



Suburban Centres Programme

# *Draft Ferry Road Master Plan (part of the Ferry Road / Main Road Master Plan\*)*

PHASE ONE - FITZGERALD AVENUE TO FERRYMEAD BRIDGE

For public consultation 28 January — 28 February 2013



\* The Ferry Road / Main Road Master Plan will be compiled from three programmes of work; the Ferry Road Master Plan, the Main Road Master Plan and the Ferry Road Corridor Study.





# Mayor’s foreword



The area that encompasses the length of Ferry Road is arguably the birthplace of Christchurch’s economy. From 1850 the ferry, from which Ferrymead and Ferry Road take their names, provided a vital transportation function for the rapidly developing city. The railway from Christchurch to the wharf at Ferrymead opened in 1863 – the first public steam railway in New Zealand. Villages and shopping centres that supported the many industries sprang up and people made their homes here. Despite mixed fortunes over the decades – Ferry Road has retained its importance as a major transport route between the city, the Port of Lyttelton and the seaside suburbs.

The 22 February 2011 earthquake had a significant impact on this area. Much of the infrastructure was severely damaged – shops, businesses and people’s homes were also affected.

The Council-led master planning for the recovery and rebuild of the Draft Ferry Road Main Road Master Plan (Part One – Fitzgerald Avenue to Ferrymead Bridge) has looked into the issues that affect this significant corridor, and found out what people want for the future of their area. Local people came to master planning workshops armed with information and many great ideas, and they were not shy in sharing what needed to be done, and what could be done better.

The challenge for the master plan team is that the corridor covers a large and diverse area – along its length are several commercial centres that support local communities. These commercial centres are part of a wider commercial network, yet they have their own identity and focus, and have suffered varying degrees of earthquake related damage.

The Draft Master Plan establishes a vision and actions to ensure this corridor remains a vital lifeline for the city, and an asset for local communities. The area’s rich history will be reflected and celebrated in the design of buildings and landscapes, and shopping centres will be exciting, welcoming places to visit. The recreational potential of the Ōpāwaho//Heathcote River and the Ihutai/Avon-Heathcote Estuary will be enhanced through improved cycle and walkways, heritage trails, landscaping and more places to stop and rest.

I look forward to witnessing the continued progress and recovery of this area, secure in the knowledge that this Plan sets out a community agreed, long-term vision that recognises the vital role of this corridor as an important transportation route, while achieving a good quality of life for the people who live, work and visit this area.

**Bob Parker**

*Mayor of Christchurch*

# Hagley/Ferrymead Community Board foreword



The Ferry Road / Main Road corridor stretches from the city to the sea. This route services hillside, estuary and riverside suburbs; provides a vital transport route between the city and seaside suburbs; supports diverse commercial centres and communities and takes in the Ōpāwaho/Heathcote River, the sea and the Ihutai/Avon-Heathcote Estuary. It is an area of remarkable social and commercial history – yet an area where its vitality and growth has been affected by earthquakes.

When discussing the recovery and rebuild of the commercial centres situated along Ferry Road / Main Road corridor, the Hagley/Ferrymead Community Board determined that the length of the corridor, despite its size, needed to be addressed as a whole. Board members firmly believe that decisions around the recovery and rebuild of one area has a direct impact on the next, and that a unified and consistent approach to master planning will have long-term benefits

for the corridor as a whole. However, to make the project manageable it has been divided into two phases – beginning with the area between the city (Fitzgerald Avenue) and Ferrymead Bridge.

The work to put together the Draft Master Plan has been a big task. Many issues and ideas needed to be explored, developed, analysed, tested and debated – key to this work has been the contributions from local business and property owners, residents, stakeholders and community leaders.

The process of preparing this Plan has provided an important platform for people to identify issues, concerns and aspirations for their local centre, as well as presenting them with an opportunity to see the connections and possibilities along the corridor. As a result, exciting ideas and opportunities have emerged.

The Hagley/Ferrymead Community Board encourages residents and business people to comment on the Plan, as continued involvement is a major aspect of developing a liveable, prosperous and vibrant future for this area.

**Bob Todd OBE JP**

*Chairperson, Hagley/Ferrymead Community Board*





# Suburban Centres Programme

## Comments on the Draft Master Plan

This is the first time the community has had the chance to comment on the Plan.

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

## How to make a submission

A submission form is included at the back of this document. However, you can make a submission in a number of different ways:

**By using the online submission form at:**

[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

**By emailing your submission and any attachments to:**

[FerryRoadMP@ccc.govt.nz](mailto:FerryRoadMP@ccc.govt.nz)

(please ensure your full name and address are included with your submission)

**By mail (no stamp required):**

Freepost 178  
Draft Ferry Road Master Plan  
Strategy and Planning Group  
Christchurch City Council  
PO Box 73012  
Christchurch 8154

**Please make sure your comments arrive before the consultation period closes at 5pm on 28 February 2013.**

**Anonymous submissions will not be accepted.**

**By hand delivery to:**

- Civic Offices, 53 Hereford Street; or
- At the drop-in sessions

**Public drop-in sessions will be held on the following dates:**

- **Monday 11 February 2013 at Woolston Community Centre**  
Woolston Park, Ferry Road, 3.30–7pm
- **Tuesday 19 February 2013 at St Johns Anglican Church Hall**  
Corner of St Johns Street and Ferry Road, 3.30–7pm

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



# Table of contents

<b>1.0</b>	<b>Executive Summary .....</b>	<b>1</b>
<b>2.0</b>	<b>Introduction .....</b>	<b>2</b>
2.1	Suburban Centres Programme .....	3
2.2	What is a master plan? .....	3
2.3	Why have a master plan for Ferry Road / Main Road Corridor .....	3
2.4	Scope of this Master Plan.....	4
2.5	Legislative and Policy Framework .....	4
<b>3.0</b>	<b>Master Plan approach.....</b>	<b>5</b>
3.1	Plan development process.....	6
3.2	Recovery framework.....	7
3.3	How will this Master Plan be implemented.....	7
<b>4.0</b>	<b>Context and vision.....</b>	<b>9</b>
4.1	The many roles of Ferry Road .....	10
4.2	Information constraints .....	11
4.3	Natural environment context .....	11
4.4	Historic background .....	11
4.5	Earthquake-damage and impacts .....	14
4.5.1	Impacts on land and buildings .....	14
4.5.2	Impacts on roads and underground infrastructure .....	14
4.5.3	Impacts on business and the economy .....	15
4.5.4	Impacts on population and community.....	15

4.6	Relevant plans and work programmes.....	16
4.6.1	Road widening designation .....	16
4.6.2	The Christchurch Central Recovery Plan .....	16
4.6.3	Christchurch Transport Plan.....	16
4.6.4	Stronger Christchurch Infrastructure Rebuild Team .....	16
4.6.5	Previous improvement projects in the area.....	16
4.6.6	Coastal projects between Ferrymead Bridge and Sumner .....	16
4.6.7	Other plans and policies .....	16
4.7	Vision: “Reconnection: Recovery: Resilience” .....	17
5.0	Summary of issues and goals.....	18
5.1	Economy and business issues .....	20
5.1.1	Resilience of business communities along Ferry Road .....	20
5.1.2	Commercial development along Ferry Road .....	20
5.1.3	City section issues .....	20
5.1.4	Woolston issues.....	20
5.1.5	Ferrymead issues .....	20
5.2	Movement issues.....	21
5.2.1	Walking and cycling .....	21
5.2.2	Public transport .....	21
5.2.3	Traffic volumes .....	21
5.2.4	Vehicle access and parking .....	21
5.2.5	Crash data on Ferry Road .....	21



# Contents

5.3

Natural environment issues

22

5.3.1

Natural hazards

22

5.3.2

Access to open space

22

5.3.3

Ecology

22

5.4

Community wellbeing, culture and heritage issues

23

5.4.1

Tangata Whenua

23

5.4.2

Post European arrival

23

5.4.3

Community facilities

23

5.4.4

Demographics

23

5.4.5

Perceptions of safety

23

5.5

Built environment issues

24

5.5.1

General comments

24

5.5.2

City section

24

5.5.3

Woolston

24

5.5.4

Ferrymead

24

5.6

Goals for the Master Plan

25

5.6.1

Goals for economy and business

25

5.6.2

Goals for movement

25

5.6.3

Goals for natural environment

25

5.6.4

Goals for community wellbeing, culture and heritage

25

5.6.5

Goals for built environment

25

6.0

Actions

26

6.1

The whole movement corridor: Connecting city to sea (SA)

27

6.1.1

Actions

27

6.1.2

Design ideas for physical changes to the whole movement corridor

28

6.2

City section commercial centres: A green boulevard, connecting city and suburbs (CA)

30

6.2.1

Aims

30

6.2.2

Design ideas for physical changes to the whole movement corridor

30

6.3

Woolston Village: Reconnecting people, the river and heritage (WA)

33

6.3.1

Aims

33

6.3.2

Actions for Woolston

36

6.3.3

Design ideas for Woolston’s commercial centre

40

6.4

Ferrymead commercial centre: Reconnecting people with the natural environment (FA)

43

6.4.1

Aims

43

6.4.2

Actions

46

6.4.3

Design ideas for Ferrymead commercial centre

48

7.0

Implementation plan

51

7.1

Strategic Movement Corridor (SA)

52

7.2

Local commercial centres near the Central City (CA)

52

7.3

Woolston commercial centre (WA)

53

7.4

Ferrymead commercial centre (FA)

53

Submission Form

Acknowledgements

Ferry Road has played a significant historic role in the development of Christchurch's economy since the Ōpāwaho/Heathcote River was first used to ferry goods towards the city. However, land uses and the connections between commercial centres along Ferry Road / Main Road have become fragmented over time, as a result of the earthquakes and land use change.

This Plan addresses Phase One, which covers Ferry Road from the City to Ferrymead Bridge. This is to make the process more manageable. The other portion of the Ferry Road / Main Road Master Plan will be addressed in Phase Two. In this Plan, Phase One will be referred to as the Plan or the Draft Master Plan.

- The small group of local commercial centres near the Central City;
  - ◊ the Woolston neighbourhood commercial centre; and
  - ◊ the Ferrymead neighbourhood commercial centre.

- Amenity improvements, including themed streetscape planting which changes along the movement corridor to reflect variations in local ecology.

- Cyclist and pedestrian safety improvements.
- Targeted bus priority improvements (bus gates and signals).
- Recommendations for design guidelines.
- Support and advice to help local business communities become more resilient.

To help determine transport priorities for the road corridor, a detailed Corridor Study is planned to start in January 2013 and it may take up to six months to complete. In the meantime, the Council is seeking community feedback on this Plan.

[illegible]





## 2.0 Introduction

*2.1 Suburban Centres Programme*

*2.2 What is a master plan?*

*2.3 Why have a master plan for Ferry Road /  
Main Road corridor?*

*2.4 Scope of this Master Plan*

*2.5 Legislative and policy framework*



## 2.0 Introduction

## 2.1 Suburban Centres Programme

The magnitude 6.3 earthquake that struck Christchurch on 22 February 2011 was the most destructive earthquake to strike a New Zealand City in 80 years. This earthquake, and the aftershocks that followed, have had a devastating impact across the city's commercial centres, most notably affecting the Central City, but also damaging many of the city's smaller suburban commercial centres. These suburban centres are critical to the city and how it functions. They support local communities by providing a place where people can easily access goods and services.

In June 2011 the Council recognised the need to prioritise and support earthquake recovery in these local areas by launching the Suburban Centres Programme. The aim of this Programme is to support the recovery and rebuild of the worst affected centres. There are two streams of work: Master Plans and Case Management.

Master plans are being prepared for the worst affected suburban centres where there has been significant damage to private property and public infrastructure.

A case management service is provided to all earthquake-damaged centres to assist property owners as they make decisions about the future of their site. Case Managers liaise with planners, designers and other technical experts to provide coordinated support and advice to commercial property owners.

## 2.2 What is a master plan?

A master plan is a document that can guide decision-making by identifying:

- The strategic role played by a centre within the city;
- The facilities, services and infrastructure required to sustain economic and social activity within a centre;
- Unique characteristics such as history, landmarks or other features, and how these might be protected or enhanced; and
- How a centre can become more resilient into the future – socially, economically and physically.

This approach engages the community, identifies a vision and proposes a set of actions. A master plan also provides a framework to guide recovery and rebuild work being undertaken by the Council, private property owners, community groups and other recovery agencies such as SCIRT, CERA, Environment Canterbury, NZTA and Recover Canterbury.

### 2.3 Why have a master plan for Ferry Road / Main Road Corridor?

Ferry Road has two important roles; as a strategic movement corridor that carries a significant amount of car, bus, freight, pedestrian and cycle movement; and a corridor that has a number of commercial centres along its route offering services to the people who live, work and visit the area – providing space for people to stay, socialise and shop. Its recovery and viability is closely connected to the long-term prosperity of the city.

The Plan needs to take into account the complex relationship between these two roles, respond to community feedback on the issues and identify a range of appropriate actions.

The Plan addresses a combination of earthquake related damage and planning history. All commercial centres along the Ferry Road / Main Road corridor have suffered a degree of damage, particularly toward the eastern end of the corridor. Ferry Road was also planned around industrial activity that is less dominant today. For example, Heathcote River is seen as a recreational asset by the community, however, development in Woolston and Ferrymead has hidden the river from the road.



# 2.0 Introduction

## 2.4 Scope of this Master Plan

This Plan is unique among the Council’s other suburban centres master plans as it involves suburban centre recovery along a corridor, rather than focusing on one ‘centre’.

The Plan has been divided into two phases of work (refer to Figure 1):

- **Phase One:** Ferry Road – Fitzgerald Avenue to Ferrymead Bridge.
- **Phase Two:** Main Road – Ferrymead Bridge to Marriner Street, Sumner.

The following objectives for the project were initially set:

- Support the safe and efficient revitalisation of local and neighbourhood centres affected by the February 2011 earthquake.
- Address historic pre-earthquake planning issues associated with Ferry Road and Main Road.
- Identify and realise any opportunities to emphasise the needs of the local community in neighbourhood and local centres.
- Preserve the strategic function of Ferry Road and Main Road as far as is appropriate.
- Support the delivery of objectives in other Council-led initiatives, adjacent to the area.

A detailed Corridor Study is now planned for Ferry Road and this will help determine transport priorities for the road corridor. While the Corridor Study is being progressed, the Council is seeking community feedback on this Plan. The Corridor Study will then inform a later, final Master Plan.

However, further consultation on the final Master Plan may be needed, depending upon the findings of the Corridor Study. The Corridor Study is planned to start in January 2013 and may take up to six months to complete.

## 2.5 Legislative and Policy Framework

The Plan and the Suburban Centres programme sit within a hierarchy of legislation and policy linking the Council’s activities with actions undertaken by other agencies such as SCIRT and CERA (refer to Figure 2).

While the Canterbury Earthquake Recovery Act 2011 requires the Council to prepare a Central City Plan, there is no legislative requirement for the Council to prepare plans for the recovery of suburban centres. However, the Suburban Centres Programme is consistent with the CERA Earthquake Recovery Strategy. It was approved in the context of the Council’s role of supporting the social, economic, environmental and cultural wellbeing of local communities. Master plans, developed under the Suburban Centres programme, will be adopted as strategies under the Local Government Act, and will be a material consideration for consents and plan changes.



Figure 1: Showing project phasing and extent of the Master Plan.

