education and training both with about 100 employees. Real estate and professional services make up the largest sectors by the number of businesses.

Since 2010 there has been a drop of about 160 employees or 20 per cent of the local workforce. The retail and health care employment sectors have both witnessed marked reductions of 70 employees in each category. The retail employees are in the supermarket and grocery stores category, which is likely to be linked with the closure of the Redcliffs New World. However, the accommodation and food services sector has grown by 34 employees.

This area has traditionally attracted significant numbers of visitors from other parts of the city, and beyond. These visitors help support a range of local businesses. Anecdotally, it has been mentioned visitor numbers have dropped since the earthquakes. This is thought to be partly due to the damage caused to the infrastructure, particularly the roads, ongoing uncertainties about hazard risks such as rockfall, and the lack of knowledge about what facilities and business are open.



Figure 22: Shop frontages at Redcliffs Village.

4.0 Key Issues

4.2 Movement issues

Traffic congestion was an issue on Main Road prior to the earthquakes. A particular pressure point is around Mt Pleasant during the morning rush hour when traffic funnels down from the hill suburbs on to Main Road. Seasonal congestion occurs between Redcliffs and Sumner during the summer months as city residents head to the beaches. Earthquake damage to the road surface, and restrictions due to shipping containers serving as barriers in areas at risk from rockfall have exacerbated this. In addition to causing delays, traffic congestion can cause problems for other road users, in particular creating a barrier for pedestrians wishing to cross the road.

The Main Road corridor supports a range of infrastructure and utility networks which service the eastern bays. SCIRT has developed a comprehensive repair programme for the horizontal infrastructure damaged by the earthquakes. For the roading network this includes:

- Three-laning Main Road at Mt Pleasant.
- McCormacks Bay causeway repair.
- Beachville sea wall rebuild.

The Council has started work to replace Ferrymead Bridge.

The road network between Ferrymead Bridge and the eastern end of the McCormacks Bay causeway has suffered extensive earthquake damage. The SCIRT programme includes repair works to the western end of Main Road and has gained resource consents for this work. There is opportunity to consider whether a degree of betterment can be supported through the repair process to assist access to the local commercial centres.

As an over-dimension route, the Council seeks to keep Main Road clear of permanent features such as gantries (a platform structure), landscaping, permanent street furniture and high central medians that impact on this envelope.

Exceptions of de-mountable furniture, moveable mast arms to signals and the like are a way around the problems, but these are generally avoided as they are cumbersome and expensive to deal with when a big load is being transported.

Geotechnical hazards such as rockfall and cliff collapse are major issues for route security and resilience in this area. Geotechnical evaluations continue to be undertaken to assess the ongoing risks and help inform options for risk mitigation works. This includes options for making the road safe between Lyttelton and Sumner and at Te Ana O Hineraki / Moa Bone Point Cave and Shag Rock Reserve (Peacocks Gallop).

The closure of the road between Sumner and Lyttelton has restricted the ability to access the Port. This is an important issue for over-dimension vehicles which are not currently able to use the tunnel.

The Council has adopted a Concept Plan for a Coastal Pathway between Ferrymead and Sumner, and will provide \$9.9 million funding towards this. Additional fundraising is required, and this is being pursued by the Christchurch Coastal Pathway Group. Detailed design and consenting needs to be undertaken for the pathway construction. Consideration also needs to be given to staging implementation, including how elements of the pathway can be integrated with the SCIRT programme.



Figure 23: Temporary shipping containers at Te Ana O Hineraki / Moa Bone Point Cave.

4.0 Key Issues

4.3 Natural environment issues

The estuary channel's ever-changing dynamics, acting on man-made causeways, infrastructure and other reclamations are an important consideration for coastal planning initiatives. So too are the ways ecological and cultural values associated with the qualities of the estuary intersect with development. The Ihutai / Avon–Heathcote Estuary is a nationally significant bird habitat. Opportunities to enhance the public's appreciation of the natural environment should be taken as part of the recovery planning process. This could include features such as interpretive material, access and views.

Ecology

The local micro-climate, which includes salt spray from the coast and estuary, has an important bearing on the area's ecology.

The coastal margins support a unique range of vegetation which contribute to the biodiversity and character of the area. However, most of the area's native flora has been lost through development. This is an issue of great significance to tangata whenua for a number of reasons, including supporting mahinga kai areas, and acknowledging whakapapa and ancestral relationships to species.

Natural hazards

The Main Road Master Plan area is situated in one of the city's most idyllic natural landscapes – where the Port Hills meet the estuary and the ocean beyond. However, the (mostly) natural processes that contribute to this environment also means the Main Road corridor is susceptible to multiple hazards (including earthquake, slope instability, tsunami and sea level rise) as detailed in Appendix 4. The range and magnitude of the hazards that the Main Road corridor is exposed to, along with the road's importance as a key transportation route, means it is a route that is at high risk to damage and disruption from natural hazards. Mitigation of these hazards needs to be addressed not only on a site-by-site basis, but also at an appropriate catchment level. This generally extends beyond the scope of this Master Plan.

Methods to address the risk posed by natural hazards should be considered alongside the Master Plan to ensure the proposed actions are appropriate for the long-term recovery and resilience of the area. The District Plan Review will address natural hazard matters in respect of land use.

Stormwater

The Master Plan study area incorporates low-lying, flat areas that form part of wider hillside stormwater catchments. Much of this area is at risk of ponding or flooding during extreme events, especially when extreme tides coincide with storm events. In many cases, the stormwater outfalls depend on stormwater pumping and/or non-return valves to protect residents from further inundation. Areas of Beachville Road, in particular, are known to regularly experience tidal water encroaching into the area.

With climate change projections for sea level rise, there is the potential for these areas to experience more regular saline environments. It is critical to ensure that any proposed works, as part of this Master Plan, do not worsen the effects of these existing hazards on properties in the area. Any proposed works also need to take into account these conditions to ensure that the solutions proposed are effective in this coastal environment with the potential exposure to salt water over extended periods of time.

The community has signalled that stormwater treatment should be considered in recovery plans for the area. Options for stormwater treatment within the study area are complicated by the tidal environment and the relatively flat terrain. Retrofitting of treatment for entire catchments would typically require either the dedication of large areas of flat land (for treatment swale, vegetated basins or similar) or the placement of treatment systems higher in the catchment (outside this study area) where hydraulic pressure is available.

For this reason, the Master Plan focuses on options for stormwater treatment of localised runoff areas (i.e. onsite treatment as opposed to catchment-wide solutions) in areas that are proposed

to be developed as part of the projects contained in the Master Plan. The sites selected for consideration are limited to those where space is available without significant impact on other activities and sites that either experience high traffic volumes (for example, the Main Road corridor across the causeway) or are proposed parking areas for example, proposed parking areas at the end of Beachville Road, to ensure the maximum benefit is gained from this treatment. The feasibility of incorporating these treatment elements will be further assessed as designs for the area are developed.

Flooding

Following the March 2014 floods the Mayoral Flooding Taskforce was established to fast-track work to identify the causes and find possible short-term solutions for the repeated flooding experienced by residents in some areas of the city. This work involved an area report for the Moncks Bay.

Land in Moncks Bay was inundated due to fluvial and tidal flooding. With approximately 61 properties affected up to foundation level and six above floor level. One vacant section was also flooded.

The majority of sections that flooded in the March 2014 event were either adjacent or in close proximity to the Rifle Range Drain, the overflow secondary flow path or within the low points in Cliff Street, Bay View Road and Wakatu Avenue where stormwater discharge to the ocean outfalls was restricted by incoming tidal flooding.

Localised earthquake damage to pipe infrastructure occurred and is to be repaired under SCIRT projects. This includes road reshaping in front of the properties identified as the most vulnerable from flooding by the Rifle Range Drain secondary flow path on Main Road.

The District Plan Review has updated floor level and fill management provisions to help safeguard new development in areas at risk from flooding.

4.0 Key Issues

4.4 Community, culture and heritage issues

A number of community facilities have been lost or relocated as a result of earthquake. These include Redcliffs School, Redcliffs Volunteer Library, Mt Pleasant Community Centre and two kindergartens. The changes to the levels of service have had an impact on the community, including a shortage of places for community groups to meet. The Redcliffs Kindergarten is unlikely to be rebuilt in the short-term due to demographic changes, instead with the focus on rebuilding at the McCormack's Bay site to serve the wider catchment.

There are a number of community based groups in Redcliffs, such as the Volunteer Library and Community Shed that provide complementary but independent services. Although some of these have a physical presence in the village centre they are dispersed, and some are currently temporary, for example the Community Shed has a two-year lease to continue in its present location.

Recreational facilities have also been reduced. Access to the Port Hills tracks has been restricted due to the risk of rockfall.

There is uncertainty as to when access will be re-established, although some tracks, for example Eastenders which begins in Barnett Park, have now reopened. Both of the area's yacht clubs have experienced damage to their facilities and are in need of repair.

The Ihutai / Avon-Heathcote Estuary is identified as one of the catchment areas within the Mahaanui Iwi Management Plan and contains various sites and features that are of significance to tangata whenua. There are heritage features, archaeological sites and cultural associations throughout the corridor. A number of these have been affected by the earthquakes and this is diminishing one of the main characteristics and assets of this area.

4.5 Built environment issues

Over 700 properties have been included within the residential 'red zone'. While this has had a dramatic impact on the people directly involved it also has a flow-on effect for the community due to a reduction in population. Within a limited catchment area, a small decline in population can have a significant impact on the viability of other services within the area, such as shops.

Damage to community facilities and retail stores can provide an opportunity to redesign the buildings to better provide for the current needs of the community. However, uncertainty about technical aspects of rebuilding on Technical Category 3 land and the likely increase in building costs may create challenging conditions for redevelopment.



Figure 24: Residential Red Placard, Redcliffs.

5.0 Vision



5.0 Vision

The Main Road corridor is the thread that connects, and provides a common bond between, the discrete and distinct local communities of Christchurch's eastern bays. It provides safe and convenient access to the Ihutai / Avon-Heathcote Estuary, the coast and the Port Hills. The area's unique heritage (both Māori and European), landscape and ecology underpins its economic vitality and viability. Redcliffs is the main commercial centre offering a range of local and boutique services, while McCormacks Bay is a hub for community activities. The Coastal Pathway and a range of high-quality features are distributed along its length, providing interest and opportunity for the community and visitors to utilise the area.



