

Central City Plan

*Draft Central City Recovery Plan
For Ministerial Approval
December 2011*



Projects within the Central City Plan have been developed in consultation with the community, key stakeholders and councillors. While Council is committed to the implementation of each project as detailed in the Plan, it is acknowledged each project, the timing of it and its funding will be subject to, and managed through, the Council’s Long-Term Plan and Annual Plan processes.

All costs in the Plan are indicative only and each project will be subject to a full project implementation plan.

The dates in the fact box for each project are when construction will begin. Planning and design work will have been completed beforehand and this timeframe is detailed in the Implementation chapter.



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For Ministerial Approval
December 2011 - Volume 1*

Adopted on 15 December 2011

Christchurch City Council
PO Box 237, Christchurch,
New Zealand.

Tel: +64 3 941 8999

Fax: +64 3 941 8984

Web: <http://www.ccc.govt.nz>

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Mihi/Greeting



Mihi/Greeting

*Ka huri nei te moko ki te hau tere
i heki takamori ai i a Maukatere*

*Kia pākia Kā Pākihi o te mawhera
mata whenua*

*I te kūkumetaka mai a Rūaumoko i
ōna here ki tēnei ao*

*He mate kai tākata, he mate kai
whenua*

*He mate kai hoki i te kākau momotu
kino nei*

Auē te mamae e!

Nei rā te reo mihi a Tūāhuriri

Tēnei te karaka o te iwi hou

*Kāti Morehu, Kāti Waitaha, Kāti
Ōtautahi*

Ōtautahi, maraka, maraka

Kia ara ake anō ai te kāika nei

Hei nohoaka mō te katoa

Tūturu kia tika, tūturu kia kotahi

*Tūturu kia whakamaui ake ai kia
tina, tina!*

Haumi e, Hui e, Taiki e!

- *Te Ngāi Tūāhuriri Rūnanga*

Explanation:

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

Foreword

Christchurch City Council



When the second earthquake in six months struck Christchurch in February 2011, it caused destruction in our city which had not been seen in New Zealand before as a result of a natural disaster.

Lives were lost, people’s homes and livelihoods destroyed, our infrastructure – roads, wastewater and water – crippled and our Central City cordoned off because of damaged and crumbling buildings. Tragically, our city lost many links with its past.

Christchurch has the opportunity through the Central City Plan to rebuild a strong, resilient and beautiful city; a place where our residents and visitors will come to enjoy the new places and spaces which will define Christchurch for the next 150 years.

This Central City Plan has been developed by our community – residents and key stakeholders. This is the People’s Plan for their city. It identifies projects and initiatives to be implemented during the next 10 to 20 years which will make Christchurch one of the great cities of Australasia.

Through the implementation of the Central City Plan, Christchurch will rise again - it will be a strong city and one of the best places in the world in which to live.

As the Central City Plan outlines, we can not do this alone; everyone has a role to play in rebuilding our city and bringing life back to the Central City. Critical is the financial support of central government, the local business community, the private sector, international investors and the ongoing involvement of our own community.

We are creating history with the Central City Plan, laying the foundation for future growth and prosperity in our city and a legacy for our great-great grandchildren. This is the most important time in Christchurch’s history since the city was established more than 160 years ago.

Bob Parker
Mayor of Christchurch

Ngāi Tahu

*Tērā te rā e whiti ana kei tua atu
Tāwauwau.*

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

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

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

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

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

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



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

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

Mark Solomon
Kaiwhakahaere
Te Rūnanga o Ngāi Tahu

Environment Canterbury

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

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

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

More than anything, Christchurch must be a place people want to spend time in, and invest in. I and my fellow commissioners look forward to the next steps as the community works together to rebuild a great city.

Dame Margaret Bazley
Chair of Commissioners
Environment Canterbury



Christchurch City Councillors



Mayor
Bob Parker



Councillor
Claudia Reid



Councillor
Glenn Livingstone



Councillor
Tim Carter



Councillor
Yani Johanson



Councillor
Sally Buck



Councillor
Jamie Gough



Councillor
Helen Broughton



Councillor
Jimmy Chen



Councillor
Aaron Keown



Deputy Mayor
Ngaire Button



Councillor
Barry Corbett



Councillor
Sue Wells

The Central City Plan has been developed by Christchurch City Council staff from throughout the organisation, along with a number of external consultants, in consultation with the community, key stakeholders and elected members.

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Disclaimer

Under the Canterbury Earthquake Recovery Act 2011, the Christchurch City Council was given responsibility for developing the recovery plan for the Central Business District, referenced throughout this document as the Central City Plan. In the legislation the Central Business District is defined as the area bounded by the four avenues, that are Bealey, Fitzgerald, Moorhouse, Deans and also Harper Avenue. This has been done in consultation with CERA, Ngāi Tahu, ECan and the Greater Christchurch community.

Our Plan

The Central City Plan is a recovery plan for rebuilding Christchurch’s Central City after the devastating earthquakes of 2010 and 2011.

It is required by the Canterbury Earthquake Recovery Act 2011 and has been prepared by the Christchurch City Council in partnership with the Canterbury Earthquake Recovery Authority (CERA), Environment Canterbury (ECan) and Te Rūnanga o Ngāi Tahu.



The Plan was inspired by 106,000 ideas received from the general public as part of the initial Share an Idea and from key stakeholder feedback. It was further refined by 4707 comments made in response to the more formal consultation on the draft plan carried out as part of Tell Us What You Think.

The Plan covers the area known as the Central City which is defined as the area within the four avenues, covering business/commercial, cultural and civic heart of Christchurch.

The Past, Present and Future chapter reviews the historic development of Christchurch and the effects of the earthquake and goes on to outline the future urban form proposed for Greater Christchurch. It includes a specific section on the geotechnical information underlying the Plan.

The Plan then examines how recovery happens, what can be learned from

international experience and how it can be put into practice in Christchurch. It describes how the Plan was prepared as well as providing a more detailed description of the public engagement and consultation.

The loss of life and city fabric which occurred as a result of the earthquakes is acknowledged in the Remembering/ Maumaharatia chapter which also includes a series of projects intended to help us remember what has happened.

The Transitional City chapter recognises that recovery is a long process and that for a number of years Christchurch will be a city in transition as buildings and spaces are demolished and rebuilt. This chapter outlines a series of temporary interventions in the short and medium term to help rebuild the city, and goes on to describe an area or block-based approach to recovery.

The next five chapters set out a vision for the Central City based on five themes:

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

Each of the chapters outlines a series of projects aimed at stimulating and guiding recovery. The projects are organised in clusters around key themes. Each project has a fact box describing the scope of the project, who is responsible, how much it will cost and when it will be implemented.

The Implementation chapter sets out the proposed programme in more detail, including options for funding and more detailed timeframes. It also includes details of the proposed financial incentives.

All projects will be subject to a detailed implementation plan and will be considered as part of the Council’s Long-Term Plan and Annual Plan processes.

The separate *Changes to the Operative District Plan and Global Stormwater Consent* document details changes to the operative Christchurch City Plan required to implement the vision and projects in the Plan. This includes changes to mixed use zones, heights, building density, parking, heritage, urban design and temporary buildings and activities.

The Technical Appendices are contained in a third volume of the Plan setting out some of the detailed investigations that have supported the development of the Plan.

The following pages set out the five key changes proposed in the Plan and a summary map of the key projects.

Since the February 2011 earthquake, significant progress has been made to bring life and activity back to the Central City:

- City Mall has partially re-opened with Re:Start
- Central Station, the temporary new bus exchange, has opened
- A temporary Visitor Information Centre has opened in the Botanic Gardens
- Temporary library facilities have opened up throughout the Central City
- A temporary Events Village has been established in Hagley Park, hosting the Arts Festival and Rugby World Cup 2011 Fanzone
- Free Wi-Fi is now available in City Mall
- Life in Vacant Spaces has brought colour, life and activity to various parts of the Central City
- The Canterbury Museum has re-opened

Status of the Plan

The Central City Plan is a draft Recovery Plan for the Central City area of the Christchurch CBD.

In the course of its development the Council has complied with the consultation requirements of the Canterbury Earthquake Recovery Act 2011 and had regard to the decision-making processes set out in the Local Government Act 2002 (in particular s.77).

The process adopted by the Council has included identifying and assessing options for achieving the objectives for the recovery of the Central City. The Council determined at the outset that it would consult extensively with Christchurch residents. Through the Share an Idea and Tell Us What You Think initiatives the community has been given the opportunity to make its views and preferences known both before the plan was developed and again once the first draft was completed.

The draft Central City Plan will not become a Recovery Plan for the purposes of the Canterbury Earthquake Recovery Act until such time as the plan is approved by the Minister for Earthquake Recovery. The approval process will be initiated by the Council publicly notifying the draft plan adopted in December 2011. The notice will include details about where the plan can be viewed and invite written comments to be made to the Minister for Canterbury Earthquake Recovery Authority.

The Minister may make any changes, or no changes, to the draft Central City Plan or withdraw all or any part of it. If the draft is approved, that decision will also be publicly notified and the Central City Plan made available for inspection.

What will change

From the wealth of ideas shared by the community and stakeholders during the development of the Central City Plan, the five key changes identified as critical to ensuring the Central City becomes a strong, resilient, vibrant and economically prosperous city again are:

Green city

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

Stronger built identity

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

Compact CBD

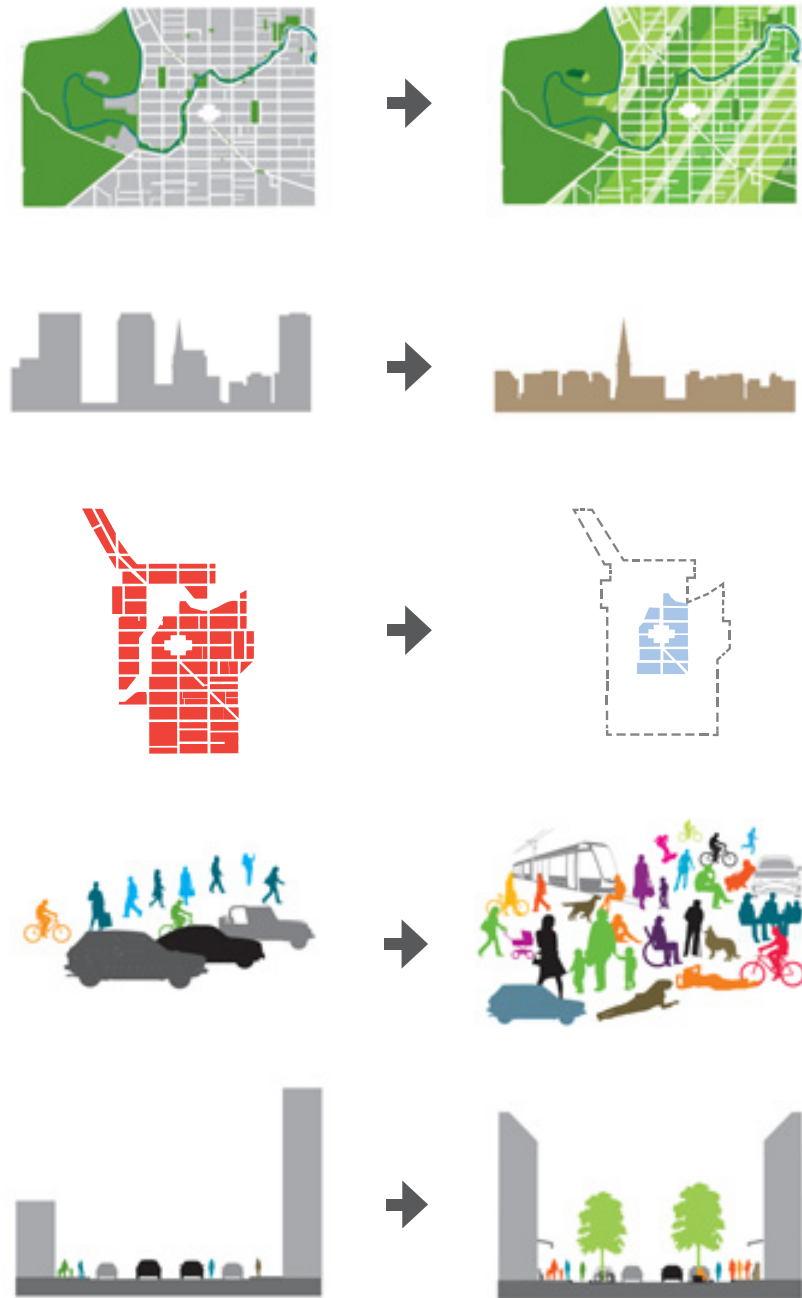
A more compact Central Business District (CBD) supported by business incentives, new regulation, well-designed streetscapes, a redeveloped Convention Centre, new regional and central government offices, ultra-fast broadband and free WiFi, short-term free car parking in Council-controlled car parking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

Live, work, play, learn and visit

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

Accessible city

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



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

Our Central City

Christchurch's earthquake-damaged Central City will be rebuilt to be a strong, resilient, vibrant and prosperous 21st century city.

Under the Central City Plan, the Central City will be redeveloped to be home to a thriving cosmopolitan community which will celebrate the city's heritage and promote a bold new vision for urban sustainability.

The Central City will be a place that fosters business investment and growth, attracts visitors from throughout the globe and invites residents to wander, explore and discover the treasures within the lanes, new public spaces and network of parks. Christchurch's redeveloped Central City will have a modern, distinctive urban identity. Buildings will be well-designed, creating an attractive, safe and functional environment, with an emphasis on lower rise, resilient and sustainable development.

The Central City Plan responds to the opportunity to develop new and different spaces within the area and create an urban centre that is people-friendly and responds to the needs of today's and future generations.

The Central City will be easy to get around, with a business-friendly compact core, an array of inviting green spaces and plenty of activities to draw people into the area throughout the day and into the evening.

The Avon River/Ōtakaro, meandering through the heart of the Central City, will be celebrated as Christchurch's new riverfront park; a new Central Library and Metro Sports Facility will be built; and the Cathedral Square will be greened – just three of the more than 70 projects planned to redevelop the Central City.

A new Convention Centre will attract a wide range of conferences, workshops and events to Christchurch and support a range of associated hospitality businesses, such as hotels and restaurants.

Arts and culture will be celebrated with new performance facilities, a professional theatre and public artworks weaving through the Central City, adding colour, interest and stimulating the senses.

Buildings will be designed to interact with the surrounding street and neighbourhoods, helping to make the Central City a safe, accessible and welcoming place day and night.

New housing options will ensure the Central City is an affordable place for young, first-home buyers and families to make their home. A greater number of people living in the Central City will create new neighbourhoods and add to the vibrancy of the area.

Retail businesses and offices will be supported through incentives to move their operations back to the Central City's Compact CBD. A covered market and international quarter will be developed, along with new visitor facilities to attract visitors and residents and help restore economic prosperity in the Central City.

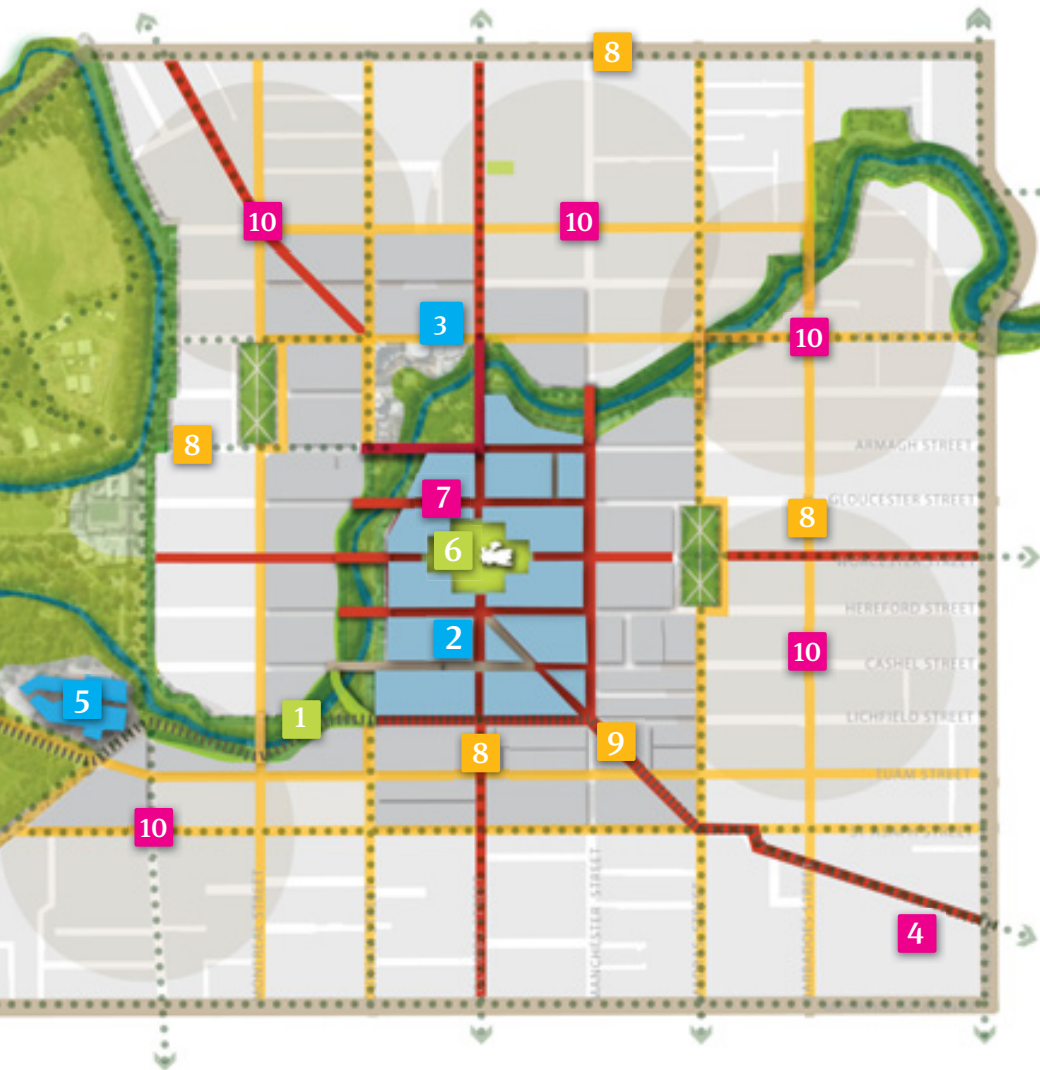
Residents and visitors will have the choice to travel into and about the city by public transport, cycle or by car. Pedestrians will be given priority on streets within the compact CBD and changing the one-way streets to two-way will discourage motorists using the Central City as a through-route. A commuter rail network will also be investigated and there will be convenient, secure and well-placed car parking facilities provided within easy walking distance.

The 71 projects detailed in the Central City Plan will be implemented during the next 10 to 20 years, subject to the Council's Long-Term Plan process. Each will be designed to help rebuild the area within the four avenues and create a vibrant, prosperous area for residents and visitors to enjoy.

The key projects are:

- 1 Papawai Ōtakaro** – the banks of the Avon River/Ōtakaro will be widened and celebrated as Christchurch's new riverfront park with boardwalks and spaces inviting people down to the water's edge. Papawai Ōtakaro will be a pedestrian and cycle friendly area offering a continuous journey through the Central City, recognising the river's rich cultural heritage and the natural environment.
- 2 Compact CBD** – shops and offices will be encouraged to re-locate into a smaller, defined and concentrated area, bounded by Lichfield, Manchester and Kilmore streets and the Avon River/Ōtakaro, to create a more vibrant compact CBD with high-quality, people-friendly streets and spaces. (Retail and commercial businesses will still be able to operate outside this area).
- 3 Convention Centre*** – a world-class convention centre will be developed to attract new and exciting events to the city which will support a thriving hospitality and tourism sector.
- 4 Metro-sports hub*** – a new sports hub, home to world-class sporting facilities including a state-of-the-art aquatic centre, indoor stadium, a health and fitness centre and elite performance training facilities will be built in the Central City. This will provide great facilities for residents and strengthen the city's reputation as a premier international sporting destination.





- 5 Christchurch Hospital** – redevelopment of Christchurch Hospital will provide the city with modern, safe and resilient tertiary hospital facilities to serve the greater Christchurch region and South Island, and act as a catalyst to attract a range of health and medical businesses and research and training institutes to establish a health precinct.
- 6 Cathedral Square** – the greening of the civic and cultural heart of Christchurch will create a great place to visit, meet friends, enjoy a picnic or simply linger and enjoy the sun.
- 7 Central Library*** – a new central library will be built to provide the community with a learning hub; a place to celebrate cultural diversity, where everyone can enjoy reading, access digital information and be involved in lifelong learning.

Legend

- Commuter rail
- Compact CBD
- Main streets
- One-way to two-way streets
- Avenues
- Bike network
- Neighbourhood centres

- 8 Transport choice** – the Central City will be easier to get to and about. Christchurch’s new transport network will be designed to create a safer and more pleasant environment in which to walk, cycle, use public transport or drive and park with ease.
- 9 Commuter rail*** – a commuter rail system is planned for Greater Christchurch to support planned significant growth in public transport patronage as the Central City redevelops. The short-term route will be developed following initial investigations, with the strategic long-term goal being a shared regional priority to establish a commuter rail system linking settlements in Greater Christchurch, including Lyttelton, Rolleston and Rangiora to the Central City and key attractions.
- 10 Neighbourhood Centres** – a series of neighbourhood initiatives around the periphery of the Central City will support inner city residential and mixed use neighbourhoods with a variety of green spaces and community facilities.

These projects are supported by changes which provide the framework for new investment in the community, business and the civic fabric of the city. These are complemented by incentives, regulatory changes and programmes that will help bring the Central City back to life.

** The final location for each of these projects will be determined during the feasibility study. Refer City Life chapter.*

Christchurch/Ōtautahi

Christchurch is located on the east coast of New Zealand's South Island and was home to almost 377,000 people in June 2010 – about 8.5 per cent of New Zealand's population.

As the South Island's largest population centre and the second largest city in New Zealand, Christchurch serves a crucial economic role for the country, accounting for about 10 per cent of national GDP and acting as the tourism and export hub for the South Island.

The Christchurch economy traditionally relied on supporting and serving the needs of its surrounding rural agricultural community for its economic prosperity.

However, increasingly this community has become equally dependent on the city for its value-added food production and processing, infrastructure, finance, business and property services and

access to valuable export markets through Christchurch International Airport and Lyttelton Port.

Christchurch has always been strong in manufacturing in a range of areas from light engineering to electronics and rubber to furniture, with strong export markets.

The city has also developed its own independent, outward-facing economy with competitive sectors in finance and business services, health research and provision, ICT services, tourism and international education.

Before the February 2011 earthquake, which shutdown the Central Business District, the Central City was home to almost half of those employed in these sectors and close to 60 per cent of the employment in professional services and ICT. More than 6000 business were located in the Central City, employing 51,000 people and attracting more than 1.8 million visitors annually.

As the city's economy has developed, Christchurch has retained its high quality of lifestyle. The city has many attributes, such as safety and accessibility, which are more commonly found in smaller towns, with the added advantage of high-quality amenities found in larger cities.

The business community has proven resilient throughout the earthquakes, most being able to quickly re-establish operations within the city to keep staff employed and meet customer demand.

Christchurch is now poised for a massive rebuild which will see the city become the construction capital of New Zealand. This will provide new investment opportunities throughout the construction sector and deliver some of the best infrastructure, high-speed broadband and modern transport networks in the country.

Christchurch will become a magnet for reinvestment in high-value business, ensuring the city caters for residents, visitors and businesses.



How the Plan enables recovery

The Central City Plan is the wider Christchurch community's vision and framework for the redevelopment and revitalisation of the Central City.

The vision is strong and inspiring, creating an environment which is inviting to bring investors, tenants, shoppers and residents back to the Central City to be part of and enjoy the new urban development that will evolve.

Within the framework, there are a range of projects and interventions that provide for a confident future in the Central City and which allows businesses and individuals to make their own investment decisions.

The Central City Plan is two integrated volumes, both of which are critical to the successful redevelopment of the Central City. The first volume is the vision for the Central City; it details the future form of the city, and provides a picture of the centre the community wishes to create. It is project focussed.

Volume 2, called *Changes to the Christchurch City District Plan and Global Stormwater Consent*, incorporates a range of changes to the Christchurch City Plan which shift the development rules and standards to deliver the vision within the Central City Plan and reduce the complexity of the current Christchurch City Plan.

There has been a significant level of destruction in the Central City, providing a significant opportunity to reshape the future of the city within the four avenues. Successful implementation would be limited if the Central City Plan was just vision, with no tools to achieve it.

Together, the two volumes create a strong future with a focussed and achievable vision. Some of the significant directions are:

Volume 1:

- Creating a clear vision for the Central City, based on strong precincts and development nodes.
- Identifying key public projects that will support the revitalisation of the Centre and drive and support complementary private investment, e.g. Convention Centre, Metro Sports Facility, and Hospital Redevelopment.
- Creating a strong balanced transport system, increasing accessibility and enhancing the City Centre as a key destination.
- Providing a range of business incentives, both for temporary activities and permanent reinvestment, including employment grants, Development Contributions rebates and improvements to consent and licensing processes.
- Promoting a series of public space improvements to parks, squares, roads and connections, that enhances the Central City and increases its attractiveness to workers, shoppers and residents.
- Incorporating emerging technologies in the city's infrastructural rebuild.
- Actively encouraging more residents to support the Central City's retail and business capacity.
- Making specific provisions to recognise hotel building needs, close to the future Convention Centre.

Volume 2:

- Freeing up sites in the business zones to use development space, with the removal of plot ratios.
- Setting new height standards in the business zones, while protecting the use rights of existing taller buildings, for up to four years.
- Providing comprehensive development rules to allow greater flexibility to develop larger or amalgamated sites.
- Removing car parking restrictions in the business zones to enable developers to meet market demand.
- Creating a higher value built form, through the increased use of urban design assessments.
- Providing an increased opportunity for business and residential activity in zones throughout the Central City.
- Providing for a wide range of temporary activities throughout the Central City.
- Relaxing heritage standards to facilitate faster rebuilds and more adaptive re-use of remaining heritage buildings.

Tangata whenua



Ngāi Tahu and the Central City

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

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

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

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

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

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

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

Ngāi Tahu and the city’s recovery

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

Ngāi Tahu values embrace recovery

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

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

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

tangata whenua, as well as through the use of strong urban design and sustainability approaches for the redevelopment;

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

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

- written by Ngāi Tahu

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

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

Settlement

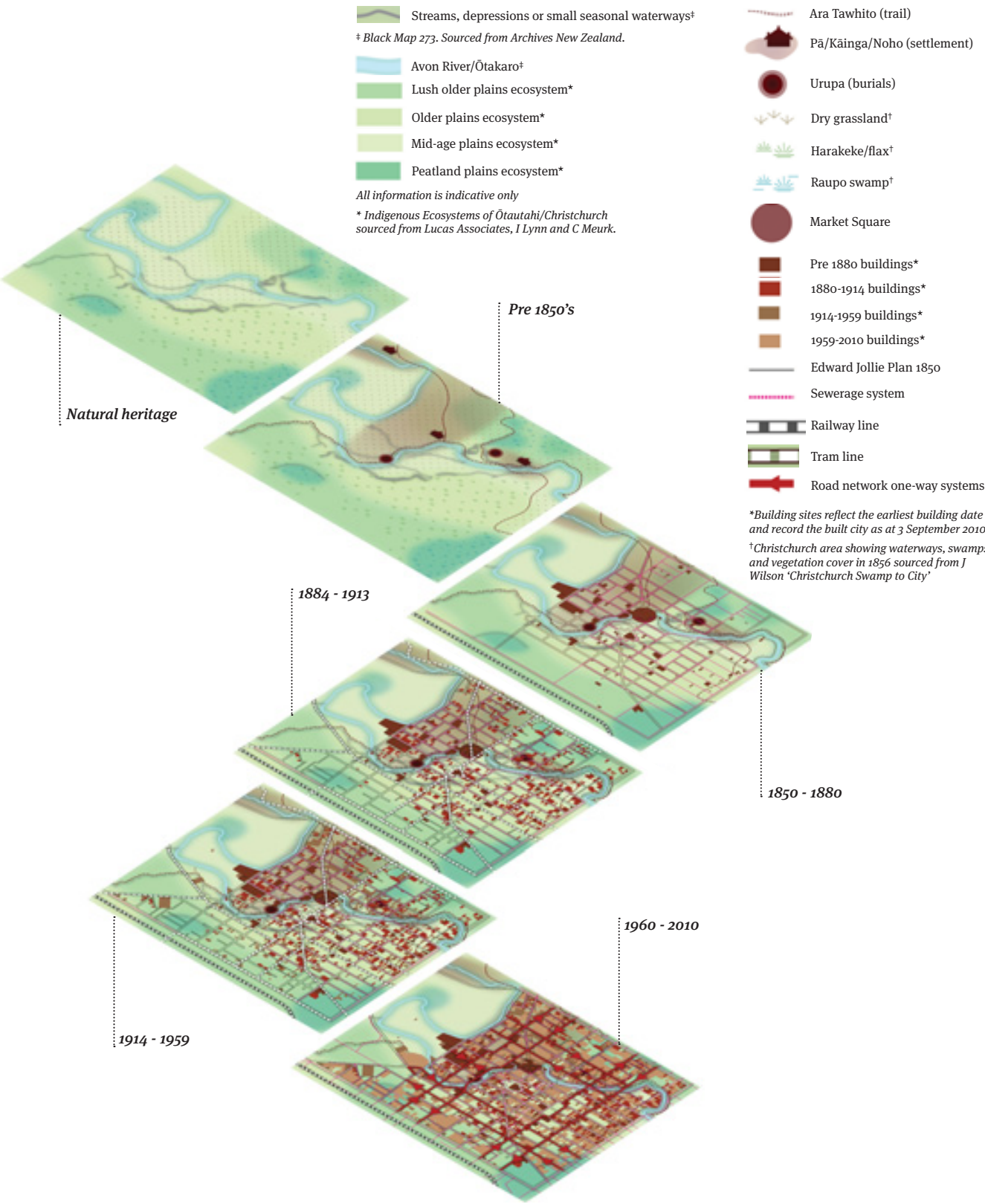
Christchurch has developed from a natural landscape to a modern built city, retaining layers of its natural, tangata whenua and European heritage.

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

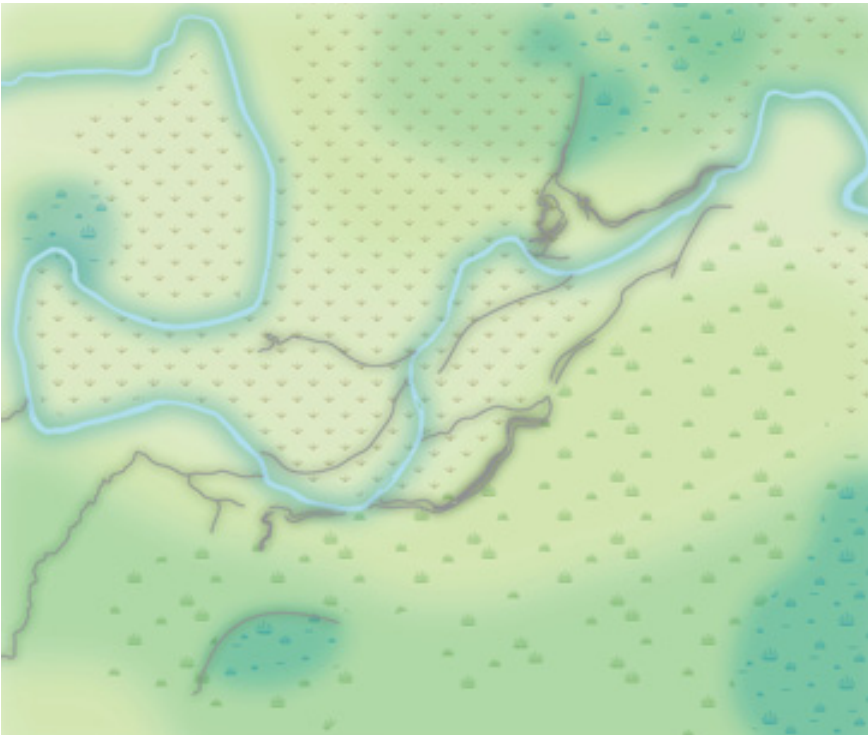
The City of Christchurch was founded in 1850 on flat, swampy ground where the Canterbury Plains meet the Port Hills. This area was a rich mahinga kai to tangata whenua who had used the natural resources of the Avon River/Ōtakaro for centuries. The uniform grid of the surveyor’s plan was laid over this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

Since the earthquakes, the nature of the land on which the city was built has been revisited through the ‘black maps’ showing the pre-European landscape.

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



Natural heritage



Christchurch before Settlement

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

The Black Maps are part of a series of Canterbury survey office maps that show the reconnaissance surveys undertaken in the mid 19th century. The Black Maps which cover the area on which Christchurch developed reveal that the site was swamps, waterways and sandhills, drained by two small rivers, the Avon River/Ōtakaro and the Heathcote River/Ōpāwaho.

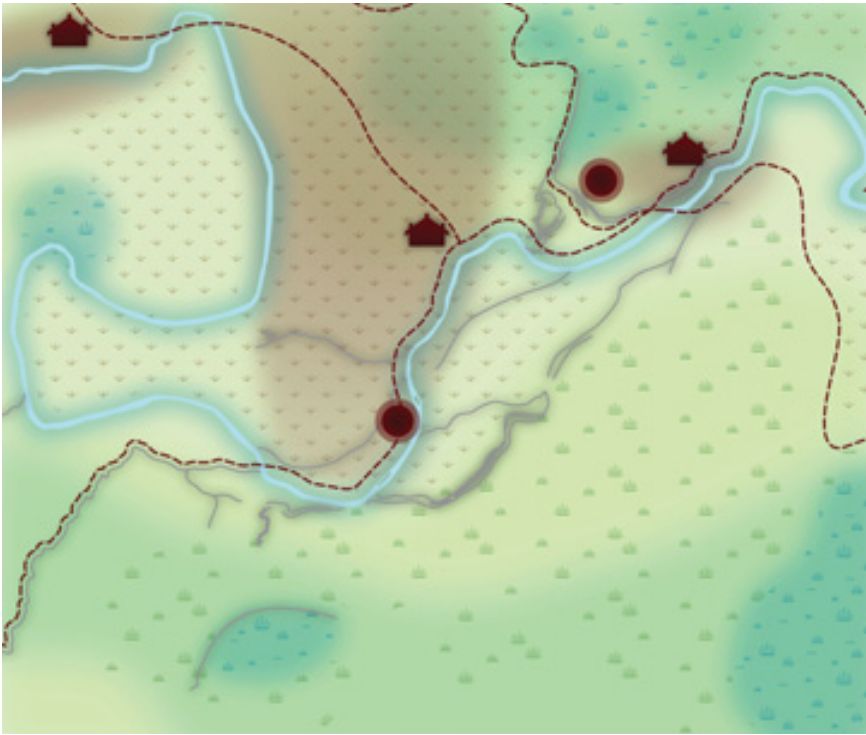
Christchurch was originally located up the Avon River/Ōtakaro, where the ground rises to between six and seven metres above sea level. Swampier ground lay to the east and north of the city. The natural vegetation was a mix of flax, tutu, grass, scrub and remnant patches of forest. The earlier, more extensive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

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

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

- Streams, depressions or small seasonal waterways^{††}
- Avon River/Ōtakaro[†]
- Lush older plains ecosystem*
- Older plains ecosystem*
- Mid-age plains ecosystem*
- Peatland plains ecosystem*

Pre-1850s



Tangata whenua Pre-1850

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

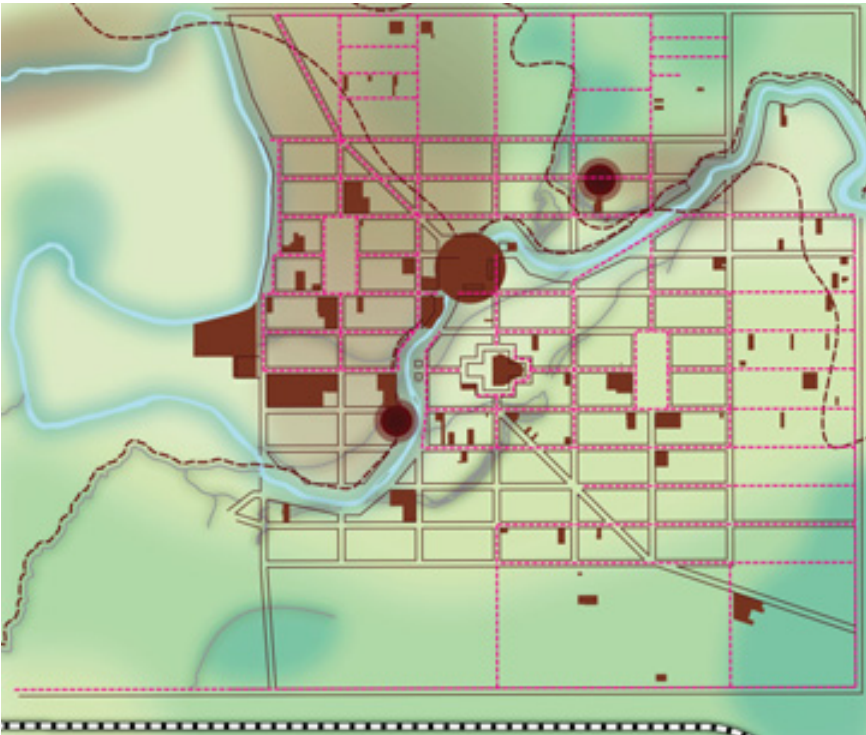
The principal settlements were Puari, Ōtautahi and Little Hagley Park. It has been documented that Puari was established by Waitaha more than 700 years ago on a large island-like area between what is known today as Carlton Mill Corner and the loop in the river near the Christchurch Hospital. In the 1500s,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

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

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

- Ara Tawhito (trail)
- Pā/Kāinga/Noho (settlement)
- Urupa (burials)
- Dry grassland[†]
- Harakeke/flax[†]
- Raupo swamp[†]

1850–1880



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

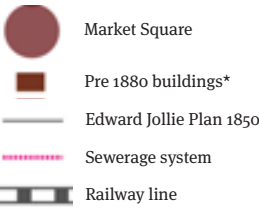
In December 1848, an advance party sent out by the Canterbury Association laid Christchurch out as a rectangular grid on drier land up the Avon River/Ōtakaro. The uniform grid was relieved by open river banks, two diagonal streets and four open squares.

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

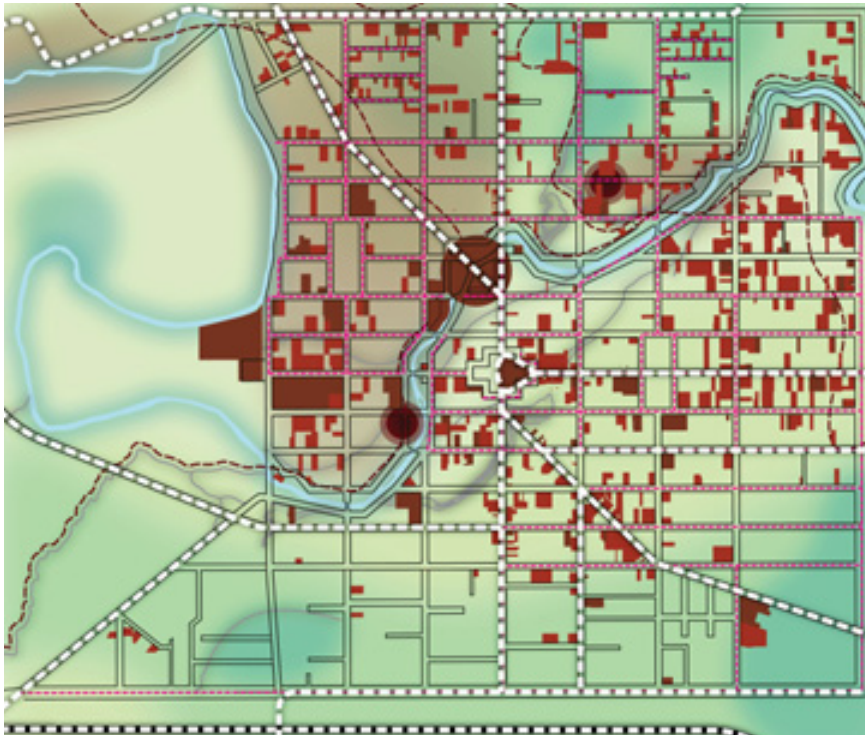
From 1853 to 1876, Christchurch was the political capital of the Canterbury Province. The Provincial Government built itself imposing premises. Substantial stone churches were further evidence of Christchurch's transformation from village to town.