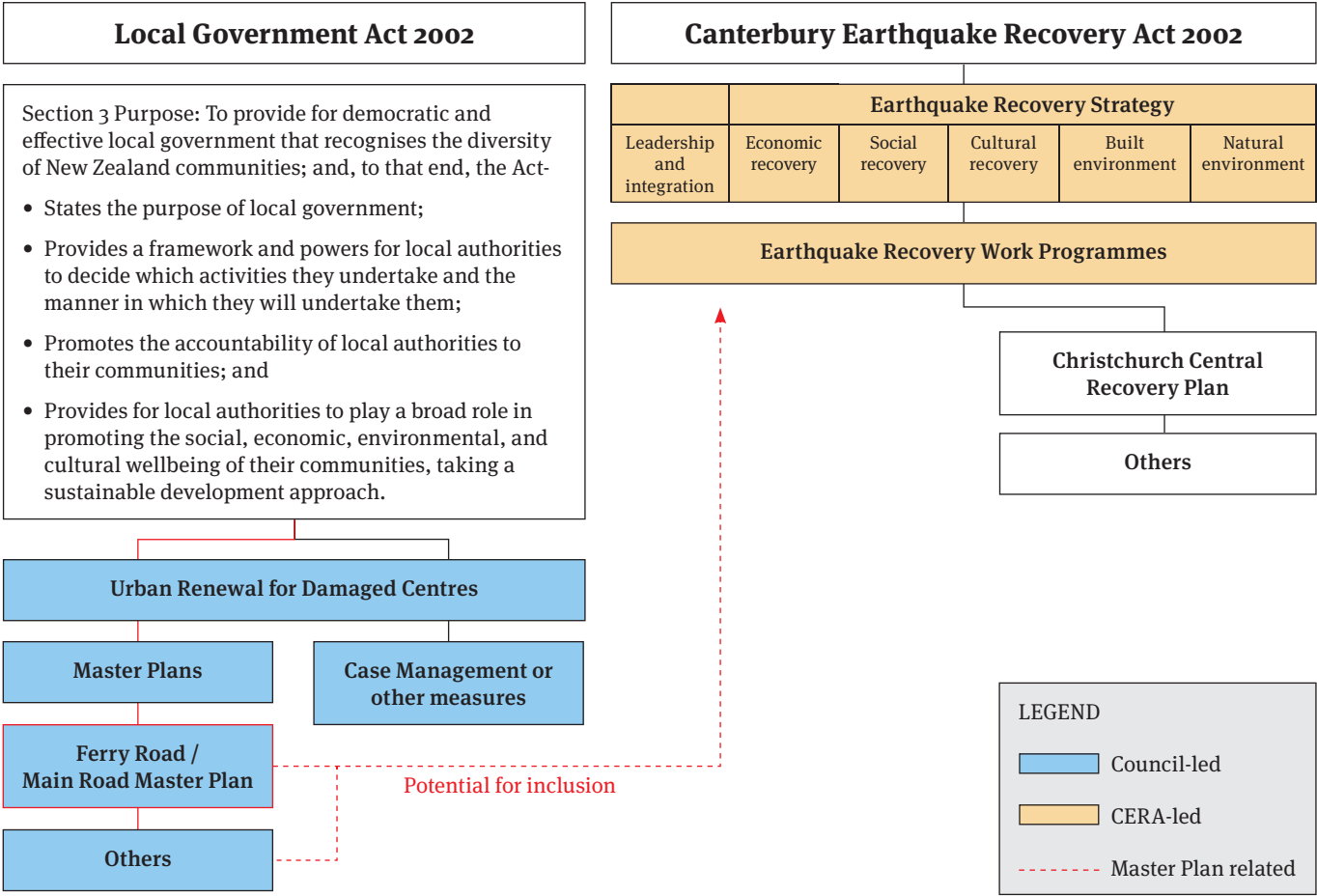


Figure 2: Shows the legislative framework supporting the master planning process.



## 3.0 Master Plan approach

*3.1 Plan development process*

*3.2 Recovery framework*

*3.3 How will this Master Plan be implemented?*



# 3.0 Master Plan approach

## 3.1 Plan development process

The preparation of this Plan involved workshops and discussions between the Council, community boards, landowners, the local community and other stakeholders who had an interest in the Ferry Road / Main Road Corridor (refer to Figure 3).

A council-led ‘Inquiry by Design’ process was also undertaken. This involved discussions on how suggestions and ideas from the community could work, testing them against current best practice and identifying possible design solutions.

The key stages of preparing this Plan are illustrated in Figure 3.

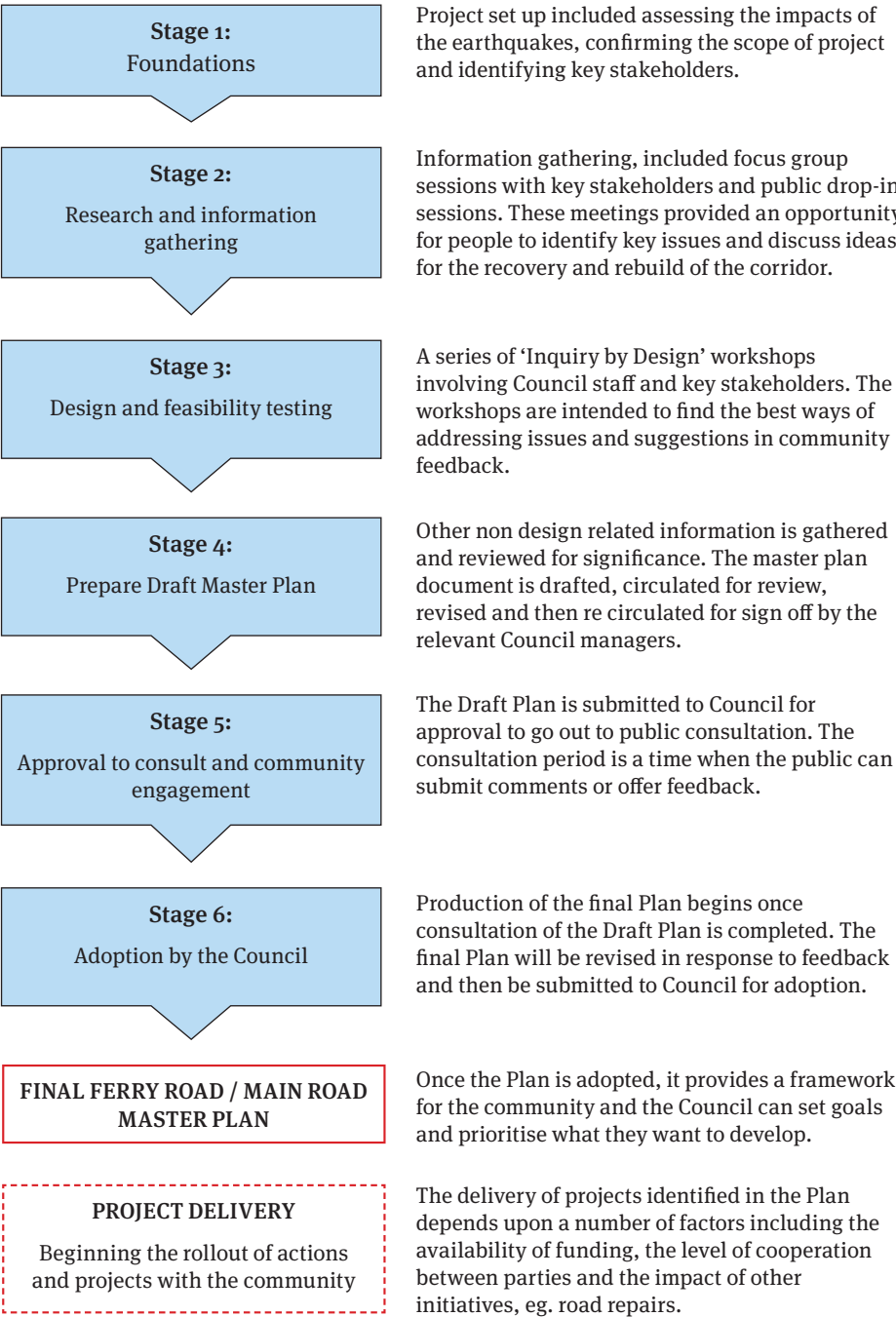


Figure 3: Showing keywork stages for the Plan.

# 3.0 Master Plan approach

## 3.2 Recovery framework

The scope of information needed for the production of this Plan is extensive and covers a broad range of subjects and issues that vary in scale – from large scale population movements to the location of underground services.

When the Plan was requested for the Council they needed to have regard to four environmental wellbeings under the Local Government Act 2001, including natural, social, economic and cultural environments. In addition to these wellbeings, the recovery framework for the Plan is based on the following best practice documents (refer to Figure 4):

- Integrated Recovery Planning Guide (Version 2.0, June 2011);
- Urban design concepts and principles documented in the Ministry for the Environment’s New Zealand Urban Design Protocol (March 2005); and
- People + Places + Spaces: A design guide for urban New Zealand (March 2002).

The four “environmental wellbeings” have been expanded into five themes in order to accommodate the physical environment and movement. A framework of five themes (refer to Figure 5) provides a way of organising information throughout the Plan.

## 3.3 How will this Master Plan be implemented?

The Plan proposes a mix of actions to achieve the vision identified by the community. Two broad types of actions have been suggested:

- Immediate and short-term actions (0-3 years).
- Medium to longer-term actions (3 years or more).

Short-term actions provide immediate support to businesses and community stakeholders who are in urgent need of assistance. These actions may take many forms including supporting earthquake recovery initiatives, offering technical advice and providing financial or community support.

Medium to longer-term actions provide a comprehensive direction for regeneration along the corridor. These actions focus on opportunities to enhance aspects of the corridor and individual centres that work well, and to upgrade some areas that could work better. This includes ways to improve safety, more efficient land use, more efficient movement and improve the quality of public amenities such as public seating, access to parks and amenity planting.

More detail on the recommended timing for the proposed actions can be viewed in the Implementation Plan, Chapter 7.



Figure 4: Three documents that help define best practice for the master planning process.

# 3.0 Master Plan Approach

## Recovery Framework

The following goals illustrate how the vision can be applied under each recovery theme, taking into account the issues and challenges identified for the corridor.

Economy and Business	
<b>Economic development:</b> Prosperous businesses; quality employment and job security; creating opportunities for training and employment and encouraging business opportunities; supporting existing businesses.	<b>Urban Design Protocol</b> Context character Choice connections Collaboration
<b>Equity:</b> Fairness to current and future community; improving housing standards; supporting employment and educational opportunities.	<b>People+Places+Spaces</b> Consolidation and dispersal Integration and connectivity
Movement	
<b>Accessibility for all:</b> Finding balance between the needs of all road users within the town centre and the wider transport network; reinforcing entry, departure and identity; strengthening connections and route choice.	<b>Urban Design Protocol</b> Context choice Connections custodianship Collaboration
<b>Strategic network:</b> Considering the wider network effects of traffic movements, in particular the relationship of through movements to the Central City, State Highways and arterial networks.	<b>People+Places+Spaces</b> Consolidation and dispersal Integration and connectivity
<b>Active transport:</b> Promoting frequent and reliable public transport, and encouraging active travel modes such as walking and cycling.	
<b>Parking:</b> Providing convenient on and off-street parking opportunities for the commercial core to encourage people to stop and spend. Working within the framework of the Parking Strategy to utilise parking efficiently.	
Natural environment	
<b>Natural capital:</b> Supporting local biodiversity and ecosystem services; providing green spaces which supports wildlife and the experience of natural heritage	<b>Urban Design Protocol</b> Context character Choice connections Creativity custodianship Collaboration
<b>Resource sustainability:</b> Reducing reliance on fossil fuels and the use of non-renewable resources and energy; improving air quality; minimising water use and waste and support for green building.	<b>People+Places+Spaces</b> Environmental responsiveness Legibility and identity Integration and connectivity Consolidation and dispersal
<b>Lifestyles:</b> Improving opportunities for play and exercise; encouraging cycle and walking opportunities and accessible and diverse open places and spaces.	
<b>Food security:</b> Access to wholesome, affordable and locally-produced food; safeguarding productive soils and finding sites for community food production.	

Community wellbeing, culture and heritage	
<b>Public services:</b> Enhancing access to quality public services and facilities - social, educational, recreational and health and co-locating community services, facilities and businesses.	<b>Urban Design Protocol</b> Context character Connections creativity Custodianship collaboration
<b>Social and community capital:</b> Building strong social connections - supporting social cohesion and building social capital; supporting and providing opportunities for social interaction, leisure, engagement and shared decision-making.	<b>People+Places+Spaces</b> Integration and connectivity Diversity and adaptability Legibility and identity
<b>Community resilience:</b> Planning and preparing for future disasters and climatic changes.	
<b>Cultural diversity:</b> Inclusion, acceptance and tolerance of ethnicity, socio-economic status and personal characteristics; ensuring tangata whenua contributions and the principles of the Treaty of Waitangi are reflected in the redevelopment of the centre.	
Built environment	
<b>Community safety:</b> Reducing crime rates and using Crime Prevention Through Environmental Design principles and traffic calming techniques.	<b>Urban Design Protocol</b> Context Character Choice Creativity Custodianship Collaboration
<b>Neighbourhood amenity:</b> Well-designed public amenities; consistency with the Urban Design Protocol; reflecting neighbourhood identity; maintaining and future proofing heritage features and rebuilding neighbourhood shops.	<b>People+Places+Spaces</b> Consolidation and dispersal Integration and connectivity Diversity and adaptability Legibility and identity Environmental responsiveness
<b>Housing stock:</b> Affordable, efficient, secure, dry and warm accommodation; upgrading existing housing stock and finding opportunities for more efficient use of land for housing.	

Figure 5. Recovery framework





# 4.0 Context and vision

*4.1 The many roles of Ferry Road*

*4.2 Information constraints*

*4.3 Natural environment context*

*4.4 Historic context*

*4.5 Earthquake-damage and impacts*

*4.6 Relevant plans and work programmes*

*4.7 Vision: “Reconnection: Recovery: Resilience”*



# 4.0 Context and vision

*This chapter explains the history of the area, describes in more detail the various roles of Ferry Road, the extent of earthquake-damage the area has sustained and relevant Council-led initiatives. The chapter also describes a vision for the future of this corridor.*

## 4.1 The many roles of Ferry Road

Ferry Road has historical significance for many people – Māori traversed the wider area prior to European settlement. Following European settlement in the area, a route was developed to serve as a connection between the Port of Lyttelton and Christchurch – this became known as Ferry Road.

The current role of Ferry Road is complex, it has many demands placed upon it to meet many different needs. As mentioned in Section 2.3 Ferry Road provides a dual role as a corridor for movement from the city to the sea, and a route that connects commercial shopping centres along its length – that service the needs of people who live, work and visit the area. Some of Ferry Road’s functions include:

- A core public transport route linking the city to the seaside suburb of Sumner via Main Road. A number of bus routes currently use all, or sections of, Ferry Road or travel across Ferry Road (refer to Appendix 1). Many of the bus routes have buses with bike racks giving people transportation choice.

- A strategic route (minor and major arterial) for vehicle movement (refer to Appendix 2). A sample of average pre-earthquake traffic volumes at key locations along Ferry Road is included in Appendix 3. Peaks at intersections at each end of the corridor may relate to commuter movement and journeys to school.
- A major cycle and walking corridor for both commuters and recreational cyclists (see Appendix 4).
- A supporting corridor for over dimension vehicles (refer to Appendix 5). The NZTA designation allows the road to be used by ‘over dimension’ vehicles transporting large loads that cannot be accommodated on other roads.
- Ferry Road provides a connection through the commercial centres for freight vehicles carrying dangerous goods to the Port of Lyttelton.

