



social networks 6

6.0 SOCIAL NETWORK

Social network refers to the provision of social infrastructure such as educational, healthcare and community facilities, and also the qualitative aspects of fostering a sense of place and identity.

A successful social network provides residents with a sense of community, good accessibility to facilities and networks and the opportunity to participate in the community. This leads to improvements in the level of health and well being in addition to providing leisure and recreational opportunities.

Social networks are at least 50% non-physical, relating to communities of interest and the way in which different communities function. Therefore in respect of social networks the UDS will need to be carefully aligned with numerous other strategies to foster social development.

Another crucial determinant of social networks relates to wellbeing, which in turn is chiefly underpinned by having access to employment and opportunities to develop in that employment.

6.1 social network aims

The key aim of the social network for the UDS should be to ensure that people and communities have equitable access to services, opportunities, and quality of life. It should not seek to manipulate or 'engineer' communities; rather it is about providing the tools and settings that will supportively allow strong communities to emerge on their own. Aims include:

- Using the UDS as a means to help address existing inequalities rather than exacerbating them;

- People living within the UDS area have reliable accessibility to the services they need to live, work, and play including housing, suitable employment opportunities, education, health, mental health, recreational and others;
- The UDS and areas within it maintain a strong sense of local identity, ownership, participation, and pride.

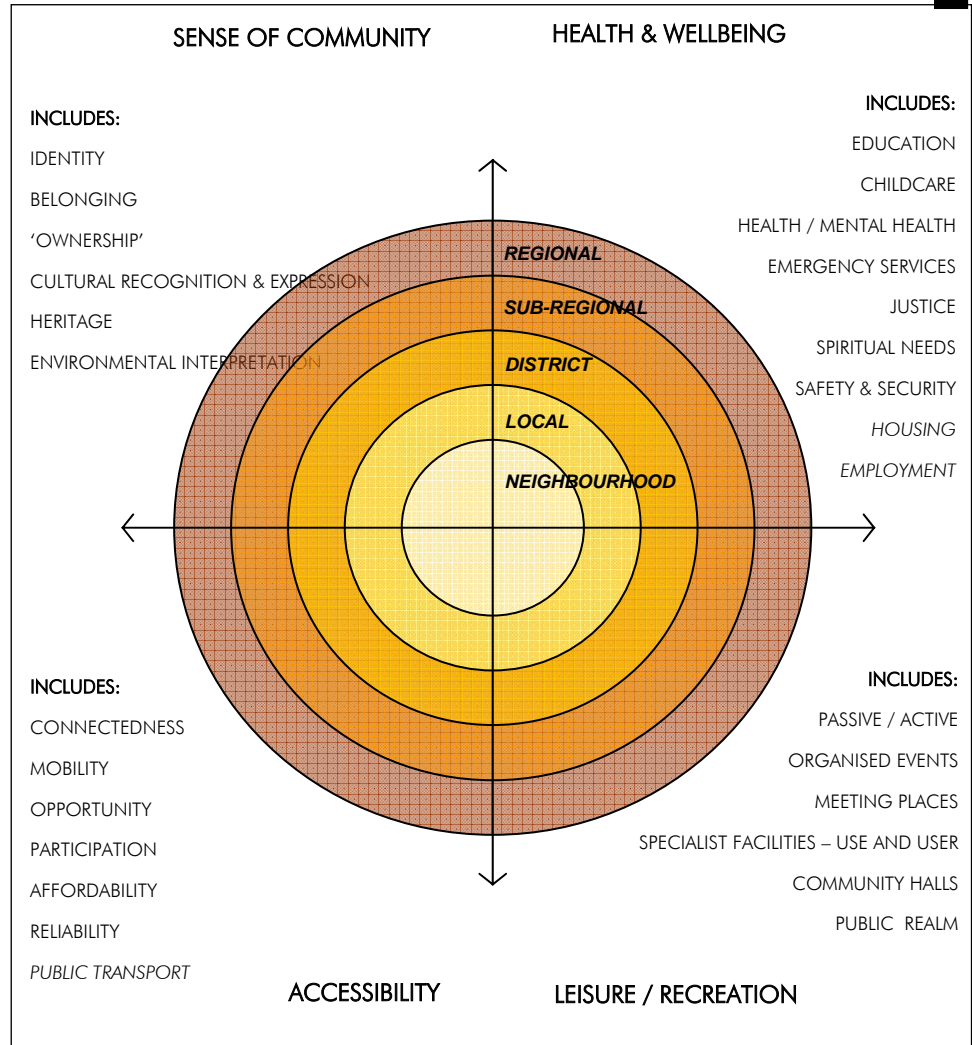
6.2 social network issues

- The concentric nature of historical development means that much existing infrastructure is concentrated around Christchurch City Centre. This does not correlate well to the location of housing in recent decades and the outward expansion of housing has not been matched by social infrastructure.
- Social infrastructure is managed by an array of central and local governmental and other non-governmental organisations.
- Unknown future trends in migration and the settlement of migrants - particularly their integration into existing communities - will shape the way in which future social networks function.

- In line with trends elsewhere, recent decades have seen a greater polarisation between those with the most and those with the least.

- The homogenous 'suburban' lifestyle model that dominates the UDS urban form is entirely dependent on the availability of cheap energy to function. Significant social and economic hardship - starting first with the poorest groups - may result if the UDS does not provide environments that can remain resilient in the face of (for example) petrol at \$5.00 or more per litre*.

* Estimated and indicative price point only.



ABOVE FIG. 6-1: Elements of social infrastructure. Many of these are inherently non-physical and cannot be planned for spatially and this will have key implications for the way in which the social component of the UDS is implemented.

6.3 social network principles

The IBD workshop process identified that much of the development of social networks will relate to detailed implementation works rather than large-scale strategic planning.

To that end a number of key social network principles were identified that it is hoped will be included in the development of implementation mechanisms at the local level:

Resilience / Sustainability:

- The ability of communities to respond to change;
- The ability of communities to enjoy a reliable power supply, communications, internet and phone services;
- The ability of communities to remain viable in the possible the end of cheap oil, fuel, and the consequences this would bring.

Integration and Connection between community facilities:

- Accessibility between business, retail, open space, residential, and other uses;
- Logical, coherent and legible built environments.

Access to services:

- Neighbourhood and local services (pedestrian viable);
- Sub-regional and regional services (public transport viable).

Social capital and building / retention of community identity:

- Especially where growth is rapid or at a large scale;

- Prominent local identities;

Place making:

- Focal points and gathering places;
- Amenity;
- Places of peace and beauty - connection to the natural and physical environment and a spiritual connection to place;
- Viable employment and living environments for all;
- Active retail environments based around the public realm.

Safety:

- Crime Prevention Through Environmental Design (CPTED).

Cultural Values:

- Treaty issues with Maori Land;
- Equitable opportunities for all ethnic groups .

Respecting community boundaries:

- Linking to physical and sociological boundaries.

Aging population:

- The built environment needs to be designed around the user needs of its design life, not of the immediate desires of the current users.

Encouraging physical activity and healthy lifestyles:

- The built environment needs to encourage walking and cycling over and above passively providing for it.

Partnership with central government departments:

- Intersectoral collaboration.



ABOVE FIG. 6-2: Designing places where people can meet and interact to create an inclusive and vibrant public realm



ABOVE FIG. 6-3 Active social interaction in public spaces

6.4 population change

With the 'baby boomer' generation reaching 60 years and beyond, the UDS is and will continue to experience a significant shift in its demographic makeup to a large aging population.

An aging population will impact on urban growth patterns in the UDS area. Different social and physical infrastructure and therefore new investment will be required to meet changing needs of this demographic. A solid public transport network and readily accessible healthcare and local amenities will ensure 'aging in place' and maximisation of health and well being.

Provision of strong social networks and leisure and recreational opportunities which are well connected to transport systems will be critical. Strong social networks will help ensure that the older generation can be active opposed to isolated and marginalised members of the community.

However ultimately if the urban form does not fundamentally reflect the reduced mobility and affordability that most elderly are faced with, they will struggle to participate in society. This is equally a problem for youth and disabled members of the community. As a result an increasing proportion of the population will be dependent on an environment that for ease of movement to desired and necessary destinations (youth under 20; over 60s; and the disabled).

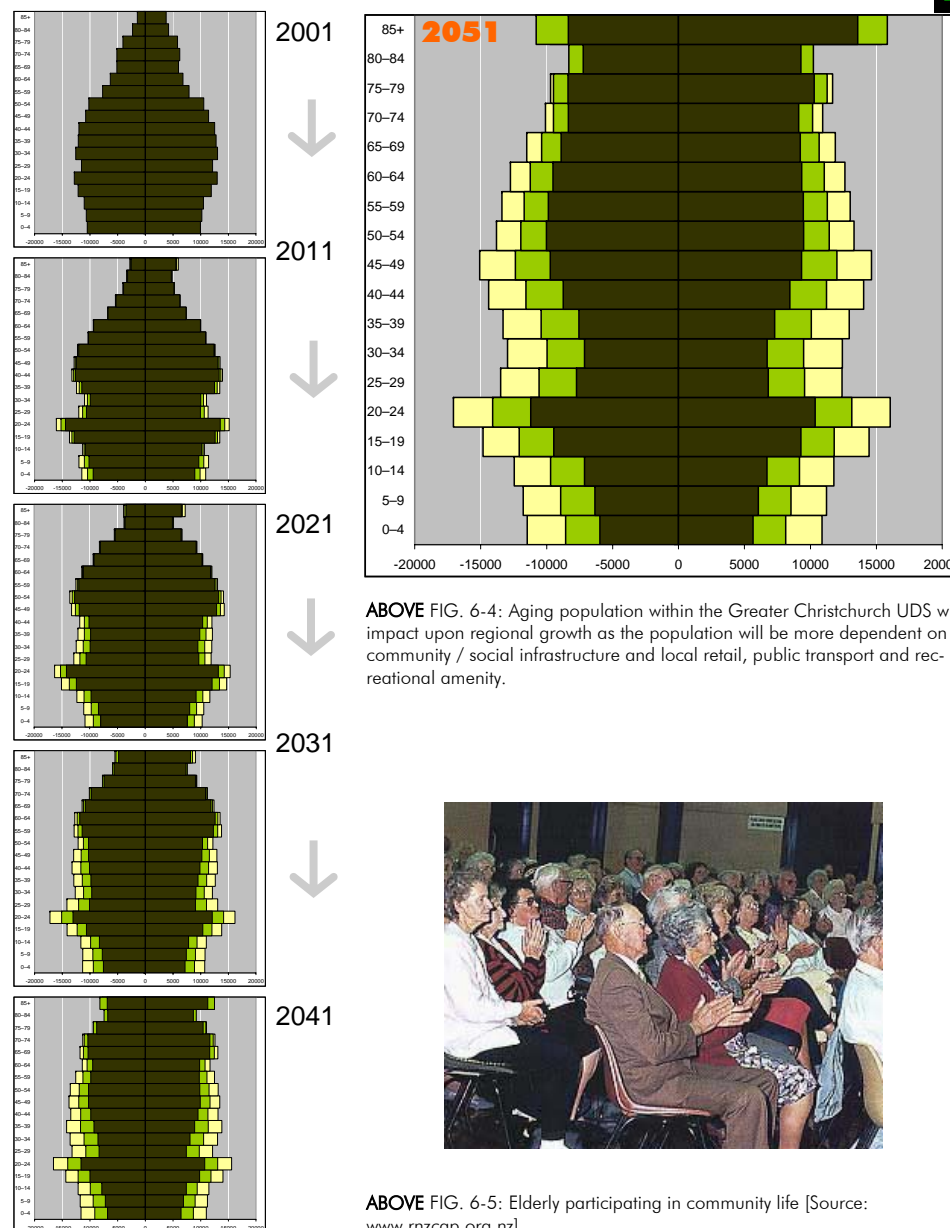
This makes the case for a compact urban form more compelling. While the UDS and the consulted 'Option A' notes a focus on intensification will occur, at least 40% of new growth will still be greenfield.

Greenfield growth, to support strong social networks, will not be able to continue the homogenous land use sterility that has become dominant today. Instead, a much more flexible approach will be needed that allows a wider mixture of densities and uses to establish with a focus. This may begin to occur naturally through the market as oil supply and price stability fluctuations increase after the world passes it's peak production point and current patterns cannot be maintained.

However the UDS should pre-empt this given the 50+ year lifetime of the built environment once approved and constructed - lost opportunities to establish social network supporting environments to 2010 may not return until around 2060, if at all.

The flat topography of the UDS urban area provides a good natural starting point. An emphasis on establishing mixed, walkable catchments and a range of densities (including apartments where immediately adjacent amenities demonstrate this is a good outcome) will provide for improved self sufficiency.

Another implication of an ageing population relates to a worsening ratio of income earners to dependents. Essentially less workers (and potentially more earners earning less) will need to pay for the maintenance of public services for more people. This may mean that current levels of service may not be sustainable and that to be effective changes in patterns of societal organisation become necessary. In particular the relative roles of major infrastructure - centres, schools, hospitals etc., may have to change.



ABOVE FIG. 6-4: Aging population within the Greater Christchurch UDS will impact upon regional growth as the population will be more dependent on community / social infrastructure and local retail, public transport and recreational amenity.



ABOVE FIG. 6-5: Elderly participating in community life [Source: www.rnzcgpg.org.nz]

6.5 accessibility and infrastructure mobility

The UDS social network was informed heavily by the distribution of existing physical elements, such as the location of schools, churches, meeting places, cultural interpretation or support centres, and others.

To inform the strategy, consideration was had as to how 'fixed' different orders of facilities were.

Any change in the location of a service - no matter how small - can adversely affect how its users access and interact with it; but in most cases these can re-normalise over time with appropriate support. A key risk can be to those who invested by moving into a location strategically just to be close to a service. An example can be a family without access to a car moving onto a road next to a bus route (and potentially paying more than they may wish given the reduced market of houses that would suit their needs), only to have the bus route re-rationalised and removed from their practical walkable opportunity.

Notwithstanding these risks which must be taken into account, there may be a desirability to encourage different patterns of infrastructure to emerge - including in particular any clustering into 'service nodes' to give a wider benefit of that service to the UDS population.

The assumptions made in this exercise are presented in figure 6-6. Essentially, smaller-scale facilities and many medium sized ones were deemed to be of lower significance to the overall planning of the UDS given their relative ease of mobility if necessary. On the other end of the scale, large scale institutions such as hospitals and schools are much less mobile - they often have specialised locations relative to the movement network and require such large operational resources (including land) and fewer to no opportunities for re-

location. The UDS therefore needs to take into account that while some elements of social infrastructure will 'come along with it', others will need to be designed around.

For the District's towns and numerous communities within Christchurch City, it needs to be recognised that investment in physical social infrastructure is often a 'single large investment', with inadequate funding available to change, re-orient, or even in many cases rejuvenate older, established elements. Any new greenfield growth associated with the UDS will need to place a much higher emphasis on the spatial priorities afforded to different land uses. Greater emphasis is needed over where social infrastructure is located to ensure that the optimal locations for social networks are maximised, not lost.

Another issue to this is the mobility of populations to access services. Poorer groups are less mobile often through the simple lack of equitable transport opportunity (1 or no family car compared to a standard middle class household of 2 or more cars and therefore a greater reliance on public transport). This is an issue in particular for the City fringe and in the rural districts (especially as the population ages), where people are more susceptible to become 'trapped in nowhere' through the dispersed and low-density nature of land uses.

This can be difficult to manage as in many cases people make a conscious lifestyle decision without being prepared to also accept the unavoidable socially isolative costs that come with this choice. There is a more serious issue for those who through financial or other issues have no real 'choice', and there may be a need in the future for more dedicated transport options (such as 'neighbourhood' buses that take residents into towns on set days etc.). This also raises further questions about the wisdom of maintaining certain lifestyle choices in large numbers.

ELEMENT	EASE OF MOVEMENT		
	HIGH	MEDIUM	LOW
School			X
Hospital			X
University			X
Community further education		X	
Small clinic / A&E		X	
Local GP	X		
Civic landmarks / institutions			X
Civic landmarks / other		X	
Community facility (large)			X
Community facility (medium)		X	
Community facility (small)	X		
Emergency services		X	

ABOVE FIG. 6-6: IBD workshop assumptions regarding the relative ease of movement for different types of community infrastructure. Those that are harder to move are treated as 'fixed' i.e. the UDS and growth will need to respond to these existing patterns. Those that are easier to move will not have such a limitation on growth.



ABOVE FIG. 6-7 - Large scale facilities such as Canterbury University have a more fixed location within the urban fabric and are less spatially mobile.



ABOVE FIG. 6-8 - Smaller scale facilities such as community and health services are more spatially mobile and can be located in residential areas.

6.6 social deprivation

Social deprivation is a measure of social well-being. The social deprivation index is based on:

- **income:** people 18-59 yrs receiving a means tested benefit;
- **employment:** people 18-59 yrs un-employed;
- **income:** household income below a threshold level;
- **communication:** no access to telephone;
- **transport:** no access to car;
- **support:** people <60 yrs, living in single parent family;
- **qualifications:** people 18-59's with no qualifications;
- **living space:** household below a bedroom occupancy threshold;
- **owned home:** not living in own home.