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

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



1880 - 1914

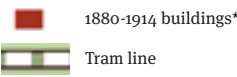


With the completion of the first system of sewers and stormwater drains in the early 1880s, central Christchurch became the thriving heart of a growing metropolitan area. Buildings of brick and stone replaced earlier timber shops and offices, most of which had gone by 1914. Notable architects gave Christchurch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

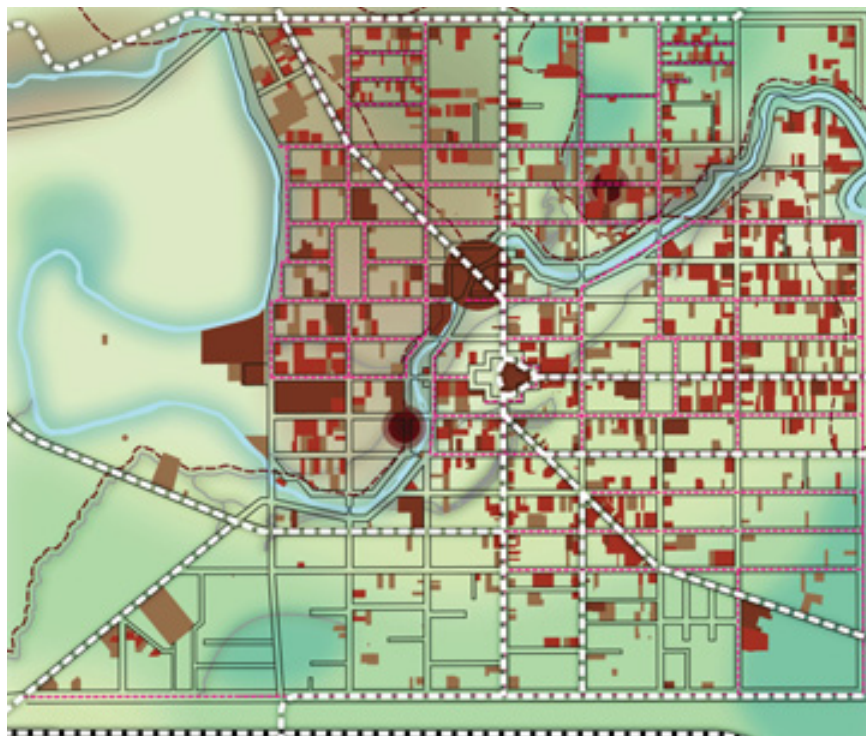
The description "Garden City" was first applied to Christchurch at the 1906-07 International Exhibition. By then, plantings to replicate settled, wooded England had replaced almost all the natural vegetation with lawns and specimen trees, most of them exotics. The riverbanks, Market Place (later Victoria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

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

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



1914 - 1960



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

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

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

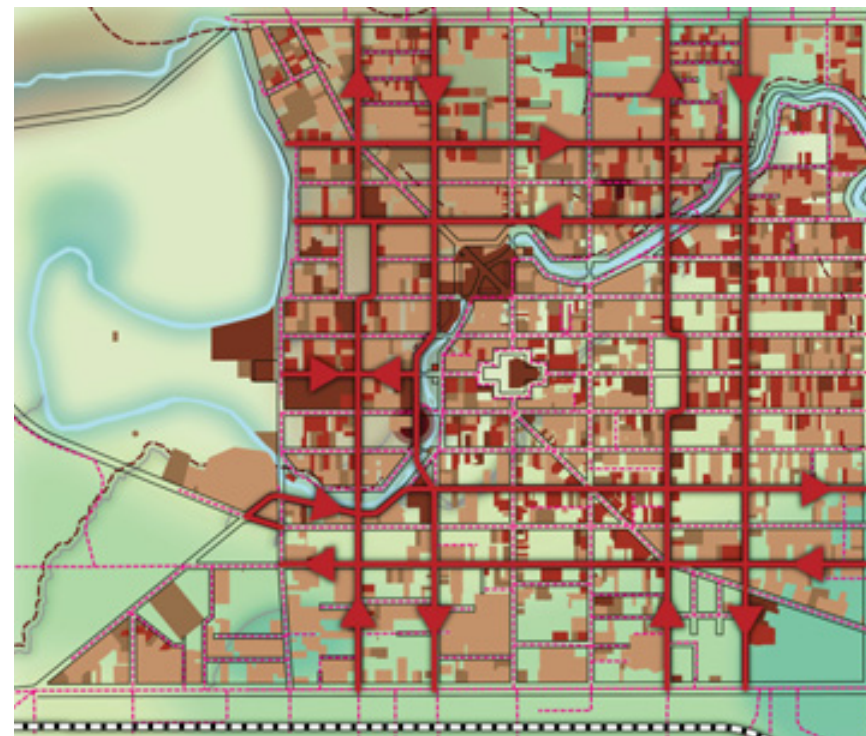
Trams fostered suburban growth but also reinforced the focus of Christchurch life on the Central City. The routes all radiated

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

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

1914-1959 buildings*

1960 - 2010



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

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

By the 1960s Christchurch life was fast becoming decentralised. Suburban malls proliferated. Downtown retail activity and key educational institutions shifted from the Central City to the suburbs. Those education providers that remained, including the polytechnic, Christ's College and Cathedral Grammar, were later joined by language schools and private education providers who contributed to the city's ongoing tradition of education.

The city and regional councils remained in the Central City, as did cultural activities. The transformation of the university's old buildings to the Arts Centre drew people back to the inner city. The late 20th /early

21st century saw an increasingly multi-cultural city develop.

The early 21st century saw key projects developed to enhance the Central City including the new Art Gallery and Convention Centre, the streetscape upgrade of Worcester Boulevard, Cathedral Square and City Mall. The Lichfield Lanes were developed as through routes and destinations for people. The Council's Greater Christchurch Urban Development Strategy 2007 included measures to revitalise the Central City.

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

Ngāi Tahu now own a number of sites within the Central City, many of which are within the bounds of Puari pā.

1959-2010 buildings*
Road network one-way systems

Effects of the earthquakes



Effects

Christchurch's Central City was devastated by a series of earthquakes which began on 4 September 2010. A total of 182 people died in the city as a result of the 22 February 2011 earthquake, and many others were seriously injured. Many buildings fell down, others have been demolished; there has been job losses and uncertainty; displacement from work places and homes; loss of retail, entertainment, social and cultural venues and events; and widespread damage in other parts of the city. The earthquakes have affected everyone in Christchurch. "It's munted" has become stoical shorthand for describing catastrophic damage to homes, heritage buildings, streets and infrastructure.

Land

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

Infrastructure

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

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

CBD red zone

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

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

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

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

Heritage lost

More than half of the listed heritage buildings within Christchurch (more than 250) were in the Central City, along with a large number of the city's older buildings. The scale of loss, within a relatively short time period, is extremely rare in both national and international terms. The condition of heritage buildings within the city has changed daily due to the continuing aftershocks. As at the end of November 2011, about 113 listed heritage buildings have been demolished within the Central City. This loss presents a significant challenge in retaining our links to the past. Iconic buildings, such as ChristChurch Cathedral, the Cathedral of the Blessed Sacrament, the Arts Centre, Christchurch Town Hall and Canterbury Provincial Chambers have all been severely damaged. The Council as a heritage building owner is working through assessments of damage and insurance, as are many owners of heritage buildings at this time.

Loss of home and heart

The Central City was home to 8000 residents or 3500 households, over half of who lived in the north-east area. Within the four avenues, by November 2011 CERA building assessments had designated more than 350 residential properties as red (i.e. unsafe), about 450 homes assessed as yellow (restricted access), and 1200 assessed as green (no restrictions on entry).

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

Experience also shows that those who are already vulnerable in communities tend to fare worse than others post-disaster. The majority of social services, health and

disability support organisations have lost their Central City premises, making office administration and access for clients difficult. Much of the damaged housing in the Central City was low rent, single-person bedsit accommodation, often occupied by people with social or health needs. These residents may no longer be able to afford to live in a rebuilt Central City.

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

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

Passion for future

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

Geotechnical summary

The information contained in this report represents the current view of Tonkin & Taylor which is subject to change (in whole or in part) without notice due to the unpredictable nature of earthquakes or other natural hazard events. Christchurch City Council is not qualified to have any view on the information contained in the report and does not represent or warrant the completeness or accuracy of any information within this report.

Christchurch City Council has no control over and shall not be responsible or in any way liable, to any person or entity that chooses to rely upon the information, for any errors, omissions, or inaccuracies whether arising from negligence or otherwise or for any consequences arising therefrom.

Any person or entity wishing to rely on the information is advised to seek such independent advice as may be necessary.

Tonkin & Taylor Ltd were engaged by Christchurch City Council to undertake an extensive ground investigation to evaluate the nature and variability of the geotechnical conditions within the Christchurch Central Business District and the predominantly commercial areas to the south and southeast.

This information was used by Tonkin & Taylor to develop a database of consistent and high-quality geotechnical information that is publicly available to assist with, and expedite, the post-earthquake recovery and rebuilding process.

The information was used to evaluate the extent and severity of the observed land damage that occurred as a result of the major seismic events associated with the Canterbury Earthquake Sequence and to assess the potential impact of future large earthquakes. This will assist to inform decisions around land-use planning required for development of the Central City Plan.

The investigation included 48 machine boreholes, 151 cone penetration tests, about 45km of geophysical surveys, groundwater level monitoring and laboratory testing of soil samples to identify the nature of the deposits present to depths of up to 30m below ground level.

The investigation confirms the presence of geologically young alluvial deposits that are highly variable both laterally and vertically over short distances. They include soft clays and plastic silts that are sensitive to cyclic softening and loose non-plastic silts, sands and gravels which are susceptible to liquefaction and associated lateral spreading and high groundwater levels. Those deposits identified as susceptible to liquefaction are shown on geological plans

and cross sections presented in the report (refer Technical Appendices, Appendix D).

The presence of liquefiable deposits has been identified in all areas where significant land damage was observed, and also in many parts of the city where surface manifestation of liquefaction has not been reported. This suggests that liquefaction likely occurred in these areas and should be considered a hazard in future earthquakes.

Preliminary analyses indicate that the extent and severity of liquefaction that occurred following the 22 February 2011 aftershock was not substantially greater than would have been predicted by applying the peak ground accelerations given in NZS 1170.5 (2004). The assessed level of liquefaction to be designed for using the updated hazard factor ($Z = 0.30$), issued by the Department of Building and Housing (May, 2011), is not significantly greater than the previous requirements for the Ultimate Limit State design case.

The mitigation measures designed to address these issues are largely equivalent to designs that would have been adopted for the previous assessed level of liquefaction, when taking into account the inaccuracies inherent in the analytical methods used and inevitable variability of the site characteristics. However, the design of foundation-structure systems will need to take account of the increased risk for the Serviceability Limit State design case.

No areas within the CBD or adjacent commercial areas were identified as having ground conditions that would preclude rebuilding on those sites, although more robust foundation design and/or ground improvement may be required. The risks of lateral spreading adjacent to some sections of the Avon River/Ōtakaro will require detailed geotechnical assessments, however, the adoption of a minimum 30m set-back required for creation of the Papawai Ōtakaro/Avon River Park will likely preclude the worst affected areas from future development.

The information presented in this report will enable geotechnical specialists to prepare concept designs for foundations/ground improvement options for future development. However, detailed and comprehensive site specific ground investigations and geotechnical assessments, conducted by suitably qualified and experienced geotechnical specialists, will be required on a site specific basis.

Christchurch is not unique in being located on soils susceptible to liquefaction within a seismically active region. There are a number of cities and large urban centres around the world (including Wellington in the North Island), where the level of seismic hazard is similar to or greater than that at Christchurch.

Presuming that it is economically feasible to utilise appropriate foundation/ground improvement systems, there are few sites that would be considered unsuitable for development purely on the basis of a liquefaction hazard.

A number of projects have been successfully completed in recent years within Christchurch central city, using a combination of detailed geotechnical investigations and appropriate ground improvement and/or foundation and structure design, to mitigate the identified liquefaction hazard.

This is the Executive Summary from the full Tonkin & Taylor Christchurch Central City Geological Interpretative Report, refer Technical Appendices, Appendix D.

The geotechnical work and analysis was scoped by CERA. The Christchurch City Council has since agreed to fund this work. A peer review of the Tonkin & Taylor report will be completed and this will be discussed by Council early in 2012.

Our future city

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

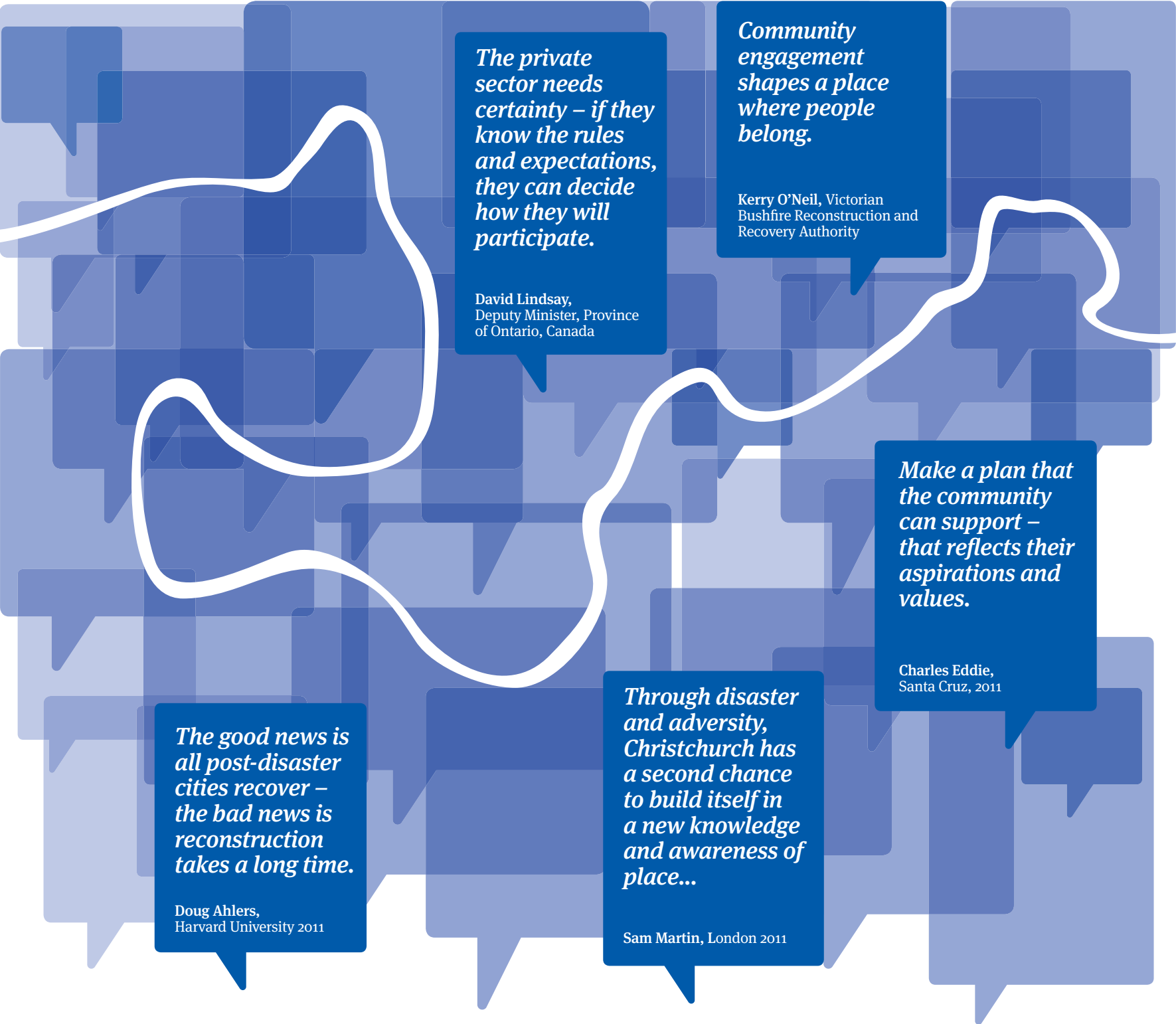
Within our lifetime, Christchurch can expect more droughts, floods and a rising sea level associated with our changing climate. Rising energy costs will create more demand for efficient and renewable energy and transport systems. New technologies and competition for global resources and talent will reshape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

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

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

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

What happened



What happened

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

It was the third of what was to be four significant earthquakes/aftershocks to hit the city in 10 months. February's event caused extensive damage to Christchurch's Central City. It resulted in the loss of 182 lives and injured many others; it destroyed buildings and badly damaged many more; it forced the closure of businesses and resulted in many job losses; and it changed the face of our Central City forever. Up to 50 per cent of the buildings (about 900) in what is known as the Central City cordons will be demolished, and along with it much of our heritage.

As Christchurch looks to rebuild and recover the heart of its city, it must respect and honour the heritage that remains, while developing a bold, new future. The city needs to be strong, resilient and vibrant, and most importantly bring people back into its heart. It must be a place where people feel safe, where they want to go to shop, do business and be entertained; and where more people want to live because of the lively atmosphere – day and night.

In April 2011, the Christchurch City Council began working on the recovery of the Central City. The Council was given responsibility under the Canterbury Earthquake Recovery Act 2011 to develop the Central City Plan, working with the Canterbury Earthquake Recovery Authority (CERA), Te Rūnanga o Ngāi Tahu, Te Ngāi Tūāhuriri Rūnanga Mahaanui Kurataiao Ltd, Environment Canterbury (ECan) and the wider Christchurch community through Share an Idea and Tell Us What You Think.

Below: Moments after a 6.3 Magnitude earthquake hits Christchurch on 22 February, 2011.



Understanding recovery

To understand the key elements critical for a successful recovery we have learnt from the experience of others. A variety of speakers from around the globe were invited to Christchurch in August 2011 to share their experiences associated with redeveloping cities after natural and human disasters.

Key themes that emerged from their experience and research showed there are critical and consistent factors in recovery:

- All modern cities recover from disaster
- Cities that have a coordinated recovery plan and vision of where they are heading recover faster
- Recovery works best when residents have opportunities to participate in decision making, and opportunities to question and have their voices heard
- This engagement creates ownership in the reconstruction efforts and ensures long-term success
- Those who know their local conditions are best placed to identify their own priorities
- Building investor confidence enables cities to recover better and faster
- A focused approach enables better recovery outcomes
- The first three years of recovery determine the outcome and how long recovery takes

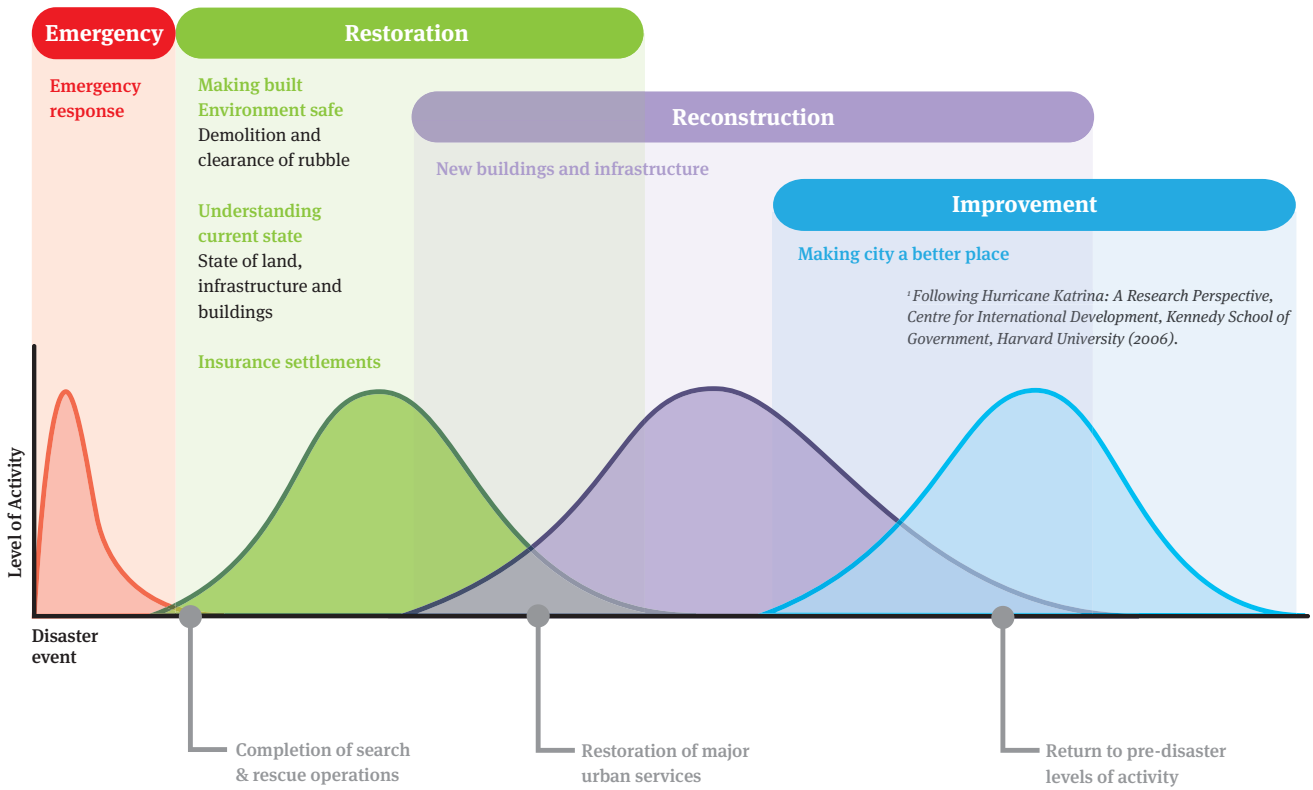
There are also common stages in the recovery of cities from disaster¹. After the initial emergency response phase, work on recovery through restoration of basic services begins. Restoration includes making the built environment safe and clearing rubble and sites. The state of land, infrastructure and remaining buildings is assessed and insurance settled. Some building work commences and temporary buildings and businesses may become established.

Reconstruction generally begins after 10 months. This is when buildings start to be rebuilt and infrastructure repaired. This reconstruction stage lasts longer than the emergency and restoration stages and can take up to eight years. During this time, improvement projects make the city function – as a residential area, business focus, and heart to the city - better than it was before.

The devastating effects of natural disasters, such as our earthquakes, cause a significant and rapid drop in the standard of living in cities. Meanwhile, other cities, including those Christchurch competes and compares itself with, continue to improve. While recovery will happen, the gap could continue to widen leaving Christchurch tracking below par. A poor recovery can cause disillusionment within an existing community and businesses as regaining the lifestyle and growth the city once had can become an increasingly distant target. The ease with which skills, labour and investment can move within a globalised world, allows for a potential exodus to unaffected cities offering better prospects.

A successful recovery is measured by the ability of communities to rapidly regain what they have lost and catch up to where they would have progressed to through improvements made. The improvement phase is central to recovery. For Christchurch, this means surpassing what we previously had, in order to close this gap quickly. The opportunity to build back better than before, address previous issues and be at the leading edge is a chance to be seized and capitalised on. Making improvements at the same time as reconstruction will be an efficient use of resources and an important lever in attracting investment, particularly in Christchurch where new private sector investment in the Central City was relatively low before the earthquakes.

Below: Recovery is multi-faceted and has competing elements. A balance is required to enable quick recovery.



A balanced recovery

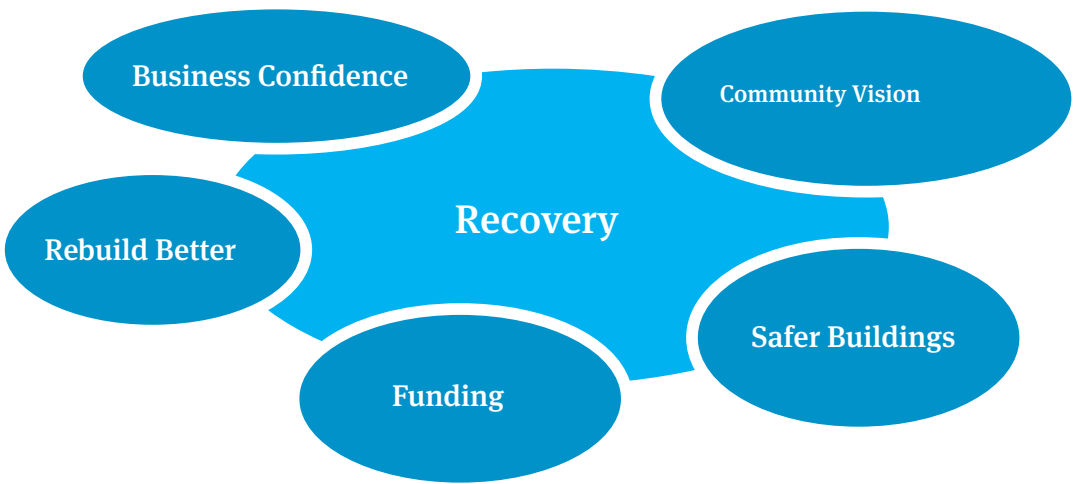
The time it takes a city to recover can also be accelerated if the city has strong leadership, a vision, coordinated implementation and focused resources.

Getting coordination between organisations, businesses, property owners, residents and community groups can be challenging because of the differing and sometimes competing factors to recovery. Different sectors want recovery that is quicker, cheaper, safer, better, familiar, structured, organic, controlled and devolved. Balancing these factors and generating one vision is not easy but essential to enable a quick recovery.

Throughout our recovery process Christchurch needs to be mindful to strike a balance across all sectors of the community to avoid uneven outcomes. In the end, the sense of community should be stronger having gone through a positive recovery process and we will be more resilient to face a range of other challenges in the future.

“Communities that take charge of their recovery have better recovery outcomes”

Doug Ahlers, Harvard University
August 2011



Relationships and processes

Christchurch’s Central City will recover. As organisations, individuals and businesses involved in this process, it is our responsibility to establish how we want the Central City to recover and ensure it happens.

Following the earthquakes government legislation – the Canterbury Earthquake Recovery Act (CER Act) – was passed. This Act established the Canterbury Earthquake Recovery Authority (CERA) and gave the City Council the job of developing the Central City Plan as part of CERA’s Greater Christchurch Earthquake Recovery Strategy. The Central City Plan sets out how the Christchurch community – businesses, property owners, organisations, residents, and community groups – want their Central City to recover. It contains an ambitious but achievable programme of projects that will attract private sector investment and ensure the Central City is an inspiring place to live and visit.

Section 1 (1-6) of the CER Act sets the direction for the Central City Plan, including that:

- A Recovery Plan for the whole or part of the Central Business District (CBD) must be developed, and the Christchurch City Council, in consultation with the affected communities, must lead the development of this plan.
- CERA, Environment Canterbury and Te Rūnanga o Ngāi Tahu must have the opportunity to provide an input into the development of the Recovery Plan for the CBD.
- A draft Recovery Plan for the CBD must be developed within nine months after the date on which this Act comes into force.

– 18 April 2010

In September 2011, CERA released a draft Recovery Strategy for public consultation. A number of recovery plans make up CERA’s Recovery Strategy, of which this Plan is one. These Recovery Plans and Programmes are being developed in tandem with each other and include:

- Economic Recovery Plan (CERA led);
- Land, Building and Infrastructure Recovery Plan (CERA led);
- Sports, Recreation, Arts and Culture Programme (Central Government led);
- Education Renewal Recovery Plan (Ministry of Education and the Tertiary Education Commission led);
- Built Heritage Recovery Plan (Ministry of Culture and Health led); and
- Finance and Funding Recovery Plan (CERA led).

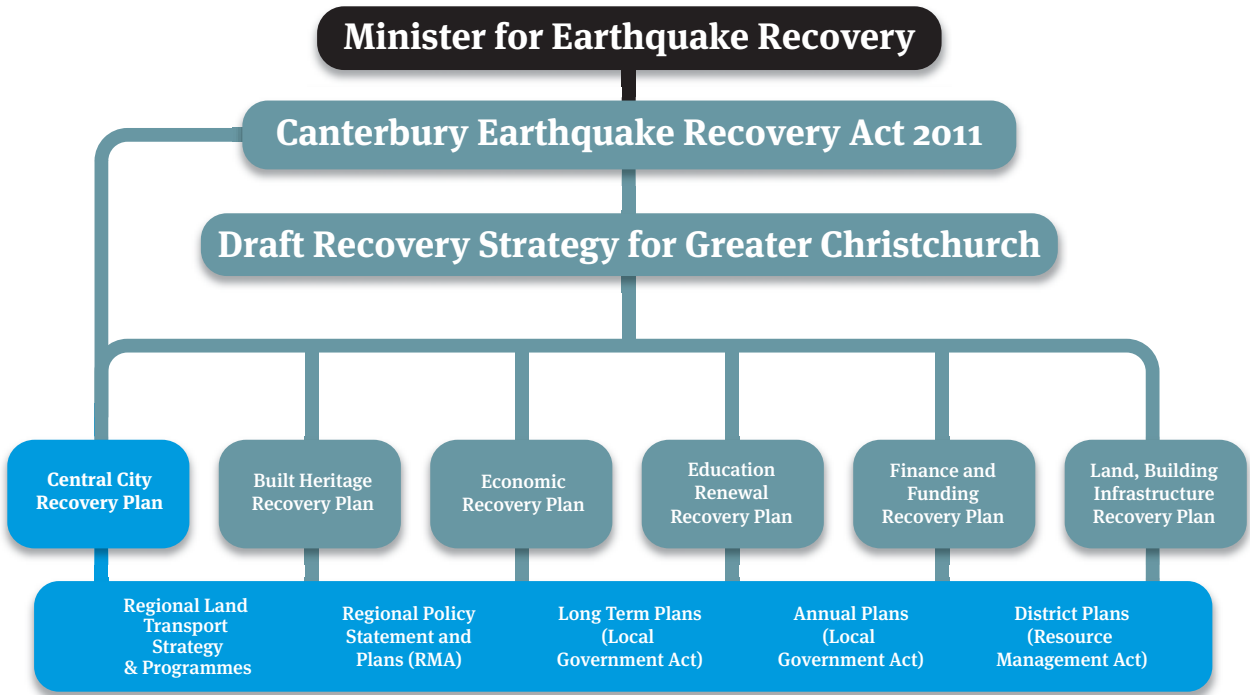
While each recovery plan and programme will contain varying levels of detail and is being prepared to different timescales, they all need to work together to achieve the Recovery Strategy vision that: “Greater Christchurch recovers and progresses as a place to be proud of – an attractive and vibrant place to live, work, visit and invest – mo tatou, a, mo ka uri a muri ake nei for us and our children after us”.

In preparing the Central City Plan, the Council must also have regard to section 77 of the Local Government Act (LGA) 2002, which requires it to identify reasonably practicable options and assess the costs, benefits and impacts of options.

The Central City Plan is influenced by, and dependent on, the implementation of regional strategies, such as the Greater Christchurch Urban Development Strategy, the Christchurch Economic

Development Strategy, the Canterbury Regional Policy Statement (including the adoption of Proposed Change One) and the Canterbury Regional Land Transport Strategy. It is also informed by, and in turn informs, a range of Council strategic and planning documents, for example the Central City Revitalisation Strategy, the Open Space Strategy, and the Avon River Masterplan.

The Central City Plan sets out a vision, projects and a preferred timeline, which will be given effect to through the LGA and Resource Management Act (RMA) processes including the Council’s Long-Term Plan. Volume 2 of this Plan is designed specifically to achieve the Central City plan vision and support development during recovery. It replaces the Christchurch City Plan in the Central City area.



Keeping the grid Five guiding principles

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

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

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

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

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

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

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

These are:

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

Foster business investment

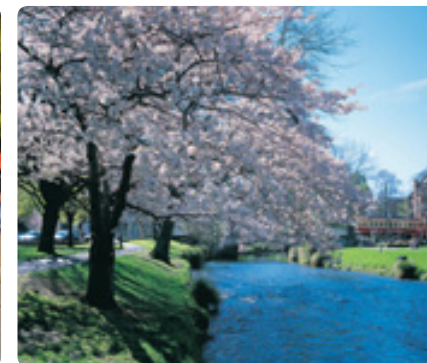
- a. Rebuild an economically viable and affordable city
- b. Attract new business and talent
- c. Support business through high quality and innovative infrastructure
- d. Restore business confidence and certainty

Respect for the past

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

A long-term view of the future

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



Easy to get around

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

Vibrant Central City living

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

With international experience showing that community-led recovery delivers the best overall outcomes, one of the Council's most important tasks is to engage the Christchurch community – businesses, property owners, public sector organisations, residents and community groups – in the recovery planning process.

How this Plan was developed

Share an Idea and public consultation

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

While the extent of damage was not yet fully assessed, it was quickly recognised that the face of Christchurch had changed forever. The level of destruction meant the Central City would need to be completely rebuilt in places, opening up the possibility to rebuild the city to respond to the needs of today's residents and for future generations.

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

A website – shareanidea.org.nz – was developed to make it easy for residents to share their ideas whenever it was convenient; at 3pm before the children were home from school, at 1am after they had finished their night shift or at 10pm before heading to bed.

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

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

A two-day Share an Idea Community Expo was held in May 2011. More than 10,000 residents attended the event. They shared their ideas on Post-it notes, by making a video clip, building their Central City out of Lego, filling out questionnaires, going online and/or leaving a last thought as they left the venue.

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

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



Image courtesy of Gehl Architects

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

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

Key stakeholder feedback

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

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

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



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



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



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

How this Plan was developed

What the community told us

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

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

Themes

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

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

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

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

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

Each chapter identified projects to deliver which were both affordable and deliverable, with an indicative budget, timeframe for implementation and a lead agency responsible for delivering the project.



48-hour Challenge

Architects and designers from the United Kingdom, Singapore, Australia and throughout New Zealand converged on Christchurch in early July 2011 to spend 48 hours redesigning parts of the earthquake-damaged Central City.

The Council's 48-hour Challenge was an opportunity for professional bodies to share their ideas and innovation on how to redevelop the Central City, elements from which were used to inform the development of the Draft Central City Plan. Fifteen teams of industry representatives took part in the event.

Teams of up to seven professionals chose at random one of five sites in the Central City to develop some inspiring concepts, which took into account how to incorporate public space, green building elements, seismic stability and economic feasibility. All designs needed to comply with national building codes and guidelines, as well as transportation constraints.



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

The Challenge enabled the Central City Plan Team to have emerging themes tested by design and architectural professionals on real design scenarios.

The overall winning design was by the New Zealand Wood team whose redesign of the Orion site displayed adaptive reuse, innovative architecture and civic landscape.

International Speaker Series

An International Speaker Series was held over four days in August 2011. A variety of speakers from around the globe, including the United Kingdom, Canada and Australia came to Christchurch to share their experiences relating to the redevelopment of cities and communities subjected to devastation – natural and human. This included experience from:

- The 10-year regeneration of Manchester following the IRA bombing in 1996
- The Santa Cruz Gang of 36 who planned and implemented the recovery of the central business district following the 1989 San Francisco earthquake
- The Victorian Bushfire Reconstruction and Recovery Authority who led the recovery of communities devastated by the 2009 Victorian bushfires

- Cities such as San Francisco and Los Angeles on their disaster recovery and resiliency planning
- Ontario where significant funding was allocated to build various infrastructure projects and arts, sports and cultural facilities in a short time

Each speaker talked about their experiences in rebuilding or designing communities and discussed their thoughts on the draft Plan to redevelop Christchurch's Central City.

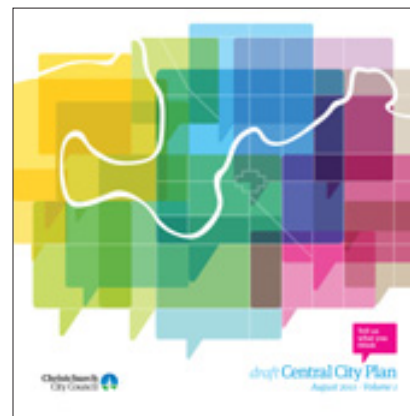
<http://www.centralcityplan.org.nz/info/international-speaker-series.aspx>

Tell Us What You think

Following the ideas-gathering phase, the draft Central City Plan was released for formal comment from 16 August to 16 September 2011.

Copies of the full Plan were made available through the Council's website, at service centres and libraries and other outlets throughout the city. A copy of the summary document was delivered to Christchurch households and large-print and easy-to-read versions were made available for those with sight-impairments.

During the formal consultation period, more than 100 briefings and meetings were held with a wide variety of stakeholders, interest groups and professional bodies (See Appendix B).



The main community engagement was through a roadshow event. The Council took the Plan out to its local communities, spending eight days in suburban centres, two at the University of Canterbury, as part of an International Speaker series on disaster recovery, and a week at the Events Village in Hagley Park. About 6000 people visited, many keen to find out what had happened with their ideas. There was ongoing dialogue and liaison with Te Rūnanga o Mahaanui Kurataiao Ltd and Te Rūnanga o Ngāi Tahu throughout this period.

The Council received 4707 different comments on the Draft Central City Plan, from 2900 submitters, through a variety of modes - 23 per cent came in from the Council website, 47 per cent through email and 30 per cent were posted. Central City Plan and *Changes to the Operative District Plan and Global Stormwater Consent* received a diverse range of comments; from supportive to negative and to various levels of detail and supporting documentation. Comments often contained multiple sub-comments across several aspects of the draft Plan.

Similar to Share an Idea, certain common or key themes emerged during the analysis process. These themes are summarised per chapter in Appendix A. Four hundred and twenty seven individuals or organisations asked to speak to their comments during Council hearings, held over eight days in early October 2011. The Council then spent 11 days deliberating on all the feedback. Similar to Share an Idea, certain common or key themes emerged during the analysis process. These themes are summarised per chapter in Appendix A.

<http://www.centralcityplan.org.nz/net/what-is-in-the-plan.aspx>

The path to recovery

The first step in the recovery of the Central City is to complete the demolition of the damaged buildings to make the built environment safe and understand the state of land and infrastructure in the area. The repair of infrastructure will continue as the cordon is reduced and will be coordinated to support investment in recovery projects and by the private sector.

“Communities that build investor confidence recover better and faster.”

Doug Ahlers, Harvard University
August 2011

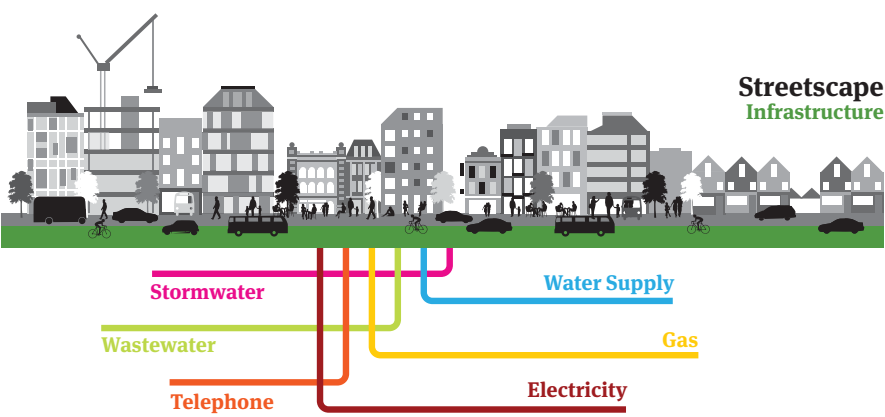
Demolition and making safe the built environment.

Reopening the Central City as quickly as possible and working towards the recovery of Greater Christchurch are top priorities for CERA. CERA is working closely with building owners and their insurance companies to get buildings demolished or repaired.

As at October 2011, 587 buildings had been demolished in the Central City and a further 312 partially demolished. Detailed demolition statistics are available on CERA's website: www.cera.govt.nz/demolitions. These buildings had been classified as dangerous. This number is expected to continue to increase as additional buildings are demolished by building owners who in negotiation with insurers make economic decisions on their property, such as if the cost of repair is larger than the cost of rebuilding.

CERA's plan is for the Central City cordon to be further reduced in December 2011 and again in April 2012. However, this will be dependent on the demolition of dangerous buildings within the Central City. There are likely to be demolition areas throughout the Central City until at least December 2012. Some larger buildings may still be demolished after this date. The gradual removal of the cordon and reduction of these demolition zones will allow public and private investment or re-investment to get underway.

LEAD = CERA , private sector also demolition for economic reasons.



Repairing and renewing infrastructure

The Central City's infrastructure includes wastewater, stormwater and water supply systems, public open space (parks and streets), communication networks and energy utilities (electricity, gas, petrol). Most of this infrastructure is located within public space, mainly under streets.

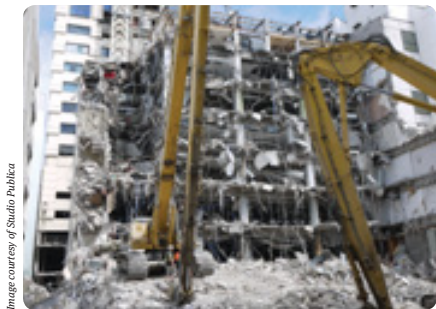
There has been considerable damage to roads, bridges, stormwater, wastewater, water supply and reserves owned by the Council, much of which needs to be repaired and some of which needs to be replaced.

Rapid assessments of critical infrastructure will be completed by the end March 2012. Once the extent of this damage is known, the repair of public

infrastructure within the Central City will be prioritised so as not to constrain the redevelopment and recovery of the area. Work on renewing or replacing infrastructure assets will also begin.

Infrastructure renewal will be coordinated to limit disruption to residents and businesses, ensure resources are used efficiently and to align with the recovery projects outlined in the Central City Plan, and where the market is ready to respond with new investment.

LEAD = Stronger Christchurch Infrastructure Rebuild Team (SCIRT) for repair and renewal/replacement and the Council for improvements.



Public Investment in recovery projects

Public investment is central to recovery. The Council will continue to fund the bulk of public investment in the Central City, particularly infrastructure and public spaces and services. The government and other public bodies will also contribute significantly through their own funding and development decisions.

The later chapters in this Plan outline projects that will support the recovery and achieve the Christchurch communities aspirations for the Central City.

LEAD = the Council and other agencies.

Why these projects?

The projects identified in this Plan came from the community's input into Share an Idea, from meetings with stakeholder groups, through existing Council strategies and work programmes and reviewing overseas experience. The projects were selected for their ability to meet the guiding principles of the Plan as defined by Council. Recovery for Christchurch is not about going back to what was there before. It is about using the opportunity to rebuild and redevelop the Central City to serve the needs of today's residents and future generations. The Plan's projects will not only enable the recovery of the Central City, but improve the area and provide benefits to Greater Christchurch, Canterbury and New Zealand's economy. The alternative is low investor confidence, skilled and motivated people leaving Christchurch and New Zealand, too many vacant sites, unattractive buildings and economic stagnation.

Links with other Council projects

The projects listed in this Plan link with other Council work, including the infrastructure repair and renewal, the Botanic Gardens Centre and Council facilities planning.

Private sector business investment

The recovery projects outlined in later chapters in this Plan will account for almost \$2 billion investment in the Central City. However, private businesses and individuals will invest up to 10 times this amount in the recovery of the Central City. This investment will come from both existing and new business and property owners.