6.0 Goals



6.0 Goals

Goals	Actions
Economy and business (EB)	
<p>A range of sustainable, boutique local businesses and services support the local community.</p> <ul style="list-style-type: none"> • Redcliffs is the principal local centre for the Main Road corridor. • Redcliffs supermarket is rebuilt. <p>Business gains leverage from the local heritage, culture and environment values.</p>	<p>EB1. Business association development.</p> <p>EB2. Marketing strategy.</p> <p>EB3. Events establishment and promotion.</p> <p>EB4. Re-establish supermarket.</p>
Movement (M)	
<p>Safe, resilient and sustainable transport links exist between the communities of the eastern bays.</p> <ul style="list-style-type: none"> • A Coastal Pathway provides a segregated multi-modal, non-motorised route. <p>The transport infrastructure in centres and at key nodes supports economic and community activity.</p>	<p>M1. Coastal Pathway.</p> <p>M2. Redcliffs village centre streetscape enhancements.</p> <p>M3. Beachville Road streetscape enhancements.</p> <p>M4. Mt Pleasant intersection enhancements.</p> <p>M5. Mt Pleasant bus shelter enhancements. M6. McCormacks Bay streetscape.</p> <p>M7. Moncks Bay parking and bus stop enhancements.</p> <p>M8. Redcliffs village centre parking and traffic – monitoring and review.</p> <p>M9. Route security – rockfall management and protection.</p> <p>M10. Pedestrian crossings.</p>
Natural Environment (NE)	
<p>High-quality and accessible open spaces are available for all users.</p> <ul style="list-style-type: none"> • Native flora is widely used in landscaping and the built and natural environment. 	<p>NE1. Landscape palette.</p> <p>NE2. Scott Park enhancements.</p> <p>NE3. Barnett Park landscape and amenity review.</p>

6.0 Goals

Goals

Actions

Community, culture, heritage	
<p>The capacity of community facilities and services is restored and enhanced.</p> <ul style="list-style-type: none"> • McCormacks Bay is a hub for local community facilities serving the Mt Pleasant area. <p>The history and culture of the estuary and coastal communities of the eastern bays is recognised and celebrated.</p>	<p>CCH1. McCormacks Bay community hub.</p> <p>CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park.</p> <p>CCH3. Tangata whenua cultural interpretation.</p> <p>CCH4. Redcliffs community resources.</p> <p>CCH5. Resilience Plan.</p> <p>CCH6. Moncks Cave protection and amenity enhancements.</p>
Built environment	
<p>The built environment provides safe and convenient places for the community to gather and go about its day-to-day business.</p> <p>The distinct identities of the eastern bays communities are reflected in the design of the built environment.</p>	<p>BE1. Redcliffs comprehensive redevelopment opportunities.</p> <p>BE2. View shafts.</p> <p>TP1. Transitional projects.</p>



7.0 Actions

- 7.1 *Objectives for centres and nodes*
- 7.2 *The corridor between the centres*
- 7.3 *Actions*

7.0 Actions

7.1 Objectives for centres and nodes

The main objectives and elements for the action areas are described below, together with the locations of spatial actions.

A more detailed explanation of the individual actions is provided in Section 7.3.

Redcliffs

Redcliffs provides a focal point for local services and commercial activity that meets the day-to-day needs of the surrounding community. It contains informal, relaxed places where people can take time to stop and socialise. A strong business group facilitates a coordinated and collaborative approach to economic development.

- Enhance Redcliffs village centre character and promote the range and quality of local services to help make it economically sustainable and support its role as a commercial centre for the eastern bays communities.
- Short to medium-term improvements to the current urban form, including streetscape upgrades which include improved landscaping, enhanced pedestrian environment and better connections to local shops and features such as Moncks Cave, that will benefit all users of the area and make it more attractive as a destination and more distinctive as an urban village.
- In the long-term, opportunities for more comprehensive redevelopment could provide wider benefits that support the vitality and viability of the centre, including a sheltered commercial courtyard.



Figure 25: Redcliffs action area.

7.0 Actions

McCormacks Bay

McCormacks Bay is a key community hub where people congregate and socialise in a relaxed and informal setting. The Mt Pleasant Farmers' Market provides fresh local produce to the community.

- Reinforce the role of McCormacks Bay as a community hub to support the hill suburbs around Mt Pleasant.
- Reposition the community centre and kindergarten within their former sites to optimise the potential for integrating their activities and promoting dual use of the forecourt space for parking and events, such as the Farmers' Market.
- Create a centralised, safe and attractive place for the community to congregate for a range of social and recreational activities, with improved streetscapes providing enhanced connectivity between the retail and community facilities.



Figure 26: McCormacks Bay action area.

7.0 Actions

Scott Park

- Enhance the quality and importance of Scott Park and Ferrymead Bridge as the gateway to Christchurch's eastern bays communities to help draw people into the area.
- Redesign Scott Park for windsurfing and watersports to take advantage of its estuary edge location, while also recognising the links to the area's past.
- Provide improved access to, and within, the park, particularly for pedestrians and cyclists.



Figure 27: Scott Park action area.

7.0 Actions

Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park

- Provide improved access and interpretation to Te Rae Kura, one of the city's most significant cultural and historic sites to enrich the visitor experiences.
- Amenity improvements to make the park more user-friendly and help reflect the significance of its setting.
- View shafts to reinforce the linkage between the Te Ana O Hineraki / Moa Bone Point Cave and the estuary.
- Streetscape works to Beachville Road to provide a safer and more attractive environment that incorporates the Coastal Pathway.



Figure 28: Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park action area.

7.0 Actions

Moncks Bay

- Enable better access to the natural assets that Moncks Bay has to offer, and improve the quality of the physical environment, such as car parking and public transport facilities to promote recreational opportunities.

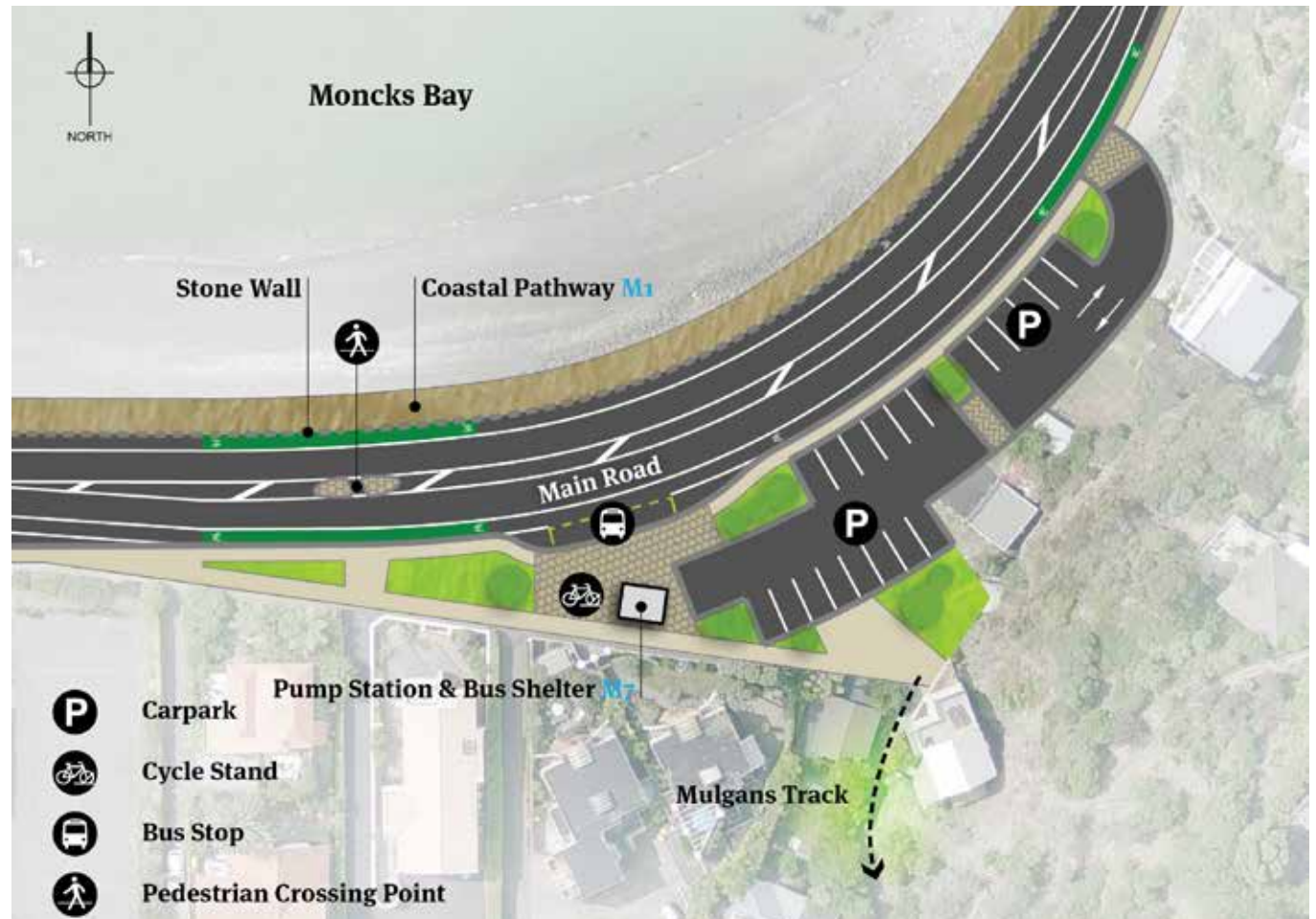


Figure 29: Moncks Bay action area.

