

Linwood Village Master Plan

draft for public consultation

December 2011

Suburban Centres Programme

A PLAN FOR REBUILD & REGENERATION



Mayor's foreword

With renewed energy and strengthened character the Village at Worcester Street and Stanmore Road will become the centre of the thriving, healthy community.

The earthquake damage to the much used and treasured Linwood Community Arts Centre and the loss of many of the village's essential shops has been a big blow to this tight knit community. For many local people these buildings were a focal point for their Village providing a place to meet as well as shop.

People came to community meetings to discuss a master planning process, determined to regain their quality of life and see improvements in their Village. The Christchurch City Council has worked closely with the community to bring their vision, ideas and aspirations together into a draft Master Plan to support the regeneration and rebuilding of their Village.

This Master Plan will deliver to the community a long term vision of how their Village could look, feel and function. It provides a way to create a new place full of colour, life and energy, a true reflection of the character of the people who make this place their home.

Bob Parker
Mayor of Christchurch



Hagley/Ferrymead Community Board foreword



Stanmore Road in 2010, looking south

Linwood Village, or the *Stanmore Road shops* as we all knew them, are the local centre for many people, including past and present members of the Hagley/Ferrymead Community Board. The draft Linwood Village Master Plan for the recovery and rebuild of this local suburban centre is a positive step forward for the community, who have faced significant challenges and changes over the past months.

The Board is supporting the Council to develop an inspirational plan for Linwood Village, to return it to a neighbourhood that the local community and future generations can be proud of and enjoy.

Local residents and business people, as well as the Board, have been involved in planning and discussion during the preparation of this draft Master Plan. Now you have the opportunity to have your say in what you want for your shopping area, businesses and community..

We encourage everyone with an interest to comment on the draft Linwood Village Master Plan. It is the Board's wish that a new Linwood Village will sustain and foster the good neighbourliness and spirit that is very much a part of this community.

Bob Todd
Chairperson, Hagley/Ferrymead Community Board



Comments on this Draft Master Plan

This is the first time the community has had the chance to comment on the draft Linwood Village Master Plan. Informal feedback on broad options was waived in favour of preparing the draft Master Plan for an extended period of full consultation.

This has allowed the draft Master Plan to be made available to the community for consideration as quickly as possible. Presenting options and opportunities to stakeholders and the community will support timely decision making that will enable the rebuilding of the village without slowing the progress of individual property owners.

The quick delivery of the Master Plan will also allow funding opportunities to be explored through the Council's Annual Plan and Long Term Plan (LTP), as well as other methods.

You are invited to send your comments in writing to:

Postal Address: Free post 178
Draft Linwood Village Master Plan
Christchurch City Council
PO Box 73012
Christchurch 8154.

Email: LinwoodvillageMP@ccc.govt.nz

Please make sure your comments arrive before the consultation period closes at 5pm on Friday 17 February 2012.

Disclaimer: There is no binding commitment on the Christchurch City Council to proceed with any prospective project detailed in this document. Council spending priorities are reviewed frequently, including through the Council's Long Term Plan (LTP) process. All decisions as to whether or not a Council-funded project will commence remain with the Council.

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Introduction

This draft Master Plan is prepared in response to the significant damage caused to the commercial centre around the intersection of Worcester Street and Stanmore Road in the 2010 and 2011 earthquakes, and the need to support the centre's timely rebuild and recovery. The Master Plan proposes project areas and actions that respond to different aspects of the centre, including:

- Loss of business premises, including two entire corner blocks.
- Damage to the Linwood Community Arts Centre, and opportunity that may result from this.
- Local aspirations for a good quality pedestrian environment with 'meet and greet' spaces and slowed traffic.
- Safety and security concerns relating to car parking areas.
- Opportunity to bring businesses and the local community closer together in mutual support.
- Need to maintain community interest and engagement in the area throughout the village's rebuild and economic recovery.

The draft Master Plan looks at different spaces within the village and presents options and actions for short term rebuilding and recovery, and the long term regeneration of the centre. It aligns with themes of Integrated Recovery Planning – Economy and business, Movement, Natural environment, Community well-being, and Built environment. The themes are based on the *'Questions for Recovery Planning'* outlined in the Integrated Recovery Planning Guide, which was developed by the Christchurch City Council and the Canterbury District Health Board, in consultation with other stakeholders. The guide assists people involved in recovery planning to integrate outcomes relevant to health, well-being and sustainability into policy and planning.

The actions presented in this draft Master Plan are in response to community and stakeholder feedback and their aspirations for the centre. The plan will continue to evolve through further consultation and stakeholder engagement.



Figure 1. Worcester Street and Stanmore Road, 2010

Background

Commercial centres are important to the city and the way it functions. They support local communities by providing a place where people can easily access goods and services. Nearly half of Christchurch's 150 suburban centres were damaged in the 2010 and 2011 earthquakes.

The Suburban Centres Programme was adopted by the Council on 23 June 2011 to support the recovery and rebuild of the worst affected centres by either a master plan, that would assist with planning, design and transport related matters, or case management for the less severely damaged centres.

The Council assessed the city's commercial centres against a range of criteria to determine the impact of the earthquake damage on local businesses and the community. The process identified 64 centres as suffering a degree of damage or disruption and, of these, 12 were considered a high priority for Council support in planning for a rebuild. The commercial centre around the intersection of Worcester Street and Stanmore Road was approved for a master plan as a way to bring stakeholders together to create a shared vision for its repair and renewal.



Figure 2. Stanmore Road, 2010

Master Plan extent

The draft Master Plan focuses on the Business zoned land located around the intersection of Worcester Street and Stanmore Road, and the associated 'community footprint' which includes the Linwood Community Arts Centre and the Doris Lusk Park.

Earthquake damage

Approximately 60 percent of commercial buildings in the centre were severely damaged in the earthquakes. The buildings covered approximately 2,600 square metres of commercial floor space and included two entire corner blocks. Severely damaged buildings have been demolished and cleared. The four buildings left standing adjacent to the cleared north-west and south-west corners are currently unsafe to use.



Photos courtesy of Mark J.S. Esslemont (<http://wozawanderer.blogspot.com/2011>)

Vision

Linwood Village has recovered to become:

*A lively urban village,
colourful, diverse and eclectic –
the heart of our community.*



Artist's impression of a redeveloped Linwood Village looking west from the corner of Worcester Street and Stanmore Road

The Master Plan development framework

The planning undertaken for the Linwood Village draft Master Plan aligns with five themes that address different components of what makes a great commercial centre. These are:

- Economy and business.
- Movement.
- Natural environment.
- Community well-being/culture and heritage.
- Built environment.

These themes provide the framework for the development and implementation of the Master Plan.

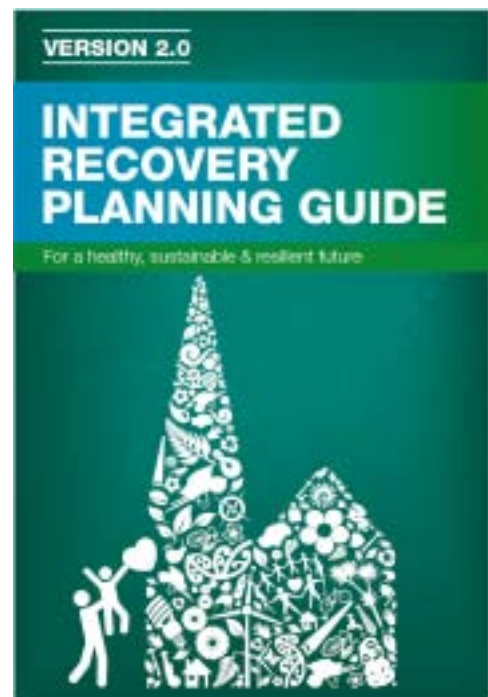
Integrated Recovery Planning

The themes are based on the ‘*Questions for Recovery Planning*’ outlined in the Integrated Recovery Planning Guide. This guide has been developed by the Council and the Canterbury District Health Board in consultation with other stakeholders. The guide assists people involved in recovery planning to integrate outcomes relevant to health, well-being and sustainability into policy and planning.

The Master Plan also broadly aligns with the five ‘themes’ of Christchurch Earthquake Recovery Authority’s (CERA) Earthquake Recovery Strategy:

- Leadership and Integration.
- Economic.
- Social.
- Built environment.
- Natural environment.

The individual projects outlined in this report will often address a number of these themes through the actions associated with each project.



Goals

SUCCESSFUL BUSINESS AND ECONOMY

Niche marketplace for produce and products.
Strong anchor businesses.
Desirable location for small independent businesses.
Active Business and Residents' Association.

GOOD ACCESS TO AND MOVEMENT THROUGH THE CENTRE

Pedestrian priority and cycle safety at the heart.
Strong links to the city.
Steady flow of passing trade for businesses.

A GOOD NATURAL ENVIRONMENT

Defining landscape elements.
Creative open and public spaces.

A CENTRE THAT SUPPORTS COMMUNITY WELL-BEING

Strong community spirit and local pride.
Regular street festivals and markets.
Family friendly atmosphere.
A place to reflect and remember.

AN ATTRACTIVE BUILT ENVIRONMENT

Interesting buildings and spaces.
Art, colour and texture.
Compact and walkable.



Figure 3. Artist's impression view from the north of a potential new look to Linwood Village

Overview of potential changes

This map shows the four blocks around the Worcester Street / Stanmore Road intersection and some of the potential changes to both public and private space to meet the Master Plan goals. Each block and its associated projects are set out in greater detail in this Master Plan.



Figure 4. Overall concept plan for Linwood Village

Place

Linwood Village is a compact walkable commercial centre focused around the intersection of Worcester Street and Stanmore Road.



Figure 5. Plan showing zoning boundaries for Linwood Village

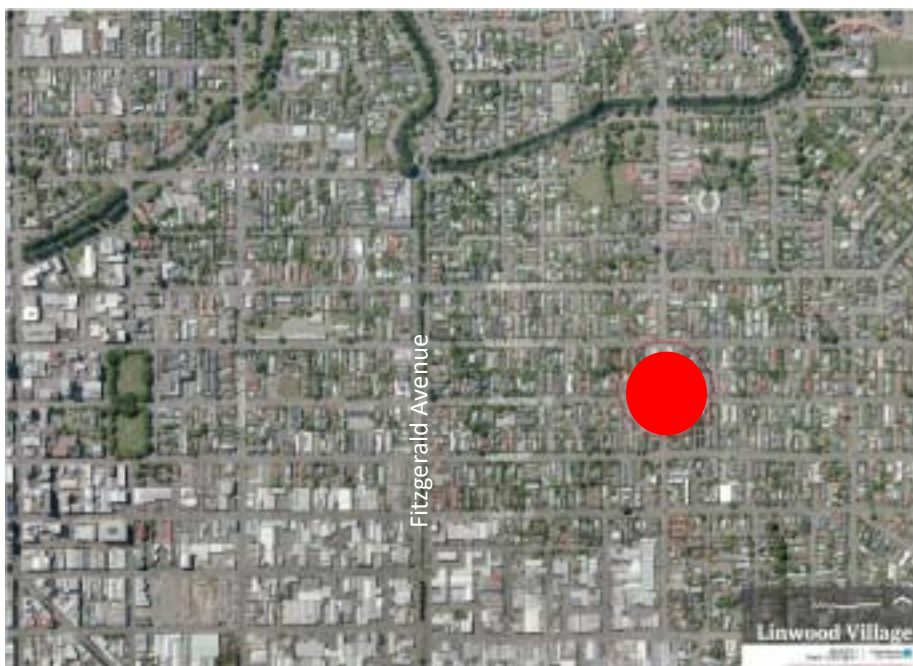




Figure 6. Village relative to Avon River and Latimer Square



The centre is located on the eastern fringe of Christchurch's Central City with direct connections to Cathedral Square (1.5 kilometres to the west) and the Avon River/*Ōtākaro* (600 metres to the north). There are good visual links to the Central City and the Port Hills, giving this area a sense of place within the city.

Commercial context

Christchurch's suburban commercial centres range in size and function from large sub-regional centres to small stand-alone local centres. Linwood Village is considered a 'neighbourhood centre' and serves the definable residential catchment bounded by the Avon River, Fitzgerald Avenue and Linwood Avenue. The centre is anchored by a small supermarket.

Although the centre's economic viability is often questioned, a number of businesses had been in continuous operation for years and were known throughout the city. This suggests the centre has an established customer base supporting it and the centre continues to act as a focal point for the community. The local community is unlikely to be able to support much economic growth, however, it is expected that the surrounding population will grow as a result of the Council's higher density living policies, which will be important in helping the centre's recovery. In the meantime, it is important that the size of the centre does not expand beyond what can feasibly be supported.

See **Appendices 1 and 2** for a full demographic and economic assessment.

Social context

The population living in the census 'mesh' blocks around the centre have deprivation scores of between eight and ten (where ten is the most deprived). The area supports a high proportion of rented homes, single family and one-person households and a high proportion of residents on some form of benefit. The population is generally less mobile, with higher levels of unemployment and lower income in comparison to Christchurch's general population. In 2006¹ the median age within the surrounding residential area was 25 to 35 years but there are also a substantial number of elderly people living in the area. Almost 25 percent of the population was born overseas; approximately 70 percent consider their ethnicity to be European, 13 percent Maori and 11 percent Asian.

¹ New Zealand Census 2006

Settlement history

The area where Christchurch/Ōtautahi has established was very swampy with many clear rivers and streams which meandered towards the sea through the plains. For Māori, the Christchurch area has traditionally been *mahinga kai* (food gathering area). The Master Plan area, given its proximity to the Avon River/Ōtākaro, would have been walked over by Maori in search of birds such as *putangaitangi*/paradise shelduck and *parera*/grey duck, to fish for *kanakana*/lamprey eels and *patiki*/flounders, and to gather *harakeke*/flax and other wetland plants.

While earlier Māori tribes, Ngāti Māmoe and Waitaha, settled to the south east of the Linwood area at Opawho Pa, the Ngāi Tahu would not have lived permanently in the area as it was too damp and swampy. Puaari, a substantial settlement occupied by the Waitaha from c1500, was situated on high ground further up the Avon River.

Linwood was established in 1850, immediately to the east of the Town Belt (Fitzgerald Avenue), and is one of Christchurch's earliest residential areas. The commercial centre at Worcester Street and Stanmore Road represents what was, for years, the centre of the Linwood suburb. Largely free of industrial uses, Linwood first attracted middle and upper class residential development.

The Linwood Town Board was formed in 1882. The building on the south-east corner of Worcester Street and Stanmore Road, now known as the Linwood Community Arts Centre, was designed by Joseph Maddison and built in 1885 for the Town Board.



Figure 7. the Linwood Library 1909



Figure 8. The Linwood Community Arts Centre (the same building as the image above)

The street grid pattern around Linwood Village was an extension to the Central City grid, forging a strong and ongoing relationship with communities in the Central City East. From 1886 to 1954 trams, and then trolley buses, ran through the centre between the Central City and the eastern suburbs, including New Brighton.



Figure 9. 1870 plan of Christchurch and Suburbs showing Stanmore Road north from Tuam Street, with T-junctions at Hereford, Worcester and Gloucester streets.



Figure 10. 1930 Tram lines (red) running along Stanmore Road and Worcester Street

Planning schemes in place since 1959 aimed at providing higher density housing around the Central City resulted in progressive redevelopment of the Linwood area to higher densities. Larger houses belonging to professionals increasingly blended with dwellings for the working class. Today the area has a mix of housing type, style, age and quality and these generally support low cost housing. The residential environment surrounding the Village is zoned Living 3 for medium density living and has, over recent years, increasingly become a transition zone with a move towards town house/semi-apartment style living. The immediate residential catchment also includes rest homes and a disabled person’s centre. The Council and Housing New Zealand are also major owners of residential housing in the area.

Pre earthquake character

Prior to the 2010 and 2011 earthquakes, Linwood Village provided a community focal point and local meeting place, with people using the centre throughout the day. In recent years the centre had lost a bank and government services, but retained a small postal centre, a church, pubs, eateries, a variety of corner shops and small independent traders such as a butcher, baker, greengrocer, fishmonger and pharmacist. The Linwood Community Arts Centre and the Doris Lusk Park also featured as community facilities in Linwood Village.



Figure 11. North-west corner of Worcester Street and Stanmore Road prior to demolition

Many of the village's older buildings were destroyed in the earthquakes. These had contributed to the character of the centre. The north-west corner of the Worcester Street/Stanmore Road intersection was a mix of one and two storey buildings with a variety of styles and materials. These had smaller floor plates and supported the majority of small independent businesses. Many of the shop fronts featured elements of traditional design, including recessed doors, verandas and raised window displays.