One of the key decisions existing property and business owners face is whether to reinvest in the Central City. This decision is dependent on individual circumstances, including insurance and property values. If most property and business owners decide to reinvest and bring new investment into the Central City, the momentum will accelerate recovery in the Central City from slow to relatively quick.

For property owners, investment is largely dependent on:

- Satisfactory conclusion of insurance claims
- Confidence that the overall risk/return profile is acceptable
- Commitment of public sector capital for priority projects and amenities
- Amount and type of insurance cover available
- Speed of recovery or capital investment will start to look for alternatives
- Ability to attract long-term tenants or sell property for a profit

For business owners, returning or moving to the Central City is largely dependent on:

- Confidence that their business will trade profitably and has sound future prospects
- Certainty that recovery of the Central City is underway with people returning in numbers that support business
- The ability to find suitable and cost-effective premises

For both property and business owners the ability to make a return on investment is crucial. Central and local Government will work together to support private sector investment in the Central City by:

- i. Committing to the delivery of key public capital projects and amenities
- ii. Ensuring planning and consent processes enable good outcomes
- iii. Providing incentives to attract investment
- iv. Implementing light-handed regulation to protect public interest and reduce poor quality private investment
- v. Controlling suburban development, particularly office, retail and residential development outside the Central City
- vi. Reviewing and improving Council processes to ensure they are as efficient as possible.
- vii. Monitoring outcomes and updating the Central City Plan to ensure its currency and relevance.

LEAD = Private Sector, supported by the Council.



The Priority Projects

Of the projects listed in this Plan, the top priorities were identified by assessing the projects against their ability to:

- Demonstrate respect for the past
- Foster business investment
- Create a vibrant Central City
- Support the long-term view of the future
- Improve accessibility and ease of getting around

Funding and delivery of the top projects will be prioritised and planning and design work will begin immediately. These projects will be delivered in partnership with the community and private sector where appropriate. Delivering in partnership will have significant benefits, not just in efficiency and ability to leverage private sector investment, but also in building community ownership of the end results.

Initial implementation plans have been drawn up for each of these projects [Appendix P], but further planning, design work and confirmation of funding is needed for most. For some projects, this is already underway.

If successful funding partnerships with Central Government, private enterprises and philanthropic organisations are developed, many recovery projects will be completed earlier than currently scheduled (refer to Implementation chapter).

Priority capital investment projects	Chapter	
Earthquake memorial	Remembering/ Maumaharatia	A memorial to honour the lives of those who died in the earthquakes.
Papawai Ōtakaro	Green City	Investment in key public space and amenity.
Familiar landmarks	Distinctive City	Supporting the retention of key heritage buildings.
Blocks, lanes and courtyards	Distinctive City	Develop lanes and make strategic purchases to improve the network.
Central Library	City Life	Investment in a flagship facility.
Convention Centre	Market City	An economic catalyst project. Central government and private sector contribution would enable improvements and/or earlier delivery than currently scheduled.
Metropolitan Sports Facility	City Life	Investment in a world-class facility. Central government and private sector contribution would enable improvements and/or earlier delivery than currently scheduled.
Hospital Redevelopment	Market City	Redevelopment of Christchurch Hospital. A key catalyst project implemented by the Canterbury District Health Board.

Priority operational programme projects	Chapter	
Incentives	Market City and City Life	Incentives for commercial activity and residential development.
Good urban design	Distinctive City	Urban design provisions to promote high-quality rebuilding.
Transitional City programme	Transitional City	Programme of work to bring life and vitality to the City as it transitions, and ensure a good environment.

Delivery

Leadership and Responsibilities

The implementation of this Plan will require strong, clear leadership and commitment. In the Central City, different stages of the recovery process are led by different organisations. Central government's Canterbury Earthquake Recovery Authority (CERA) is responsible for: leading earthquake recovery work for the city as a whole; the demolition of unsafe buildings; recovery strategies and programmes, cordon management and land status. In the Central City, the Council is responsible for: delivering the Central City Plan to the Minister for Earthquake Recovery; operation and improvement of water supply, wastewater, stormwater, public open space and transport infrastructure. The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) is an alliance between the Council, CERA, the New Zealand Transport Agency and contractors, responsible for fixing the city's public infrastructure.

The Council, central government, CERA, SCIRT, Te Rūnanga o Ngāi Tahu, Environment Canterbury, NZ Transport Authority, and the community (including philanthropic bodies, charitable organisations and private enterprises), will work together to maximise the effectiveness of our individual contributions and minimise confusion and duplication of effort.

The Council will identify opportunities to engage widely on proposed projects and be innovative in its funding to achieve effective and efficient delivery.

Council in conjunction with other agencies will carry out impact assessments during the implementation of central city plan projects. It will also regularly update its Central City Community Profile as a means to monitor the social effects of the earthquake in the Central City.

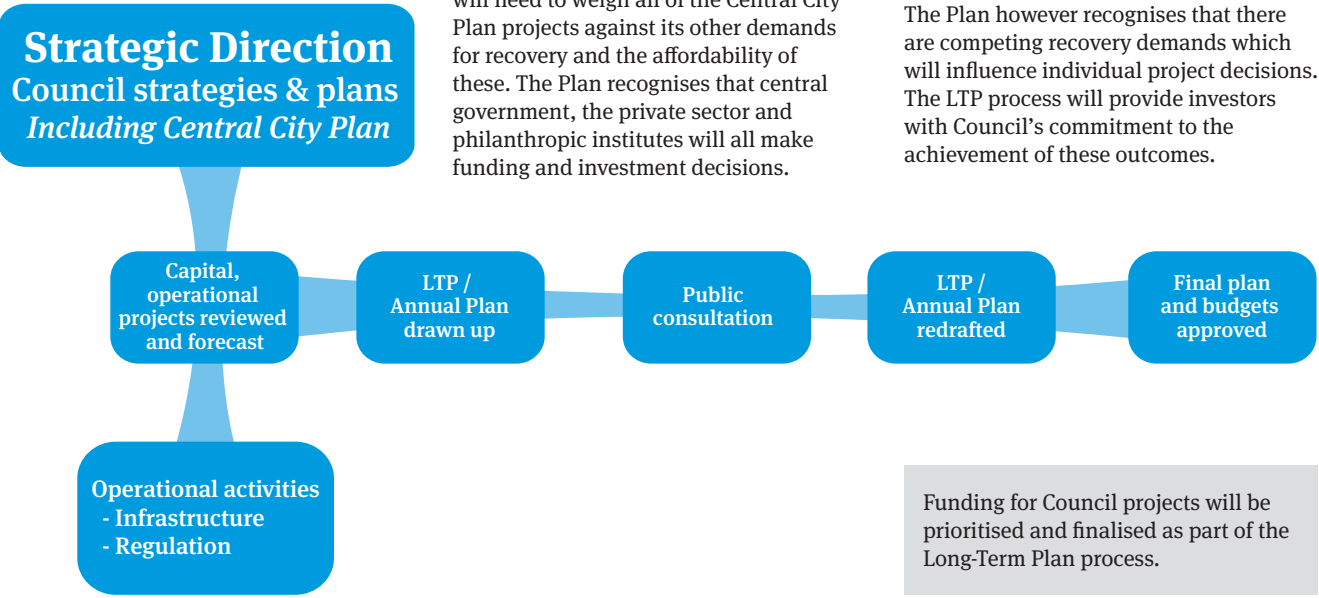
Business as usual will not achieve the aspirations of the community or implement such an ambitious programme in a timely manner that supports private sector investment.

Funding

The cost of implementing this Plan is estimated to be almost \$2 billion. The cost or partial cost of some of the projects will be covered by insurance. Projects will be fully scoped and funded through the Council's Long-Term Plan (LTP) and normal consultation process. Council will need to weigh all of the Central City Plan projects against its other demands for recovery and the affordability of these. The Plan recognises that central government, the private sector and philanthropic institutes will all make funding and investment decisions.

The Council is open to establishing formal and informal partnerships to facilitate the coordination of activities across groups and maximise the effectiveness of its financial contribution. If successful funding partnerships with central government, private enterprises and philanthropic organisations, are developed, the recovery projects will be able to be completed earlier than currently scheduled (refer Implementation chapter).

In developing the Plan, the Council is endeavouring to provide a clear signal about what is needed to support recovery. The Plan however recognises that there are competing recovery demands which will influence individual project decisions. The LTP process will provide investors with Council's commitment to the achievement of these outcomes.



Monitoring and review of the Plan

Implementing the projects and programmes outlined in the following chapters will drive the strong, vibrant and prosperous Central City that Christchurch residents and businesses want. To ensure Council delivers these outcomes it will:

Monitor the progress Council makes in achieving what the community have asked for. A Central City Outcomes Monitoring Programme will be developed to measure our progress. The Implementation chapter provides examples of measures that could be monitored for these outcomes.

Development of this Monitoring Programme will be completed by June 2012.

Report on our progress. A Central City Plan Progress Report will be published every six months, with the first Progress Report published in December 2012. The Progress Report will contain:

- The results of the Central City Outcomes Monitoring Programme
- How Council is progressing with implementing the Central City projects and programmes

- Improvements and changes that need to be made to the Central City projects and programmes

The final Progress Report will be delivered to the Minister for Earthquake Recovery and made publicly available on the Council's website and in libraries and service centres.

Make changes if necessary. If changes are needed to improve the delivery of this Plan (both Volume 1 and 2), they will

be made under the CER Act or through existing processes (for example the Council LTP and Annual Plan processes for Council funding changes), whichever is most appropriate and enables timely delivery and a sufficiently flexible response to the pace of recovery and priorities.

Ongoing public engagement will be central to the monitoring and review to this Plan.

Remembering/Maumaharatia



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

After a natural disaster, such as Christchurch's destructive earthquakes, memories and a sense of place become more important. While this Plan focuses on the Central City, it recognises that the effects of the earthquakes were city-wide. The loss of life and so much of the city's historic and social amenities brings a heightened need to remember, as well as to look to the future. Residents remember the city and its special places before the earthquakes. Even before the city was here, the landscape had a special character that underlies the built environment. The earthquakes have given places in the city special significance.

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

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

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

The projects in this chapter will be developed in partnership with a number of agencies and stakeholders, including Te Ngāi Tūāhuriri Rūnanga, Te Rūnanga o Ngāi Tahu and the community.



Image courtesy of Studio Publica



Image courtesy of Studio Publica



Images of the earthquakes, the destructive impact on people's lives and the landscape will form part of our remembering.

Remembering/Maumaharatia

Earthquake memorial

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

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

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

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

Suitable sites in the Central City for the Earthquake Memorial will be considered by a steering group, once it has been established. Sites will be assessed for suitability and where applicable, private landowners and other parties consulted.

The steering group will also consider the range of suggestions that have been made relating to the form of the memorial, the potential co-location of the memorial with the EPI-Centre project and the possibility of a design competition to generate an innovative and distinctive design.



Earthquake memorial project

- Where:** Central City site to be decided during steering group phase
- When:** Project commencing 2011/12 for a build over a four-year period from 2014 to 2018
- Who:** Council to collaborate with the government and implement in consultation with the families of those who lost their lives on February 2011 and the wider community
- Cost:** \$8 million including land

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

EPI-Centre

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

The *EPI-Centre* will be a long-term, permanent addition to the city, becoming a significant visitor attraction. Other interpretation projects provide the short-term response for orientation and understanding.

The facility will be built to the highest seismic and sustainability principles, highlighting Christchurch's role as a leader in environmental design. The Council will give consideration to the co-location of its Civil Defence functions, which may include regional capacity.

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

The *EPI-Centre* will include a resource centre related to the built environment, as a point of focus for design professionals to share information and ideas with the public about the rebuild of the city, highlighting the innovative responses developed for the built environment.

The proposed centre will complement the archival work currently underway by a number of local and national agencies.

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

The *EPI-Centre* will showcase local research and best practice which fosters connections between Christchurch and other seismically-active cities of the world.

Suitable Central City sites for the *EPI-Centre* will be considered as part of the project implementation, in partnership with other agencies. Co-location with the Earthquake Memorial will also be considered.



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

EPI-Centre project

Where: Central City site to be decided as the first phase of the project by a steering group in partnership with key stakeholders

When: First stage of the project will include establishment of a steering group to scope the project and develop partnerships in 2013; planning and design stages will start in 2017

Who: A collaboration between local, regional and central government; universities, museums and research institutes

Cost: \$78 million including land

Earthquake interpretation

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

Interpretation can provide an insight into what is planned for parts of the city as new areas are rebuilt, encouraging engagement with the transformation of the city. Effective interpretation will allow for reflecting on the past, as well as looking to the future with optimism. Interpretation provides ways of remembering what was there, learning the stories of the city and rekindling a sense of place. Vital to effective interpretation is a means of experiencing the site and having first-hand involvement with the landscape. Interpreting memory involves emotion as well as information, which heightens the relationship to place. It needs to immerse the viewer and be active, rather than simply signs

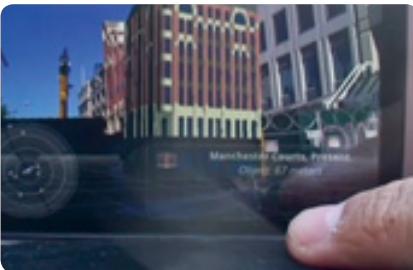
Interpretation: self-directed

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

Using what is called augmented reality, images are superimposed on views of the city as it is now, via the phone's camera. This combination of a virtual reality with the existing landscape will provide a stimulating way of connecting to the city during the rebuild. As part of the ongoing roll-back of the Central City cordon, new areas of augmented reality can be made available. People's reconnection to parts of the city can be enhanced through having reminders of what was there, and also opportunities to see what is possible. The augmented reality information can be

and pamphlets which clutter without providing meaningful connections. For visitors too, interpretation is vital for making sense of what they see, deepening their understanding of the transitional city, appreciating what was there as well as what lies ahead. City and region-wide projects are already underway, including the CEISMIC project (Canterbury Earthquakes Images, Stories and Media Integrated Collection) set up by the University of Canterbury, the Quake Stories initiative from the Ministry of Culture and Heritage, and The Press's crowd sourcing resource, Your Stories. In addition to these wider projects, specific interpretation resources for the Central City are a crucial part of the recovery. Interpretation will also be important as part of the Transitional City, particularly as new initiatives/projects get underway in the Central City with the gradual opening up of the Central City cordon.

constantly updated as new parts of the Central City become accessible and as new designs for buildings and landscapes are proposed. Itineraries can also be downloaded to provide walking routes for visitors with particular themes relating to the post-quake city and for locals wanting a way of navigating through a once familiar landscape.



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

Interpretation: multimedia



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

Similar projects overseas have been successful in providing meaningful experiences in areas which are undergoing major changes. For example, the Museum of Copenhagen project called The Wall provides interpretation on a huge touch screen, allowing an enriched understanding of the city during a period of disruption. Locating the multimedia facilities in the Central City, rather than a museum or gallery, will enable connections with the surroundings to be immediate. The interpretation facility will be able to be moved around the Central City as parts of the cordon are opened up, or associated with special events, such as the rebuilding of key sites. The facility offers a public relations interface, allowing information about the transformation of the city to be communicated on site, where it is actually happening. Residents can upload their own images and stories to add to the collected memories of the city centre, and people can have photos taken of themselves in front of the images and email them around the world, spreading the story of the Central City's recovery to expatriates and potential visitors. The ritual of walking the cordon has

become part of reconnecting with the city, and a multimedia facility will provide a focus for this; a gathering point to share stories and a means of gaining more information about the changing city. The multimedia facility reinforces the Transitional City and Distinctive City projects, with opportunities to identify lost buildings as well as developing a new post-demolition sense of place.

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

Earthquake interpretation projects

- Where:** Central City, multiple locations, keyed into sites of significance, including new areas opened up, rebuilding, etc.
- When:** Build over the coming year from 2012
- Who:** Council to facilitate opportunities for major corporate sponsors for both projects
- Cost:** \$4.1 million

Interpretation: Ruins and reminders of the past

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

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

Traces of the past in the landscape become more significant and act as touchstones for our memory of the events.

Given the extent of damage to the built environment, the Council will work with landowners to retain reminders that can assist with our interpretation of the landscape. It may be appropriate to retain a ruin or part of or all of a building within the Central City. Given continuing damage to many buildings, it is not possible to say which buildings may be appropriate to retain in a ruined form.

Efforts will be made in the first instance to repair and re-use buildings and structures, before consideration is given to their retention as ruins. There may also be damage to public infrastructure, such as bridges and pavements, where it may



be possible to safely retain a reminder of the force of the earthquakes.

The Distinctive City chapter includes the retention and reuse of heritage materials as an important aspect of post-earthquake heritage conservation.

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

Remembrance anniversaries

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

Recognising these dates will assist the city's recovery by providing ways in which residents can individually, and collectively, remember the events, the loss and recognise the impacts and how far recovery has come.

February 22 will be the most significant date to remember. A National Memorial Service was held in March 2011, some weeks after the devastating event. In coming years, a memorial service would be held on the actual date. Commemoration and celebration will be important at a local, regional, national and international level.



As with any anniversary, remembering the earthquakes will become associated with particular times of the year – the September earthquake in early spring; the Boxing Day earthquakes as the retail sales got underway; February 22 in summer was a bolt out of the blue as the city was on the road to recovery; and June 13 brought further disruption as winter set in.

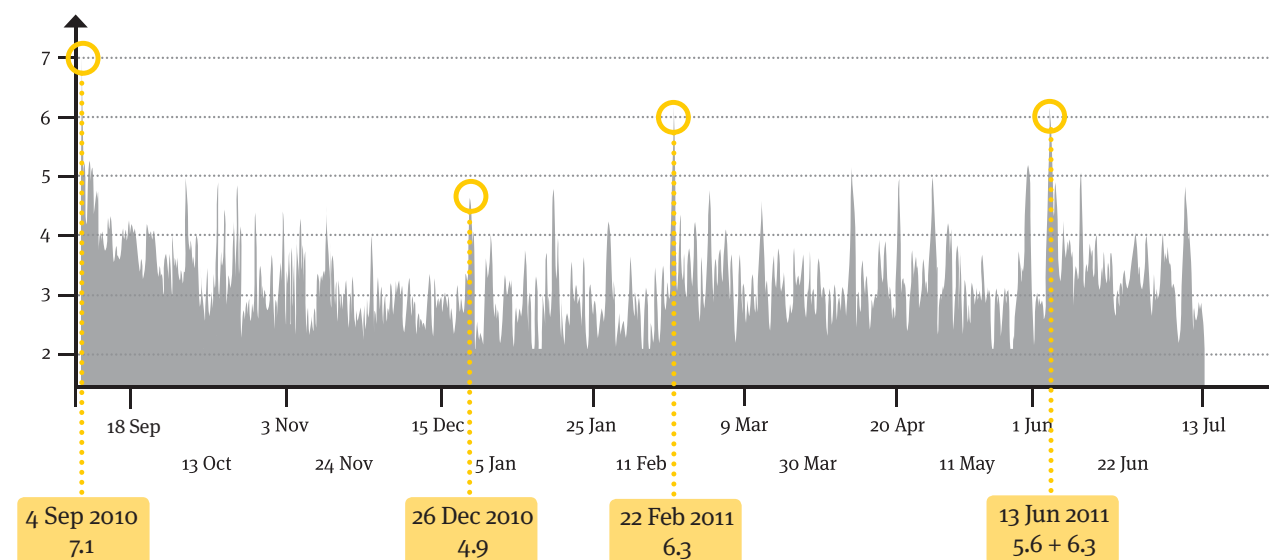
A range of ways of remembering will develop, as different quakes affected parts of the city in a range of ways. There may be dates where local communities hold their own events or dates on which key projects supporting recovery are revealed/staged.

Temporary structures, incorporated as the city transitions, can also contain aspects that support remembering and allow for engagement as the city reaches key milestones for recovery and reconstruction.

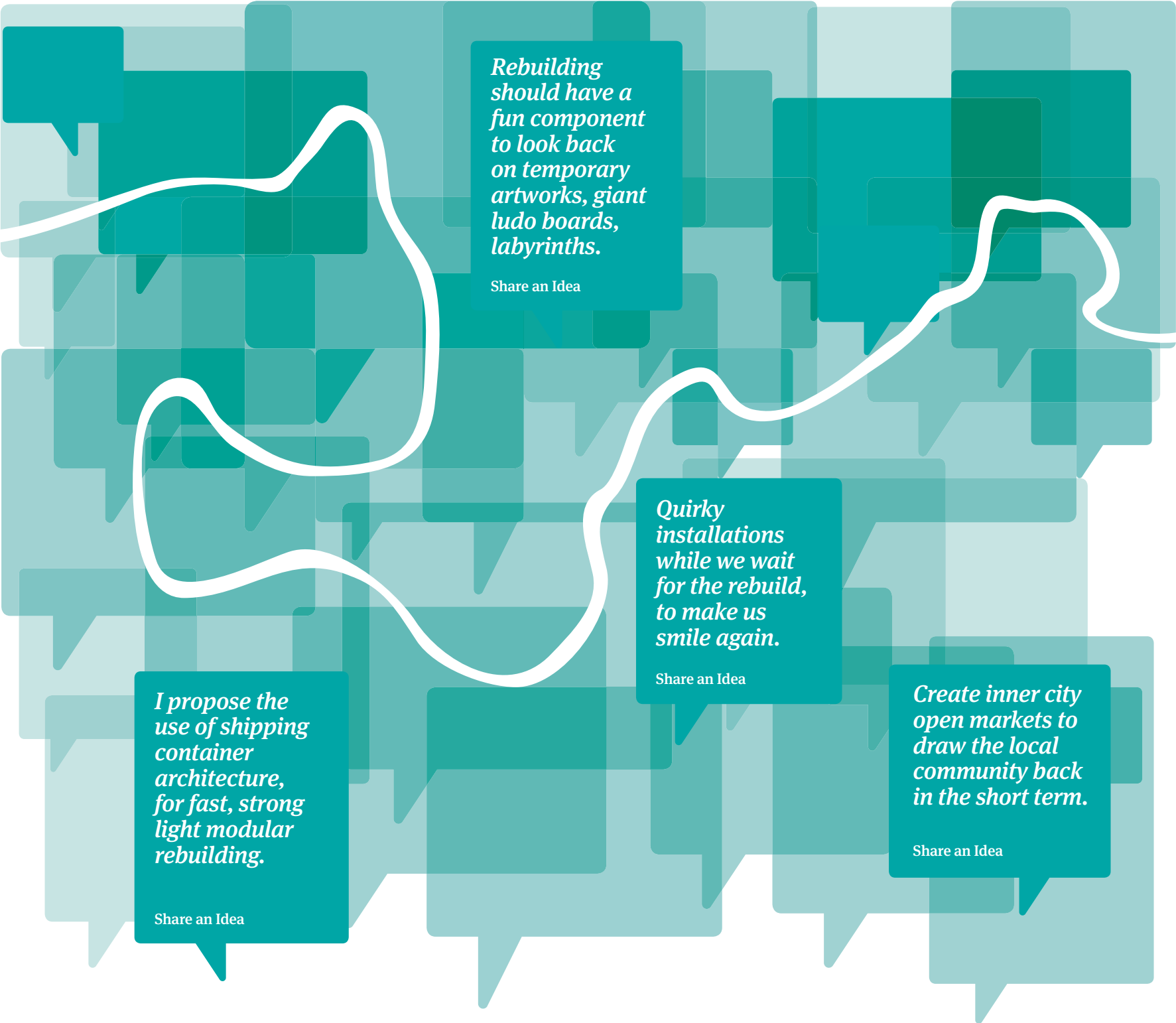
As an example, in Berlin Schneider + Schumacher Architekten's Info-Box was a temporary viewing platform and exhibition facility created for visitors to observe the reconstruction of Potsdamer Platz between 1995 and 2001.

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

Left: Timeline of significant seismic events in Christchurch.



Transitional City



Introduction

The Central City will be constantly changing as it transitions through the restoration, reconstruction and improvement phases of recovery. This will provide the public and private sector, residents and the community as a whole with opportunities to test new ideas, explore new concepts and look at new ways to bring people, business and investment back into the Central City as it is redeveloped.

Transitional City projects will accelerate recovery by attracting residents, business and investment to the city, using innovation to achieve positive social, cultural and economic outcomes.

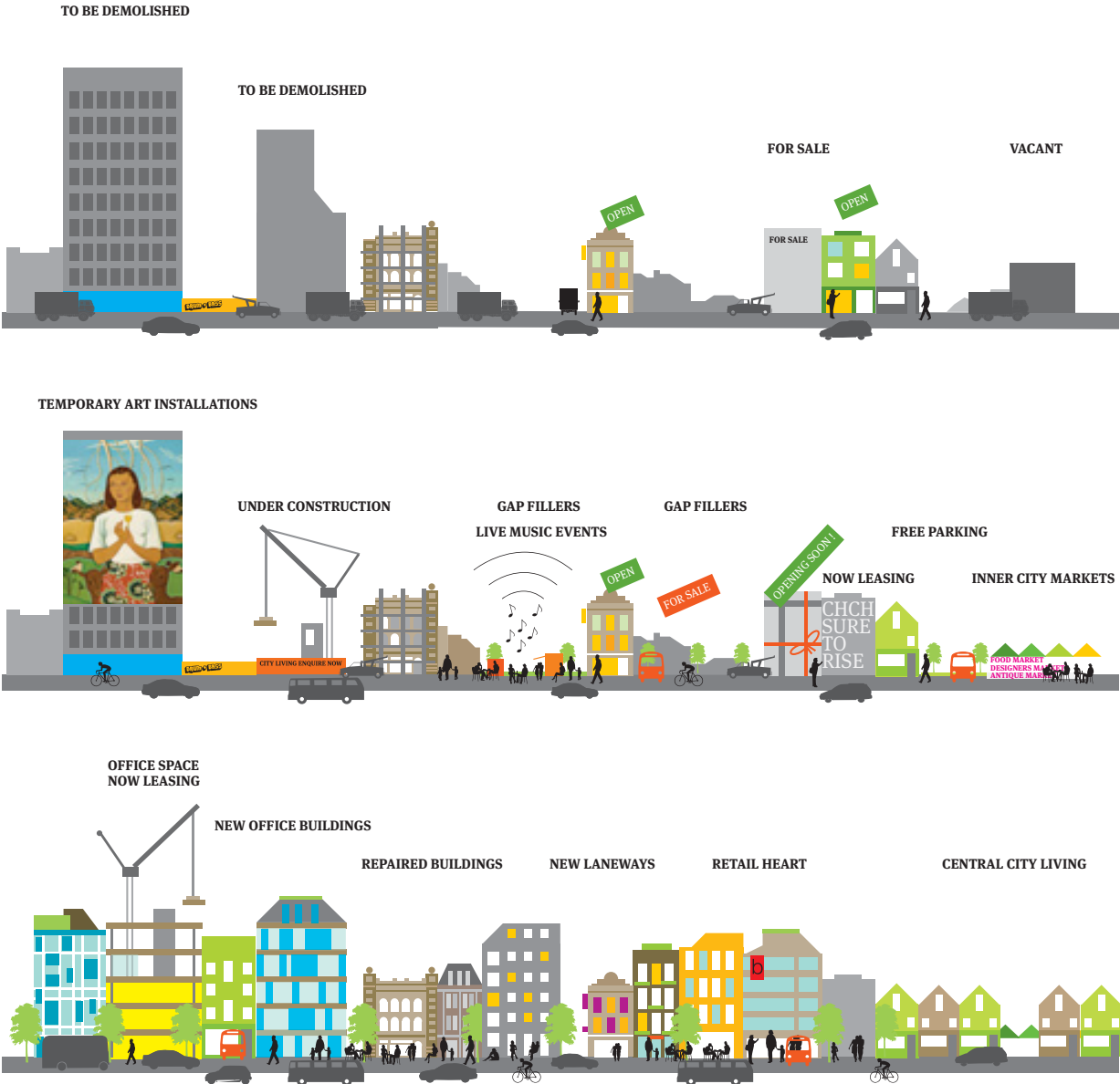
There is an immediate need to create an environment that supports and promotes confidence for the retail, tourism, hospitality, office and general commercial sectors. The community has also endorsed a strong green and sustainability focus for recovery and there is a need to ensure the physical environment in the short

and medium-term is attractive, and where possible, used for activities, such as for outdoor events and art in vacant spaces. A vibrant city life will be facilitated through the operation and return of important social and community services, events and arts.

The Central City will be an unfamiliar landscape as areas re-open. Fencing around sites provides an opportunity for

the display of interpretation and public information. Innovative hoardings, lighting and the celebration of milestones will help define the new, distinctive city as it develops. A temporary bus exchange, known as Central Station, has already opened on Lichfield Street, supporting commuters and shoppers. Other temporary transport projects will also be implemented.

This transitional phase is critical to the success of the recovery of the Central City. Everyone involved – public and private sectors, residents and the wider community – will need to coordinate and work together.



Right Centre: Rita Angus (1908-1970); *A Goddess of Mercy*, Oil on Canvas
Collection Christchurch Art Gallery Te Puna o Waiwhetu
Reproduced courtesy of the Rita Angus estate

By 2014

Recovery of the Central City has already begun. Much of the Central City area is open, and many businesses have returned. Temporary coffee shops have opened, and Greening the Rubble and Gap Filler community organisations have used and improved some vacant sites. Collaboration between the private and public sectors saw City Mall Re:START shopping precinct and the Central Station open in October 2011, bringing shoppers and commuters back to the Central City for the first time since the February 2011 earthquake.

The next two years will be both exciting and challenging for the city as the momentum for recovery increases. The shape, form and speed of recovery during this time will set the direction for the future. Opportunities to bring residents, visitors, businesses and tenants back into the Central City at this early stage will be supported. Buildings will start to be rebuilt and repaired, new areas of the Central City will open up and there will always be 'something new' to discover.

By 2014:

- Demolition work will be completed
- Infrastructure will have been assessed and be operational
- Vacant sites will be bringing new life into the Central City
- Retail businesses will have returned and pockets of the Central City opened up, creating new retail precincts that wait to be discovered
- Restaurants and bars will have returned to the Central City, extending the enjoyment of the redeveloping city into the evening
- Life will have returned to Cathedral Square with businesses re-establishing back in the heart of the City

- The Central city will be alive with lots of transitional/temporary projects and activities – music, arts and theatre – bringing people to the Central City and providing inner city residents with plenty to do in their neighbourhood
- Council's LTP will have prioritised key Central City Plan projects and funding to support the Central City
- Private sector investment in rebuilding will have kick-started the recovery in many areas throughout the Central City
- Public sector organisations will have returned to the Central City. Staff will have a growing number of activities to entertain them
- The Central City will continue to evolve on a daily basis with new activities and businesses

- Community involvement will continue on recovery projects as concepts and sites are developed
- Investigations and implementation work on the Metro Sports Facility, new Central Library, Convention Centre, Papawai Ōtakaro, Public Art Network and slow core will be underway
- The feasibility study on Light Rail will have started
- Incentives for private sector investment will be operating



Above: Rita Angus (1908-1970); *A Goddess of Mercy*. Oil on Canvas Collection Christchurch Art Gallery Te Puna o Waiwhetu. Reproduced courtesy of the Rita Angus estate

By 2022

During the next 10 years, the focus will be on implementing the Central City Plan recovery projects and supporting private sector investment in recovery. The Central City will change rapidly as the large capital investment and projects are completed. A steady pace of recovery will be maintained. The momentum of private sector investment, shops, cafes, restaurants and bars opening will attract residents, businesses and visitors. Residential development will increase, increasing the range of housing choice in the area bringing young and older generations in to enjoy the new amenities and exciting environment. It will be an inspiring and interesting time to be part of the redevelopment of the Central City.

By 2022 :

- Private sector investment will have increased significantly and be pushing recovery forward
- Work on the Papawai Ōtakaro, EPI Centre, and enhancements to the Avenues will be underway and nearing completion
- The Convention Centre, Avenues, Bus Streets and Street Stations will have been completed in 2017
- The Metro Sports Facility and new Central Library will have been completed in 2018
- Other Central City Plan recovery projects will be well underway
- Some transitional/temporary projects will still be running
- Infrastructure renewal will be complete.

By 2032

Public and private sector investment will have enabled the successful redevelopment of the Central City, making it a vibrant, innovative and attractive place to be. Private sector investment will have created new neighbourhoods, businesses and places. All the Central City Plan recovery projects will have been completed. If successful funding partnerships with central government, private enterprises and philanthropic organisations have been developed, many of these recovery projects will have been completed early (refer Implementation chapter), and long-term processes will be in place to ensure the momentum is maintained. The city will be a better place to live, work and visit than before the earthquake and the foundations will have been set for ongoing improvement.

By 2032:

- The Central City Greenway will have been completed, connecting neighbourhoods with the retail and business concentrated in the Compact CBD with medical, sporting and arts facilities supporting associated precincts
- A network of lanes and courtyards, with pocket parks and eco streets will have created a high-quality environment and special places to spend time in
- A strong public art network will reflect our unique culture, heritage and future, in inspiring ways
- Recovery from the earthquake events will be complete, but the ongoing growth and development of the Central City will continue.



Transitional City projects

A pleasant and stimulating environment in which to live, work and visit is essential for residents' quality of life and for attracting people and businesses.

The Council is committed to implementing temporary projects in public spaces, including some changes to transport networks and encouraging the use of vacant private space to improve the Central City environment while the Central City is rebuilt. These quick wins will be bold and inspirational, bringing new life into the Central City.

A number of temporary physical works and programmes to kick-start the recovery effort, including Central Station, Christchurch's temporary bus interchange; the Events Village in Hagley Park; the Visitors Information Centre in the Botanic Gardens; reopening of the Council's Civic Building, the Re:Start project in City Mall; Greening the Rubble and Gap Filler initiatives have already been successfully delivered.

Further temporary projects, including some components of the Central City Plan projects, will be implemented in the short-term to improve the Central City environment and services. The temporary physical works include, but are not limited to:

Information and Art

- Temporary Central City libraries: refurbishing existing buildings to open new mini libraries while the Central Library on Gloucester Street remains closed (some have already opened)
- Temporary Information Centre: Locating the i-Site visitors centre in the Core for visitors and residents to learn more about Christchurch and the earthquakes
- Temporary structures in safe locations that enable public viewing of prominent demolition and reconstruction areas
- Temporary and flexible signage and interpretive mapping: helping people navigate about the city and discover the evolving cityscape
- Building screens and banners: Interpretation of sites, public information and art on hoardings and fences to improve the appearance of construction and re-establish the community's relationship with an unfamiliar Central City
- Art and lighting installations: creating an area which is a stimulating and distinctive destination to visit, day and night.



Open space and recreation

- Temporary sports facility: helping to enhance the quality of life for local residents and people returning to work in the area
- Public open spaces: Returning parks and squares released from the Central City cordon back to a usable state
- Cathedral Square: restoring the Square as the heart of Christchurch through improved access, visibility, community engagement and temporary greening
- Papawai Ōtakaro: Transforming areas along the river corridor to create attractive shared spaces with a focus on Oxford Terrace
- Facilitating events, performances and cultural activities in public spaces and vacant sites.

Transport and streets

- Traffic calming and streetscape improvements: using temporary traffic measures and tree planters to improve accessibility, amenity and Christchurch's Garden City image
- Temporary cycle lanes: encouraging cycling and improving the safety of cyclists along key Central City streets where higher traffic is focused as a result of street closures.

It is important that temporary projects and works are well designed and align with the intentions of the Central City Plan. Opportunities should be taken to reflect the city's unique culture and identity and to involve the community as much as possible. This is also an area where flexibility and the ability to adapt and respond quickly will be important. New projects will emerge as the city recovers and needs change.

Above: Imagine the City in a Different Light, October 2010.
Courtesy: The Green Company & Arte Nomade.

In addition, the Council will support projects implemented by others, such as the private sector and the community, through a Transitional City Projects Fund. The Fund will be administered competitively, with calls for expressions of interest every six months. It will support and promote smaller projects that:

- Attract people to the Central City
- Are creative and of high-quality design
- Reflect our unique culture and history
- Use vacant spaces
- Help residents and the wider community connect with the Central City and its recovery.
- Support existing or emerging recovery area clusters

Larger projects will also be supported by the Council on a case-by-case cost/benefit basis, for example the Arts Circus project which looks to develop a dedicated arts and entertainment destination in the Central City. In general, the Council will seek to match funding raised elsewhere or provide in-kind support through technical advice, rather than fund the full costs of a project.

During the next six months, the Council will assist the recovery of the Central City by:

- Assisting to provide temporary accommodation for high-tech and creative businesses (e.g. EPIC)
- Working with stakeholders to ensure there is a Central City location for the majority of the city’s festivals (e.g. the Arts Circus)
- Supporting a temporary Central City venue and rehearsal facility for live music
- Supporting a programme of visual and performing arts installations within the Cultural Precinct, centred on Worcester Boulevard
- Facilitating projects run by volunteers and organisations (e.g. Greening the Rubble and Gap Filler)
- Ensuring sensitive sites, for example sites where lives were lost, are thoughtfully managed.



Image courtesy Hugh Nicholson



Image courtesy Gell Architects



Image courtesy Gell Architects



Image courtesy Gell Architects



Images bottom middle, right courtesy Tim Church

Above: Examples of temporary interventions.

Life in Vacant Spaces

As a result of the earthquakes, the Central City has and will continue to have for some time, a large amount of vacant sites and buildings. There are new and old buildings without tenants and empty sites.

These vacant spaces offer exciting opportunities to develop new businesses and use them in creative and positive ways to introduce vibrancy and activity to the City Centre. This improves the environment for local residents and supports the community to reconnect with the area.

There is a wealth of activities that can productively take place in vacant spaces, from commercial ventures to free public events and community projects. The benefits to business and property owners of vacant property being used in creative and different ways include:

- Increased foot traffic
- Increased public confidence in an area as a result of energy and activity: there is a ‘buzz’ that temporary projects can create
- An environment in which new businesses and enterprise can more easily be established – bridging the gap between fully operational businesses which may be isolated

The benefits to residents and the wider community include:

- Connection to the recovery of the Central City
- Replacement of lost amenities, helping return quality of life
- A more interesting, attractive, vibrant and dynamic city to enjoy



Above: The Arts Circus A transitional City Arts neighbourhood courtesy of Arts Voice Christchurch

Bringing life and activity into vacant spaces will be supported by:

- a) A Life in Vacant Spaces programme
- b) Supporting projects that make use of vacant spaces

The Life in Vacant Spaces programme will match vacant property and sites with projects and creative enterprises, acting as a facilitator between the property owner and projects. The programme will be responsible for building strong relationships and addressing property owners’ concerns around liability insurance, legal agreements and health and safety. By limiting the risks for property owners, it will enable the active use of vacant space and support the recovery of the Central City.



Recovery areas

Recovery, particularly the initial recovery period, will occur in geographical clusters around blocks, spaces, precincts, or neighbourhoods, for example the City Mall Re:Start project. A key part of recovery will be recognising and supporting existing clusters and property owner initiatives and facilitating and driving recovery in other areas, for example the High Street precinct.

The location of major public investment, such as the Convention Centre, Central Library and Metro Sports Facility, will also drive the recovery of different areas in the Central City.

Every recovery area or cluster is likely to have different issues so supporting them will require a range of methods and tools. There is no one size fits all solution. In some areas recovery will be relatively slow and targeted intervention may be necessary, including:

- Land acquisition
- Title amalgamation
- Tenant/landlord coordination
- Targeting incentives to de-risk investment
- Marketing investment opportunities
- Public investment in amenity and facilities.

“Being strategic requires waiting to see recovery cluster patterns emerge.”

Doug Ahlers
International Speaker Series,
Christchurch 2011

In order to support recovery areas the Council will:

- Work with self-motivated groups of property owners or proposals for comprehensive development
- Develop masterplans for specific areas in order to provide an overall vision for recovery, to stimulate new investment and to coordinate public and private developments
- Develop a Central City Facilities Plan to identify locations for major public investment, such as the Metro Sports Facility and new Convention Centre, and stimulate areas of recovery
- Consider targeted intervention to resolve issues if areas of slow recovery become apparent

Enabling recovery

Coordinating the transition and recovery of the Central City – from infrastructure repair to reconstruction and temporary use of land – and providing a one-stop, enabling approach will be central to achieving effective recovery.

The Council will work with the community and collaborate with the private and public sectors, including CERA, to encourage and support the private sector in market-led initiatives. This will ensure key public investments are identified and prioritised. Council will also:

- Ensure its processes are efficient and customer and community focused
- Ensure resources to drive the implementation of the Plan, coordinate the transitional recovery period and work with property and business owners, residents and organisations, are put in place. These resources will:
 - (a) drive block-by-block and precinct recovery and planning using a range of tools

- (b) be a one-stop shop for property owners, businesses and the community
- (c) enable the recovery of areas
- (d) ensure high-quality urban design outcomes by influencing projects early in the design process
- (e) promote comprehensive development and site amalgamation as a way of achieving better development outcomes
- (f) work with CERA, central government and SCIRT to co-ordinate infrastructure repair and renewal, demolition, rebuild, transitional projects and Central City Plan recovery projects with private sector and community investment

The resources will include case managers, who will be assigned to property owners going through resource and building consent processes. They will provide one point of contact for property owners and will be responsible for ensuring consents are handled in an efficient and effective manner (refer Market City chapter).

Council will provide advice and resources for Central City residents to support existing and new Central City neighbourhoods (refer City Life chapter).

Property Development 101 education will be facilitated by Council in consultation with the banking industry and education providers. With a significant number of property owners facing first-time property development as they rebuild their damaged investment property, there is a need for education in the key aspects of successful development.

A Tenant Strategy will be developed by Council in partnership with central government and the private sector. The aim of this will be to establish a programme for targeting and attracting business tenants to the Central City. A key part of the strategy is Government and the public sector leading by example.