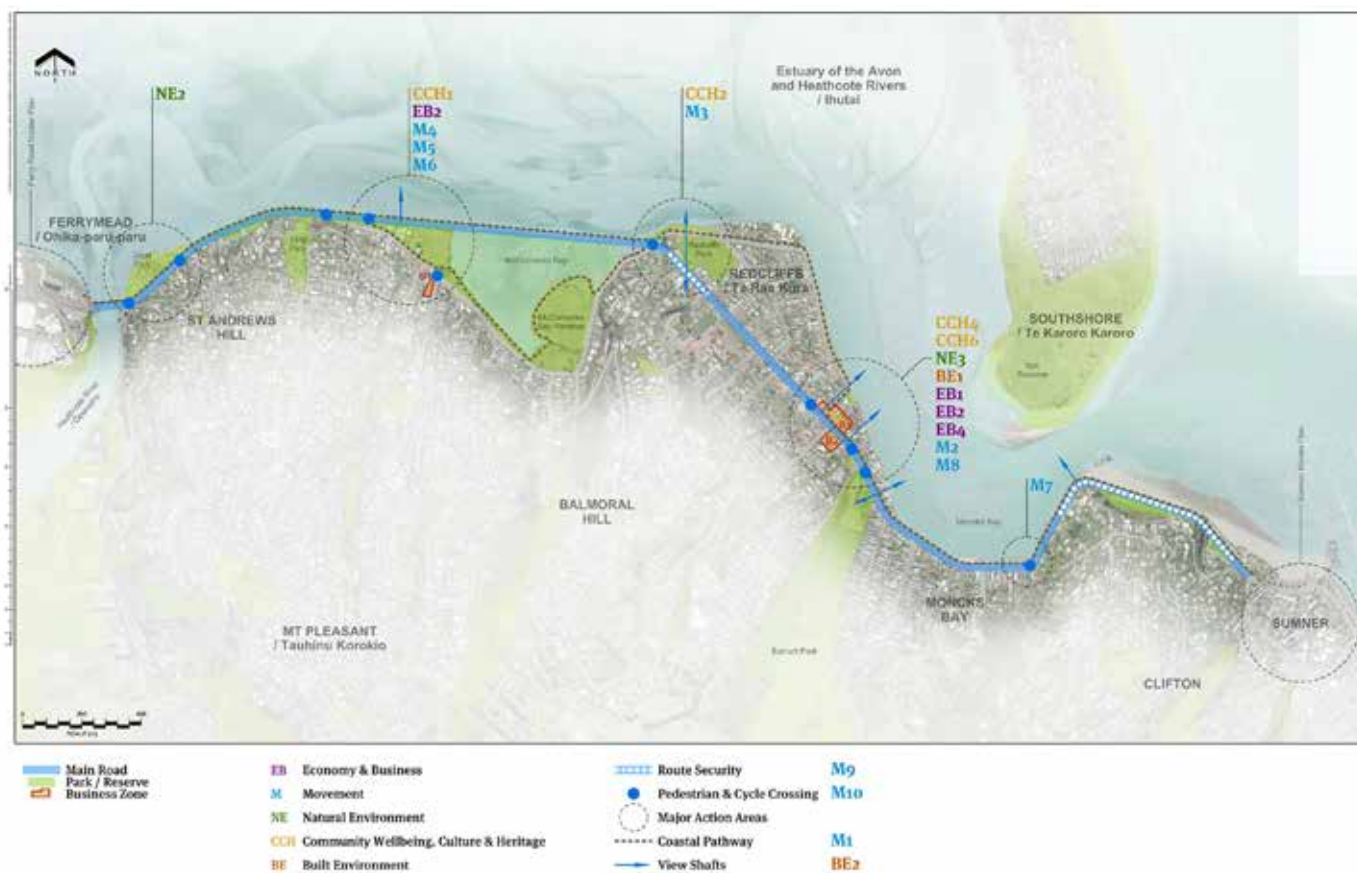
7.0 Actions

7.2 The corridor between the centres

- The Main Road corridor continues to be a key lifeline feature for local communities and is a focus of a number of destination.
- The Main Road corridor is a place where local residents and the wider community can, through interpretation, experience the history of the beginnings of Ōtautahi/Christchurch. Lingering at notable landmarks, they can discover the past occupation and development of the coastal communities.
- Main Road provides access for commercial freight traffic to Lyttelton Port of Christchurch. Repairs to the transport and infrastructure networks improve its resilience. A range of sustainable transport opportunities are available to the local community and visitors.
- The Coastal Pathway provides a world-class experience, taking advantage of the area's unique natural and cultural resources.
- The quality of the environment, together with local amenities and recreational features, provides a place for Christchurch residents to 'holiday at home'. Visitors from further afield are attracted to the quality of the estuarine and coastal environment and the facilities, and the experiences that are on offer.
- Recreational opportunities abound in the network of reserves and parks; and the area supports a diversity of water-sports activities.
- Strong and cooperative community groups utilise their combined resources to enhance opportunities to support their communities.
- The community is aware of the natural hazards that exist locally and is prepared to respond to future events, as and when they happen.

- The built environment celebrates and complements the natural environment – taking advantage of the unique location to enhance the setting and experience for all users.

Figure 30: Main Road corridor action areas.



7.0 Actions

7.3 Actions

Economy and business

EB1. Business association development

Currently, the Redcliffs business group is operating on an informal basis. Since the earthquakes it has been proactive – developing the Revitalisation Project for the commercial area of Redcliffs village. There is an opportunity to formalise this group, including establishing a constitution and defined purpose. A strong, coordinated and collaborative group will support local businesses and create opportunities for promoting the area on a broader basis. Consideration should be given to incorporating Soleares Avenue / McCormacks Bay businesses to consolidate local business interests and provide the critical mass for the organisation.

Principles

- Foster a collaborative relationships among local businesses, and with wider economic development agencies.
- Provide a single voice to represent business interests.
- Support economic regeneration initiatives, including the revitalisation project and transitional projects.

Next steps

- Arrange meetings of business groups to discuss terms of a formal association – Redcliffs Business Group.
- Establish a formal association – Redcliffs Business Group.

EB2. Marketing strategy

Develop a marketing strategy aimed at putting the commercial centres and community hubs of Redcliffs and Mt Pleasant 'on the map'. A range of possible techniques can be developed to promote the centres, such as branding (possibly including banner wraps around lighting columns/power poles), website, social media and free Wi-Fi within the centres. Developing unique selling points will create a point of difference that makes the centres stand out from the crowd.

Principles

- Holistic approach for Redcliffs and Mt Pleasant.
- Realistic and honest.
- Affordable and proportionate.

Next steps

- Establish a working group – Redcliffs Business Group.
- Define unique selling points and images to promote – Redcliffs Business Group.
- Identify target markets and preferred delivery methods – Redcliffs Business Group.
- Establish costs and budget – Redcliffs Business Group.

EB3. Events establishment and promotion

There are a number of existing events that draw people into this area – the Speight's Coast to Coast multisports race (February), City to Surf fun run/walk (March), Festival of Cycling (December), Bike week (February), Godwits arrival (September) and departure (October) and Rugby Sevens tournament (September). Developing local business linkages with local events will help to leverage economic activity from these events. Opportunities for complementary activities or new events that draw on the unique local character, such as the coastal location, culture, heritage or nautical links (for example sailing regattas), could be considered to spread activity throughout the year and create interest in quiet periods.

Principles

- Play to the area's strengths, focusing on its unique attributes and selling points.
- Leverage economic activity from events.

Next steps

- Review opportunities to collaborate with existing events – Redcliffs Business Group.
- Liaise over new/upcoming events – Redcliffs Business Group and the Council.



7.0 Actions

EB4. Re-establish supermarket

Supermarkets not only provide a range of important goods to the local community, they are also significant employers and serve as an anchor activity that attracts people to a centre. Prior to the earthquakes the Redcliffs New World supermarket employed about 70 full-time and part-time staff. The supermarket has been demolished due to earthquake damage, however, Foodstuffs has gained resource consent for a new, enlarged supermarket and construction is now underway. The Council has agreed to cost share the funding for new traffic lights at the Main Road / Augusta Street intersection which will improve access.

Principles

- Convenience shopping facility to service Redcliffs and the eastern bays catchment.
- Active frontage with Main Road.
- On-site parking and servicing area.
- Use design features, landscaping and boundary treatment to break up the bulk and mass of the building and integrate it with the more domestic scale setting.

Next steps

- Installation of traffic lights – Council.



Figure 31: Redcliffs New World supermarket, pre-earthquakes.

Movement

M1. Coastal Pathway

The Christchurch Coastal Pathway Group, in conjunction with the Council, have developed a concept for a 6.5 kilometre pathway to connect Ferrymead with Scarborough Beach, linking the eastern bays communities along the way, including a 1.3 kilometre loop around McCormacks Bay.

This pathway will be an accessible, safe, segregated and multi-use route for walkers and cyclists of all ages and abilities, including people with mobility and sensory impairment. It will be both a transport and recreational route with a range of complementary features, such as viewing platforms and the use of interpretive material which references the area's natural environment and cultural heritage. Cycle parking will be provided at key locations.

Consultation on the Draft Concept Plan indicated a strong level of community support for this project. The Council has identified \$9.9 million funding to enable this project to get underway and has established a Memorandum of Understanding with the Christchurch Coastal Pathway Group to help coordinate delivery. As this is a major project over a significant distance, it is likely to be delivered in stages. The Concept Plan has now been adopted by Council and consideration is being given to integrating works with the SCIRT programme, where feasible.

Principles

- An ecological playground.
- A place to tell stories.
- Support recreational activities with commercial opportunities (HPSTED).
- Safe movement and easy connections through barrier-free environmental design (CPTED).
- Broad, generous, diverse.

Next steps

- Finalise Concept Plan – Council.
- Identify immediate opportunities for elements of the Coastal Pathway to be integrated with SCIRT horizontal infrastructure repairs – Council.
- Pursue external funding opportunities – Christchurch Coastal Pathway Group.
- Investigate detailed design and consenting – Council.

7.0 Actions

M2. Redcliffs village centre streetscape enhancements

Making Redcliffs village centre a safe and comfortable place is an essential component in its recovery. A user-friendly environment with a welcoming atmosphere will attract people to the centre and enable them to linger in comfort.

Traffic

Slower traffic speeds will create a safe environment for all users. These can be achieved through design and traffic management measures such as gateway treatments, landscaping and traffic signals. The use of contrasting surfacing materials at the points of entry to the centre on Main Road, together with pedestrian crossing refuges and village signage can provide visual indications that the environment is changing. These will be consistent with the philosophy of self-explaining roads, which intends to positively influence user behaviour. New traffic signals will improve conditions for traffic wishing to gain access and egress from Augusta Street and the rebuilt supermarket, particularly at peak hours.

Amenity

Amenity enhancements can help to create an appealing and unique destination, which will attract trade into the village centre, rather than just passing through it. Quality paving treatment can be used to unify the centre and integrate the additional width required to incorporate the space for the Coastal Pathway. Extending the pavement at the Beachville Road intersection will help create space for new landscape features with integrated seating. This could potentially include the re-use of some of the local rockfall material to provide authentic character, and trees could be planted to provide shade. Cycle parking can be incorporated into this area to encourage Coastal Pathway users to stop and visit the centre.

Enhancements to the intersection of Main Road and Cave Terrace can help to connect the village centre with the amenity and recreational resources at Moncks Cave Reserve and Barnett Park. This can support dual purpose trips that add to the diversity of the centre.

Retaining the view shaft along Beachville Road will provide a visual connection between the village centre and the estuary, and influence the landscape treatment. Small-scale enhancements to the Beachville Reserve, such as improved seating, will complement the other works identified for Redcliffs village centre and the Coastal Pathway. There is an opportunity to explore the potential use of rain gardens as part of the stormwater management system for "first flush" treatment.

Parking

The reconfiguration of the on-street parking will be necessary to accommodate the Coastal Pathway and traffic signals. This may involve the removal of some spaces along the western side of Main Road. However, businesses along this stretch have existing on-site car parking provision. Additional parks will also be marked on Augusta Street to maximize the number of spaces in this location. The parking on Beachville Road will continue to accommodate the Council's mobile library van if necessary, which would bring further interest into the heart of the village centre. The city-bound bus stop will need to be relocated outside the supermarket and will provide a safe place for passengers to alight while also allowing vehicles to pass.

Principles

- Places for people to gather and interact.
- Quality design and materials.
- Universal barrier-free design.
- Safe environments (CPTED).
- Coordinate and integrate with SCIRT repairs and Coastal Pathway.

Next steps

- Investigate design options for streetscape upgrade and further engage/consult with the community and stakeholders – Council.
- Integrate amenity features within centre – Council / Christchurch Coastal Pathway Group.



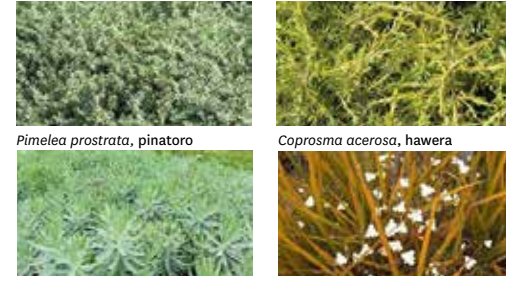
Figure 32: Redcliffs Village collage image.

7.0 Actions

Redcliffs | Village Character



groundcovers & small shrubs



large shrubs & trees

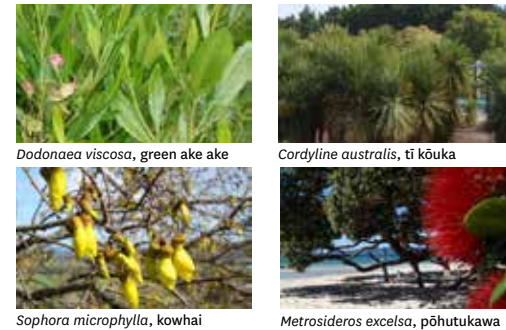


Figure 33: Precedent images for Redcliffs Village, for buildings, hardscape materials and plantings.