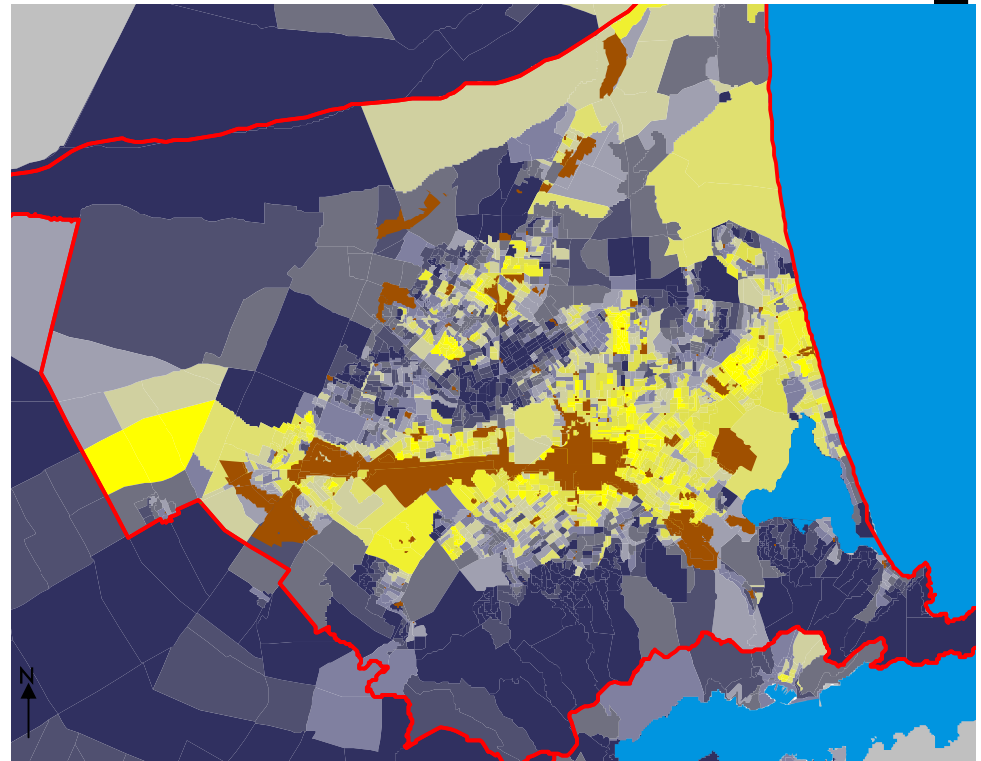
This index has a number of limitations including that access to a car is essential to life in the rural districts, hence immediately a bias would apply in those areas that could mask deprivation. Another limitation is that the index measures all areas of land including barely or non inhabited business and industrial zones (that tend to come up with a highly deprived score. While there are still important social issues associated with those homogenous land use areas they can confuse the overall value of the deprivation mapping). Another issue relates to timeframes and the reasons why

a location scores highly on the index. It could be possible that a given location measures lowly due to a concentration of recent migrants that, given a decade to properly establish and integrate may 'self-correct'. Another location may alternatively have more permanent deep-seated social issues that lead to the deprivation score.

Accordingly only Christchurch City was focussed on.

The industrial areas of Christchurch are predictably more deprived however, of most concern along the dominant east-west deprivation band is that intensification will likely be desirable in these areas. The way in which that intensification is delivered may consequentially have large social impacts including gentrification and the resulting push of these less advantaged residents further from the CBD and other clusters of amenity. Examination of household income, age, and ethnicity by meshblock also confirmed that there were clear patterns in the groups most affected by deprivation and lower opportunity, focussing on Maori, Pacific Island, some migrant groups and the elderly becoming another important and increasingly disadvantaged group emerging around the fringe of Christchurch City.

While the UDS is not a social development strategy for the existing population per-se (it is a spatial strategy for managing growth), there are still numerous opportunities to manage and use growth in a manner that will respond to the existing areas of deprivation to contribute to a solution for betterment of these communities.



LEGEND

- = more deprived
- = less deprived

ABOVE FIG. 6-9: Social deprivation map of Christchurch City (not to scale)

6.7 ethnicity, minorities and migration

MIGRANTS & REFUGEES

Many permanent and long term migrants settle in the greater Christchurch region after arriving elsewhere in New Zealand. This is coupled with significant numbers of migrants on visitor or student visas (taking advantage of close proximity to secondary, tertiary and English language educational institutions).

In terms of refugees, Christchurch receives the second highest number of refugees resettling in New Zealand. Many refugees currently live in and around the suburb of Richmond.

Migrants often have difficulties finding employment, adapting to the physical environment and weather conditions in the region and can be isolated socially (due to different family structures and lifestyles). These factors can lead to migrants and refugees becoming inactive members of the community.

Housing, employment and provision of social networks (churches, cultural centres, events/festivals) and cultural spaces / features (markets, parks, gardens, squares, art work) therefore play important roles in achieving successful outcomes for migrants and refugees.

	EUROPEAN	MAORI	PACIFIC	ASIAN
2001 CANTERBURY	454,000 (87%)	34,500 (7%)	9,500 (2%)	21,900 (4%)
2001 CHRISTCHURCH	291,400 (85%)	24,000 (7%)	8,400 (2%)	19,700 (6%)
2016 CANTERBURY	487,400 (+7%)	45,000 (+30%)	13,500 (+42%)	44,800 (+105%)
2016 CHRISTCHURCH	303,700 (+4%)	31,600 (+32%)	11,900 (+42%)	41,100 (+109%)

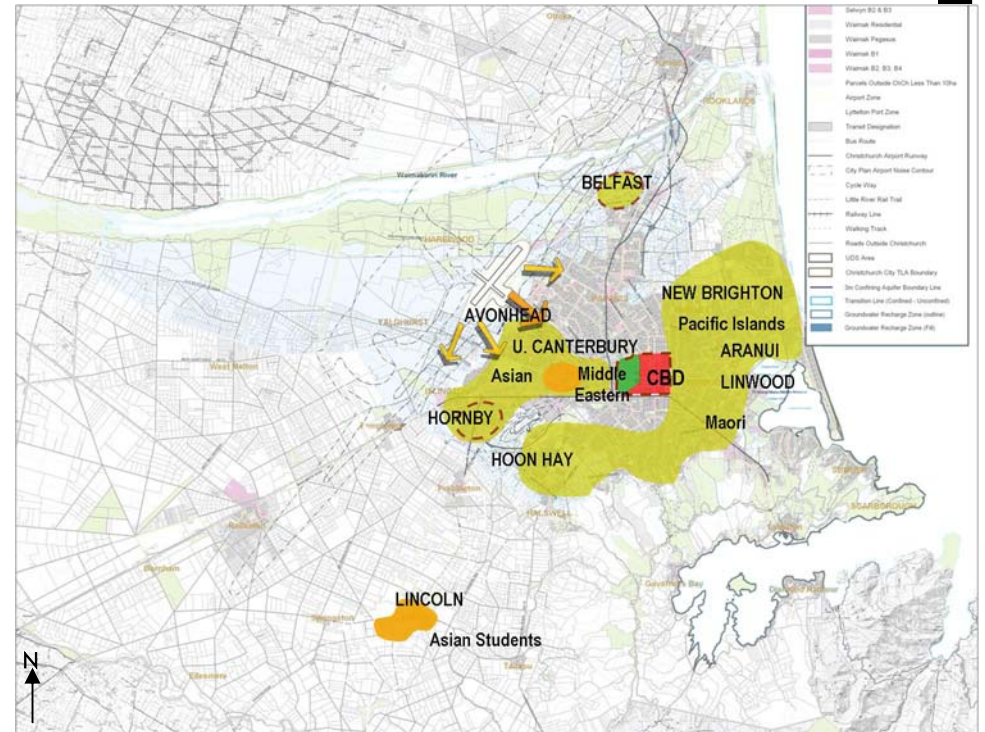
ABOVE FIG. 6-10: Ethnicity for Christchurch City and Canterbury Region [source: CCC]

Historical approaches of providing comprehensive 'quarters' for these groups over time have turned into depressed, concentrated ghettos over time and should not be repeated. Nevertheless it is agreed that the desire of migrants to have access to a 'familiar face' is still an important amenity to provide. The scale of migrant arrivals may warrant a deliberate settlement strategy, as the role of migrants and refugees in the success of the UDS will be significant.

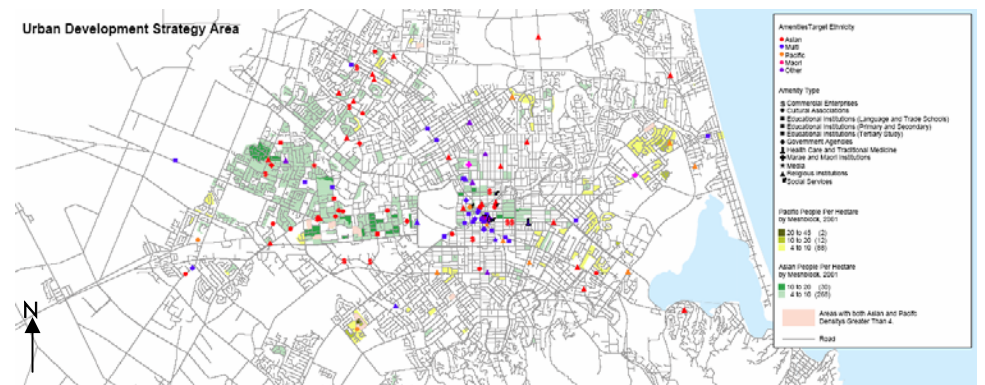
ETHNIC GROUPINGS

Clusters of particular ethnic groupings are observable in Christchurch. The highest concentration of permanent resident Asians live in the northwest quadrant of the city, with many living in or around the suburbs of Avonhead, Burnside, Bryndwr, Upper Riccarton and Fendalton. Concentrations of Maori and Pacific Island peoples exist in the eastern and southern suburbs of Christchurch City, in areas that are often associated with higher social deprivation scores.

The issue of ethnic communities dispersed over a wide geographical area needs to be resolved within the UDS as well as the current lack of perceived provision of community service and support facilities that cater specifically to their needs.



ABOVE FIG. 6-11: Indicative migration / ethnic minority settlement clusters within the UDS area (not to scale)



ABOVE FIG. 6-12: Distribution of ethnically targeted facilities within Christchurch City (not to scale, source: CCC)

6.8 education & health care

SCHOOLS

There is a current clustering of schools (primary and secondary) in Christchurch and few schools in the rural Selwyn and Waimakariri districts to the north and south-east of the city. There is also an identified lack of geographically conveniently located schools in the north of the city beyond Papanui.

It is noted that school 'reputations' are important to local identity in Christchurch and parent preference is not necessarily related to geographical proximity. Accordingly it is common that students live far away from their school.

The Ministry of Education has determined that provision of future schooling based on existing capacity will not require the realistic construction of any new secondary schools in Christchurch City, while Waimakariri and Rolleston have both already secured future educational land needs. The implication of this is that existing schools will concentrate and 'upsized', with greenfield growth and intensification in the periphery not being served by any locally accessible opportunities.

This is an unfortunate outcome that will necessitate a continuance of unsustainable travel patterns and student 'non-school' time loss.

HEALTH CARE

A tertiary level of healthcare is provided for within central Christchurch, with Selwyn (Lincoln) and Waimakariri (Kaiapoi and Rangiora) fulfilling other regional healthcare functions of limited medical and maternity care. Major rural callouts are dealt with by helicopter, which will likely remain the case into the future.

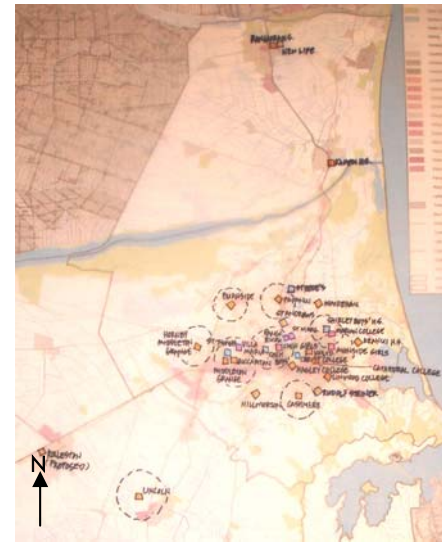
No significant new public health assets are planned for the UDS population by the

Ministry of Health, and a key strategy is pursuing is on advocating for healthier lifestyles and a reduction of 'unnecessary' conditions (such as almost all childhood obesity). This policy approach is at face value consistent with the locally-focused, more walkable outcomes envisaged by the UDS in 'Option A'.

However as with educational facilities, this will reinforce existing patterns that focus vehicular traffic towards the centre of Christchurch City. Given the lack of available public sector investment, there may be scope for the private sector to be engaged to provide a series of new small to medium scaled services that could locate in locally-based communities adjacent to new areas of growth or peripheral areas of intensification as their own catchments increase and make these investments feasible. Major hospitals that require vehicle trips could increasingly specialise in major surgeries and treatments. This could be made more efficient by ensuring that within defined geographic areas, patients of up to 90% of all conditions could obtain treatment within that catchment (instead of having to be bounced all across the entire region for different types of treatment).

In the case of both education and health care, existing established patterns and investment will dominate the future response.

A more desirable outcome would be a rationalisation of these existing investments to allow a re-focus beyond a 'Christchurch City centrifuge' model that underpins the current distribution of facilities. This would allow the retention of most existing facilities but a re-focus towards outer Christchurch City to provide better and more equitable accessibility and service levels for these areas including the rural districts.



ABOVE FIG. 6-13: IBD workshop secondary school distribution across the UDS area (not to scale)



ABOVE FIG. 6-14: IBD workshop major hospital distribution across the UDS area (not to scale)



ABOVE FIG. 6-15: Promoting strategic efficiency by providing for the future establishment schools in areas of growth thereby creating walkable school catchments [Source: Christchurch City Council]



ABOVE FIG. 6-16: An alternative model which favours intensification of existing schools at the expense of providing for future schools in growth areas [Source: www.arc.govt.nz]

6.9 housing

Housing New Zealand is the government entity responsible for state housing and across the Country dominates provision of social housing. In Christchurch, the Corporation has minimal holdings as the City Council has historically taken (and still maintains) a strong portfolio of its own social housing.

ACCESSIBLE NOT AFFORDABLE

Increasing house costs as a function of population growth and more competition for the most desirable locations will inevitably affect the UDS area and its main towns.

This can be partially managed by the way in which intensification and new growth is managed. Typically value increases relate to the land value component of the purchase, not the improvements although it is acknowledged that tinkering and surface improvements (outdoor paving, paint, designer colour themes etc.) often balance the natural decline in value as a residential building ages and materials wear.

The focus of the UDS should be on obtaining - in those areas where wider networks logically support it such as in and around town centres - the greatest high-amenity densities possible. This means that the increased value of land can be offset by the number of units provided on it and the 'share' of that land value bought by each occupier (not necessarily in a freehold arrangement as increasing long-term land fragmentation can also bring a range of future problems).

This means that affordability should be manageable in inner urban settings. The suburbs where little intensification will be possible may require alternative solutions as these either increase or decrease in value depending on future energy system dynamics.

Overall however a view towards ensuring accessible housing should be taken over the more conventional affordable housing. In

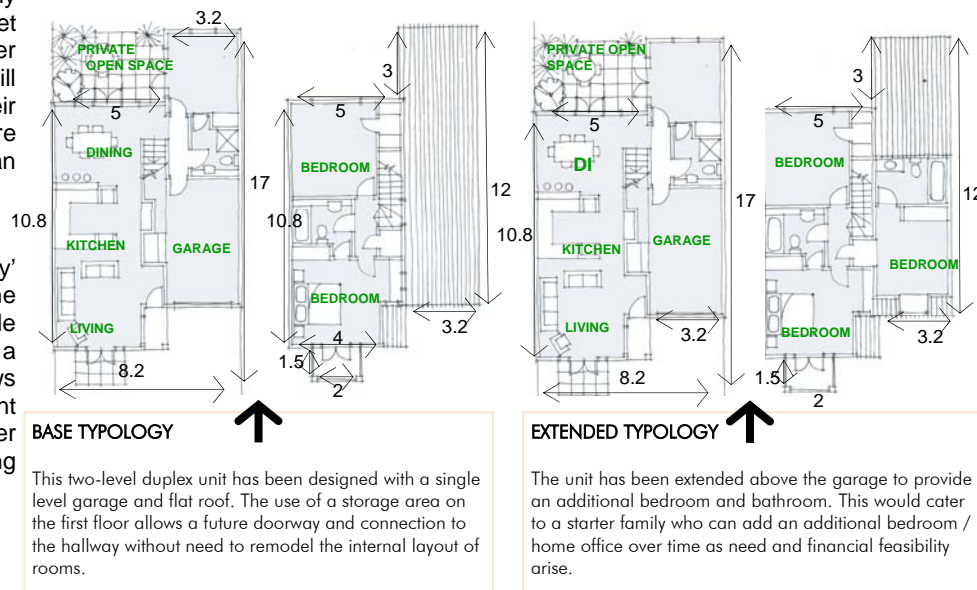
practice with intensification, affordability has often become a scapegoat to assist in the provision of low-end, low quality and very small units. The fact that they can sell quickly is not always a reflection on market satisfaction. It is often a reality that shelter and security is a basic need; and people will take hold of whatever they can within their means including a substandard unit in a more desirable location. There is a risk that an 'affordable' housing approach to the UDS could see this phenomenon repeated.