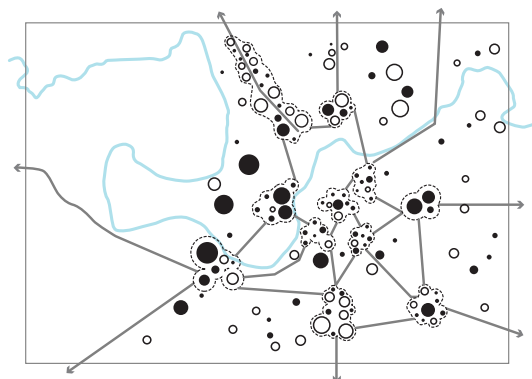
Transitional City Projects

Where: Public spaces and vacant sites/buildings

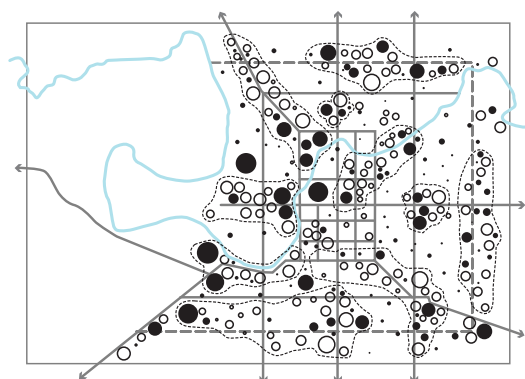
When: Immediate start, end 2015

Who: Christchurch City Council led with support from CERA and central government

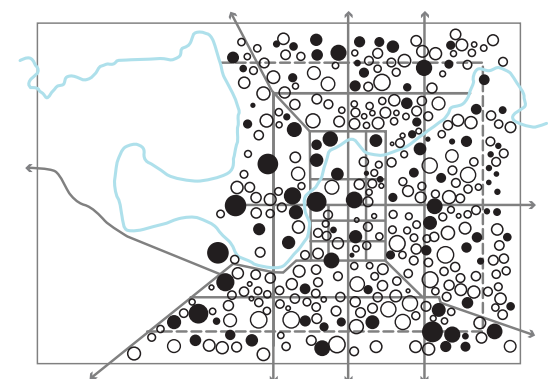
Cost: \$15.4 million



Temporary activities form in clusters in specific areas within the Central City.



Public investment provides the catalyst for private development linking developing precincts.



The Central City is now thriving with private and public development having created a distinctive city.



Green City

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

Simon and Ronald, Christchurch

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

Fiona, Rena and Teo, Hillsborough

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

Gabrielle, Burnside

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

Marilyn, Parklands

Introduction

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

Christchurch has a strong Garden City identity with its parks, rivers, squares and trees. Projects in the Green City will enhance this unique natural

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

Maruhaeremuri Stirling, Ngāi Tūāhuriri/Ngāi Tahu



heritage, bringing it together in a diverse park network and innovative green technologies which celebrate Christchurch as modern, resilient and green.

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

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

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

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

Tell Us What You Think

Through the formal Tell Us What You Think consultation, the community showed strong support for the Green City projects overall, including for the Papawai Ōtakaro (Avon River Park) project and the greening of Cathedral Square.

Common themes included the desire to uphold the Garden City image through enhancing existing public spaces and the creation of new parks and a move towards green technologies to promote resilience.

Positive comments were received about family-friendly parks and community gardens, the development of pocket parks and upgrades to Cranmer and Latimer squares with a range of activities. The Greenway project attracted support as an interconnected park system, increased cycling and recreational opportunities, and being a great place for biodiversity and community gardens.

People also endorsed eco streets and greening the roof, as well as the District Heating project. The Build it Back Green project received strong support from the community, but mixed support from business.

Our Plan

A modern green city is planned which has lots of activity and is full of people who are able to connect with nature in the Central City. People will live and work in an inviting and healthy environment.

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

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

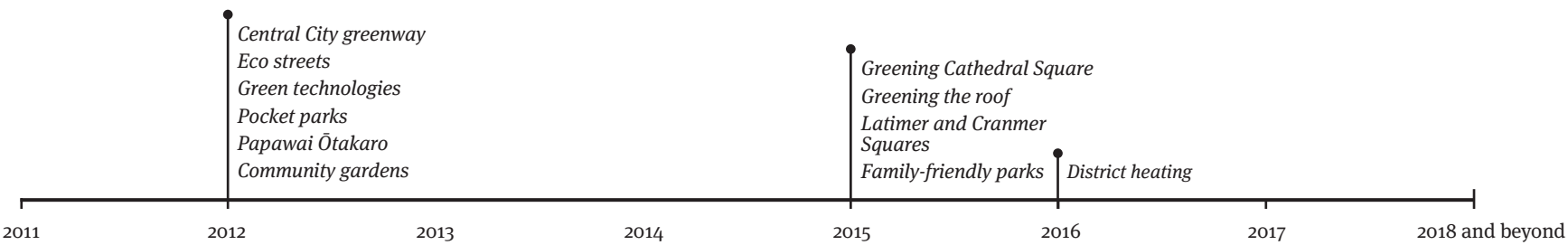
Key Projects

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

Overview

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

Proposed Project Start Dates:



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

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

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

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

In response, the Green City chapter contains projects that double the amount of pre-earthquake public open space in the Central City (excluding Hagley Park) and create new, healthy environments for the community to enjoy.

A new greenway network with connections to sports facilities, community gardens, neighbourhood centres and local farmers’ markets will ensure green space is only a short walk for Central City residents.

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

Cathedral and Latimer squares will be remodelled to create exciting spaces framed by complementary buildings and offering activities to attract a wide range of people, while also encouraging them to stay longer. Cranmer Square will remain largely as it is, although a higher standard of maintenance is proposed.

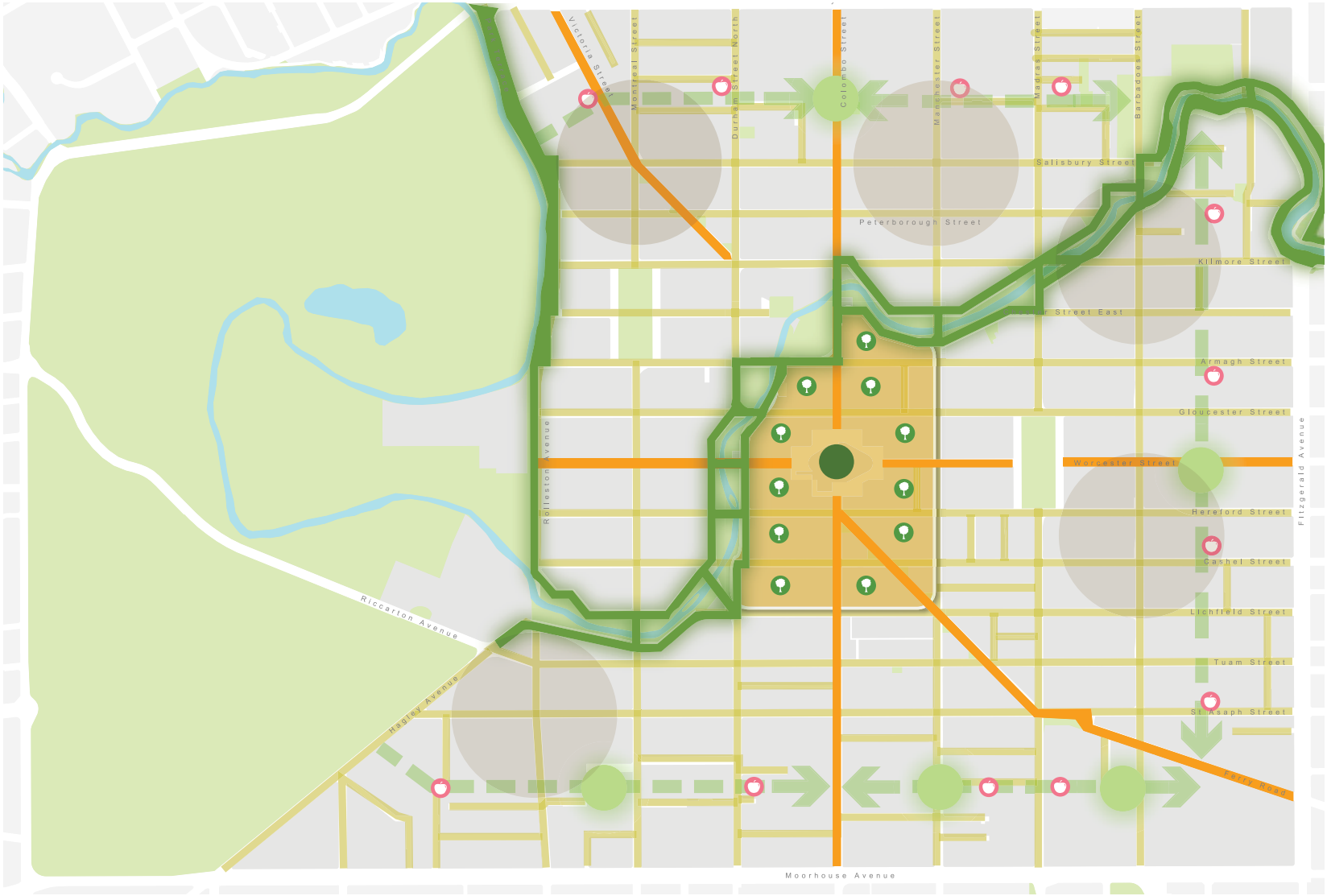
The Council will create up to 12 new pocket parks in the compact core, adding vitality to many blocks by 2019.

Streets will also be visibly greener with street trees and additional landscape features, such as rain gardens, which will improve public spaces while helping to improve water quality by capturing run off from streets before reaching the river.

Targets

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

The Plan



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

- Slow Core - shared streets
- Community garden - indicative sites
- Pocket parks - indicative sites
- Potential neighbourhood centres
- Eco streets
- Main streets (refer to transport choice)
- Indicative greenway - walk/cycle
- Indicative Neighbourhood Park (parks to be located where appropriate land is available for acquisition)
- Papawai Otakaro/Avon River Park
- Greening Cathedral Square

Papawai Ōtakaro

The Avon River/Ōtakaro, meandering through the Central City, will be celebrated as Christchurch’s new riverfront park as part of the redeveloped city centre.

The community clearly identified the Avon River/Ōtakaro as the major life force of the Central City. Papawai Ōtakaro will be developed to reflect the comments received from the community during development of the Central City Plan.

The Avon River/Ōtakaro’s once vital network of waterways, wetlands and lowland forest was a highly valued mahinga kai (food and other resources) area, and the awa (river) today and the puna (springs) that feed it are precious remnants of this heritage.

Significant heritage buildings occupy sites along its course and stories and memories of past events may be hidden but not forgotten. A river park will offer opportunities to reveal this rich cultural heritage and natural environment.

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

The banks of the Avon River/Ōtakaro will be developed into a pedestrian, cycle and recreation-friendly river park, while continuing to allow local and emergency vehicles to travel along Oxford and Cambridge terraces (refer Transport Choice chapter).

Council will work in partnership with Ngāi Tahu and other stakeholders to further enhance and maintain the recommended 30-metre setback from the river as detailed in the latest geotechnical advice. Council will also look to enhance the Papawai Ōtakaro where land is available on a “willing seller-willing buyer” basis.

Celebrating the river will allow a stronger integration of the streetscape and adjacent buildings with the river environment. There will be festivities and events to celebrate cultural diversity.

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

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

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

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

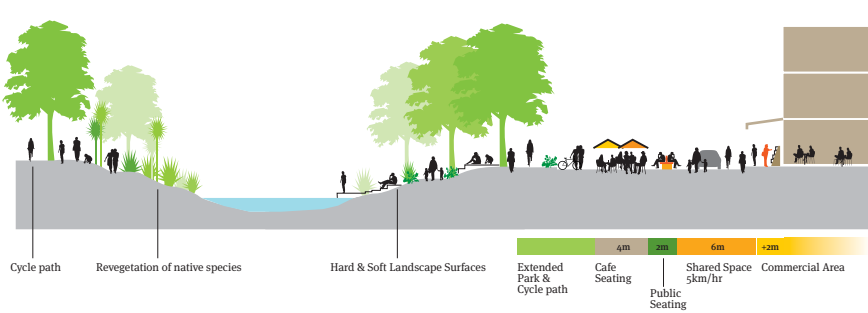
“Make more of a feature of the Avon River, to really enhance the ‘garden city’”.

Isabella, Christchurch

Before



After



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





Left: Indicative image of the Avon River/Ōtakaro.

Papawai Ōtakaro

Revealing tangata whenua values

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

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

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

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

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

Papawai Ōtakaro project

Where: Papawai Ōtakaro

When: 2012 onwards

Who: Christchurch City Council

Cost: \$40.5 million for adjacent road modification, bank improvements, river crossings and waterway quality treatment

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

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

Continuous journey

The continuous journey will encourage people to wander along both banks of the Avon River/Ōtakaro while minimising the interruption of traffic. Pedestrians and cyclists will be given priority in the widened river corridor with new cycleways, footpaths and river crossings. Road crossings will be enhanced with paved platforms and kerb extensions. Appropriate lighting will improve safety and ambience (refer Transport Choice chapter).

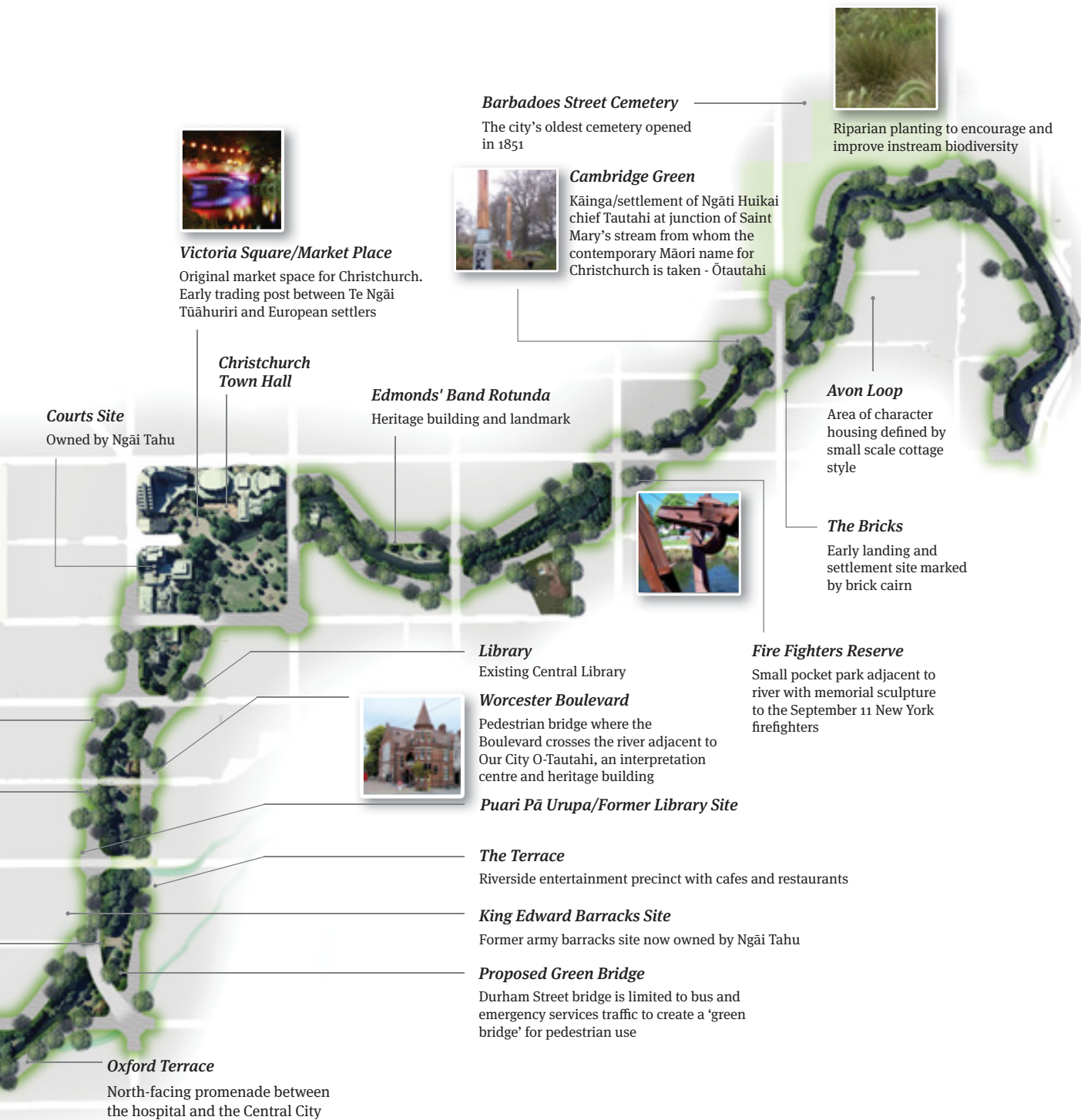
Buildings adjacent to the river corridor will be better connected with opportunities for increased pedestrian indoor and outdoor activity.

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

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

Stephanie, Rolleston





Sensory experience

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

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

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

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

Healthy river

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

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

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

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

Note: All plans are indicative.

Greening Cathedral Square

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

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

Cathedral Square will be a place for all people to reflect on Christchurch's rich and varied cultural heritage and to celebrate new beginnings. New buildings will enhance its unique shape and inspire, activate and frame the city's civic heart.

Cafés, restaurants and shops will enliven the edges encouraging visitors to linger. Trees, grass and water features will be introduced to soften the hardscape.

Picnic areas will be provided for families and ample seating for older persons.

Cathedral Square will continue to be the main venue for civic events, festivals and performances and will cater to a variety of artistic expression.

Residents and visitors will be drawn to the Square, enabling interaction for all ages and cultures.

Movement around the edges and convenient routes across Cathedral Square will be accommodated.

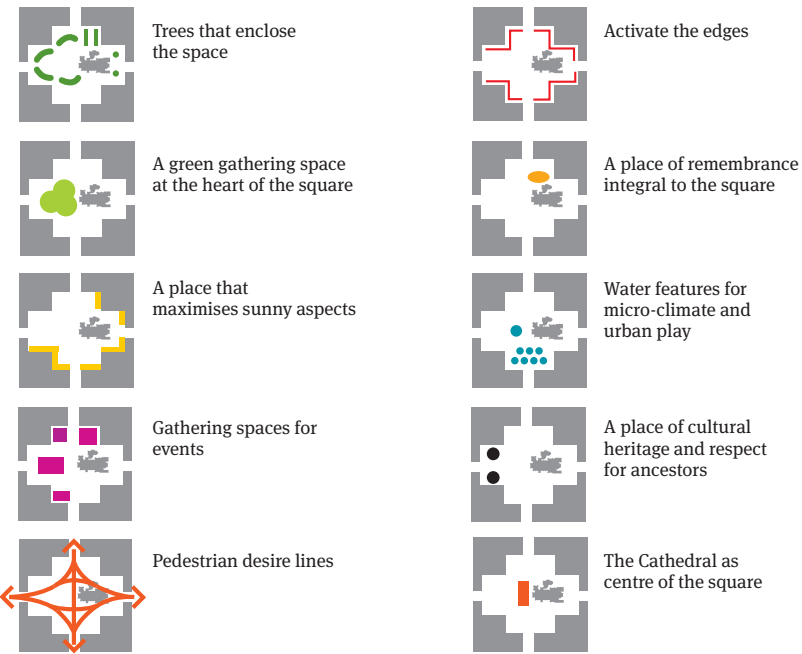
Those looking for a quiet retreat will find sheltered places to meet friends or just sit and enjoy the sun.

Trees and grass will enrich the Square, providing a balance of hard and soft surfaces, with well-placed and shaped trees, colourful flowers, and modern expressions of art and landscape architecture.

Council has already begun to work in partnership with adjoining property owners in the Square, as part of the Transitional City, to attract people back to the area by hosting events and incorporating interactive elements into a transitional design for Cathedral Square.

Capital funding may be brought forward to allow the redevelopment of Cathedral Square to be timed to align with the development of adjoining buildings.

Cathedral Square Analysis:



Above: Conceptual image for Cathedral Square

Below: Conceptual image for Cathedral Square



Greening Cathedral Square project

Where: Cathedral Square

When: From 2017 to 2020

Who: Christchurch City Council

Cost: \$250,000 for a design competition in 2015-2016; \$12.5 million from 2017 for enhancements



Cathedral Square is one public space but it is experienced and can be divided into smaller different spaces that offer a variety of city life. Trees provide pleasant sitting and eating areas; grass to sit on for reading and relaxing; steps for sitting on; performance space; sheltered seating space for lunch breaks; water features to celebrate Christchurch's water; event space; promenading pathways to stroll along.

Latimer and Cranmer squares

Latimer Square will be redeveloped into a more active space while Cranmer Square will retain its traditional form and function.

This project will be aimed at attracting more people to the Squares for longer periods of time.

In Latimer Square, a diverse range of activities will be offered throughout the year to enhance urban life. The new design for Latimer Square will respect its European heritage, preserving the historic shape and the mature trees that frame the sizeable green spaces, enabling Latimer Square to become more active in the life of the Central City. The Council will modify roads and footpaths surrounding Cranmer and Latimer squares to improve access and amenity for pedestrians and cyclists. See Transport Choice.

The provision of better lighting, seating and paving, along with improvements to entranceways and internal paths will enhance the appearance of both squares and make the spaces more useable, comfortable and safe. Higher levels of maintenance will also be carried out at both squares.



Latimer Square 22 February 2011.

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

Bruce, Cashmere



More activities all year round, i.e. buskers and outdoor theatre



Better access and enhanced entrances

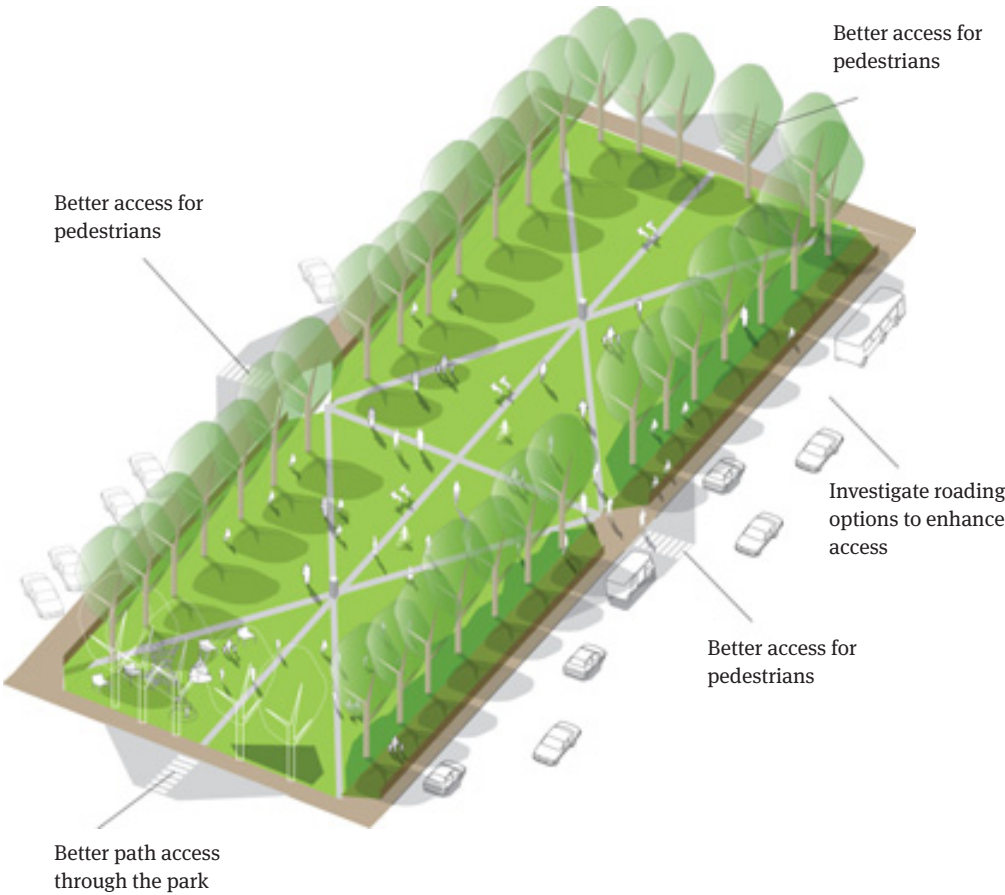


Road and access treatments to enhance and extend park



Range of activities for all ages and abilities

Conceptual image - Cranmer Square



Latimer and Cranmer Squares project

Where: Latimer and Cranmer Squares and immediate surrounds
When: From 2015 to 2017
Who: Christchurch City Council
Cost: \$2 million



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

Central City parks

A network of parks and public spaces will create a variety of linked green spaces through the Central City in neighbourhoods and the central core.

The Central City Greenway, community gardens, pocket parks and family-friendly parks will combine to create a link and variety of green spaces within the Central City that promote active lifestyle choices.

Ngāi Tahu culture and heritage will be incorporated into the design of parks. Park designs will be subject to public consultation.

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



Above: Pocket parks will provide a range of intimate spaces to surprise and delight. Photo Paley Park, New York, courtesy of Flickr JON6's.

Central City Greenway



- Indicative Greenway
- Indicative Park Locations

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

Central City Greenway project

Where: The Greenway parks, park links and green streets will be located through the residential areas parallel to Bealey, Fitzgerald and Moorhouse avenues

When: Acquisition of land and development commencing from 2012 to 2030

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

Cost: \$29 million including land

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

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

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

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

A park typology guide will be produced to suggest appropriate size, use and landscape treatment for greenway parks. The guide will include Crime Prevention Through Environmental Design principles, night-time use and design suggestions.

Council will consider early land purchase to provide for the Central City Greenway. The Council will also investigate alternative methods to acquire land, such as through philanthropic gifting of parks to the city.

Community gardens

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

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

Community gardens project

Where: At least three Central Christchurch locations

When: From 2014 to 2016

Who: Christchurch City Council, Canterbury Community Gardens Association, Central City schools, residents associations and Ngāi Tahu

Cost: \$300,000, including land

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

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

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

Pocket parks

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

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

Up to 12 pocket parks will be provided through a combination of land purchase, developer partnerships and incentives. They will vary in size and provide a mix of uses. To celebrate tangata whenua, Māori designed concepts, art and indigenous plants will be used in some parks to reflect and celebrate Ngāi Tahu and Māori cultural heritage. Sites will be created to align with the redevelopment and to encourage commercial activity.

A park typology guide will be produced to suggest appropriate size, use and landscape treatment for pocket parks. It will include Crime Prevention Through Environmental Design principles, night-time use and design suggestions.

Council will consider early land purchase to provide for pocket parks. Council will also investigate alternative methods to acquire land, such as through philanthropic gifting of parks to the city.

Pocket parks project

Where: Pocket parks throughout the Compact CBD

When: From 2012 to 2019

Who: Provided by a combination of Christchurch City Council land purchase, developer partnerships or incentives for private redevelopment

Cost: \$3.8 million, including land

Family-friendly parks

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

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

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

Three parks will be developed in the southern area and one each to the east and north of the city centre. These will be dog friendly parks; Council's Dog Control Policy will be reviewed to ensure effective management of dogs within the parks



network. Easements will also be considered to improve access to the parks and along the walking and cycle-friendly green network.

Also see Central City playground in the City Life chapter.

Family-friendly parks project

Where: Three parks will be developed in the southern area and one to the east and north of the city centre

When: From 2015 to 2023

Who: Christchurch City Council

Cost: \$5.4 million, including land

Eco streets

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

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

The Council is committed to improving water quality and sustainability benefits by allocating up to 10 per cent of every street renewal budget to achieving an eco street. The draft Streetscape Plan and the Infrastructure Design Standards will be reviewed to incorporate green infrastructure details.

Eco streets project

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

When: Eco streets will be implemented with the ongoing street repairs programme. Temporary eco streets will also be implemented with the transitional city implementation programme – 2012 to 2024

Who: Christchurch City Council

Cost: \$15.5 million

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

Scott, Northwood

Green infrastructure may include:

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

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

Permeable paving is an option to create hard functional surfaces in the street that allow stormwater to percolate through. This would improve the water quality of the Avon River/Ōtakaro by reducing the amount of untreated stormwater discharged into the river. It is a low-maintenance, cost-effective and sustainable method to create desirable environmental outcomes.

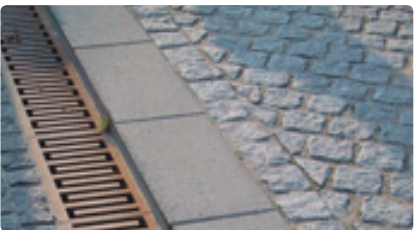
Temporary eco streets are interim solutions to ease the way between the existing condition and full street repair. Moveable green features like planters will be located to instantly enhance and beautify the city early in the rebuilding phase. They will also assist legibility of new street layouts and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



Above: Street trees will improve the environment and the ecological health of the Central City.



Above: Rain gardens will filter stormwater runoff from streets and footpaths.



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



Above: Temporary eco streets with tree planters will improve the amenity and make streets more legible for users while the Central City is redeveloped.



Greening the roof

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

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

The Council will encourage green walls and roof gardens using demonstration

projects and financial incentives. The Council will establish at least five showcase examples of green roofs or walls on suitable buildings within the Central City.

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

The Council will develop local guidelines to promote green walls and roof gardens and ensure its resource and building consent processes consider structural engineering requirements accordingly. Best practice guides will be developed to suit local conditions, plant species and building designs.

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



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

Greening the roof project

Where: Demonstration on at least five Central City buildings

When: From 2017

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

Cost: \$10 million

District heating/cooling

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

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

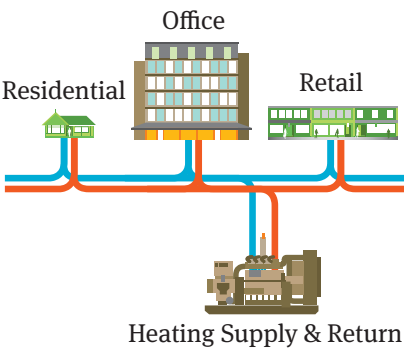
The Council, together with key industry partners and European energy experts, will explore opportunities to supply low-cost, renewable energy to buildings

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

A detailed feasibility study, to be completed in early 2012, will determine how suitable this internationally proven, district heating/cooling approach will be for Christchurch. If feasible and sustainable, this project would involve the creation of a new utility. The utility would construct a renewable energy power plant and install an underground network of pipes before the repair of Central City roads. Lower energy prices would encourage developers to make the necessary building modifications to make use of the new energy service.

The Christchurch Agency for Energy (CAFE) will take the lead role to investigate

a district heating/cooling scheme. While this project is expected to attract private investment, Council has made a commitment to provide funding to enable the underground pipe network to be built at the same time as infrastructure repair work is undertaken in the Central City.



Above: District heating has environmental and economical benefits for buildings.

Right: A tradesman lays underfloor heating cables.

District heating/cooling project

Where: Within the Central City

When: 2016 to 2020

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

Cost: \$42 million – Christchurch City Council



Green technologies

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

Christchurch has an opportunity to build green, healthy and resilient buildings to create a lasting and positive legacy for the future.

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

Sustainable buildings provide healthier living and working spaces, and through resource efficiency, are more

affordable to use and maintain through operational savings. Creating a green city will continue to attract residents, businesses and visitors to Christchurch for generations to come.



Above: Worcester Boulevard view of Christchurch City Council's Civic Building/Te Hononga – a six-star GreenStar building.

Above Top: Solar panels are a great source of renewable energy.

Green Building Standard

The environmental design and performance of new buildings will be advanced through the creation of a new green building standard.

The Council, in partnership with the New Zealand Green Building Council has developed a new rating tool that will be used to assess and improve the performance of new buildings across the Central City.

The new BASE (Building A Sustainable Environment) tool has been developed specifically for the Christchurch rebuild using the proven framework of the GreenStar rating tool.

Changes to the Christchurch City District Plan and Global Stormwater Consent will require new office, retail (shops, cafés, bars and restaurants), residential and traveller accommodation (over three storeys in height) and mixed use buildings within the Central City to achieve a pass score under the new BASE tool.

Exemptions apply for some existing types of buildings, such as existing and heritage buildings, temporary buildings, hotels and for buildings that achieve GreenStar ratings of four and above. New buildings that do not achieve a pass score under the standard will require a resource consent.

Introducing a green building standard would be a New Zealand first. It will help to create a level playing field for developers and promote green solutions relevant to Christchurch.

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

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

Green Building Standard project

Where: Central City pilot programme January 2012 to 2013

When: BASE tool released January 2012

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

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



Left: Insulation installed during construction helps make a building more energy efficient.

Green Pledge

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

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

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

The City Council will also ensure that the developers of the Housing Showcase build to the highest achievable green building standard.

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

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

Luke, Heathcote Valley

Green Pledge project

Where: Online tool, plus Council demonstration projects

When: From early in 2012

Who: Christchurch City Council

Cost: \$450,000 for assessment of Council buildings and website development

GreenStar and HomeStar incentives

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

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

- Eco-Design Adviser service – the Council will establish an Eco-Design Adviser service to provide advice about household design and renovation.
- Design awards – To showcase best practice and to motivate innovation, the city will host an annual design award. Best practice approaches will be profiled and promoted by the Council as part of the new green vision for the city.
- Rebates for certification costs for new and renovated commercial buildings that achieve a GreenStar design rating of four, five or six.
- Grant funding will be made available for residential developments to support recommendations through CAFÉ and EECA’s Energy Audit Service to improve energy efficiencies and sustainability.



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

What is a GreenStar Building?

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

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

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

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

GreenStar and HomeStar incentives project

Where: Central City

When: Early in 2012

Who: Christchurch City Council

Cost: \$4.1 million

Distinctive City

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

Barry, North New Brighton

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

Sarah, St Albans

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

Colin, Parklands

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

Dave, Fendalton

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

Sutter, Cashmere

Introduction

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

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

We must respect the past but build for the future.

The Very Reverend
Peter Beck, Dean,
ChristChurch Cathedral



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

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

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

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

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

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

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

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

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

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

Key Projects

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

Overview

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

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

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

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

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

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

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

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

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

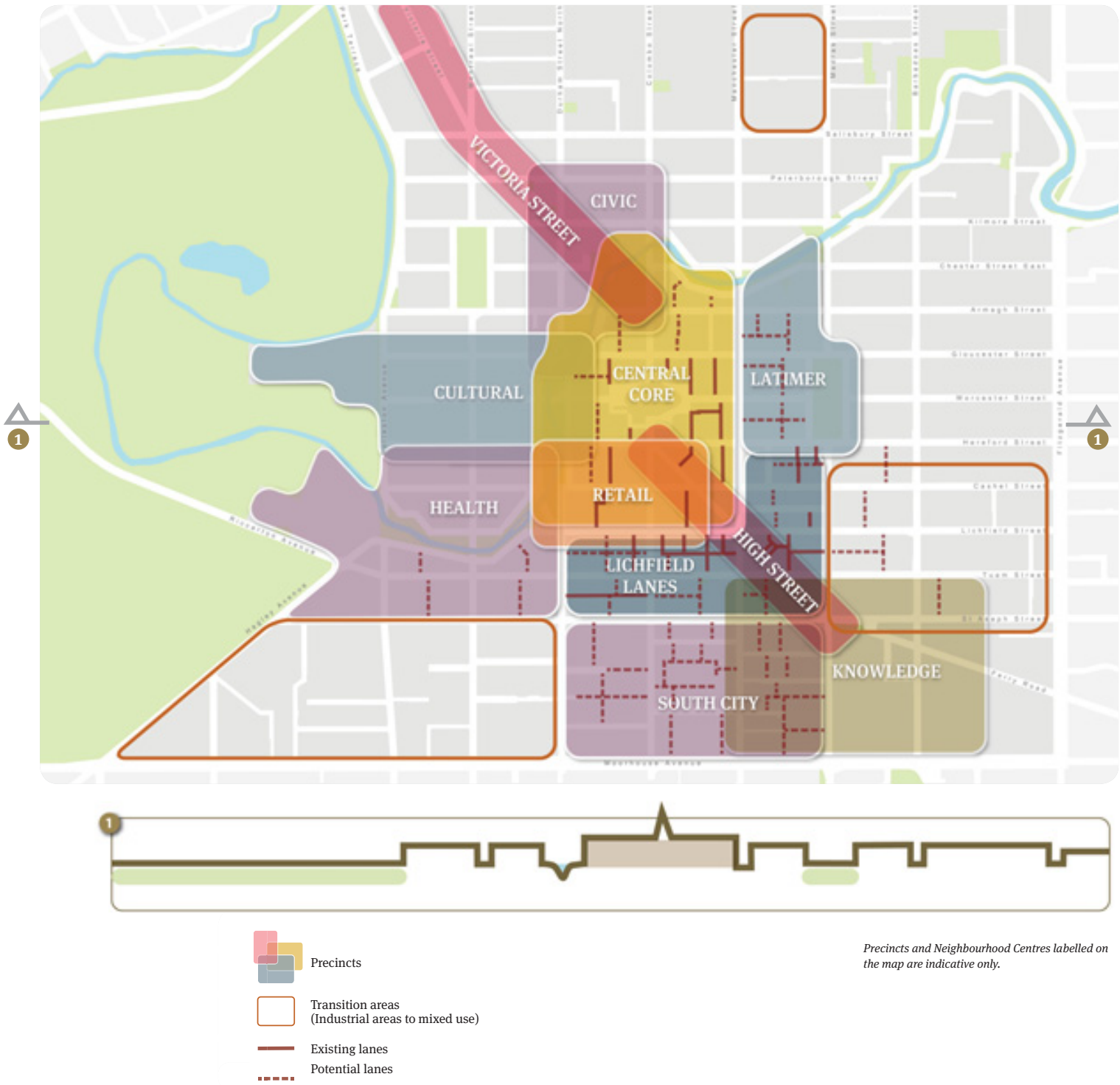
Precincts that cluster a range of complementary activities and recognise the pre-earthquake character will provide a means for the Central City to re-establish its identity and create a strong sense of place. The focus will be on providing direction while allowing areas to define themselves and develop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



Targets

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

The Plan



A distinctive city

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

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

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

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

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

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

A lower rise city

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

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

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

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

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

A typical Central City street scene.



Strong and resilient buildings

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

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

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

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

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

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

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

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



Our history, our heritage

Respect for the past

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

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

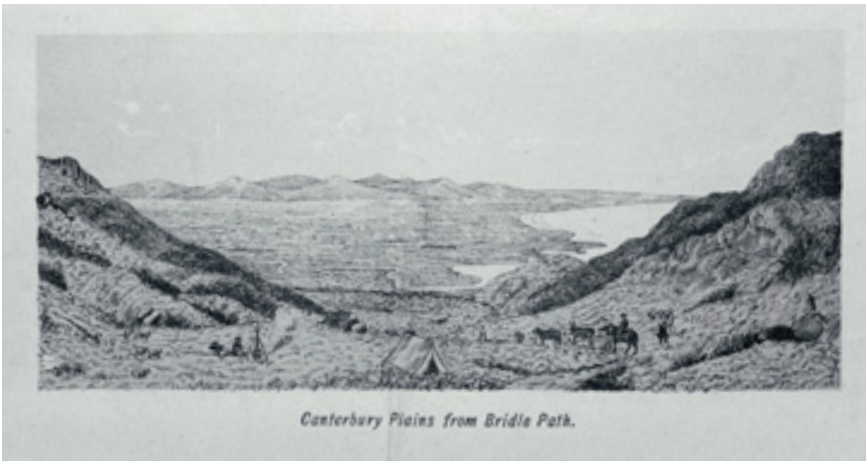
The earthquakes have caused extensive damage, particularly to our built environment within the Central City. There is an opportunity to build a Central City that retains important links to the layers of our past and celebrates our unique cultural identity.

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



Hocken Library. Digitized by: Tania O'Halloran, University of Otago.

Rakawakaputa, Port Cooper Plains, 1848 by William Fox.



Canterbury Plains from Bridle Path.

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

Recognition of character

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

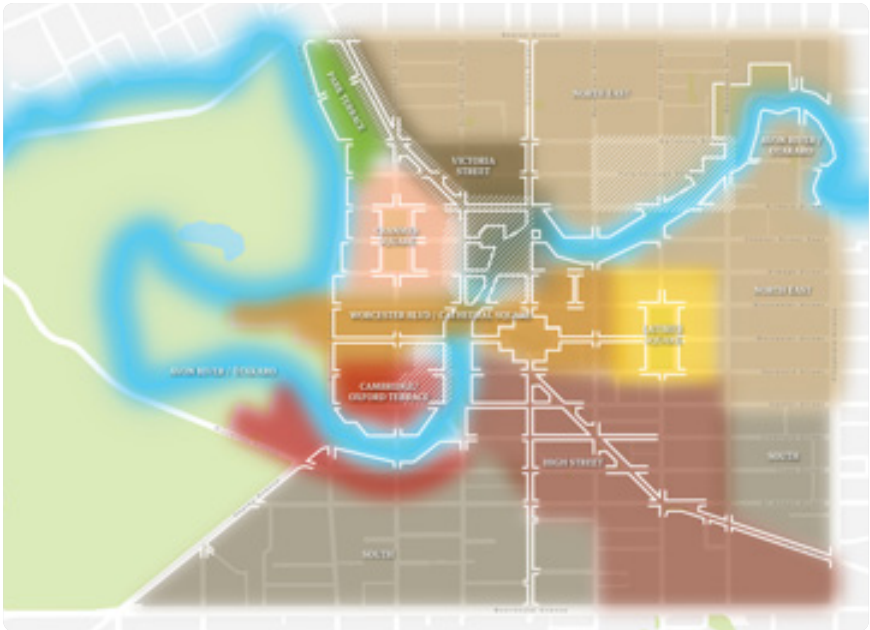
The Central City consisted of a number of areas of differing character before the earthquakes, the map (right) identifies these areas. Descriptions of the natural and cultural elements that contribute to their sense of place are contained in Appendix H.