Along the length of Ferry Road, there are different sized clusters of shops. These can roughly be divided into three areas of interest:

1. City-end: covering local commercial centres in Business 1 (District Centre Fringe) Zones from Fitzgerald Avenue to Aldwins Road (refer to Figure 6).
2. Woolston: focusing on Business 1 and Business 2 (District Centre Core) Zoned properties (refer to Figure 7).
3. Ferrymead: focusing on Business 2 Zoned properties between Ferry Road and Charlesworth Reserve (refer to Figure 8).

Each of these areas has a unique look, feel and layout that has developed over time. They each have a distinctive range of commercial and community activities, and built form.



Figure 6: Local commercial centres at the city end of Ferry Road.



Figure 7: The Neighbourhood centre in Woolston.



Figure 8: The Neighbourhood/District centre in Ferrymead.



## 4.0 Context and vision

## 4.2 Information constraints

This Plan has been developed following extensive community consultation and feedback; and from technical information gathered by Council staff. However, there are additional pieces of information that will need consideration as they become available including:

- How economic activity is balanced between the city centre and suburban centres.
- The supply of commercial retail space.
- Pre-earthquake pedestrian activity and movement within commercial centres.
- Updated census data.

Other information is subject to change, including:

- Medium and long-term population movement as residents leave red Zoned properties or move away from damaged areas on the Port Hills or in Sumner.
- Ongoing demolition of commercial buildings along Ferry Road.
- Bus route changes in matching capacity to demand along Ferry Road.
- Rate of Central City recovery.

The information will help provide additional clarity and significance of key issues. Where possible, actions in the Plan have focused on building resilience in the business community, supporting their capacity to adapt to changing conditions both now and in the future.

### 4.3 Natural environment context

The corridor is in close proximity to the Ihutai/Avon-Heathcote Estuary and to the Ōpāwaho/Heathcote River. These natural resources are important in terms of their ecological and social value. The oxidation ponds at Bromley are important habitats for wading bird species including Royal Spoonbills, Hudsonian Godwits and Australian Wood Ducks. The Estuary has significant value as a natural nursery for a number of important fish species.

## 4.4 Historic background

It is well documented that much of the area now occupied by Christchurch city was used by Māori for settlement, resource gathering, cultural practices and travelling between settlements at Tuahiwi, Banks Peninsula and places further south. The Ōpāwaho/Heathcote River and Ihutai/Avon-Heathcote Estuary, in particular, provides a source of mahinga kai species. It was home to edible shellfish, birds and plants including oyster catchers, godwits, ducks, pukeko, weka, mussels, pipi, paua, kina, eels, kahikatea berries and raupo roots. For Ngāi Tahu today, these past associations are important to their cultural identity and connections to the city (refer to Figure 9). The estuary also provided Māori who lived between Timaru and Kaikoura, with a location for social networking through the trading of resources.

Phillipstown was a swamp area settled very early in the establishment of Christchurch. Records suggest the land was sold by John Phillips to Henry Phillips who arrived on the Sir George Seymour – one of the First Four Ships carrying the Canterbury Association's first settlers. Phillipstown, as it was known, was developed as a residential area. A route was also surveyed by Edward Jollie (Edward Jollie drew up a plan of Christchurch in 1850) which connected the new settlement of Christchurch with the Ihutai/Avon-Heathcote Estuary in 1849–1850. The purpose of this route, which was to become Ferry Road, was to provide access to both the Bridle Path and Lyttelton via Sumner and Evans Pass. A ferry service across the Ōpāwaho/Heathcote River mouth was started in 1851, hence giving 'Ferry' Road and 'Ferry' their present names. A bridge was constructed across the Ōpāwaho/Heathcote River shortly after.

In 1863, New Zealand's first public railway line opened from Ferrymead to the Central City. This temporary spur line was broad gauge: built primarily for passenger traffic and shipping goods from the wharf at Ferrymead. The spur became redundant in 1877 after the narrow gauge railway line to Lyttelton opened and the broad gauge operation ceased.

The Ōpāwaho/Heathcote River provided access for small ships carrying heavy goods to wharves along the River near Woolston and along Ferry Road into Christchurch (refer to Figure 10). Some traces of the Ferrymead wharf and railway embankment remain to the present day. The River was also a major factor in attracting certain industries, such as animal product manufacturers, which required a steady water supply for processing and waste disposal.

Up until the 1870s, the Woolston area was known as 'Lower Heathcote'. The area was renamed 'Woolston' at the suggestion of local businessman Joseph Hopkins after his birthplace Woolston in Southampton, England. The area was proclaimed a borough in 1893 (refer to Figure 11) and a monument, which still stands near Radley Street, was erected to commemorate this achievement.

Woolston's industries required a sizeable workforce, making the area one of Christchurch's earliest substantial suburban communities. To support the community, a range of retailers, services and institutions grew up along Ferry Road, including schools, churches, lodges and a post office. Woolston became the centre of New Zealand's rubber processing industry during the early part of the 20th Century. The Para Rubber Company was established in Woolston and this was followed by the Latex, Marathon and Empire factories.

As Christchurch grew to the east, the rural gap between Ferrymead, Woolston and the city gradually closed. This process was assisted by the extension of the tramway along Ferry Road to the Heathcote Bridge in 1882. The suburbs of Charleston and Phillipstown grew from the 1880s, eventually leading to the amalgamation of Woolston Borough with Christchurch City in 1921. Ferrymead has only been developed in the last 30 years, having been salt marsh and landfill previously.

A number of historical buildings and structures have, over time, reflected the development of industry and society along the Ferry Road corridor (refer to Figure 12). Some of these were lost many years ago (for example, the Edmonds Factory); others were damaged or demolished following the earthquakes. A list of heritage and non-heritage related building demolitions is provided in Appendix 7.

Although a number of historic buildings have been lost, the Plan can still emphasise the historic significance of settings. For example, feedback identified that the local community value Woolston as a setting for industrial activity. In Ferrymead, the natural environment provided a setting for traditional food gathering practices of Ngai Tahu. This significance can be emphasised in actions contained within the Implementation Plan in Chapter 7.



# 4.0 Context and vision

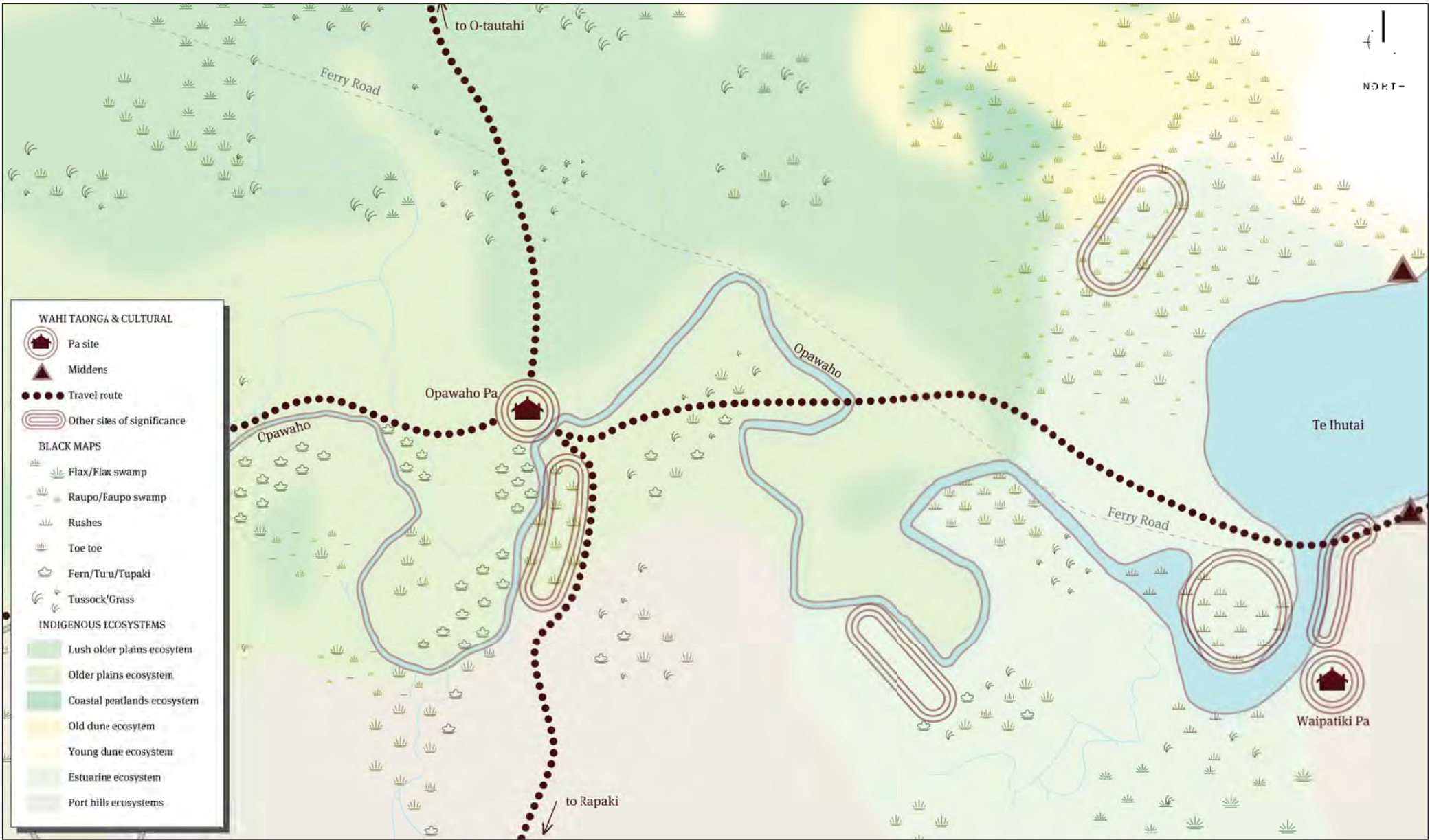


Figure 9: Map showing Tangata Whenua values and natural heritage features prior to 1850.



Figure 10: Captain P. J. Messervy on the Heathcote River aboard the Minnie, near the present Radley Street Bridge in 1880. Source: Walter de Thier (Summer to Ferrymead: a Christchurch history, 1976).

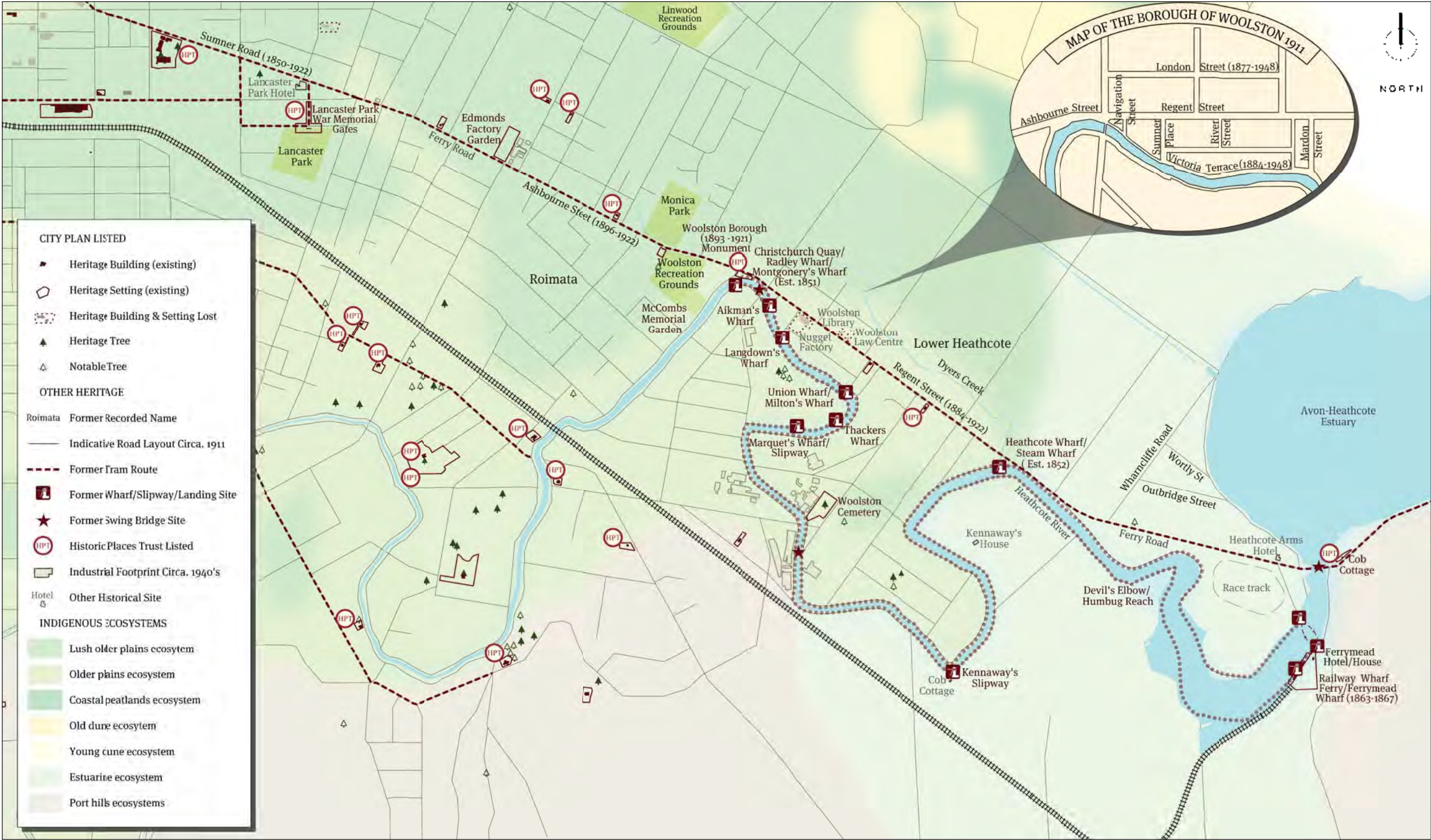


Figure 11: Woolston Borough monument.



# 4.0 Context and vision

Figure 12: Map showing the location of European heritage features and points of interest.





# 4.0 Context and vision

## 4.5 Earthquake-damage and impacts

Damage caused by the earthquakes along the Ferry Road corridor can be seen in the empty sites following the demolition of landmarks such as the former Nugget factory in Woolston (refer to Figure 13), Countdown supermarket in Ferrymead and the Waters Edge Apartments in Ferrymead.

Many of the impacts of the earthquakes are likely to be less obvious. For example, population movement and the resulting impacts on businesses may remain in flux for many months as insurance claims are processed.

### 4.5.1 Impacts on land and buildings

An estimated total of 38 commercial, community or industrial premises along the Ferry Road corridor have been demolished (refer to Appendix 6 and 7). The majority of vacant demolition sites in the Business 1 and Business 2 Zones are isolated from one another and opportunities to improve the layout of neighbouring properties are limited.

Four of those buildings are heritage listed. Two buildings (Woolston Community Library and Ferry Road Law Centre) were constructed from unreinforced brick, were heritage listed and located on Business 1 or 2 Zoned land (refer to Figure 14). The Library site is subject to a Deed of Use which requires that the land be held for the purpose of a library. The Council has the option of considering the land for other purposes, subject to endorsement by elected members and public consultation. The remaining heritage listed buildings include the Nugget factory site in Woolston, and the Lancaster Hotel site located near Moorhouse Avenue. Neither property is located on Business 1 and 2 Zoned land.