An approach focussing on 'accessibility' would help to balance this. As well as the need for low-cost and 'starter' affordable housing, accessible housing also facilitates a range of viable household types. This allows large families and households from different cultures to participate in communities rather than be undermined by inflexible living arrangements.

PROVIDING A VIABLE STOCK

A range of tools exist that can help achieve accessible housing aside from conventional public sector purchase, including dedicated housing types that can be built incrementally (allowing cheaper initial cost outlays for purchasers), land ownership and purchase mechanisms, and a range of agreements between Councils and Developers. For example, a requirement of between 5 and 10% of developments greater than (for instance) 200 units to be provided as accessible units can be a way of helping to deliver a viable stock of housing, especially if the Council is able to leverage the level of development intensity sought in a win-win for the developer.

For instance, if a developer is only able to economically produce 150 units but with the Council's resources and assistance such as improving adjacent amenities that could support a higher intensity, this could be increased to 200 (at the same market price point per unit), 20 units (10%) for accessible housing that may be cost neutral to the developer is balanced by them still getting 30



ABOVE FIG. 6-17: Provision of accessible housing that is designed to be completed and extended incrementally over time. I.e. Initially the house is built and sold with 2 bedrooms but also designed to clip on more bedrooms as the starter family expands or can afford to.



ABOVE FIG. 6-18: Redevelopment of existing housing stock to provide additional small units i.e. granny flat which is independently accessible



ABOVE FIG. 6-19: Compact medium density housing capable of being a fully self contained unit on the ground floor

6.10 social networks - qualitative

Social focal points within the UDS area were assessed qualitatively to identify the role they play in social networks. This is distinct from an analysis of what facilities they provide and is aligned to the question of ‘what is this place about’ in terms of the social networks it facilitates.

A ‘pyramid’ of higher ordering was used that started with whether a place exists to provide basic local social needs leading to whether a place existed as a one that people came purely to be a part of the social ‘action’ (to see and be seen), to be a part of the defining character and sense of a place.

In the majority of centres, the existing role was not seen as being likely to change notably over time, although the comprehensiveness and quality of services provided were often considered to be in need of improvement, better connection / integration into centres, or greater accessibility.

There were also a range of places that with an intensified and larger population, a higher order could be achieved. In most instances this translated into a shift from higher-order local needs to larger scale event facilities (including the use of the public realm on a regular basis i.e. street parades, markets or park-based festivals etc).

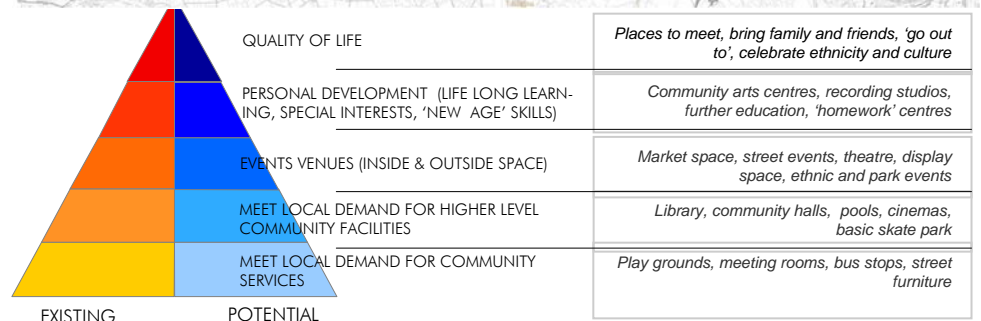
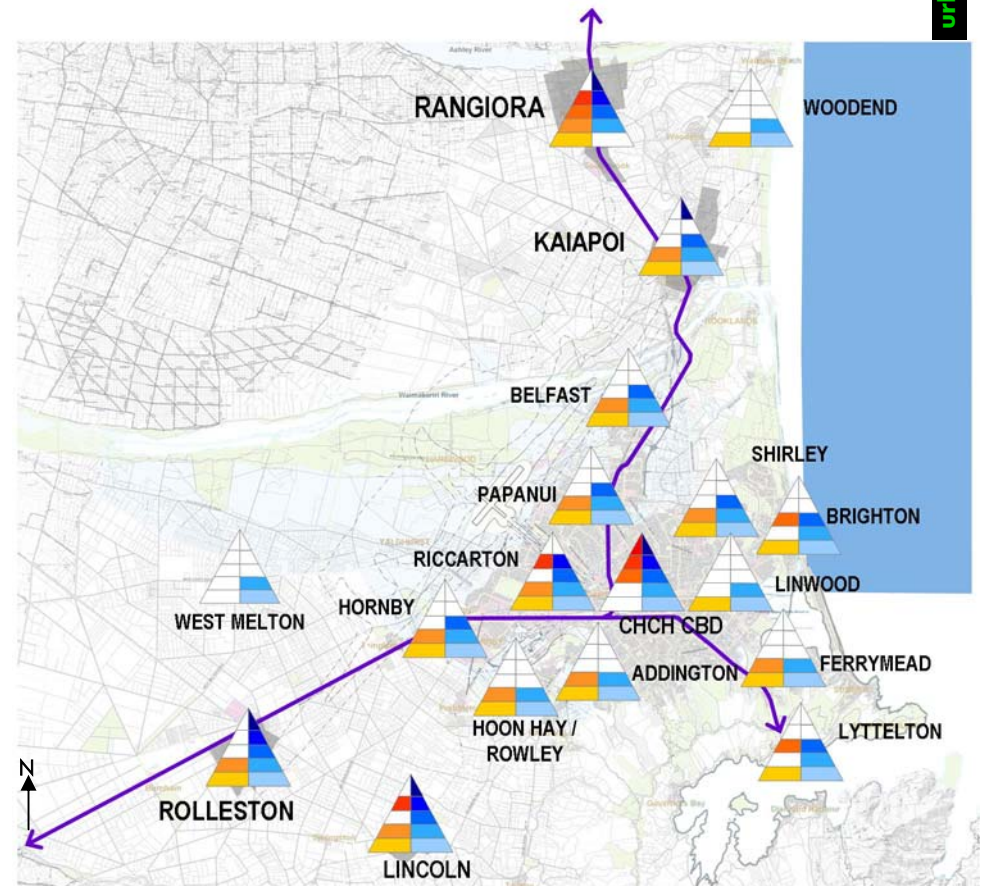
No area was considered likely to decline in the face of the UDS and intensification.



ABOVE FIG. 6-20: Christchurch Art Gallery. Christchurch CBD was found to be more about acting as the regional high-order’ centre for major facilities rather than a place to live and meet local needs. Source: Google images



ABOVE FIG. 6-21: Shirley was found to meet local needs although the quality of this delivery and its accessibility could be improved over time to be more effective. As it grows, it is likely that higher-order events facilities may become necessary (especially in conjunction with the Palms i.e. film festivals spilling out to the library and street etc).



ABOVE FIG. 6-22: Qualitative assessment of selected UDS social focal points.

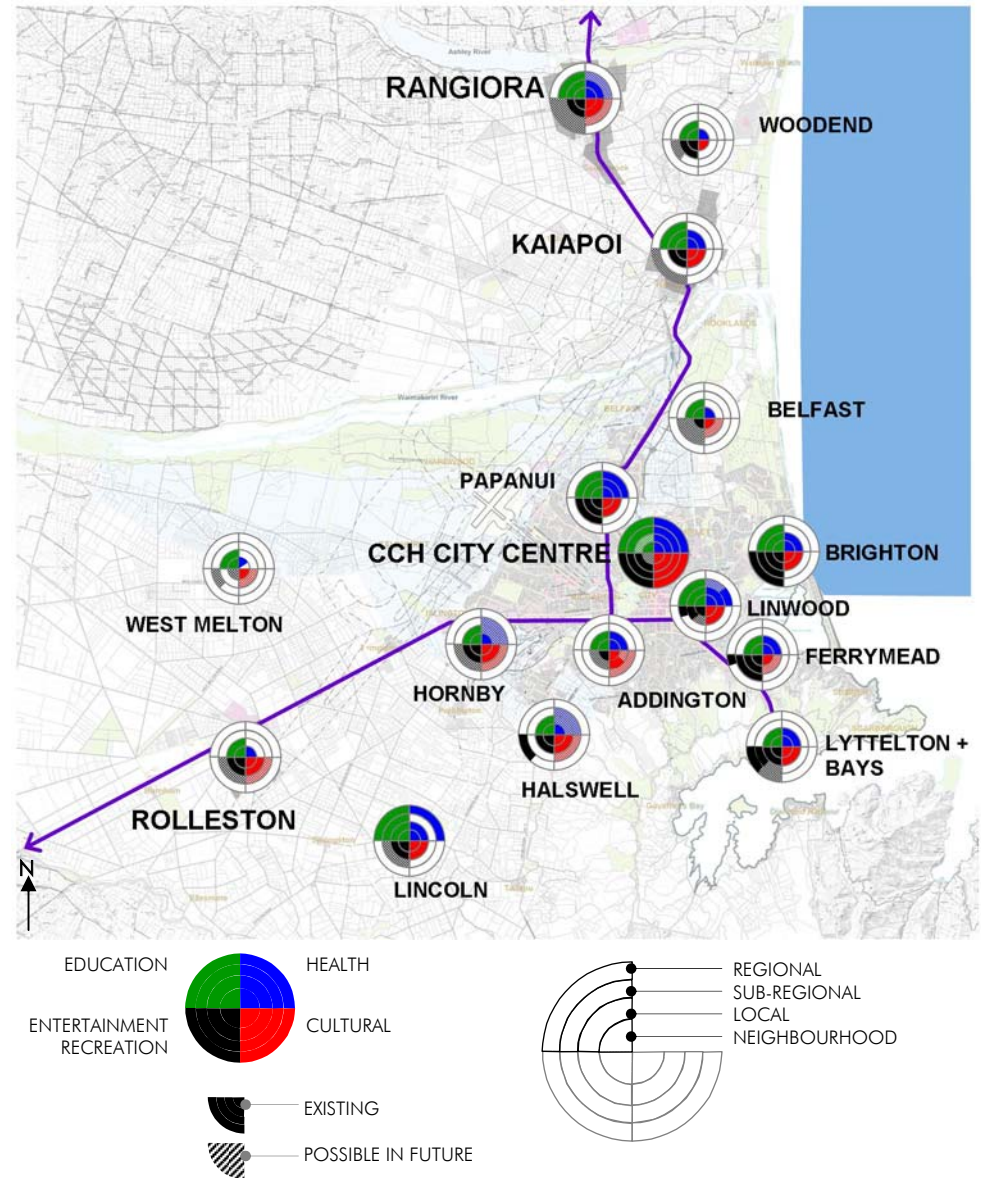
6.11 social networks - quantitative

Social focal points within the UDS area were assessed quantitatively to identify the services they provide and the way in which they support social networks.

Within a framework of four main divisions (education; health; cultural; and entertainment / recreation facilities), the scale of catchment and its role was also considered from the smallest scale neighbourhood crèche to the largest scale regional and even international scaled university. This helped build a much more informed picture of the way in which (for example) 'education' is delivered or focussed in a particular location.

The analysis, informed by other progress at the IBD including possible population growth and transportation (and public transport) then began focussing on where changes to this distribution could occur in the future. Some change was found to be desirable in almost every focal point examined with significant change identified as particularly possible around Belfast, Addington, Halswell, Hornby, and West Melton . Hornby / Halswell and Belfast in particular emerged as having the potential to capture catchment from the rural districts that otherwise would need to go to the Christchurch CBD for higher order facilities.

In most cases, changes identified related to the existing characteristics of places where, with the benefit of comprehensive planning, improvements, and a larger catchment, current potential could be harnessed into outcomes.



ABOVE FIG. 6-23: Existing social infrastructure provision in the Greater Christchurch UDS (not to scale)

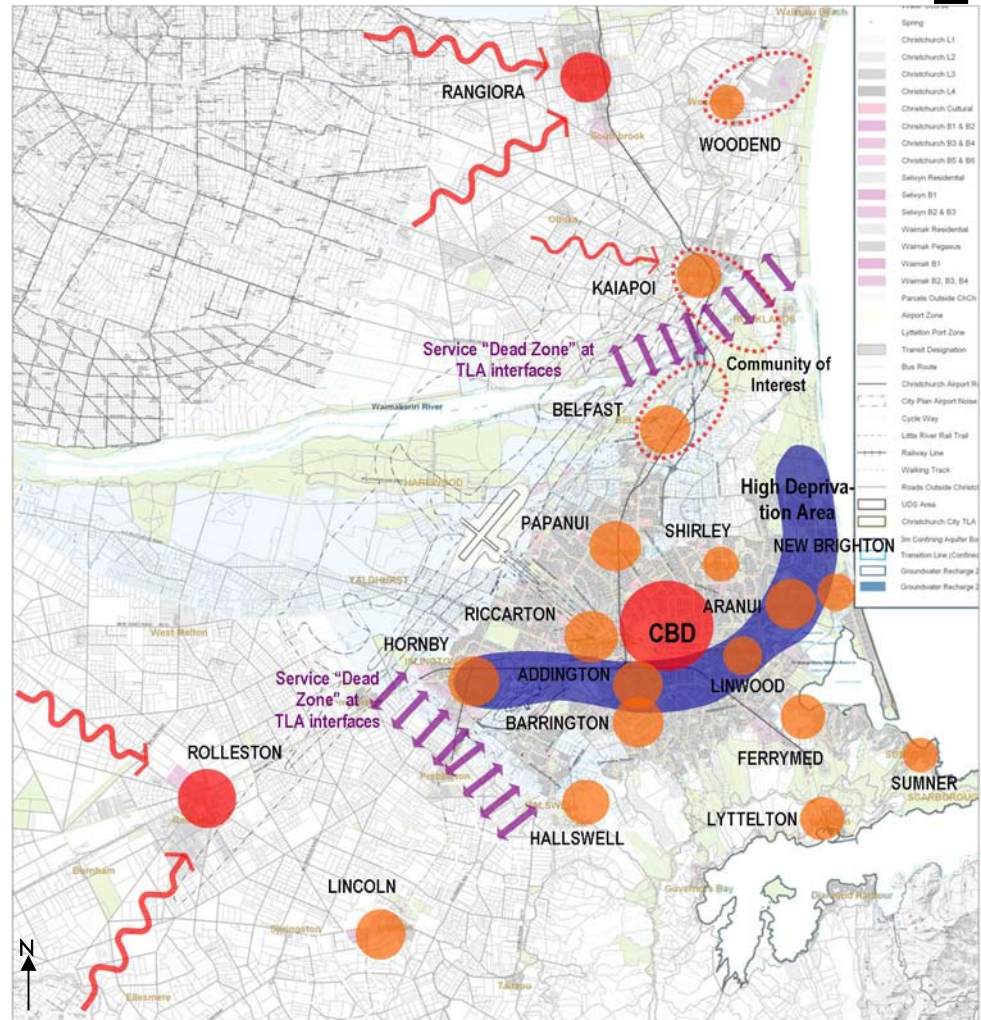
6.12 social networks situation

Social network spatial issues for the UDS area can be summarised as featuring:

- Rolleston and Rangiora act as the main service centres for their wider Districts beyond the UDS area, and they will continue to do so into the future;
- The Districts are dependent on the City for much of their services, it is unviable to establish them in the Districts given the low population;
- An area of social deprivation exists through the centre of the UDS area which needs to be improved or at the very least not worsened as a consequence of the UDS;
- A community of interest extends across the Waimakariri River between Kaiapoi and Belfast;
- The towns act as main social network focal points as do the main shopping malls in Christchurch City. While these lack many qualities of town centres they are still significant clusters of populations where people meet and go, especially the youth populations;
- Service 'dead' zones currently exist at the fringe of Christchurch City and Waimakariri and Selwyn districts (between local authority boundaries). This is in part due to the natural 'inward' focus of development in the three Council areas towards their own 'orders of magnitude' (the CBD, Rolleston, and Rangiora) but also due

to the nature of recent low density and homogenous greenfield population growth;

- The CBD acts as the single major node for the UDS area, with the malls providing out of CBD retailing clusters. This has established clear patterns of dependence on the roading network by the population to access necessary services over and above optional attractions within the CBD;
- Central Government 'Heartland' initiatives in Hornby aim to help make services more accessible to those in the periphery;
- The future amenities and services available at Woodend (and spilling over for the Waimakariri District) are unknown due to the emerging nature of the Pegasus Bay town and the intended (by the developers) range of social facilities that will accompany it.