7.0 Actions

M3. Beachville Road streetscape enhancements

Parts of Beachville Road have been earthquake-damaged and are identified in the SCIRT repair programme. This provides an opportunity to redesign the streetscape of the Te Rae Kura / Redcliffs Park section of Beachville Road to tie in with the Coastal Pathway, and the proposed reserve enhancements refer also to Action CCH2 which addresses the Redcliffs Park area, and to include car and boat trailer parking and bird roosting areas along the coastline in this location.

Traffic

Modifications to the road layout and width can create a safer slow road environment that is more appropriate to the character and amenity of its setting, while still providing for vehicular traffic to have an alternative access to the McCormacks Bay Causeway. Threshold treatments which use contrasting, but sympathetic, surface materials can assist with managing traffic speeds and providing clear pedestrian crossing points.

Coastal Pathway

The Draft Coastal Pathway Concept Plan considered a naturalisation project in this area, which would involve the closure of the western end of Beachville Road and the re-introduction of a bay and saltwater marsh. There were a number of submissions to the Concept Plan that raised concerns about this project due to the potential impact on the park and sports fields, and the need to maintain route security for traffic getting to and from the eastern bays. The design has taken these concerns on board, by creating a softer, more culturally appropriate response than previously existed.

Parking

Rationalisation of the parking area along the water's edge provides an opportunity to incorporate landscaped areas that use native species appropriate to the estuary edge setting. This can help to establish a link with the proposed landscaping treatment in the adjacent reserve, and provides scope to consider the integration of swales to help manage stormwater. Parking for cars and boat trailers for recreational users can be more clearly defined and enhanced. The Beachville Road frontage will retain the heritage kerbstones along the park's edge.

Principles

- Alternative access route.
- Parking for recreational users.
- Safe environment – slow speeds.
- Universal barrier-free environmental design.
- Integration with SCIRT, Coastal Pathway, Redcliffs Park and Estuary Edge Master Plan.

Next steps

- Identify immediate opportunities for integration with SCIRT horizontal infrastructure repairs (including elements of the Coastal Pathway) – Council.
- Investigate design options for streetscape upgrade – Council.



Figure 34: Beachville Road collage image.

7.0 Actions

M4. Mt Pleasant intersection enhancements

Mt Pleasant residents have indicated a desire to use local services and facilities in Redcliffs, but have identified difficulties for vehicles making turns into Main Road. Construction is underway on the three-laning of the section of Main Road between Ferrymead Bridge and McCormacks Bay Road is due to be completed in May 2015 as part of the SCIRT infrastructure repair programme. This includes improvements at the intersections of Mt Pleasant Road and McCormacks Bay Road with Main Road. Alterations to the intersections design will help to improve visibility and facilitate better right turn movements for vehicles entering Main Road heading to Redcliffs and Sumner. This will help support better use of the eastern bays' commercial centres.

Cycle parking will also be introduced in conjunction with the Park and Ride facility (see Figure 35).

Principles

- Improved visibility and safety for right-turning movements.

Next steps

- Liaise with SCIRT – Council.
- Intersection repairs and upgrades – SCIRT.



Figure 35: Mt Pleasant intersection enhancements and cycle parking.

7.0 Actions

M5. Mt Pleasant bus shelter enhancements

Main Road is an important public transport route to the eastern bays communities. However, sections of it are very open and exposed to the elements. The provision of improved facilities at bus stops can promote greater use of public transport, and enhance safety and convenience for locals and visitors alike. In particular, there is an opportunity to consider the design of shelters on the estuary side to reflect the natural and cultural setting and integrate seating and facilities for bus users, cyclists, people using the Coastal Pathway and those wanting to enjoy the estuary. Detailed designs will need to be considered in relation to the Estuary Edge Master Plan and the Coastal Pathway Concept Plan. Provision of cycle parking in this area will also be important.

Principles

- High-quality design that contributes to the character and amenity of the area.
- Incorporate smart technology, such as real-time information, solar power USB charging, wi-fi.
- Dual purpose use on estuary edge – providing seating for both Coastal Pathway/estuary users and bus users.
- Universal barrier-free environmental design.

Next steps

- Liaise with SCIRT and ECan – Council.
- Investigate secure/sheltered cycle parking – Council.
- Investigate location and design options – Council.

M6. McCormacks Bay Road streetscape

McCormacks Bay Road has suffered earthquake damage, and there is an opportunity to consider enhancements as part of the reinstatement works.

‘Park and Ride’

As a result of the three-laning of Main Road, there has been some realignment of the intersection of McCormacks Bay Road. This will create an area that can be used for ‘Park and Ride’ facilities, and allow for landscape enhancements. The ‘Park and Ride’ can cater for commuters travelling to-an-from the city, and provide a transitional point within the journey that allows for a combined trip to the nearby community facilities. At the weekend, the ‘Park and Ride’ area can service people attending the Farmers’ Market or using the Coastal Pathway.

Intersections

There is scope to improve the intersections at Soleares Avenue and Aratoro Place. Improved landscaping, better pedestrian crossings, together with cycle parking near the shops can improve safety and amenity. This can help to link the commercial centre with the nearby community facilities and promote increased use.

Parking

Reconfiguring the on-street parking to the west of Aratoro Place can provide opportunity to improve safety for private driveways opposite the community centre and introduce additional areas for amenity planting. The slight reduction in width of the carriageway will also assist with traffic calming and contribute to the sense of place around the community hub and shops.

Principles

- Amenity enhancements – Universal barrier-free environmental design.
- Pedestrian safety.
- Integration with community facilities.

Next steps

- Liaise with SCIRT – Council.
- Investigate design options – Council.

7.0 Actions

M7. Moncks Bay parking and bus stop enhancements

The water pump station needs relocating as part of the SCIRT infrastructure repair programme. There is opportunity to incorporate the existing bus stop into the new pump station building and provide additional amenities, including a bike stop and drinking water fountain. Additionally, there is opportunity to formalise parking which can be used to service the nearby beach and Coastal Pathway. Providing a pedestrian crossing can improve safety for residents and visitors. There is space to incorporate cycle parking and interpretive material about the areas history, geology and ecology to enhance the recreational experience. These works will be complementary to the repairs being considered to the Christchurch Yacht Club and the former Rowing Club shed.

Principles

- Shared use of infrastructure.
- Amenity enhancements.
- Universal barrier-free environmental design.
- Safe environment (CPTED).
- Integrate with SCIRT infrastructure repairs.
- Incorporate smart technology such as real-time information, solar power USB charging, wi-fi.

Next Steps

- Liaise with SCIRT- Council.
- Investigate design options – Council.

M8. Redcliffs village centre parking and traffic speeds – monitoring and review

The proposed changes to the streetscape through Redcliffs village centre, including the introduction of traffic lights, the Coastal Pathway and provision of an upgraded on-street cycleway may have an impact on the number of on-street car parks available along Main Road. However, there are other parking areas available on both Beachville Road and Augusta Street and local businesses also provide some off-street private parking spaces. As the rebuild is completed and usage settles to the 'new normal', it will be important to assess whether parking provision remains adequate and appropriate.

A review can enable a more detailed investigation into the levels of parking demand and usage, and consideration of other opportunities for enhancing parking and access for shoppers in Redcliffs village centre. This review can also investigate whether a slow speed environment is necessary in managing the speed of traffic passing through the village.

Principles

- Safe, convenient and adequate supply of short-stay parking.
- Collaborative approach between on and off-street parking.

Next steps

- Parking and traffic study to be undertaken six months after the construction of the supermarket and installation of traffic lights – Council.



Figure 36: Redcliffs Village.

7.0 Actions

M9. Route security – rockfall management and protection

The Te Ana O Hineraki / Moa Bone Point Cave and Rapanui / Shag Rock Reserve sections of the Main Road corridor are significantly affected by the risk of rockfall and cliff collapse. Currently, shipping containers are being used to protect road users and the infrastructure network from geotechnical hazards. Where practicable, these barriers have been realigned to improve use of the road corridor for vehicles, cycles and pedestrians. Work is taking place to fully understand the geotechnical hazards in the area and the options for appropriate engineering responses. This will define the appropriate long-term management methods to ensure route security is maintained for the eastern bays communities and for the over-dimension route to Lyttelton.

Principles

- Maintain lifeline connections to the eastern bays communities.
- Sumner Road is noted in the Land Use Recovery Plan (for 2015) and this route is still the key over-dimension route for Port transport.

Next Steps

- Complete geotechnical investigations – Council.
- Design appropriate risk mitigation treatments for road corridor that take into account the safe movement of people and freight – Council.



Figure 37: *Apodasmia similis* "Oioi". Suitable for rain gardens or estuarine system.



Figure 38: *Coprosma propinqua* "Mikimiki".

Natural Environment

NE1. Landscape palette

The rebuild process provides scope to consider the reintroduction and extended use of traditional flora to the coastal environment. This can help promote biodiversity and cultural values. There is also opportunity to consider how planting can be used to enhance the visitor experience for people with sensory impairment.

The development of a landscape palette can help to identify appropriate species, functions and locations for planting. Consideration can also be given to hard landscaping treatments, such as promoting the use of sympathetic materials in keeping with the character of the area. This can be used by the community as a guide for new development, the Council and the Department of Conservation (DoC) for reserve management and residents for private gardens.

Principles

- Ecologically and culturally relevant species.
- Hard and soft landscapes.
- Sustainable design.

Next steps

- Investigate appropriate soft and hard landscape elements – Council.
- Liaison with stakeholders – Council.

7.0 Actions

NE2. Scott Park enhancements

A number of buildings and facilities within the park have been damaged by the earthquakes. The bowls club has already relocated to Redcliffs. The Estuary Edge Master Plan is looking at the options for the redevelopment of the reserve to create a better interface with the estuary, and to provide an increased focus on water sports activities.

Water sports facilities

New facilities for the Mt Pleasant Yacht Club are being considered, including a more centralised club building and ablutions block, new boat storage shed and rigging areas. The creation of artificial beaches can improve access to the water for windsurfers. Restructuring the parking areas can provide a more efficient space for boat trailers as well as cars, and act as a start point for the Coastal Pathway. Together, these alterations can improve facilities for water sports users and promote better use of the area.

Gateway experience

This area provides the gateway to, and first impressions of, the city's eastern bays. It is, therefore, important that it provides a high quality arrival experience. The environment can be enhanced through more effective landscaping that will add to the area's amenity and provide shade for sitting and watching the estuary and water sports activities. The design and materials used in new buildings will also be an important part of enhancing the area. Interpretive mechanisms, including signage, can be used to explain the significance of this location and the role the 1850 ferry – from which Ferrymead and Ferry Road take their names – played in the early years of the founding of Christchurch.

Heritage protection

Penfold's Cob Cottage is a well-known heritage landmark close to the Ferrymead Bridge. The extensive earthquake damage it experienced means that full restoration is unlikely. However, there is potential to stabilise the ruins and maintain these as a heritage feature that tells the story of early European settlement of this site. Due to the nature of cob material, it is likely the preservation of the ruins would require them to be enclosed and climate-controlled. Investigations should explore how this could be achieved, while still keeping the ruins visible. In conjunction with the design of the new Ferrymead Bridge, this could act as an entrance feature marking arrival into the eastern bays suburbs.

Coastal Pathway

Integrating the Coastal Pathway into Scott Park Reserve will ensure effective connectivity with the new Ferrymead Bridge and the rest of the city. A balance needs to be struck between the various park users, to make sure the alignment of the pathway is safe and avoids conflict. A route adjacent to the road provides a direct link through the park, while still providing pathway users the option to break out and meander through the park should they wish.