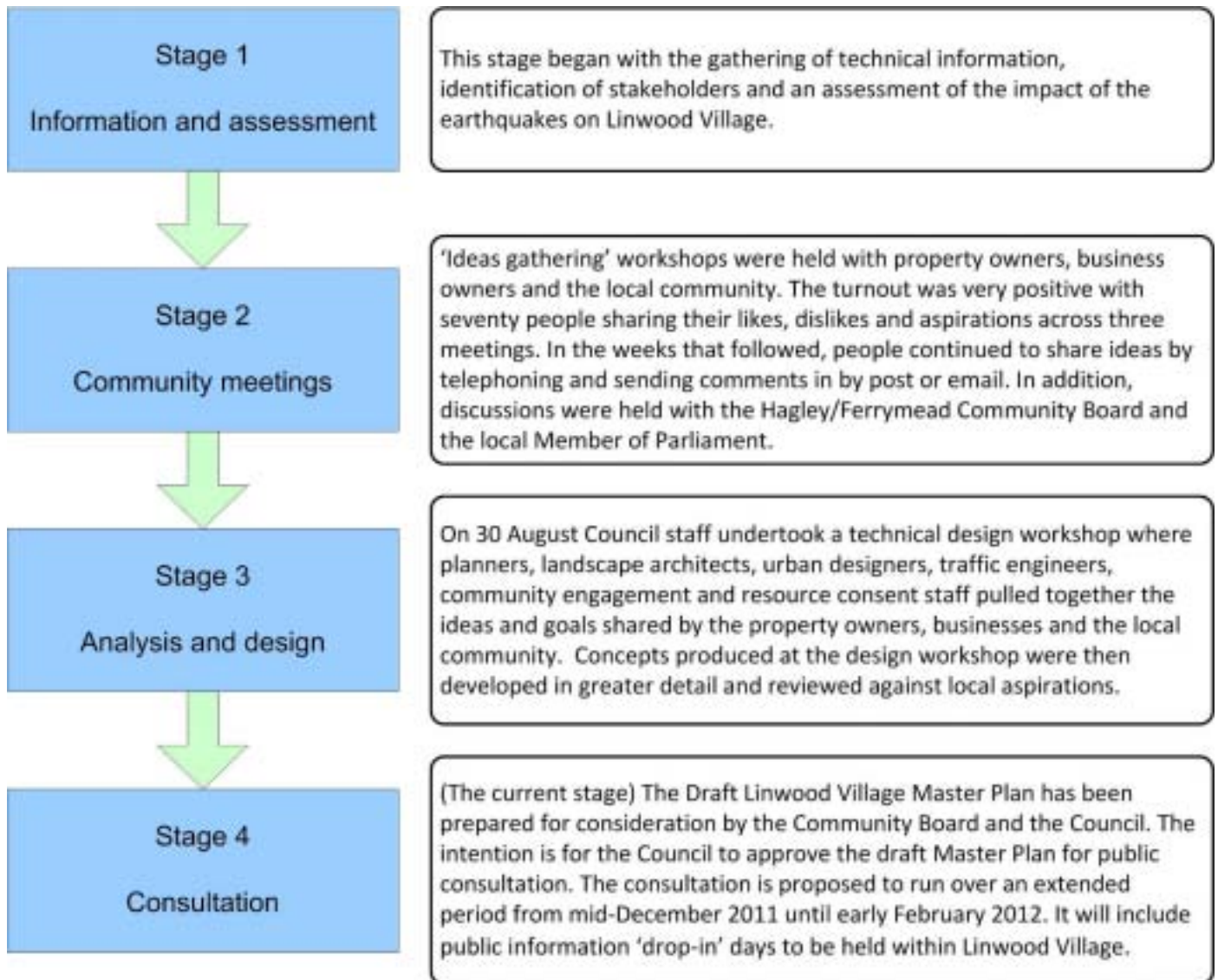
The now demolished two storey 'Argonaut' on Stanmore Road and the Ezy Traders building on Worcester Street were also distinctive character buildings that contributed to the village's identity.

Post earthquake character

The buildings that remain front on to the street allowing good street exposure and shop frontage to passers-by. However, the buildings lack architectural detailing and features that add interest and help create a strong identity for the village. Windows are covered with advertising or are treated (frosted and tinted), limiting interaction with the street and creating a 'blank wall'. The remaining buildings are set in large areas of asphalt with little landscaping, resulting in an unattractive centre that lacks character.

Process

The master planning process is a partnership between the Council, Hagley-Ferrymead Community Board, property owners, businesses and the local community. It presents a commitment by the Council to support the earthquake damaged centre and the communities it supports.



Informal feedback on broad options from the technical design workshop was waived in favour of preparing the draft Master Plan for an extended period of full consultation. This has meant the draft Master Plan is before the community for consideration many months earlier than may otherwise have been achieved. It is hoped that presenting options and opportunities to stakeholders and the community earlier will support timely decision making that enable rebuilding of the village without slowing the progress of individual property owners. The quick delivery of the Master Plan will also allow funding opportunities to be explored through the Council's Annual Plan and Long Term Plan (LTP), as well as other methods.



Case management

Throughout the master planning process, ongoing support was offered to earthquake affected property owners through a case management approach. This has involved Council staff liaising within individual property owners to help work through design options and assist in developing good outcomes for the future.

Consultation and engagement conclusions

Clear themes have emerged from the information gathering phases and these have formed the basis for the draft Linwood Village Master Plan.

The 'Village vibe' was a much loved aspect of the centre, characterised by:

- The good variety of shops that meet most of the day-to-day needs of local people.
- A sense of community, supported by long term shop keepers and locals who use the centre regularly.
- The colourful facades of many of the buildings, adding vibrancy to the area.
- High levels of foot traffic and cycle activity in the village throughout the day.
- Activity around the Linwood Community Arts Centre.

Future aspirations for the village included the return of speciality businesses and services, creating an environment that encourages foot traffic and provides social spaces, possible mixed use business and living upstairs, better street trees, improved parking arrangements, better landscape design around the Linwood Community Arts Centre and more community events in the Village. Generally, the desire is for an improved version of the pre-earthquake village.

Issues of poor safety and security were also identified, with particular attention needed to improving safety in car parking areas, improving the quality of lighting throughout the village and ways of discouraging anti-social behaviour in the evenings and at night.

Linwood Village

Suburban Centres Programme

Feedback from focus group sessions and
community workshop 24 August 2011



This poster has a selection of themes, ideas and goals shared by the people from this area.

Christchurch
City Council 

Figure 12. Poster showing a summary of community consultation from August 2011

Master Plan projects

The design process that followed the workshops focused on developing a number of options for distinct areas of the Village. These areas reflect where there was the greatest earthquake damage, where design-led support would be the most beneficial and where opportunities exist to meet community aspirations for the Village.



Figure 13. Spatial project areas

Actions and project areas respond to:

- Loss of business premises, including two entire corner blocks.
- Damage to the Linwood Community Arts Centre, and opportunities that may result from this.
- Local aspirations for a good quality pedestrian environment with 'meet and greet' spaces and slowed traffic.
- Safety and security concerns relating to car parking areas.
- Opportunity to bring businesses and the local community closer together in mutual support.
- Need to maintain community interest and engagement in the area throughout the village's rebuild and economic recovery.

The projects relate to:

- Comprehensive site development.
- Community facilities and open space.
- Street Scene.
- Off street parking.
- Recovery together.

Comprehensive site development

This section responds to the loss of buildings and business premises. It focuses on the north-west and south-west corners of the Worcester Street Stanmore Road intersection. The sites are held in multiple, private ownership. The project also addresses aspirations for improved parking options, and issues of safety and security in associated car parking areas. The purpose of the project is to demonstrate how the north-west and south-west corners could be redeveloped to meet business development objectives, current planning requirements and the Village character aspirations of the community.

The options presented in the following section are concepts only, developed by Council staff to provide the property owners with ideas and a starting point for discussion. Initial drafts and further options are provided in **Appendices 3 and 4**.

Site description

North-west precinct (project reference B1)

Buildings that have been demolished or deemed unsafe on the north-west corner of the Worcester Street Stanmore Road intersection provided approximately 1,500 square metres ground floor commercial floor space and housed the majority of the small independent businesses that characterised the Village. The land is zoned B1 providing for small scale retail shops with opportunities for mixed use development, including residential units above.

The sites are in multiple ownership. The north-west block is made up of nine land parcels held by nine separate owners. Land parcels on the north-west corner are generally small and narrow, buildings were built more or less to the boundary and many had shared party walls. Access and servicing was from the street as there was only a narrow alley to the rear of the buildings.



Figure 14. Artist's impression of the view from Community Arts Centre looking northwest.



Figure 15. Artist's impression of view from the car park to the rear of 103 Stanmore Road looking south toward Worcester Street, showing shared parking to the rear of shops fronting Stanmore Road.

South-west precinct (B2)



Figure 16. Artist's impression of the view looking south-west, with Stanmore Road running from top left to bottom right.

Buildings that have either been demolished or deemed unsafe on the south-west corner of the Worcester Street Stanmore Road intersection provided approximately 1,300 square metres ground floor commercial floor space. These are in multiple ownership; the south-west block has five land parcels held by three owners. The B1 zoned land supported small independent businesses on slightly larger land parcels. Access to the rear of businesses was provided via a narrow entrance onto Stanmore Road.

Concept design rationale

Property owners rebuilding these corners need to overcome a number of constraints to redevelop their sites. The sites are relatively small with limited access to car parking and servicing. Two or three storey options, which have residential activity above the ground floor, may be necessary to provide the financial return property owners need on their investment. Community feedback supported two or three storey buildings where this height did not change environmental conditions (for example, shade or wind).

A mixed use/living above shops option has the added benefit of improving after hours security and providing passive surveillance into car parking and storage areas. Businesses on both corners relied heavily on on-street parking for customers. Providing off-street car parking and service access would require agreements between property owners and the Council.



Figure 17. Examples of the use of lanes to create interesting urban spaces

A comprehensive development approach enables an entire site to be considered in relation to the potential layout options, access arrangements and the scale of buildings. It provides an opportunity for development options to be tested and any potential issues to be overcome through concept design. Working to a shared concept would also ensure property owners achieve economies of scale with regard to architect fees, consent fees, building costs, technical reports and construction, while still providing for a staged development approach.

Ideally, these two corner blocks would visually complement one another in terms of the character, height and scale of building. Feedback from the community indicated that the appearance of the buildings is very important to the character of the Village. Façades with a strong visual presence, use of bright colours, materials with texture and some traditional shop front elements, such as alcove entrances and verandas, create an interesting environment that helps attract passing trade.

Community feedback supported the use of diverse and creative architecture with an eclectic mix of building materials and buildings that respect the boundary lines. Each building should have an individual flavour while maintaining an overall harmony that connects the Village together. These aspects are signalled through the development concepts.



Figure 18. Examples of the use of colour for buildings

Key concepts

The concepts considered for each corner block have been guided by the following principles:

- Retain original site boundaries.
- Buildings built up to the street edge.
- Use building height to create landmarks.
- Achieve rear vehicle service access to properties.
- Retain some of the existing vegetation and make areas available for future planting.
- Provide for mixed use, including residential units above ground floors.
- Support good levels of car parking without impacting on the street environment.
- Increase building height without impacting on the street.
- Create clear site lines and the ability to move through the block.
- Increase opportunities for people to overlook public/semi-public space.
- Manage vehicle movements to ensure pedestrian safety and access.
- Provide vehicle crossing points that are sufficiently clear of intersections.
- Maintain small floor plates to facilitate the return of a good variety of shops and services.

Next steps

1. Organise meeting with property owners to work through concepts and options.
2. Work through development stages and associated legal and regulatory issues.
3. Finalise concept plan.

Community facilities and open space

Project reference C1

This section responds to the earthquake damage to the Linwood Community Arts Centre, the opportunity this presents and community aspirations for a 'Village Square'. It focuses on the Council-owned land on the south-east corner of the Worcester Street/Stanmore Road intersection including the Doris Lusk Park and the Linwood Community Arts Centre. The purpose of the project is to present a vision for the ongoing development of this area. The intention is to improve the relationship between the park and the Village, strengthen the link between the Linwood Community Arts Centre building and the park and improve associated amenities.

Site description

The Linwood Community Arts Centre is one of the few remaining buildings of its type in Christchurch and is a Group 1/Category II listed heritage building. The original brick firewall on the south side of the building was damaged in the February 2011 earthquake and finally collapsed in June. The remainder of the building survived. The building has been in public use, serving the community from 1909 when it became the volunteer-run Linwood Library and Reading Room (until it closed in 1993). Since 1997 it was used as the Linwood Community Arts Centre.

The Doris Lusk Park is a small 1,100 square metre park on the south side of the Linwood Community Arts Centre. The land was purchased by the Council in 1999 and extended in 2006 to provide more open green space in the area. A 2008 Landscape Concept Plan emphasised it as a space suitable for outdoor public art installations. The Park has been the venue for community festivals, including the Linwood Multicultural Festival and local Carols at Christmas.



Figure 19. Artist's impression of new toilet block and market place at Doris Lusk Park

Rationale

The Linwood Community Arts Centre is a highly valued resource for the community. Its repair and future role as a community anchor is very important for the recovery of the Village and the ongoing support of the local community. Opportunities to alter the building during a repair process and to include ways to improve the south side relationship with the Park are limited because of the building's

heritage status. However, double fire doors could be re-sited to the eastern end of the south wall. This would retain the integrity of the interior of the building, supporting the art gallery use inside and create an opportunity for indoor/outdoor movement between the rear of the building and the Park. This option will be considered by the Council’s heritage architect, along with provision of external water and electricity supply for events, as the building progresses through the Council’s Facilities Rebuild Plan assessment process.

The Doris Lusk Park fronts Stanmore Road but does not have a strong visual presence within the Village. Improving the layout of the Park would increase opportunities for public use of the Park and create an improved setting for the Linwood Community Arts Centre. Creating a north facing ‘Village Square’, set alongside the Linwood Community Arts Centre, would meet community aspirations for a centralised market and events space. It would also complement use of the fire doors for indoor/outdoor movement.



Figure 20. Worcester Street entrance to Doris Lusk Park

The toilet block located adjacent to the Park is an older concrete block style and is not fully accessible. The facility is valued by the community, but the design is no longer seen as safe and the location has created an area that is hidden from view to the rear of the toilet block. A Crime Prevention Through Environmental Design Assessment recommended a modern facility with street-facing cubicle entry and careful placement on-site to eliminate or minimise rear concealment. The existing block is decorated with a mural and its replacement presents an opportunity to incorporate an arts theme into its design.



Figure 21. Toilet block on Worcester Street

Many people in the community have said they identify with community art. Art is a strong feature throughout the village. The Doris Lusk Park is named in honour of Doris Lusk who was an advocate for community art and a leading New Zealand artist². Local murals and artwork feature in the Doris Lusk Park and can be seen throughout the village and neighbouring area. The Linwood Community Arts Centre focuses on the needs of people in surrounding suburbs, holding low cost courses in arts, drama and music



Key concepts

The options considered for the Doris Lusk Park and setting of the Community Arts Centre building have been guided by the following principles and community aspirations:

- Public space at the centre of the Village.
- Retention of disability car parking.
- A safe public toilet facility.
- Incorporation of an arts theme.
- An improved Park boundary with Linwood Bible Chapel.
- Space for festivals and markets.
- Increased opportunities for children's play.
- Respect for the principles of 2008 Landscape Concept Plan (see **Appendix 9**).



Figure 22. Artist's impression of potential toilet block replacement

² Doris Lusk (1916 – 1990) – New Zealand artist and landscape painter.



Figure 23: Existing aerial view of Doris Lusk Park (left) with concept plan (right)

Next steps

1. Refine the Landscape Concept Plan for the Linwood Community Arts Centre site and the Doris Lusk Park, including redesigning the Park's southern boundary to incorporate the Chapel into the Park setting.
2. Prepare a design and specifications for new public toilet facility.
3. Investigate the design and installation of a single element of play equipment that takes the form of an interactive art work.

Street Scene

Project reference S1

This section responds to local aspirations for a quality pedestrian environment with ‘meet and greet’ spaces and slowed traffic. It focuses on the Worcester Street/Stanmore Road intersection and road corridor adjacent to the shopping strip. The purpose of the project is to identify improvements to the look and feel of the street in a way that builds on Village character, improves safety, supports good transport infrastructure and creates a quality place for people.