ABOVE FIG. 6-24: Social network issues within the UDS area (not to scale).

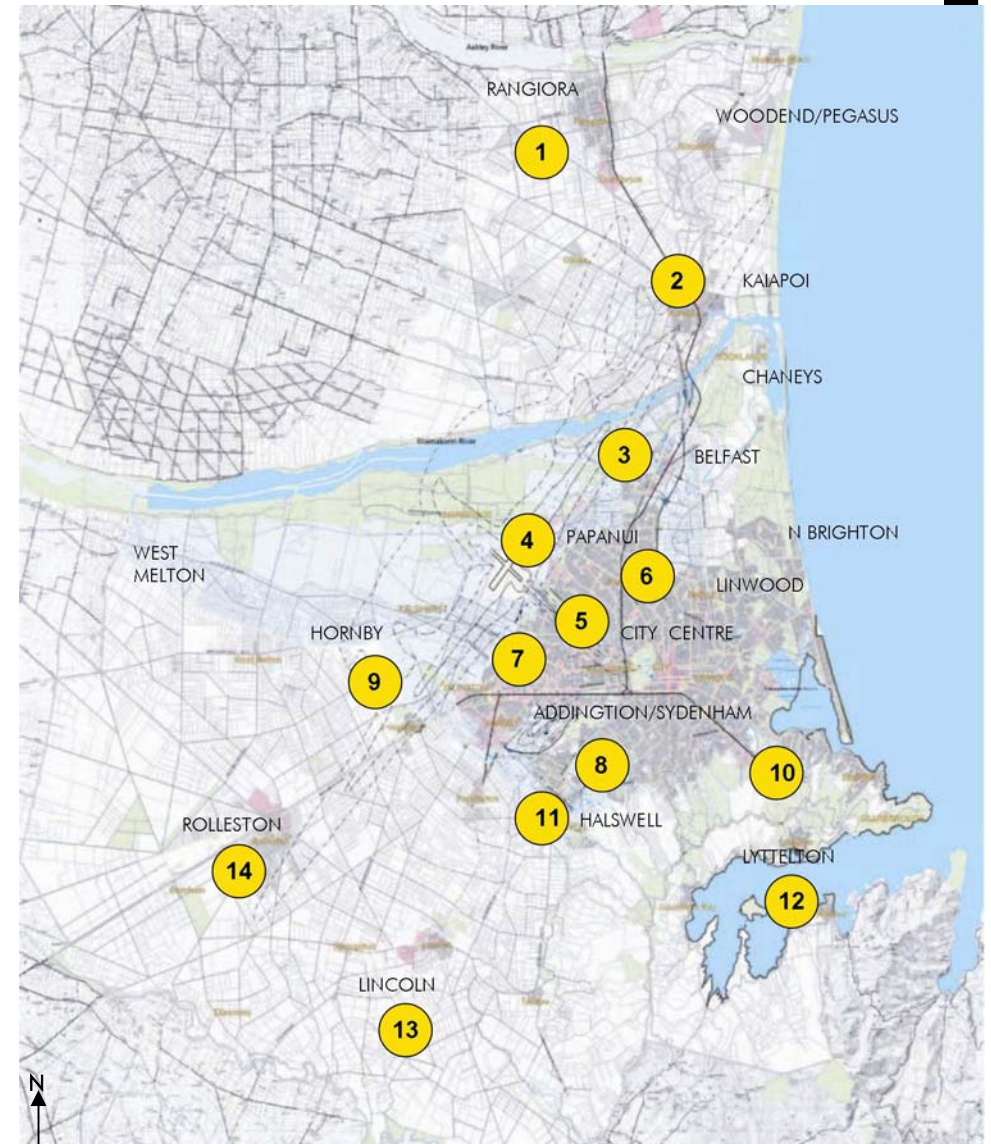
6.13 key social network opportunities

There will always be a correlation between the prosperity of local communities, their social connectedness, and the ability to accessibly and conveniently move. Over the life of the strategy many of these opportunities may be changed to be considered. As a part of the analysis, the following indicative opportunities were identified for specific facilities:

- 1:** Improvements to medical services
Performing Arts Facility (District Focus)
Primary School
Multi Sports Event Centre
Retain existing scale and character of centre
- 2:** Primary School
Opportunities to make an attractive destination / precinct from Christchurch City (restaurants on the river etc.)
- 3:** Medical Supa Centre (combining many medical specialities together)
Possible primary school
Meeting places and public realm improvement
More social facilities / opportunities in the heart (subsidised spaces)
Improved public transport
- 4:** Aquatic facilities
- 5:** Multi-cultural Centre
Create residential community focus
Public market space
- 6:** Creation of community 'heart', Aquatic Centre
Enhanced medical services and public transport
- 7:** Primary school (linked to growth role)
- 8:** Provision of meeting space for residents (formal & Informal) & recreation of focal points
- 9:** Aquatic facilities & Library redevelopment
Regenerate 'brownfield' industry sites into a public space oriented town centre
Improve public transport
Asian Centre
- 10:** Asian Centre, Pacific Centre
- 11:** Medical Supa Centre, explore St John of God site
- 12:** Marina
- 13:** Primary school
Working to improve integration btw town & Uni facilities / residential
- 14:** Improvement to core
Provision for additional meeting space for wide rural area
Improve integration between industrial / business / residential uses
Greater range of activities within a walkable 'centre' to stimulate greater role as a 'hub' for recreation and interest

Specific but non-locationally defined opportunities for multicultural facilities include:

- Public art spaces
- Multicultural sculpture
- Street furniture
- Tai Chi venue
- Chinese or Japanese Gardens
- Public spaces appealing to different cultures



ABOVE FIG. 6-25: Social network opportunities within the UDS area (not to scale).

6.14 social network preference

The sub-regional social network structure is based around Central Christchurch in addition to two main sub-regional community hubs that serve both local and rural district needs (three rather than the traditional one main social core). Within this, detailed strategies affecting housing, social deprivation, youth engagement, elderly participation; global accessibility and equity (amongst other) will be required at a more specialised level.

The opportunity to focus and distribute social services between the rural centres of each district and to improve the services at the city fringe has also been identified as being of key benefit. The management of social capital flow from rural districts into the city and vice versa is identified as being essential given the risks to CBD overload by traffic if all non-essential local services and facilities (including many lower order entertainment and urban recreational / leisure ones) remain oriented around the CBD.

Hornby / Halswell (each with different opportunities / challenges but the final choice between these will relate to possible motorway changes) and Belfast are strategically located to intercept incoming rural movements as well as provide for local needs. The potential for public transport to also synergise here seems high as well.

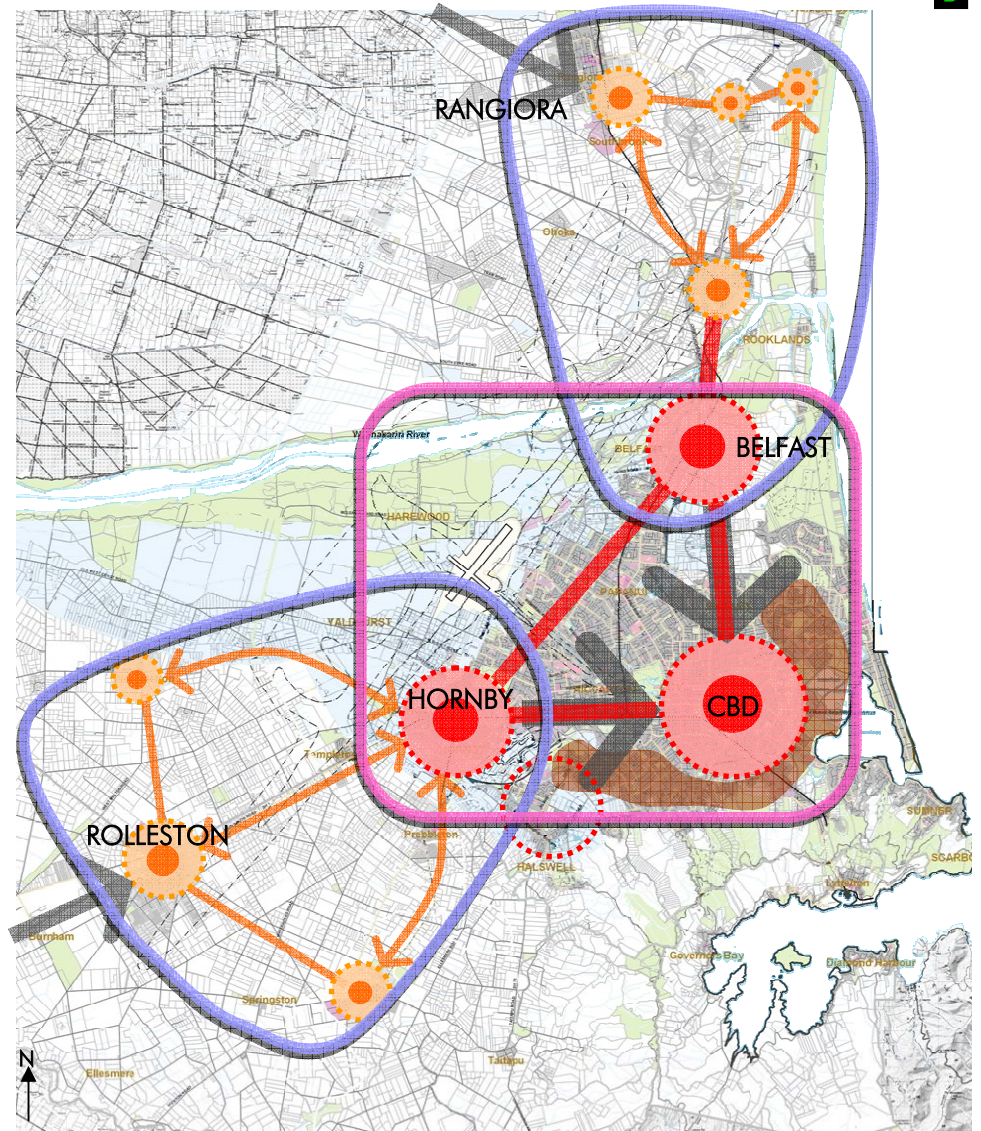
The ultimate expression of the social network for the UDS revolves around a series of triangulations based on better self sufficiency, cooperation and the sharing of facilities by different places

rather than competing and replicating lower quality outcomes. This network assumed effective public transport is available within and between the 'hub' areas.

The CBD is still envisaged to be the dominant employment, activity and entertainment hub for the region. It is intended that the areas around Belfast and Hornby / Halswell will intensify and coalesce around a variety of locally-oriented services including in particular government services that may be unviable for setting in the rural districts but that may still conveniently serve them if located towards the fringe of Christchurch and supported by that larger urban catchment.

Greater accessibility between the key towns within the rural districts is also considered necessary, so that they may specialise and share key 'big ticket' facilities that the District is unable to financially replicate. An example may be a large-scale aquatic centre in one town, with a reliable bus service giving access to the next town that may in return focus on a district-wide library, and so on rather than each place having token, small versions of each community service / facility.

Within Christchurch City, the provision of services could be reorganised. Hornby / Halswell and Belfast are unlikely to fully 'switch on' for up to 15 years as growth and their respective catchments increase, however the provision of investment could be planned from today, including setting aside funding and resources. However, key investments in civic services and a more visible expression of investment are recommended immediately.



ABOVE FIG. 6-26: the indicative concept plan for social/community networks in the Greater Christchurch UDS (not to scale)

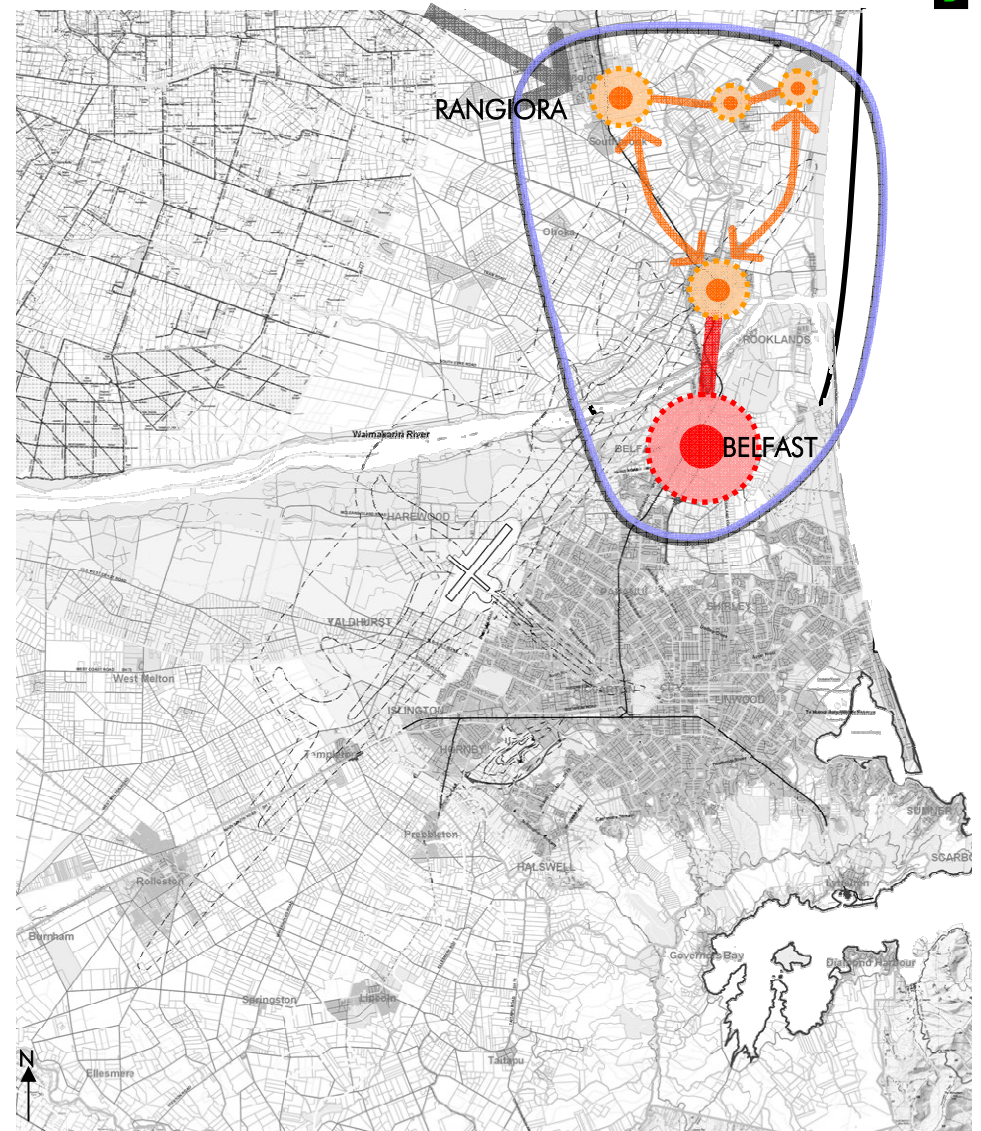
6.15 social network preference: northern hub

The northern 'sector' would focus on Belfast acting as the Christchurch City gateway, with Rangiora, Kaiapoi, and Woodend / Pegasus forming an internal relationship of centres within Waimakariri. Rangiora would remain as the highest-order, main service centre for the Waimakariri District, while Kaiapoi has potential to become more of an entertainment destination for short trips out of Christchurch City.

Key development issues facing Belfast's transition into a considerable hub include:

- Retaining and enhancing existing green areas and corridors e.g. The Groynes, Chaney's, other parks, waterways etc., while also facilitating growth;
- Establishing a compact sense of 'centre', logically around the main intersection of Main North and Johns Roads;
- Managing the considerable traffic issues given that state highways essentially break Belfast into three distinct areas. This reduces the ability of people to readily interact between the three parts;
- Reinvigorating existing 'brownfield' sites relating to old industrial areas;
- Investigating the opportunities to use construction of the Northern Arterial (the designations for this have existed for decades) to also provide for development opportunities that can expand Belfast and improve the

- condition and liveability of the existing 'centre';
- Retaining and enhancing a distinct identity to the area;
- New developments need to be sensitive to existing settled areas and residents;
- Exploring the potential to locate higher-level healthcare and government services within Belfast that could serve northern Christchurch and the Waimakariri;
- Acknowledging and understanding the Belfast / Kaiapoi connection. For example, many secondary school students living within Belfast will travel to distant schools within Christchurch central, when the college in Kaiapoi may be much closer (the next closest is in Papanui);
- Exploring the opportunities to share facilities between Kaiapoi and Belfast. Kaiapoi has a small library and swimming pools, Belfast had a quasi-public pool at the Primary School, recently closed. Belfast could provide a sub-regional library via the Christchurch City Council that could be enjoyed by northern Christchurch and Kaiapoi residents, allowing freed-up funding from Waimakariri District Council to enhance the pools in Kaiapoi to an equal sub-regional standard. This could in turn lead to a more balanced flow of people between Waimakariri and Christchurch and help facilitate greater economic activity (Christchurch City resident spending) in Kaiapoi.