Principles

- Improved access to the water.
- Provision for expected growth in water sports.
- Integration with SCIRT infrastructure repairs and the Coastal Pathway.
- Preservation and interpretation of heritage features.
- Amenity landscaping incorporating native species.
- Quality gateway experience, including the design of new buildings.

Next steps

- Identify immediate opportunities for integration with SCIRT horizontal infrastructure repairs (including elements of the Coastal Pathway) – Council.
- Investigate park activities and design through the Estuary Edge Master Plan – Council.

7.0 Actions

NE3. Barnett Park landscape, amenity and car parking review

The earthquakes have caused damage to a range of features in Barnett Park, including the public toilets, seating and the drinking fountain. In addition, the west side track heading up to the Port Hills from Barnett Park, and the climbing crags above, are closed. There now exists an opportunity to review how parts of the park's frontage function and consider the restoration of facilities. SCIRT will be reusing the former toilet block near Cave Terrace as a pump station. Potential amendments to the intersection of Cave Terrace could provide additional space along the park's frontage and facilitate better linkages with the adjacent Moncks Cave site and the village centre. The provision of the Coastal Pathways and SCIRT infrastructure repair changes to Main Road including the upgrading of the on-street cycle lane will have an impact on the number of on-street car parks provided in the vicinity of the Park. A review of the car parking situation is, therefore, warranted as part of a review of aspects of the park's operation.

The 'OK Corral' children's bike/scooter park, which was a temporary transitional project, proved to be a popular feature in the village centre with around 30–40 children using it on a daily basis. However, it has had to quit its current site as the rebuild of the supermarket progresses. Investigations should consider the potential for relocating this community-initiated facility to Barnett Park.

Principles

- Promote the natural and cultural setting.
- Complementary activities and facilities for the village centre and Coastal Pathway.
- High quality design that contributes to the character and amenity of the area.

Next steps

- Investigate opportunities for updating the Barnett Park Landscape Plan – Council.

Community, culture and heritage

CCH1. McCormacks Bay community hub

Community facilities

Earthquake damage to the Mt Pleasant Community Centre and kindergarten resulted in their demolition. These organisations are looking to re-establish their facilities and the Mount Pleasant Memorial Community Centre and Residents Association has applied for resource consent for a replacement community centre. This will provide an anchor for community activities in the Mt Pleasant area. There is scope to consider repositioning and connecting these facilities, including the community centre wrapping around the squash club building to provide access on to the reserve. More integrated redevelopment can promote better, more flexible use and help to reduce costs.

Parking/events area

As part of the rebuild, there is scope to redevelop the car park area to create a multi-purpose events space that can support the regular Mt Pleasant Farmers' Market. A more flexible layout and the incorporation of features such as electrical power points and seating around the periphery can enable dual use of this area. The community buildings can help to create a sense of enclosure, while providing passive surveillance of the space. They can also act as shelter from the easterly wind. A feature wall that incorporates seating and reused rubble from local retaining walls and rockfall can help to complete this space. Provision should be made to maintain a link through to the adjacent reserve. There is further scope to enhance amenity facilities by integrating a public toilet and barbecue area along with cycle parking into the facilities rebuild.

Recreation

Opportunities to develop outdoor recreational facilities will also contribute to the use of this area, including the potential for active play and fitness equipment. A bike fix-it stand and cycle parking will help to tie the use of the area into the Coastal Pathway facility. Reinstatement of the reserve area between the pump station and the commercial area at Soleares Avenue, which has been used as a compound for storing rockfall rubble, provides an opportunity to create a space for overflow parking for events in the area – helping to ensure that safety is achieved for road and pathway users. Careful consideration of the detailed design will be needed to ensure the open and green character of the reserve is retained. The proposed recreational enhancements should be complementary to the natural environmental qualities of the bay itself.

Further work to consider how the community facilities tie in with the wider reserve area and natural environment of McCormacks Bay should be undertaken through the Estuary Edge Master Plan. The diverse nature of this project may require a staged approach to implementation.

7.0 Actions

Principles

- Shared space.
- Safe and sheltered public space (CPTED).
- Integration with active recreation (HPSTED).
- Integration with Coastal Pathway, Reserve Management Plan and Estuary Edge Master Plan.

Next steps

- Resource consent for Community Centre – Mt Pleasant Memorial Community Centre and Residents Association.
- Leasing arrangements and update of McCormacks Bay Management Plan – Council.
- Investigate opportunities to integrate community and recreational facilities with the open space values through the Estuary Edge Master Plan – Council.



Figure 39: McCormacks Bay collage image.

7.0 Actions

CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park

Te Ana O Hineraki / Moa Bone Point Cave is one of the most significant geological, cultural and historic sites along the corridor and indeed in the city. However, due to rockfall issues it has been difficult to access. It has been treated in isolation from the adjacent reserve at Te Rae Kura / Redcliffs Park, and has also become dominated by the road corridor and as a result is little more than a passing feature for traffic along Main Road.

Cave entrance treatment

Although public access to the cave is unlikely to be achievable in the future due to ongoing safety concerns, there is an opportunity to enhance the setting and experience of the cave. The use of transparent fencing can provide opportunity to see into the cave, while achieving appropriate levels of safety for the public. Pavement treatment around the entrance – using quality material and designs – can contribute to the special character and qualities of the site. This could include marking out the former extent of the cave chamber on the ground. Visually linking the cave with the Te Rae Kura / Redcliffs Park, Ihutai / Avon-Heathcote Estuary and the Coastal Pathway – using view shafts and potentially a viewing platform – can further enhance the scope to see into the cave from across the road and obtain a different perspective of its setting on the estuary.

Redesigning the park's frontage with Main Road can provide scope for introducing interpretive material about the cave's history and significance. A new car park, repositioning of the bus stop, realignment of footpaths and landscaping can improve accessibility. This can also provide a better and safer experience for visitors to the area.

Park amenity

Complementary facilities such as picnic tables – screened from the road and seating can enhance the amenity value of the area and provide a connection with the children's play area. The reintroduction of native plantings along the western edge of the park can help to demark where the former estuary shoreline was, and its use on the current estuary frontage can help to recreate the traditional values and context of the area.

The provision of fitness equipment along the Beachville Road frontage can help facilitate integration of the park and the Coastal Pathway, as part of a fitness trail. The club room at the Main Road entrance to the park is unused. This could be relocated near the Beachville Road / Celia Street intersection, close to where the new pump station will be installed, to support activities at both the playing fields and the jetty. In the longer-term, if there is demand, consideration could also be given to relocating the toilet block and providing changing facilities. At the time of writing, there is interest by Redcliffs Residents Association to relocate the Redcliffs Pavillion adjacent to Redcliffs Park, for community uses.

Principles

- Promote cultural and historic values.
- Visual accessibility.
- Native landscaping.
- Safe and comfortable spaces (CPTED).
- Active recreation (HPSTED).
- Integration with the Estuary Edge Master Plan, Sports Parks Management Plan and the Coastal Pathway Concept Plan.

Next steps

- Liaise with SCIRT – Council.
- Liaise with Ngāi Tūāhuriri Rūnanga regarding design and cultural sensitivity – Council.
- Investigate design opportunities and updating the Reserve Management Plan – Council.

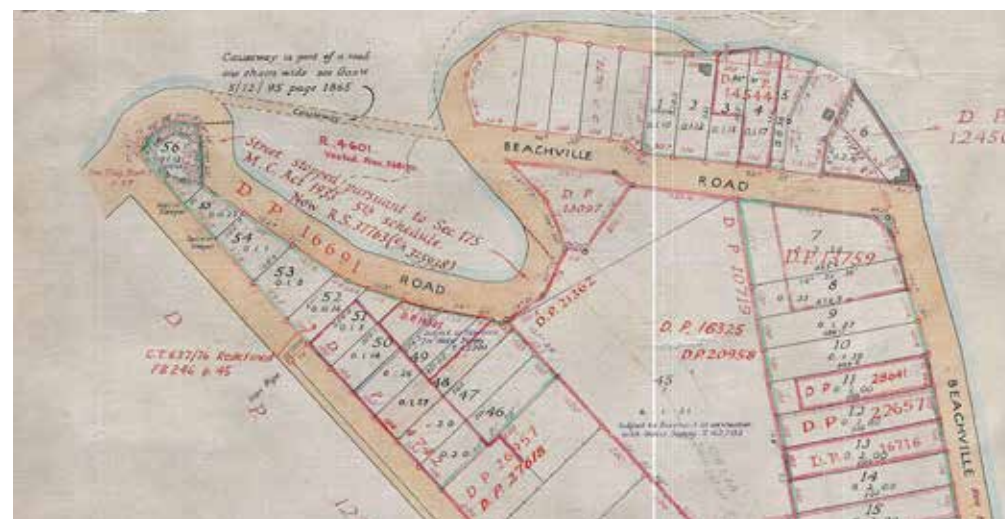


Figure 40: Extract from 1985 survey map DP1178 Beachville Road, Redcliffs showing the original foreshore and causeway.

7.0 Actions

CCH3. Tangata whenua cultural interpretation

Art can help facilitate meaning and promote understanding of sites of cultural significance. There are a wide range of opportunities to utilise the arts, such as designs being integrated into street furniture, signage and way-finding, sculptures and transitional works screening vacant lots, construction sites or containers. Involving Ngāi Tūāhuriri Rūnanga and Ngāi Tahu artists, such as the Paemanu Collective, can help ensure that interpretation is appropriate and reflects the cultural associations and values Ngāi Tahu hold for this area.

Principles

- Designs that are relevant to Ngāi Tahu and the local area.
- Recognition of cultural values and associations.
- Integration across action areas and with other projects.

Next steps

- Investigate potential project areas – Council.
- Liaison with Ngāi Tūāhuriri Rūnanga – Council.

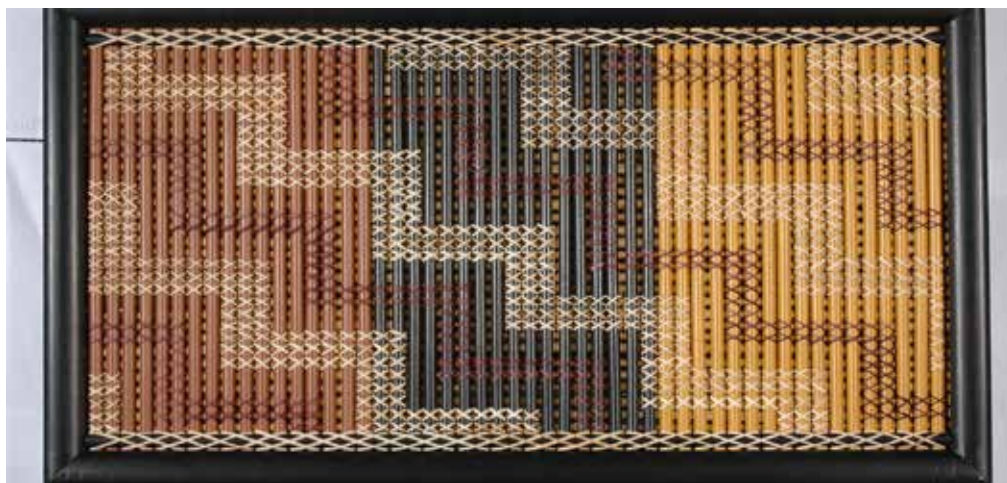


Figure 41: Poutama, Tukutuku panel design, Source – Christchurch City Libraries.