Many buildings were damaged in Ferrymead due to liquefaction and lateral spread towards the River. Land damage around the Ihutai/Avon-Heathcote Estuary and Ōpāwaho/Heathcote River may result in a number of further demolitions of commercial properties in both Woolston and Ferrymead, where adjacent to the River.

The land either side of Ferry Road has been Zoned by CERA as ‘Green’, with a mix of Technical Category 2 (TC2) and Technical Category 3 (TC3) land classification (refer to Appendix 8). Some commercial areas, such as Business 4 Zoned (light industrial) property in Woolston have not received a Technical Category classification. The future development

potential of TC3 classified properties is likely to be a matter for insurance companies and landowners to decide. The Plan assumes that development is otherwise, feasible.

Widespread liquefaction was observed in many of the suburbs neighbouring the Ferry Road corridor. Lateral spread was also observed near the Ōpāwaho/Heathcote River (refer to Figure 15). New buildings in these areas may require specially-designed foundations, which may affect the economic viability of rebuilding in some areas.

### 4.5.2 Impacts on roads and underground infrastructure

Damaged roads, car parks rutted with potholes, dust and ongoing road repair programmes have affected how people move about the area; and have made it less appealing to visit. A map showing an assessment of earthquake damage to the carriageway is included in Appendix 9. Emergency repairs to Ferry Road began around June 2011. SCIRT managed infrastructure repairs for earthquake-damaged assets and their work programme is covered in Section 4.6.4.



Figure 13: The former Nugget shoe polish factory has been demolished. The size of the vacant site is significant and redevelopment could potentially support a variety of activities.



Figure 14: The Old Ferry Road/Woolston Post Office was demolished due to earthquake related damage. (Wikipedia creative commons license).



Figure 15: Cracking as a result of lateral spread is clearly seen along the banks of the Heathcote River.



# 4.0 Context and vision

## 4.5.3 Impacts on business and the economy

Some businesses have needed to relocate in new catchments and start building up their customer base again. In particular, the loss of supermarkets has frequently resulted in less footfall for nearby businesses. A drop in passing trade has also affected businesses along Ferry Road. Feedback from one Woolston business owner suggests their turnover has dropped by 40 per cent and that turnover has dropped in general by 20 per cent for other businesses. Recover Canterbury advises that the most vulnerable businesses are those which are niche-focused and have smaller turnovers. Ferrymead business owners have noticed that the temporary closure of the supermarket impacted on their trade.

In Woolston, an economic assessment commissioned for this Plan (refer to Appendix 10) suggested that Woolston’s supermarket is being supported by the decentralisation of commercial activity from the Central City and the temporary closure of the supermarket in Ferrymead.

## 4.5.4 Impacts on population and community

The changing distribution of population across the city as a result of the earthquakes is being monitored by both CERA and the Council.

Recent estimates by the Council show that along the Ferry Road corridor, through to Ferrymead, resident populations have not changed significantly (an average of -1.72 per cent decreases). By comparison, areas east of Ferrymead through to Sumner have experienced an average population decrease of just over 10 per cent (refer to Figure 16). This figure is consistent with losses across the entire city.

Research shows that once forced to leave their familiar neighbourhoods, the pattern of displacement for red zone residents is random in spite of preferences to remain within their neighbourhoods (refer to Figure 17 and Appendix 11 for table). Long-term population trends are more challenging to anticipate, but are important for the economic vitality of local

businesses. It is too early to tell whether these movements will continue or will recover in the long-term. Recent work suggests large scale movements after the earthquakes across the city were due to the need to find work or accommodation. Resettling of damaged residential areas may depend on the availability of land and cost of owning and maintaining property.

The loss of community facilities and meeting places along the Ferry Road / Main Road route such as the Woolston Community Library has affected community groups by removing a convenient and popular venue for their activities. A number of facilities beyond Ferrymead in Heathcote, Redcliffs, Mt Pleasant and Sumner have also been affected. The rebuild of Council owned facilities is currently being addressed under the Facilities Rebuild Plan.

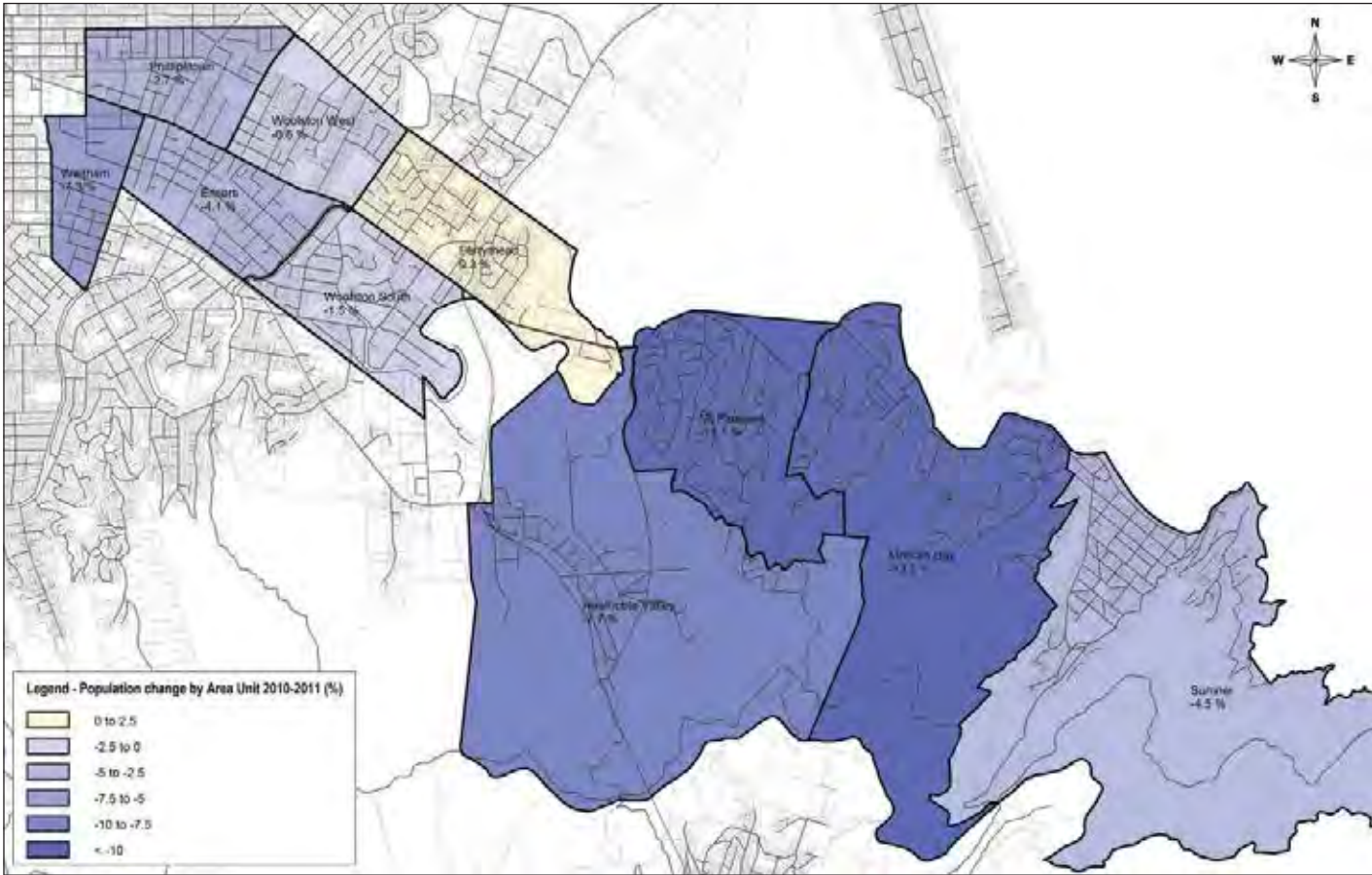


Figure 16: Estimated population displacement along Ferry Road during 2010-2011 as a result of earthquake related impacts.

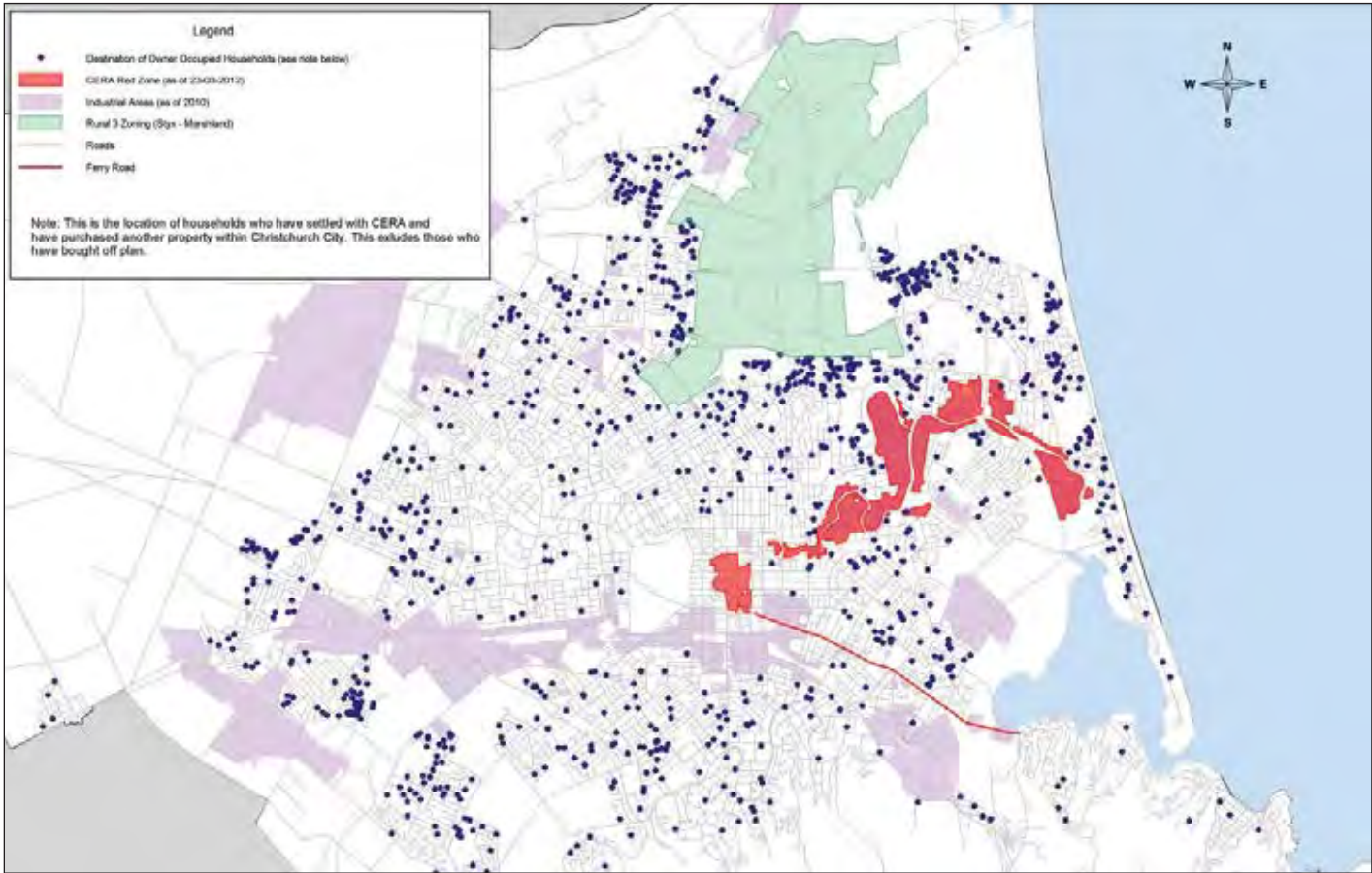


Figure 17: Estimated displacement of owner-occupiers who have settled their claims and purchased another dwelling in Christchurch (excludes any purchases off plan).



# 4.0 Context and vision



Figure 18: Showing the extent of the four lane designation along Ferry Road.

## 4.6 Relevant plans and work programmes

This Plan will support the delivery of objectives in existing strategic policy documents where possible (as set out in Section 2.5). Key policy documents and programmes are discussed in detail in Appendix 12.

### 4.6.1 Road widening designation

A road widening designation has applied to Ferry Road, from Moorhouse Avenue to Aldwins Road (refer to Figure 18 and Appendix 13) since the 1960s. The four lane scheme is currently programmed in the Council’s Long Term Plan for the financial year 2015/16. The road widening project will involve a separate scheme design process, consultation process and land negotiations. The design of the scheme could also cater for pedestrian crossing improvements, cycle facilities and intersection improvements.

Because the scheme will require its own detailed consultation process, and the Draft Master Plan will not pre-empt the results of that consultation. The level of detail that can be shown in this Plan relating to the four lane designation is, therefore, restricted.

### 4.6.2 The Christchurch Central Recovery Plan

The area covered by the Christchurch Central Recovery Plan is limited to the part of Ferry Road that lies within the four avenues. A new stadium will be located on a block bounded by Barbadoes, Madras and Tuam and Hereford streets and is likely to increase pedestrian numbers in the surrounding streets during hours of operation. Peaks of activity are anticipated during special events. The design of the section of Ferry Road between Fitzgerald Avenue and Wilsons Road may be affected by proposals in the Recovery Plan.

### 4.6.3 Christchurch Transport Plan

The Draft Christchurch Transport Plan (CTP) is currently in development. Work to date identifies Ferry Road as a core public transport corridor. There are ongoing discussions with Environment Canterbury on future bus routes and appropriate targeted priority measures which also align with the Regional Public Transport Plan. Encouraging more walking to and from both Ferrymead and Woolston commercial centres via off road routes will support resilience. Convenient pedestrian circulation within each commercial centre will help support local businesses. The Draft Christchurch Transport Plan also proposes a flagship cycle route to connect Sumner to the City. As described in Section 2.4, the outcomes of a corridor study will be included in the final Ferry Road Master Plan.

### 4.6.4 Stronger Christchurch Infrastructure Rebuild Team

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has initiated a city-wide work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. SCIRT’s role is to replace damaged infrastructure, including sewer and water pipes and roads, generally on a like-for-like basis, with the Council adding value to that work where possible. A list of repair projects on or adjacent to Ferry Road is supplied in Appendix 14.

### 4.6.5 Previous improvement projects in the area

The relevance of previous improvement projects to Ferry Road, including the Woolston (1993), Phillipstown (1994) and Charleston (2001) Neighbourhood Implementation Plans; and the Mid-Heathcote River/ Ōpāwaho Linear Park Master Plan (2009), has been considered in the preparation of this Plan.

### 4.6.6 Coastal projects between Ferrymead Bridge and Sumner

The Council’s work programme includes a number of projects and initiatives for the area between Ferrymead and Sumner. These include master plan preparation, road realignment, strategic walkway linkages, underground pipe replacement and other roading repair work. Council officers are currently in the process of integrating these projects. The ongoing management and delivery of these projects needs to reflect both the demands for immediate earthquake repair and recovery, and the desire for longer-term planning initiatives such as the proposed Christchurch Coastal Pathway.

In August 2012 the Council announced a community partnership, between the Council and the Christchurch Coastal Pathway Group, would begin work on the Coastal Pathway project. The project objectives included developing a concept plan containing initial design ideas for the pathway, investigating the feasibility of those ideas and compiling a preliminary estimate of costs.

The concept plan will be used to inform Stage 2 of the Ferry Road / Main Road Master Plan. Some sections of the pathway may be achieved through Council and SCIRT initiatives over the next 3-5 years. The Council’s Long Term Plan for 2013-2022 will provide more information on the relative priority and timing of the remaining sections and other potential improvements. Consultation with the local community and stakeholders took place through September and October 2012 and the Coastal Pathway Group will use the concept plan to seek external funding for the project.