Site description

Stanmore Road and Worcester Street are part of the city’s secondary road network. Stanmore Road is classified as a ‘collector road’, intended to distribute traffic within and between immediate neighbourhoods. It is increasingly used as a north-south vehicle link. Worcester Street is a ‘local road’ providing access to local properties rather than providing a main link between places. Over time, changes to Worcester Street within the Central City have reduced its traffic flow. The draft Central City Plan signals further changes are likely to Worcester Boulevard and could extend as far as the Village. Two city-bound buses currently service the centre (No. 60 Parklands via Worcester Street and number 21 Ilam/Mt Pleasant via Gloucester Street).



Figure 24. Artist’s impression looking south along Stanmore Road.

Rationale

Steady vehicle movement on Stanmore Road secures passing trade for businesses but creates issues for pedestrian movement within the Village. Feedback from the community supported ‘slow core’ treatment on Stanmore Road. This creates the opportunity to manage traffic speeds and ensure a level of pedestrian priority for people crossing the street. The suggestion was also made for shorter (P10) on-street parking periods to ensure a steady turnover of parked vehicles, particularly as the centre has a significant amount of off-street parking for longer stays.

Walking, cycling and public transport are particularly important modes of transport for people living around the Village. The local population has significantly fewer cars than other Christchurch households, with 22 percent of households not owning a car. There are also high numbers of physically disabled, sickness and invalid beneficiaries living in the area. The quality of bus waiting spaces does not currently support the needs of the local community.

Streetscape treatment can make a significant contribution to the use, look and feel of a place, helping to create safe, attractive and well used public spaces. There is an identified lack of meeting and seating areas in the Village, and limited opportunity for business and social activity on the footpaths. Over the years, some enhancements have been made to the Village, although these now need updating.

The area fronting Stanmore Road, between the supermarket and rear of the commercial block/tavern, is a high foot traffic area and a frequent meeting place for the community. The appearance of the area does not support the social activity enjoyed in the space as it is dominated by traffic movements, asphalt and the backs/service areas of buildings. A high wooden screen around the tavern's smoking area creates a hard, unwelcoming edge which some people find intimidating.

Key concepts

The options considered for the street scene have been guided by the following principles and community aspirations:

- Maximising space on footpaths, particularly on the sunny side of the street.
- Narrowing traffic lane widths on Stanmore Road to slow traffic.
- Strong streetscape elements that define the Village and highlight entry and exit points.
- Improving bus waiting spaces with shelters, seating and good lighting, based on CPTED recommendations and real time information.
- Cycle parking that is easily accessible and visible from the street.
- Manage vehicle movements to ensure pedestrian safety and access.
- Provide vehicle crossing points that are sufficiently clear of intersections.
- Shorter on-street parking periods.
- Retaining the taxi waiting space.
- More art/colour/mosaic within the streetscape.
- Account taken of changes to Worcester Street/Boulevard signalled in the draft Central City Plan.
- Street treatments that consider the elderly and people with disabilities.

Options

The following pages show two options for street treatment through the centre.

Next steps

1. Investigate elements of preferred option (for example, lighting, drainage, safety, parking).
2. Present scheme to Hagley - Ferrymead Community Board.
3. Finalise detailed streetscape design and specifications for preferred option.

Option 1 – Central Median



Key Features

- Central median with trees, lights and street banner poles (Stage 1).
- Informal pedestrian crossing points.
- Retention of the existing kerb alignment and pavement width for much of the street.
- Kerb build outs at intersections.
- Street trees in pavements.

Option 2



Key Features

- Mid block pedestrian crossing point.
- New kerb alignment and increased pavement width to allow for street furniture and activity.
- Kerb build outs at intersections.
- Street trees in the pavements (location and number to be determined in detailed design stage).

The North-east block

Project reference N1

This section responds to safety and security concerns in off-street parking areas. The project focuses on the north-east car parking area associated with the Supervalu supermarket and the commercial block of shops fronting Worcester Street. The purpose of this project is to propose enhancements to the look and feel of the car parking area. The land is in private ownership.

Site description

The north-east car parking area associated with the Supervalu supermarket and the commercial block of shops fronting Worcester Street accommodates approximately 80 car parking spaces. The 'L' shaped car park has entrances off Stanmore Road and Worcester Street. The entrance to the Supervalu supermarket is near the Stanmore Road entrance to the carpark. Buildings along Worcester Street front on to the street and also have rear entrances that face out to the car parking area.

Rationale

The car park associated with the Supervalu supermarket and the commercial block of shops fronting Worcester Street is very large and has areas that are hidden from public view. It is easy to see into the car park from the street, however, there are back areas that create blind spots and isolated areas. Feedback suggests people are uncomfortable leaving vehicles in the car park so it is generally underused. The car park is poorly lit and the limited landscaping is not well maintained, giving a sense of abandonment and isolation. Improvements to the layout, appearance and edge treatment may increase the car park's use and create a busier, safer space.



Figure 25. Artist's impression looking west from the car park towards Stanmore Road.

Key concept

The options considered for the car parking area have been guided by the following principles and community aspirations:

- An improved connection between the car park area and the street.
- Safe, easy pedestrian links between shops and parking.
- An improved look and feel to rear parking areas.
- Enhanced areas at the front of the car park with planting and paving detail.
- An improved car parking layout to provide overflow space for events/markets.

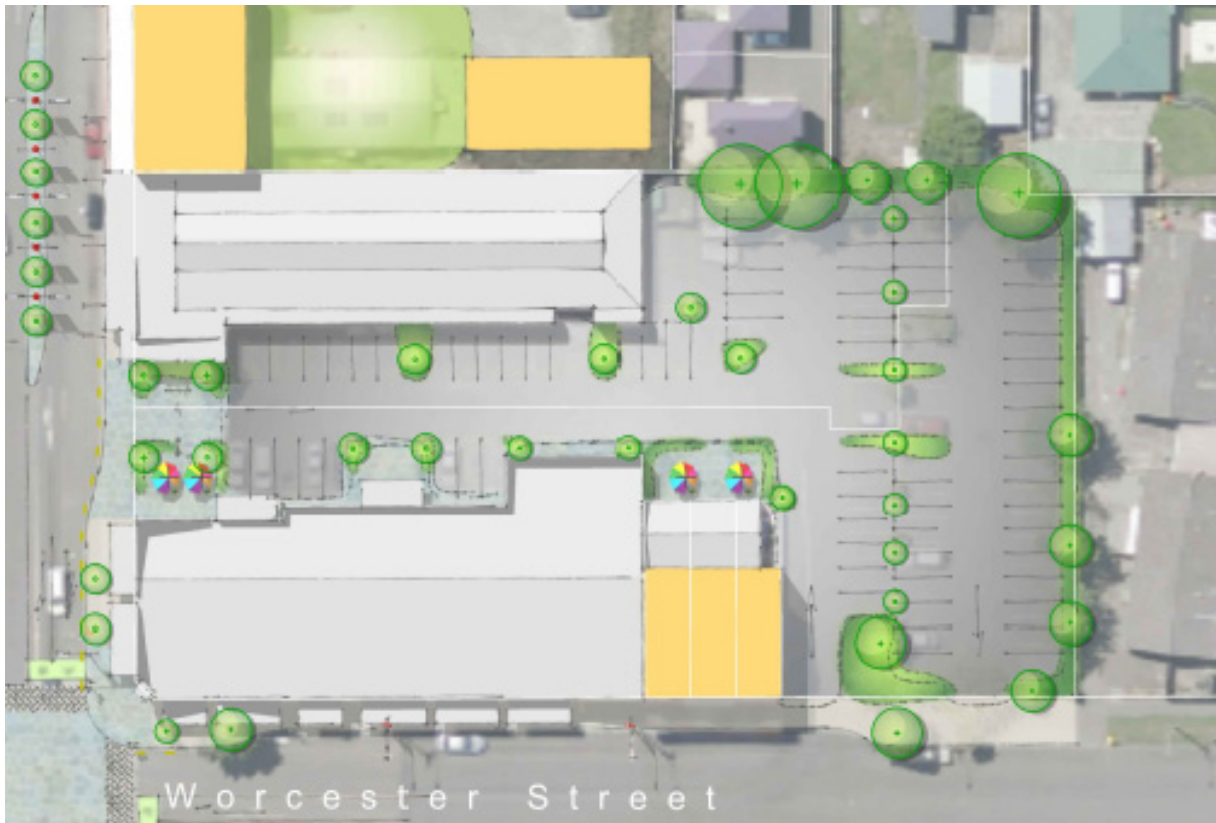


Figure 26. Concept plan of car park area adjacent Supervalue supermarket.

Next steps

1. Organise a meeting with property owners to explore concept design and layout.
2. Finalise detailed design and specifications for the entrance area.
3. Incorporate any changes into road layout design as required.

Street scene progression

The progression from the pre earthquake to a vision for Linwood



Recovery together

This section responds to the opportunity created by the earthquakes to bring businesses and the local community closer together in mutual support. People working together to rebuild and improve the Village, and maintaining community interest and engagement in the area, will be very important for the Village's economic recovery.

Rationale

Linwood Village is the social and commercial hub for the area. Prior to the earthquakes it provided a much enjoyed village atmosphere and the presence of many long-standing businesses gave people a sense of familiarity. For those who frequently used the Village the chance of meeting friends and acquaintances there was very high, contributing to their sense of place.

For many people, however, visiting the Village was not always a pleasant experience. Community feedback indicated that the popularity of and support for the centre was clouded by feelings of intimidation, even during the day. Loitering, fights and drinking activity spilling out onto footpaths scared people away, particularly elderly and young people. Many people felt the Village was rundown, with dirty, tired buildings. Areas like car parks looked untidy with weeds, broken fences and poor lighting. Rubbish is often piled behind buildings, and graffiti and vandalism bring the area down.

Partnership opportunities

A number of organisations and agencies have an interest in supporting the Village and in supporting the local community, including:

Te Whare Roimata Trust, a not-for-profit community development organisation working with Inner City East communities. The Trust has expressed interest in using the concrete pads on the north-west corner of the Worcester/Stanmore intersection for markets and other small community events. The Trust may also encourage local artists to work with property owners to create murals on newly exposed fencing.

Colour Me Christchurch, an Ashburton-based organisation that has offered to sow wild flower seeds on demolished sites at no cost to property owners. Pre-planted flower baskets are also being donated to businesses willing to care for them to help brighten up the Village.

Greening the Rubble, a Christchurch project that has expressed interest in using demolished building sites to create a temporary art installation/meeting space at no cost to property owners.

White Elephant Trust, a central Christchurch-based youth-driven charity which cultivates leadership and facilitates positive youth development. The Trust helps young people to learn new skills and get involved in local community projects such as creating temporary community gardens on abandoned sites, free outdoor events and youth-led Gap Filler projects.



Figure 27. Mural painted fence in local area.



Figure 28. Greening the Rubble site.

The Linwood Village partnership (project reference R1)

Accessibility to social services, the police and commercial service providers was a matter consistently raised through the public consultation process and in subsequent conversations and meetings. There was a high level of concern that core services such as banks and the post office, had closed in the village. Currently there are mobile banking (and other) services being provided as a result of the earthquakes. These could potentially be extended to Linwood Village on a more permanent basis.

In addition, while the local community has a relatively high degree of involvement with social service agencies such as Work and Income New Zealand (WINZ) and the NZ Police, these agencies do not have a consistent presence in the Village. A scaled down version of a partnership such as Community Link (which presently has an office located in Aldwins Road, Linwood), with a community policing component could better support Linwood Village. The provision of a hot desk and a few hours of availability could be the first step in offering such a service.

Business and Resident's Association (R2)

Despite the devastation caused by the earthquakes a positive outcome is that they have brought businesses and the community closer together. The master planning process has provided an opportunity to talk collectively about issues and aspirations for the Village. Formalising and building on these new relationship will contribute to the village rebuild and recovery, where responsibility for the ongoing viability of the Village, its appearance and day-to-day operations falls to the local businesses and residents to action.

Informal organised meeting → Business and Residents' Association → Business Improvement District

An active **Business and Resident's Association** would provide support for local businesses and help maintain the strong community spirit and local pride. It would provide a proactive forum through which local businesses and residents can connect and work together to best manage the Village. It would also provide a mechanism through which agencies and organisations with an interest in the Village could connect with the Village and the local community. This Association could also support business owners to network with the wider business community to build strong links between the Village, local tourism and leisure based businesses and community care providers.

A **Business Improvement District (BID)** is a defined area within which businesses agree to pay a special fee to fund improvements within the district's boundaries. Local businesses work together, with support from the Council, to improve their area and attract new businesses and customers. A BID fund could support graffiti control, local events, undertake Village maintenance and retail improvements, and enable collective marketing and branding of the Village.

Marketing will be an important element of the Village's recovery. The Village was branded 'Linwood Village' in 2003 and gateway signs were installed. The Village is the historic site of Linwood, however, some feel Linwood has moved east to Eastgate Mall and that the name is no longer an asset. When asked whether 'Linwood Village' remains the most appropriate name, stakeholders gave mixed responses. Many felt strongly that the area was 'Linwood' while others had a stronger association with 'Stanmore' and 'Worcester'. While there was a general consensus that 'Village' is appropriate, consideration should be given to the name for future marketing.

The formation of any association or business improvement district, and future branding of the centre, needs to be driven by the local business community. An ideal opportunity to do this is when new commercial buildings have been constructed and new businesses begin to establish in the area. The Council can offer advice and respond to queries raised by the Business Association after its formation. Help from external agencies such as the Canterbury Development Corporation or Recover Canterbury may also be appropriate.



Figure 30. Accommodation, Gloucester Street.



Figure 29. Under the Red Veranda Café, Worcester Street.

Case management (R3)

As part of the Suburban Centres Programme the Council has provided an ongoing case management service to all centres that have suffered earthquake damage and disruption.

Case management is an important factor in the ongoing recovery and rebuild of Linwood Village and the case management role should be continued. The case manager provides a single point of contact at the Council to support the implementation of this Master Plan. This could include facilitating discussions with property owners to help them work through development options, helping with resource consent processes, supporting community initiatives, advocating for funding and connecting partner organisations with property owners and the community.

The case management role is intended to last only 18 months to two years from February 2011. However, there may be the option to provide ongoing case management role to provide a point of contact for liaising with other dedicated Council staff involved in community engagement, community development, events development and arts advice. Together staff could support community initiatives that help maintain community interest and engagement in the area, and support the Village's rebuild and recovery. Examples include:

Festival and events programme – A programme which builds on the Linwood Multicultural Festival and local Carols at Christmas, and incorporates youth events.

Local Earthquake Memorial – There is strong support for a memorial in the Village to respect two lives lost there in the June 2011 earthquake. A design competition could be held for a local earthquake memorial, to be installed centrally within the Village.

Local interpretation – Local residents and artists could be supported to document the history of the area and tell its story through design interpretation/artwork.

Mobile Library – Council's Libraries mobile service timetable could coincide with regular community events.

Next steps

1. Appoint a dedicated case manager.
2. Encourage local businesses and residents to establish a Business and Resident's Association.
3. Work with partner organisations and Council units to promote activities and events within the Village.

Implementation Plan

The implementation plan sets out the Master Plan projects and actions that need to be achieved to deliver the recovery and rebuild, and to achieve the vision of the Linwood Village. Each project aligns with one or more of the themes of Integrated Recovery Planning – Economy and business, Movement, Natural environment, Community well-being, and Built environment. Each project/action is outlined in the following table alongside the anticipated timeframe, project lead and partners in the project, and the potential cost to the Council of each action.

Anticipated timeframe

The timeframes for when projects and actions can be achieved are difficult to predict. In many instances, factors relating to ground stability and insurance are still being resolved, and property owners continue to work through issues particular to their sites and circumstances.

The pace of implementation will be influenced by a range of factors, many of which are not fully determined at this stage. It is desirable to achieve some ‘quick wins’ wherever possible to boost confidence and create momentum for the rebuild and recovery of the Village. Some of the actions outlined in the table will require funding to be secured (private and/or public). Some will require further investigation and more cooperation between stakeholders. And, some actions may require the physical staging of development to be coordinated with the implementation of other actions.

The Implementation Plan should be considered as a work in progress subject to frequent review. The timeframes provided in the table relate to the following periods, but these should be considered a general guide only:

Immediate	(0-12 months)
Short	(1-3 years)
Medium	(3-10 years)
Long	(10+ Years)

Lead and partner

In general, the responsibility for taking the lead on each action will be divided between private owners, the Council and other agencies. For the built environment this division is along property ownership lines with the Council taking the lead for the development of public land and property owners developing their privately held land.