ABOVE FIG. 6-27: the indicative concept plan for social/community networks in the UDS Northern Sector (not to scale)

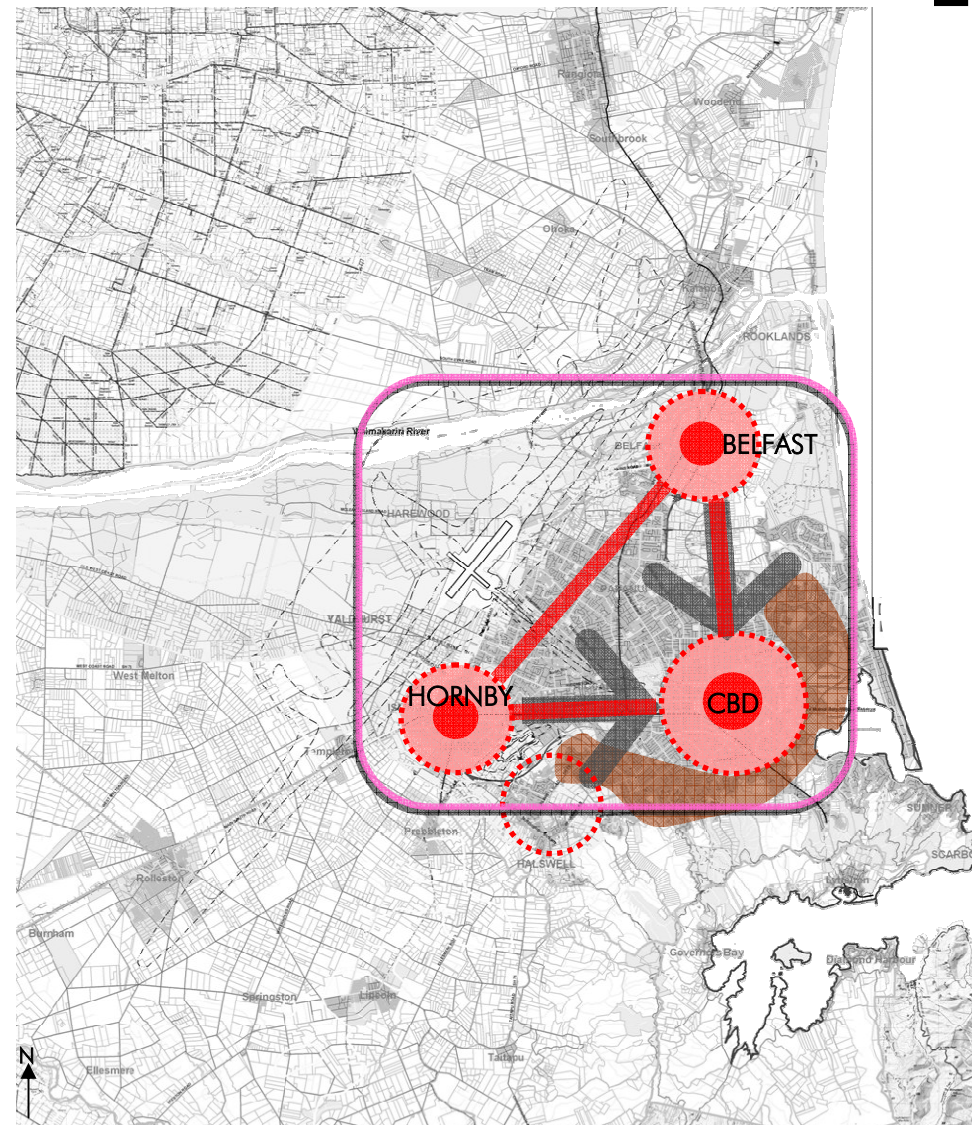
6.16 social network preference: central hub

The central 'sector' would focus on the Christchurch CBD, with the other town centres forming a lattice of intensification nodes around it. The CBD would remain as the sub-region's highest-order node, home to the major art galleries and other entertainment / tourist attractors.

Key development issues facing the CBD's transition into a considerable social network hub include:

- Emphasise and provide lower order 'liveable' social infrastructure in addition to the well-established higher-order facilities (e.g. provide micro-level pocket parks for more obvious resident use as well as higher order squares and parklands);
- Maintaining an equitable social mix within the CBD. This means moving away from the conventional approach of 'affordable' housing, and instead emphasising 'accessible' housing, which includes affordability but also issues such as maintaining suitable housing-stock diversity to match different household sizes, compositions, and lifestyle needs (for example a family may not need 'affordable housing' per se, but may need a suitably sized house that allows 7 children to healthily grow up in);
- Fostering cultural diversity within the CBD. This will require a number of strategies that focus on environmental and non-physical issues of

- perception, inclusion, ownership, and belonging;
- Provide more dedicated youth facilities. This does not necessarily mean isolated ones such as a skate park on its own, but could include adjunct spaces associated with other facilities that allow youth to integrate with other community members. A good example is when public libraries include computer or game console areas as well as other homework spaces that help to bring a diverse range of community members - each for a different reason - into a common space;
- Stimulate a greater residential population within the CBD. This will require overcoming obstacles such as market inexperience and a range of disincentives such as the cost of earthquake strengthening older buildings;
- Integrate short-term visitor and tourist needs with long-term resident needs;
- Re-evaluate the parking requirements for apartments within the CBD, perhaps looking at 1 space per apartment up to 90sqm each, and then 2 spaces per apartment over 90sqm or 4+ bedrooms. Such actions may be necessary to help stimulate market interest in large-scale inner-urban living;
- Ensuring that while larger industries are accompanied to more appropriate sites, viable employment opportunities for the less-skilled are still available and accessible to communities.



ABOVE FIG. 6-28: the indicative concept plan for social/community networks in the UDS Central Sector (not to scale)

6.17 social network preference: south western hub

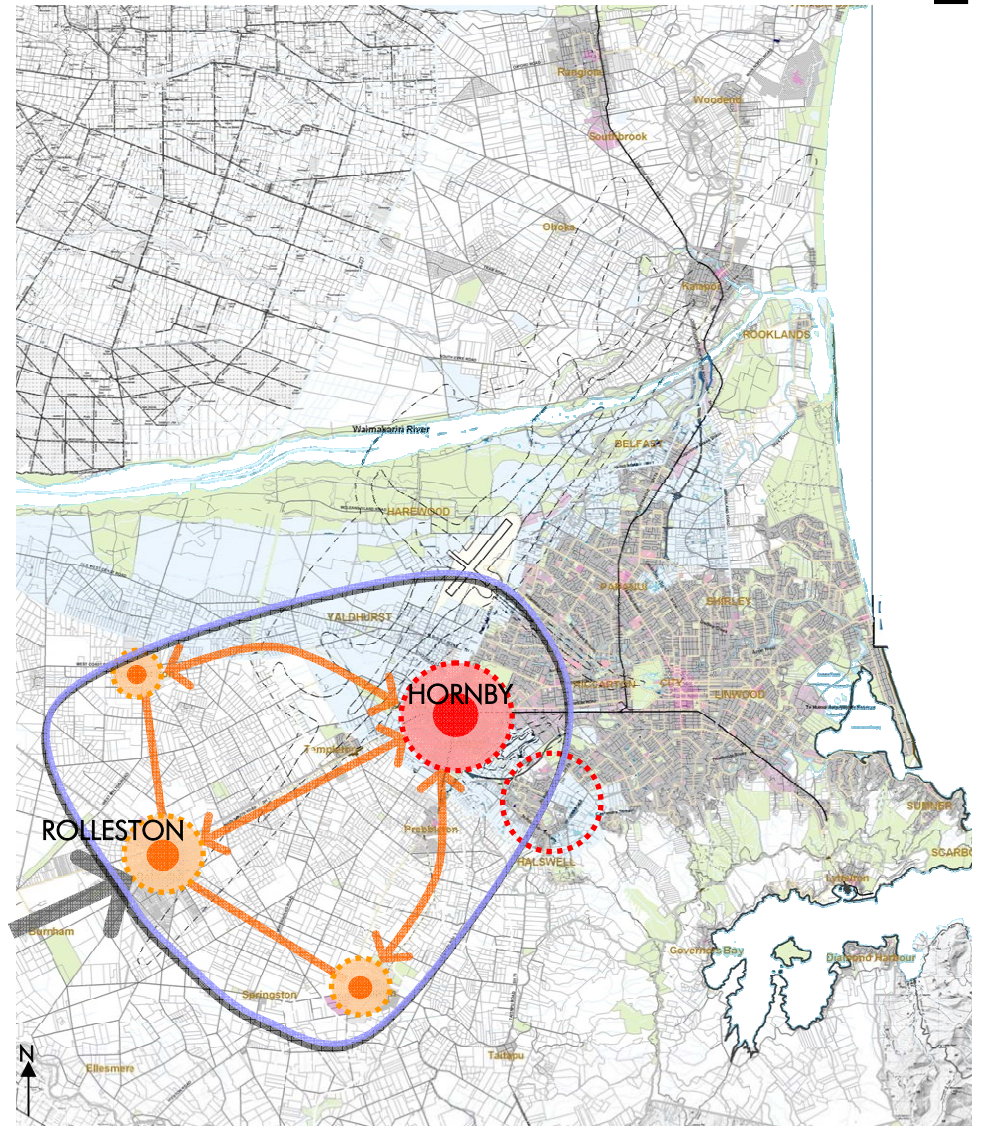
The south-western 'sector' would focus on Hornby (or Halswell) acting as the Christchurch City gateway, with West Melton, Rolleston, and Lincoln forming an internal relationship of centres within Selwyn. Rolleston would remain as the highest-order, main service centre for the Selwyn District, while Lincoln has potential to build on its well-established tertiary education and research destination for students across New Zealand and overseas.

Key development issues facing Hornby's or Halswell's transition into a considerable hub include:

- A clear decision on which of these two possibilities will be preferred. Hornby provides a greater strategic logic that can also integrate into other networks most notably public transport, but on the other hand, Halswell, (provided a state highway extension goes ahead) may provide more viable economic development settings, with less difficult brownfield development sites that Hornby would offer;
- Explore the potential for high level healthcare facilities to help serve wider area including part of the social deprivation 'belt' and areas of ethnic minorities;
- Increase the size of community facilities to give them eventual sub-regional emphasis e.g. the

Hornby library, making them also accessible to non-Christchurch City residents;

- Explore the potential for government services to establish, serving Christchurch City and Selwyn District needs (e.g. WINZ, Probation, etc.)
- Investigate opportunities to concentrate public transport options here (i.e. route destination variation and higher frequencies), including maintaining the viability of any future connection to commuter rail services;
- Road network changes that relieve the use of roads through Hornby and strategically managed relocation of industries may create an ideal brownfield opportunity for comprehensive redevelopment of the Hornby centre. This would need careful planning to achieve;
- Focus on improving the emerging cluster of cultural facilities (e.g. more multicultural uses to compliment the Maori Cultural Centre and Maori Women's Welfare League Centre etc.);
- The need to be mindful of effects on highly deprived communities and migrant groups in the vicinity;
- All new development should be in accordance with best-practice urban design and CPTED principles;
- Maintaining conveniently accessible employment opportunities that match the skills, capability, and education levels of the community.



ABOVE FIG. 6-29: the indicative concept plan for social/community networks in the Greater Christchurch UDS (not to scale)



activity centres 7

7.0 ACTIVITY CENTRES

Activity centres relate to town, neighbourhood and local centres as well as the larger (and generally retail 'big-box' dominant) sub-regional centres and the CBD.

7.1 activity centres

The Greater Christchurch sub-region exhibits a hierarchy of activity centres from the CBD through to small, local centres in outer urban and rural areas. Overall activity centres act as nodes for retail, commercial and residential land uses and serve as important destination points for social services, commercial activities, transport networks and people.

Activity centres can operate at many of a number of spatial levels from local through to regional and thus meet different needs of the population. A successful activity centre has a high quality and active public realm.

Key considerations in establishing the development priorities for each centre are a consideration of those centres which have the greatest potential to change in terms of residential intensification, retail and employment.

7.2 activity centre aims

The key aim for the development of centres within the UDS should be to encourage economic prosperity, social strength, a mix of uses, an active public realm and greater land use intensities. Other aims include:

- revitalising Christchurch City as a network of activity centres providing a major commercial and retail function within the region. Effort needs to be

directed towards attracting activity back into the CBD to increase its competitive position which has recently declined;

- improving the quality of the public realm by shop fronts facing outwards, enhancing streetscape amenity, encouraging increased retail and commercial presence in a street based retail setting opposed to further large format retailing and shopping malls;
- expanding the residential and employment base within the activity centre catchments to contribute to 24/7 activity and provide an immediate on hand market;
- recognising the individual set of conditions and dynamic role of each centre and developing a strategy appropriate to enhancing the opportunities which exist;
- to integrate movement, employment and social networks into the activity centre network to maximises amenity, accessibility and economic opportunities.

7.3 activity centre issues

- providing for emerging commercial areas and new centres associated with new growth in greenfield settings;
- acknowledging that some centres are declining and seeking to use growth as a means to help improve this situation;
- Maintaining a rich variety of employment opportunities - particularly non-service and non-retail

ones - within centres as well as providing for more residential growth;

- providing for intensification in a manner that will enhance the dominance, competitive advantage and self sufficiency of activity centres;
- ensuring that a quality public realm is the focus of all development and not simply the provision of services and activities;
- acknowledging that the outer lying urban centres may be subject to higher levels of growth and demands and providing appropriate outcomes;
- Retaining character and identity of established activities in the face of potentially significant intensification and change to the built environment (particularly those centres associated with an often romanticised low building height of two levels);
- Accepting the role that major internalised shopping centres play in concentrating people into one setting and improving wider settings that would support social cohesion, identity, and non-retail jobs to establish around them;
- Managing the CBD 'gravity' phenomenon that may make it harder to establish more than daily convenience uses in centres further from the CBD (particularly those in the rural districts);
- Providing a new tier of 'micro' local centres associated with more walkable catchments within greenfield areas, and enabling new ones within existing residential areas once intensified.



RURAL TOWNSHIP, Rangiora: small scale, street-based retail associated with older centres.



BIG BOX MALL, 'The Palms' Shirley: internalised shopping centres & big box retail



INNER CITY RETAILING, Christchurch CBD: street-focussed retailing and commerce activities

ABOVE: FIG 7-1: Examples of various centre conditions in the UDS

7.4 activity centres and the public realm

An activity centre refers to focal points of social and economic exchange. Traditionally these refer to town and local centres with their main streets and amenities. However purely or overwhelmingly retail-driven shopping centres and intensively developed lengths of major arterial roads can occasionally also act as a de-facto centre although generally with a much lower level of vitality or robustness than a full town or activity centre.

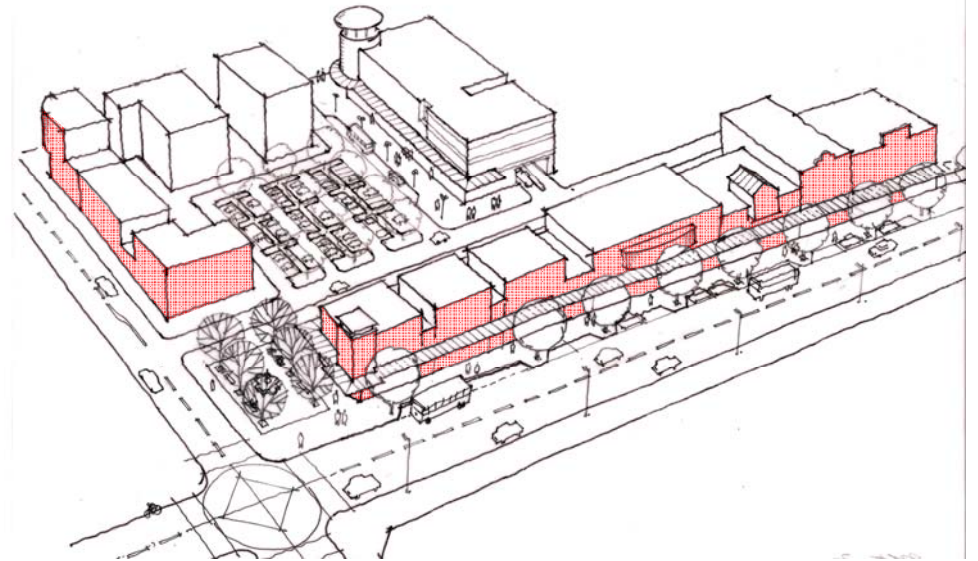
Successful activity centres are based on energising the public realm. Principally they function through pedestrian friendly street-based uses that, through a fine grain progression of active edges and the use of key 'anchor' uses (supermarkets etc.) entice people through them. This maximises the opportunities for 'surplus' activities and interaction to occur; for example a couple deciding on impulse to stop in at a passing café for breakfast on their way to get a loaf of bread. It also provides a rich, varied, and visually interesting environment based on multiple activities and expressions of style, individuality, or taste juxtaposed in close proximity to each other.