### 4.6.7 Other plans and policies

The Greater Christchurch Urban Development Strategy (U.D.S.) encourages integrated planning to achieve efficient land and energy use. It encourages vibrant centres, connected by efficient and sustainable infrastructure. It also promotes higher density housing densities along transport corridors to support public passenger transport (refer to Appendix 15).

The Plan needs to be consistent with both the Central City Recovery Plan and the City Plan. The City Plan includes policy regarding the distribution of commercial activity and expansion of suburban centres. This needs to be considered when evaluating long-term size and function of centres along the Ferry Road / Main Road Corridor. The City Plan also contains an Outline Development Plan (refer to Appendix 16) for Ferrymead, which directs where future development within the Business 2 Zone will be located. Appendix 17 provides extracts of descriptions from the City Plan for these zones.



# 4.0 Context and vision

## 4.7 Vision: “Reconnection: Recovery: Resilience”

The vision provides a broad, overarching direction that can be interpreted for all five themes of the recovery framework and translated into a set of goals set out in Section 5.6. The vision for the Master Plan places equal emphasis on both the interaction between members of the local community and the relationship between the community and the physical environment .

### The Vision:

Ferry Road recovers from earthquake-related impacts to become a safe and pleasant road corridor, connecting the city with the sea and linking a number of attractive commercial centres. The road remains an important route, carrying large numbers of vehicles, but is an enjoyable road to travel on.

The public spaces along the route are interesting and add vibrancy to the area. They reflect the changing natural and physical environment and reinforce the individual identity of each commercial centre.

The centres are memorable destinations, clearly defined and visually distinct. They are safe and accessible places to visit by walking, cycling, by bus or car. The design and character of each centre expresses its individual history and natural environment. They are popular places to meet and socialise, and are also resilient to changing economic circumstances.

A series of enhanced pedestrian and cycling connections, including heritage trails, leads to and from Ferry Road. These pass through public parks, reserves, along the edge of the Ihutai/Avon-Heathcote Estuary and the Ōpāwaho/Heathcote River.

(Refer to Section 6 for more detail on how the vision could be implemented.)



Detail from artists’ impressions on pages 35, 44 and 45.





# 5.0 Summary of issues and goals

*5.1 Economy and business issues*

*5.2 Movement issues*

*5.3 Natural environment issues*

*5.4 Community, wellbeing, culture and heritage issues*

*5.5 Built environment issues*

*5.6 Goals for the Draft Master Plan*



# 5.0 Summary of issues and goals

The community has helped identify issues and challenges through attending workshops and drop-in sessions, held in October 2011. Eleven focus group sessions were also held (refer to Appendix 18) with invited stakeholders under the following themes: Local Governance; transportation; community and resident group representatives; commercial property owners and business operators. Public drop-in sessions were held to gather local knowledge and information (refer to Figure 19 and 20).

To achieve the overall vision, current issues and challenges for the area have been identified. A series of goals has been formulated from this information.

Technical experts have also provided information about the known problem areas along the corridor. The issues have been broken down by the five recovery framework themes referred to in Section 3.2:

- Economy and business
- Movement
- Natural environment
- Community wellbeing, culture and heritage
- Built environment

Some issues lead directly to one or more goal and/or actions, for example streetscape improvements can include ways to safety concerns. Other issues have an indirect influence on actions, for example better provision for pedestrians can benefit both business turnover and social cohesion. The following sections use these same recovery themes to summarise and order the issues uncovered for the Ferry Road corridor.



Figure 19: Public drop-in sessions were held in October 2011.



Figure 20: Feedback was provided using a variety of methods including post-its and drawings.



# 5.0 Summary of issues and goals



Figure 21: Feedback from the community and business owners suggests the temporary loss of the supermarket in Ferrymead (pictured above) has had significant impact on nearby businesses through loss of trade.

## 5.1 Economy and business issues

There are a number of economic and business issues that arise out of the relationships between commercial centres across the city and earthquake related changes to the location of both customers and businesses.

### 5.1.1 Resilience of business communities along Ferry Road

- E1 Limited dispersal of recovery information and advice within business communities.
- E2 Uncertainty caused by ongoing fluctuations in city-wide population and economic conditions.
- E3 Further demolition of commercial buildings is expected. If this results in fewer customers visiting the general area, it could have negative, short to medium-term impacts on other businesses.
- E4 Lack of a consistent theme or branding being used by retailers in each commercial centre for marketing and promotional campaigns.

### 5.1.2 Commercial development along Ferry Road

- E5 There is insufficient information on how efficiently commercial floor space is being used.
- E6 The impact of minimum parking requirements has a negative impact on efficient land use.
- E7 New permanent commercial development taking advantage of temporary increases in economic activity in commercial centres risks creating a longer-term oversupply of commercial development if markets start to decline.

### 5.1.3 City section issues

- E8 Commercial centres are not visually distinct and do not currently provide a focus for development.

### 5.1.4 Woolston issues

- E9 Too much dependence on passing commuters for trade has reduced the resilience in the business community.
- E10 The supermarket is being artificially boosted by the post-earthquake lack of competition.
- E11 Other convenience-based retail businesses reported that trading is significantly lower.
- E12 Commercial floor space currently available in Woolston is not being used to its fullest extent.

### 5.1.5 Ferrymead issues

- E13 The Business 2 Zone is only partly developed and has the potential to become a full district centre in the right economic conditions and compete with Woolston for destination retail.
- E14 Pedestrian circulation within the commercial centre at Ferrymead is inconvenient and the centre is difficult to access on foot from nearby hill suburbs.
- E15 Temporary loss of the supermarket, has impacted on other local businesses in the area (refer to Figure 21).

# 5.0 Summary of issues and goals

## 5.2 Movement issues

Feedback from focus group and drop-in sessions confirms that safe and efficient movement along Ferry Road is an important issue for the community. The community highlighted that cycling is considered unsafe along the corridor and at intersections (refer to Figure 22) and traffic speeds in Woolston were perceived as too fast. A detailed Corridor Study will help determine transport priorities for the road corridor (refer to Section 2.4).

### 5.2.1 Walking and cycling

- M1 Cycle lanes currently exist on Ferry Road, but are narrow in some locations.
- M2 During peak traffic volumes, it has been difficult for pedestrians to cross easily and safely.
- M3 Some of the existing cycle/walking tracks along the Ōpāwaho/Heathcote River have been affected by earthquake damage. Connections are limited in number and quality for pedestrians and cyclists.
- M4 Connections to the Ihutai/Avon-Heathcote Estuary are limited in number and quality for pedestrians and cyclists.

### 5.2.2 Public transport

- M5 There are currently no bus priority measures along Ferry Road.

### 5.2.3 Traffic volumes

- M6 Aldwins Road / Ferry Road intersection is under constant demand and is currently operating at full capacity. This causes delays for bus movements passing through the intersection at peak times.
- M7 There is significant traffic congestion at the city-end of the Ferry Road corridor.

### 5.2.4 Vehicle access and parking

- M8 The need for visible parking in some locations has impacted on the quality of the pedestrian walking environment in commercial centres.
- M9 It is difficult for vehicles to make movements in and out of Ferry Road outside of signalised intersections, particularly in Ferrymead.

### 5.2.5 Crash data on Ferry Road

- M10 In the past five years, two hundred and twenty eight crashes (83 per cent) were car-related. Thirty eight (14 per cent) crashes involved cyclists, and ten (4 per cent) involved pedestrians (refer to Appendix 19).
- M11 High levels of on-street parking along the route reduce safety for cyclists, particularly in Woolston.



Figure 22: The junction between Aldwins Road and Ferry Road is currently operating at capacity and is a focus of cyclists’ safety concerns.



# 5.0 Summary of issues and goals

## 5.3 Natural environment issues

Ferry Road passes through some significant areas of reserve and natural habitat; around the Ihutai/Avon-Heathcote Estuary and Ōpāwaho/Heathcote River (refer to Figure 23).

### 5.3.1 Natural hazards

- N1 Parts of Ferrymead and Woolston are located within a Flood Management Area (refer to Appendix 20). Sea level rise is expected to continue at a more accelerated rate, but how quickly this will happen is not yet clear.
- N2 The level of the estuary bed has been affected as much as ±0.4 metres in places due to earthquake induced movement. Environment Canterbury and NIWA are currently reassessing pre-earthquake work (refer to Appendix 21) that identified the areas most likely to experience inundation in Christchurch and Kaiapoi.
- N3 Further large scale development in Flood Management Areas, may increase the intensity and magnitude of impacts on the local community.

### 5.3.2 Access to open space

- N4 Some areas of public open space are ‘hidden’ by buildings or overgrown planting:
  - ◇ Making the inside of the Edmonds Factory Garden visible from Ferry Road may help increase visitor numbers.
  - ◇ In some areas of Woolston the Ōpāwaho/Heathcote River is screened by buildings. As a potential source of high amenity, the river is currently isolated from the commercial centre.
  - ◇ Charlesworth Reserve, Settlers Reserve and the Tow Path track are not very visible or easy to access.

### 5.3.3 Ecology

- N5 Natural springs on Heathcote Street properties may constrain future development.
- N6 Current tree planting along Ferry Road corridor provides limited food sources for native birdlife.
- N7 The Ōpāwaho/Heathcote River has a history of industrial pollution.



Figure 23: The Ōpāwaho/Heathcote River has been used for various purposes over the years including mahinga kai food gathering, shipping and discharge of industrial waste. More recently, the River has become appreciated for its amenity value. It also provides a setting for walking and cycling.



# 5.0 Summary of issues and goals

## 5.4 Community wellbeing, culture and heritage issues

### 5.4.1 Tangata Whenua

- C1 A history of industrial/municipal pollution into the Estuary has reduced many of the species valued by Ngai Tahu as mahinga kai in the Ihutai/Avon-Heathcote Estuary and Ōpāwaho/Heathcote River.
- C2 Māori place names associated with food gathering activities are not widely known in the local community.

### 5.4.2 Post European arrival

- C3 Woolston’s importance as the birth place of Christchurch’s economy is not widely known.
- C4 Many post-European colonial elements and buildings of historical significance have been damaged or demolished as a result of the earthquakes (refer to Figure 24).

### 5.4.3 Community facilities

- C5 The demolition of the Woolston Community Library resulted in the loss of an important social hub for the local community (refer to Figure 23).

### 5.4.4 Demographics

- C6 There is limited access to public toilet facilities at the city-end of Ferry Road.
- C7 The city-end has above average number of families with young children (refer to Appendix 22).

### 5.4.5 Perceptions of safety

- C8 In Phillipstown public order and assaults have been the most frequently recorded offences over the past four years.
- C9 In Woolston public order and car crime have been the most frequently recorded offences over the past four years. Burglary, theft wilful damage assaults; and domestic disputes all occur relatively frequently.



Figure 24: The now demolished Woolston Community Library provided an important social function for the local community – a place to meet and socialise, as well as its book lending service.



# 5.0 Summary of issues and goals

## 5.5 Built environment issues

### 5.5.1 General comments

- B1 The potential for improvements within centres is significantly reduced when damaged properties do not share a boundary.
- B2 Some commercial centres, such as Woolston or Ferrymead may be at risk of over expanding permanently, in response to a temporary demand for floor space.
- B3 All commercial centres could benefit from amenity improvements, including planting (refer to Figure 25) and additional public space.
- B4 The over dimension route designation for Ferry Road prevents trees being planted or vertical elements installed within a specific corridor width. Outside the over dimension route, the provision of tree planting is subject to underground services and infrastructure.
- B5 Currently, there are no consistent and attractive themes being used in the facades of buildings by property developers.
- B6 The parking and site layout of some buildings draws pedestrian social activity away from the street (refer to Figures 26, 27 and 28).

### 5.5.2 City section

- B7 Over the years the distinctive, historic, suburban, residential character of Ferry Road, through Phillipstown and Charleston, has gradually become more generic, commercial and urban in appearance.
- B8 Community feedback indicated people consider car yards to be particularly unattractive.
- B9 The road widening designation limits the level of detail that can be investigated for Ferry Road between the Ferry Road / Wilsons Road intersection and the Aldwins Road / Ferry Road designation.

### 5.5.3 Woolston

- B10 Property consultants have advised that the potential for medium to high density residential development to support local businesses is limited by Ferry Road not being a preferred location to live.
- B11 Some vacant sites are dark at night and feel unsafe.
- B12 The cost of soil testing and decontamination, special foundations or limits on the use of materials could make some forms of development unfeasible in the short-term.
- B13 There is a lack of public seating and the atmosphere is not people-friendly.

### 5.5.4 Ferrymead

- B14 The commercial centre experienced significant levels of damage, including the loss of the Countdown supermarket.
- B15 Community feedback also describes the centre as not people-friendly and in need of amenity improvements, there are too many large scale, tilt-slab grey buildings.
- B16 The centre doesn't mark a threshold or gateway to the seaside suburbs.
- B17 Any redevelopment, and future development must be in general accordance with the Outline Development Plan for this site (refer to Appendix 16).
- B18 There is limited shelter and protection from prevailing winds, especially around areas of larger open space.



Figure 25: Community feedback highlighted the poor appearance of Ferry Road in places.

# 5.0 Summary of issues and goals

## 5.6 Goals for the Master Plan

The following goals illustrate how the vision can be applied under each recovery theme, taking into account the issues and problems identified for the corridor in Sections 5.1 to 5.5.

### 5.6.1 Goals for economy and business

- Recovered and resilient business communities within each commercial centre.
- In each neighbourhood commercial centre, a business community that shares information and works together closely.
- An inviting and memorable shopping experience for both visitors and the local community.

### 5.6.2 Goals for movement

- A corridor that still functions as a strategic route, but with more emphasis on access for local people, public transport, cycling and people movement within the centres.
- High quality and safe facilities for cyclists along the entire corridor.

- Attractive, convenient, shared recreational pedestrian/cycle routes along the Ōpāwaho/Heathcote River.
- Safer crossings for pedestrians and cyclists at major intersections and at key crossing points near schools and education facilities.
- Convenient public transport to access and use.
- Strategic traffic and freight makes greater use of the strategic road network and freight network.
- Safeguard the function of the over dimension route.

### 5.6.3 Goals for natural environment

- A diverse range of high quality ecological habitats along the Ōpāwaho/Heathcote River.
- Fewer impacts from natural hazards such as tidal inundation or rock fall hazards.
- Fewer impacts from soil contamination or other pollution related health hazards.
- Opportunities for interpretation and appreciation of local ecology and conservation by the local community.

### 5.6.4 Goals for community wellbeing, culture and heritage

- Safe, inclusive streetscape environments and access for all.
- Better access to community services including healthcare and education for the local community.
- High levels of interaction between visitors, residents and local businesses in each commercial centre.
- Local community aspirations are reflected in the design and appearance of buildings and streetscapes.

### 5.6.5 Goals for built environment

- An increase in the duration of visits by customers to Woolston and Ferrymead commercial centres.
- An attractive, safe, comfortable and convenient streetscape environment.
- Compact commercial centres that are clearly defined visually.
- Efficient use of business zoned land and existing commercial floor area.
- Convenient, safe circulation in public outdoor space.



Figure 26: The distance between building facades and the footpath results in a footpath that is exposed and doesn't encourage people to linger.



Figure 27: Allowing some limited amounts of activity inside commercial buildings on to the street helps to make the street feel like its being used by the community. Outside dining and the use of floor to ceiling windows in shops also helps to increase the level of interest. These actions can also help encourage shoppers to stay for longer.