Council cost

There are different types of funding associated with Council work. Operational costs (indicated as (Opex) in the table) are generally for Council staff time and resources. This is funded through the Council’s operational budgets. Capital costs (indicated as (Capex) in the table) are costs of physical changes to the environment such as street upgrades or changes to open space. For these types of works funding must be secured through the Council’s Annual Plan process or, for minor works, sourced from existing ‘improvement’ budgets for which funding has already been allocated through Long Term Plans (LTP, previously LTCCP).

See **Appendix 5** for a summary of the estimated costs of some Council- led projects.

Table 1 –Implementation

The funding, timing and scope of project actions are subject to the Council’s approval, through the Long Term Plan and/or Annual Plan process and further stakeholder/community engagement including land/building owner consent where required.

Recovery Theme Reference ³	Project	Action	Timeframe	Lead	Partner	Council cost? ⁴
B, E, CWB	North west corner (B1)	Collaborative design and redevelopment of the north-west corner of Worcester Street/Stammore Road	Short	Property owners	Christchurch City Council	Yes (opex)
B, E, CWB	South-west block (B2)	Collaborative design and redevelopment of the south-west corner of Worcester Street/Stammore Road	Short	Property owner	Christchurch City Council	Yes (opex)
NE, CWB, E	Community facilities and open space (C1)	Develop the design and implement the Landscape Plan for the Doris Lusk Park and the Linwood Community Arts Centre site	Short	Christchurch City Council	Te Whare Roimata Trust	Yes (opex)
CWB		Redesign and redevelop the public toilet facility on the Linwood Community Art Centre site	Immediate	Christchurch City Council	Linwood Community Arts Centre	Yes (opex + capex)
CWB		Design and install children’s interactive play art in the Doris Lusk Park	Short	Christchurch City Council	Linwood Community Arts Centre	Yes (opex + capex)

³ **B** = Built environment; **E** = Economy & business; **CWB** = Community well-being; **NE** = Natural environment; **M** = Movement

⁴ **(opex)** refers to operational costs. **(capex)** refers to capital costs.

Recovery Theme Reference ³	Project	Action	Timeframe	Lead	Partner	Council cost? ⁴
M	Streetscape (S1)	Finalise and implement streetscape plan	Short/ Medium	Christchurch City Council		Yes (capex + opex)
B, M		Upgrade Stanmore Road entrance to car parking area between Supervalu and Worcester Street block	Short/ Medium	Property owners/ Christchurch City Council	Business owners	Yes (capex + opex)
M, CWB		Improve bus waiting spaces to include shelters, seating and good lighting, based on CPTED recommendations, and real time information	Immediate/ Short	Christchurch City Council	Environment Canterbury	Yes (opex + capex)
M	Off street carparking – NE block (N1)	Finalise design and undertake upgrade works	Medium	Property owners	Christchurch City Council	
E	Recovery together (R-)	(R3) On-going case management	Immediate - Medium	Christchurch City Council	Community	Yes (opex)
E		(R2) Establish local Business and Resident's Association	Short/ medium	Business owners/ Community	Christchurch City Council	Yes (opex)
CWB		(R1) Undertake community Initiatives	Immediate	Community	Christchurch City Council	Yes (opex)

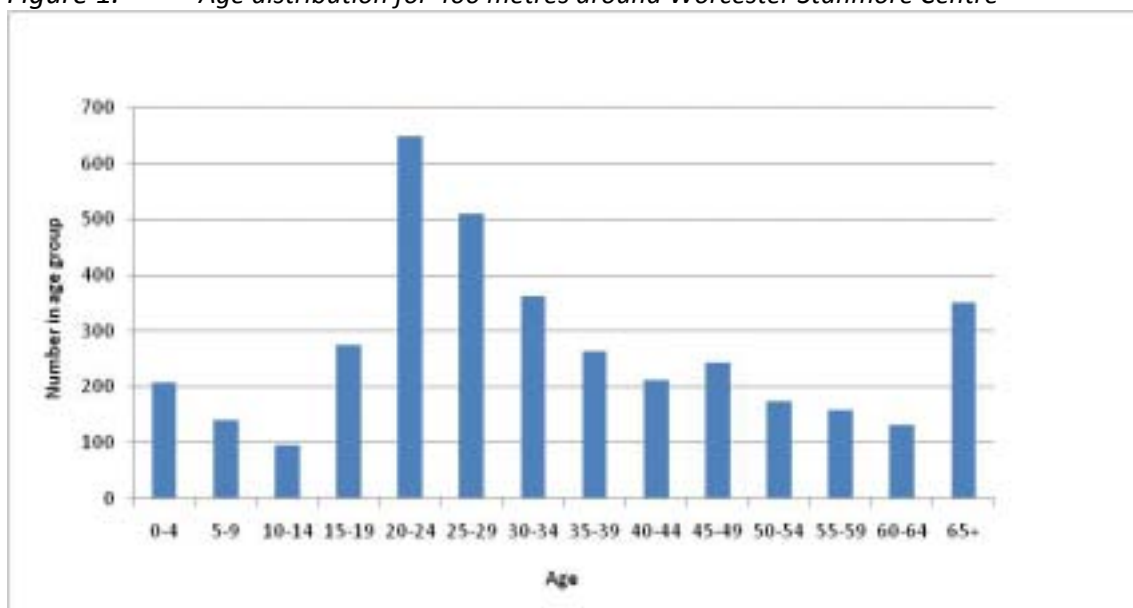
Appendix 1 – Demographic assessment

Age

The population surrounding the Worcester/Stanmore centre is diverse, with a mix of young people, working families and older residents.

There are a large number of residents between the ages of 20-34 (40 percent of the population). There are also a substantial number of elderly people, accounting for 9 percent of residents in the mesh blocks in the surrounding 400 metres. Elderly people generally have lower mobility levels than the general population, and so access to a centre with good amenity and resource is important. The number of young people in the area is probably a reflection of the popularity of the area for young renters, with the close proximity of the Central City and CPIT for work and education.

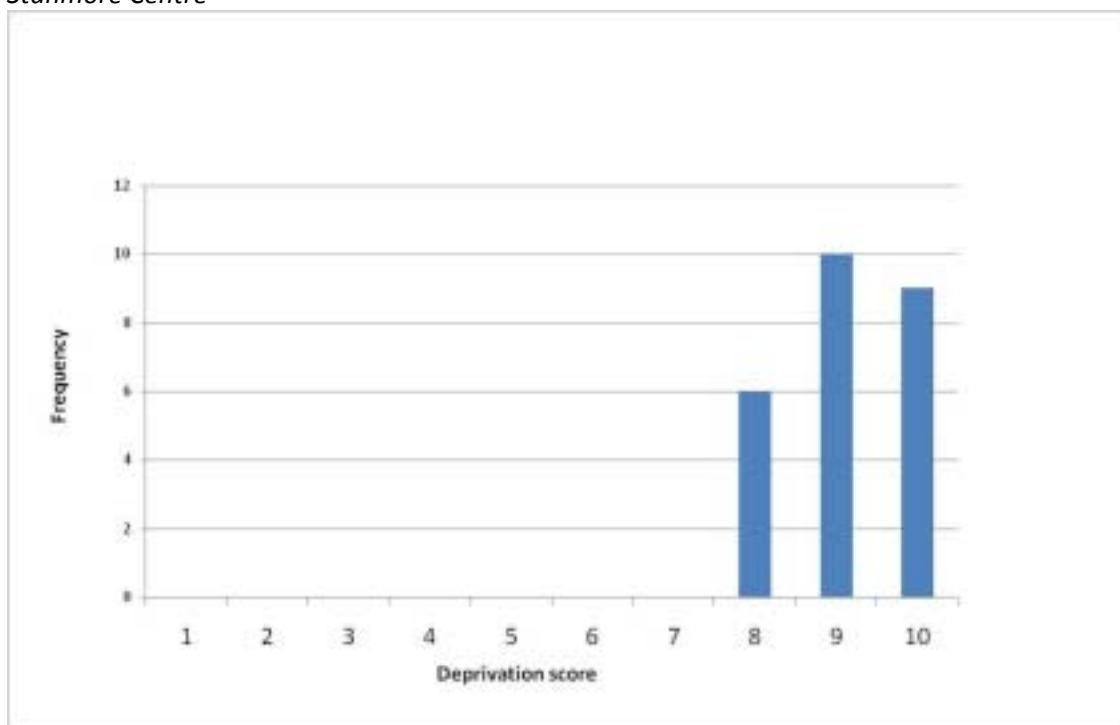
Figure 1. Age distribution for 400 metres around Worcester Stanmore Centre



Deprivation

The Worcester/Stanmore area has a high level of deprivation, with the meshblocks surrounding the area having deprivation scores of between eight and ten, (where ten is the most deprived). High levels of deprivation are often correlated with poorer health outcomes, lower levels of employment and education and higher dependency on social services. This high level of deprivation also reinforces the importance of the neighbourhood centre, as this population is likely to have greater difficulty than the general population in travelling to access resources.

Figure 1. Distribution of deprivation scores for mesh blocks in the 400 metres surrounding the Worcester Stanmore Centre

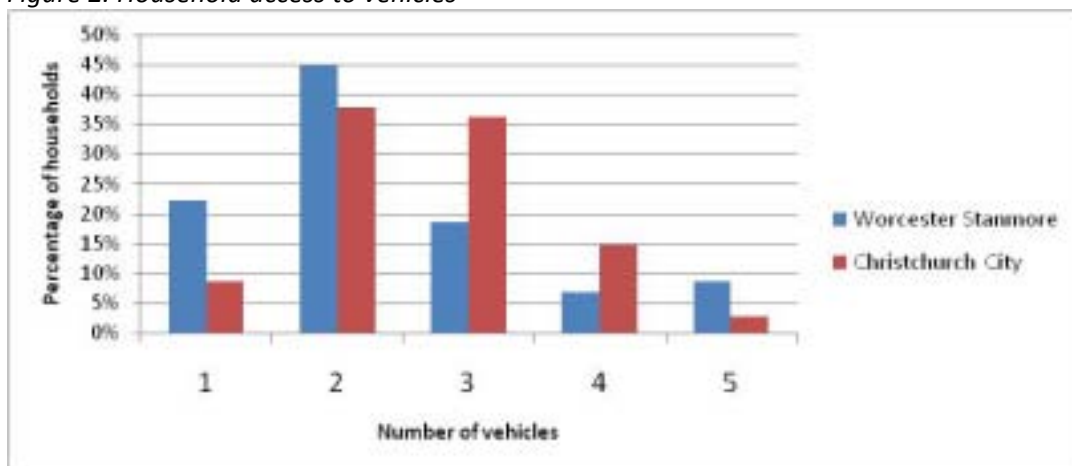


Access to motor vehicles

Access to cars in the Stanmore/Worcester area is lower than the average for Christchurch, with 22 percent of households in Stanmore/Worcester not having access to a car, compared to 9 percent of households in Christchurch in 2006.

This indicates the population has a high dependency on other modes of transport, such as public transport, biking or walking. This means that the neighbourhood centre is an important resource for this community, as lack of private transport limits access to centres further away. Therefore, retaining access to a supermarket and a range of other goods at the Worcester/Stanmore centre is important for this community.

Figure 2. Household access to vehicles

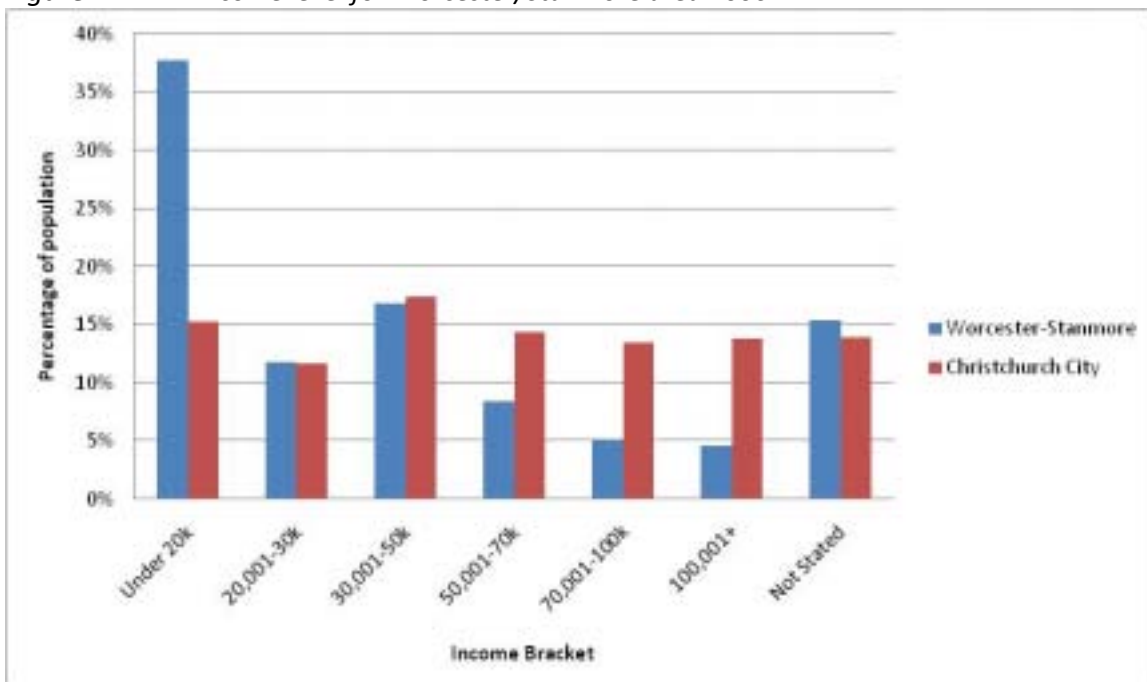


Income

The income of households in the Worcester/Stanmore area is below that of the rest of the city, with 38 percent of households in the area having a household income of less than \$20,000 in 2006, compared with 15 percent of households city wide. This equates to double the number of people on incomes less than \$20,000 than the rest of city. There are also a much smaller number of households in all the income groups over \$50,000.

This is consistent with a high deprivation score, and again is a likely reflection of the number of students, unemployed and lower wage employment in the community. This lower level of income means that the community has lower levels of discretionary income. Residents in this area are likely to be spending a large proportion of their income on basic living expenses. This has implications for the type of retail that can be supported in the Worcester Stanmore shops. The high number of cheaper fast-food outlets, rather than restaurants or cafes, and the lower level of general retail is a reflection of the community's spending power.

Figure 2. Income level for Worcester/Stanmore area 2006



Unemployment

The employment profile of the area is consistent with the higher deprivation index. Employment in the surrounding area in 2006 was slightly below Christchurch City average, with 45 percent of the Worcester/Stanmore population engaged in full time employment compared to 47.5 percent of the city population, and five percent of the population unemployed compared to three percent of the city population in 2006. While the employment level was slightly below the city average (Table 1), the higher level of deprivation in this area is also likely to be a reflection of the number of students in the area, and employees living in the Worcester/Stanmore area being on lower wage rates.

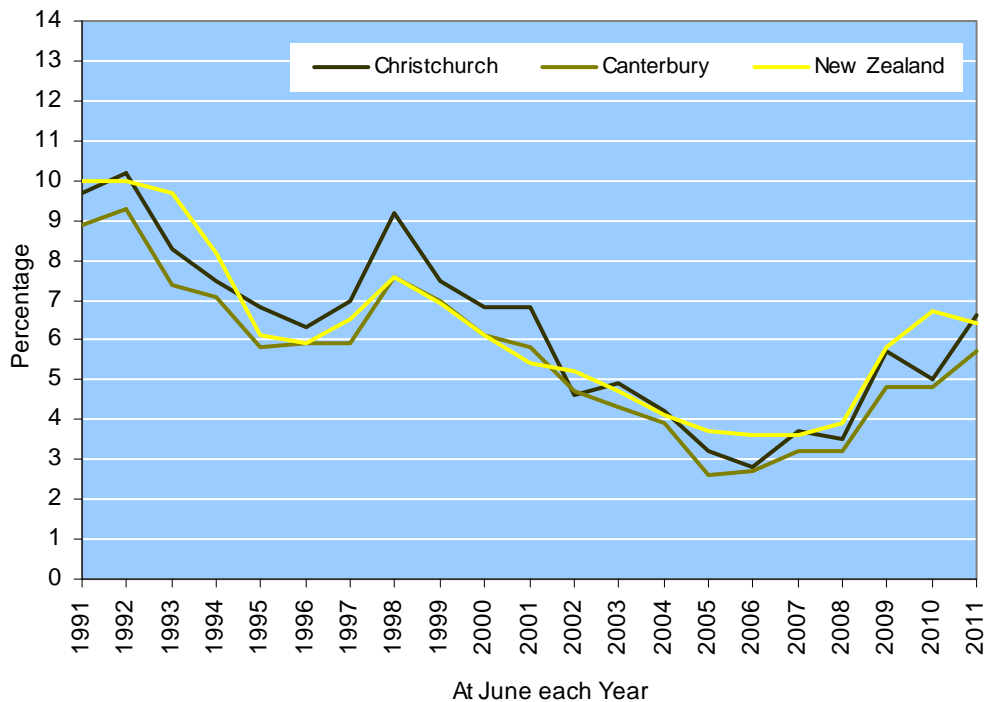
Table 1. Employment status of residents in the meshblocks in the 400 metres surrounding the Worcester/Stanmore Centre

Employment Status	Full-time	Part-time	Unemployed	Not in Labour Force	Not identified	Total
Number in each category Worcester Stanmore	1,512	399	183	1,026	210	3357
Percentage in each category Worcester Stanmore	45%	12%	5%	31%	6%	100%
Percentage in each category city Wide	48%	16%	3%	32%	2%	

Economics conditions have deteriorated nationally since the 2006 census. Unemployment in Christchurch is currently at 6.6 percent, just slightly above the national level of 6.4 percent, compared with 2.7 percent in Christchurch and 3.6 percent nationally in June 2006.