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

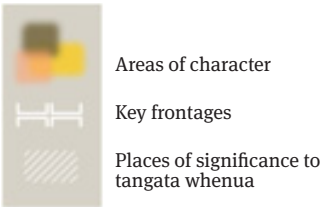
Key frontages are the combination of:

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

Recognition of character map:



Legend



Map is indicative only.

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

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

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

The streets and places are:

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

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

Recognising character project

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

When: From 2012

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

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

Familiar landmarks

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

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

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

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

Current challenges

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

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

Condition of buildings

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

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



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



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



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



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

Heritage Framework

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

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

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

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

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

Familiar landmarks project

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

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

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

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



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



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



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



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

Our future

Post-earthquake heritage conservation

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

Given the challenges of heritage retention and public perceptions of safety, along with the need for a quick recovery and certainty for building owners, a pragmatic approach is proposed which responds to the situation in Christchurch. This approach is specific to the Central City and balances flexible conservation practice and management with protection. Current local and national conservation policies identify best practice as the minimum possible intervention. This needs to be balanced with issues of safety and economics and the local situation. The approach taken for the conservation of Christchurch’s heritage and historic character, therefore, is to restore, as defined by the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value 2010 First Edition, which typically involves reassembly and reinstatement, not to preserve, which involves little or no intervention. Flexibility will be required in some situations if buildings are to be strong and tenanted.

Below: The challenges of heritage conservation where extensive earthquake damage has occurred - Excelsior Hotel, corner Manchester and High Streets and Knox Church, corner Bealey Avenue and Victoria Street.



Adaptive reuse and strengthening

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

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

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

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

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



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

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

Fay, Redwood

Adaptive reuse and strengthening project

- What:** Encouraged as a sustainable approach to the city’s rebuild through more enabling provisions in the Central City Plan and promoting successful case studies
- When:** From 2012
- Who:** Council, building owners and their professional design advisers
- Cost:** Existing and additional grant funding to be targeted for adaptive reuse and strengthening projects

Retention and reuse of materials

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

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

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

The Council will also consider incorporating salvaged materials into the designs of new streetscapes and public spaces to enhance the character of areas. This supports a sustainable approach to the city's rebuild as outlined in Green City.



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

Retention and reuse of materials project

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

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

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

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

Façade retention

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

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

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

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



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

Façade retention project

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

When: Now and as appropriate

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

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

Height and human scale

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

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

Variation of heights across the Central City:

Lower building heights will moderate the city’s notorious winds and let in greater levels of sunlight to create better public spaces. The vertical scale of the streets becomes more people-friendly as the dominance of taller buildings diminishes. People will interact more at street level, creating a vibrant city environment.

The lower heights also contribute to perceptions of safer streets as building occupants can maintain a connection with the street, by recognising faces or hearing sounds. People in lower buildings can more easily wander outside and contribute to street activities, helping to create a vibrant urban environment.

The plan outlines an approach which is based on good urban design principles and responds to the community sentiment

for a low-rise city, creates liveable streets and spaces, and is mindful of the economic realities and demands for future capacity in the Central City. The Plan, which supports the retention of existing use rights in relation to height, provides for the balance between certainty and flexibility for both developers and their neighbours.

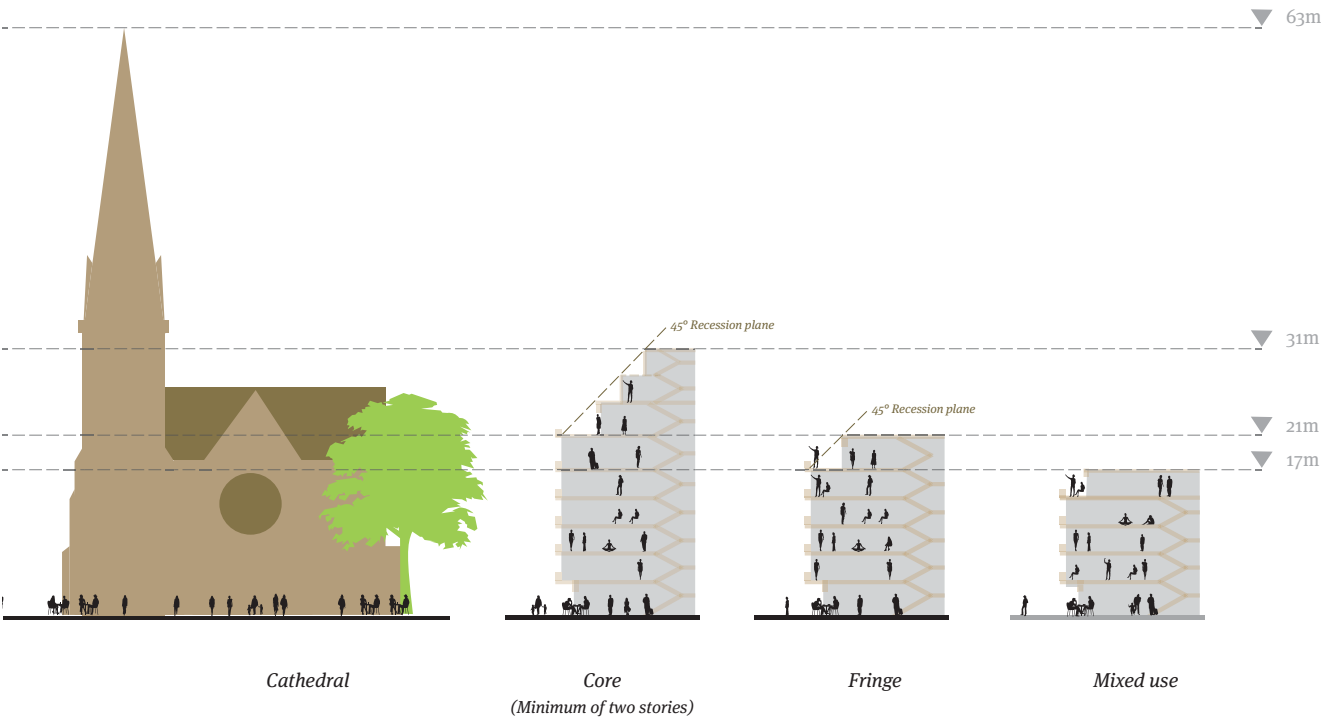
The Plan proposes lower heights within the business zones and removes the plot ratio rule which restricted the floor area of taller buildings under the Christchurch City Plan. Heights will vary across the Central City with a maximum permitted height of 31 metres in the Core to maximum of 17 metres in the Mixed Use zone. Heights along street edges will be restricted to achieve a good street environment with upper storeys stepping back.

The heights of some key streets and places will be lower to provide for increased sunlight and recognise the character and sensitivity of these edges, for example City Mall, High Street and New Regent Street.

The maximum permitted heights may be exceeded, subject to resource consent, where good outcomes for the Central City can be demonstrated.

The plan acknowledges that some hotels may need additional height in order to be economically feasible. Once the location of the new convention centre is known, an adjacent area will be established where hotels may be sited.

Building heights within residential areas of the Central City are largely unchanged from the Operative District Plan. The exceptions are a small number of areas where lower heights better align with adjacent zones.



Height and human scale project

What: Permitted building heights set out in the Changes to the Christchurch City District Plan and Global Stormwater Consent

When: From 2012

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

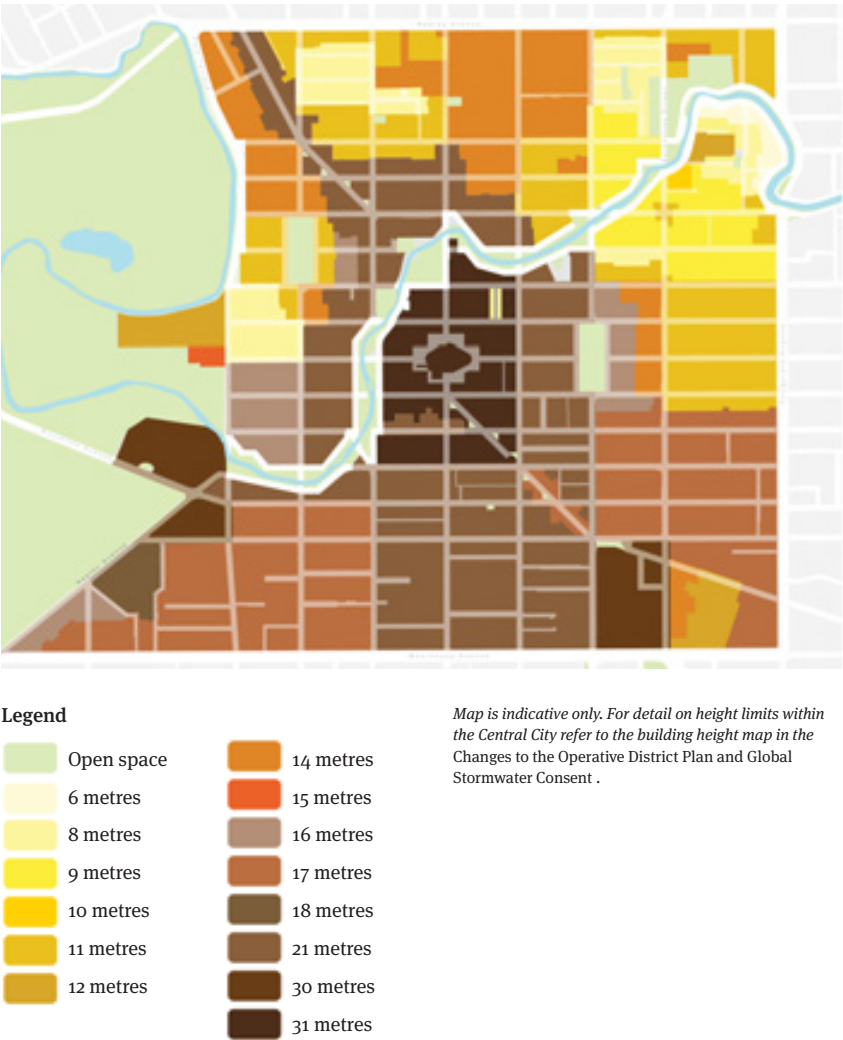
Left: A gradual reduction in height from the Central City core to the Avenues. Street wall heights with a recession plane provides a pleasant street environment.

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

Before and after benefits of a low-rise City:



Building heights across the City:



Good urban design

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

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

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

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

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

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

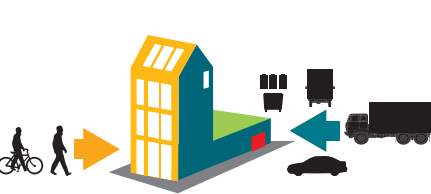
The quantifiable aspects such as building height, set backs and access are specified as rules in the *Changes to the Operative District Plan and Global Stormwater Consent* to provide the certainty needed to plan developments. The qualitative aspects such as façade articulation, rooflines, signage, site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

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

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

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

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



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



Active ground floors



Articulation on the facade



Variation of rooflines
with built-up street edges

In the front

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

The principles are:

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



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

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

On the corner

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

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



The principles are:

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

Out the back

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

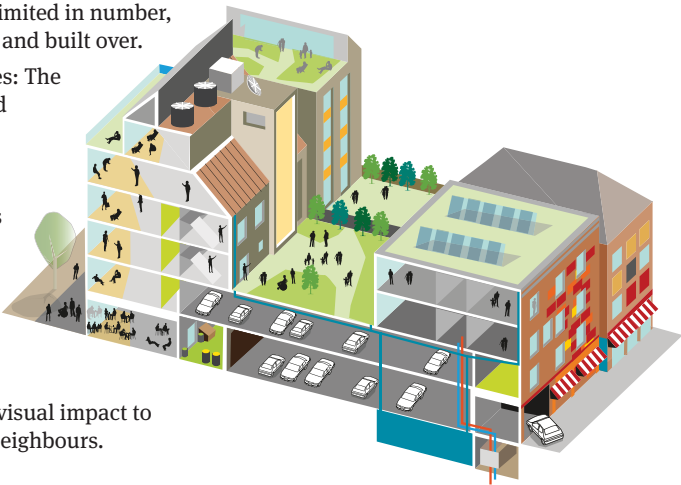
The principles are:

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

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

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

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



Good urban design project

What: Urban design provisions to promote high-quality rebuilding

When: From 2012

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

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

Strengthening the grid

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

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

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

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

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

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

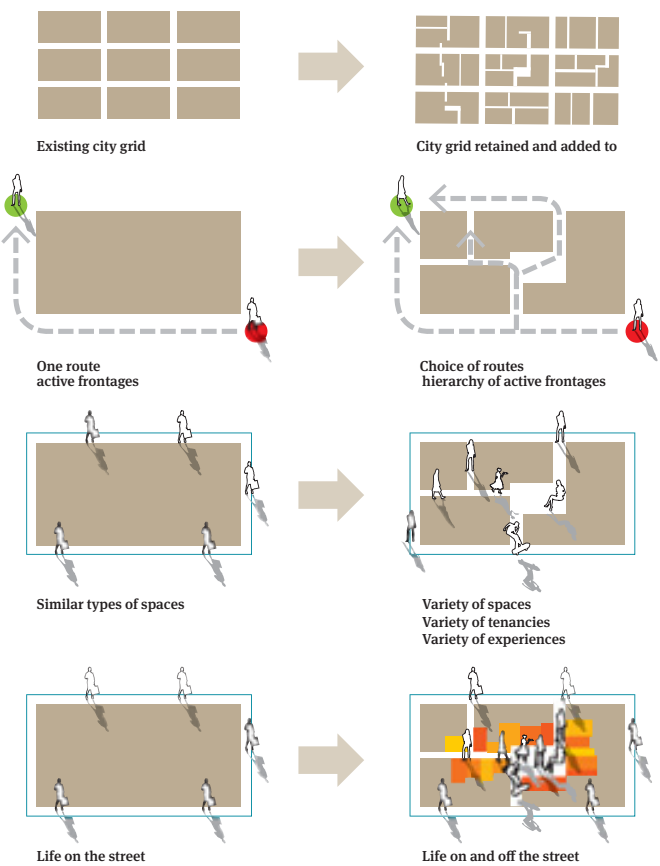
Use of lanes and courtyards will ensure the scale of the city becomes more people-friendly and accommodates a diversity of activities and experiences.

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



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

Before and after benefits of lanes and courtyards:

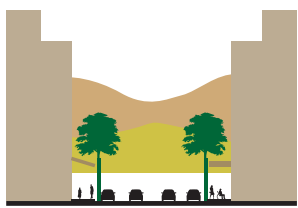


Strengthening the grid project

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

When: From 2012

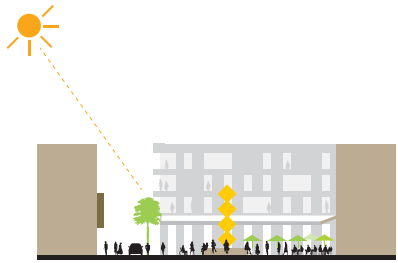
Who: Council through its own projects and by supporting building owners, developers and designers



Enhancing views along main streets



Intimate lanes



Creating courtyards for events and activities

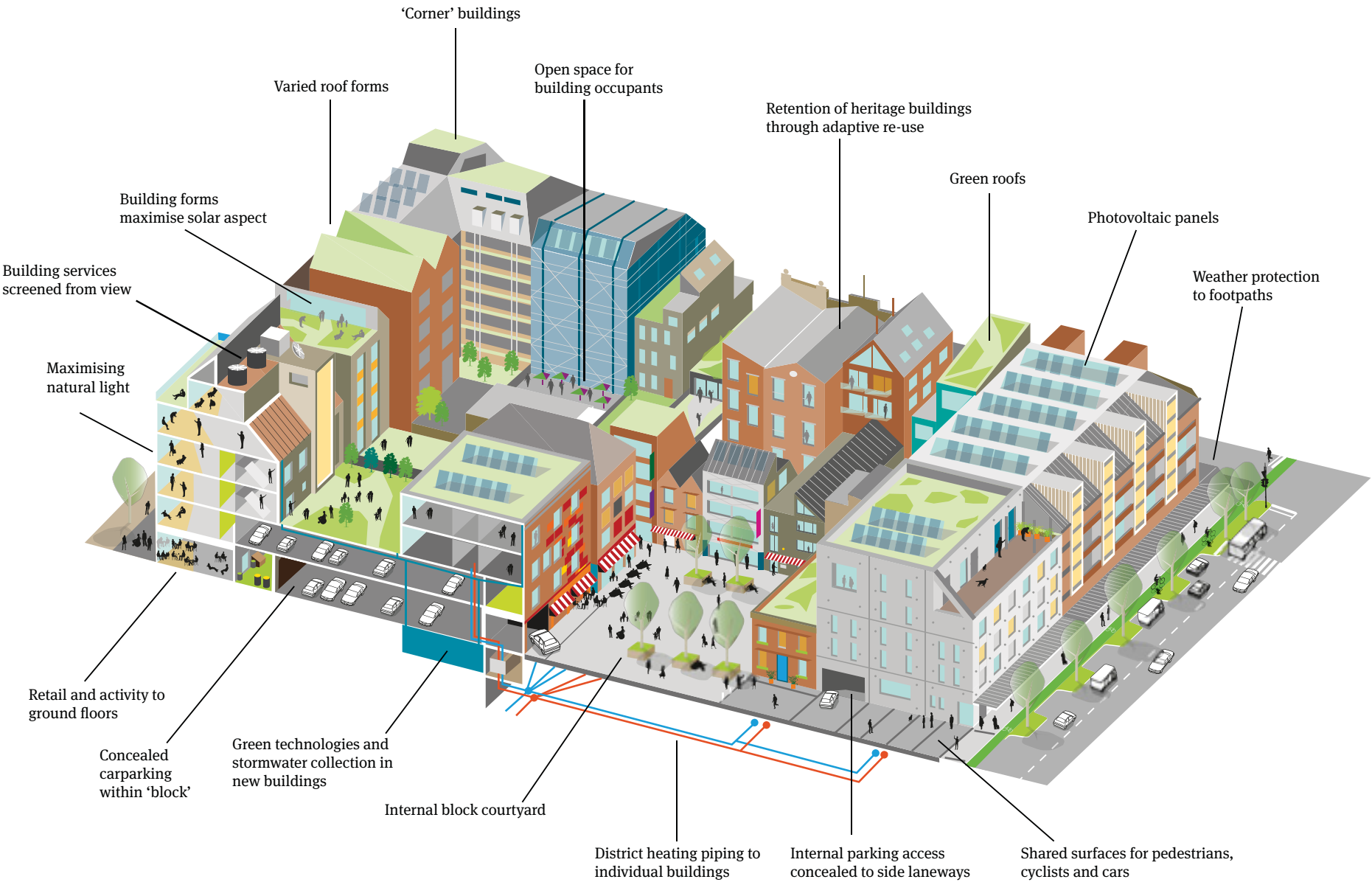
Comprehensive Development

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

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

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

revises the operative Christchurch City Plan to enable larger developments to be considered holistically and prioritises those within the Core, Fringe and Mixed Use Zones. An example of a comprehensive approach to development is shown below.



City blocks, lanes and courtyards

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

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

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

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

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

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

The Council will promote a variety of new through-block connections and spaces in other parts of the Central City, subject to land ownership and public easements over private lanes.

City blocks, lanes and courtyards project

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

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

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

Edge: 7 new lanes proposed

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

When: Land acquisition to commence in 2012 as opportunities arise

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

Cost: \$49 million, including land

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

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



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

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

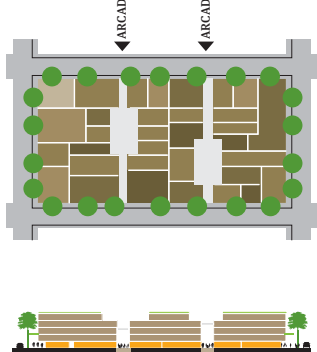
Up to 50 new lanes will be developed. This target has been estimated based on providing two lanes per block in the Core and Fringe areas.

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

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

Map indicative only.

Core lanes



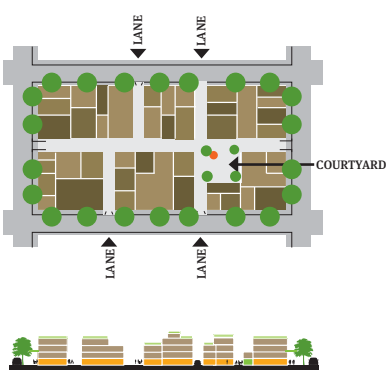
Core lanes

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

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



Fringe lanes



Fringe lanes

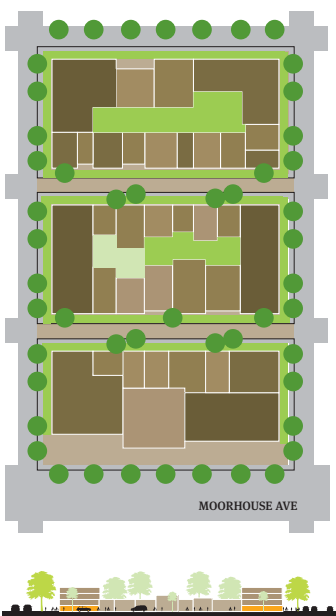
The Lichfield Lanes precinct is an established lane network south of Lichfield Street and east of Colombo Street. The redevelopment of these lanes will be a key focus of this project. Lanes will be slightly wider for shared pedestrian and vehicle use and internal courtyards bigger than the Core Lanes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

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

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



Edge lanes



Edge lanes

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

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

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



Precincts

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

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

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

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

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

The Central City has the capacity to accommodate a range of land uses. A mix of land uses will help make the area vibrant and safer, day and night. A combination of financial incentives and revisions to the City Plan will help deliver a compatible mix of activities within precincts and limit uses that impact on the success of these. Initiatives to support and foster strong local neighbourhoods are described in the City Life chapter.

Precincts project

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

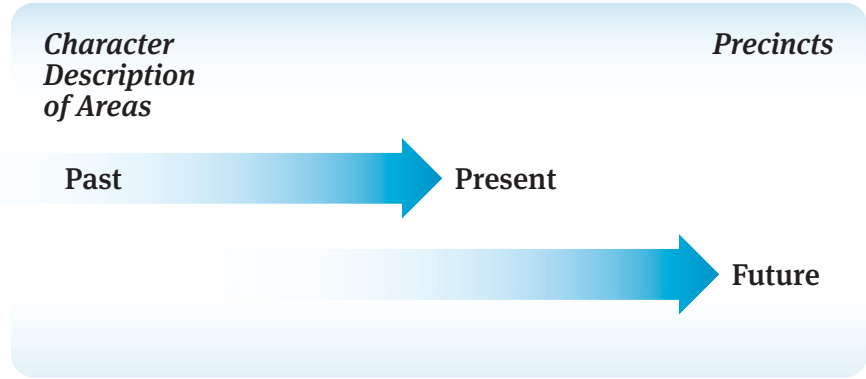
When: Planning starting 2012

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

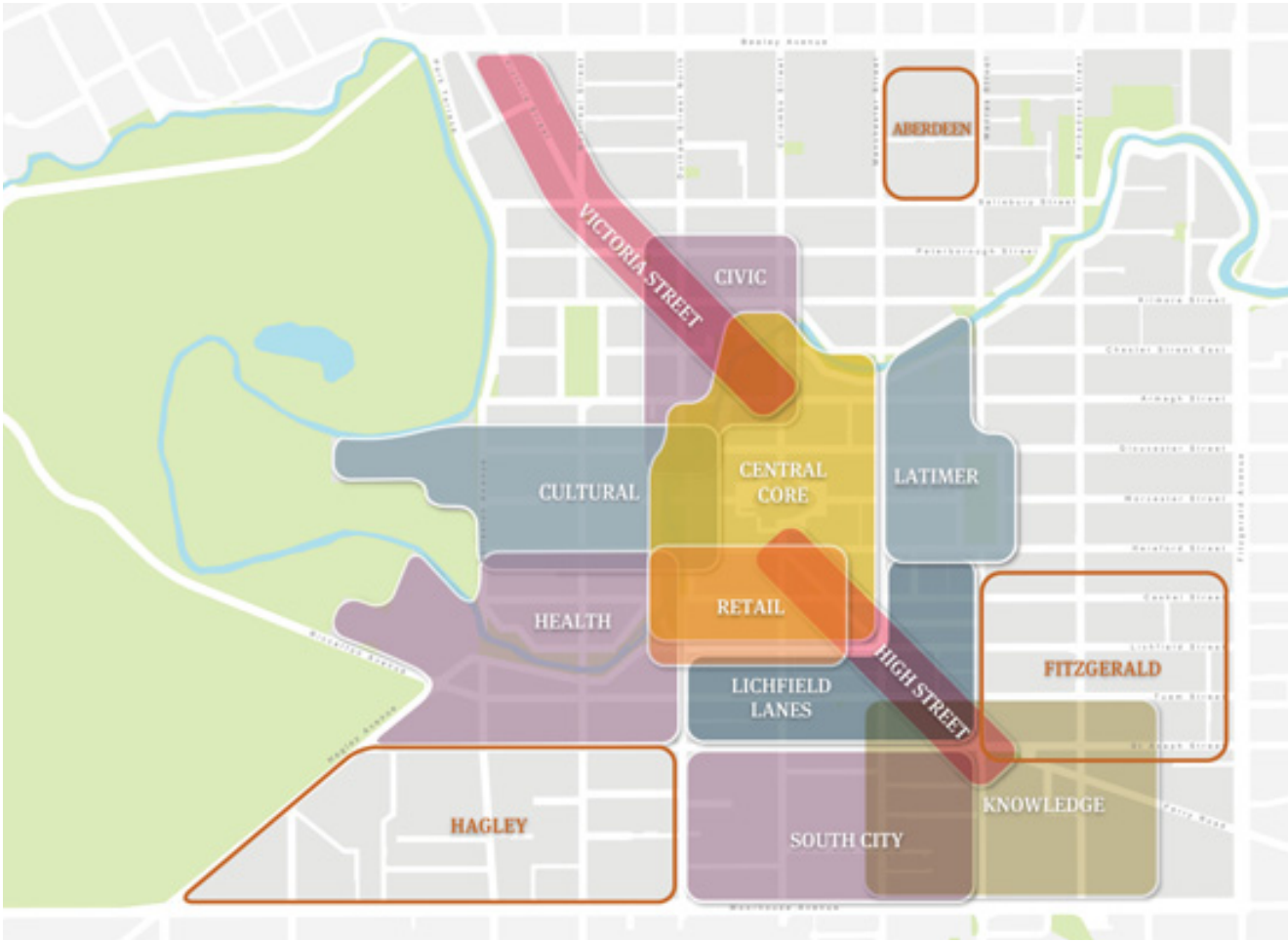
Cost: \$2.25 million



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



How precincts relate to character of the city - a number of areas of differing character have been identified (see recognition of character project). This character continues to contribute a sense of place and identity to precincts as they re-establish and evolve.



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

Andrew, Cashmere

Transition areas

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

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

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

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

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

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

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

City Life

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

Neelu, Ilam

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

Emma, Redcliffs

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

Paul and Xanthe, Sumner

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

Margaret and Clark, St Albans

Introduction

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

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

Build the whanau and you will build the city.

Aroha Reriti-Crofts,
Ngāi Tūāhuriri/Ngāi Tahu



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

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

Tell Us What You Think

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

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

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

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

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

Our Plan

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

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

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

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

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

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

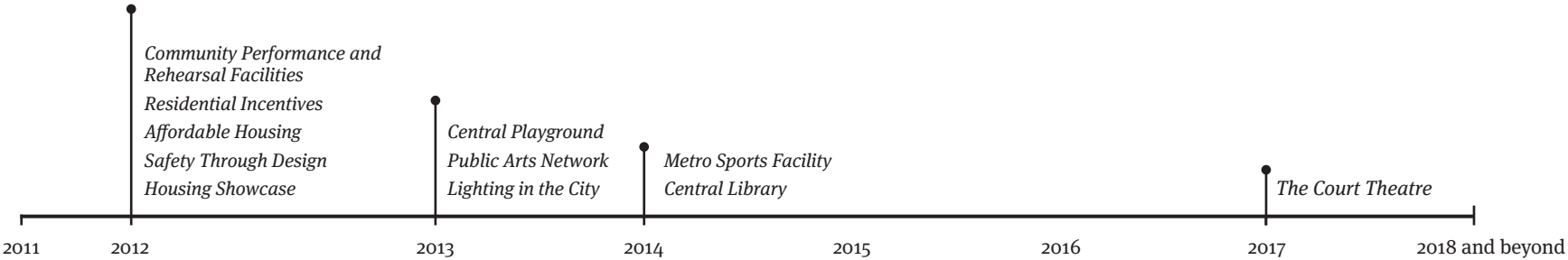
Key Projects

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

Overview

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

Proposed Project Start Dates:



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

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

local creative talent and the industry, and help to attract and showcase artistic excellence. Appreciative audiences, arts lovers, collectors and shoppers will thrive on the Central City’s rich arts life. Installations of public art will entertain, add interest, colour and life to streets, while challenging the community to interact in different ways to their local environment. A family trip to the Central City or a weekend stroll for local residents will include a visit to the new Central Playground or series of play spaces throughout the Central City, including the playground in the Botanic Gardens . Whether six, 16 or 60, fit or frail, a playground is the perfect place to have fun or simply watch the world at play. Better lighting and the use of crime prevention principles in the design of spaces and buildings will make the Central City more inviting and a safer place to be – day and night. Continued access in the Central City to community-focussed organisations, such as former Community House tenants, is important for people who need their help or support. The city’s public transport network and location of key central government and health institutions in the Central City make it the logical home for such groups. In recognition of their importance to the health and wellbeing of Christchurch residents, the Council will continue to provide support

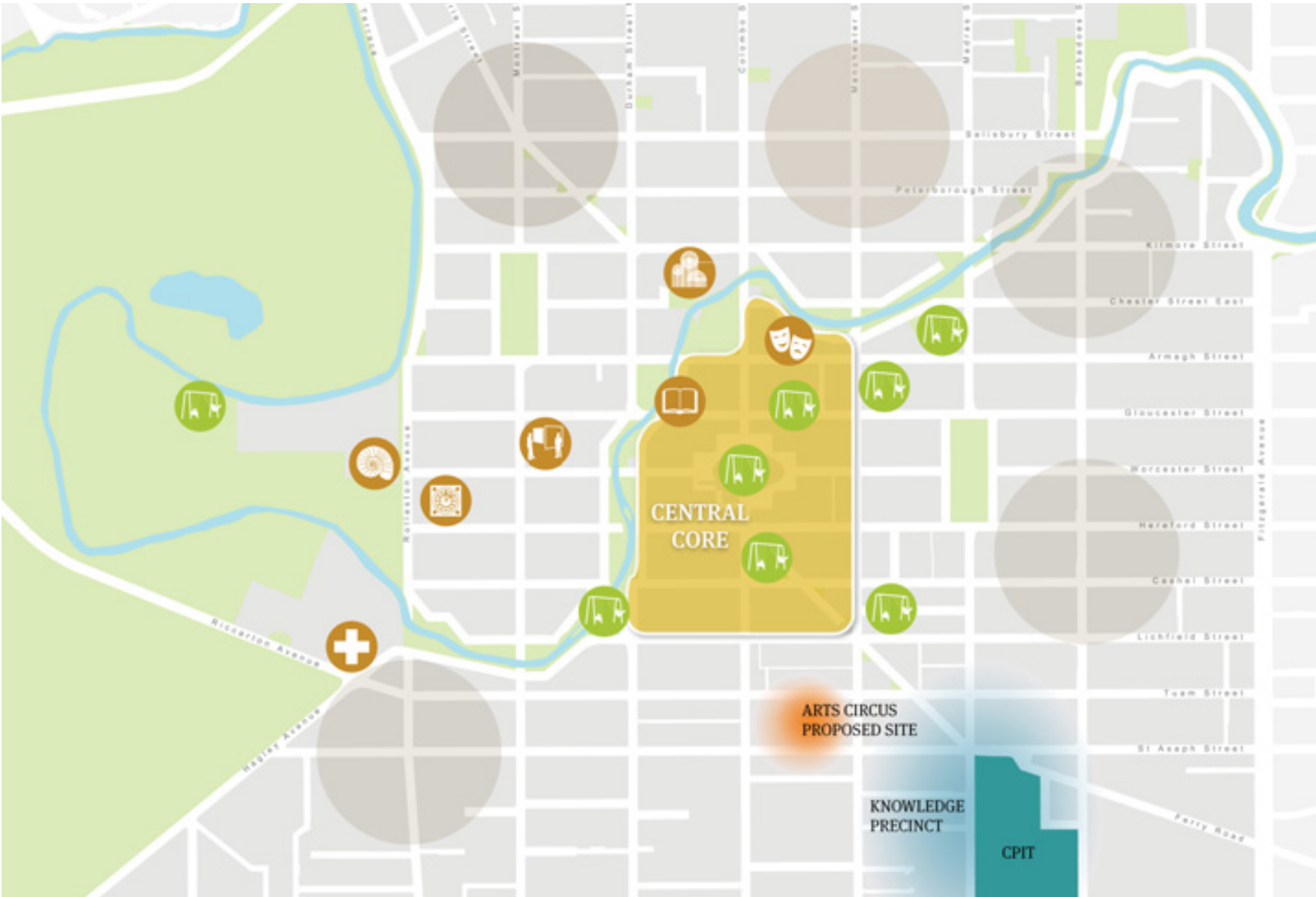
for community-focussed organisations, including through the provision of grants. Small, locally-based community centres will be developed within existing and new residential areas, providing a hub for neighbourhood activities and initiatives. These will be places where residents can meet, run activities and share ideas important for developing a sense of community and place. With an abundance of places to go, spaces to relax and activities to enjoy, the Central City will be a great place to live. Residential incentives, affordable housing options and continued access to social housing will encourage and enable anyone to live in the Central City. A range of sustainable, medium-density housing options suitable to the New Zealand lifestyle will be found at the Housing Showcase. It will demonstrate the best of new urban living in Christchurch, where people will already be living and working. Many of the projects in City Life link with projects identified in other chapters, all of which contribute to stimulating growth and economic recovery within the Central City.



Targets

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

The Plan



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

- 

Playgrounds - indicative locations
- 

Canterbury Museum
- 

Arts Centre
- 

Christchurch Art Gallery
- 

Christchurch Town Hall - existing site
- 

Isaac Theatre Royal - repair and redevelopment
- 

Central Library - existing site
- 

Otago School of Medicine
- 

potential neighbourhood centres
- 

Metro Sports
Site to be determined
- 

Proposed Movement Facility
Site to be determined
- 

The Court Theatre
Site to be determined
- 

Public Arts Network
To be determined as opportunity arises
- 

Art and Craft Studio Assistance
Various sites as opportunity arises

Metro sports facility

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

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

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

Metro sports facility project

Where: Within the Central City

When: 2014 to 2018

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

Cost: \$280 million, including land

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

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

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

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

Ngāi Tahu and other Māori and Polynesian communities on the project.

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

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

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



Right: Conceptual image of Metro Sports facility

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

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

Sophie, Paralympic Gold Medallist



Arts in the city

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

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

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

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

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

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

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

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

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

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

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

New facilities and initiatives planned include:

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

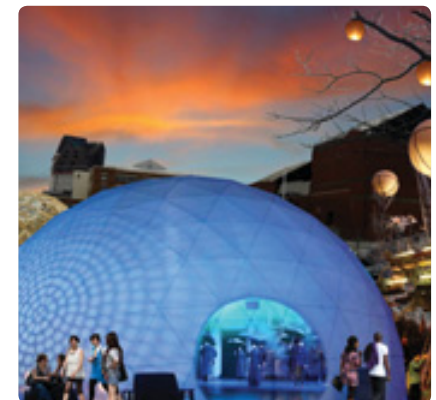
These could be developed as part of re-establishing existing public and private facilities and the Council will work with key funding partners and stakeholders to determine the best solutions, as well as securing sponsorship for these facilities.

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

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



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



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

Community performance and rehearsal facilities

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

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

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

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

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

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

Share an Idea, Community Expo

Movement facility

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

Movement facility project

Where: Site to be determined

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

Who: Christchurch City Council and possible private and public funders

Cost: \$17 million, including land



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

Arts in the city

Community performance and rehearsal facilities

Isaac Theatre Royal – performance facility

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



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

Isaac Theatre Royal – performance facility project

- Where:** Existing site
- When:** 2012 - rebuild date subject to ongoing consultation with partners
- Who:** Isaac Theatre Royal Trust, central government and the Christchurch City Council
- Cost:** \$4.55 million

Outdoor performance spaces

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



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

Outdoor performance spaces project

- Where:** Sites to be determined
- When:** By 2014/15
- Who:** Christchurch City Council and possible private and public funders
- Cost:** \$150,000 for investigation and feasibility study. \$2.8 million: provisional sum for capital works – dependent on above study

Arts and crafts studio assistance

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

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

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

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



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

Arts and crafts studio assistance project

- Where:** To be determined
- When:** From 2012 to 2017
- Who:** Christchurch City Council and possible private and public funders
- Cost:** Up to \$4.84 million, with other funding from partners

The Court Theatre

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

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

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

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

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

The Court Theatre project

- Where:** Likely to be in the Cultural Precinct
- When:** Built by 2019
- Who:** The Court Theatre, Christchurch City Council and other private and public funders
- Cost:** \$42 million, including land

Public arts network

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

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

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

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

Public arts network project

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

When: Starting 2012/13

Who: Christchurch City Council and possible private funders

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

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

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

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

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

Share an Idea, Community Expo



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

Central playground

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

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

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

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

Central playground project

Where: Various locations

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

Who: Christchurch City Council

Cost: \$10.8 million, including land

“A big playground right in the City Centre.”

Ellie and Phoebe, Ashley



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

Learning in the city

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

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

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

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

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

Share an Idea, Community Expo

Education choice

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

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

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

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

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



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

Education choice project

Where: Central City area

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

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

Cost: \$150,000

Learning in the city

New Central Library

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

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

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

New Central Library project

Where: Site to be determined

When: Starting 2014 to 2017

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

Cost: \$115 million

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

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

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

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

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



Examples of international libraries that foster learning within their communities.

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

Tertiary education

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

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

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

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

CPIT

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

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

Canterbury University

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

Lincoln University

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

Otago University

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

International education

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

Campus Central

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

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



Student village

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

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

Tertiary education package

Where: As opportunities arise

When: 2012 onwards

Who: Tertiary providers and the Christchurch City Council

Cost: \$450,000

A place for everyone

An accessible city

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

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

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

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

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

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

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

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

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

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



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

Barrier Free New Zealand's Handbook

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

Beacon Pathway Assessment Tool

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

Universal Design

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

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



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

A welcoming city

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

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

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

The Council will:

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

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

Age-Friendly City Framework

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



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

Crime Prevention Through Environmental Design (CPTED)

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

Health Promotion and Sustainability Through Environmental Design

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

Youth engagement in planning

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

Lighting in the city

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

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

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

Council will upgrade street lighting in the Central City’s compact core, along the river and across the bridges, the Cultural Precinct and in spaces that act as connections between night-time activities. The lighting will be white light and energy efficient with state-of-the-art control systems to account for changing conditions and to allow adjustments in potential trouble spots. These modern lighting systems will ensure sufficient lighting, while consuming less power and reducing both running costs and CO2 emissions.

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

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



Lighting in the city project

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

When: 2013 to 2019

Who: Christchurch City Council and funding partners

Cost: \$24 million

Safety through design

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

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

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

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

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



Image courtesy Tim Church



Image courtesy Tim Church

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

Safety through design project

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

When: From 2011/12 ongoing

Who: Christchurch City Council in collaboration with Safer Christchurch partners

Cost: \$450,000

Christchurch Community House

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

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

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

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

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

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



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

Christchurch Community House project

Where: To be determined with partner(s)

When: From 2011/12

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

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

Living in the city

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

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

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

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

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

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

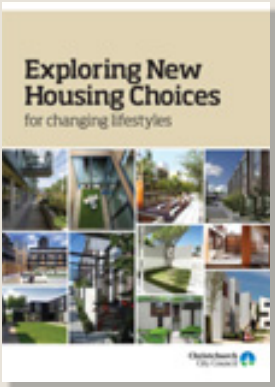
The Council will work with partners to lead by example to demonstrate what is possible. It will put in place a package of initiatives and incentives to establish new living choices and create great neighbourhoods. The package is designed to ensure that living in the Central City is an option for everyone.

Housing projects that Council has developed include:

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

Exploring New Housing Choices for Changing Lifestyles

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



Residential incentives

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

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

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

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



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

Residential incentives project

Development Contributions Rebate and Central City Homebuyers Assistance Package

Where: Central City (with criteria applied)

When: From 2012

Who: Christchurch City Council

Cost: \$17.9 million



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

Living in the city

Social housing

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

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

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

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

Social housing project

- Where:** Where opportunity is available
- When:** Starting 2012/13
- Who:** The Council and partners
- Cost:** \$300,000

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



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

Affordable housing

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

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



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

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

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

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

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

Affordable housing project

- Where:** Where opportunity is available
- When:** Starting 2012
- Who:** The Council and partners
- Cost:** \$14 million

Neighbourhood centres and initiatives

Centres

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

Neighbourhood initiatives

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

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

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



Above: Typical neighbourhood centre

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

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

Neighbourhood centres and initiatives project

Where: Across identified neighbourhood centres

When: 2012 to 2018

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

Cost: \$2.9 million

Housing showcase

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

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

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

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

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

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

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

Housing showcase project

Where: Size and location to be decided with development partners

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

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

Cost: \$200,000 annually for three years

Transport Choice

No more one way streets dividing the Central City.