CCH4. Redcliffs community resources

Community cluster

Establishing a community cluster within Redcliffs village will help to provide a focal point for the local community. While the services that different organisations provide may be discrete, there is opportunity to consider clustering their activities, and in some instances sharing buildings, to enhance accessibility to the community and foster good working relationships that will strengthen these organisations. Sharing facilities can also help to reduce costs and increase viability.

The Redcliffs Volunteer Library has a five-year ground lease on the former library site and the Council is committed to its rebuild on the site. There is also the opportunity to provide for public toilets (and which could be accessible after hours). The library development could form the heart of the community cluster. Locating the building in the centre of the section would enable a sheltered courtyard area to be created in front. The forecourt courtyard could provide a place of respite for people to congregate away from the traffic. This could incorporate design elements such as a water feature, seating and lighting that will encourage its use and draw people to the adjacent community cluster.

Community Information

Other ways to improve community resources can be through enhanced communications channels. This can be achieved by reinvigorating the Redcliffs Information newsletter and website. This could also include linking in with the Redcliffs Business Group activities.

Principles

- Shared facilities where compatible.
- Clustering activities.
- Enhance accessibility to services and information.

Next steps

- Investigate relocating a building onto former library site – Redcliffs Volunteer Library.
- Review Redcliffs Information newsletter and website – Redcliffs Residents' Association and Information Centre.
- Review long-term opportunities for a community facilities cluster – Council.

7.0 Actions

CCH5. Resilience Plan

Main Road is an important route for a number of reasons as discussed in detail earlier in this plan, including as an over-dimension and hazardous goods route. The Main Road area remains vulnerable to a significant level of risk from natural hazards. Recognising the range and nature of natural hazards that exist along the Main Road corridor, and quantifying the risks that they pose, will help preparedness for any future events. Resilience is achieved through a combination of risk reduction, readiness, response and recovery. The Mt Pleasant community has already started preparation of a resilience and response plan. There is scope to either expand this to cover Redcliffs or to prepare a separate plan for the other parts of the Main Road corridor.

Principles

- Community participation and ownership.
- Integration with city-wide Civil Defence and Emergency Management (CDEM) Plans.

Next steps

- Establish community working party and liaise with CDEM – Redcliffs Residents' Association.

CCH6. Moncks Cave protection and amenity enhancements

Heritage protection

Moncks Cave is one of the most significant archaeological sites in the city and has cultural significance for local iwi. While it sits within a reserve, it is not identified as a protected feature in the City Plan. The New Zealand Historic Places Trust (NZHPT) registered it as a Category 1 site in 2009. Regulatory protection to provide it with the same status as Te Ana O Hineraki / Moa Bone Point Cave, could now be considered through the District Plan Review.

Amenity enhancements

As a result of infrastructure damage, the pump station within the Moncks Cave Reserve is being relocated to Barnett Park. This provides an opportunity to enhance the landscape setting of the cave and provide interpretive material. While public access to the cave is unlikely to be achievable in the future due to ongoing safety concerns, the use of transparent fencing can provide an opportunity to see into the cave, and also achieve appropriate levels of safety for the public. Improvements to the physical setting of Moncks Cave can provide a useful stepping stone linking the natural environment features at Barnett Park with the commercial activities in Redcliffs village centre, and giving a unique and diverse experience for visitors to the area.

Principles

- Protect and promote cultural values.
- Visual accessibility.
- Native landscaping.
- Safe environment (CPTED).

Next steps

- Liaise with SCIRT – Council.
- Liaise with Ngāi Tūāhuriri Rūnanga regarding design and cultural sensitivity – Council.
- Investigate heritage protection in the District Plan Review.

7.0 Actions

Built Environment

BE1. Redcliffs comprehensive redevelopment opportunities

The majority of commercial buildings on the north side of Main Road and to the east of Beachville Road are operational and are likely to only need repairs rather than rebuilds. However, the configuration of this area – which has relatively long, thin sections with buildings largely positioned along the road frontage – has created some under-utilised space at the rear of these lots. This provides a resource that could, in the long-term, provide significant opportunity to reconfigure and intensify the commercial area. Collaborative and integrated redevelopment can help to increase choice and flexibility while reducing costs to individual property owners. A comprehensive approach to redeveloping the commercial areas could achieve a sheltered, sunny (north facing) courtyard, increased active frontage and more effective passive surveillance. Well-connected, semi-public space could provide scope for occasional events (for example, a village market), and links to community facilities, which can help to increase footfall.

The north side of the intersection of Augusta Street with Main Road also provides an opportunity for comprehensive redevelopment. This area includes the 'Redhouse' which is a prominent building providing Redcliffs centre with much of its character and identity. The potential to redevelop the adjacent lots to provide a more integrated form of development – centred around a health hub that visually enhances the centre and creates a stronger frontage to Main Road – can reinforce the heart of the village centre.

Principles

- Collaborative approach.
- Integrated development.
- Connectivity and pedestrian permeability.
- Sheltered spaces with good solar access.
- Active frontages.

Next steps

- Investigate design opportunities and potential timing – Property owners.

BE2. View shafts

Some demolitions have opened up new visual links between the urban sections of Main Road in Redcliffs and the estuary. There is opportunity to maintain these sight lines to help reinforce the area's association with the coast. This could be achieved by careful consideration of building design and orientation that enables redevelopment of sites while providing a glimpse to the water beyond. In other locations where views of the estuary enhance the experience of the Main Road corridor a different approach could be taken to open up views, such as creating a viewing platform at Te Rae Kura / Redcliffs Park, McCormacks Bay and Rapanui / Shag Rock.

Principles

- Maintain line of sight from Main Road to estuary.

Next steps

- Investigate design opportunities – Property owners.



Figure 42: The 'Redhouse', Redcliffs Village.

7.0 Actions

Transitional Projects

TP1. Transitional projects

Transitional projects are a way for the Council and community to invigorate vacant space on an interim-use basis and to explore and test new ideas to draw activity, business and investment back into the Main Road corridor, and support its commercial centres. Transitional projects (such as those created by Greening the Rubble and Gap Filler) can be entirely community-led or can be a collaborative partnership between the community and other agencies, such as the Council.

The eastern bays communities have already initiated several transitional projects in the form of container art and the 'OK Corral' children's bike/scooter park on the site of the earthquake damaged Redcliffs New World supermarket. Interim uses of the former Redcliffs Kindergarten site at Augusta Street could be considered.

This action seeks to work with stakeholders and the wider community to create opportunities for transitional projects on vacant sites along the Main Road corridor.

Principles

- Being creative, experimental and pushing boundaries.
- Trialling and testing new ideas.
- Working with the community and the private sector in new and innovative ways.
- Reviewing and learning what works and what doesn't work.
- Maximising value for Council funding through partnerships, sponsorships and project alignment.
- Increasing the function and amenity of public/private property, and increasing community resilience and pride.

Next steps

- Identify ideas and site opportunities for activating vacant spaces on an interim use basis – Council / community groups.
- Explore potential collaborations and partnerships with interested individuals, groups and stakeholders to identify champions and supporters – Council / community groups.
- Confirm availability of suitable sites – Council / community groups.
- Develop project design, delivery and maintenance plans, and funding strategy – Council / community groups.
- Investigate Council support which may include funding – Council.
- Finalise and implement – Council / community groups.



8.0 Implementation



8.0 Implementation

8.1 This Master Plan

This Master Plan was initiated to help Christchurch’s eastern bays communities and the Council identify and prioritise actions for the rebuild and recovery of the Main Road corridor. Some of these actions are intended to be undertaken in the immediate and short-term while others will have longer-term horizons. Together, these actions present an integrated and transformative programme of work.

The Council cannot achieve comprehensive recovery on its own. A range of stakeholders will be required to achieve this. Successful implementation therefore requires joint ownership of the plan.

This builds on the positive engagement from the community and agencies involved in preparing this Master Plan. It is important that the progress of the Master Plan is monitored over time to ensure its ongoing relevance.

Different stakeholders have their own strengths and responsibilities. Delivery is spread across three main sectors:

- The Council – focusing on regulatory matters and the public realm.
- Private sector – commercial and economic development.
- Community – ownership and delivery of community initiatives.

8.2 Implementation Action Plan

Implementation of the Main Road Master Plan will take time. A few of the actions are already being implemented to some extent by the Council and others. While some of the actions will be relatively straightforward to get started (especially those with allocated resources or processes), others are more complex and require investigations, new relationships to be forged or funding to make things happen. The Implementation Action Plan follows a staged approach towards the future consistent with the Council’s Annual and Long Term Plan funding cycles.

Each of the individual actions listed in the Implementation Action Plan (page 56) will help the Main Road corridor move towards the overall vision outlined in this Master Plan. However, the actions listed in this Master Plan need to be understood in the context of a bigger decision-making framework (across other suburban centres, the city and the sub-region). Project details and sequencing may be subject to changing priorities in the future as a result, for example, the Land Use Recovery Plan (LURP).



8.0 Implementation

8.3 The Process from Here

To ensure this Master Plan is implemented, there are three key implementation steps that are essential to effective delivery.

Management Structure

The Council will maintain responsibility for advocacy, auditing and strategic oversight of the Master Plan's vision and actions as it progresses. This role will be particularly important in leading discussions with agencies responsible for delivering actions and other Government agencies, as well as maintaining a liaison role with local stakeholders.

Complete costing of actions and establish funding streams

The master plan is an enabling document – it establishes a vision and outlines an implementation programme to guide decision making. However, it does not in itself generate the funding for implementation. The Council now needs to complete detailed costings for the individual actions it is responsible for, so these can be included in its financial planning processes and the Council's work programme. The funding, timing and scope of actions are subject to the Council's approval through the Long Term Plan and Annual Plan processes. The Master Plan provides an agreed framework for private sector and community initiatives. These too will now need to secure funding and resources to enable implementation to proceed.

Monitor and adapt the Main Road Master Plan as necessary

The dynamic nature of change (which is intensified within a post-earthquakes environment) means that over time specific actions may become out of date or need to be revisited. There may also be new proposals that come along that need to be evaluated against the high level vision for the Main Road corridor.

A monitoring programme will be established for this Master Plan that will enable:

- The progress of implementation to be measured and assessed.
- Data collection to assist project planning and delivery, including coordination with other agencies, such as the Stronger Christchurch Infrastructure Rebuild Team (SCIRT).
- Testing of the Plan's ongoing relevance and effectiveness.
- Analysis of information to guide decisions on reviewing the Master Plan.

This process will identify the tools and techniques that will be used to gather and analyse the data. Where possible this will link into the Council's corporate monitoring systems, providing alignment with Community Outcomes monitoring to evaluate how well the Master Plan's Vision and Goals are being achieved, and utilise established performance reporting tools to track progress at the project level.

Key considerations for the monitoring programme include:

- Quantity – how much has been done?
- Quality – how good was the delivery at meeting the Vision and Goals for the centre?
- Milestones – have targets been met?
- Finance – what budget has been secured and how is expenditure tracking against budget?

In some instances it may be necessary to establish baseline data against which performance can be monitored. It is anticipated that an annual monitoring report will be prepared to track progress. However, some aspects of the Master Plan, for example overall achievement of the vision, may be more meaningfully assessed over a longer timeframe, such as every three to five years.