There is evidence that the recession has had disproportionate effect on deprived communities, as the recession has had a significant impact on manufacturing, trades and industrial sectors which are traditionally employers of people in lower income areas. The industrial and manufacturing sector is a large source of employment in the Linwood area, with 2006 census reporting that the most common occupational group in Linwood was ‘technicians and trades workers’. This means that unemployment in the Worcester Stanmore area has likely worsened since the recession in line with city-wide trends.

Figure 3. Unemployment rate in Christchurch, Canterbury and New Zealand from 1991 to 2011.

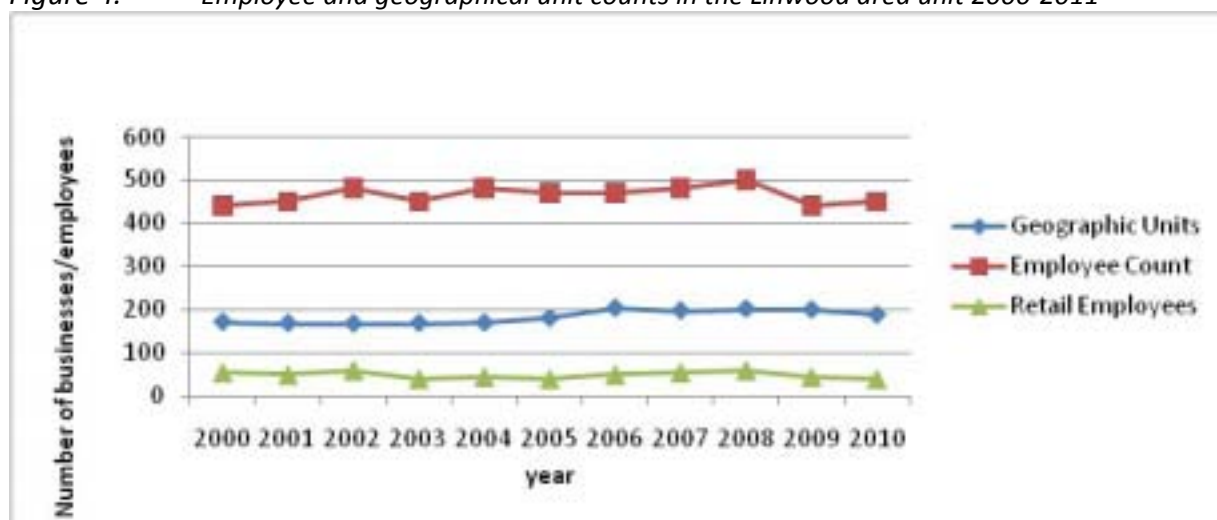


Employment

Employment in the Linwood area unit, in which the Worcester/Stammore centre is located, has remained relatively static in the last ten years. There has been no substantial change in the number employed in the area, with the number employed in retail remaining around 40-65 employees.

The static employment level is a reflection of the predominance of residential use in the area. The static employment levels in retail show that the Worcester/Stammore centre is continuing to act as a neighbourhood centre (but does not necessarily indicate that the types of shops in the centre is static), and has limited growth opportunities for commercial in the area due to the proximity of the Central City.

Figure 4. Employee and geographical unit counts in the Linwood area unit 2000-2011



There are 450 people employed in the Linwood area unit, with the majority of these employed in health care and social assistance; with 100 people employed in residential care services and 55 in social assistance services. This, in part, reflects the number of people in the area who are accessing services from organisations such as the Salvation Army, the Multiple Sclerosis Society and mental health and drug support services, as well as the cheaper rent that many of these organisations require to operate.

The other key employment sectors are retail and accommodation, cafes and restaurants, which reflects the role of the Worcester/Stammore shopping centre being the focus for activity in the area.

Table 2. Number of businesses and employees in key sectors in Linwood area unit

Key Sectors	Geographic Units	Employee Count
G Retail trade	20	40
H. Accommodation and food services	22	40
Q. Health care and social assistance	17	180
R. Arts and recreation services	6	56
S. Other services	11	25
Total industry	189	450

The small worker base of 450 people illustrates that this centre is predominately servicing the immediate residential catchments. A Restaurant Association Remuneration Survey shows that café assistant and kitchen hand roles earned around \$13.73 to \$14.4 per hour. Most staff employed in food

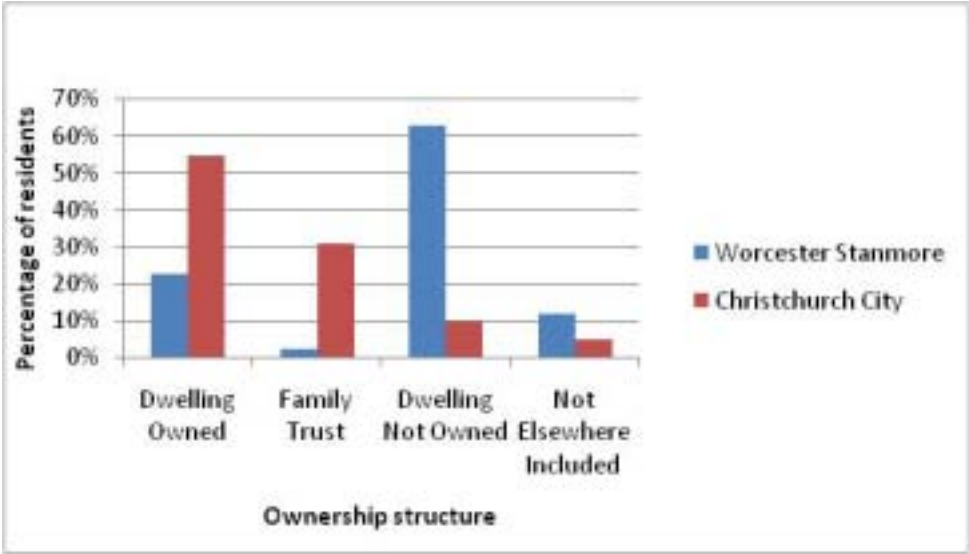
and beverage sectors in the Worcester/Stanmore area are, therefore, probably earning close to minimal wage.

Home ownership

The area surrounding Worcester/Stanmore area has a high proportion of renters, with 63 percent of residents not owning their own home. This is a higher proportion than the Christchurch average, with 31 percent of households living in rented property city wide.

As a result of this high renting population fewer residents own their own home in the Worcester/Stanmore area, with 25 percent of residents owning or have their property in a family trust. This compares to 64 percent of residents city wide.

Figure 5. Tenure of dwelling by usual residents



Demographic summary

The demographic data shows that Worcester/Stanmore area has a less mobile population, with higher levels of unemployment and less income. This affects the consumption choices of the community as the majority do not have high levels of disposable income. The types of shop in the centre prior to the earthquake reflect these demographic patterns, with a high number of fast food and convenience stores and no high end restaurants and few clothing stores or cafes. There may be an opportunity to increase the variety of the offer in the centre; however, stores should consider who the target markets are and what their consumption patterns are likely to be.

This area does not have the same visual amenity as other café/restaurant areas, such as Sumner, or a population with the same spending power, however, an increased variety of stores may help promote equity of access to goods and services within this community.

Appendix 2 – Economic assessment

Commercial centre pre-earthquake conditions

The Worcester Stanmore centre is comprised of 0.82 hectares of zoned B1 land and 0.85 hectares zoned B2 land, and has 26 rating units.

Prior to the earthquakes Worcester/Stammore centre had been identified as a neighbourhood centre lacking amenity and focused strongly on the daily convenience needs of the local community, with most stores supplying food and beverage services. The centre is classified as a neighbourhood centre, as it serves a substantial catchment. It is anchored by a small Supervalu supermarket.

The 2006 Commercial Strategy discussion document by Property Economics described the Worcester/Stammore Centre as:

“A supermarket based centre on the eastern fringes of the city. It is anchored by a Supervalu supermarket, albeit a small supermarket targeting the convenience shopper. The centre itself is quite dispersed leading to a rather dysfunctional, low amenity centre with a low level of walkability.

Many of the buildings are run down and in need of an upgrade to meet current retail standards, and the quality of the retail offer is not considered high.

There is a major intersection in the centre which creates significant traffic noise and limits the mutually beneficial relationship that convenience stores can generate. The centre is in an area where increasing residential intensity is encouraged, indicating the role the centre currently plays in the community will be important to maintain in the future. Long term, amenity, functionality and aesthetics will need to be improved.”

While the appearance of the centre is relatively unattractive, with limited street and retail upgrades, it is still very well used by the local community. Although its economic viability is often questioned, there were a stable number of businesses who had been in operation for a number of years. This indicates that the centre had established a core customer base that supported the centre. The lack of reinvestment in the centre, with low amenity or appearance of some of the buildings does indicate that while these businesses were able to remain, they may not have been profitable enough to enable substantial reinvestment.

Strengths of the centre include having a strip format, based along an intersection, only one shop deep and no arcade style shopping. This allows good street exposure and shop frontage to passer-bys. The layout of the centre across the Stanmore/Worcester intersection increases the walkability and visibility of the centre, compared to a large strip centre.

Commuter traffic brings potential customers to the centre and the centre is conveniently located for commuters stopping for convenience goods, such as take-away meals and grocery top-ups from the supermarket or dairies. The traffic through the centre does reduce the amenity and the connections between the shops on either side of the centre and care should be taken to ensure that traffic speeds allow pedestrians to move safely through the centre.

The centre acts as focus point for the community, with many people using the centre during the day. The centre appears to be a focus for elderly and young people, providing them with a meeting point and somewhere to go. The high number of pedestrians in the centre on any given week day reflects the importance of the centre for the community.

Worcester Stanmore has had a static business profile. The centre lost a bank several years ago, but since 2004 it appears that the business turnover has remained low. The SuperValue supermarket is small with a tradable floor area⁵ of 729 square metres and was estimated to have a turnover of approximately \$3 million in 2010. This was estimated by using Statistics NZ data from the Household economic survey data, transport modelling and micro-credit card data collected in 2009. This is estimated to be a lower turnover than other centres with similar sized supermarkets, such as Edgware and Sumner.

Market competition

The centre consists of low rent/low income retail outlets and numerous fast-food outlets. This type of retailing relies heavily on an immediate population. The pre-earthquake retail mix did well because it had a large residential population to service it and speciality stores such as butcher and gluten-free store have pulling power. However, the centre may decline if competition from surrounding comparison or supermarket shopping occurs in close proximity.

Supervalue in Worcester Stanmore is a small supermarket in comparison to the large stores such as Pak’n’Save, Countdown and New World supermarkets. The Supervalue is therefore likely to be used by residents in conjunction with the Central City and mall-based supermarkets. Supervalue faces competition, with the Euclidean⁶ distances between Stanmore Supervalue and the closest 5 supermarkets being less than 2.06 kilometres, as shown in table 12. This shows that there is substantial competition in the area, and these surrounding supermarkets are probably used by residents as the main shopping centre. This distance is probably enough for the Supervalue to maintain a catchment; however, any additional supermarkets in the area would put pressure on the Supervalue in Stanmore Road.

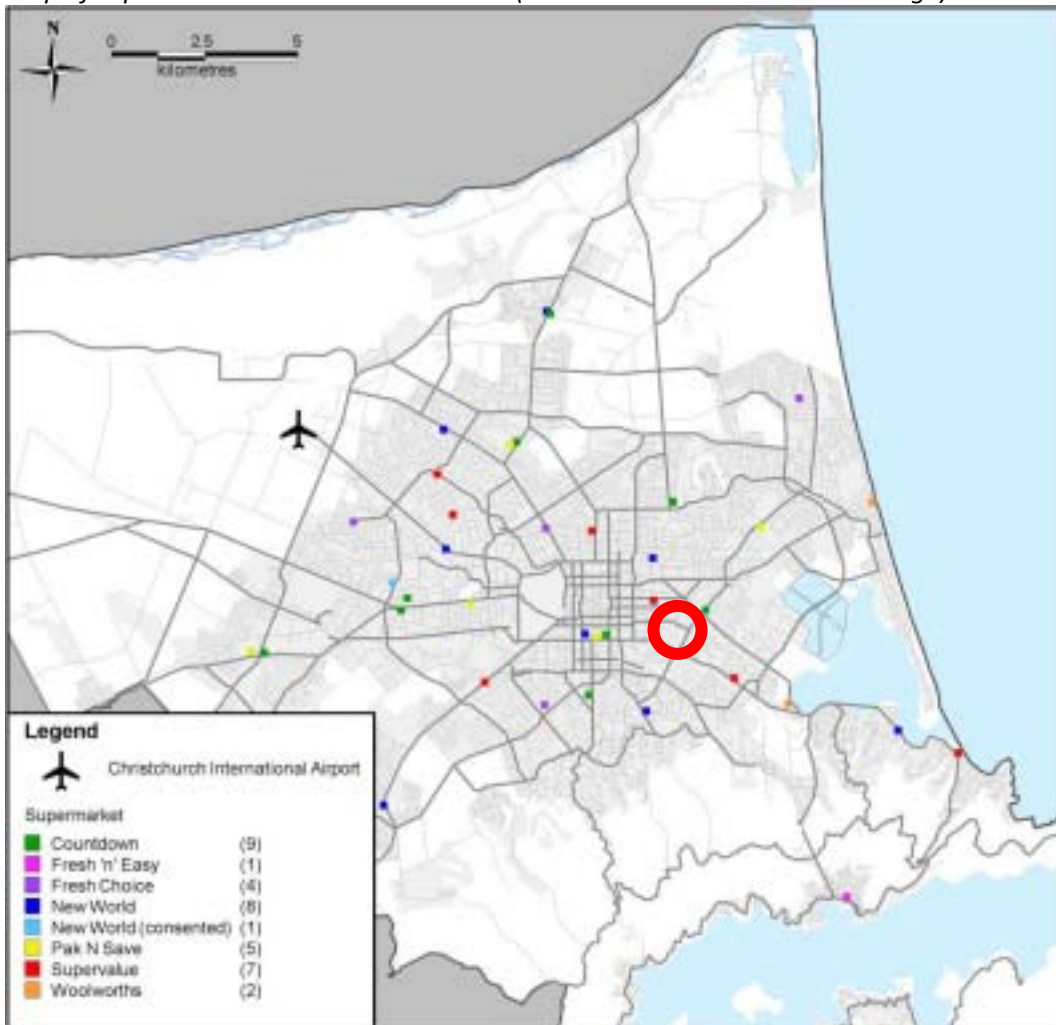
Table 3. Euclidean distance from Stanmore Road SuperValue to surrounding supermarkets

Supermarket	Distance (km)
Eastgate Countdown	1.42
New World Stanmore	1.15
Moorhouse Pak’n’Save	1.82
Moorhouse Countdown	1.58
South City New World	2.06

⁵ Tradable floor area is the publicly available area

⁶ Euclidean distance is the linear distance between two points, sometimes referred to “as the crow flies”

Map of supermarkets in Christchurch 2010 (red circle indicates Linwood Village)



Impact of the 2010-2011 earthquakes

Worcester/Stanmore is a shopping centre that consists of 26 rateable units. Fifty percent of these units have buildings which have been destroyed by the earthquakes. Rateable units are based on Council land parcels, and do not directly correlate with the number of buildings or businesses housed on a site, and a rating unit can contain multiple buildings and businesses.