David, Mairehau

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

Allison, Northcote

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

Chris, Hillsborough

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

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

Introduction

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

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

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

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

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

Tell Us What You Think

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

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

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

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

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

Our Plan

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

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

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

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

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

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

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

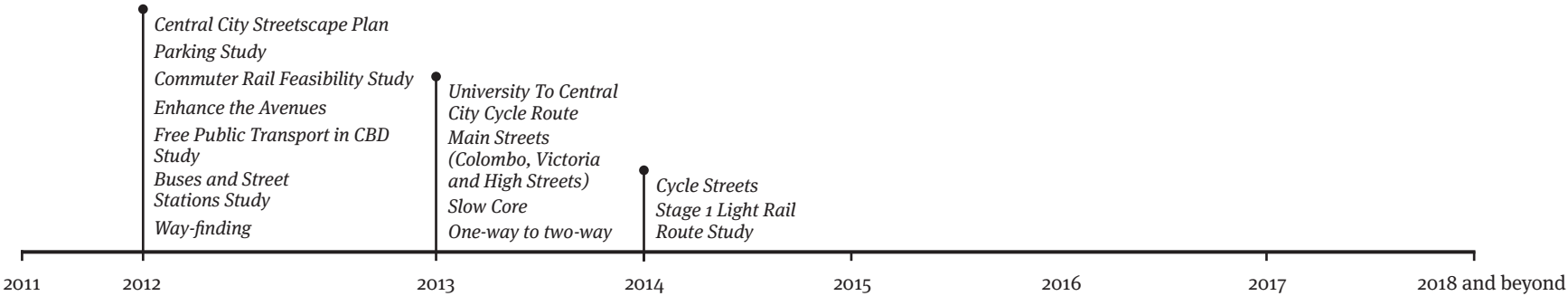
Key Projects

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

Overview

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

Proposed Project Start Dates:



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

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

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

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

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

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

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

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

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

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

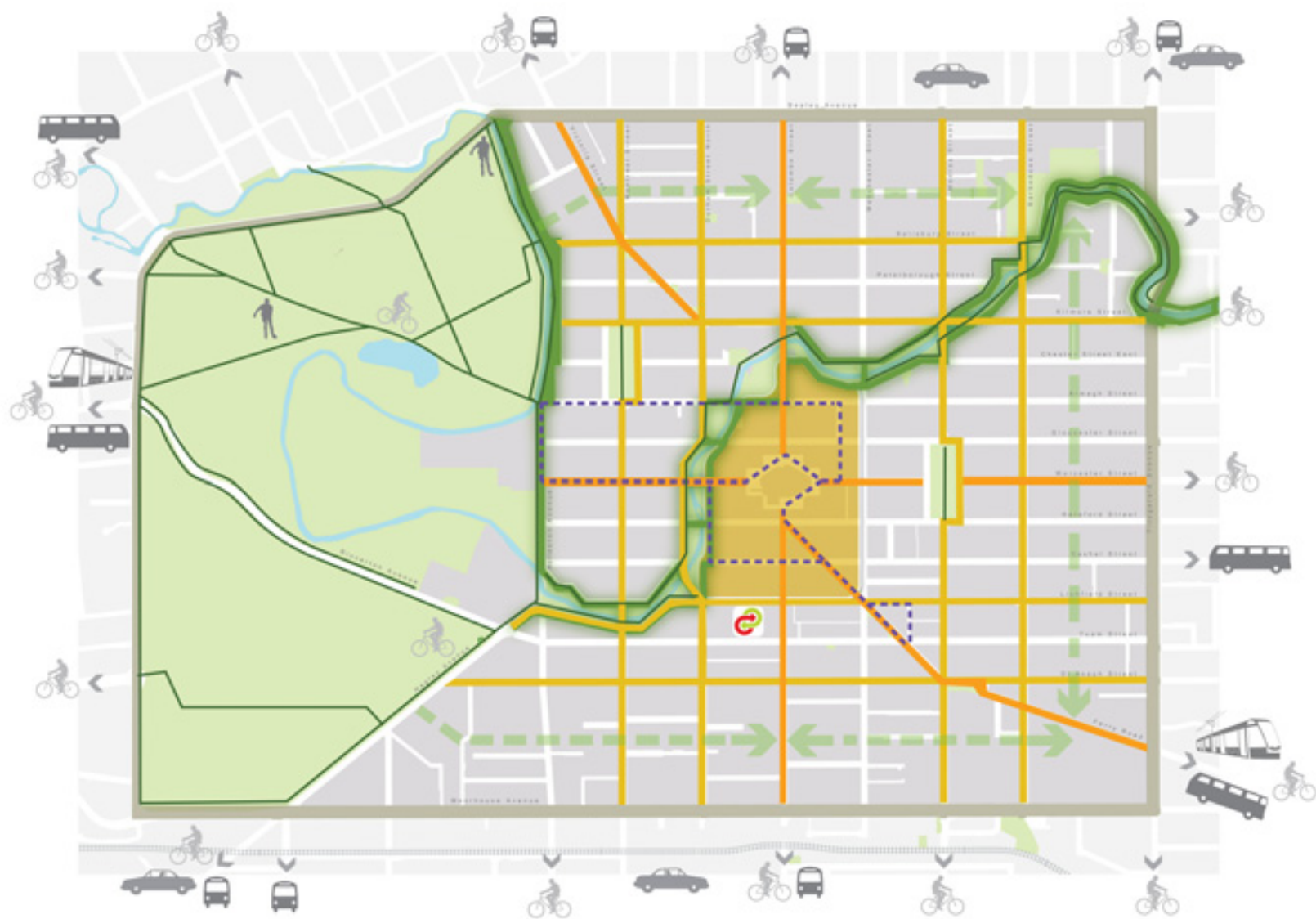
This Plan sets out to redefine the Central City transport and road networks to achieve less through-traffic and provide better placed and efficiently used parking facilities. Enhancing the streetscape to provide more space for pedestrians and cyclists, public transport and landscaping means there will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

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

Targets

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

The Plan



Above: The map shows the Transport Choice key projects.
Please note this map does not include cycle or public transport routes.

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

Transport choice

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

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

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

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

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

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

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

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

Share an Idea, Community Expo



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



People on public transport

Commuter rail

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

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

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

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

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

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

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

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

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

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



Commuter rail for Greater Christchurch

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

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

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

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

Early rail studies

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

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

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

Below: Elevation of a typical commuter rail carriage.



“Electric light rail infrastructure needs to be started.”

Cameron, Shirley

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

Project stages

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



Image courtesy Eymon Phillips



Image courtesy Tim Church

Above: Examples of modern light rail carriages.

Commuter Rail for Greater Christchurch Study and Project

Where: Refer route map

When: Study, in stages, from 2012 to 2013

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

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

People on public transport

Buses and street stations

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

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

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

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

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

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

looking at the possibility of achieving access for smaller public transport vehicles through the slow core. The Council, in partnership with ECan, remains committed to being a world leader in the provision of comfortable and accessible bus transport, in terms of both vehicles and infrastructure.

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

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

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



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

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

Share an Idea, Community Expo

Bus streets and street stations project

Where: Refer route map

When: From 2012

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

Cost: \$48.7 million

Below: A conceptual street station.



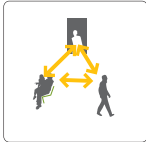





Heritage Tram

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

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

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

Key features to include in street stations

			
Comfortable seating	Passive surveillance	Intelligent information	Proximity to destination
			
Integrated with public space	Well lit and safe	Protection from weather	Accessible for all

Streets for people

Slow core

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

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

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

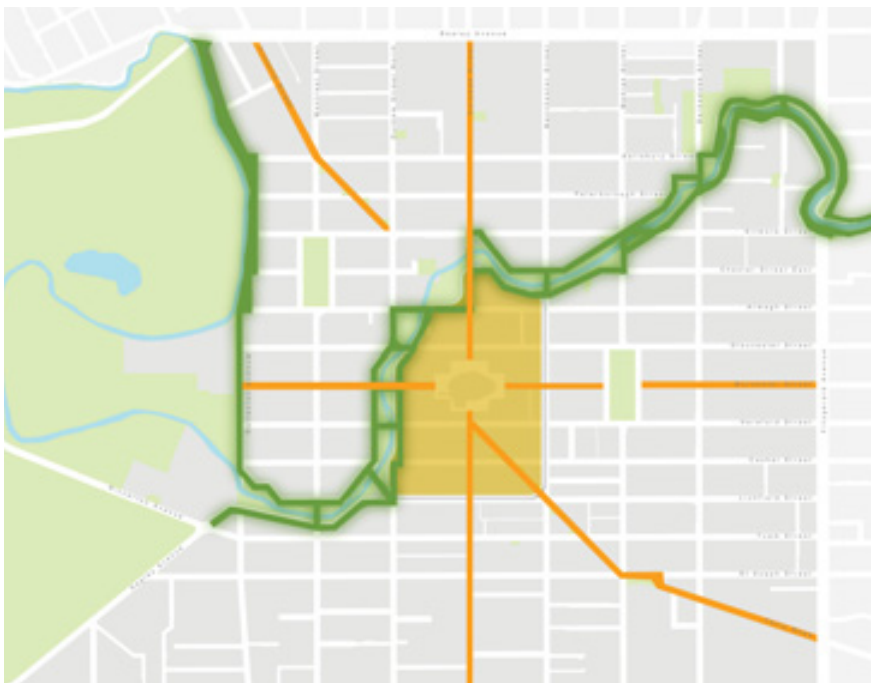
Streets in the slow core will be instantly recognisable with wider footpaths which will allow activity and people to spill out from buildings into some streets where spaces will be shared by people, cyclists and vehicles. The streets will have higher quality pavements, seats, rubbish bins, street trees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

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

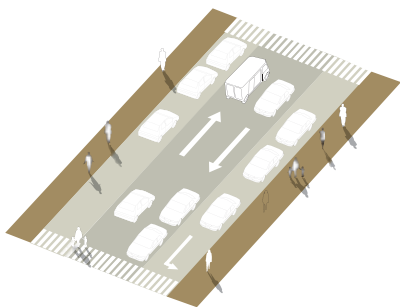
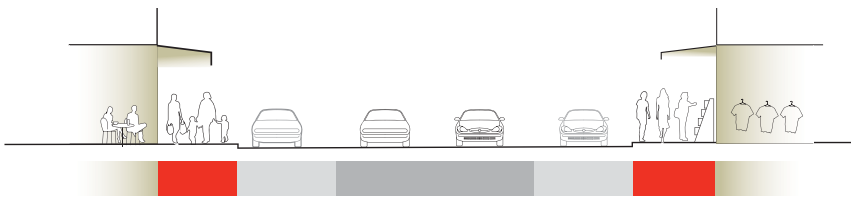
The design of all street enhancements in the Central City will be set out in a proposed new Central City Streetscape Plan. Aspects of this Plan will be the subject of further consultation with the business and development community. Vehicles and short-term on-street car parking within the slow core will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

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

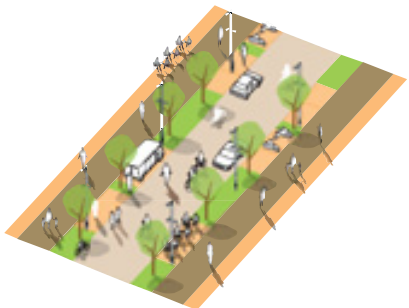
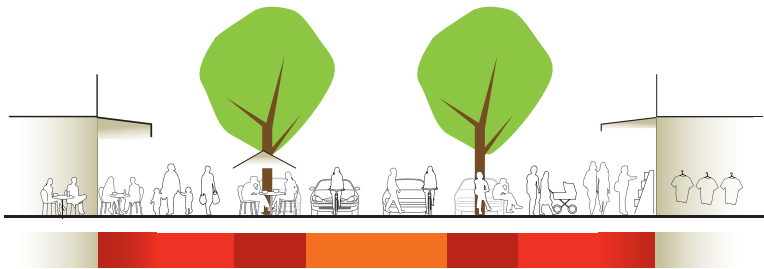
Below: Examples of pedestrians, cyclists and motorists sharing the street.



Typical slow core street views
Before



After



Slow core project

Where: The network of streets close to Cathedral Square

When: 2013 to 2020

Who: Christchurch City Council and New Zealand Transport Agency

Cost: \$71 million

Main streets

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

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

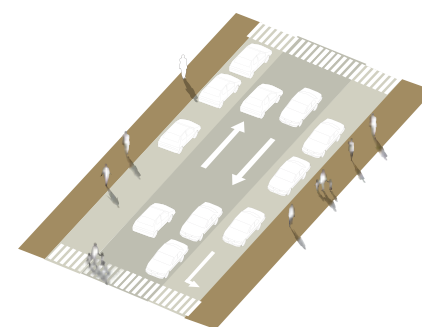
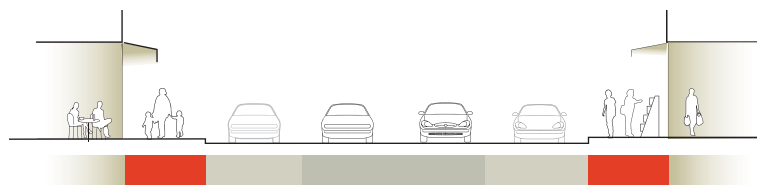
The main streets will have a high standard of landscaping treatment with appropriate choice of street trees, high-quality surfaces, street furniture and lighting designs, each to match the local character of the individual streets and building frontages.

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

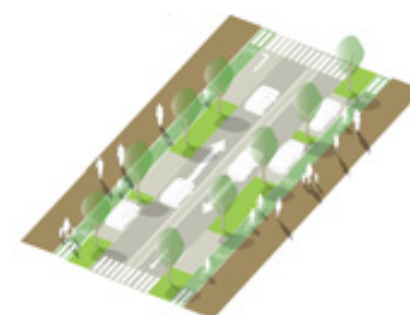
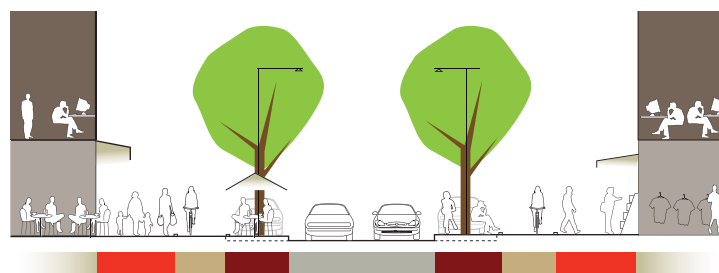
Typical main street views- before and after



Typical main street views
Before



After



Main streets project

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

When: 2013 to 2020

Who: Christchurch City Council and New Zealand Transport Agency

Cost: \$58 million

Streets for cycling

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

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

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

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

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

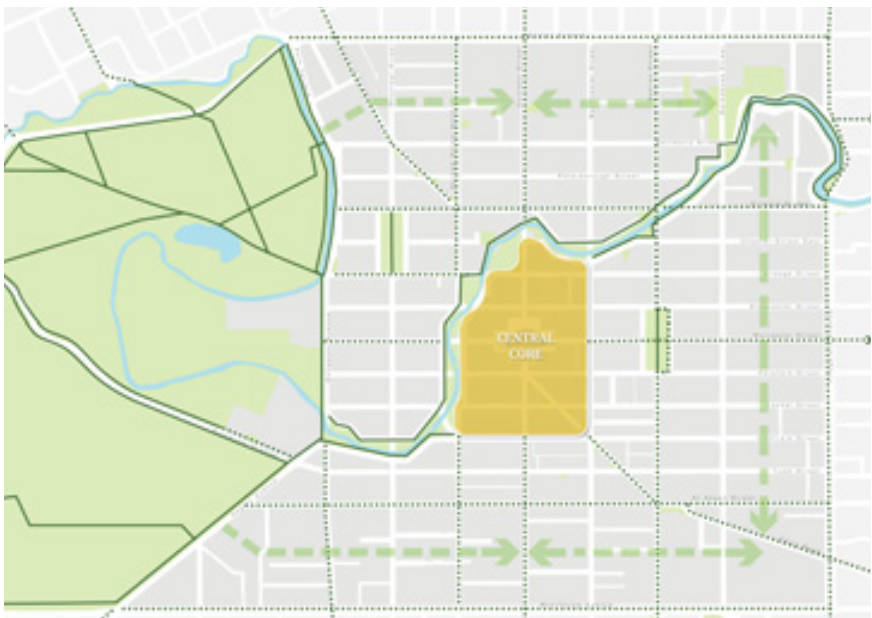
- Slow core - shared streets
- Cycle lanes
- Cycle paths
- Indicative greenway

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

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

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

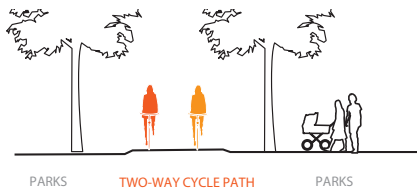
The Council will also investigate the possibility of a city bike hire/bike share scheme, comparable to those of international best practice, to link key Central City facilities and routes to and from the Central City, including education campuses. Potential private/public partnerships to deliver this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



Cycle paths beyond the street network

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

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



Right: Section and example of cycle path.

Streets for cycling project

- Where:** See map
- When:** 2013 to 2019
- Who:** Christchurch City Council and New Zealand Transport Agency
- Cost:** \$22 million

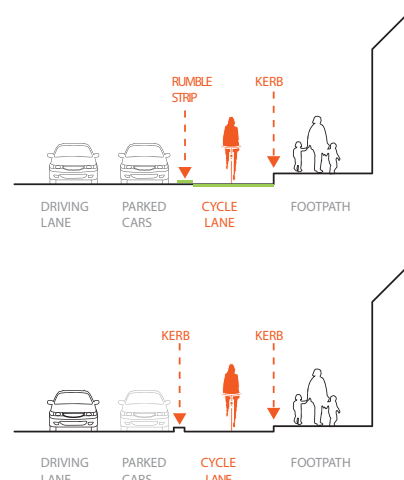
“Isolated cycle lanes that are safe from traffic.”

Anthony, Southshore

Cycle lanes

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

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



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

Slow core

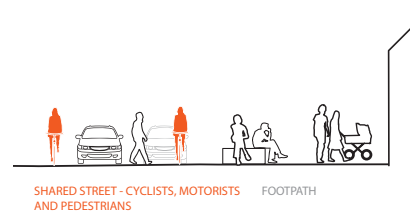
The cycle network should overlap with the pedestrian network ensuring it is easy to switch between the two.

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



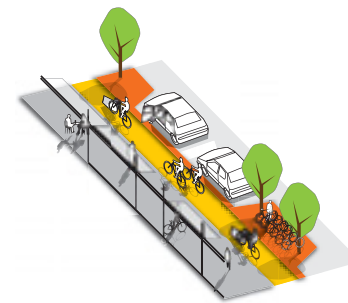
Image courtesy Tim Church

Image courtesy Tim Church



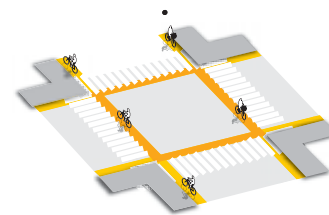
Cycle streets toolbox

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



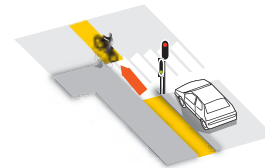
Cycles always on the left-side

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



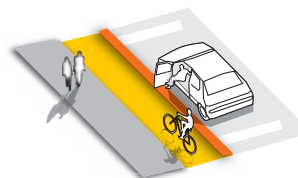
Intersections

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



Cycles head start and stop boxes

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



Protect cyclists from car doors

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

Avenues

Enhancing the Avenues

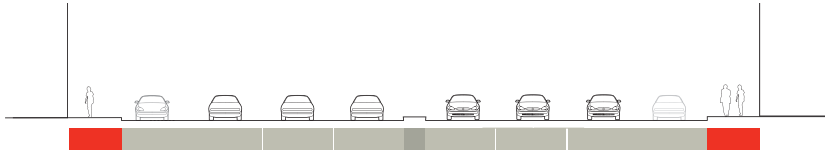
The Avenues will be progressively transformed into an orbital route for vehicles to travel around and to the Central City. This will help improve the efficiency of the Central City’s transport networks, reduce through-traffic pressures in the Central City and support its redevelopment.

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

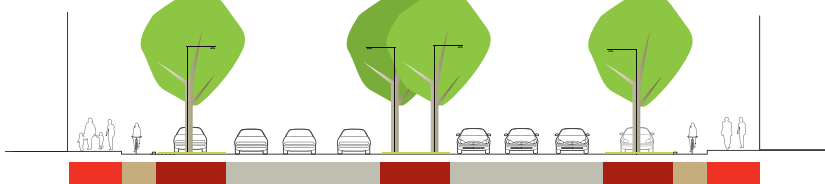
Such a package of changes may mean some alterations to traffic movements and priorities at a number of intersections. More investigations will be required to define what these alterations could be, particularly in relation to identifying those impacts on the wider strategic road and public transport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

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

Before



After



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

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

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

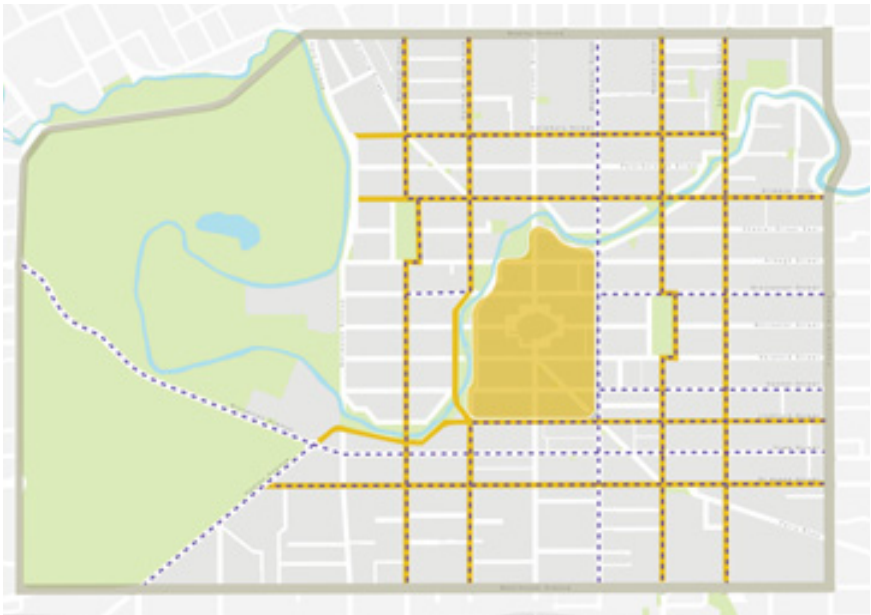
Enhancing the Avenues project

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

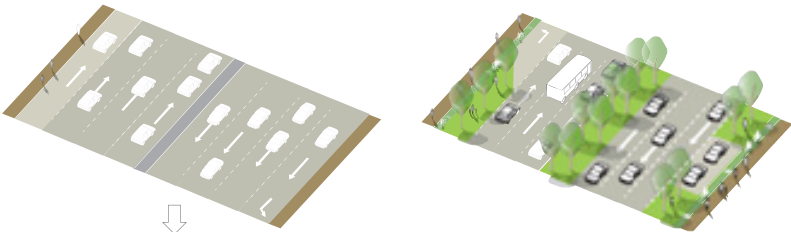
When: 2012 to 2019

Who: Christchurch City Council and New Zealand Transport Agency

Cost: \$60 million



After - Moorhouse Avenue



Typical Avenue views- before and after

One-way to two-way

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

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

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

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

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

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

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



After - Montreal Street

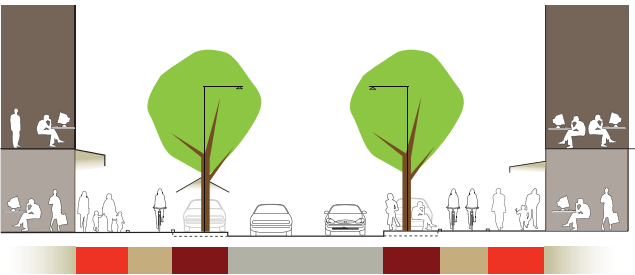


Before - Montreal Street

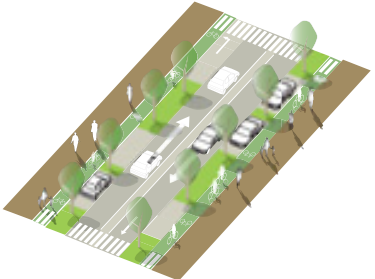
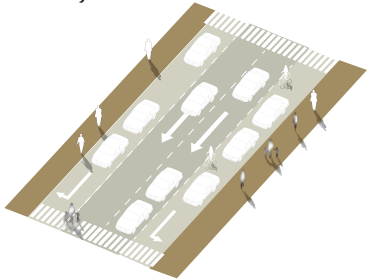
Before



After



Typical one-way street views before and after:



One-way to two-way project

Where: Montreal, Durham, Lichfield, St Asaph, Salisbury, Kilmore, Barbadoes and Madras streets

When: 2013 onwards (preceded by Transitional City interim changes)

Who: Christchurch City Council and New Zealand Transport Agency

Cost: \$91 million

Parking and service vehicles

A good supply of convenient, secure, well placed and easy-to-find parking, with continued easy access for delivery service vehicles, taxis and coaches will help with the economic recovery and future prosperity of the Central City.

A number of existing parking buildings within the Central City sustained damage during the earthquakes. Structural reports are still being finalised on these facilities that will determine the long-term viability of each of the buildings.

The Council will maintain previous public car parking levels of service in the Central City, having made a commitment to repair, or where necessary, rebuild those facilities to support the development of the city and retail initiatives. These will not necessarily be located on the same sites as pre-earthquakes.

Central City parking will be managed to support and complement the proposed activities, land use and transport networks in the Central City. The provision of better managed and well located parking, serving different needs, will provide appropriate access for private vehicles, and support goods/service vehicles, walking, cycling and public transport.

During the implementation of the Central City Plan, and following the initial recovery period, during which two-hour free parking will be available, significant changes will progressively be made to the Central City's parking management systems.

The emphasis will be on providing short-term, on-and off-street parking close to the Compact CBD for shoppers and business visitors, with long-term commuter parking being provided through either on-street coupon parking around the Central City periphery or a network of strategically

located parking buildings accessed off streets leading from the Avenues. The construction of new parking buildings will be carefully staged during the implementation of the Plan to support recovery.

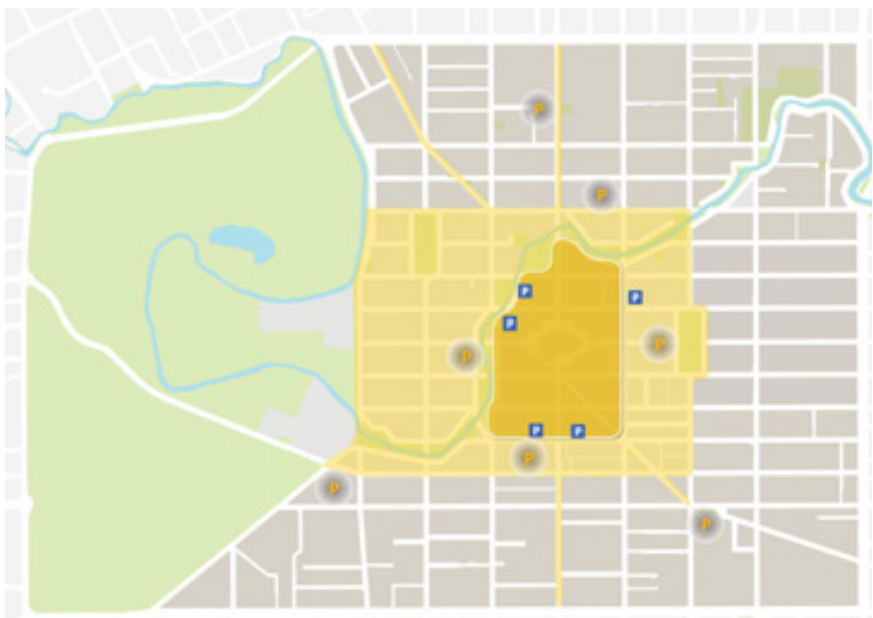
Where necessary to support improved amenity and streetscape, on-street parking may be reduced. However, the overall supply of short-term parking to support businesses will be maintained by replacing on-street parking with off-street facilities. The Council will ensure adequate parking remains for motorists with limited mobility and for delivery service vehicles needing to access smaller businesses.

New traffic signage and driver information systems will promote a more efficient use of parking facilities, supported by new pricing arrangements.

Additionally, convenient parking will be provided for tour coaches, long-distance bus services, taxis and motorcycles, as well as a comprehensive network of conveniently placed cycle parking across the Central City. Opportunities will be explored for improved goods/service delivery access, as well as for waste removal operations to help reduce the impact of these essential services on city streets.

Off-street private parking requirements will be geared to best meet business and residential needs, with better use of parking space achieved through management practices and sharing being encouraged. These initiatives will be supported through the *Changes to the Christchurch City District Plan and Global Stormwater Consent*.

Equally importantly, the appearance of parking facilities will be improved both on-and off-street to minimise the visual intrusion on streets. All new public off-street parking facilities will have flexibility in design to adapt to meet the needs of future generations of electric vehicles and meet the best practices for security and lighting.

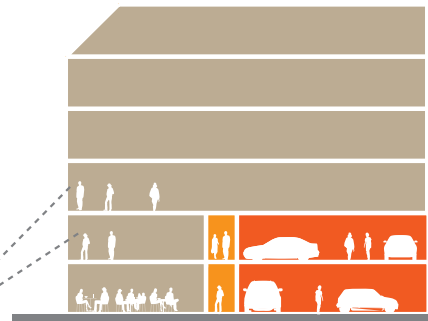


- Slow core - shared streets short-term parking
- Existing Council parking building locations as at 22 February 2011 (Future to be determined)
- Parking facilities - locations are indicative
- 1-2 hour parking - exemption for residents
- Long-term coupon parking - exemption for residents



Above: Easy access to parking and clear information about available parks is key to providing a well managed parking system for motorists.

Right: Car parking should be concealed behind commercial space/residential apartments to ensure building life is interactive with the street.



Parking for shoppers

Shoppers who choose to drive will be able to access the Central City and park near to the shops in the slow core of the city in either short-term, on-street car parking or conveniently located parking buildings. Parking buildings will be located on the edge or just outside of the slow core, where they can be easily accessed from the main two-way streets. The lower floors of the parking buildings will encourage convenient shorter term parking for shoppers and visitors. Once people have parked in the parking building, they will have the choice of either a short walk into the core or to catch public transport to other parts of the Central City. The proposed location of the parking buildings will ensure that shops within the core are a short walk from a nearby parking building. Streetscape and walking improvements on the streets in the core will make the walk a much more pleasant experience. For those people who wish to park even closer to the shops in the core, some 30-minute, on-street metered parking will still be available. Outside of the slow core, on-street meter parking will be for a maximum two hours duration.

Parking and service vehicles project

Where: See map on page 119
When: 2014 onwards
Who: Christchurch City Council, private companies, operators
Cost: \$72.9 million

Parking for commuters

People who work in the Central City will still have the option to drive. However, like shoppers, they will be encouraged to park in parking buildings, particularly in those easily accessed from the Avenues. Changes to off-street parking requirements will enable businesses to choose whether they provide their own parking on-site or take advantage of well-located public parking buildings. This will help businesses to achieve the best balance of privately and publicly supplied parking access to best meet their individual needs. New commercial developments will not be required to provide a minimum or a maximum number of car parks. Initiatives that encourage car sharing and car pooling to help business make the most of the city’s new approach to transportation will be supported.

Parking for residents

To support increased numbers of people living in the Central City, some on-street parks in residential areas will be available for residential parking schemes and commuter parking will be controlled by introducing a coupon system (with exemptions for residents) to park on-street where appropriate.

Parking for families

The proposed locations of the parking buildings will ensure that there is parking located close to key Central City attractions for families, such as the proposed Central City Playground, Metro Sports Facility, Cultural Precinct and Central Library, with well-placed, wider bays that help parents, caregivers and people with limited mobility.

Parking in evenings and weekends

With parking buildings becoming automated, they will be able to be open longer and in some cases 24 hours. All will be designed to meet latest safety standards.

Wayfinding

New signage, wayfinding systems, interpretation mapping and car parking availability information will be developed to assist people, whether driving, cycling or walking to find their way around the Central City.

With a new network of pedestrian routes and cycleways, as well as an expanded laneways network, more comprehensive, appropriate and attractive signage is needed to help people move about the Central City. This will help to provide streets with less traffic and higher amenity. Despite the city’s grid road network, efficiently signed routes are needed to Central City destinations, visitor facilities and key parking buildings, together with better guidance for travel around the edge of the Central City using the Avenues. This will also help reduce pressure on roads to carry traffic and goods and service vehicles. There will be good, easily understood wayfinding (signage) for all modes of travel within, to and around the Central City, and the Council will explore applications of smart technologies, including multi-lingual applications, as well as assistance for people with mobility, visual and hearing impairments. Before the earthquakes, the Council had begun to install new wayfinding maps and signs at key intersections and locations. This network will need to be further developed as the city is reconstructed. Wayfinding will provide:

- A clear hierarchy of street signage integrated into the streetscape character to clearly signal where the street is within the network
- Comprehensive walking and cycling signage
- Driver information and car parking signage so drivers can efficiently locate parking and reduce unnecessary traffic pressure on inappropriate routes



- Visitor direction and information signage to ensure people unfamiliar with the city, whether driving, cycling or walking, can easily locate Christchurch’s key visitor attractions and learn about the city
- Walking and cycling paths that link key destinations and provide attractive tours for locals and visitors
- Signage to the heart of the city is supported by distinct changes in street character
- Signage and smart technologies which make the Central City accessible for people with mobility, visual and hearing impairments
- Strategic traffic signage on the approaches to and along the four avenues to ensure traffic heading to the Central City does so on the most appropriate routes and traffic not travelling to the Central City on strategic routes bypasses it.

Wayfinding project

Where: Throughout the Central City, linking to city-wide networks
When: 2012 onwards
Who: Christchurch City Council and New Zealand Transport Agency
Cost: \$8 million

Market City

Incorporate the latest technology into and around our buildings as a point of difference from other cities to attract businesses into city.

Chris, Northwood

A far more compact CBD, with precincts for tech, cultural, historic, retail, professional, surrounded by mixed residential and green space.

Karlene, Claudia and Liam, Mairehau

Urgent rebuild of the convention centre, as it brings in significant economic returns to the city.

Caroline, Business Development Manager, Christchurch and Canterbury Tourism

Free WiFi...that way people can connect their smart phones and find info on shops, events and restaurants in the CBD.

Sarah, Riccarton

Introduction

At the heart of every successful city is a strong, vibrant city centre which is a mix of retail businesses, professional services, and tourism and hospitality, generating a range of activities to attract residents and visitors.

Strong business and employment growth within Christchurch’s Central City, significant investment in property redevelopment and greater numbers of people daily accessing the area for work and leisure will bring new life to the Central City as it is redeveloped.

The redesign of Christchurch city gives us an opportunity to provide our population with modern, colocated and accessible health services that make the best use of our valuable resources and meet the future challenges of our ageing population.

David, Chief Executive, Canterbury and West Coast District Health Boards



Through Share an Idea, the community asked for the Central City to be the premier shopping experience in Christchurch, an alternative shopping destination to suburban malls, with an emphasis on boutique, specialist and higher quality retail outlets.

They also wanted precincts (entertainment/hospitality, ethnic, retail/office, arts/culture), well served by connected networks of walkways, cycleways, lanes, shuttles and trams. To encourage businesses to return, they said incentives such as grants for businesses, low-interest loans, lower taxes and reduced rates and fewer regulations were necessary.

Free WiFi was also asked for across the Central City. In response to strong public support, the Council will commit to ensuring free WiFi is provided to help identify Christchurch as a forward-looking, business-friendly, high-tech city.

There was a desire for commercial, office and administrative services to be consolidated in the core of the Central City, with complementary retail and hospitality activity on the ground floor of new commercial developments. They asked for more indoor and outdoor produce and food markets to add vibrancy to the city centre and that visitors should be primarily attracted by the overall appeal of the city, with a range of accommodation options and activities.

Meanwhile, key stakeholder meetings discussed the size of the CBD; potential clusters or precincts; retail office space and light industry; ways to encourage investment and commercial property redevelopment; possible land amalgamation/collaboration; banking; insurance; building heights and regulations; public facilities (including educational, hospital and sporting); government offices in the Central City; tourism and hospitality; visitor accommodation; international student education; the need for good access, parking and transport links; transitional

and temporary spaces and buildings; and the need for certainty around the redevelopment timeline.

Tell Us What You Think

There was strong overall support from the community for the projects and initiatives proposed in Market City. However, business and property sectors expressed concerns about aspects of the *Changes to the Christchurch City District Plan and Global Stormwater Consent*, which they saw as restrictive and not enabling, and the Council’s ability to efficiently manage the consenting process with additional urban design and build green requirements.

The idea of a Compact CBD was strongly supported, although there was some debate about the specific boundaries. Support for the concept of a retail precinct was generally positive, but mixed around specific regulations and initiatives. Also strongly supported were the EPIC project, the covered market, free WiFi and fast broadband and the international quarter.

There was generally strong support for the rebuild of the convention centre integrated with the Town Hall, with mixed views on the location. Proposals for the hospital redevelopment also received positive feedback overall.

Comments on incentives were generally supportive, with some concerns about how they will be applied.

Parking restrictions received a strong response from the property and developer sectors who saw these as a potential barrier to attracting tenants.

Our plan

Where appropriate, the Plan has been modified to address the concerns in relation to parking, building heights and the *Changes to the Christchurch City District Plan and Global Stormwater Consent*.

To make sure the city is easy to access and to re-introduce the city to Christchurch residents, free parking in all Christchurch City Council-owned car parks will be provided for two hours.

Key to the redevelopment of the Central City is a Compact Central Business District (CBD) for business, supported by clusters of boutique retail stores, professional

services and new business developments. To make this happen, incentives will be provided to accelerate development and growth. Public investment will lead the rebuilding of the Central City.

Christchurch’s economy was built on primary produce and manufacturing but in recent years has developed new sectors around professional services, software development, tourism and education. These, along with emerging new business opportunities, will be vital in restoring prosperity to the Central City and for long-term economic growth and success.

Public investment will be needed in new facilities, open spaces and amenities, combined with public-private partnerships and investment in key locations by local government and government agencies. This will stimulate private sector investment in surrounding areas; act as a magnet to attract people to the Central City; create a working and/or residential population to attract businesses; provide an anchor for the development of clusters; and space for activities that support development but are uneconomic in the short term.

Redevelopment of the Central City will inevitably require the resources of many sectors to achieve the outcomes of the Central City Plan. No one sector has the resources or influence to achieve it alone.

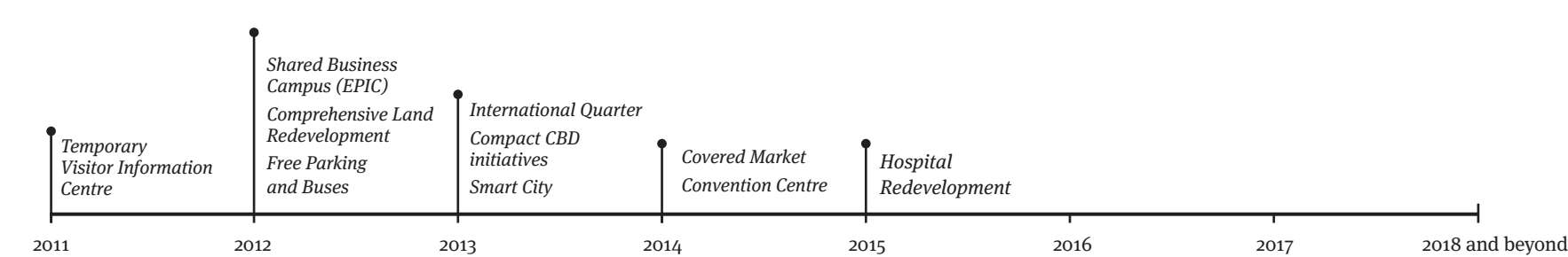
Key Projects

- | | |
|-----|----------------------------|
| 1. | Compact CBD |
| 2. | Incentives |
| 3. | Free parking and buses |
| 4. | Retail strategy |
| 5. | Covered market |
| 6. | International quarter |
| 7. | Hospital redevelopment |
| 8. | Shared Business Campus |
| 9. | Smart city |
| 10. | Convention Centre |
| 11. | Visitor Information Centre |

Overview

Historically, the area inside Christchurch’s four avenues has functioned as the business, cultural, and social heart of the city; and it will again.

Proposed Project Start Dates:



The existing location of the Central City is supported by more than 150 years of investment in infrastructure and a roading network that makes it the natural economic heart of the city.

The Market City chapter focuses on three broad areas designed to retain and attract new investment into the CBD and bring business, employment and people back into the city.

The Compact CBD will focus around Cathedral Square, recognised as the heart of the Central City. This will be where the most intense office space and retail activity will be found. Centralising these activities provides economic benefits through the co-location of complementary activities.

For example, the Retail Priority Area will form part of the Compact CBD; it will help support and be supported by a range of complementary activities (office workers, retail, tourism, etc) which will make up the Compact CBD. The covered market and the international quarter will complement both the Retail Priority Area and the other areas of the city that attract both visitors and local residents.

The hospital redevelopment will primarily be on the existing Christchurch Hospital site but will open up the hospital to the Avon River/Ōtakaro, linking the development to the rest of the city. It provides a catalyst for the development of a health precinct in the area.

The smart city investment will focus initially on providing the broadband infrastructure to Central City businesses and residents throughout the four avenues. This will provide an enhanced platform for the market to deliver free WiFi. The EPIC initiative will establish a temporary technology focused cluster of businesses on the former Para Rubber site, corner Tuam and Manchester streets, owned by the Council, providing the seed for the development of a cluster of complementary business activities. The Council will work with EPIC to establish a permanent presence in the Central City.

The tourist centre will initially be located in the Botanic Gardens, adjacent to the Canterbury Museum. This location links tourist areas, such as the events village in Hagley Park, the gardens, the Re:Start retail area and accommodation, hospitality and tourist services, such as shuttle pick-up areas, etc.