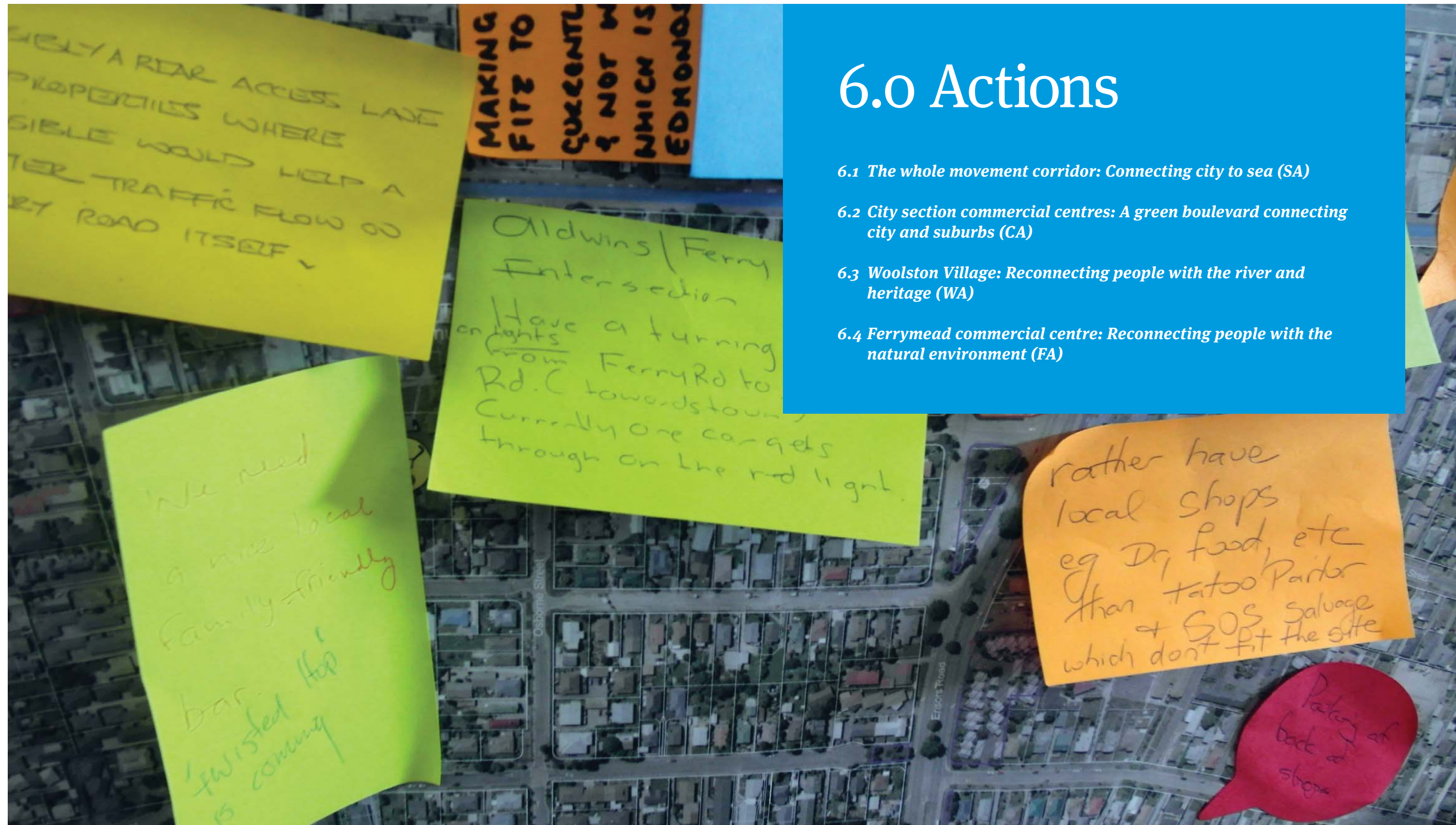


Figure 28: In some parts of Woolston the footpath provides space for some activity to spill out from buildings without obstructing pedestrians.



# 6.0 Actions

- 6.1 The whole movement corridor: Connecting city to sea (SA)
- 6.2 City section commercial centres: A green boulevard connecting city and suburbs (CA)
- 6.3 Woolston Village: Reconnecting people with the river and heritage (WA)
- 6.4 Ferrymead commercial centre: Reconnecting people with the natural environment (FA)



6.o Actions

The following actions are intended to deliver the overall vision set out in Section 4.7 and are a response to the issues described in Section 5. The issues relevant to each action are listed after each description. Each action is also numbered for allow for easy reference in the Implementation Plan and submission form at the back of this document.

6.1 The whole movement corridor: Connecting city to sea (SA)

6.1.1 Actions

SA1 - Investigate and make detailed recommendations for strategic movement corridor improvements including:

- a. Undertake a corridor study to determine how best to manage different forms of transport along the route.
- b. A safer, more comfortable environment for cyclists. Improvements could include improving the existing cycle lanes, creating physical separation between motor vehicles on Ferry Road and shared paths following the Ōpāwaho/Heathcote River.
- c. Targeting public transport priority measures in collaboration with Environment Canterbury.
- d. Investigating new or relocated pedestrian crossings near schools and community facilities.
- e. Improving way finding and orientation along Ferry Road through the use of themed plantings and materials, for example in street furniture, paving and building facades.
- f. Improving safety for road users where required.
- g. Developing a signage strategy to encourage strategic traffic and freight to make greater use of the strategic road and freight networks.
- h. Safeguarding the function of the over dimension route.
- i. Measures specifically for Woolston and Ferrymead commercial centres are addressed under separate actions in CA1, WA2 and FA2.

Issues relevant to SA1	
Economy and business	-
Movement	M1, M2, M5, M6, M7, M10
Natural environment	N4, N6
Community wellbeing, culture and heritage	C7
Built environment	B4, B7, B9

SA2 - Investigate and make recommendations for an integrated, strategic open space network plan around the Ferry Road corridor, to include:

- a. Repairing and improving the quality of recreational cycle and pedestrian paths along the Ōpāwaho/Heathcote River, and connecting sections to form a heritage trail.
- b. Improving the quality of pedestrian and cycling commuting routes between Ferry Road, surrounding residential neighbourhoods, public open space, schools and community facilities.
- c. Increasing the visual profile of entrances to public open spaces, for example Charlesworth Reserve, Ōpāwaho/Heathcote River.

- d. An interpretation plan for heritage features, sites and points of interest. Measures could include using signage, materials or public art to draw attention to points of interest, and connecting them through the heritage trails.
- e. Improvements in the visibility of public open spaces such as Charlesworth Reserve and Ōpāwaho/Heathcote River from Ferry Road, where possible.
- f. Application of C.P.T.E.D. principles to future development.
- g. Provide well-designed places for people to meet and socialise.

Issues relevant to SA2	
Economy and business	E9, E10, E11, E14
Movement	M1, M3, M4, Mo
Natural environment	N4, N6, N7
Community wellbeing, culture and heritage	C1, C2, C3, C4
Built environment	-

SA3 - Investigate and make recommendations for policy changes as part of the City Plan review, including:

- a. Special provisions for any soil contamination found in properties along Ferry Road as part of the City Plan review.
- b. Considering retail shopping areas in future reviews of the Smokefree Public Places Policy.
- c. Reviewing the District Plan in light of any changes in topography on the extent of Flood Management Areas.
- d. Reviewing and making recommendations on how to improve the provision of public toilets along Ferry Road, under the current Public Toilet Policy.

Issues relevant to SA3	
Economy and business	E5, E6
Movement	-
Natural environment	N1, N2, N5
Community wellbeing, culture and heritage	C6
Built environment	B8, B12



# 6.o Actions

**SA4 - Use the Case Management process to encourage good quality design and planning outcomes including:**

- a. Monitoring the status of damaged commercial properties in Business 1 and Business 2 Zones with landowners and identify any impacts on the effectiveness of actions in the Plan.
- b. Supporting the founding of business forums or associations.
- c. Seeking out community groups such as ‘Greening the Rubble’ to help in temporary transformation of vacant sites in local and neighbourhood centres.
- d. Promoting awareness of CPTED principles with property owners and developers.

Issues relevant to SA4	
Economy and business	E2, E3, E7
Movement	-
Natural environment	N5
Community wellbeing, culture and heritage	C3, C4, C5, C7, C8
Built environment	B1, B2, B3, B5, B6, B7, B8, B11, B12, B13, B14, B5, B16, B17, B18

**SA5 - Develop a Business Advisor role for Ferry Road / Main Road to work with business and property owners to:**

- a. Working with business owners and the Council to identify better ways of working together, for example by establishing business forums.
- b. Build economic resilience in local business communities.
- c. Encourage business and property owners in commercial centres to network and share information.
- d. Develop business plans for commercial centres along Ferry Road and Main Road.
- e. Facilitate the location of community activities in mixed-use developments to help increase foot traffic for other businesses.
- f. Identify the impacts on local businesses of any ongoing changes in population density in customer catchments

Issues relevant to SA5	
Economy and business	E1, E2, E3, E4, E5, E6, E7, E9, E10, E11, E12, E13, E15
Movement	-
Natural environment	-
Community wellbeing, culture and heritage	-
Built environment	B2, B5

**SA6 - Carry out a strategic review of public toilet provisions along Ferry Road.**

**6.1.2 Design ideas for physical changes to the whole movement corridor**

The scope and extent of actions for the whole movement corridor are shown in Figure 29. These proposed actions have the potential to deliver the following benefits:

- Efficient movement of people through:
  - ◊ Greater provision of space for cycling and public transport.
  - ◊ Improved safety and convenience for people at pedestrian crossings.
  - ◊ Targeted bus priority movements.
  - ◊ Intersection improvements.
- Better connectivity between Ferry Road and surrounding areas by:
  - ◊ Improved quality of existing cycle and pedestrian paths between Ferry Road and the Ōpāwaho/Heathcote River; and local parks and reserves.
  - ◊ Improved quality of existing cycle and pedestrian paths along the Ōpāwaho/Heathcote River.
  - ◊ Improved access across the Ōpāwaho/Heathcote River at key points.
- Improved appearance of the movement corridor by:
  - ◊ An increased amount of plantings, where space is available.
  - ◊ Landscape themes for plantings that change along the length of the corridor to assist with driver orientation.
  - ◊ Improved interpretation of heritage features along both Ferry Road and the Ōpāwaho/Heathcote River.

Where the proposed improvements are located within a commercial centre, they are shown in more detail under the section for that commercial centre.



# 6.o Actions

Figure 29: Strategic proposals for the whole Ferry Road corridor. More detailed plans for the commercial centres are featured on the following pages.





# 6.0 Actions

## 6.2 City section commercial centres: A green boulevard, connecting city and suburbs (CA)

### 6.2.1 Aims

The section of Ferry Road, between Fitzgerald Avenue and Aldwins Road, will provide a threshold, marking a change from a Central City environment to a suburban environment.

Ferry Road between Fitzgerald Avenue and Wilsons Road (north) will remain a local connection; providing an improved cycle and public transport link to CPIT and the Central City, as well as enhanced pedestrian crossings to connect with Phillipstown School. Streetscape improvements will include amenity planting and street furniture.

The corridor, through the major arterial section of Ferry Road between Moorhouse Avenue and Aldwins Road, is programmed in the LTP 2013-2022 for widening, to provide four lanes of traffic. The widened movement corridor will be enhanced visually with amenity planting (refer to Figure 30) as it passes through Charleston and Phillipstown.

The identity and function of the corridor as a transport link will remain, but will include improvements for walking, cycling, public transport, capacity and safety improvements to intersections. The front property boundaries of private properties affected by the road widening designation will be redesigned using street trees and amenity planting. The tree species will be chosen to suit the character of the area and will provide shade on hot days or a place to shelter if pedestrians are caught by rain.

The Zoned local commercial centres will remain compact in scale. They will be safer and convenient for pedestrians to access and walk around. Pedestrians will be able to safely cross Ferry Road when shopping, commuting or walking to school.

Retail development in the commercial centres will provide places for people to meet and socialise, as well as to shop for convenience items. The design of future commercial buildings will be inspired by architectural features such as the materials and ornamentation that were present on heritage buildings (refer to Figure 31). Where set backs allow, there will be places for people to rest and eat an ice cream or have a coffee directly outside the retail premises. On-site car parking will be managed so it doesn't detract from the appearance of the street environment or undermine the pedestrian safety and activity.

Other commercial buildings along this section of Ferry Road will be contemporary in appearance, but also complement and enhance neighbouring properties. Building facades and openings will be close to the front of the street to encourage the use of the footpath and public space. Facades will be designed to be adaptable to changes in weather conditions and the position of the sun through the use of design feature such as awnings and louvers. Buildings will be energy efficient and resilient, making use of technologies such as solar heating and passive ground water cooling, where conditions permit.

### 6.2.2 Actions

**CA1 - Investigate and make detailed recommendations for movement corridor improvements for Ferry Road both the local road section and the arterial road section:**

- a. Improve cycling infrastructure and facilities and the provision of cycle stands at centres.
- b. Improve the quality, safety and convenience of pedestrian links by the provision of quality footpaths, lighting, landscape design and street furniture, between Ferry Road and AMI Stadium, CPIT, schools (Safe Routes to Schools and Travel Plans), community facilities and areas of public open space.
- c. Clearly define the extent of the local centre zones through plantings and footpath treatments.

- d. Investigate, with Environment Canterbury, the provision of targeted public transport priority measures along the corridor primarily at intersections.
- e. Improve safety for all road users at intersections and mid-block locations through the provision of dedicated crossing facilities, particularly near schools and community facilities.
- f. Introduce landscape design themes for new shrub planting on median strip and islands within the road corridor; through use of a combination of native and exotic plant species. Incorporate street trees where constraints permit.
- g. Improve safety for road users at intersections and mid-block locations.

Issues relevant to CA1	
Economy and business	E8
Movement	M1, M2, M5, M6, M7, M10, M11
Natural environment	N4, N6
Community wellbeing, culture and heritage	C6, C7
Built environment	B1, B3, B4, B7, B9

**CA2 - Use ongoing case management process to encourage good quality design and planning outcomes:**

- a. Discuss with the owners of earthquake damaged properties what potential there is to apply CPTED principles and enhance the quality and level of pedestrian activity in vicinity of the commercial buildings.
- b. Discuss with the owners of key heritage sites what potential there might be to reflect historical association and values, eg. owners of the Lancaster Hotel site.
- c. Encourage more attractive and efficient on-site parking solutions through redevelopments that support high quality streetscape design outcomes.

Issues relevant to CA2	
Economy and business	E2, E3, E4, E7
Movement	M8, M19
Natural environment	N6
Community wellbeing, culture and heritage	C3, C4, C5, C7, C8
Built environment	B1, B3, B4, B5, B6, B7, B8

# 6.o Actions

Figure 30: Plan showing ideas for the city end of Ferry Road.





# 6.o Actions

**CA3 - Investigate and make recommendations for a set of Design Guidelines for the local commercial centres, including:**

- a. Built form that supports more social interaction along the road as it passes through the commercial centre.
- b. Built form that makes greater use of energy efficient technology such as solar power, heat exchange and passive ventilation.
- c. Retail development that is designed to increase the duration, quality and frequency of shopping activity.
- d. Examples of how heritage can be interpreted in the design of streetscape elements and building facades, for example in themed palettes of materials and amenity planting.
- e. Encouraging development that can be adapted as market conditions change, or appeal to a range of markets.
- f. Encourage more attractive and efficient on-site parking solutions through redevelopments that support high quality streetscape design outcomes.