Prior to the earthquakes Worcester/Stanmore housed about 30-35 businesses, with 15-20 businesses currently not operating due to earthquake damage. The majority of the shops lost were along Worcester Street, in two sections. An older brick section of shops and a newer block commonly built in the 1980s were damaged. The centre housed a range of businesses that lost their premises including:

- Fishmonger.
- Chemist.
- Butcher.
- Bakery.
- Tattooist.
- Dairy.
- fruit and vegetable shop.
- Hairdresser.
- second hand whiteware store.

- pizza store.
- dance studio.

Remaining stores include:

- Supervalu.
- bookshop/post store.
- DVD store.
- a public bar.
- general merchandise store.
- Dairy.
- Subway.
- Pizza store.
- Gun shop.

Rateable value of the centre

Prior to the earthquakes the Worcester/Stanmore business zones had a total rating capital value calculated in 2007 of \$13,060,000. Sixty percent of the centre's value was in the improvements, at \$7,825,000 and 40 percent in the value of the land \$5,235,000.

Assuming an average rental rate of \$150 per square metre, this equates to a 7 percent return on capital value in this centre, which is comparable to other commercial property returns in Christchurch.

Table 4. Return on capital value at \$150 rent per square metre

	<i>Total commercial floorspace area(a)</i>	<i>Capital value (b) \$</i>	<i>Land value (c) \$</i>	<i>Improvements value (d) \$</i>
Total	6,183	12,758,000	5,039,000	7,719,000
Average		531,583	209,958	321,625
Rental rate per square metres \$				150
Rental income for total centre\$				927,450
Return on capital value at \$150 per square metre				7%

The average improvement value per square metre of commercial floor space prior to the earthquake was \$1,164. Thirteen rating units were demolished due to earthquake damage⁷, with a total floorspace of 2,646 square metres and a rateable value of \$4,145,000. If these businesses were to build back to the previous floorspace area with a cost of \$2,000 per square metre, the return on the capital value would be 5 percent at 150 per square metre. To achieve a 7 percent return on capital value a rental rate of \$196 per square metre would be required. This may be achievable for rebuilt new premises as it is still below city and mall rental rates and is likely to be sustainable for fast-moving good businesses such as cafes, take-away restaurants and small professional services. In addition, new retail premises that are well designed may encourage a greater number of commuters to stop and shop, increasing the turnover at stores.

⁷ Information current November 2011

Table 5. Return on capital value at \$150 rent per square metre for rebuilt properties

	<i>Total commercial floorspace area(a)</i>	<i>Capital value (b)</i>	<i>Land value (c)</i>	<i>Improvements value (d)</i>
Area lost	2,646	4,145,000	2,118,200	2,026,800
Rebuild costs @\$2000 per square metres				5,292,000
Rebuilt capital value		7,410,200		
Rental rate per square metres				150
Rental income for total centre				396,900
Return on capital value @\$150 per square metre				5%

Implications of rebuilding the centre


The sites along 389 to 395 Worcester Street (the northwest corner) are predominately small, and had party walls. These sites are more challenging to rebuild than single stand-alone buildings due to the coordination required between owners, which can make rebuilding a development of a single cohesive block difficult. These sites also have limited vehicle access and parking outside the premises, which also reduce the accessibility for customers and tenants.

The sites for these properties are smaller with areas of 64 square metres to 169 square metres. This is smaller than some more modern buildings, and while there has been a trend towards larger floorplates for retail over the last ten years, the smaller floorplates of Worcester Stanmore may be an advantage. Worcester/Stammore is unlikely to attract high income or high end businesses, due to the competition from the Central City and the surrounding population demographics. The centre has traditionally had a history of food and beverage based businesses, predominately take-away based. The smaller floorplates will suit take-away based businesses and other smaller businesses that have limited storage and display needs. If Worcester/Stammore aims to diversify the mix of businesses from what was there previously, it is likely to attract start up business that can not afford large rents. Smaller floor plates in new buildings that are well designed are appropriate to attract smaller retailers that want high quality space but have limited rental budgets. Large floor plates can be off putting for smaller operator commercial tenants as they often don't have the turnover to maintain large stock holdings.

In addition, the density of premises also creates an attractive shopping environment for pedestrians. Smaller stores can create a more vibrant feel to the centre, as shops are not underutilised and half empty. Well designed modern retail spaces are also able to be used more effectively. For example, well designed placement of doors, windows, and appropriately sized back spaces and storage areas can enable greater use of smaller spaces. Smaller shops with higher density of stock are more attractive to customers than large shops with limited stock. The use of space and merchandising displays can increase the appeal of boutique sized premises for customers.

The premises around 384 Worcester Street (south-west corner) have larger floor plates and may be less of a development issue than the older block, due to single ownership, the layout of the building and availability of parking on-site. The redevelopment of both sides of Worcester Street may enable the centre to develop comprehensively and increase the flow of customers throughout the centre.

Property owners should consider the other functions that may be suitable to locate in the area before rebuilding the lost premises. The community could benefit from having community resources incorporated such as medical or youth services, or government or community-oriented services which



are frequently used by residents in the area. The rebuild may enable premises to be built that will attract a wider range of commercial users.

Amenity and safety

Linwood Village has had issues with lack of amenity, security and safety for users. The redevelopment of the centre enables some of these issues to be addressed, and could increase the appeal of the Village for businesses and customers. Ensuring designs increase visibility and safety of businesses and customers will help increase usage of the Village. Considering aspects such as lighting and safety could help improve perceptions of the area and encourage customers to linger and stay longer.

Linwood Village contains green space, which could be used in a strategic way for the businesses in the centre by hosting events which encourage people to the area. More could be done to integrate this and create a useable space for members of the public who enjoy the socialisation and community interaction the centre provides.

Transport

The centre has high volumes of car-based traffic. This is both a positive, as it allows people passing through to stop and use the centre for convenient purchases, and a disadvantage as it reduces the integration between the two sides of the centre, making it harder for customers to shop at multiple retailers. Improving the integration across the intersection and encouraging shoppers to move through the centre will encourage multi-shop purchases by customers.

Future role of Worcester Stanmore centre



The community around Worcester Stanmore centre is unlikely to support a much larger centre due to the proximity to the Central City and the competition from surrounding supermarkets, and so the centre should continue to play a top-up/convenience role. The supermarket plays an important part of the retail offer by acting as an anchor and encouraging shoppers to stop and use other retail shops.

With the proposed neighbourhood centres in the Central City Plan, it is possible that new retail development of a similar scale and nature will be located in Central City. These new neighbourhood centres may capture retail spend that Worcester Stanmore previously held, however, the planned Central City population may also provide greater spending at Worcester Stanmore, as Christchurch residents do have dispersed spending patterns. Worcester Stanmore should be prepared for increased competition for neighbourhood centre level spends.

The spending power of the Worcester Stanmore community is lower than other areas of Christchurch due to the lower income levels of the population. While the centre is located in a high deprivation area, they are also more likely to shop at their local centre due to low car ownership levels. The high level of pedestrian activity and the use of the centre as a social meeting place for the community reflects the importance of this centre.

While the community is unlikely to support much commercial growth within the centre, it is also expected that the surrounding population will grow. The residential area around the centre is increasing in density as large sections are in-filled. The increasing population will help maintain the centre, and is likely to be important in helping businesses recover the anticipated increased costs from higher rents when the centre is rebuilt.

As the area responds to changes in the Central City and the eastern side is rejuvenated there may be pressure to expand the centre closer to the Central City. If this happens it could affect centre viability of



older shops located further away. Currently, the centre is well distributed across a T-intersection. If the centre was to creep closer to the Central City down Worcester Street this could affect the pedestrian activity at the Stanmore Road fringes.

Appendix 3 – Comprehensive design concepts for the north-west corner site

The options presented are concepts only, developed by Council staff to provide the property owners with ideas and a starting point for discussion.

The image contains a hand-drawn architectural sketch of a building complex, a list of rationale points, a list of difficulties, and two smaller perspective drawings of the building's facade.

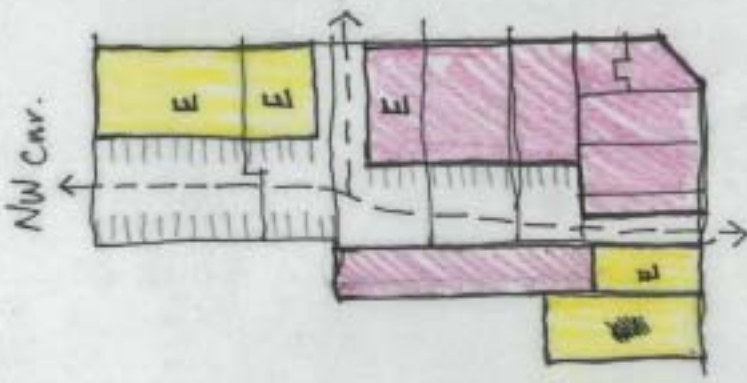
Rationale:

- Through block movement.
- Overlooking of public/semi-public spaces.
- Retains maximum two storey.
- Mixed use.
- Some retention of vegetation.
- Access to all properties.
- Good level of car parking

Difficulties:

- Apartment/work units on shared ownership.
- Not a lot of return for gun shop owner.
- Loss of part of site for pedestrian access.

The sketches include a plan view of a building with yellow and pink shaded sections, and two perspective drawings showing the building's facade with yellow and pink sections and greenery.

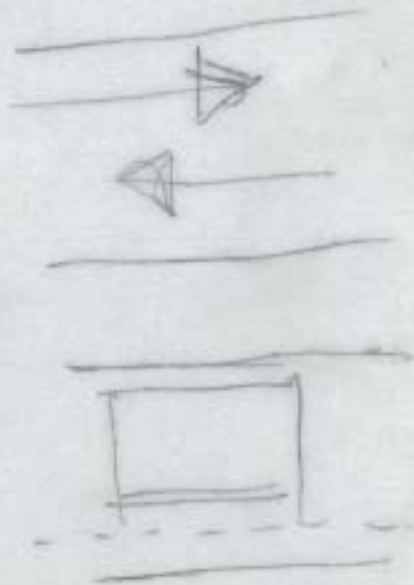


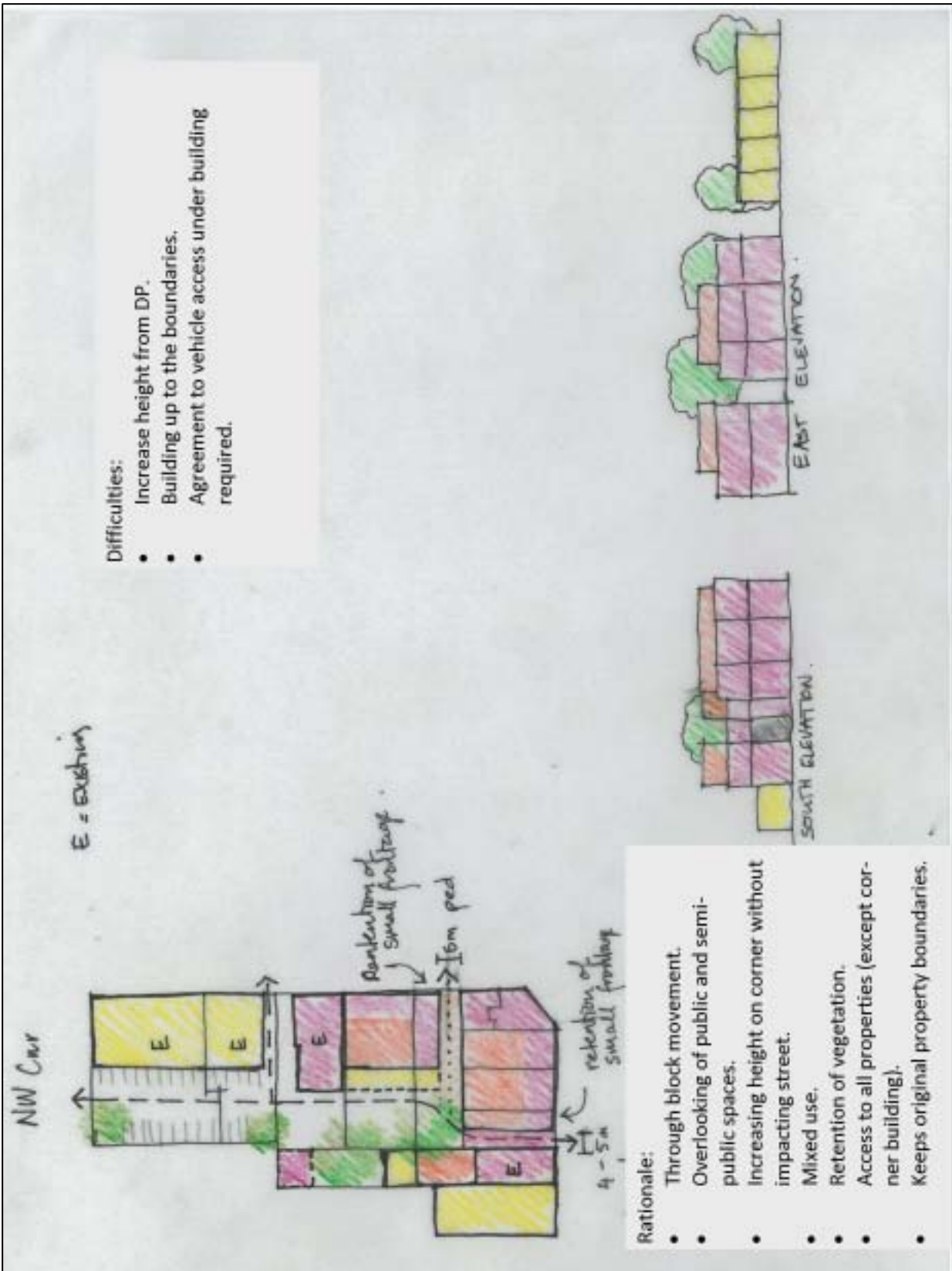
Rationale:

- Clear access through.
- Overlooking of rear spaces.
- Keep in existing boundaries.
- Retains visibility down lane from Argonaut site

Difficulties:

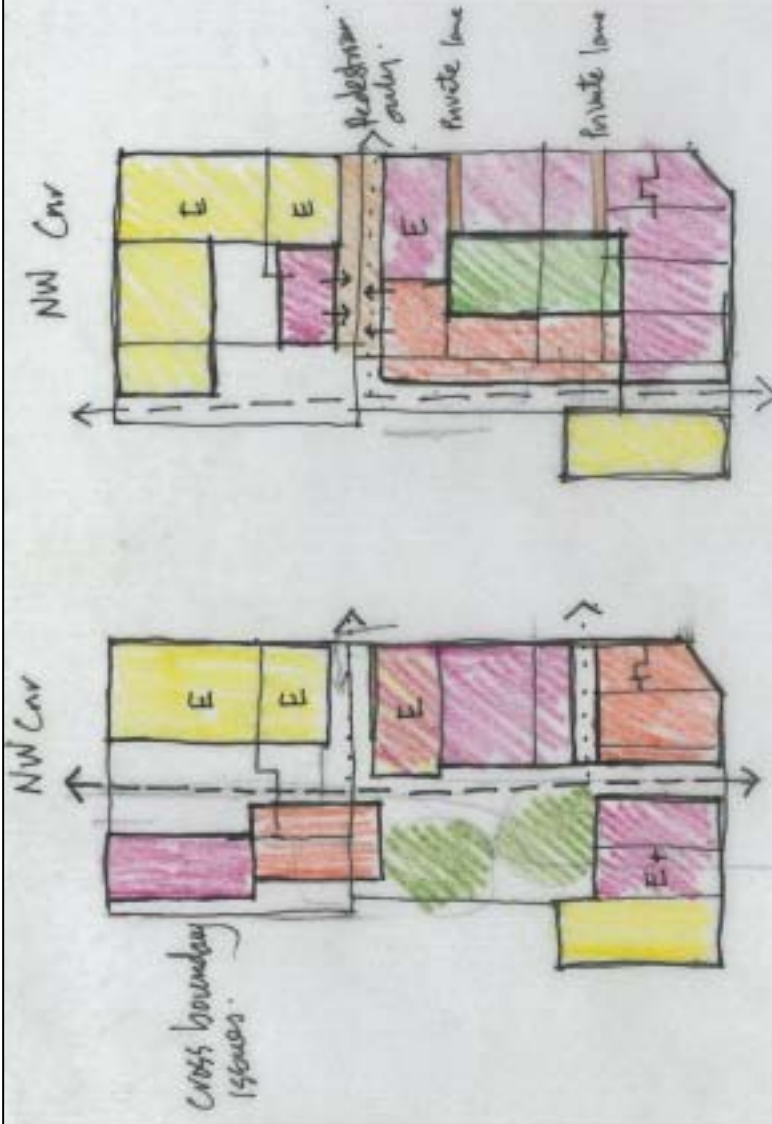
- Access to Talon Arms, trade off, boundary issues.
- Less permeable, potential safety issues remain.
- Lack of outdoor space.
- Trade-off is access is lacking for fish shop







Possibilities but less desirable potentially

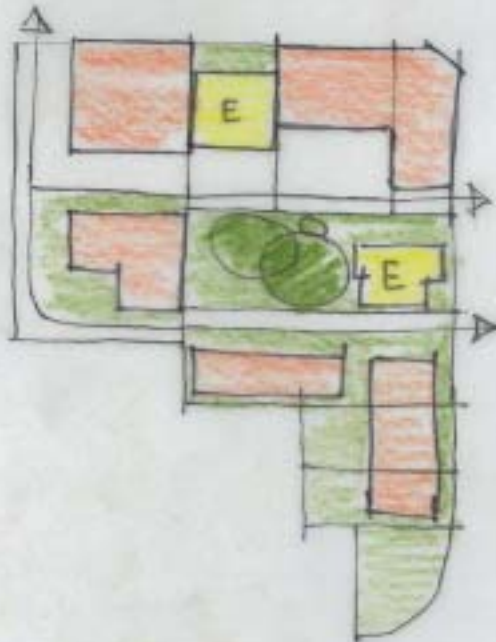


- Very tight sites and ground floor parking.
- Car park issues.
- More like European parameter block developments.
- Conflicts in servicing.
- Service from front.