Subject to the ultimate fate of the current Convention Centre and Christchurch Town Hall, the Convention Centre will be redeveloped, either on the current or a new location, which will support the retail and hospitality activities within the Compact CBD and the visitor attractions and services throughout the Central City.

The return and further development of tertiary education in the Central City (as detailed in the City Life chapter) will create further employment opportunities.

Targets

- Employment in the Central City exceeds pre-earthquake levels
- The Central City is rebuilt
- The Central City has a diverse range of employment
- The Central City has the greatest concentration of retail, office and residential activity in Greater Christchurch
- The Central City has a higher proportion of high income jobs than other commercial areas in the city
- The Central City attracts a wide range of people
- The Central City attracts and celebrates cultural diversity
- More tourists visit and stay in the Central City
- The Central City is a top cultural and recreational destination
- People in the Central City are satisfied with its appearance

The Plan



Smart City
Free wireless hot-spots
throughout the Central City



Covered Market
Site to be determined



International Quarter
Site to be determined

Above: The map shows the key points in Market City, represented by shaded areas. Sites have yet to be identified for some projects.

Compact CBD

A compact central business district is vital for economic prosperity in the redeveloped Central City.

Historically, Christchurch’s CBD has been too large for the city’s population and number of employees. This has resulted in the uneconomic use of prime real estate and ad hoc development.

A Compact CBD, bounded to the north and west by the Avon River/Ōtakaro, Lichfield Street in the south and Manchester Street to the east, will provide for better economic growth in the long term and greater certainty for property owners. Central business districts are important for delivering an economically and socially vibrant city. Compact CBDs enable more frequent meetings and exchange of ideas, easier access to services and better provision of infrastructure, along with improved social opportunities for employees. There is easier access to new living options within the neighbourhood in which they work, along with cultural activities and plenty of opportunities for social interaction. Ultimately, these areas support and enable more productive and faster economic growth for the region. The Compact CBD will be achieved through a combination of incentives, public amenity and public space improvements.

Compact CBD project

Where: The CBD is defined as being the area bounded by Lichfield and Manchester streets and the Avon River/Ōtakaro

When: From 2012 onwards

Who: Christchurch City Council will provide the *Changes to the Christchurch City District Plan and Global Stormwater Consent* for the compact city and, in conjunction with central government will facilitate the incentives

Implementation of the Compact CBD will include coordinated changes to public transport facilities, transport access corridors and pedestrian areas. This is detailed in the Transport Choice chapter. This project aims to encourage development in the CBD to create a productive high-growth, high-density business and retail district. While office and retail development will continue to be widespread, the Council will actively incentivise to encourage the creation of a high-value, high-energy retail and office core, and distinguish this from other supporting retail and office areas. Council-led urban design guidelines and public investment in people-friendly streetscapes will help to visually define the area. The majority of the Compact CBD land is owned and will be developed by the private sector. To accelerate this redevelopment, a range of proposed incentives will be available for development, redevelopment, and retail and office relocation to the Compact CBD focused on attracting new tenants and kick starting high-quality urban development.

“CBD needs to be less spread out, so it feels lively and is easy to get around. Also need to do something to attract people back from malls.”

Marjorie, Christchurch

The investment in the public realm will be ongoing, while other incentives will be reduced as development and employment targets are reached. The Council will work in collaboration with CERA to look at prioritising the re-opening of the Compact CBD and ensure there are safe routes to and from redevelopment areas.



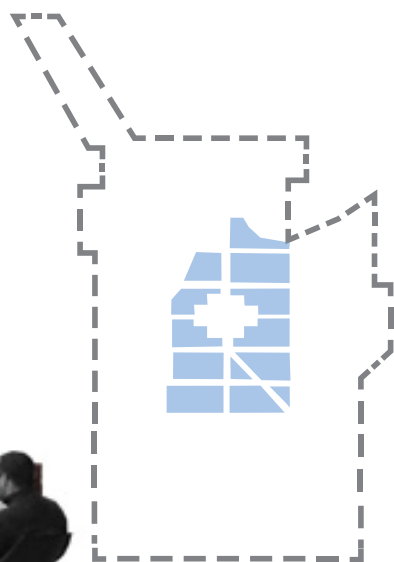
Below: Illustrative collage of Compact CBD.



CBD Before



CBD After



Incentives

Financial

Commercial real estate developers and business tenants will receive incentives to focus the location of business activity and commercial development into the Central City’s Compact CBD and health precinct (see Hospital redevelopment).

Each incentive is aimed at addressing a specific issue, having been tested with the business and property community, and considered to be an effective way to help deliver Central City growth (refer table in Implementation chapter).

Office-based incentives will be available in the Compact CBD, while retail businesses will be incentivised to locate within the Retail Priority Area. The incentives will serve to create an economic opportunity zone, similar to those overseas, and direct and attract development to the Compact CBD.

The incentives for the Compact CBD will include:

- An appropriate incentive to attract tenants back to the Compact CBD and health precinct. The incentive will be available until 20,000 retail, office and medical employees have returned to the Central City. Total Cost: \$27.3 million (estimated three to five-year operation).
- Development Contributions rebates for commercial development will apply across the Central City (within the four avenues) to help make development more affordable, signalling the Council’s commitment to Central City re-population and to meet a market need expressed to Council to remove disincentives to Central City development. Total Cost: \$3.9 million over five years.
- A streamlined consenting process to ensure development proceeds as fast as possible and responds to the need for certainty and urgency in terms of redevelopment timeframes. Total Cost: \$5.9 million over seven years.



Above: Financial incentives will be provided to promote development in the Compact CBD.

- Council will create a \$1 million discretionary grant fund to attract anchor retail or strategic boutique retail tenants to the Retail Priority Area

These incentives are an important mechanism for stimulating a robust, self-supporting development and business environment. It is proposed the incentives will be available to most office-based businesses locating to the Compact CBD; most retail businesses locating to the Retail Priority Area and most health-related businesses locating within the health precinct.

Council will monitor and identify if additional or further incentives are needed to support the redevelopment of the Central City if there are any changes to the debt funding market.

A table detailing where and how the incentives in Market City will apply is on page 148 of this Plan.

Incentives project

Where: Spatially defined application; mostly within the compact central business area and health precinct. Other areas as needed

When: Financial years 2012 to 2018

Who: Christchurch City Council led with central government assistance

Cost: \$38.1 million over seven years; \$7.6 million for comprehensive land development



Above: Mixed use and co-location of essential services will make the Central City more accessible.

“Keep the city compact. The more compact it is the more vibrant it will be - don’t fear high density, but demand high quality.”

Anthony, Christchurch

Comprehensive land redevelopment

Council will investigate mechanisms and models for the establishment of a development agency and to acquire land that is strategically important to the redevelopment of the Central City.

The agency will be used to accelerate or facilitate strategic or priority land development where market forces fail or for providing the market with assistance, should it be necessary. These amalgamated sites will attract needed investment and development into the Central City achieving a better development outcome for the city.

The Council will assist in facilitating co-ordinated block-by-block redevelopment. Developments over areas greater than 4000sqm in the core and 7500sqm in the fringe will be assessed on the overall objectives of the Central City Plan rather than the specific rules/regulations. Council will also consider financial support to engage master planning professional input/expertise for these developments or other strategic co-ordinated developments.

Council may acquire land, negotiate the development of the land and sell it to the developer to complete the project. This process could be used to accelerate development on specific sites and progress redevelopment of the Central City, including the acquisition of land for new laneways.

Land acquisition under legislative or regulatory provision would be limited to situations where commercial terms cannot be agreed with landowners and land acquisition is necessary to achieve the redevelopment objectives.

The cost would be \$7.6 million over five years for land purchase mechanisms.

Free parking and buses

Off-street Council-controlled car parking within the Central City will be free for up to 120 minutes for the next two years to encourage residents to return to the Central City to shop, eat and enjoy the great atmosphere. Council will review the two-year period, with the view to extending it.

This will remove a disincentive for residents to come into the city. Attracting more people into the CBD will accelerate the growth of business activity within the city. This is especially important in the first few years of redevelopment when many attractions could be relatively far apart and public transport could still be difficult to use because of the compromised street network.

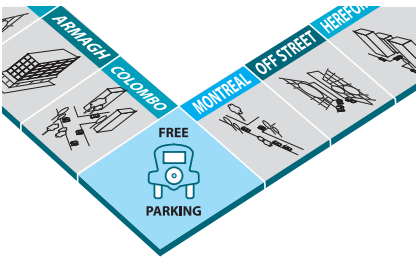
An increasing fee scale of hourly parking fees will encourage short-term use, while continuing to meet the needs of longer term commuter parking.

Council will also investigate with ECan the feasibility of providing free public transport within the Central City.



Above: Car parking information and signage will let residents know where to find the most suitable parks.
Bottom: Library car park building, Kansas City, USA, courtesy Flickr jonathan_moreau's.

Below: Free car parking information will be accessible for residents. Refer Transport Choice chapter for more parking information.



Restrictions on suburban development

Before the earthquake, there had been relatively low levels of investment in commercial space in the CBD, compared to investment and development in the suburbs.

With many businesses relocating from the Central City following the February earthquake, it is proposed that suburban development be regulated during the next five years to stimulate investment in developments in the Central City. Council will explore appropriate regulatory mechanisms to achieve this outcome and will continue ongoing discussions with central government.

Under normal circumstances businesses know a Central City location allows for higher productivity because of lower transport costs, greater interaction between employees and ease of information sharing. Businesses that are most likely to benefit from these drivers choose their location accordingly.

Post-earthquake, there are barriers to the market delivering these outcomes, the main disadvantage being coordination problems – higher productivity requires the agglomeration of businesses and there are obvious disincentives to relocating too early in the process.

“Say no to suburban commercial development for a period.”

Key Stakeholder Workshop

Since no one business has an incentive to lead, the recovery could be slow in coming. Meanwhile, the continued location of suburban businesses stimulate the development and tenancing of new suburban business sites, making it more difficult to relocate to the Central City even after a recovery is underway, and endangering the viability of the Central City.

Council will provide the leadership and the *Changes to the Christchurch City District Plan and Global Stormwater Consent* to direct certain developments into the Central City. Central and local government will be asked to contribute to the Central City development by committing to return all government operations and departments back to the area.

Free parking and buses project

Where: Off-street parking within the four avenues

When: From 2012-2015

Who: Christchurch City Council

Cost: \$3 million

Retail strategy

Christchurch’s redeveloped Central City will offer destination shopping in a small but exciting retail area.

Bounded by Oxford Terrace, Lichfield Street, Manchester Street and Hereford Street, and including High Street, south to St Asaph Street, the newly defined Retail Priority Area will offer differentiated retail choice, a unique experience for shoppers and improved turnover for retailers.

New Regent Street and Victoria Street will continue to be boutique shopping destinations within the Central City, appealing to a different customer base than the main Retail Priority Area. This will provide residents, businesses, employees, and visitors with a wide range of shopping and hospitality options and help to define retail as a key component of the Central City. It will offer a completely different shopping experience to suburban malls.

The recovery of the existing retail area began in late October 2011 with the Re:Start initiative, anchored by Ballantynes and consisting of a cooperative of Central City retailers.

The Central City Property Owners and Business Group combined existing retail and hospitality buildings and re-opened in relocatable expo-style container structures in City Mall.

This will provide the catalyst and anchor for retail development and re-establish the area as a prime retail destination with a focus on moving further development south towards Lichfield Street.

Growing the Retail Priority Area to the south leaves the northern areas of the CBD free for the development of office space and will enable Lichfield Street to redevelop in line with its historical retail and service industry uses.

This redevelopment also helps to link the central business Retail Priority Area with boutique shopping in High Street and the emergent retail cluster along Colombo Street South.

This retail strategy will be achieved through a combination of public investment, regulation and incentives.

Council will collaborate with CERA and the Central City Business Association to ensure a quick re-establishment of a vibrant retail core.

Council acknowledges there are established retail locations within the four avenues, such as High Street, Victoria Street, South City and Moorhouse Avenue, and that the Retail Priority Area will help to underpin those areas.

The Council will develop access, public transport and parking solutions that will be implemented on a staged basis as the city’s retail areas are redeveloped. Parking provisions will provide short-term on-street parking for pick up/drop off of retail customers, with plenty of off-street parking accessible around the retail cluster to provide for the majority of retail customers coming to the city for a unique shopping experience.

Public investment

Public space and facility investment will be critical in refocusing retail on Cashel and Lichfield streets.

To support retail activity in the Central City, for example Re:Start, and as set out in the Transport Choice chapter, Council will maintain previous public car parking levels of service. Along with good access to car parking, there will be dedicated pedestrian laneways from Cashel Street through to Lichfield Street and pedestrian sections on Colombo Street.

The reduction of traffic flows along Lichfield Street will make the area a better shopping destination and access will be improved by changing Lichfield Street from a one-way to a two-way street. Additional public space investment along the pedestrian corridors will enhance the Lichfield Street environment creating an attractive retail environment.

Regulation

Regulation will be a necessary component to achieve the outcomes of the Central City Plan. All new buildings developed in the compact core of the Central City will have retail space (or equivalent activity) located at street level.

To accelerate investment in the Compact CBD, restrictions on commercial suburban development are proposed to focus immediate commercial property investment into the CBD.

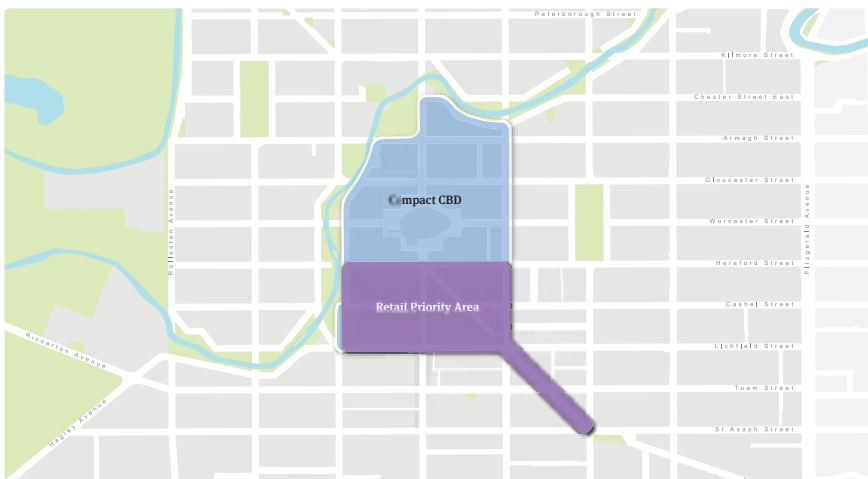
Incentives

Financial incentives for retail businesses locating to the Retail Priority Area will help to direct new and re-establishing retail businesses into this area. Incentives for retail will be provided within the Retail Priority Area.

No incentives for retail will be offered outside the Retail Priority Area, with the exception of Development Contributions rebates.

The incentives also provide a strong signal to property developers regarding the type of buildings for those locations and help to attract tenants for rebuilt areas.

Central City Retail Map:



Retail strategy project

Where: The retail area will be focussed around the Retail Priority Area shown on the map

When: From 2012

Who: Christchurch City Council will facilitate retail development through incentives and regulations

Cost: Funding included in the incentives project (\$1 million)

Covered market

A Council-facilitated covered market is planned for an area of the Central City where everything from fresh produce and arts and crafts to clothing, antiques and books will be sold, providing the catalyst for private sector investment in the surrounding areas.

It is proposed the covered market would help meet the need for low-cost business space for retail market-focused businesses. It would combine contemporary retail space for niche or boutique retailers and hospitality venues, with an adjoining open air market space. Restaurants, ethnic food retailers, bars and cafés will be found in the market space.

Public spaces around the market buildings will provide areas for public art and venues for entertainment, events and hospitality.

International quarter

Cultural diversity in Christchurch will be celebrated in a new international quarter where visitors will be entertained by buskers and musicians and enjoy a variety of foods from throughout the world, in particular the Asia-Pacific region.

This development of an international quarter will help to give the Central City a distinct identity and shape the character and culture of the area. The quarter will be an attraction for residents and visitors, helping to contribute to economic growth and prosperity, and make the city a welcoming place for all cultures.

Council will initially work with landowners, restaurateurs and domestic and international investors to establish and promote the quarter and then work to create a unique experience as part of

The benefit of this market area is that it provides a central point to bring business and customers together to stimulate activity and economic growth, with low overheads. This is achieved by having clusters of market operators working together.

The covered market would be located to support and link with the Central City's traditional retail areas and hospitality businesses, offering customers easy access to complementary retail goods and services.

Council will facilitate the development of the covered market by buying land and identifying private sector interest in operating the market. Council will also help with consents and regulatory approvals and assist with the promotion of the market area as it is developed.

To deliver this project it is critical to identify a variety of private sector stakeholders to lead the development and implementation of the market.



Above: Covered markets help meet the need for low-cost business space for retail businesses.

Covered market project

Where: The covered market will be located to complement the Retail Priority Area

When: 2014 to 2015

Who: Christchurch City Council will support private sector delivery of this initiative

Cost: \$4.2 million including land

an expanded lanes network with themed lighting, outdoor dining areas, night-time street market and performance spaces.

The Council will also fund public space investment in the area to help define its international character. Any development on private land will be funded by the landowner, with private business operators establishing complementary businesses in the area.

Christchurch's international quarter will be modelled on successful international quarters throughout the world, such as Seattle's International Food District and Melbourne's Chinatown.

It is proposed this project will also include a Pacific hub which could be developed separately, or be co-located with the international quarter.

Right: International quarters around the world celebrate diversity by providing entertainment and performance spaces, a variety of foods and costumes.



International quarter project

Where: A suitable location to be identified in consultation with the market

When: Initial facilitation and promotion work being 2012/13, Streetscape and area improvements 2016/17

Who: Christchurch City Council and private sector

Cost: \$3.6 million

Future employment

The Central City was home to more than 50,000 employees before the earthquakes. The Central City Plan proposes to restore and expand this number as the area is redeveloped.

New employment will attract people, business and investment back to the Central City. The Plan promotes the development of several new business ventures to support future employment in the Central City.

The Canterbury District Health Board as the largest employer in the South Island, is planning a major redevelopment of Christchurch Hospital which will not only create new employment but stimulate the development of a health precinct in the south-west area of the Central City.

The Christchurch City Council has also returned to its new Civic Building in Hereford Street which is home to 1200 employees.

EPIC is an integrated incubation hub which will bring the city’s most innovative hi-tech businesses into the one location in the Central City and support their

“In order to encourage businesses back Government Departments, ECan and CCC offices should all be returned as quickly as possible.”

Stephen, Woolston

expansion, while the Smart City project will give Christchurch the competitive technology advantage through world-class, ultra-fast broadband infrastructure to attract business, investment and new employment opportunities. It is an example of how businesses can adapt to create an exciting and collaborative future in the Central City.

Central and local government offices

Central and local government have a lead role to play in helping to restore confidence in the Central City by relocating their offices back to the area as soon as practical. This is critical to facilitate development, by providing long-term tenants who will enable Central City developers to invest with confidence and begin the repatriation of the Compact CBD.

The staff this sector brings to the Central City will help generate new development in retail and hospitality and also enable

the co-location of high-value businesses which work with government clients.

Council sees ECan as playing a special role as it relocates its staff to new premises within the Central City. A commitment from central and local government to relocate to the Central City is key to the success of this Plan.

Commercial tenants

Council is also committed to attracting back to the Central City, as early as possible, commercial tenants who will bring back to the Compact CBD large numbers of staff to help create a vibrant space and a strong level of economic activity.

Hospital redevelopment

Redevelopment of Christchurch Hospital will provide the catalyst to create a health precinct on the south-west corner of the Central City, home to a range of health and medical businesses and research and training facilities.

This hospital redevelopment will provide the anchor to establish a health precinct in the surrounding area to attract medical and research businesses and employment from throughout Australasia, while providing the city with the highest quality health care in a world-class facility.

New hospital facilities are planned for the Christchurch Hospital site as part of the redevelopment of Canterbury’s health system to deliver health care for the next 50 years. The redevelopment is driven by the need to repair earthquake damage and increase the size and resilience of buildings, to improve people and vehicle flows, and as New Zealand’s second largest tertiary hospital, to be fully functional post any disaster.

The first stage is a new building to provide acute and surgical services, including new operating theatres, a new and expanded intensive care unit, a new emergency department, children’s facilities, patient wards and support services. The development has been designed to enable future expansion with minimum disruption.

The redevelopment will reorient the hospital and open it with a pedestrian “hospital street” forming the circulation spine of the facility to integrate with the adjoining Papawai Ōtakaro, better linking the facility to the Central City. The development requires collaboration between the Council and Canterbury District Health Board. For the development to take place, a land exchange, already agreed to by the Council, needs an act of Parliament.

All residents within the Greater Christchurch region – and the South Island – will benefit from the redevelopment of the Christchurch Hospital into a modern, functional campus and it will provide a health and innovation hub for the region.

Health Precinct

The redevelopment of Christchurch Hospital and the planned growth of the University of Otago’s School of Medicine facilities and other health research organisations in the area will provide the foundations on which a health precinct can be established in the south-west sector of the Central City. Medical-based businesses will qualify for incentives targeted at attracting businesses to the health precinct.

Hospital redevelopment project

Where: Existing Christchurch Hospital site plus the land exchange area

When: Stage 1: Completed by 2016; Stage 2: Completed by 2021

Who: Canterbury District Health Board. Requires approval by the National Health Board, Ministry of Health, and central government to provide the funding for the development

Cost: No direct cost to Christchurch City Council; CDHB funded

Shared business campus

Private sector businesses which identify a problem, bring together a range of related businesses and put together a sound business case for new developments will deliver positive outcomes for the Central City.

The Council is keen to continue to support and encourage these types of initiatives, especially those that deliver high-value employment, great business opportunities and new development to the Central City.

There are high-economic impacts for the city and positive financial impacts for businesses operating in a Central City location. Businesses that choose a Central City location early – and especially bring other businesses with them or join a cluster – stand to benefit from the Central City rebuild.

The Christchurch and regional economy will also benefit, as those businesses will provide new employment opportunities for Canterbury residents and provide vibrancy to the Central City.

Under EPIC, the south-east sector of the Central City will become a temporary home to more than 400 employees working for 30-plus innovative businesses in a new high-technology Enterprise Precinct and Innovation Campus (EPIC). EPIC is an example of a high-value, collaborative business model.

Sharing space and operating in a collaborative environment, these businesses will form the nucleus for a thriving business in the Central City. EPIC meets the market need for temporary office space following the February earthquake to ensure business continuity, attract skilled workers and protect high growth and innovation focused small-to-medium enterprises in Christchurch.

A new modular campus is planned as stage two to foster high growth and innovation, promote business efficiency and develop collaborative business opportunities. The campus will have meeting rooms, printing services and quality of life facilities, such

as recreation rooms, crèches and cafés. This shared environment will help promote business efficiency, develop collaborative business opportunities and serve as an example of the quality of business life to be found in the redeveloped Central City.

The campus may be funded by a mix of private and public funding, potentially with the Council or central government. EPIC has numerous property developers and tenants interested in investing in this project. Government involvement in the project is essential to ensure it establishes an inspirational environment, affordable for New Zealand owned small-to-medium enterprises, and stimulates their growth within Christchurch.

The benefits of this development are twofold: in the first phase it protects existing businesses and employment and allows high-tech sectors to continue to grow. In the second phase it acts as a catalyst for high-growth potential businesses and presents an opportunity for Christchurch to position itself as the key high-tech employer in New Zealand. This will help Christchurch attract a skilled international workforce and retain local graduates.

Shared business campus project

Where: Stage 1 on the former Para Rubber site, Tuam Street; Stage 2, being investigated

When: Stage 1 by February 2012; Stage 2 by 2015

Who: EPIC Christchurch Ltd, in conjunction with the Christchurch City Council (providing the land) and central government (funding the buildings)

Cost: \$200,000 for Christchurch City Council

Smart city

The roll-out of high-speed broadband within the Central City will not only assist economic growth in the Central City but also help with the establishment of larger high-tech and education sectors, the new technology providing the innovation to create a smarter, more interactive Central City.

Free wireless hot-spots throughout the Central City will be a feature of the Smart City project which will position Christchurch at the forefront of global telecommunications technology.

This infrastructure will provide the platform for a series of smart city initiatives and tools, for example smart phones and applications, smart cards and smart infrastructure.

In response to strong public support, the Council will commit to working with Enable, the Council's broadband company, to ensure free WiFi is provided to help identify Christchurch as a forward-looking, business-friendly, high-tech city.

Enable will work in partnership with the Government's Ultra Fast Broadband initiative to provide Christchurch with a world-class and reliable broadband network to enable knowledge economy-led economic growth and social mobility.

This broadband network will provide high performance and reliability and create a sustainable competitive advantage for Christchurch.

Internet access for homes and businesses up to 100 times faster than today will provide new opportunities for smart technology and create a digital city to develop new business, commercial and educational services.

Continued investment in broadband infrastructure in Christchurch builds on the Council's commitment to invest in building a world-class broadband network for Christchurch businesses and schools.

This broadband infrastructure will be the catalyst for realising new opportunities using smart technology and for creating a digital city. Domestic and international businesses expect this level of connectivity. Bringing Christchurch and New Zealand up to a first-tier international standard is a transformational opportunity, enabling many sectors of the economy to develop business, commercial and educational services in ways that have not been previously possible.

Completion of the network will enable the market to offer free public wireless hot-spots and combined electricity and fibre systems in the city. This will position Christchurch at the forefront of global telecommunications technology and has the potential to enhance business, tourism and living environments and contribute positively to international perceptions of the city, its competitiveness and its attractiveness as a place to be.



Smart city project

Where: Ultra-fast broadband will be rolled out through the Central City providing the platform for smart city initiatives

When: 2012 temporary free WiFi delivered by private partners; 2012 and beyond, broadband and systems upgrades

Who: Enable Networks, with private partners, e.g. Telecom, Trade Me, delivering/sponsoring broadband-based services

No cost to Christchurch City Council

Attracting visitors

Tourism will play a key role in restoring economic prosperity to Christchurch’s Central City.

Post-earthquake interest in Christchurch provides a short-term drawcard to attract visitors.

As the visitor gateway to the South Island, and one of the country’s major visitor destinations, Christchurch provides significant economic benefits to the tourism industry and the South Island as a whole.

Tourism represents 8 per cent of the regional GDP and 11 per cent of its employment. Before the earthquakes, there were 228 guest facilities in Christchurch which accommodated 1.8 million guests annually, who spent more than \$2.7 billion in Canterbury.

Infrastructure to support tourism, such as new accommodation facilities, re-establishing hospitality venues, reinstating as many of our heritage buildings as possible and developing new attractions, must be a top priority for Christchurch as it begins to redevelop the Central City. The city relies on visitors to provide employment opportunities and help promote strong business growth.

Bringing Ngāi Tahu culture to life in the city will be another platform to enhance the visitor experience in Christchurch, and Ngāi Tahu will provide leadership for this effort.

Christchurch & Canterbury Tourism

Christchurch & Canterbury Tourism (CCT) is the Council-funded agency promoting and marketing Christchurch as a visitor destination. Council has worked with CCT to help establish key visitor infrastructure, such as the temporary visitor information centre, and in the longer term is committed to continued co-ordination of the tourism marketing activities of CCT with Council events and promotions.

*“Think about tourism!
It’s a key industry.”*

Anna, Linwood



The Christchurch Art Gallery (top), Arts Centre (above) and Heritage tram (right) have all contributed to the visitor experience in Christchurch.

Convention Centre

A world-class convention centre in the heart of the Central City is critical for Christchurch’s economic recovery and will enable the city to regain its strong position in the conventions market.

Council is committed to redeveloping the Christchurch Convention Centre, as the venue is critical to the redevelopment of the Central City and the key project to drive tourism and hospitality activity in the Central City. Conferences at the Christchurch Convention Centre attracted almost one-third of the Australian and New Zealand conventions market, bringing to the city business and visitors.

The development of a world-class convention centre will enable Christchurch to target new markets which it cannot currently accommodate with existing facilities. There is significant potential for the city to economically benefit from the untapped tourism shoulder season and low-season travel.

The Council will use the opportunity redevelopment of the Central City provides to further investigate its business case for a larger Convention Centre and will seek central government support for this initiative.

If the Convention Centre is relocated, the preference would be for the new location to reinforce the compact CBD.

Work on a new Convention Centre will begin immediately, recognising the long lead time of two to four years required to attract conventions.

The process will initially involve working with stakeholders to develop criteria for the selection of a preferred site for the Convention Centre. The criteria will guide the site selection process, which will be followed by detailed project planning.

“A bigger and better Convention Centre. This is a great opportunity for Christchurch to increase revenue from conferences and corporate events.”

Jane, Lyttelton

Convention Centre project

Where: Depending on the condition of the adjacent Town Hall, alternative locations that better integrate with the rest of the city will be explored

When: 2014 to 2017

Who: Christchurch City Council, with central government funding

Cost: \$210 million including land



Above: A new Christchurch Convention Centre is critical for Christchurch’s recovery.

Visitor Information Centre

The economic benefits to Christchurch from tourism are significant. Attracting people, and in particular visitors, to the Central City is a critical component of the Market City chapter.

It is important to recognise the role Christchurch plays as the major visitor gateway for the South Island, and nationally, as a major tourist destination. Council will work with Christchurch and Canterbury Tourism (CCT) to provide the tourism infrastructure to attract tourism back to the Central City.

The initial project is to provide an appropriate visitor information centre within the Central City as a hub to attract tourism.

Given the need to transition from a temporary to a permanent solution over time, the Council have approved a temporary short-term visitor information centre facility in the Botanic Gardens by the Canterbury Museum.

The information centre provides an immediate focal point for visitors and gives the visitor industry a base until a permanent location and facility can be established. Council will work with CCT as the city and the tourism market redevelops to ensure a permanent visitor centre location is identified.

Council will also continue to work with CCT to re-establish tourist coach and shuttle parking and drop-off areas to provide easy access for visitors to and from the Central City.



Above: Maps and way-finding information will be provided to assist residents and visitors with orientation around the redeveloping Central City.

Visitor Information Centre project

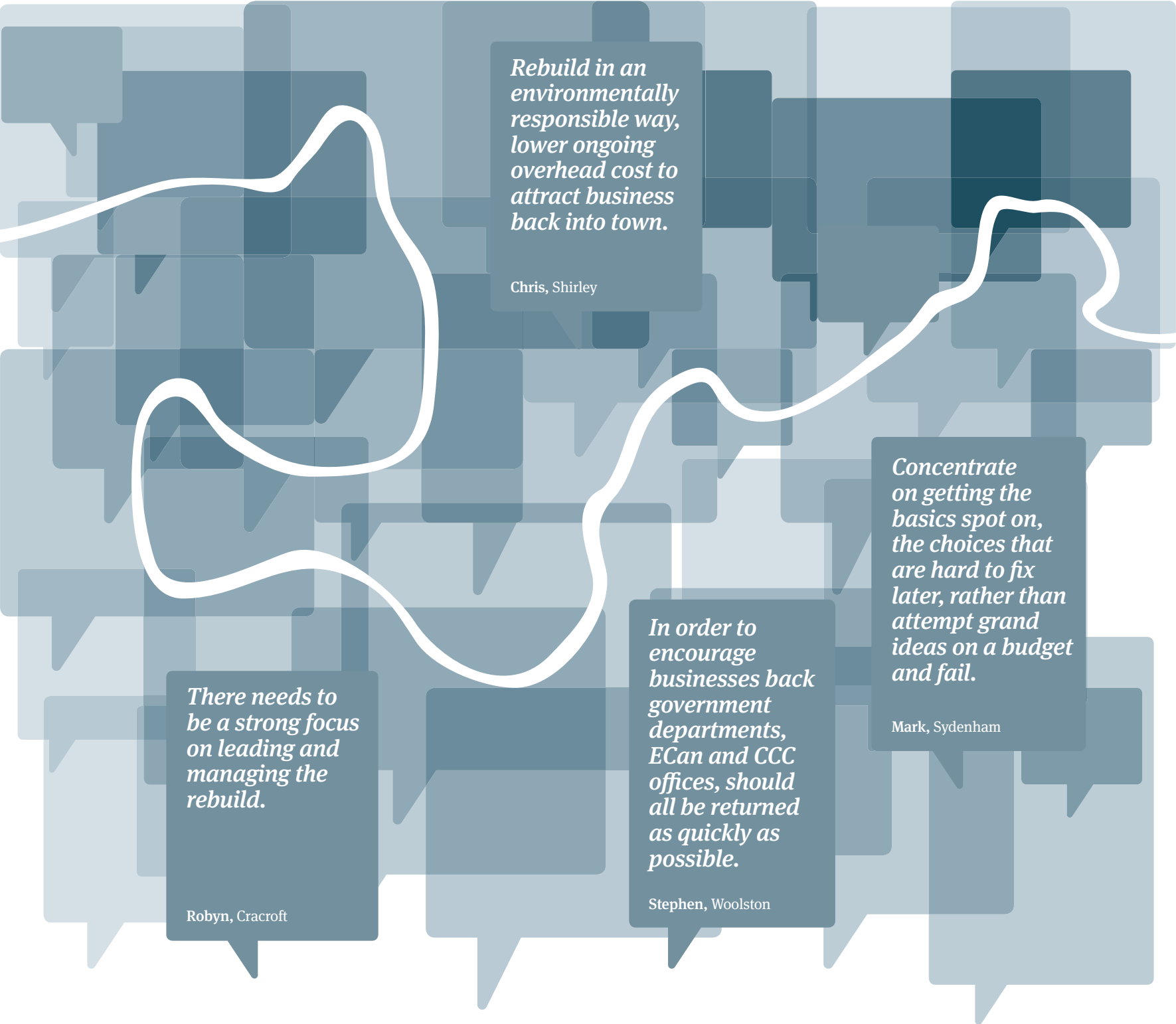
Where: A temporary visitor centre is now located in the Botanic Gardens adjacent to the Canterbury Museum; the preferred long-term location for the facility is in Cathedral Square

When: 2011/2012

Who: Christchurch City Council will work with CCT to re-establish its permanent visitor information centre in the Central City

Cost: Ongoing funding in existing budgets

Implementation



Introduction

Rebuilding the most damaged parts of the Central City will be a complex, challenging and lengthy process. This plan describes a multi-layered vision for what is to be achieved during the next 10 years and beyond to rebuild the city, recover business activity and enable it to achieve its future potential. The Council is only one player when it comes to implementation.

Implementation through partnerships

The Central City Plan will be achieved through partnerships, both existing and those yet to be formed. International experience, such as the terrorist bombings in Manchester in 1996 and the 1989 Loma Prieta earthquake in San Francisco, has shown it is critical to have a shared vision, shared commitment and shared ownership of a plan such as the Central City Plan. This requires a high level of communication and information sharing. The Council can help to make this happen in the Central City. The Central City Plan is a blueprint for what we all need to do.

Key partners include CERA, Ngāi Tahu, ECan, central government, property owners, businesses, the international investment community, the alliance of contractors rebuilding the city's infrastructure, utility service providers and residents. Each has a critical role to play. The insurance industry and EQC are also key stakeholders.

The Council is open to working collaboratively with the private sector and/or central government. The success of redeveloping the Central City relies heavily on private sector investment and the replacement of a large proportion of the buildings. The insurance industry has a key role in this process, facilitating the quick settlement of claims to enable the rebuild to begin. Many of the projects in the Central City Plan are public investment in infrastructure and facilities that will be partly funded through insurance.

A plan of projects

Each chapter in this Plan has identified a number of key projects and actions that need to be undertaken to redevelop the Central City and make Christchurch a strong, resilient and vibrant place again. This chapter brings all these projects together, to provide a comprehensive summary of how the Central City Plan will be implemented – what needs to be done, when it has to be done and how it will be done.

Significant damage has occurred to the built environment, both to infrastructure and buildings. This Plan identifies opportunities to enhance infrastructure and provide a new generation of buildings that will be safe and resilient, and enable Christchurch to be one of the most liveable cities in New Zealand.

A detailed geotechnical investigation of the Central City has been completed. Detailed and comprehensive site specific ground investigations and geotechnical assessments, conducted by suitably qualified and experienced geotechnical specialists, will be required on a site specific basis. Sites will also need to comply with any new requirements established under the Building Code.

Funding

Funding to implement the Central City Plan will come from a variety of sources. The private sector will be a critical partner both in terms of property development, and as tenants and occupiers of new and existing buildings. Investment in privately funded construction needs to parallel that of public investment in infrastructure and facilities, such as Council projects and redevelopment of Christchurch Hospital.

Utilities responsible for power, telecommunications, gas and fuel supply have their own recovery needs and will be responsible for funding these works. Coordination of these activities with that of Council will be essential.

Some of the projects will require private public partnership or joint involvement with the Council and other agencies, while others will act as a catalyst for ongoing investment or action by the private sector or other agencies.

The projects in the final Central City Plan will be prioritised and included in the Council’s next and ongoing Long-Term Plans and Annual Plans for funding consideration.

Depending on the availability of additional funding from external sources, there will be an impact on the Council’s level of borrowing and rate increases which will be set through the Long-Term Plan (LTP) process.

If additional funding is provided from central government or other sources, the Council may look to implement some projects earlier, with limited additional impact on Council borrowing or rates.

There is a risk that insufficient funding will be provided, thereby delaying or extending the proposed work programme. However, a programme of this nature allows for opportunities to improve scale of economies to deliver the Plan. Should opportunities arise through market activity or other parties, such as central government or the private sector, the programme of works needs to be flexible to allow for changes in funding allocation.

Further work will need to be carried out on a number of the projects to ensure the cost estimates are robust and allow the projects to be completed as planned. While some projects are new, others provide for the reconstruction or replacement of damaged infrastructure, buildings and other assets.

The “base case” for Council funding is the repair and reconstruction of damaged assets and property. Beyond that, the projects have been prioritised using key criteria such as their contribution to achieving the overall goal of helping with the recovery of the Central City, achieving the aspirational targets and alignment with the five guiding principles.

There will be changes from the current LTP. For example, much of the capital expenditure in the Central City in the 2010/11 and 2011/12 financial years has been deferred for at least one year. Other projects may be withdrawn in the 2012/13

Annual Plan and subsequent LTPs where they are being replaced by new projects in this plan or are no longer considered appropriate.

Conceptual Project Implementation Plans have been prepared for all projects that include a project description, stakeholders, cost summary and international and national best practice analysis. Refer to Appendix P.

Funding for Council projects is expected to come from a variety of sources as shown in table 1. Insurance payments are anticipated for damaged Council buildings and infrastructure.

Table 1 Significant funding Providers:

Private Investment
Insurance
Utilities
Existing investors
New investors
Christchurch City Council
Infrastructure and facilities rebuild
Council-owned companies
Council Annual and Long Term Plans (rates/borrow)
Central Government
Central government
New Zealand Transport Agency
Other specifically identified funding institutions
Department of Internal Affairs (Library)
Canterbury Earthquake Heritage Building Fund
Christchurch Earthquake Mayoral Relief Fund
The Christchurch Earthquake Appeal Trust
SPARC - ihi Aotearoa - Sport and Recreation New Zealand

Summary of projects

The following table provides a summary of how the total programme proposed in the plan is expected to be implemented over each of three staging periods. All

Council projects in the final Central City Plan will be prioritised and included in the Council's Long-Term Plans for funding consideration.