Issues relevant to CA3	
Economy and business	E4, E6, E8
Movement	-
Natural environment	N4, N6
Community wellbeing, culture and heritage	C2, C8
Built environment	B3, B4, B5, B7, B8

**CA4 - Collaborate with the Friends of Edmonds Factory Gardens to investigate and make recommendations for updating the Management Plan for the Edmonds Factory Garden.**

Issues relevant to CA4	
Economy and business	-
Movement	-
Natural environment	N4, N6
Community wellbeing, culture and heritage	C7, C8
Built environment	B4, B7, B9



Figure 31: An elevation showing examples of how traditional and modern building facades can complement one another visually in the Business 1 Zoned commercial centres, located between Fitzgerald Avenue and Aldwins Road.



Sample images showing potential cladding and treatments to building facades in the city sector.



# 6.o Actions

## 6.3 Woolston Village: Reconnecting people, the river and heritage (WA)

### 6.3.1 Aims

Woolston will be widely known for its distinctive charm and convenient access to its niche shops and high quality dining experiences. Landscape and building design will reference Woolston’s industrial heritage, help create a ‘sense of place’ and identity for local people; and add authenticity and depth to the visitor experience.

Over the next five years, the business association will come out of recess and, with marketing and management advice, produce a business plan setting out a strategy for Woolston’s economic growth. Marketing tactics will include developing a brand for Woolston that emphasises its ‘grittiness’ and historic character.

A business development adviser will be appointed to work with individual business owners on developing strategies for business efficiency and profitability across the whole commercial centre. The Woolston business association will follow their business plan for the centre, they achieve 80 per cent of their preferred tenant mix, they gain insights into the backgrounds of their non-local and irregular visitors. Working collaboratively, business owners develop a strong brand for the commercial centre and launch a promotional campaign based on Woolston’s unique identity.

The design of new commercial buildings will be contemporary but the appearance of building facades will be inspired in part by aspects of Woolston’s industrial heritage. Building facades and openings will be close to the front of the street to encourage the use of the footpath and public space. Facades will be designed to be adaptable to changes in weather and position of the sun through the use of design feature such as awnings and louvers. Buildings will be energy efficient and resilient, making use of technologies such as solar heating and passive ground water cooling, where conditions permit.

Improvements to the streetscape and shared off-road connections will give residents a choice of walking or cycling routes to the commercial centre. Access to the river will be improved with interconnected, shared cycling and pedestrian routes that form a set of heritage trails. Directional signage, public art and other interpretive features indicating points of historic or ecological interest will be dotted along the trails. These routes will become an attraction in their own right. During the daytime the river banks will provide an attractive setting for visitors and workers to enjoy their lunch. The level of pedestrian activity will lead to a popular riverfront restaurant/bar opening in the evenings.

Over the next 10 to 15 years, visitor numbers will gradually increase as Woolston’s reputation spreads beyond the city. Ongoing building renewal, supported by design guidance, will help Woolston’s commercial centre gradually take on an informal, but nevertheless, stylish ambience. People are passionate about their village.



Figure 32: An example of how the kerb can be used to physically separate cyclists and motorists along the Póvoa de Varzim Waterfront in Portugal. (Wikipedia Creative Commons license)





Figure 33: An artist's impression of how the vision for public realm improvements could look in Woolston's commercial centre.





Figure 34: An artists' impression of public realm improvements along the Ōpāwaho/Heathcote River in Woolston.



# 6.o Actions

## 6.3.2 Actions for Woolston:

### WA1 - Undertake streetscape and movement corridor improvements in Woolston’s commercial centre to include:

- a. Improved cycle facilities through either the introduction of increased physical separation between vehicles and cyclists (refer to Figure 32) or on road wider cycle lanes. Improved functionality for cyclists, for example more cycle stands.
- b. Subject to the outcomes of a parking study and strategy, recommend changes to on-street parking that prioritise cycle priority, and on-street spaces for mobility parking, short stay parking, servicing and loading.
- c. Support economic resilience by making informal pedestrian crossing between businesses on opposite sides of the road easier and more convenient, for example using median strip and footpath build outs.
- d. Use of themed palettes of materials and finishes for street furniture such as seating, that references aspects of Woolston’s built, social and natural heritage.
- e. Use themes for the amenity planting that includes plants with heritage associations such as shrub roses and flax (harakeke) and the planting of additional street trees where possible.
- f. More opportunities for interpretation of local ecology and pre-European history.
- g. Investigate, with Environment Canterbury, the provision of targeted public transport priority measures for Sumner bound bus movements in the evening peak period.
- h. Introduce measures such as planting beds and median strips to make the carriageway feel narrower, encouraging drivers to both reduce their speed and exercise more caution (refer to Figure 35).



Figure 35: An example in Panmure, Auckland of how central median strips can help make a wide street look more attractive. (Wikipedia Creative Commons license)



6.o Actions

WA2 - As part of the recommendations in Section 6.1 for the integrated, strategic, open space network plan:

- a. Improve the quality and provision of recreational pedestrian/cycle routes along the Ōpāwaho/Heathcote River, through reserves and conservation land and along the heritage trail, routes to Sumner, residential areas and surrounding reserves (refer to Figure 36).
- b. Provide detail design proposals for an esplanade/boardwalk/heritage route along the Ōpāwaho/Heathcote River as it runs past Woolston’s commercial centre.
- c. Introduce plantings and water quality initiatives along the Ōpāwaho/Heathcote River to benefit biodiversity and mahinga kai value.
- d. Increase the amount of habitat creation by increasing plantings around the commercial centre to improve the area’s amenity and enhance its historic character.
- e. Refurbish the playground at Woolston Park in conjunction with access improvements across Ferry Road, including upgrading the children’s play equipment at Woolston Park.
- f. Investigate the potential to extend a green link along Steam Wharf Stream, through Council-owned residential land damaged by the earthquakes.

Issues relevant to WA2	
Economy and business	E3, E4, E9, E11
Movement	M1, M3, M10
Natural environment	N4, N6, N7
Community wellbeing, culture and heritage	C1, C12, C3, C4
Built environment	-

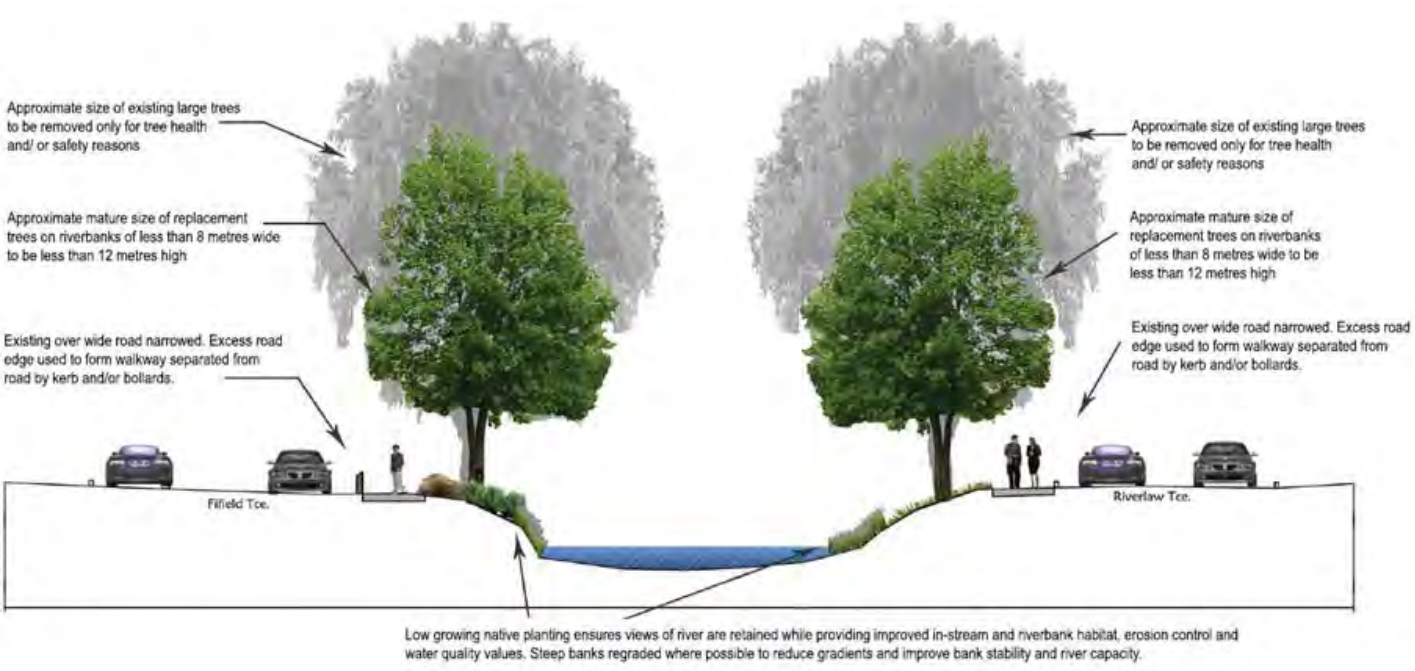


Figure 36: This image is taken from the Mid-Heathcote River/Opawaho Linear Park Master Plan (Christchurch City Council, 2009). These ideas are similar to those being considered in the Draft Master Plan.

WA3 - Develop Design Guidelines for Woolston commercial centre, to:

- a. Promote Woolston’s unique identity – a blend of heritage and riverside character – in use of materials, design of building facades and landscape design of sites, to help reinforce Woolston’s branding.
- b. Show how facades on new retail buildings can be designed to provide space for shoppers to socialise and rest, while remaining within sight of shop fronts.
- c. Show how more public space and opportunities for socialising can be achieved through slightly increasing the set back of buildings or designing development around public space.
- d. Show examples of how development can be adapted to appeal to a range of markets and changing market conditions.
- e. Show how attractive and efficient off-street parking solutions can support pedestrian circulation and activity.
- f. Encourage the use of energy efficient technology in commercial buildings.
- g. Illustrate how Crime Prevention Through Environmental Design principles can be applied by property owners.

Issues relevant to WA3	
Economy and business	E4, E11
Movement	-
Natural environment	N4, N5, N6
Community wellbeing, culture and heritage	C3, C4, C9
Built environment	B3, B5, B6, B10, B11, B13

WA4 - In conjunction with other actions, investigate and make recommendations for changes to the City Plan where appropriate to achieve:

- a. An increase in the number of potential customers living within a five minute walk of shops.
- b. An increase in the number of mixed-use commercial buildings that can be adapted for a range of residential, commercial or light industrial purposes.
- c. More efficient use of commercial floor area in Business 1 and Business 2 Zoned properties.

Issues relevant to WA4	
Economy and business	E1, E3, E4, E5, E6, E7, E9, E12
Movement	-
Natural environment	N3, N5, N6
Community wellbeing, culture and heritage	C4, C5
Built environment	B1, B2, B3, B5, B6, B10, B11, B12, B13



# 6.0 Actions

**WA5 - Work with Recover Canterbury, business owners and property owners, to:**

- Reconvene a business forum. This forum will support business owners, by:
  - a. Distributing publicly available information such as economic forecasts for the region.
  - b. Developing a programme of networking events and discussion forums for property and business owners to encourage business and property owners to share information and concerns, for example finding ways to manage anti-social /drunken behaviour in public.
  - c. Developing a business plan for the entire commercial centre.
  - d. Delivering public promotional/marketing events.
  - e. Encourage and promote sustainable levels of commercial activity in Woolston’s commercial centre, for example recommendations and advice on tenant mix.
  - f. Encourage more efficient use of existing commercial floor area in Business 1 and Business 2 Zoned properties.
  - g. Promote mixed-use buildings that can be adapted for either residential, commercial services or light industrial purposes.

Issues relevant to WA5	
Economy and business	E1, E2, E3, E4, E5, E6, E7, E9, E10, E11, E12
Movement	-
Natural environment	-
Community wellbeing, culture and heritage	C1, C4, C5
Built environment	B1, B2, B3, B5, B6, B10, B11, B12, B13

**WA6 - In the short-term, use the case management process, to:**

- Achieve good quality design and planning outcomes in the redevelopment of sites, for example:
  - a. Woolston Community Library site, Salem Community Church and the Salvation Army Family Store.
  - b. Business 2 Zoned supermarket at 7 St Johns Street.
  - c. Demolished Business 4 Zoned property in at 19-25 Heathcote Street and 58o Ferry Road.
  - d. Any future proposals for the supermarket on St Johns Street.
  - e. Liaise with owners of vacant commercial sites and discuss the potential to apply CPTED principles in a series of quick wins, including additional, temporary safety measures such as security lighting or removing graffiti.
  - f. Promote more energy efficient design outcomes such as solar power, heat exchange and passive ventilation.

Issues relevant to WA6	
Economy and business	E1, E3, E4, E5, E6, E7, E9, E12
Movement	-
Natural environment	N3, N5, N6
Community wellbeing, culture and heritage	C4, C5
Built environment	B1, B2, B3, B5, B6, B10, B11, B12, B13

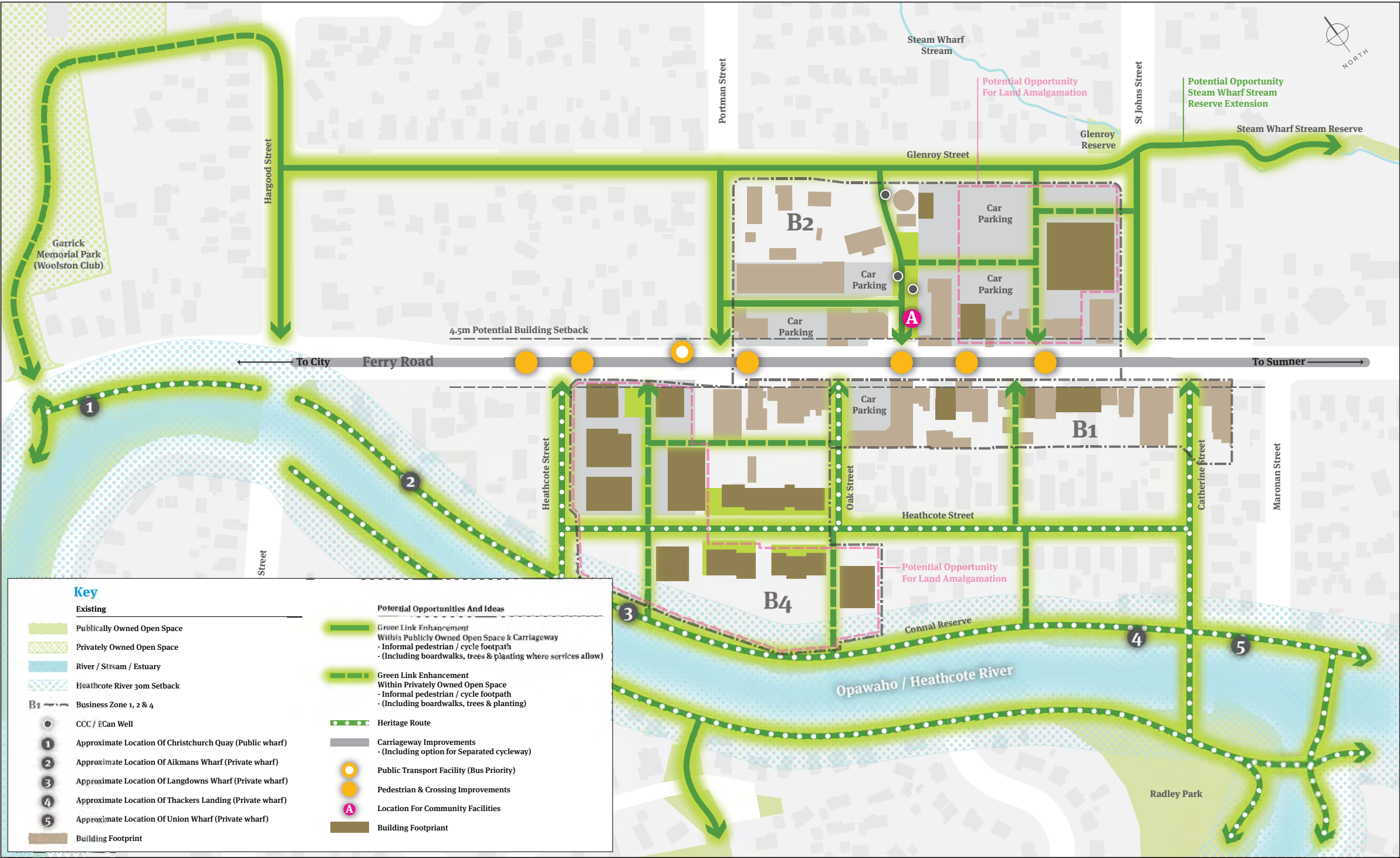
**WA7 - Investigate and make recommendations on the feasibility and potential benefits of establishing a community hub including:**

- a. Whanau Ora approach to delivering an integrated health care facility.
- b. Potential locations for other community and social service providers.