A viable public realm is a necessary pre requisite to achieving goals such as less vehicle dependence and greater pedestrian or cycle modes. This is because an active public realm can stimulate greater interest as a 'place' in its own right rather than as just a route, and through passive safety improve perceptions of safety (and actual safety

where the degree of 'eyes on the street' actively deters crime. Several well established principles of CPTED (Crime Prevention Through Environmental Design), which are consistent with best practice urban design exist to guide the detail design process further.

The UDS with its aims for compact settlements and intensification around centres, will be reliant upon a high-amenity public realm focus. The public realm will only achieve this where it:

- *Stimulates interest and curiosity;*
- *Provides safety;*
- *Is based around logical movement routes and destinations;*
- *Maintains strong economic viability;*
- *Is of high visual variation;*
- *Has a clear delineation between the public and private realms including the placement of civic uses and open spaces at highly prominent, legible locations;*
- *Accommodated a balanced distribution of modes;*
- *Is equitable for all users without discriminating;*
- *Is based on forms and proportions that relate to a human scale;*
- *Provide a range of experiences, textures, colours, sounds, smells, and sensations (including covered, open, paved, and 'green' open spaces).*



ABOVE: FIG 7-2: Illustration of 'frontage' in a town centre, including how buildings can orient to have privacy and servicing at the internalised read, with entrances, glazing, and activity facing outwards to the street and other open spaces.



ABOVE: FIG 7-3: Illustration of a fine-grained active street frontage. This provides people with the ability to see 'inside and out', as well as respond to a variety of different stimuli.

7.5 activity centres - current issues

SIGNIFICANT AREAS OF RETAIL

Within the UDS area, around 330,000sqm of retail GFA exist within the Christchurch CBD. In addition, around 175,484sqm GFA exists within sub-regional centres, 135,510sqm within the district centres, and 94,000sqm within business retail parks. A further 133,000sqm exists within industrial zones.

SHOPPING MALL GROWTH

As seen in other New Zealand and Australian centres, internalised shopping malls have proven increasingly popular, more so with the common integration of cinemas, restaurants, gymnasiums, and other uses that compliment the core retail ones that has occurred. They are now becoming increasingly important social focal points given the concentration of people that gather around them, necessitating a greater public transport emphasis and possibly creating opportunities for residential intensification.

Average growth in these uses has been around 10,000sqm GFA per year (over the last 10 years).

EMERGING COMMERCIAL AREAS

The constantly changing confluence of social, economic, and spatial issues mean that while the well established centres that exist today will remain the core of those in the future, new areas will emerge.

One of these areas is in the vicinity of Ferrymead, and many others will emerge as energy prices - particularly as they relate to transportation - change people's shopping preferences.

A particular opportunity exists to significantly increase the number of micro, intense local areas based on walkable

catchments in those areas where intensification leads to adequately viable consumer markets. This will be relevant for local daily needs, and higher order centres will always be a necessity.

DECLINING CENTRES

Areas such as New Brighton and Sydenham have been declining in recent times. The reasons for this are diverse, and often counter intuitive and the basic pattern of cause-effect gets harder to track as it moves through the many tiers of society.

A key advantage of coordinated strategic growth is that the opportunities of new growth to help change the fortunes of declining centres can be maximised.

While there will always be centres that - relative to each other - will perform better than worse than the 'average', it should still be possible to ensure all centres, even the poorest performing ones, are enjoying prosperity and a stable economy based around a strong local catchment.

DECREASED PROFITABILITY FOR SMALLER DISTRICT CENTRES

Recent analysis indicates that smaller centres are seeing decreased profitability. This is often symptomatic of the success of larger shopping malls and can only realistically be balanced by increasing the local catchment and in so doing the potential customers of local centres, and improving the quality of place within centres such that they increasingly act as desirable 'destinations' by shoppers.



ABOVE: FIG 7-4: Internalised shopping malls and big box retailing arose in response to the wider penetration of private motor vehicles into society, allowing people to conveniently arrive and meet a wide range of retail / food / entertainment needs under cover and in a privately controlled environment. Images: Shirley (left) and Hornby

7.6 towards a centres-based approach

KEY DEVELOPMENT PRIORITIES FOR CENTRES

Taking into account the existing situation of centres within the UDS area (activity centres and the main shopping centres), the preferred approach to delivering growth within the UDS area ("Option A"), and the urban design framework presented in Section 3 of this document, the three key development priorities that relate to centres can be summarised as relating to:

- **Residential intensification**
- **Retail growth**
- **Employment (non-retail) growth**

Depending on the local context of each centre, a 'mix' of these three elements will underpin the appropriate response. For example, trying to stimulate retail in a centre where, due to several factors, realistic retail potential has been maximised will be a loss of resources.

The range of factors that can influence this mix include:

- *Existing and potential catchment size and socio-economic dynamics (household income, education (skill) levels, and spending patterns);*
- *Relationship to the movement system in particular major routes and public transport;*
- *The range of existing (or possible) additional attractors available within a*

centre (social or recreational facilities, natural features and other amenities);

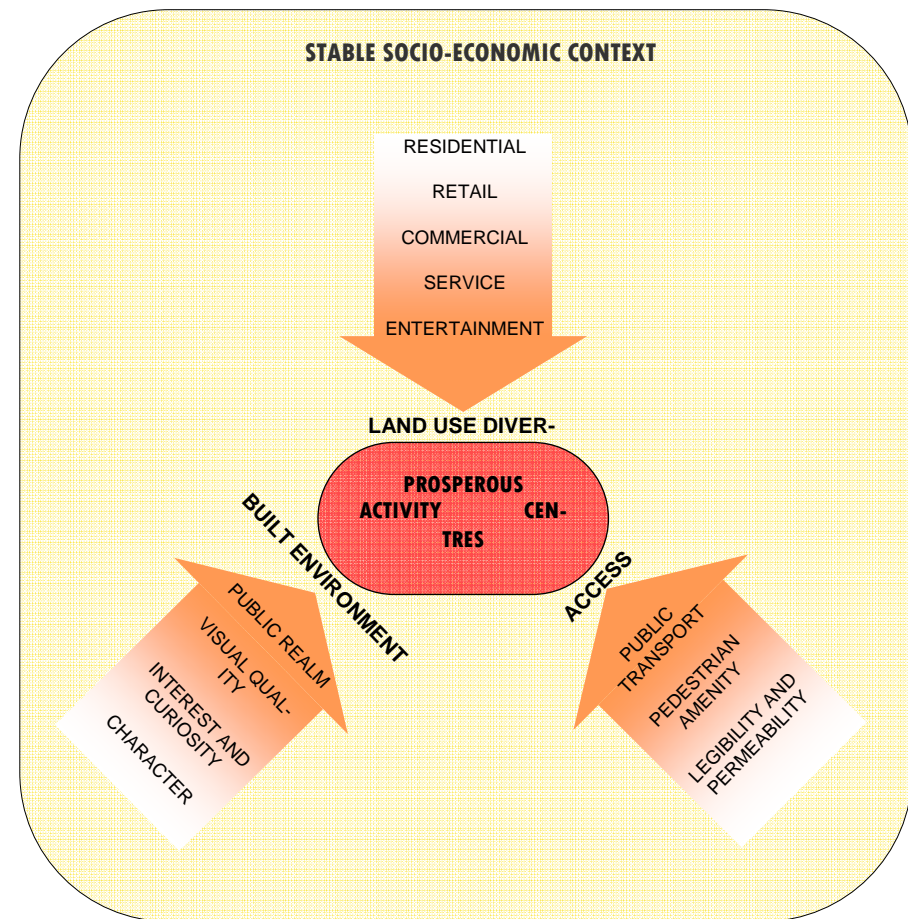
- *Relationship to adjacent centres;*
- *Availability and continued supply of conveniently located car parking - including cost of provision (especially relevant to retail growth);*
- *The existing condition of a centre and its likelihood of attracting growth without major retro-fitting or investment (in the short term);*
- *Supply of suitable land for residential intensification within and adjacent to the centre;*
- *Social factors such as the perceived desirability of certain communities that may attract or deter private sector investment.*

DESIRED OUTCOMES OF AN ACTIVITY CENTRE STRATEGY

At the local level specific strategies are recommended for each centre. This will help mobilise community buy in and support around centres as the focal points of each community. This should also integrate with social facility strategies as most logically function best when in a centre.

Some key goals of an activity centres strategy would include:

- *A better mix of uses*
- *An active public realm*
- *Higher land use intensities*
- *Maintained or improved performance by business*
- *Stronger sense of place and community cohesion*
- *Higher pedestrian use*



ABOVE: FIG 7-5: A simplified matrix of critical elements needed for prosperous activity centres. Different elements are best affected by different mechanisms and often by multiple jurisdictions.

7.7 summary of approach for the CBD and large shopping (retail) centres

THE CBD

The Christchurch CBD is and will remain as the single largest concentration of retail and activity within the UDS area. Its dynamics suggest that it will also remain the clear home of higher-end services and retailing such as fashion, jewellery, and lifestyle products such as designer home wares.

While the CBD is well suited to a role in appealing to visitors (from within Christchurch City, the UDS area, New Zealand, and internationally), it is not a well-established urban living environment given its capacity for several thousand homes that would create demand for existing and some new uses within the CBD area.

Key outcomes for the CBD were found to be based around:

- Developing strategies and implementation mechanisms for mixed use and residential intensification
- Supporting existing approaches that encourage higher-order activities and high-end retailing / entertainment to locate in the CBD as the 'heart' of the region.

Many objectives towards achieving these already exist given previous studies that have been undertaken by the City Council.

Other important tools will include:

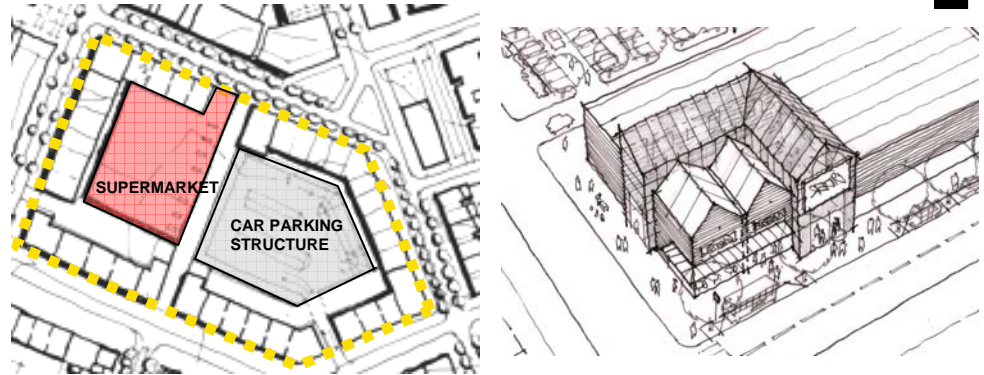
- Reviewing existing controls and incentives;
- The use of precinct characteristics as a starting point;
- Urban design controls (essential) and the primacy of an active public realm as a non-negotiable goal of development;
- The possible use of parallel performance codes based on public realm priority;
- Reviewing the movement network and its impacts (including the effects of one-way systems on retail viability);
- Reviewing investment thresholds / triggers

LARGE SHOPPING (RETAIL) CENTRES

Incremental change is anticipated for the large malls as they manipulate their internal layout and tenancy arrangements over time and expand as demand and local communities dictate.

It is recommended that as part of delivering the UDS aim for active, compact settlements that no new or significantly enlarged shopping centre be approved without the use of conditions to ensure adequate public realm treatment is included.

This will help to ensure that the concentration of people coming to the shopping centre will be able to contribute to social infrastructure, other forms of non-mall employment, and local events, important in achieving overall social and economic wellbeing in communities.



ABOVE: FIG 7-6: 'Sleeving' refers to the treatment of large building masses to reduce bulk, mass, and pedestrian disincentives. Typically it involves designing a large-format use behind a series of smaller tenancies.

7.8 summary of approach for other centres

TOWN CENTRES

The Councils will need to confirm their internal centre hierarchies based on urban geography and scale (most of this will usually reflect natural, easily identifiable patterns). This will delineate which centres focus on which roles, and how much of their trade relates to neighbourhood, local, district, sub-regional, or regional markets.

Intensification preferences and then priorities (residential / retail / employment (non retail)) can be established based on an optimal scale of each centre relative to its catchment and ability to most efficiently serve the UDS. A first cut should involve a purely technical 'maximum yield' exercise including landscape and infrastructure capability, with community involvement then helping to quality control whether this 'mechanical' maximum is also the socially acceptable 'maximum', and what checks and balances should accompany this.

Care needs to be taken to ensure that the uses sought and their relative quantum are realistically compatible with each other and the existing nature of the centre. However what should be considered more important than conservation of the past is the maintained prosperity of the future, and in instances of conflict between issues of growth and character and amenity issues resistance to change a careful balance must ultimately be accepted.

From this point, each centre can be targeted with development focussed around a public realm strategy. Often this can be related back to the fundamental character of the street context of development. The characteristics of a main street in a town are different to a back street or basic commercial business street. More detailed management of these may be appropriate given the critical importance of 'getting them right' to the overall success of the UDS.

As an example, some of the qualities that make a successful main street include:

- Zero lot lines, with buildings presenting a uniform frontage and being directly adjoined together (except for occasional access to rear parking or a service lane);
- Parking at the rear, best accessed from a service lane;
- Continuous pedestrian canopies along the entire length of buildings and connecting to adjoining ones;
- Highly interactive buildings that orient to the street featuring shop windows, well-defined entrances, and the ability of people inside and out to see each other;
- Managed signage that does not clutter the street or impede pedestrians;
- Often a continuously widened footpaths or at least one with regular 'pockets' of width allowing cafes and restaurants to spill out, people to stop and converse without impeding pedestrian flow, courier vans to load / unload;

- Availability of short-stay car parking in the road reserve directly outside shops to help take advantage of passing traffic;
- Wider use of traffic calming measures to slow traffic and make the pedestrian environment safer.

These qualities would not be appropriate for all other road types within a town centre. They will have different optimal characteristics that cannot be maximised if a singular and generic package of land use management tools are used for them all and that does not also seek to integrate with what is happening within the adjacent road reserve.

PARTICULAR GROWTH OPPORTUNITIES

The IBD process identified that particular opportunity existed in Hornby and Halswell, Belfast, and Northlands. This was based on existing and possible future catchments compared to analysis of the scale of centre activities currently in operation. Potential seems to exist to greatly improve the quality of activities within these areas.

These centres in particular would benefit from additional character studies that would identify the core issues relating to their identity. This would best protect them in the face of potentially significant growth between 2006-2041, and beyond.



ABOVE: FIG 7-7: Examples of how to create a main-street which is a vibrant, profitable & provides for both vehicles & pedestrians. (1) Continuity of pedestrian canopies and small signs to reduce visual pollution & clutter; (2) Zero lot lines and active street edges; (3) insertion of traffic calming mechanisms and landscaping

7.9 growth and centres

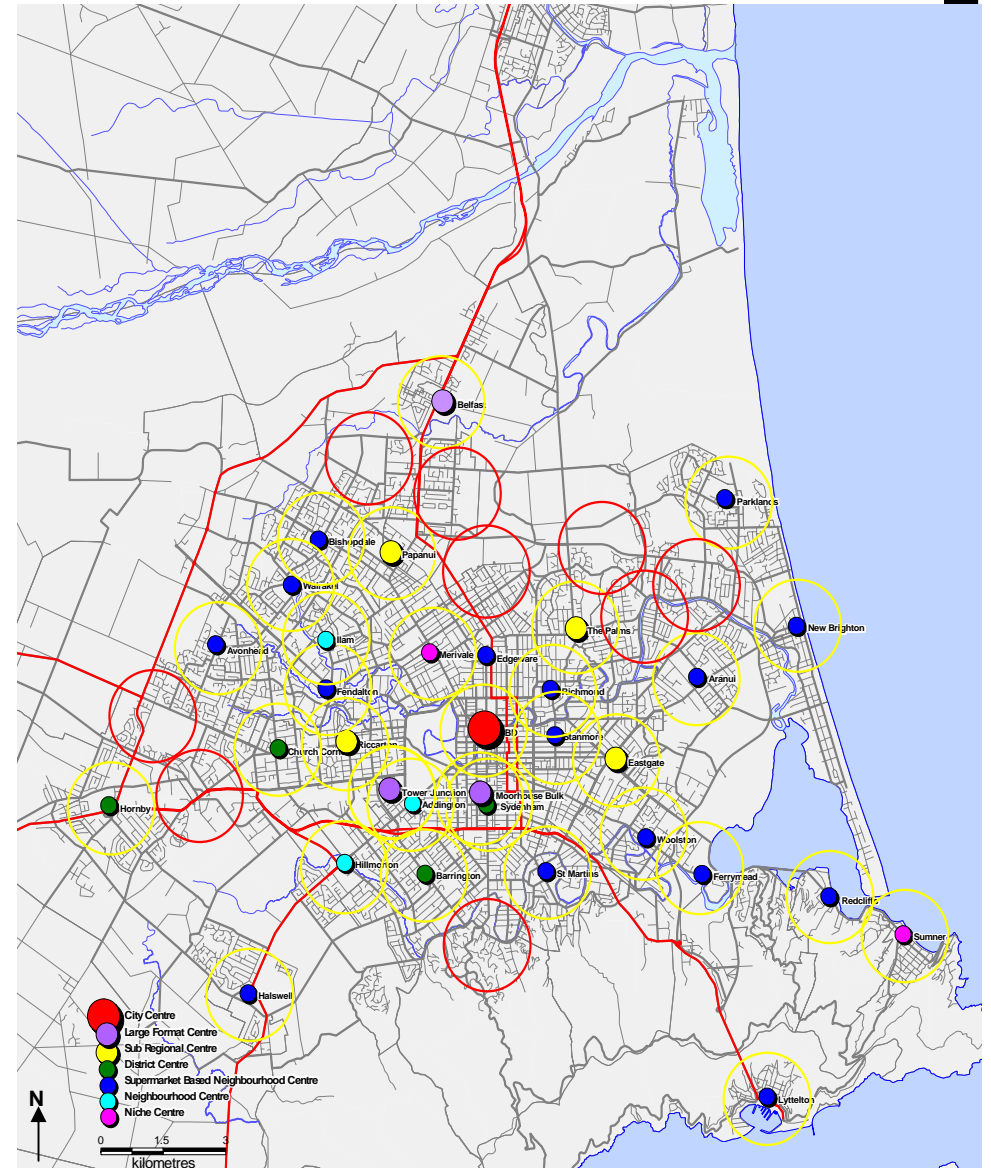
Overall, growth within the UDS area will see increased activity in the CBD and some expansion of the larger sub-regional centres and shopping malls.