8.0 Implementation

Implementation Action Plan

	Action	Timeframe short/medium/long	Lead Agency	Support partners	Action type – cap/op ex	Indicative cost low/med/high	Related actions
Economy and business	EB1. Business association development.	Short	Redcliffs Business Group		Op Ex	Low	CCH4
	EB2. Marketing strategy.	Short	Redcliffs Business Group		Op Ex	Low	EB3
	EB3. Events establishment and promotion.	Short	Redcliffs Business Group	The Council	Op Ex	Low	EB2
	EB4. Re-establish supermarket.	Short	Foodstuffs	The Council	Cap Ex	High	M2, M8
Movement	M1. Coastal Pathway.	Short – long	The Council	SCIRT, Coastal Pathway Group	Cap Ex	High	M2, M3, M5, M8, M9, M10, NE1, NE2, CCH1, CCH3
	M2. Redcliffs village centre streetscape enhancements.	Short – medium	The Council	SCIRT	Cap Ex	High	M1, M8, NE1, CCH4, CCH6, BE2
	M3. Beachville Road streetscape enhancements.	Short – medium	The Council	SCIRT	Cap Ex	High	M1, NE1, CCH2
	M4. Mt Pleasant intersection enhancements.	Short – medium	The Council	SCIRT	Cap Ex	High	M6, M10, NE1
	M5. Mt Pleasant bus shelter enhancements.	Short – medium	The Council	SCIRT, ECan	Cap Ex	Medium	M1
	M6. McCormacks Bay streetscape.	Short – medium	The Council	SCIRT	Cap Ex	High	M10, NE1, CCH1
	M7. Moncks Bay parking and bus stop enhancements.	Short – medium	The Council	SCIRT	Cap Ex	High	M10, NE1, CCH3
	M8. Redcliffs parking and traffic monitoring and review.	Medium	The Council		Op Ex	Low	EB4, M1, M2, BE1
	M9. Route security: Rockfall management and protection.	Short – medium	The Council		Cap Ex	High	M1, CCH2
	M10. Pedestrian crossings.	Short – medium	The Council	SCIRT	Cap Ex	High	M1, M2, M4, M7, NE2, CCH2
Natural Environment	NE1. Landscape palette.	Medium	The Council		Op Ex	Low	NE2, NE3, CCH2, CCH6
	NE2. Scott Park enhancements.	Short – medium	The Council		Cap Ex	High	M1, M10, NE1, CCH3
	NE3. Barnett Park landscape, amenity and car parking review.	Medium	The Council		Op Ex	Low	NE1, CCH6
	CCH1. McCormacks Bay Community Hub.	Short – medium	Mt Pleasant Memorial Community Centre and Residents' Association	The Council	Cap Ex	High	M1, M4, M6, NE1, BE2

Timeframes:	Indicative costs:	Action types
Short 1 – 3 years	Low \$0 – \$100,000	Cap Ex – Capital expenditure
Medium 4 – 10 years	Medium \$100,000 – \$1 million	Op Ex – Operational expenditure
Long 10+ years	High \$1 million+	

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

8.0 Implementation

Implementation Action Plan

	Action	Timeframe short/medium/long	Lead Agency	Support partners	Action type – cap/op ex	Indicative cost low/med/high	Related actions
Community, culture, heritage	CCH2. Te Ana O Hineraki / Moa Bone Point Cave and Te Rae Kura / Redcliffs Park.	Short – Medium	SCIRT / The Council	Ngāi Tahu	Cap Ex	High	M1, M3, NE1, , CCH3, BE2
	CCH3. Tangata whenua cultural interpretation	Short – Medium	The Council	Ngāi Tahu	Cap Ex	Medium	M1, M7, NE2, CCH2, CCH6, TP1
	CCH4. Redcliffs community resources.	Short	Redcliffs Volunteer Library	Redcliffs Residents' Association and Information Centre, the Council	Cap Ex & Op Ex	Medium	EB1, M2, NE1, CCH5, BE1, TP1
	CCH5. Resilience Plan.	Short	Mt Pleasant Memorial Community Centre and Residents' Association	The Council	Op Ex	Low	EB1, CCH4
	CCH6. Moncks Cave protection and amenity enhancements.	Short – Medium	The Council	Ngāi Tahu	Cap Ex	Medium	M2, NE1, NE3, CCH3
	BE1. Redcliffs comprehensive redevelopment opportunities.	Short – Long	Property Owners		Cap Ex	High	M2, M8, CCH4
Built	BE2. View shafts.	Short – Long	Property Owners		Op Ex	Low	M1, M2, CCH1, CCH2
	TP1. Transitional projects.	Short	The Council	Community groups	Cap Ex	Low	CCH3, CCH4

Note: The funding, timing and scope of actions are subject to the Council's approval, through the Long Term Plan and/or Annual Plan processes, and further stakeholder/community engagement, including land/building owner consent where required. The final use of all Council-owned buildings is subject to detailed engineering assessments (DEEs) and resulting decisions regarding their repair or rebuild.

Timeframes:	Indicative costs:	Action types
Short 1 – 3 years	Low \$0 – \$100,000	Cap Ex – Capital expenditure
Medium 4 – 10 years	Medium \$100,000 – \$1 million	Op Ex – Operational expenditure
Long 10+ years	High \$1 million+	

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9.0 Appendices

Appendix 1 – Community Workshops 28 May and 4 June 2013: Issues, ideas and comments

Economy and business (EB)	Movement
<p>Raising building height in the centre could attract office space with views across into Sumner.</p> <p>Current uses at McCormacks Bay could be moved to intensify and mix uses in Redcliffs village centre.</p> <p>Importance of car parking for businesses. Priority rebuild of supermarket.</p> <p>Business centre (southern side of Main Road).</p> <p>Loss of on-street parking for Coastal Pathway may impact negatively on businesses but they will also benefit from increased foot traffic.</p> <p>Intensification around existing retail/commercial centre.</p>	<p>Safety and linkage – need for more controlled crossing points. Lights at Redcliffs would provide gaps in traffic elsewhere.</p> <p>Safe crossing points out of Mt Pleasant / McCormacks Bay turning right (at least three points to Sumner/Redcliffs)</p> <p>Pedestrian safety in Redcliffs village priority.</p> <p>Lack of safe pedestrian crossing points in the vicinity of bus stops. Coastal Pathway will improve this to some extent.</p> <p>Narrow road, widen footpaths and amenity improvements in central area. Need to widen road via reclamation to accommodate needs of all users and the Coastal Pathway.</p> <p>Slow road through Redcliffs village from Cave Terrace to Petrol Station (extent debated).</p> <p>Possible signage 30km/h LED sign displaying speeds, followed up by cameras to catch those who do not adjust their speeds.</p> <p>Main Road pivotal role for movement needs to be recognised and enhanced. The Port's 'lifeline' route must be re-opened ASAP.</p> <p>Remove Main Road as over-dimension route (noise, safety, damage to roads etc.)</p> <p>Cycleways need to be separated from vehicular traffic. And difference between recreational Coastal Pathway and commuter Main Road cycle routes (different purpose and speeds).</p> <p>Cycleway around Beachville Road.</p> <p>Separate cycleway along Main Road – to link uses including the school, medical centres, retail centre, Sumner and city centre.</p> <p>Traffic Lights at Redcliffs needed.</p> <p>Possible Beachville Road and Augusta Street realignment. Beachville Road re-routing?</p> <p>Parking – quantum and location important (parking in front of medical centre important).</p> <p>Introduce 'Park and Ride' e.g. Barnett Park and Mt Pleasant (free car parking).</p> <p>Left turn access from Main Road to Community Centre.</p> <p>Three lanes from Ferrymead Bridge to start of causeway?</p> <p>Possible roundabout at McCormacks Bay Road/Main Road corner (Redcliffs end).</p> <p>Extremely difficult to turn right to Redcliffs/Sumner, therefore, Ferrymead destination for shops and services.</p> <p>Square up ends of McCormacks Bay and Mt Pleasant Road on the Main Road.</p> <p>Tram line/tourists? Bridge to Sumner?</p>

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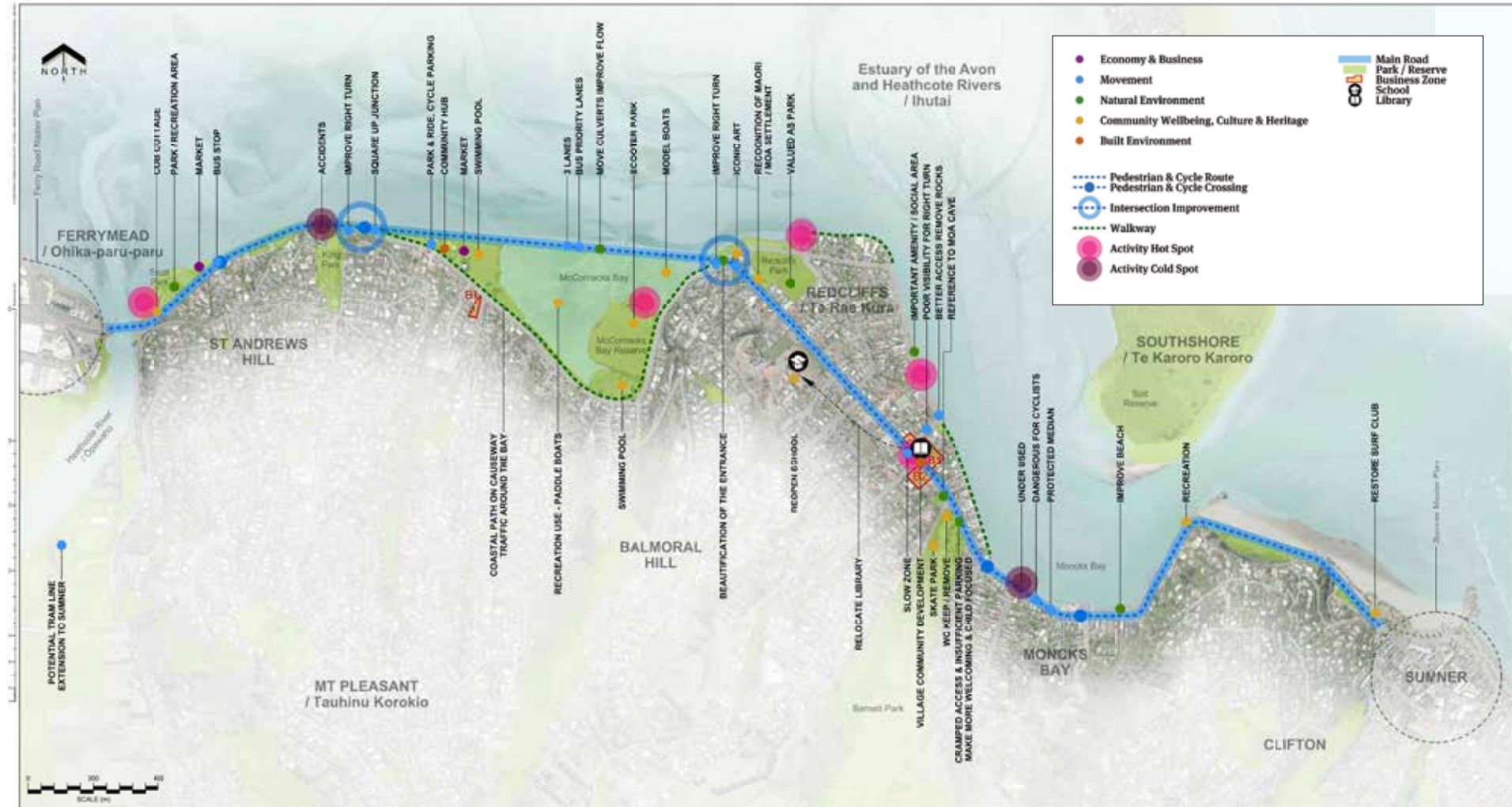


Figure 43: Community feedback map.