- Clear visibility through.
- Overlooking of pedestrian alley ways.
- Relatively simple design.
- Still some car parking issues.

Appendix 4 – Comprehensive design concepts for the South-west corner

The options presented are concepts only, developed by Council staff to provide the property owners with ideas and a starting point for discussion.

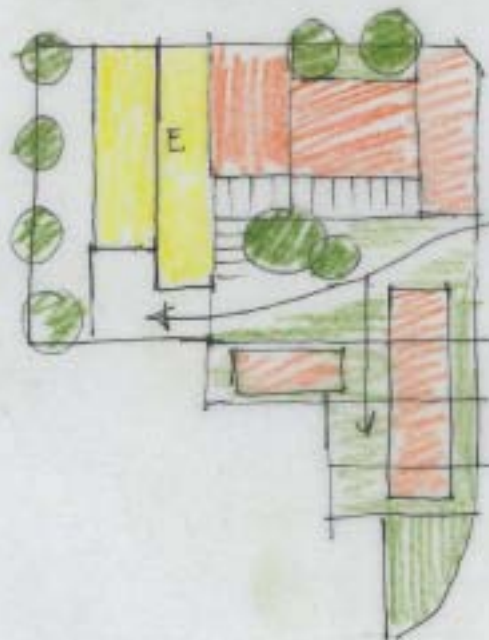


Rationale

- Retention of existing buildings except pub.
- Clear movement through sites.
- Additional areas of development.

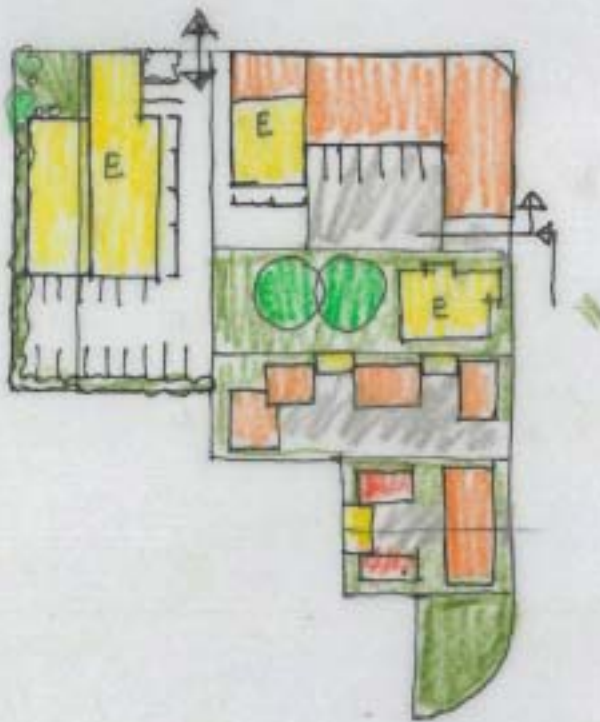
Issues

- Orientation of buildings.
- Relatively ineffective use of space (given over to traffic movement).



Rationale

- Shared green area and comprehensive parking utilising more of the corner.
- Retention of existing parking beside pub.
- Retention of pub.
- Green space to the north.

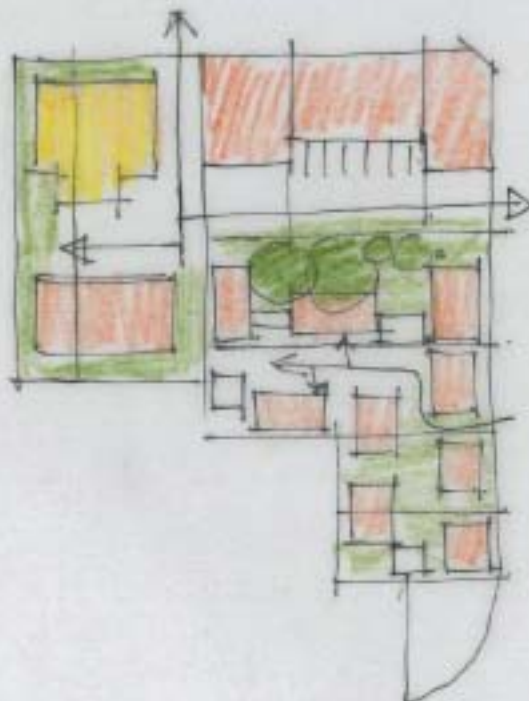


Rationale

- Retain existing buildings.
- Respond to corner.
- Retain car parking levels.
- Introduce more residential.

Issues

- Safety of car park.
- Utilisation of space.
- Existing plot at centre of development.



Rationale

- Good movement through site, clear traffic from corners.
- Increased residential supporting retail activity.
- Better use of pub site.

Error! No table of contents entries found. **Appendix 5 – Estimate of cost to the Council and funding requirements**

Costs (construction costs inc staff time and contingency)

Streetscene	
Option 1 (centre of road island)	\$712,922
Option 2 (mid block crossing)	\$779,387
Community facilities and open space	
Kerbing, paths, surfaces, toilet block and associated works (does not include any landscape, grass berm or tree plantings work)	\$ 210,424
Case management (operational)	
Staff resource	

Complete costing of actions and establish funding streams.

The Draft Master Plan establishes a vision and an implementation programme to guide decision-making. The Council now needs to complete schedule of detailed costs for individual action items so these can be put forward for potential inclusion in the Council's Annual and Long Term Plans. Council activities and priorities change over time and projects that are identified as commencing in 2012 or later will be contestable as part of the review of the Long Term Plan. This three yearly review involves the identification and prioritisation of projects across the whole city.

Appendix 6 – Overview of the Suburban Centres Programme

Explanation

The magnitude 6.3 earthquake that struck Christchurch in February 2011 was the most destructive earthquake to affect a New Zealand City in 80 years. Continuing earthquakes and aftershocks have had a devastating impact on the Central City as well as many of the smaller commercial centres including Linwood Village.

Although the Canterbury Earthquake Recovery Act 2011 does not require the Christchurch City Council to provide plans for the recovery of suburban centres, the Council recognises the need to prioritise and support earthquake recovery in these local areas. Commercial centres are important to the city and in the way it functions. They support the social and economic well-being of communities as they are places where people can easily access a variety of goods and services.

Following the earthquakes, the Christchurch City Council assessed 150 commercial centres against a range of indicators. Some of these included:

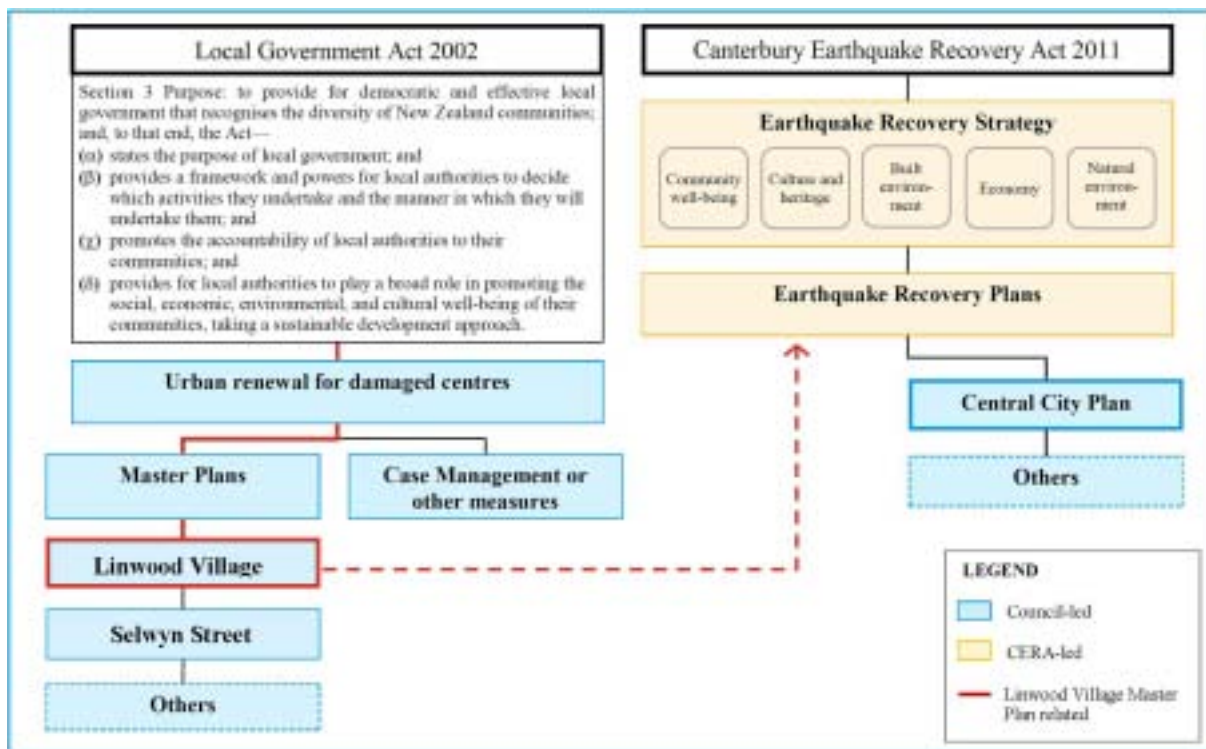
- The extent of damage in the centre.
- The size of centres and the area they serve.
- The well-being of communities within the immediate vicinity of each affected centre.
- The ownership profile of businesses.
- Whether or not the community has other options nearby for obtaining goods and services.
- Whether any planning or revitalisation work had already been done prior to the earthquake to enable a quick start.

64 centres suffered some degree of damage or disruption in the February earthquake and of those, six were considered highest priority for significant Council support in planning for a rebuild. Most of the remaining affected centres can be supported through liaising with individual or small groups of property owners through a Council 'case manager' to help affected property owners consolidate their plans and to assist in creating good outcomes for the community who use these centres.

The allocation of funds and resources is part of an on-going process. The Council will continue to assess the identified suburban centres as more information is identified and refined over the coming months to ensure an appropriate approach for each centre is maintained.

Policy and legislative context

The Linwood Village Master Plan sits within a robust hierarchy of legislation and policy which links to the work of the Christchurch City Council and Canterbury Earthquake Recovery Authority (CERA). These agencies are tasked with leading and co-ordinating the reconstruction and rebuilding efforts following the earthquakes.



Policy and legislative framework

All planning instruments must be read together and consistent with the Earthquake Recovery Strategy. The Recovery Strategy is currently being prepared by CERA and it will be presented to the Minister for Canterbury Earthquake Recovery in December 2011 for consideration and approval.

Under the Canterbury Earthquake Recovery Act 2011, Council must develop the Central City Plan within nine months. Alongside a Central City Plan the Council has also initiated an urban renewal strategy to support suburban areas. This strategy has two streams:

Stream One focuses on the most affected suburban centres. In these centres a 'Master Plan' approach is used to agree with each community a vision for the centre and to coordinate development. The Master Plan process involves significant community engagement.

A Master Plan may be developed prior to the Recovery Strategy and then amended following its release.

Stream Two focuses on the remaining suburban centres and business areas. These will involve smaller scale projects involving a Council 'case manager' to help affected property owners consolidate their plans and to assist in creating good outcomes for local communities.

While it is the responsibility of the Council to oversee the roll-out of the majority of the Master Plan, there may be instances where it is requested that CERA powers are used. By way of an example, the Master Plan process may identify a need to change the City Plan to give incentives for rebuilding, retain investment and protect local employment. If deemed essential to the rebuilding efforts, CERA in some cases may be able to provide direction and leadership to simplify and stream-line resource management processes and decision-making.

Appendix 7 – Summary of the City Plan framework

This appendix briefly summarises the parts of the City Plan that are most relevant to the scale and function of all suburban centres across the city including Linwood Village. The main rules of the City Plan that will influence how the Village will be rebuilt or changed are summarised below. The final section of this appendix outlines proposed Plan Change 56 and the possible influence this will have on the rebuild process for the Village.

Objectives, policies and methods of the Plan (Volume 2)

Objective 12.1 concerns the distribution of business activity. It seeks a distribution, scale and form of business activity across the city that provides the community with access to goods, services and opportunities for interaction.

Objective 12.7 specifically concerns the role of suburban centres in enabling people to meet their needs for goods, services and social interaction. Linwood Village is identified as a 'District Centre' by Objective 12.7. There is recognition within this objective that suburban centres provide for these needs at convenient levels to local populations. There is also an expectation of change over time with some centres growing while others decline in significance in response to a changing commercial market.

Objective 12.8 seeks a high standard of amenity, design and layout for suburban centres. Good design and layout should be promoted at every opportunity to maintain an acceptable level of amenity and maintain the suburban centres role as a important servicing points for the living areas of the city.

Rules of the Plan (Volume 3)

The rules of the City Plan are the detailed means of implementing the objectives, polices and methods contained within Volume 2. Outlined below are the specific rules that apply to the Suburban Centres and the zones of activity found within Linwood Village centre (i.e. Business 1 and 2 (B1, B2) , Living 3 (L3) and Open Space).

Part 3 - Business

1.4 Business 1 – Local centre general description


The purpose of these zones is to supply local opportunities for employment, including small retail shops. The description recognises that these centres will often have a poor physical layout and parking arrangements. A number of environmental results are anticipated for such centres which generally reflect the small scale and local appeal of the centres that adjoin residential areas. Residential activity is anticipated in B1 centres either in conjunction with commercial activity (for example upper floors) or displacement of commercial activity.

3.2 Residential Activity

Residential units may be built in B2 and B1 zones. Because Linwood Village adjoins a Living 3 (medium density) zone, any residential units in the B1 or B2 zones must comply with the standards applicable to L3 zones in addition to the other rules applying for B1 or B2 zones. Residential activity is anticipated to a higher density in B1 and B2 zones hence the requirement to meet the standards applying to L3 zones.

3.4 Development and Community Standards

The rules around the building form in B1 and B2 zones are generally more permissive than for Living zones except where B1 or B2 zones adjoin a living zone. Here, the building must comply with the Living zone recession plane (3.4.1) and there must be a three metre set-back (3.4.2). Screening and fencing are also required (3.4.3). Large blank façades are not permitted unless set-back three metres from the



street and landscaped (3.4.5 and 7.3.7). The maximum building size for B1 is eight metres in height with a 1.0 plot ratio, and for B2 is 12 metres in height and a 1.5 plot ratio (3.5.1 and 7.3.9, 3.5.2 and 7.3.10).

Part 12 - Transport

A separate set of rules addresses transport matters. Issues around access, location and manoeuvring space are assessed on a case by case basis as part of the assessment matters for resource consent if required. Perhaps most relevant to the redevelopment of the Linwood Village are the rules around minimum parking standards.

Part 12, 2.2.1 Parking space numbers

Parking requirements are activity rather than zone based. The general requirements applying to retail activities relate to the floor area of the activity. A typical example that would apply to the majority of retail units in Linwood Village requires four car parking spaces per 100 square metres for gross leasable floor area (GLFA) of less than 750 square metres. Cycle parking is set at one space per 100 square metres GLFA.