Chapter	CCP Project	Project Cost \$m	Lead Agency	Implementation method	LTP 2012/22			LTP 2015/25			LTP 2018/28			LTP 2021/31		
Transitional City	Transitional City	\$15.4	CCC													
Remembering	Earthquake memorial	\$8.0	CCC	Capital project inc land purchase												
	EPI-Centre	\$78.0	CCC	Capital project inc land purchase			A				B					
	Interpretation multimedia and self-directed	\$4.1	CCC	Seek partnership funding												
	Remembrance anniversaries	\$0.0	CCC	Seek partnership funding												
Green City	Papawai Ōtakaro	\$40.5	CCC	Capital project												
	Greening Cathedral Square	\$12.8	CCC	Capital project												
	Latimer and Cranmer squares	\$2.0	CCC	Capital project												
	Central City parks:															
	Central City greenway	\$29.0	CCC	Capital project												
	Community gardens	\$0.3	CCC	Capital project												
	Family-friendly parks	\$5.4	CCC	Capital project												
	Pocket parks	\$3.8	CCC	Capital project												
	Eco streets	\$15.5	CCC	Capital project												
	Greening the roof	\$10.0	CCC/ Private	Work with private sector												
	District heating/cooling	\$42.0	CAFE/ Private	Work with private sector					A							
	Green technologies	\$4.7	CCC	Development of tools and incentives plus pilot projects												
Distinctive City	Familiar landmarks, post-earthquake heritage conservation, adaptive reuse, retention and reuse of materials, façade retention, height and human scale and strengthening the grid	\$27.7	CCC	Promotion, retention where possible, Heritage Incentive Grant, interpretation plan Provision of information and good practice advice, guidelines and policies, review City Plan provisions												
	Good urban design	\$3.0	CCC	Promotion and design guidance												
	Blocks, lanes and courtyards	\$49.0	CCC	Capital work	A											
	Precincts	\$2.25	CCC	Define precincts and centres, apply planning mechanisms	B											

* Refer to costing notes

Summary of projects

Chapter	CCP Project	Project Cost \$m	Lead Agency	Implementation method	LTP 2012/22		LTP 2015/25		LTP 2018/28		LTP 2021/31	
City Life	Metropolitan Sports Facility	\$280.0	CCC	Capital work	A		B					
	Learning in the city:											
	New Central Library	\$115.0	CCC	Capital work	A				B			
	Education choice	\$0.15	CCC	Collaboration								
	Tertiary education	\$0.45	CCC	Collaboration								
	Art in the city:											
	Community performance and rehearsal facilities	\$24.5	CCC	Capital project								
	Arts and crafts studio assistance	\$4.84	CCC	Capital project								
	The Court Theatre	\$42.0	CCC	Capital project								
	Public arts network	\$2.7	CCC	Capital project								
	Central playground	\$10.8	CCC	Capital project								
	A place for everyone:											
	Lighting in the city	\$24.0	CCC	Capital project plus Events								
	Safety through design	\$0.45	CCC	Promote safety								
	Christchurch Community House	\$0.0	CCC	Continuation of support								
	Living in the city:											
	Residential incentives	\$17.9	CCC	DC rebate plus home buyers assistance								
	Social housing	\$0.3	CCC	Capital project								
	Affordable housing	\$14.0	CCC	New Housing Agency								
	Neighbourhood centres and initiatives	\$2.9	CCC	Capital project plus community support								
	Housing showcase	\$0.6	CCC	Collaborative partnership								
Transport Choice	Streets for people:											
	Slow core	\$71.0	CCC	Capital work	A B							
	Main streets	\$58.0	CCC	Capital work plus travel management	A B							
	Streets for cycling	\$22.0	CCC	Capital work								
	People on public transport:											
	Buses and street stations	\$48.7	CCC	Capital work plus investigations	A B							
	Commuter rail:											
	Network study	\$2.0	CCC	Joint investigation	A B							
	Stage 1 detailed study	\$2.0	CCC	Joint investigation		A						
	Stage 1 implementation	\$400.0	CCC	Capital work inc land protection			B		A			
	People in cars:											
	Enhancing the Avenues	\$60.0	CCC	Capital and renewal work	A B							
	One-way to two-way	\$91.0	CCC	Capital and renewal work	A B							
	Parking and service vehicles	\$72.9	CCC	Capital and renewal work	A B							
	Wayfinding	\$8.0	CCC	Capital work	A B							

* Refer to costing notes

Chapter	CCP Project	Project Cost \$m	Lead Agency	Implementation method	LTP 2012/22	LTP 2015/25	LTP 2018/28	LTP 2021/31
Market City	Compact CBD:							
	Incentives	\$38.1	CCC / Crown	Grants and bank underwrites	A			
					B			
	Comprehensive land redevelopment	\$7.6	CCC	Work with private sector				
	Free parking and buses	\$3.0	CCC	Reduce fees				
	Retail Strategy:							
	Covered market	\$4.2	CCC	Construct facility and work with private sector				
	International quarter	\$3.6	CCC	Work with private sector plus capital work	A			
					B			
	Future employment:							
	Hospital redevelopment	\$0.0	CDHB	Health sector led				
	Shared business campus	\$0.2	Private sector	Work with private sector				
	Smart city	\$0.0	Enable Networks Ltd	Work with Enable and private sector				
	Attracting visitors:							
	Convention centre	\$210.0	CCC	Capital work				
	Visitor information centre	\$0.0	C&CT	Provide temporary facility				
	TOTAL CCP PROJECTS (EXCLUDE RAIL)	\$1,596.3			\$743.1	\$1,033.6		
	TOTAL CCP PROJECTS (INCLUDE RAIL)	\$1,996.3			\$743.1	\$1,033.6		
Repairs and Reconstruction								
	CCC's Alliance Works	\$239.3	CCC	Alliance				
	CCC's Non-Alliance Works	\$203.8	CCC					
	Total Repairs and Reconstruction	\$443.1			\$179.3	\$179.3		

* Costing Notes

- Project Costs are estimated in 2011 dollars. No allowance is made for inflation, as this is taken into account in the Council's budget processes.
- Project Costs for projects led by others, such as the Hospital redevelopment and Smart City, are excluded unless a CCC role requires funding.
- CCC led projects with zero cost shown will be delivered within existing resources.
- Capital rebuilding projects such as the Convention Centre, Central Library and Alliance infrastructure repairs and reconstruction will be partly funded by insurance.
- Partners and support agencies include Central Government, NZTA, CERA, Ngāi Tahu, ECan, banking sector, health agencies, education institutions, commercial building sector, property developers, NZ Green Building Council, infrastructure providers, KiwiRail, SPARC, Sport Canterbury, Academy of Sport, Selwyn District Council and Waimakariri District Council.
- CCC's Alliance Works include roads, bridges, water supply, wastewater and stormwater networks.
- CCC's Non Alliance Works include Avon River works, CCC buildings, Parks and Open Spaces.
- Excluded from the Non Alliance total are buildings such as the Convention Centre, Central Library, Centennial Pool, Parking Buildings which are provided for above.
- Costs estimates are based on best information known at date of production and will be developed as project information is further defined.
- Operational and maintenance costs are not included in the above project costs. Projects with ongoing operational and maintenance expenditures will be allocated against city wide operational budgets, through the Long-Term Plan process.

Project phases

- Planning and design
 Construction/Commission
 A Faster implementation
 B Slower implementation

Staging Overview

While many projects have significant capital costs, others involve actions that the Council can undertake, such as facilitating or leading an initiative on behalf of other stakeholders and business or community interests.

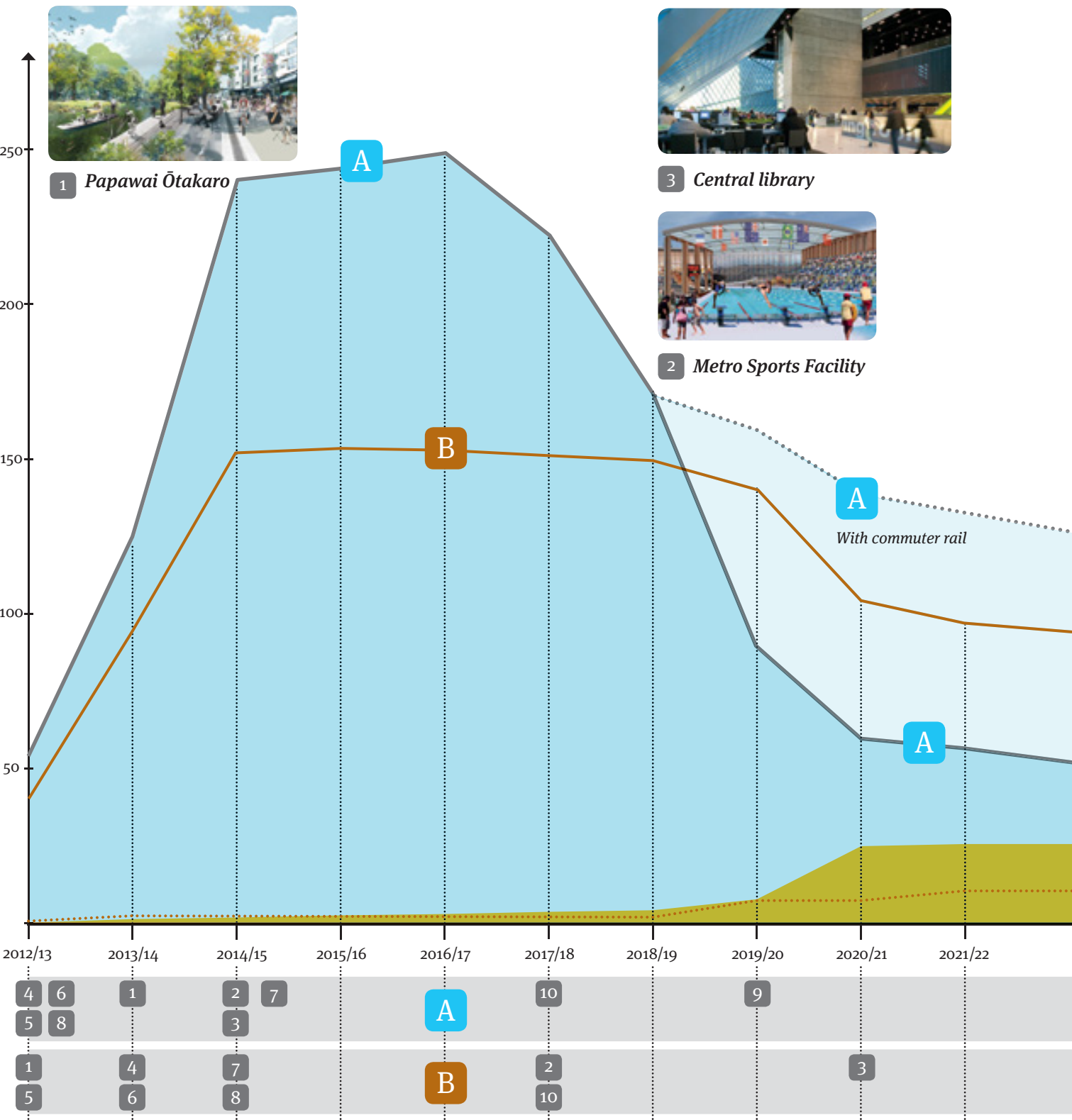
Central government through CERA, and other departments and ministries, Environment Canterbury and Ngāi Tahu are partners with the Council in the implementation of the Plan. Each will work with both the community and organisations on the successful completion of their own projects, such as the Canterbury District Health Board and the redevelopment of Christchurch Hospital, to help with the recovery of the Central City. Such projects have a close relationship with the spatial plan for the city, for instance, the redevelopment of Christchurch Hospital supports a defined health precinct.

The programme identifies the lead agency involved in each project, and the means by which each project will be implemented. For example, the development of the new Metropolitan Sports hub will be implemented as a Council project, with the involvement of key stakeholders, such as Sport Canterbury. Other initiatives will be implemented in other ways, such as through *Changes to the Christchurch City District Plan and Global Stormwater Consent*. All Council projects will be subject to the Long Term Plan requirements.

Opportunities will be taken where major repairs or reconstruction are required with important Council-owned buildings and facilities in the Central City, such as the Central Library, Town Hall and Convention Centre, to review the activities of the facility and its location.

Heritage buildings are owned both by the Council and the private sector. Additional funding to cover the cost of strengthening buildings to be repaired may be provided from heritage incentive grants and the Canterbury Earthquake Heritage Building Fund.

The programme also includes the reconstruction of damaged infrastructure, Council facilities and other assets, much of which will need to be coordinated with the new projects.





5 Transitional City



6 Market Incentives



7 Convention Centre



8 Blocks, Lanes and Courtyards



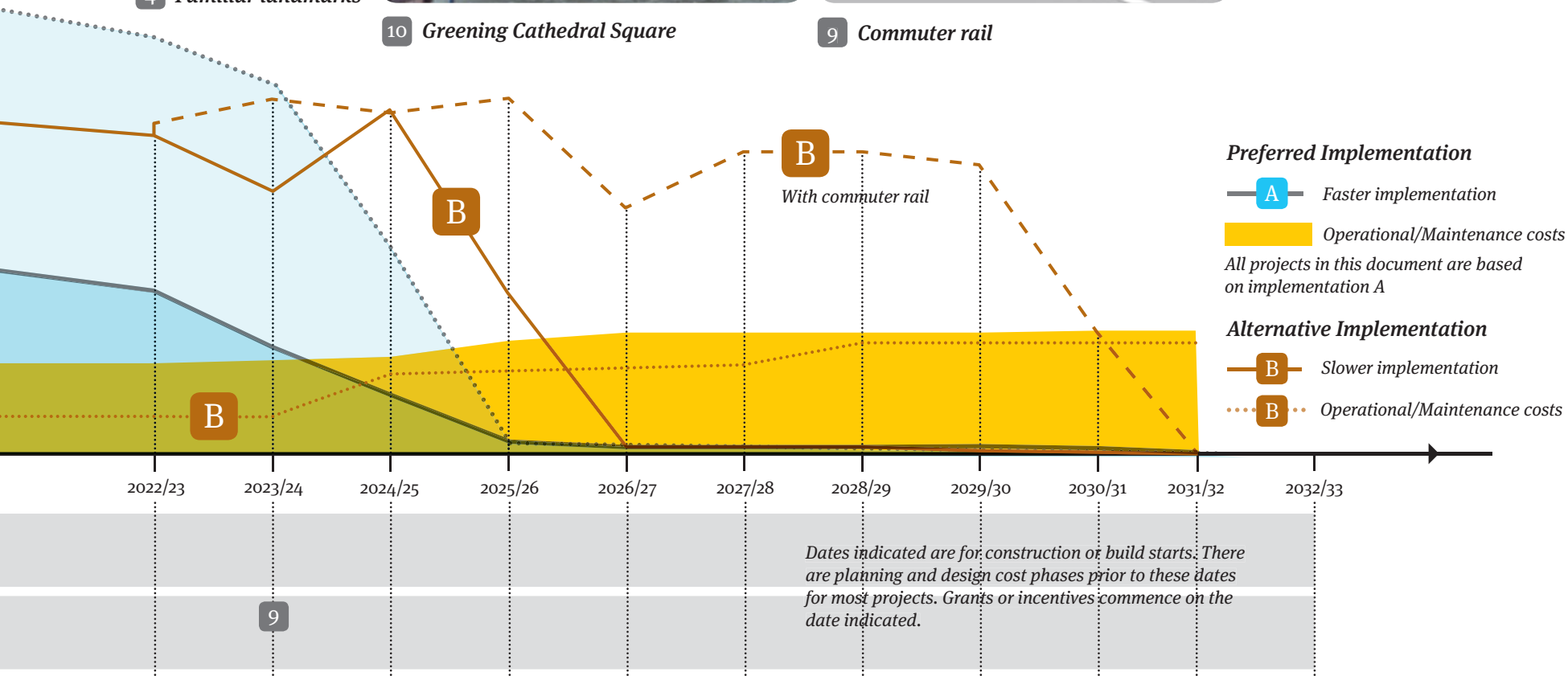
4 Familiar landmarks



10 Greening Cathedral Square



9 Commuter rail



Monitoring and review

Approach to Monitoring

Monitoring and review processes for the Central City Plan are outlined in the diagram below. There are four key processes:

1. Outcomes Monitoring
2. Tracking of Outputs or Actions
3. Reporting
4. Evaluation and Review

This approach will provide an understanding of what will be achieved with successful implementation of the Plan, and how far the city is from achieving these results. It will also show which outputs identified in the Plan have been completed, and what effect these have had on achieving the outcomes of the Plan. This will also help determine whether the programme of projects and outputs need to be updated.

Outcomes Monitoring

The Plan lists a range of targets or outcomes. These articulate the desired end result of implementing the Plan. The Central City Plan monitoring programme will focus on the key outcomes across all the chapters. The key outcomes and targets are listed in Table 3 Targets and Measures. Measures have been identified for each outcome. Examples of measures are also shown in Table 3 Targets and Measures. There will need to be some additional survey programmes developed to provide information on some of the measures. This monitoring will align with the Council's Community Outcomes Monitoring Programme and the Big Cities Quality of Life Report.

Central City Plan monitoring and review process chart:

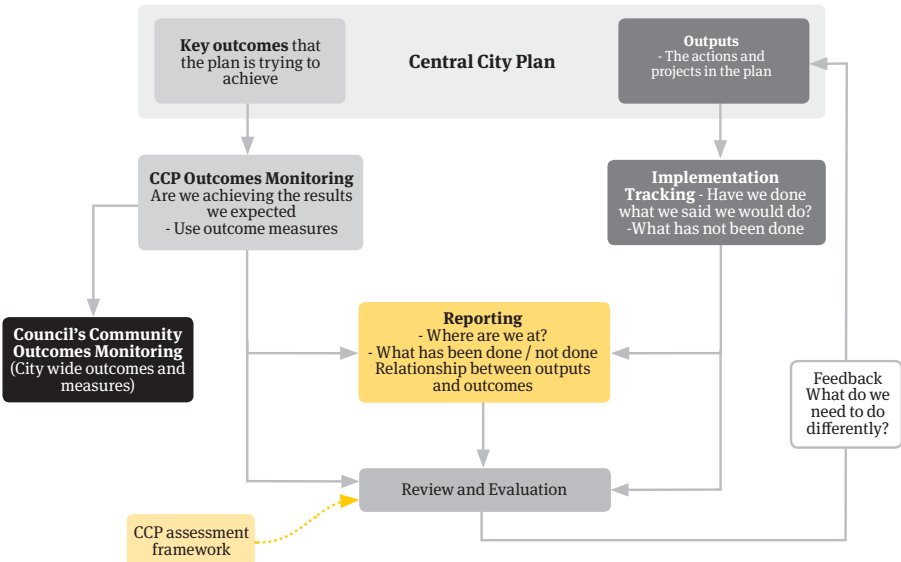


Table 3 Targets and Measures

Key Outcome Statement and Targets	Examples of measures for each target
Central City is used by a wide range of people and for an increasing range of activities	
The Central City is a key family destination	Perception of range of family orientated activities and destinations available in the Central City
The Central City attracts a wide range of people	Pedestrian counts and staying activities by demographic groups
The Central City attracts and celebrates cultural diversity	Number and type of activities that appeal to different cultural and ethnic groups
More tourists visit and stay in the Central City	Visitor nights in Central City
The Central City is a vibrant and prosperous business centre	
Employment in the Central City exceeds pre-earthquake levels	Number of employees in the Central City by industry group
The Central City has a diverse range of employment	Range of employment by Industry type
Development in the Central City exceeds pre-earthquake levels	Consents for new buildings and demolitions by type
A range of compatible land use mixes with minimal conflicts between activities	Concentrations of compatible and less compatible land uses
A high proportion of new retail and commercial buildings with active frontages	Proportion of active frontages in new developments
The Central City has the greatest concentration of retail, office and residential activity in Greater Christchurch	Proportion of employment compared with other centres
The Central City has a higher proportion of high income jobs than other commercial areas in the City	Incomes by worker location
The Central City has a distinctive character and identity	
Remaining heritage buildings and spaces in the Central City are restored and used	Number and proportion of heritage buildings being used, cordoned or in ruins
The cultural values of Ngāi Tahu are recognised and celebrated in the Central City	Ngāi Tahu are satisfied with the recognition of its cultural values in the Central City
Existing and new open spaces in the Central City are vibrant and popular	Workers, residents and visitors perceptions of key open spaces
The Central City is a top cultural, entertainment and recreational destination	Number, proportion and use of metropolitan facilities and attractions in the Central City
Metropolitan services are located within the Central City	Proportion of metropolitan community services in the Central City
The Avon River/Ōtakaro corridor is a key part of the identity of the Central City	People identify the river as a key element of the city

Key Outcome Statement and Targets	Examples of measures for each target
Open space, streets and buildings enhance the look and function of the Central City	
People love the appearance of the Central City	Satisfaction with the appearance, quality and function of the Central City’s public places and buildings
The Central City has increased access, connectivity and legibility for all users	Walking times between key locations
Increased opportunities for active and passive activity in public spaces	Amount of passive and active activity within Central City
Every street in the Central City incorporates green infrastructure, such as rain gardens and plantings	Number and proportion of streets with green infrastructure
More people, including families, live in the Central City	
The Central City has 10,000 households including families by 2030	Total number of households by type
There is an increased range and choice of housing in the Central City	Number, type and price of residential dwellings in Central City
People are safe in the Central City	
People feel safe in the Central City	Crime and injury rates in the Central City
Transport safety in the Central City is improved, especially for walkers and cyclists	Ratio of crash and injury rates per user per mode
Residential neighbourhoods are attractive and are designed to meet the needs of the community	
Residents are satisfied with the appearance and function of residential areas	Satisfaction with appearance, facilities and function of residential areas
People have equitable access to parks, open space, recreation facilities and libraries	
Central City residents and workers can access a wide range of services and connect within local neighbourhoods	Number and use of local recreation and community facilities and services
The amount of open space in the Central City doubles and is within five-minute walk of residents and workers	Proportion of workers and residents within five-minute walk of green space
Increased proportion of journeys are made by walking, cycle and public transport	
Increased use of walking, cycling and public transport for trips to and within the Central City	Pedestrian, cycle counts and public transport patronage figures

Key Outcome Statement and Targets	Examples of measures for each target
A greater proportion of energy used is from renewable sources, and energy and water is used more efficiently and sustainably.	
1000 new buildings have a GreenStar or “green light” rating	Number of new buildings with an independent green rating
Important ecosystems in the Central City are protected and enhanced	
Enhanced ecological health and cultural health of Avon River/Ōtakaro	Ngāi Tahu state of the Takiwa monitoring tool
Biodiversity in the Central City is enhanced, especially indigenous birdlife and vegetation	Kererū (wood pigeon), Korimako (bellbird), Kōkō (tui) and Kākāriki (parrot) numbers in the Central City

Monitoring and review

Tracking of implementation/ actions

Actions and projects identified in the Plan need to be tracked to enable reporting on the progress of the Plan. Systems will be adopted or developed to enable this to be done in a coordinated, efficient and consistent way. This system will provide the following information:

- Links between outputs (actions projects) and key outcomes
- The status of the project
- Key output milestones
- An assessment of the quality of the final output
- Proposed and actual costs

Reporting

There are two primary audiences for reporting: the decision-makers on the Plan and the general public.

Reporting for these two audiences is different in the level of detail and analysis required. Reporting for decision-makers will include:

- Progress towards achieving the desired outcome
- Progress on the delivery of projects and other outputs
- Any unforeseen pressures or influences that have impacted on the delivery of the Plan
- Recommendations on the areas where review or evaluations are required
- Results from the review and evaluation processes

For the general public, reporting will be focused on key messages from the outcomes monitoring and the implementation tracking, as well as any changes to the Plan. This will provide the public with a summary of whether the Plan is on track to achieve its desired outcomes and progress on projects.

Review and Evaluation of the Plan

The Plan will be reviewed six monthly from when it is signed off by the Minister for Earthquake Recovery. This will enable it to be adapted to reflect the potentially rapidly changing environment of the Central City. Review will need to take into account the points addressed in the reporting section above. This will enable the Plan to be a living document that is updated as and when required.

Evaluation of significant projects or groups of projects needs to be undertaken to inform the review processes. Evaluation can be either focused on an individual project, if it is a major project, or groups of projects based around an outcome or group of outcomes. What gets evaluated depends on the relationship between the outputs and the delivery of the outcomes. More effort should be focused on those areas of the Plan that are not achieving the desired outcomes.

Table 4 Review Dates

Year	June	December
2012	Informs 2013 LTP processes	Informs Annual Plan
2013	2013 LTP released	Informs Annual Plan
2014	Informs 2015 LTP processes	Informs Annual Plan
2015	2015 LTP released	Informs Annual Plan
2016	Governance Review	Informs Annual Plan
CERA Legislation Finishes		
2017	Informs 2018 LTP process	Informs Annual Plan
2018	2018 LTP released	Informs Annual Plan

Project Prioritisation and Better Business Casses

One of the key success factors for the Central City Plan will be ensuring that projects are undertaken in the correct order, and that they receive buy-in at the local and central government level.

Central government – through the Infrastructure Group at Treasury – has indicated that they require the use of their Better Business Cases (BBC) process for projects that will seek central government funding. Central Government requires this consistent approach so that they can evaluate competing demands on funding from the various recovery plans and from national infrastructure investment more broadly.

The Council has begun working with the Treasury on the first stage of this BBC process which is developing an Investment Logic Map (ILM). The ILM will help Council demonstrate that the proposed projects in the Plan deliver the strategic outcomes necessary for a strong recovery.

As part of the broader project BBC process, and to assist with its own decision-making processes, the Council is undertaking a Multi-Criteria Analysis which also provides a prioritisation of projects. These two approaches will be combined to form the first stage of a programme-level Better Business Case for the Central City Plan.

Once the ILM and MCA are finalised, the outcomes will be provided to the Council and Minister for Earthquake Recovery in early 2012. Council will then have a chance to consider the implications of this strategic alignment work, and may choose to use it to inform the development of the Council’s Long-Term Plan.

Incentives programme

Description

Incentives will be delivered to commercial real estate developers and business tenants to stimulate business activity and commercial development in the Central City/CBD. The table below outlines these incentives and the issues the programme will aim to address.

Table 5 - Issues and incentives commercial development

Issue	Incentive
Business relocation and employee attraction	Per-employee grant
Development Contribution Costs	Development Contributions Rebate/Grant (Commercial)
Consenting times/fees	Priority consent for the avenues Development

Public and business consultation have identified these issues as critical to stimulating a self-sustaining development. These incentives are primarily aimed at renewing demand for Central City property, and making it easy for businesses and their employees to relocate to the area. It is also aimed at ensuring business continuity and operation during periods of financial stress associated with the relocation. Each incentive is directed at addressing a specific issue. These have been tested with the business and property community and were seen as effective mechanisms to help deliver Central City growth. Modelling

has also suggested that these incentives will be significant enough to influence business location and investment decisions. The full range of incentives will be available to most office-based businesses locating to the Compact CBD; most retail businesses locating to the Retail Priority Area; and most health-related businesses locating within the health precinct. In total, these incentives will serve to create an economic opportunity zone, similar to those overseas, directing and attracting development to the core of Christchurch.

Commercial

Development and Reserve Contribution Rebates (Commercial)
Development and Reserve Contribution rebates for commercial activity within the CBD are proposed. These currently cost about \$50 per square metre, and while the cost is relatively small compared to overall development costs, eliminating those costs from CBD developments will help stimulate the development community.

These will apply to most commercial developments in the Central City.
Timing: The Development Contributions grant will last for five years from the time of adoption of this Plan and will apply to any consent lodged during that period. Council will consider a mechanism to enable retrospective application to avoid penalising early redevelopment. This will provide time to allow the development market to recover, and for Council to review its Development Contributions policy.

Costs: \$3.9 million in total over five years

Table 6: Per year costs of Development and Reserve Contributions rebates (\$m)

2012/13	2013/14	2014/15	2015/16	2016/17
\$0.195	\$0.39	\$0.975	\$1.365	\$0.975

Per-employee grant

Repatriating businesses to Christchurch and attracting international tenants is key to Christchurch’s recovery. Ensuring new developments have tenants is the quickest way to ensuring developers get access to development capital and is projected to take about three years, the target being reached by 2015.
Council will develop an appropriate incentive to attract tenants back to the Compact CBD. This incentive will be available until 20,000 retail and office employees have re-located to the Central City.
The continuation of these grants will be reviewed once 20,000 employees are located in the Compact CBD and health precinct, which is projected to take about three years, the target being reached by 2015.

Total cost to achieve 20,000 employees: \$27.3 million.

Table 7: Total cost of per-employee grant

Year	% Goal	Annual Cost
1	65%	\$14.8m
2	91%	\$9.4m
3	100%	\$3.1m

Priority consenting

Developers are concerned about the length of time needed to obtain a building and/or resource consent. Since September, building consents are already being handled more quickly. New processes have been introduced to ensure faster assessment of building consent applications and parallel processing of applications ensures that information needs are identified quickly. In the future, all applications will be processed within 14 days.
Additional resources will be needed to ensure a high quality and efficient rebuild. If applications continue to increase, it may also become necessary to prioritise commercial development within the four avenues, especially for those developments that meet Build Green Christchurch standard or meet cluster and Compact CBD objectives. This will require a Council process change as well ensuring appropriate resourcing to handle the increase in applications.

Cost per year: Additional resources \$800,000 per annum for seven years, plus \$300,000 capex investment.
Total cost \$5.9 million over seven years.

Retail incentives

Council will create a \$1 million discretionary grant fund to attract anchor retail or strategic boutique retail tenants to the Retail Priority Area.

Incentives programme

Residential incentives

Attracting residents to the Central City is a key component of the Plan.

This programme will deliver incentives to residential real estate developers and potential home buyers in the Central City to stimulate new household growth. There will be two key incentives, outlined in the table below:

Table 8: Issues and incentives - residential development

Issue	Incentive
Developers have suggested that Development Contributions may be inhibiting multi-unit developments in the Central City	Development Contribution Rebate
Ability to secure finance to purchase a home in the Central City	Home Buyers' Assistance

The public and stakeholders have identified these issues as critical to stimulating both the supply and demand for homes within the Central City. It is recognised that without a larger residential population within the Central City, it will not be a vibrant place and will not stimulate other activities that would normally follow residential growth.

Council is committed to developing amenities within the Central City to stimulate and support residential development.

Development Contributions Rebate (DC's)

The incentive proposed is an interim grant/rebate which would offset the cost of development contributions for most development within the Central City. It would apply to all multi-unit residential development that meets certain minimum size requirements, and some simple, straightforward urban design criteria.

Developers have indicated this rebate will improve the profitability and attractiveness of Central City development. In addition, analysis of some stylised examples of Central City developments show that a functional elimination of development contributions would increase the potential profitability of apartments and make them financially competitive with traditional Greenfield development.

Likely costs are high for this rebate and are subject to a relatively fast restart of development.

Cost per year - four-year run-time (all applications lodged within first four years)

Table 9 Development Contributions Residential Rebates

Year	1	2	3	4
Cost(\$)	\$3.7m	\$3.9m	\$4.1m	\$4.3m

Cost over four years: \$16 M

Central City Home Buyers' Assistance

Home buyers face strict lending criteria in the Central City which can hinder the purchase of high density housing; banks require many Central City apartment and high-density home buyers to provide up to 50 per cent deposits to secure a mortgage.

The incentive programme for home buyers would focus on reducing the deposit requirements currently in place in the Central City. The early adopters of Central City housing provide the foundation for services and community development from which future residents will benefit. Early adopters of medium-high density housing take on substantial risk as the market is currently small and prices can be highly volatile. If the Council is to build the community it wants in the Central City, many residents need help to overcome the financial constraints that exist while this housing typology is still new.

The Council and/or central government could take on the role as mortgage underwriter for another traditional lender. Similar to developers' insurance, lenders mortgage insurance is the lowest-risk and most practical tool. An insurance product, similar to the Welcome Home Loan scheme, could be used to substantially reduce deposits for prospective Central City purchasers, enticing income rich, asset poor homeowners into the city.

Total Cost to Council: \$1.9 million over four years

Table 10 Home Buyers' Assistance Programme

Year	1	2	3	4
Cost(\$)	\$0.4m	\$0.5m	\$0.5m	\$0.5m

Where: The core, south and east areas of Central City

Who: The Council and central government

Table 11 Incentives Application Summary

Location	Compact Core*		Retail priority area	Health precinct	Fringe	Rest of four avenues
Type of Business						
Office	✓	✓	✓	✓	✓	✓
Retail	✓		✓ ✓ ✓	✓	✓	✓
Hospitality including hotels	✓	✓	✓ ✓ ✓ ^	✓	✓	✓
Medical	✓		✓	✓ ✓	✓	✓
Other						

- ✓ Development Contributions Rebate
- ✓ Per-Employee Grant
- ✓ Retail Fund Incentive (by appplication)

* Compact Core is the entire Compact CBD area, which includes part of the Retail Priority Area
^ Ancillary or adjunct to ‘anchor’ or large boutique development

Infrastructure programmes

Before many of the new projects, such as main streets and green spaces can be completed, the programme to reconstruct and repair damaged infrastructure and re-establishment of key services must be completed.

Once baseline costs for this work are finalised, a coordinated recovery programme incorporating infrastructure recovery and development projects can be completed. Some new projects may need to wait until infrastructure is available.

How the city works

To function effectively the city needs a wide range of services, provided either by Council or utilities as shown in the table below.

The Central City’s infrastructure has been developed progressively from the early days of settlement, which has defined the city as we know it today. Hagley Park, Cathedral Square, Victoria Square, the street layout within the Central City and its links to other locations are an important legacy for the city.

The infrastructure is largely located within public space (parks and roads), with the linear services - water, wastewater, power and telecommunications - lying underneath roads and footpaths.

While most of the networks are relatively stable, two are expanding throughout the Central City - Enable Network’s fibre-optic system to support the government’s Ultra Fast Broadband roll-out and Contact Energy’s reticulated LPG network which has been growing steadily for several years to meet customer needs.

Potentially, a new reticulation network - piped water heating - could also be developed in the city.

There is a high level of interdependency between network services, for instance, wastewater pumping stations, traffic signals and street lights all require electricity to operate, and many also need telecommunication networks for control purposes.

Some of the networks are modern, such as fibre-optic telecommunication cables, while others are old and nearing the end of their useful lives. In particular, much of the wastewater network is more than 100 years old.

Below: Road damage levels post-February earthquake

Damaged assets

Within the Central City there is considerable damage to roads, bridges, pipe systems – water, wastewater and stormwater – and reserves owned by the Council, much of which needs to be reinstated as part of the rebuild.

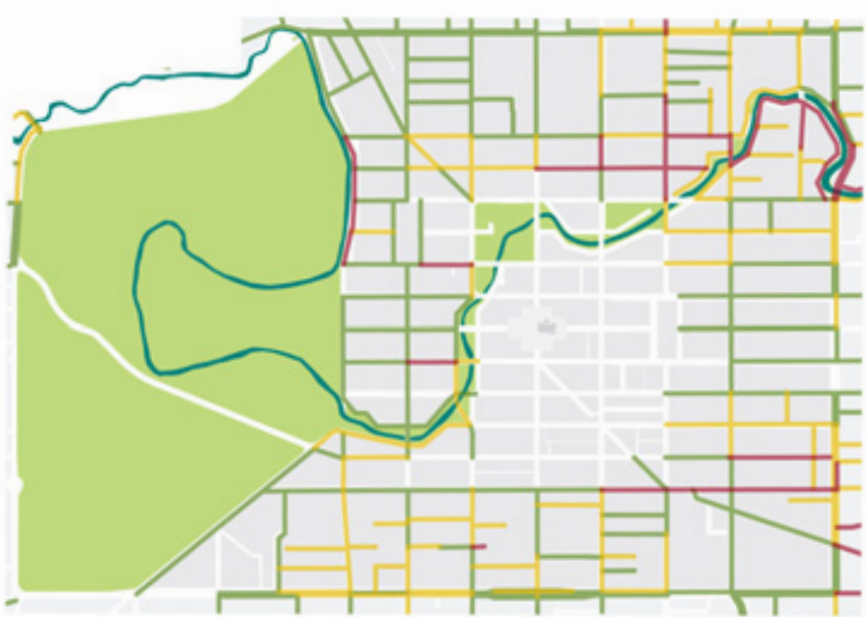
The map below shows the extent of known damage to roads, with higher levels of damage tending to correspond with damage to underground services. Roads with major damage typically require extensive reconstruction or resurfacing. Within the Central City cordon, detailed assessments have not yet been carried out because of restricted access due to the area being unsafe.

Legend

- Minor Road Damage
- Moderate Road Damage
- Major Road Damage

Table 12: City infrastructure

Issue	Incentive	Energy utilities
Transport roading networks	Cellular and land-line networks	Petroleum supply
Green space	Broadband fibre networks	Reticulated gas
Water supply		Electricity network
Wastewater		
Stormwater management		
Refuse collection		



Most parts of the wastewater, water supply and stormwater reticulation networks (collectively referred to as horizontal infrastructure) have sustained some damage. While most of this infrastructure can be used and has performed well given its age, there are pockets of more substantial damage which require priority repairs. These include areas beside the Avon River/ Ōtakaro where lateral spread has occurred and other areas in the Central City where there has been liquefaction. Liquefaction has silted up, many of the pipes, indicating wider system damage.

The investigations into the state of the horizontal infrastructure network has yet to be completed. It is intended that this will be done by the end of March 2012 on key horizontal infrastructure, determining what critical repairs are needed to maintain or restore services.

It is estimated that up to 30 per cent of the network has been damaged but there is also a risk further investigations could reveal more significant damage to vulnerable assets, such as brick barrel mains.

There are two badly damaged wastewater pumping stations adjoining the river, which need major repair or replacement.

Other networks, including electricity, telecommunications and gas, tend to have lower damage levels. While some status information within the red zone needs to be confirmed with an on-site assessment, these services will be able to be brought back on line relatively quickly. Key concerns typically relate to the location of critical equipment in, or adjacent to, damaged buildings. Where such locations cannot be used in the future, or where the equipment needs to be abandoned, the key risk is the lead time of several months to procure replacement equipment.

Restoration of basic services will continue within the Central City as the cordon is reduced, and eventually removed by April 2012.

A rapid assessment of key infrastructure will be completed by Stronger Christchurch Infrastructure Rebuild Team (SCIRT) within the next three months. This will determine what horizontal

infrastructure remains in operation and what needs to be repaired immediately.

Following the rapid assessment, Council will develop a plan with SCIRT to replace, improve or re-route key damaged horizontal infrastructure assets. This work will look to improve the resilience and enhance the infrastructure

Full renewal and replacement of damaged horizontal infrastructure will continue for up to five years.

Some of the Council's significant infrastructure recovery projects include:

- Reconstruction and repair of the brick barrel wastewater and storm water mains
- Avon River/Ōtakaro flood capacity and water quality
- Refuse collection systems
- Roads within the four avenues will be re-opened, repaired and replaced to coincide with the redevelopment of the Central City

Key factors for recovery

In recovery, it is important that we:

- Ensure that the right services are provided at the right time as the Central City is being redeveloped
- Replace infrastructure assets that have suffered significant damage
- Account for assets that have a limited life because of the earthquakes
- Manage the potential impacts of demolition and reconstruction on infrastructure
- Recognise geotechnical ground conditions in infrastructure redesign
- Take opportunities to enhance, improve or add resilience to services
- Coordinate enhancement projects with significant repair or reconstruction activity
- Coordinate recovery work where multiple service projects are required in the same location
- Manage traffic flows efficiently and safely
- Support the move to a greener city
- Support the smart city initiative
- Secure financial support from our funding partners
- Obtain value for money in procurement

The opportunities

Provide enhancements with reconstruction

Projects such as the slow core will require the reconstruction of damaged roads, providing a different street layout to what existed before.

In other cases, new technology will be introduced. An example is street lighting. When damaged lighting is renewed or when due for routine replacement, opportunities such as white light, LED lanterns, and smart control systems, which allow each light to be individually controlled by a centralised control system, should be undertaken. This fits with enhancement projects and will enable a radical new and dynamic night time environment to be created.

Replacing old infrastructure

Funding to replace all old infrastructure is unlikely to be available, especially when considering the large proportion of wastewater pipes more than 100 years old. A strategy and priorities system is needed, so that only those which are the most critical or are located under long life, high value pavements will be replaced. Ongoing repairs under busy central city streets needs to be avoided. The criteria is:

- Where old underground pipes are in reasonable condition, expected to last at least 10 years and are located under a conventional road or footpath surface, renewal will not be programmed.
- Where old underground pipes are in poor condition, are likely to need replacing within 15 years and are located under high-value surfaces or where there is a high level of activity, these will be programmed for renewal when the road enhancement is carried out.

These decisions will be made on a street-by-street basis, and may require funding additional to that available within the existing Alliance budget.

Protecting future options

When infrastructure is being designed, provision should be made to protect future development. For example, possible light rail corridors should be allowed for.

Ground strengthening

Geotechnical investigations are underway and these will define the measures that need to be taken to protect infrastructure which runs alongside the Avon River/ Ōtakaro. Further work also needs to be carried out to determine the feasibility and economic value of strengthening the ground underneath key corridors and constructing a resilient conduit which could safely house critical infrastructure, such as Colombo Street near the Avon River/Ōtakaro. This will depend on the nature of the geotechnical problem and the type and importance of infrastructure services in the corridor. All building projects will require a full geotechnical report. The report from the Royal Commission and any recommended changes to the Building Code may require further information to be provided.

Infrastructure programmes

Infrastructure recovery programme

The Council’s city-wide infrastructure rebuild is being managed by Stronger Christchurch Infrastructure Rebuild Team, an alliance of major contractors, the Council, CERA and NZTA. The alliance is responsible for repairing or reconstructing damaged roads, bridges, wastewater, water supply and stormwater networks in the Central City.

The estimated cost of the alliance work in the Central City is \$188 million, with a significant level of uncertainty. In addition, the likely costs of restoring damage to the Avon River/Ōtakaro, Council buildings (such as the Tram Shed, art works, toilets and facilities in parks), and parks and open spaces is estimated at \$45 million, which will be carried out by other contractors. These costs have been included in the Council’s overall estimate of \$2.3 billion for city-wide damage to infrastructure, and are base-line costs for restoring “like with like”.

Lying outside the \$2.3 billion programme of works are:

- Additional work to improve resilience or ground strengthening.
- Preliminary estimates of the likely costs of repairing parking buildings and the Bus Exchange.
- Other Council facilities, such as the Civic Offices and Central Library.
- VBase facilities, such as the Town Hall and Convention Centre.

These figures are all subject to ongoing re-assessment, and final costs for infrastructure recovery are likely to change.

Align with the Central City Plan

Apart from short term repairs to water, wastewater, bridges and road surfaces to enable basic service provision, all recovery project work will be tested against the projects in this plan to ensure that all work is appropriately programmed.

Some important work has already been initiated, such as the replacement of a significant collapsed retaining wall to allow the closed north-bound traffic lanes on Fitzgerald Avenue north of the Avon River to be re-opened. Ground remediation costing about \$800,000 is an example of work needed there that is excluded from the \$2.3 billion figure. The design of bridge work will be looked at in relation to longer term planning for the four avenues.

Detailed street-by-street programmes covering core Council services, opportunities for enhancement and new Central City Plan projects, coordinated with other utilities infrastructure rebuild or expansion programmes, are being developed. A planned sequence of demolition, underground services renewal or repair, road reconstruction and building redevelopment is also needed area-by-area, street-by-street - linked to the spatial implementation of the various programmes in this plan.

Cost summary

The following table summarises the Council’s infrastructure costs to repair and replace damaged assets for each network, reflecting current knowledge. This is the base case for recovery of infrastructure to a similar standard as existed before the earthquake events, so it excludes any ground strengthening or geotechnical work. These costs will undoubtedly change as better condition data comes available.

Table 13: Infrastructure repair and reconstruction costs

Network	Total Capex \$m	Capex \$m 1-2 Yrs	Capex \$m 3-4 Yrs	Capex \$m 5-7 Yrs
Alliance				
Transport	76.3	18.3	39.8	18.2
Water supply	15.2	3.1	9.9	3.0
Wastewater	99.0	18.4	48.8	31.8
Stormwater	35.8	4.0	17.0	14.0
Structures	13.0	4.0	6.0	3.0
Total	239.3	47.8	121.5	70.0
Non-Alliance				
Stormwater	7.5	2.5	3.0	2.0
Parks and Open Space	39.5	9.9	19.7	9.9
Buildings	156.8	42.5	81.8	32.5
Total:	203.8	54.9	104.5	44.4