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Natural Environment	Community, culture, heritage	Built Environment
<p>Make better use of existing green space (i.e. Redcliffs Park)</p> <p>Integration with Coastal Pathway or cycle route.</p> <p>Creation of wetlands in flood-prone areas along Beachville Road.</p> <p>Wetlands in Redcliffs foreshore?</p> <p>High tides an issue at various points e.g. Bayview Road and Beachville Road – use of swales.</p> <p>Resolution of rockfall issue around Moa Cave and devise temporary treatment of containers (fence/artwork) – noted that Moa Cave issues pre-dated the earthquakes.</p> <p>Turn Scott Park into a landscaped reserve/park.</p> <p>Need to re-open Barnett Park walkway up to caves.</p>	<p>Return of facilities including supermarket, school, library and kindergarten.</p> <p>Need library back somewhere in centre – possible opportunities to co-locate with school or potential shared space with the community centre at McCormacks Bay? Others adamant it should be rebuilt in the heart of the village.</p> <p>Opportunities for other co-located facilities – amalgamation of bowling clubs a great success.</p> <p>Consider relocating kindergarten and possibly the community centre east to improve parking and utilisation of space at McCormacks Bay.</p> <p>Redcliffs Kindergarten co-located with school?</p> <p>Take advantage of Beachville Road – outlook, water, place for green public space.</p> <p>A need for a public square/plaza/village green. Community green possibly behind library/shops.</p> <p>Alternative site for the scooter park needed – transitional and more permanent activity. Possible relocation to school site/petanque site at McCormacks Bay Reserve / Barnett Park (skate park)?</p> <p>What will happen to the Community Shed?</p> <p>Need to remove houses from cliffs.</p> <p>McCormacks Bay Farmers' Market extremely valued by community. Suggested relocation to Redcliffs or Ferry Bridge/bowling club site/ Redcliffs Park? Most support retention in existing area.</p> <p>Māori history should be identified and celebrated. Redcliffs was a hub for Ngāi Tahu, Ngāti Māmoe and Waitaha for hundreds of years but this history is largely lost. Interpretation in park area.</p> <p>Art work for gateway to Mt Pleasant/McCormacks Bay. Landmark or distinctive marker around existing retail and commercial centre.</p> <p>Enhanced weather protection/ landscaped area for farmers market. Consider utilities.</p> <p>Possible model yacht area by McCormacks Bay Road. Rebuild Barnett Park toilets.</p> <p>Restoration of Sumner Surf Club.</p>	<p>Intensify development.</p> <p>Demolished buildings on eastern side of supermarket could provide opportunity for public space.</p> <p>Lack of gathering/public space at Redcliffs. Possible building setbacks to provide space in front of shops.</p> <p>Possible public space around new library to provide for small market/seating/ café seating.</p> <p>'Red House' on corner of Augusta Street, has valued, distinctive character.</p> <p>Repairs to roading and infrastructure important to address first.</p> <p>Swimming pool for Redcliffs/Mt Pleasant – in McCormacks Bay?</p> <p>Redesign of Mt Pleasant commercial/ community area to create a safe pedestrian focused village by:</p> <ul style="list-style-type: none"> • New road realignment from McCormacks Bay Road / Soleares Road to Main Road through area currently used as stockpile. • Stop the through-traffic cutting the Community Centre off from the shopping and residential areas. • Divert the through traffic directly to the causeway east of the Community Centre. • Create a bus 'park and ride' area west of the Community centre. • Create a slow-vehicle/ pedestrian/cycle area south and east of the Community Centre. • Turn the sealed gap between into a market square/netball or tennis courts (and access to residential properties). • Allow for community/ shopping activities to link the present shops to the Community Centre. <p>Clarification sought about Redcliffs Residents' Association Plan which promotes medium density housing.</p> <p>Gateway feature – entrance off causeway – signage “welcome to Redcliffs” on rockface).</p>

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Appendix 2 – Land Use Survey of Redcliffs and Soleares Avenue Commercial Centres April 2013

Centre	CP Zone	Street Address	Land use L1	Land use 2	Type of activity	Business / Site name	Status	Secondary use	Heritage matters	Other	Estimated GF Retail floorspace (sqm)	Parking / access
Redcliffs	B2	188 Main Road	Vacant	Former Retail	Former Supermarket	Foodstuffs/New World	closed				vacant	Bus stop immediately in front of site on Main Road. Pedestrian crossing linking site with B1 Zone retail opposite. Main access from Augusta Street.
Redcliffs	B1	85A Main Road	Commercial	Retail	Butcher	Redcliffs Butchery	open				7	
Redcliffs	B1	85 Main Road	Commercial	Retail - Food & Beverage	Takeaways	Money Bags Thai Takeaway	open				TBC	
Redcliffs	B1	85B Main Road	Commercial	Retail	Dairy	Redcliffs Convenience Store	open				85	
Redcliffs	B1	1/87 Main Road	Commercial	Retail	Womenswear & Accessories	Morgan and Page	open				34	Parking to rear
Redcliffs	B1	2/87 Main Road	Commercial	Retail - Food & Beverage	Cafe	The spur on redcliffs	open				56	Parking to rear
Redcliffs	B1	87 Main Road	Commercial	Retail	Pharmacy	Redcliffs Pharmacy	open	Redcliffs, Chinese Restaurant located at first floor. Garaging to rear.			47	Parking to rear
Redcliffs	B1	89B Main Road	Commercial	Retail Service	Beauty & massage therapy	Body Care Beauty and Massage	open				n/a	
Redcliffs	B1	91 Main Road	Vacant	Vacant	Former community library	Former Redcliffs Library	closed	Informally used for parking			n/a	
Redcliffs	B1	95A Main Road	Commercial	Vacant	Former Gallery & Cafe		closed				vacant	
Redcliffs	B1	95B Main Road	Commercial	Retail	Jeweller	Marc Bendall Jeweller	open				23	
Redcliffs	B1	95C Main Road	Commercial	Vacant	Former Gallery & Cafe	Formerly "Look"	closed				vacant	
Redcliffs	B1	97 Main Road	Residential								n/a	
Redcliffs	B1	99 Main Road	Commercial	Retail Service	Hairdresser	Snip N Hair	open				n/a	
Redcliffs	B1	99A Main Road	Commercial	Retail - Food & Beverage	Takeaways	Redcliffs Fish and Chips	open				TBC	
Redcliffs	B1	99B Main Road	Industrial	Timer products and furniture	Furniture making and sales		open			ancillary sales only	TBC	
Redcliffs	B1	99C Main Road	Community Services	Educational	Community arts, crafts and woodworking	Bramble Green on Sea	open				17	

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Centre	CP Zone	Street Address	Land use L1	Land use 2	Type of activity	Business / Site name	Status	Secondary use	Heritage matters	Other	Estimated GF Retail floorspace (sqm)	Parking / access
Redcliffs	B2	101 Main Road	Commercial	Retail	Homewares & Interior Design		open				n/a	
Redcliffs	L1	2 Augusta Street	Community Services	Health Facility	Physiotherapy and optometrist							
Recliffs	L1	4 Augusta Street	Community Services	Spiritual facility	Church	St Johns Union Church	open	Temp use as relocated kindergarten			n/a	
Recliffs	L1	3 Augusta Street	Community Services	Childcare	Kindergarten	Kidsfirst Kindergarten	closed	Operating out of the church hall opposite			n/a	
Redcliffs	L1	186 Main Road	Commercial	Retail	Homewares	Redhouse	open		Heritage building	Retail over 2 floors	37	
Redcliffs	L1	186A Main Road	Commercial	Retail - professional services	Lawyer		open				n/a	
Redcliffs	L1	184 Main Road	Commercial	Health facility	Medical centre		open				n/a	
Redcliffs	L1	1/180 Main Road	Commercial	Retail – professional services	Vet		open	Ancillary sales?			TBC	
Redcliffs	L1	178 Main Road	Commercial	Health facility	Dental centre		open				n/a	
Redcliffs	L1	176 Main Road	Residential								n/a	
Redcliffs	L1	172 Main Road	Commercial	Retail	Petrol station and workshop						TBC	
McCormacks Bay		1/2 Soleares Ave	Commercial	Health facility	Medical centre	Mt Pleasant Medical Centre and Physiotherapy	open			3 Doctors		On-street parking bay (6 pax) and off-street entre parking for c17 pax. Bus stop across road.
McCormacks Bay		2/2 Soleares Ave	Commercial	Retail	Pharmacy	McCormacks Bay Pharmacy	Open		Has drycleaning collection		5x7	
McCormacks Bay		3/2 Soleares Ave	Commercial	Retail	Hairdresser and beauty		Open					
McCormacks Bay		4/2 Soleares Ave	Commercial	Retail	Restaurant	Flames Italian Restaurant	Open					

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Appendix 3 – Natural hazards

The range and magnitude of the hazards that the Main Road corridor is exposed to, along with the road's importance as a key transportation route, means it is a route that is at high risk to damage and disruption from natural hazards. The Resource Management Act requires the Council to control the effects of the use of land for the avoidance or mitigation of natural hazards (s31 and s106 of the RMA 1991).

Earthquake

The Main Road Master Plan area is located directly above the active Port Hills Fault – the source of the 22 February 2011 earthquake. It is also close to other known active faults to the west (the Greendale Fault) and east. The earthquakes subjected the area to high levels of ground shaking, causing liquefaction, rockfall, boulder roll, cliff collapse and landslides. It is likely that future earthquakes will have a similar effect on the general area, however, this is dependent on the location of the earthquake and its magnitude.

Slope instability

The geology and topography of the Main Road area make it susceptible to a range of slope instability hazards including rockfall, boulder roll, cliff collapse and landslides. In addition to earthquakes, weathering and erosion, high intensity and long duration rainfall and severe droughts can also trigger slope instability. The areas most affected by slope instability are Main Road near St Andrews Hill, Deans Head and Clifton Hill. Because of the severe damage caused to the rock and soil mass by the Canterbury Earthquakes, slope instability will be a significant natural hazard for many decades.

Tsunami

The full length of the Main Road corridor is at risk from tsunami. The Ferrymead end, McCormacks Bay causeway, Moncks Bay and Clifton Hill areas are at the highest risk (greatest depths and highest velocities) from inundation. Risk to life from distant source tsunami should be low because of long warning times. Although the area of inundation from local and regional source tsunami is unlikely to be as extensive as that from a distant source, risk to life is significantly greater because there will be little or no warning. Critical infrastructure, emergency management facilities and high occupancy structures should not be located in the areas at greatest risk from tsunami.

Climate change and sea level rise

The coast is a dynamic environment and the natural occurrences of sea water inundation and coastal erosion are expected to be exacerbated by climate change and sea level rise. The National and Regional Coastal Policy Statements and the Regional Coastal Environment Plan for the Canterbury Region recommend a precautionary approach to climate change and any new development of coastal areas.

National, regional and local government agencies, plus individual property owners, are all responsible for determining what is a precautionary approach. For the purposes of the Main Road Master Plan, the use of minimum floor levels (see commentary under District Plan provisions) is the principal way in which the precautionary approach can be applied along the Main Road corridor at this time.