Other activities will attract greater or lesser parking requirements. Another typical activity in the Village would be food and beverage outlets. The City Plan requires four car parking spaces per 100 square metres public floor area (PFA) for the first 150 square metres PFA and 19 spaces per 100 square metres PFA thereafter. Cycle parking is set at one space per 100 square metres PFA.

Other

Living 3

The City Plan anticipates residential development in B1 and B2 zones. For Linwood Village, the Business zone is surrounded by land zoned Living 3. In this case residential development in the business zone must have regard to the rules of Living 3 zone (in addition to those for the B1/B2 zone).

The anticipated outcome for Living 3 zones is medium density housing with a significant degree of variety in housing type to appeal to a wide range of housing needs.

Open Space

Doris Lusk Park is zoned Open Space 1. The Open Space 1 zone is applied to small areas of recreation and open space within the city. These areas are anticipated for informal uses and usually will contain some seating and possibly play equipment or other structures. The intention is to provide areas of open space within the urban environment and as such areas tend not to be cluttered with facilities.

Often Open Space 1 reserves and parks will have some connection to natural or historical heritage. The City Plan anticipates that this will be taken into account as part of the management of the areas.

Plan Change 56 (Proposed)

The Council is currently proposing a change to the Business 1 and 2 parts of the City Plan to guide future development of suburban centres. Research and consultation conducted in 2008 revealed significant issues with the quality of new buildings in the suburban centres. New developments need to be of higher quality with better consideration of urban design. Plan Change 56 seeks to address these matters.

It is anticipated that Plan Change 56 will amend some of the objectives, policies and methods of the Plan along with a number of its rules. The content of these changes is still in development.

Appendix 8 – Crime Prevention Through Environmental Design report

Report to: Suburban Centres Programme Team

Subject: Linwood Village Crime Prevention Through Environmental Design Review

Author: Sue Ramsay

Date: 12 October 2011

This report provides a high level Crime Prevention Through Environmental Design (CPTED) assessment of safety issues identified in and around the Linwood Village shopping precinct. Its purpose is to highlight potential safety and perception of safety challenges which planning for the redevelopment of the precinct should consider.

A 'walkthrough' of the Linwood Village shopping precinct was carried out on the morning of Thursday 15 September 2011, by Police Constable Robin Pewhairangi; Christchurch City Council Senior Policy Planner Susan Lilley, Landscape Architect Jocelyn Mahoney and Crime Prevention Team Leader Sue Ramsay.

The guiding principles which are recommended to be considered in planning are set out in the National Guidelines for Crime Prevention Through Environmental Design in New Zealand Part 1: Seven qualities of safer places 2005 (these can be accessed at <http://www.justice.govt.nz/publications/>).

The National Guidelines state that:

CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment.

The assessment has been guided by the four overlapping principles of CPTED:

- 1. Surveillance** - people are present and can see what is going on.
- 2. Access management** - methods are used to attract people and vehicles to some places and restrict them from others.
- 3. Territorial reinforcement** - clear boundaries encourage community 'ownership' of the space.
- 4. Quality environments** - good quality, well maintained places attract people and support surveillance.

While not wishing to limit the matters for consideration, the following are highlighted for particular consideration in the context of the Linwood Village shopping centre.

Crime Statistics

We do not have access to crime figures which directly relate to the Linwood Village shopping precinct, but trends can be inferred from recent crime data for Linwood.

Linwood is considered to be a high crime area, although the city-wide decrease in crime since the major earthquakes is also apparent here. Public order and theft (excluding motor vehicles) are the most frequently recorded offences. Burglary and assaults are the next most common offences.

Amenity values

The present environment has generally low amenity values. The precinct is well used by the local community, but a number of remaining buildings appear run down. The community centre is a notable positive feature, but otherwise, little appears to have been done in public spaces to create safe, attractive and well used public spaces.

Recommended features may include:

- traffic calming measures, including narrowing Stanmore Road and Worcester Street in the vicinity of the precinct
- widening footpaths
- provision of seating on footpaths, but not in clusters that may attract possessive behaviours from occupying groups
- verandas from shop fronts.

Lighting

Lighting is a key element in creating safe environments. Lighting is used to indicate safe areas and absence of lighting signals that an area isn't safe.



For the Linwood Village precinct, the optimal light source in a pedestrian-friendly area is:

- pedestrian scale (three to four metre standards) and providing full light under verandas
- white light which provides for optimal facial and colour recognition
- standards are placed at intervals that create continuous light at the lit surface, eliminating dark areas between light sources (such as shading and pooling)
- shielded lamps that direct light down, thus reducing light spill and pollution
- lux levels are limited to ensure that light does not spill through windows and disturb the sleep of residents in upper stories.

This type of lighting should also be adequate for drivers using the narrowed roadway, especially if standards are placed on both sides of the road.

Activated edges

Opportunities to activate retail edges are positive crime deterrents and it is recommended that these are provided for. Wider footpaths facilitate retail displays outside shops; and provide opportunities for food outlets to provide seating. Both of these activities contribute to safe environments.



The site inspection revealed an underused parking area behind the western shops on Stanmore Road, with its entrance off Gloucester Street. There was discussion around the opportunity to connect the parking area through to Worcester Street. This could be expected to provide more usage and perhaps opportunities to activate the rear of some of the shops, thus increasing activity and oversight.

Gloucester Street bus stop

The existing Gloucester Street bus stop should be retained and enhanced. It was noted that this is an important arrival point for visitors to the precinct, as many do not have cars.

The bus stop would benefit from a shelter and lighting to improve its amenity and encourage more use.

Public toilets

The existing public toilets on the Linwood Community Arts Centre's grounds facing Worcester Street would benefit from replacement. The present design is no longer seen as safe and the placement of the toilets has created a concealed area to the rear of the toilets.

A modern facility, with street-facing cubicle entries, is recommended. Careful placement to eliminate hidden area behind the toilet block is advised.

Rear Car Park

The car park at the rear of the supermarket is poorly lit and maintained. It appears too large for the area. Redevelopment for other uses is recommended.

The bar's smoking area which has been created at the Stanmore Road entrance to the car park by wooden screens, has accidentally created a potential concealment area. It is recommended that this is redesigned or moved.

Conclusion

We would appreciate the opportunity to provide CPTED recommendations at future intervals in the planning process.

Sue Ramsay
Crime Prevention Team Leader
Ph 941 5067
sue.ramsay@ccc.govt.nz

Appendix 9 – Doris Lusk Park landscape concept plan 2008

Note: this plan is not a current Council plan.

It's your City

www.ccc.govt.nz/haveyoursay

DORIS LUSK RESERVE Landscape Concept Plan

HAVE YOUR SAY

Christchurch City Council has prepared a landscape concept plan for the redevelopment of Doris Lusk Reserve on Stanmore Road.

To assist us with this proposed redevelopment, the Council would like to determine the views of the local community prior to commencing work. We would appreciate your taking the time to complete the enclosed reply-paid comment form with any feedback and returning it to us by **Monday 25th August 2008**.

DROP-IN INFORMATION SESSION

Please feel free to come along to our informal drop-in information session to learn more about this project. Council Officers will be available to answer questions and talk over your ideas. You can also give us your feedback at this session if you prefer.

Where: Linwood Community Arts Centre
Corner of Stanmore Road & Worcester Street
Beside Doris Lusk Reserve

When: Thursday 14th August 2008
11am to 3pm

If you would like any other information or assistance in regard to this project, please don't hesitate to contact either:

Joanne Walton
Consultation Leader (Greenspace)
Ph: 03 941 6614 Cell: 027 683 8878
Email: joanne.walton@ccc.govt.nz

Steven Gray
Capital Project Leader (Greenspace)
Ph: 03 941 8256 Cell: 027 482 1453
Email: steven.gray@ccc.govt.nz

Doris Lusk Reserve is an important open green space for the Linwood community, and has been extended by the purchase of the adjoining property. A landscape concept plan has now been prepared for the redevelopment of the reserve to include this new area.

The proposed plan creates a meeting area for the local community, and allows the reserve to be a focus for events such as the multi-cultural festival, and for community art projects. It builds upon the art and passive recreation themes of the existing landscape with particular emphasis on paved areas to display art on a temporary or longer-term basis, and places to sit amongst the garden plantings.



Key features of the proposed plan (illustrated overleaf) include:

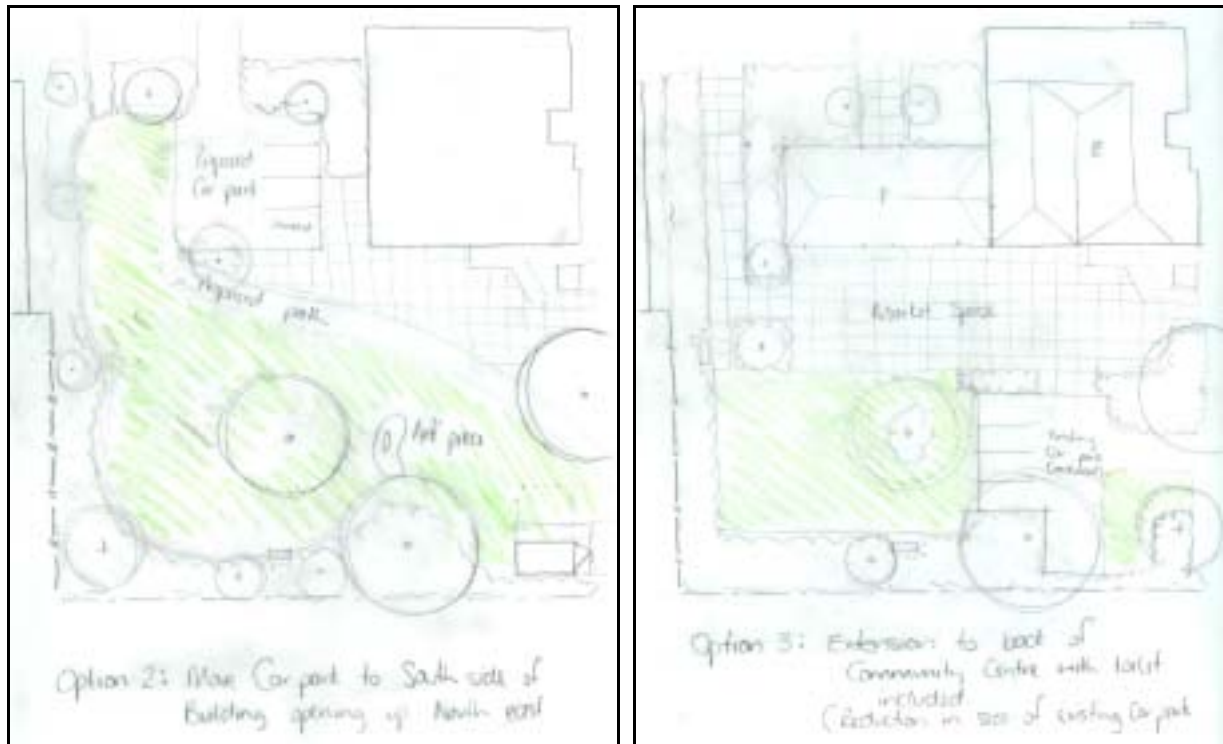
- Removing the existing plantings through the middle of the reserve to open up the central green lawn area. This will also provide open space for community events.
- New landscape plantings around the perimeter of the reserve to improve visual amenity and provide a background for the display of art works.
- Planting a grove of harakeke (flax) to be harvested for weaving classes at the adjoining Linwood Community Arts Centre.
- Additional seating.
- Retaining the existing mosaic tiled seat and platform art works, and providing paved and garden spaces for new public art works.
- Potential for art design details to be incorporated in the landscape elements, for example, more tiled seats, decorated fencing bollards, and sculpture installations. The wooden fence in front of the brick wall may also be suitable for an art mural.
- The trees will have their lower branches pruned back, and the plantings underneath will be kept at a low level, to maintain good sight lines and visibility into the reserve and improve safety.



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Appendix 10 – Doris Lusk Park concept development

A number of different concepts were explored for the redevelopment of Doris Lusk Park. Early sketches for other concepts were completed and are shown here.



Two examples of alternative concepts considered in design process



Acknowledgements

Voluntary Participants:

Community
Business and property owners

Elected Members:

Christchurch Mayor Bob Parker
Christchurch City Councillors
Hagley/Ferrymead Community Board

Stakeholders:

Christchurch Earthquake Recovery Authority
Recover Canterbury
New Zealand Police
Aspire Canterbury

Consultant:

Mike Thomas (Jazmax)

Christchurch City Council:

Programme Manager: Jenny Ridgen
Project Team Leader: Carolyn Bonis
Project Leaders: Susan Lilley/John Scallan
Project Urban Designer: Josie Schroder
Strategy and Planning Group
Capital Programme Group
City Environment Group
Regulatory Services
Community Services

Your views—submission form

Linwood Village Master Plan Submission Form

The Council is putting the draft Master Plan out for feedback and would like to hear from you. Submissions and comments from the public on the draft Master Plan would be welcomed.

Submissions and comments are sought during the consultation period from Monday, 19 December 2011 until **5pm Friday, 17 February 2012**.

Some proposed projects would clearly need further engagement with, and direction from, stakeholders, landowners and other affected people within the community.

How to make a submission

You can make a submission in a number of different ways:

- Online, using the form provided on the Council's website at: www.ccc.govt.nz/haveyoursay
- By mail:
 - Freepost 178
 - Strategy and Planning
 - Draft Linwood Village Master Plan
 - Christchurch City Council
 - PO Box 73012
 - Christchurch 8154
- By Email: LinwoodvillageMP@ccc.govt.nz

If you choose to email or write a letter please be sure to include the topic e.g. draft Linwood Village Master Plan, what you are supporting or opposing, your reasons, what you are seeking and your contact details.

- By hand to any open Council library or service centre.
- In person, drop-in sessions where you can view the draft Linwood Village Master Plan, discuss the contents of the draft Master Plan with Council staff and make your submission, will be held at the Aspire Canterbury Centre, 314 Worcester Street on
 - Saturday, 28 January 2012, 12:30 to 4:30pm
 - Thursday, 9 February 2012, 2pm to 6pm

View the full document now

Copies of the full draft Master Plan are available for viewing:

- Online at www.ccc.govt.nz/Haveyoursay, or from:
- the Linwood Service Centre
- All other open Council libraries and service centres

Please make sure that your comments arrive before the consultation period closes at 5pm on Friday, 17 February 2012.



Artist's impression of a redeveloped Linwood Village (Worcester Street north side, west of Stanmore Road)

Recovery together (projects R1, R2 and R3)

Project reference	Like (✓)	Don't like (✓)	Please explain why

1. Which projects do you think are the most important?

2. Of these, which projects do you think are the most urgent?

3. Do you have any other comments about any aspect/s of the draft Linwood Village Master Plan or process?

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter, subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council's Consultation Manager, telephone 941-8999.

The full draft Linwood Village Master Plan is available online at www.ccc.govt.nz/haveyoursay or from all open Council libraries and service centres.

Drop-in sessions will also be held at the Aspire Centre, 314 Worcester Street on:

- Saturday, 28 January 2012 from 12:30pm to 4:30pm; and
- Thursday, 9 February 2012 from 2pm to 6pm

Submissions are sought from **Monday, 19 December 2011 until 5pm on Friday, 17 February 2012.**

You may send us your submission:

On the internet:

- Using the online form provided on the Council's website at: www.ccc.govt.nz/haveyoursay

By email to:

- LinwoodvillageMP@ccc.govt.nz
(Please make sure that your full name and address is included with your submission)

By mail (no stamp required) to:

- Freepost 178
Strategy and Planning
Draft Linwood Village Master Plan
Christchurch City Council
PO Box 73012
Christchurch 8154

By hand delivery:

- To any open Council library or service centre; or
- At the drop-in sessions.

(See www.ccc.govt.nz/thecouncil/contactus.aspx)

Contact details

Name: _____

Organisation (if representing): _____

Postal address: _____

Postcode: _____

Phone-Home: _____ Work: _____

Mobile: _____

Email (if applicable): _____

Signature: _____ Date: _____

If submissions on the draft Linwood Village Master Plan are heard by the Council, do you wish to be heard:

- Yes, I would like to be heard if hearings are held. No, I would not like to be heard if hearings are held.

Local people and organisations can be well placed to lead or assist with the implementation of the draft Linwood Village Master Plan action:

(a) I wish to assist with the implementation of the following actions:

(b) I wish to assist as:

an individual

a member of the following organisation: _____