Based on existing levels of retail GFA per capita and other measures, at least 16-20ha of additional retail park 'zoned land' seems likely to be needed by the 2041 population.

New neighbourhood-scale centres will be needed in south-west Christchurch, Masham and Belfast as growth occurs, but this will only be produced where residential density and catchment is high enough to support them.

New nodes such as in Ferrymead will also be necessary to accompany new greenfield and intensified existing residential areas. Any measures to improve local self sufficiency through reduced land use homogeneity should be supported as this can help to incrementally break down the sterility and vehicle dependent nature of these areas. There seems potential to establish at least nine new nodes within the existing Christchurch City urban form based around the movement network and principles of optimum walkable catchments no bigger than around an 800m radius.

Within centres around 33ha of additional commercial (non retail) land will also be needed to meet commercial growth estimates and maintain existing profitability. This will need flexible re-use of existing residential land in some (if not all) centres.



ABOVE: FIG 7-8: Existing centres by type within Christchurch City. The red circles indicate areas where no real centre exists but with suitable growth management these could occur for the betterment of those communities (source: CCC).

7.10 impact of growth on outer UDS retail catchments

Based on projected population numbers (dependent on the final UDS approach taken), analysis of existing and possible catchments were undertaken for the townships within Waimakariri and Selwyn Districts as well as on the Christchurch City fringe.

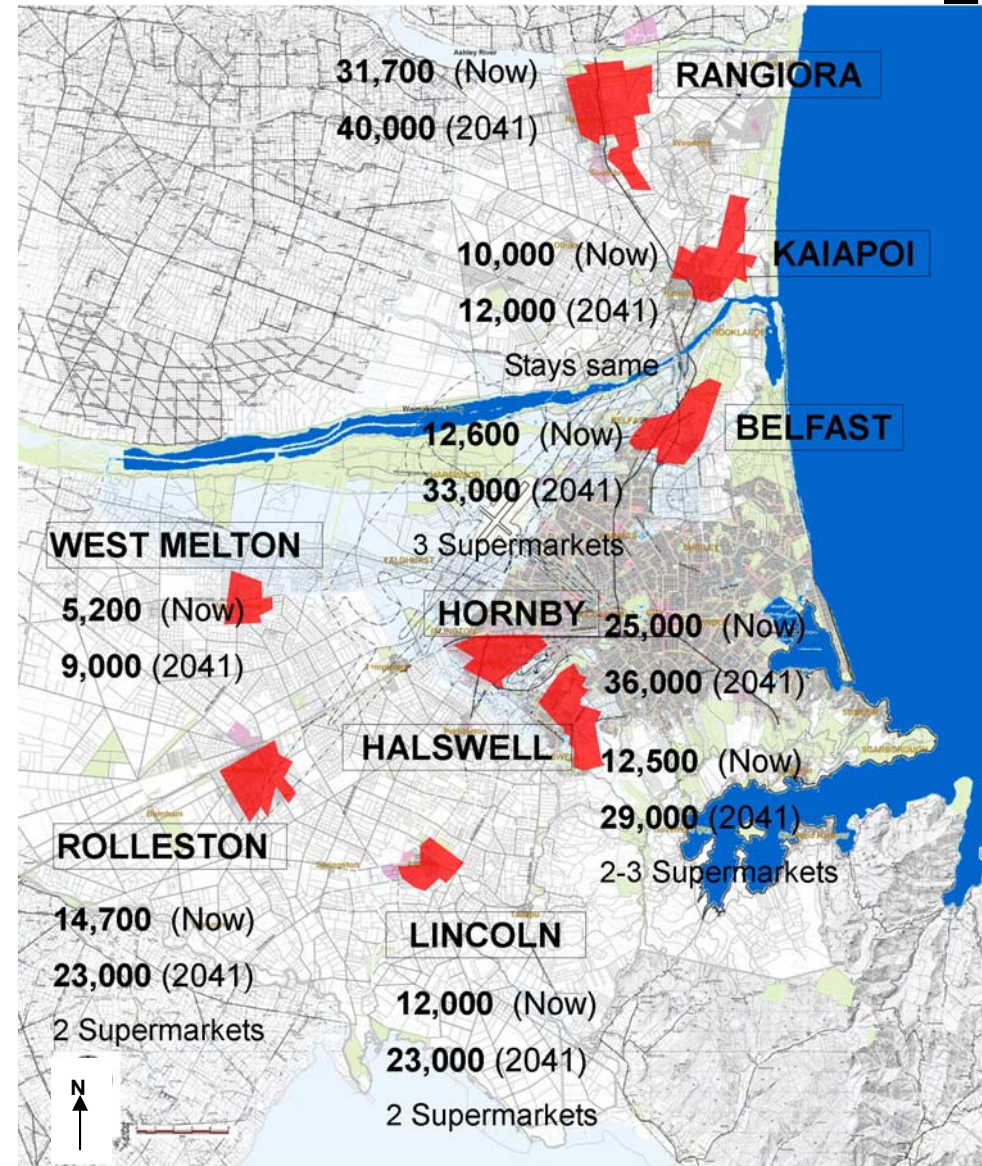
A full-scale supermarket (up to around 4,000sqm) can become viable at around the 8,000 - 10,000 person catchment level. A supermarket can be considered as an 'anchor' in retail terms as it can be used (depending on how it relates to the urban form and movement routes) to leverage further retail uses, and from there non retail uses. They can provide a great deal of certainty to business uses around them as - providing their catchment is secure - they can consistently generate stable visitor numbers.

Between 2006-2041 there seems potential to significantly improve the situation in Selwyn District, with larger populations in Lincoln and Rolleston and the wider catchment hinterland having potential to provide demand for 2 full supermarkets each (not including existing supermarkets based on existing catchment levels).

Waimakariri, with more limited potential for growth in and around the centres, has less potential for new large retail growth.

Within Christchurch, both Hornby, Halswell and Belfast have the potential to significantly increase their scale of

retailing and this in particular should be pursued given the advantages this could bring to help energise these nodes for other reasons (such as social infrastructure and public transport).



ABOVE: FIG 7-9: Identification of possible growth areas adjacent to peripheral centres. The population opportunity of these areas, in conjunction with existing populations and wider catchments, give an idea as to the kind of retail demand that may occur here.

7.11 the CBD

KEY CONCERNS

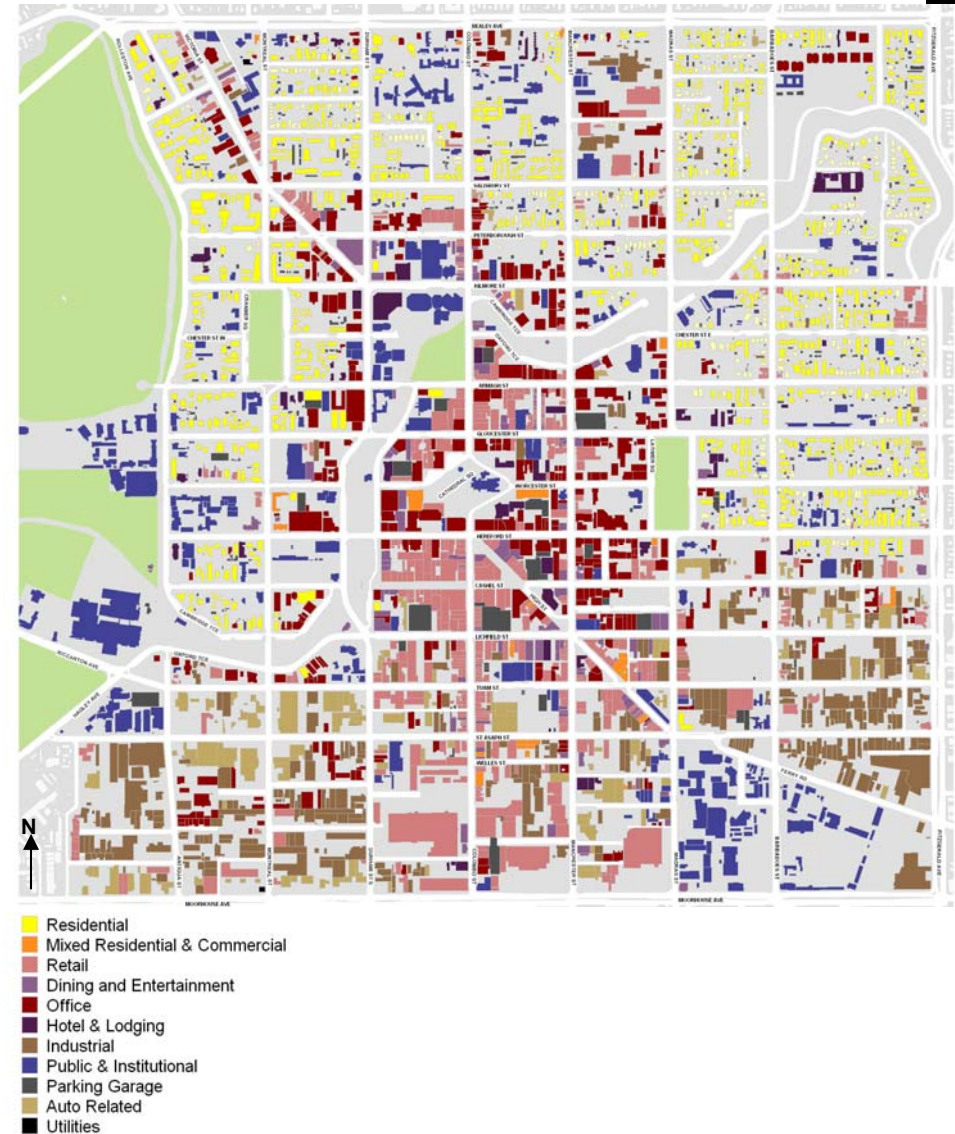
The retail role of the CBD has changed in recent years. There has been a loss of commercial dominance and competitive position due to the growth of retail (notably in the 'big box' and mall developments) in the suburbs. This is not in itself a negative however there is a need to ensure that whatever energy is lost from the CBD can be replaced. Part of this can be dealt with 'naturally' as a consequence of increasing the residential population of the CBD as the market will respond to their demands. However another part can only be dealt via considered land use initiatives that can stimulate higher-order commercial uses or other high-energy activities such as entertainment or recreational activities (for example, many cities internationally hold annual car street races or international 'circuit tour' events like cycling, skateboarding or 'extreme sports' etc., that bring large, regular influxes of high-spend visitors).

There will also be increased demand for the CBD to change, and demand for quality commercial space will likely be a long term issue. Larger-scale industries will likely be enticed away from the CBD if intensification progresses in response to increasing property values and possible reserve sensitivity risk perceptions. This may change local employment dynamics (especially for inner city living lower-skilled workers) but also provide key, larger-scale redevelopment opportunities.

KEY DEVELOPMENT PRIORITIES IN THE CENTRAL CITY

A key initiative available to the Council is a demand side response by developing strategies for retail. As an example, increasing the proximity and diversity of markets to city retailers and boutique retail developments can help give them significant support. Other initiatives include:

- Activating the public realm by:
 - Delineating public and private ownership;
 - Requiring activities to front and engage with the street or public space;
 - Focus on pedestrian quality and interest including furniture and public art;
 - Require shop frontages to be well-maintained (including a possible levy on uses to allow the Council to fund regular maintenance works)
- Growing the inner city residential market to support the retail environment;
- Providing affordable, good quality employment spaces in redeveloped semi-industrial buildings;
- Allowing inner city residential to freely convert to home-offices or working spaces;
- Managing issues relating to major disincentives of car park provision and earthquake strengthening.



ABOVE: FIG 7-10: Detailed land uses within the '4 Avenues' of the CBD (not to scale, source: CCC)

7.12 central sector centres

The main centres within the 'Central' sector of the UDS excluding the CBD were briefly examined on the basis of how to best use growth to improve centre viability and catchment, balanced by a contextual judgement of 'what is realistically achievable in this location' based on socio economics, demographics, ethnicity, wider movement network issues, and so on. Detailed centre studies would build on these initial 'first steps' and more precisely define the role of each place:

Addington:

Future direction: Growth in residential base of catchment is desirable; intensification along Hagley Park edge and provision of medium density housing a strong potential approach.

Riccarton:

Future direction: Growth in employment and residential base important for better self sufficiency; integration of current Westfield shopping centre into the town will help improve the overall identity and coherence of the centre.

Papanui / Northlands:

Future direction: Growth in the mixed use base of the Papanui centre; improve intensity of land uses in the Northland centre & give priority to the provision of residential land uses and employment. Seek to ensure new developments are oriented towards the public realm.

Shirley:

Any additions to the shopping mall should seek to focus on the public realm. Growth in the local catchment can be facilitated through re-zoning of land around the mall and social services to enable higher density residential and mixed uses; look to widen the use of Community Footprint Overlays of other mechanisms to assist partial or full conversion of units into business settings; seek to improve prominence and supply of community spaces / uses.

New Brighton:

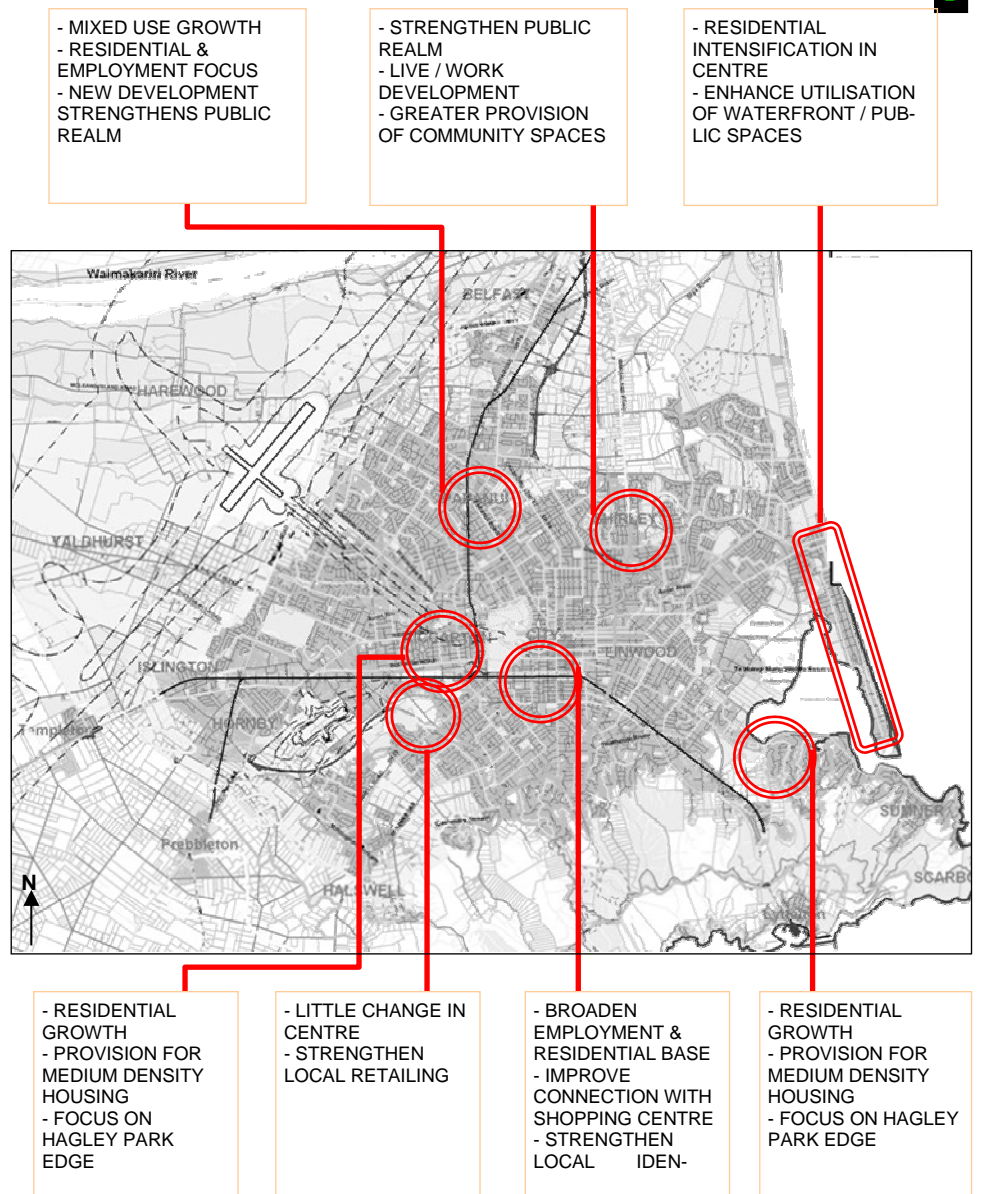
Catchment supported by residential intensification around centre; economy anchored by retail and waterfront edge / access destination uses, and associated entertainment uses. Seek to use the public realm to further this (for example more parades, festivals that link from the centre to the sea and so on).

Ferrymead:

Future direction: Growth as a traditional town centre and incremental retail development; developing a high quality public realm & jobs. Intensification maintains non-retail use viability around the centre's fringe.

Barrington:

No significant change in the role or nature of the centre is anticipated; local retailing improved by a stronger catchment.



ABOVE FIG. 7-11: Centre based changes in urban morphology of central UDS area. Not to scale.

7.13 south-western sector centres

The main centres within the 'South-western' sector of the UDS were briefly examined on the basis of how to best use growth to improve centre viability and catchment, balanced by a contextual judgement of 'what is realistically achievable in this location' based on socio economics, demographics, ethnicity, wider movement network issues, and so on. Detailed centre studies would build on these initial 'first steps' and more precisely define the role of each place:

Wider Issues for this Sector:

- Understanding the relationship between the District and Hornby / Halswell
- Future role of the townships
- Lincoln and the university / R&D ventures
- Future of employment settings and UDS wide industrial settlement patterns

West Melton:

Future direction: Growth in West Melton recently approved, logic suggests optimal outcome is to maximise this growth further and make it as viable as possible for some support uses and possible public transport. Further growth occurs in the centre catchment (potentially up to an additional 10,000 persons); little mixed use potential without public/private sector involvement; growth may trigger demand for supermarket to service wider catchment.

Rolleston:

Future direction: Rolleston town centre to serve a potential catchment of 23,000 people justifying additional retail (including supermarket), community & commercial services; park to rear of shopping centre

identified as an opportunity area for town centre. Will act as higher-order centre for the District.

Lincoln:

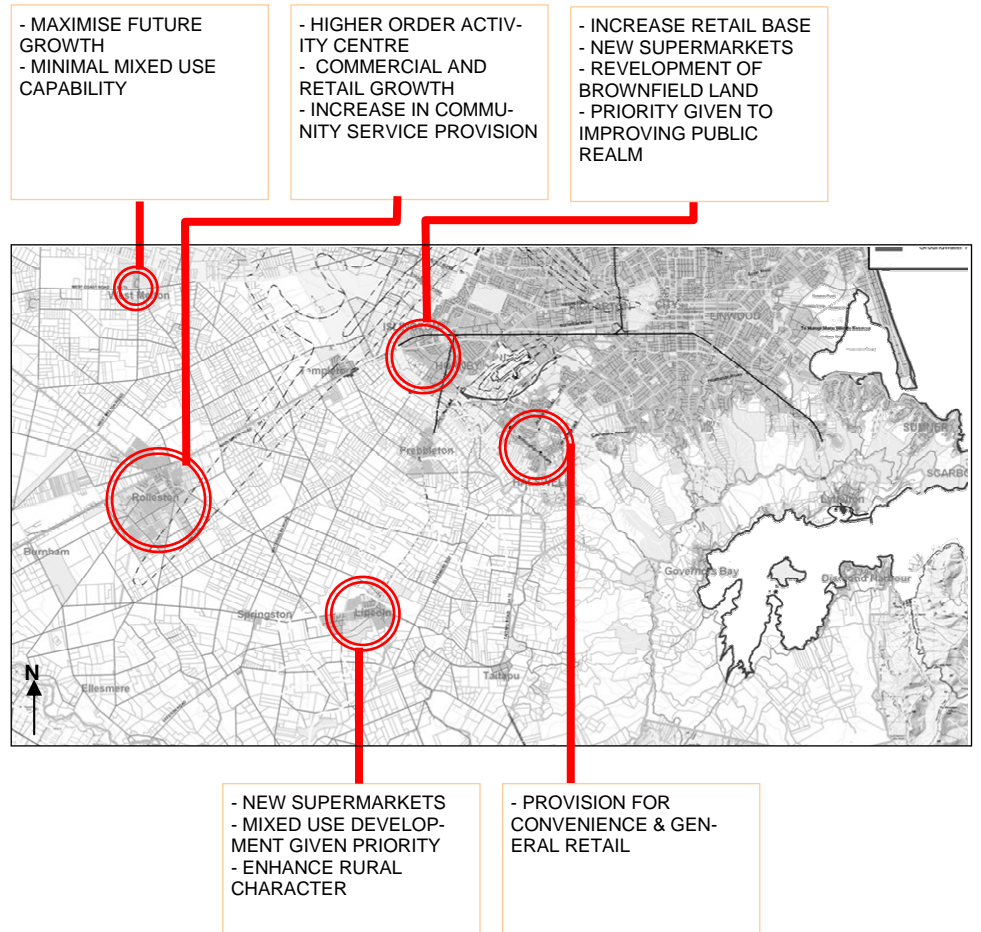
Future direction: Lincoln town centre to serve a potential catchment of 23,000 people justifying two additional supermarkets & 15,000sqm of floor space; priority given to mixed use developments and retaining rural/village character; provision of clean business land around University and in main street; provision of a formalised farmers market would be beneficial.

Halswell:

Future direction: additional supermarket; additional convenience and general retail Increased provision of retail floorspace through growth in adjacent areas to the south-west. Construction of southern bypass may stimulate new development.

Hornby:

Future direction: additional 1-2 supermarkets; additional retail 10,000 sqm; evaluate Town Centre vs bulky goods role. Construction of southern bypass to remove heavy vehicular traffic and greatly improve amenity/public realm; respond to containment strategies for outer growing town centres (Rolleston, Lincoln, Wigram); Expansion of centre through an integrated approach and use of brownfield redevelopment (particularly of industrial premises).



ABOVE FIG. 7-12: Centre based changes in urban morphology of south-western sector of UDS area. Not to

7.14 northern sector centres

The main centres within the 'Northern' sector of the UDS were briefly examined on the basis of how to best use growth to improve centre viability and catchment, balanced by a contextual judgement of 'what is realistically achievable in this location' based on socio economics, demographics, ethnicity, wider movement network issues, and so on. Detailed centre studies would build on these initial 'first steps' and more precisely define the role of each place:

Wider Issues for this Sector:

- Understanding the relationship between Woodend & Pegasus;
- Understanding the relationship between Kaiapoi and Belfast;
- Role of Rangiora as main service centre for district area outside of UDS area;
- Role of Kaiapoi and Rangiora as 'character' or 'boutique' destinations for shopping & dining.

Rangiora:

Future direction: Primary growth direction of town centre will be across the rail line to the west; town centre to have greater self containment in employment/services; eastern extension to the main street; demand for additional supermarket(s) (2 already) and retail (general merchandise, fashion, food services).

Additional retail: 6,000 - 9,000 sqm;

Additional commercial: 6,000 - 9,000 sqm.

Kaiapoi:

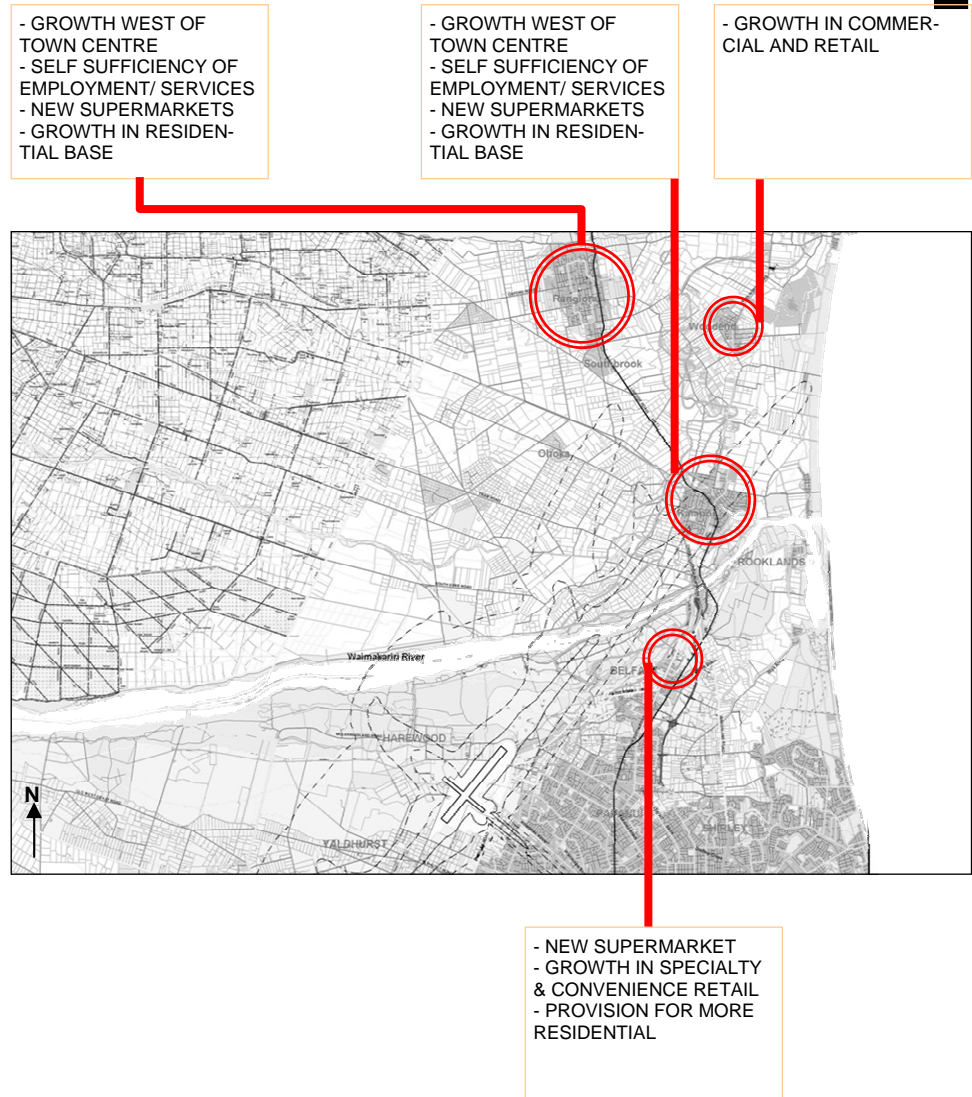
Future direction: Incremental growth, little change expected in commercial / retail role of town centre; potential growth in surrounding areas (e.g. Tuahiwi) to provide additional market support. Potential to grow as a satellite destination for key uses;

Woodend:

Future direction: Potential growth in small retail/commercial base from surrounding development & possible by-pass; complementary demand for facilities from growth of Pegasus Bay; Main street plan potentially required;

Belfast:

Future direction: Growth generates demand for additional supermarket & specialty / convenience retail (up to 6,000sqm GFA), and residential; further investigation into appropriate location of town centre required.



ABOVE FIG. 7-13: Centre based changes in urban morphology of northern sector of UDS area. Not to scale.

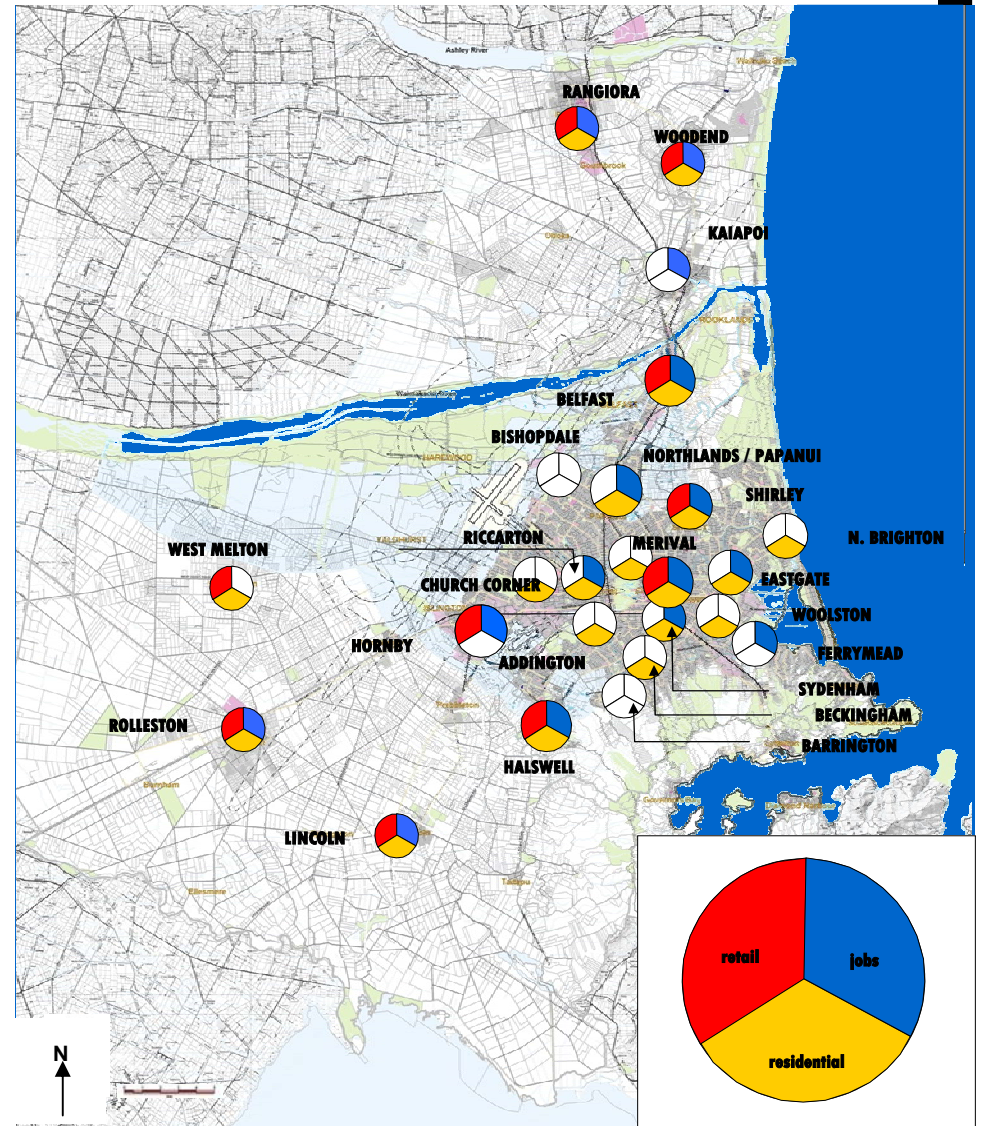
7.15 UDS activity centre framework

The overall UDS activity centre network is based around maximising the benefits to town centres as a consequence of using growth as a stimulus. Key goals are to achieve centres that:

- Have greater self containment and self sufficiency;
- Have viable local economies that support strong social connections;
- Have character and identity based around an active public realm;
- Allow a reduction in vehicle kilometres travelled by shoppers and more non-vehicular travel patterns to occur
- Efficiently relate to their location in the overall hierarchy of UDS centres and also to geographic distribution in space and role on the movement network.

In many instances established centres will not significantly change their role or the 'mix' between residential, retail, and employment uses. This is not to say that they will not grow or change over time. Instead, it is considered that the overall way in which they work will remain the same as they grow over time. Intensification will occur along with new development, but the structure of the economy and relationship of the type of activities offered to the type of people that visit the centre will remain fundamentally static.

In other instances however growth presents the opportunity to change the way in which centres work, offering a larger contribution to be made to the overall local economy.



ABOVE FIG. 7-14: Location of key activity centres in the UDS and the priority for development in terms of future retail, residential and employment desirability.