Issues relevant to WA7	
Economy and business	E7, E9, E10, E11
Movement	-
Natural environment	-
Community wellbeing, culture and heritage	C5
Built environment	-

# 6.o Actions

Figure 37: A plan showing potential improvements to both publicly owned and private land in Woolston.





# 6.0 Actions

## 6.3.3 Design ideas for Woolston’s commercial centre

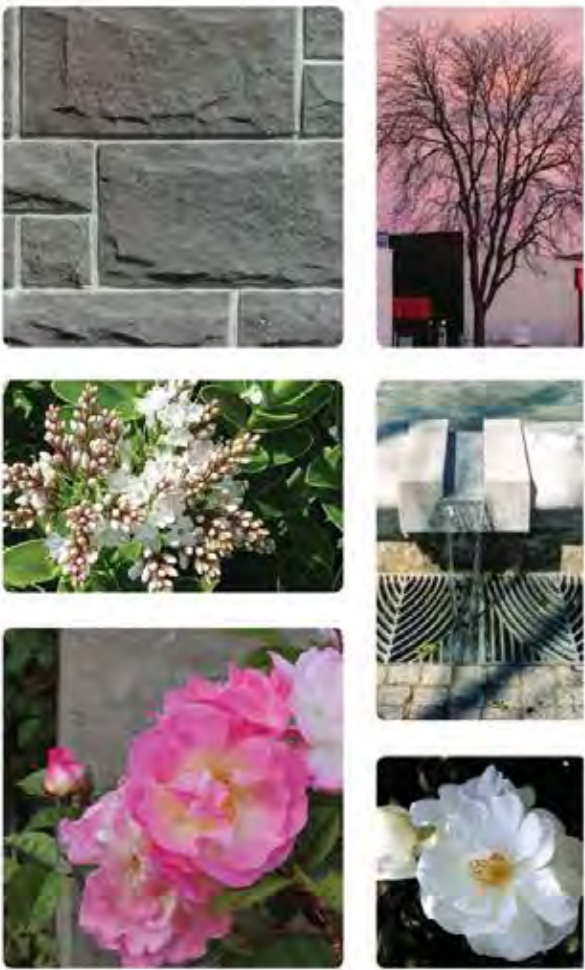
Figures 37, 38, 39 and 40 illustrate the scope and extent of potential physical changes to Woolston’s commercial centre based on the following assumptions:

- Underground services, soil conditions and land stability will not be a significant constraint on landscape planting.
- Potential pedestrian or cycling connections shown through privately owned open space are subject to discussion with respective landowners.
- The extent of any areas of contaminated soil from historic industrial activities will not be significant.

Figures 38 and 39 are alternative street design options that favour priority for different user groups. In the submission form at the back of this Plan, you are invited to comment on which options you prefer and why.

The perspective in Figure 38 shows on-street parking is mostly retained and assumes:

- Short-term on-street parking is maintained within parking bays.
- The parking is prioritised for mobility parking, short-term parking and servicing/loading.
- A risk to cyclists remains from opening doors as they pass parked cars.



Sample images showing possible planting ideas for Woolston’s commercial centre



Figure 38: This perspective shows Option 1 for the design of Woolston commercial centre. Improvements to the road corridor include retaining on-street car parking and a separated cycle lane.



# 6.o Actions

The perspective in Figure 39 shows greater priority for cyclists and pedestrians and assumes:

- Cycle lanes are elevated to the same level as the footway and uses the kerb to separate cyclists from traffic. However, cyclists will remain subject to traffic signals at pedestrian crossings. Amenity planting also provides a buffer between cyclists and pedestrians.
- Gaps shown in the median strip will require more detailed investigation.
- Drivers accessing the rear of commercial properties on the southern side of Ferry Road, where the river is, can do so through gaps in the median.
- Drivers accessing the rear of commercial properties on the northern side of Ferry Road will require rear access.
- Any short fall in available space for relocated parking could be made up with additional purchase of land adjacent to the commercial centre.

- Loading bays and disabled parking can be catered for in detailed design recommendations.
  - Pedestrians will judge the risk of oncoming cyclists appropriately if choosing to stand in the cycle lane while waiting to cross.
  - Visual or mobility-impaired users will be directed by tactile paving to use signal controlled crossings.
- A parking review will confirm whether how much on-street parking can be relocated from Ferry Road to side streets.

- The following benefits are a feature of both Figure 38 and 39:
- Better quality and choice of both on and off road pedestrian and cycle connections to surrounding areas including:
    - ◊ Improved connections from Business 2 Zoned land to the Ōpāwaho/Heathcote River via the existing street layout.
    - ◊ A potential layout is suggested for Business 4 Zoned properties that includes additional public space and a better quality visual connection to the River. However, a range of potential layouts may be considered, depending on what mix of activities is considered economically feasible by property owners.
  - Median islands allow pedestrians to cross safely in two stages. Gaps are provided strategically to retain limited right turn opportunities for drivers accessing the rear of commercial properties.



Sample images showing possible planting ideas for Woolston's commercial centre



Figure 38: This perspective shows Option 2 for the design of Woolston commercial centre. Improvements to the road corridor include separated cycleway at the same level as the footway to separate cyclists from motorists. (refer also to Figure 38)

We are seeking your views on these two options. Please identify in question 6 on the submission form at the back of this Plan which idea you agree with most.



# 6.o Actions

- Minor safety improvements to intersections may include better crossings for pedestrians and mobility impaired, or more capacity for right turning vehicles.
- Encouraging limited set back to commercial properties in Business 1 Zoned land, to allow for additional street tree planting.
- A design theme for streetscape improvements and built form that emphasises local character (see Figure 40).
- Additional street trees, where space is available outside the over dimension route.

Improvements to the riverside path network including:

- An improved shared cycle/footpath following the Ōpāwaho/Heathcote River.
- A heritage trail from and around Woolston and linking with the ‘Tannery’ development at Garlands Road.
- Use of appropriate plant species along the river bank to improve visual amenity, habitat quality for biodiversity, mahinga kai and ecological health.
- Ensure existing riverside bird roosting trees are retained.
- Use of riverside planting species in plantings along Ferry Road and side streets to raise awareness of where access to the river is available.



Figure 40: An elevation showing examples of building facades that could feature in Woolston.



Sample images showing potential cladding and treatments to building facades in Woolston’s commercial centre.

# 6.o Actions

## 6.4 Ferrymead commercial centre: Reconnecting people with the natural environment (FA)

### 6.4.1 Aims

In the future, the commercial centre in Ferrymead becomes an inviting place with a distinctive blend of contemporary built form and local community-focused touches such as coastal themed design features and public art, materials, finishes and amenity plantings. Through reference to design guidance, the development will symbolise a harmonious integration between business, the environment and the community.

Development in the Business 2 Zone will still be accessed primarily by car. However, there will be more choice for those who wish to access on foot or by bicycle. Once customers leave their cars, the external shopping environment will provide more consideration for the needs of pedestrian and cyclists.

The perception of Ferrymead will be enhanced by improvements in the quality and provision of shared walking and cycling routes following the Ōpāwaho/Heathcote River, the Ihutai/Avon-Heathcote Estuary edge and Charlesworth Reserve to the commercial centre. Access along the River is improved with interconnected, shared cycling and pedestrian routes that form a set of heritage or ecological trails. Directional signage, public art and other interpretive features identifying points of historic or ecological interest are dotted along the trails. These routes will become an attraction in their own right. A programme of ecologically appropriate amenity planting along the estuary edge and river mouth enhances appearance, mahinga kai and ecological values. Over time, fish, shellfish and bird species will recolonise the area and mahinga kai/food gathering practice will grow amongst the public.

Built form and materials, that have strong associations with New Zealand coastal or beach activities, are reinterpreted in a contemporary way for built form and pedestrian spaces in and around both Business 2 and Business 4 Zoned land. Amenity planting, inspired by the surrounding estuarine and coastal landscape, will provide a distinctive flavour, in addition to the architecture. During warm weather, the design of building facades allows them to open up and let activity spread out onto footpaths and public spaces. These features will help create an attractive atmosphere – encouraging people to stay longer, explore other shops, socialise and stop to eat and drink.

Along the road, well-designed building facades on Business 2 Zoned land will comply with the Outline Development Plan and encourage passers-by to stop and spend more time within proximity of shop fronts. Businesses will benefit from an increase in passing foot traffic. Connections between the development and adjacent local businesses will be more convenient and direct for pedestrians.

A Ferrymead Business Association will be re-established providing opportunities for property and business owners to work together, share information and create a business plan to market Ferrymead as an inviting and pleasant place to visit. A business advisor will be appointed to work with individual business owners to develop strategies for business efficiency and profitability across the commercial centre as a whole.



# 6.o Actions



Figure 41: An artist's impression of how the vision for Ferrymead's commercial centre could look.



# 6.o Actions



Figure 42: An artist’s impression of how the vision for Ferrymead could look along the Ōpāwaho/Heathcote River.



# 6.0 Actions

## 6.4.2 Actions

FA1 - Undertake streetscape improvements in road reserve adjacent to Business 2 Zoned land (refer to Figure 44 and 45) to include:

- a. Improved cycle facilities through increased physical separation between vehicles and cyclists.
- b. Installing a median strip and footpath build outs on Ferry Road to increase safety for pedestrians crossing Ferry Road.
- c. Using a unique blend of contemporary architecture and estuarine/coastal character, in themed palettes of materials, finishes and landscape plantings.
- d. Emphasising Ferrymead’s natural, estuarine character in themed palettes of materials, street furniture, finishes and landscape plantings.
- e. Providing seating, shelter and places to rest for shoppers on Ferry Road.
- f. Delivering a public transport “Superstop” in partnership with Environment Canterbury.
- g. Provide cycle parking, where required.

Issues relevant to FA1	
Economy and business	EI14
Movement	MI1, MI2, MI8, MI9, MI10
Natural environment	NI4, NI6
Community wellbeing, culture and heritage	-
Built environment	BI3, BI4, BI16, BI18

FA2 - As part of the recommendations in Section 6.1 for the integrated, strategic, open space network plan (refer to Figure 45) include the following measures for Ferrymead:

- a. Improve the quality and provision of recreational pedestrian/cycle routes along the Ōpāwaho/Heathcote River, through reserves and conservation land and along the heritage trail, routes to Sumner, residential areas and surrounding reserves.
- b. Introduce plantings and water quality initiatives along the Ōpāwaho/Heathcote River to benefit biodiversity and mahinga kai value.
- c. Increasing the amount of habitat creation by increasing shrub planting along the road corridor to help improve the appearance of the commercial centre.

Issues relevant to FA2	
Economy and business	EI3, EI4, EI14, EI15
Movement	MI1, MI3, MI4
Natural environment	NI1, NI4, NI6, NI7
Community wellbeing, culture and heritage	CI1, CI2
Built environment	BI16

# 6.o Actions

**FA3 - Develop Design Guidelines for Ferrymead commercial centre to:**

- a. Promote Ferrymead’s local identity – a unique blend of contemporary architecture and estuarine character, in materials and landscape plantings, to help reinforce the ‘branding’ of Ferrymead.
- b. Show how facades on new retail buildings can be designed so façade set back, overhead shelter, outside seating, retractable full width french doors and other features can provide opportunities for shoppers to socialise or rest in the vicinity of shop fronts (refer to Figure 46).
- c. Show how more public space and opportunities for social mixing can be achieved through planning the layout of buildings around public space.
- d. Show how attractive and spatially efficient off-street parking solutions can support pedestrian activity.

Issues relevant to FA3	
Economy and business	EI4, EI6, EI13, EI14
Movement	MI8, MI10,
Natural environment	NI14, NI5, NI6
Community wellbeing, culture and heritage	CI1, CI2, CI3, CI4
Built environment	BI15, BI16, BI17, BI18

**FA4 - Work with Recover Canterbury, business owners and property owners to:**

- Reconvene a business forum. This forum will support business owners, by:
  - a. Distributing publicly available information such as economic forecasts for the region.
  - b. Developing a programme of networking events and discussion forums for property and business owners to encourage business and property owners to share information and concerns, for example finding ways to manage anti social/drunken behaviour.
  - c. Developing a business plan for the entire commercial centre.
  - d. Delivering public promotional/marketing events.

Issues relevant to FA4	
Economy and business	EI1, EI2, EI3, EI4, EI5, EI6, EI7, EI13, EI15
Movement	-
Natural environment	-
Community wellbeing, culture and heritage	-
Built environment	BI5, BI14, BI15, BI16, BI17

**FA5 - Investigate and make recommendations for plan changes and policy reviews including:**

- a. Review the current provisions for sea level rise.
- b. Make recommendations on changes to take into account areas affected by natural hazards.
- c. Review and make recommendations on better off-road connections between Business 2 and Business 4 Zoned land.

Issues relevant to FA5	
Economy and business	-
Movement	MI8, MI9
Natural environment	NI1, NI2, NI3, NI4
Community wellbeing, culture and heritage	-
Built environment	-



# 6.0 Actions

## 6.4.3 Design ideas for Ferrymead commercial centre

Figures 43, 44, 46 and 47 illustrate the potential improvements that could be achieved by private landowners and the Council in Business 2 Zoned land.

The ideas assume the following:

- That all planning and designs shown are in general accordance with the Outline Development Plan.
- Potential pedestrian or cycling connections shown between the road corridor and the river through Business 4 Zoned land are subject to discussion with respective land owners.
- Undamaged buildings within the Business 2 Zoned land in the proposals reflects what currently exists, but can be adapted and expanded for the purpose of illustration.
- That no further demolition of commercial property is likely within the Business 2 Zoned land or adjacent Business 4 Zoned land.

Currently, the Business 2 Zoned land is partially developed (refer to the undeveloped land indicated in Figure 44). The timescales for further development are at the landowners discretion, however, its worth noting that the Ferrymead area (including Business 2 and 4 Zoned land) is coastal and lies within a Flood Management Area. Flooding is likely to become worse over the next 100 years. The impact on Business 2 buildings and the community could be worse if development continues.

Figures 43 and 44 focus on both improving connections within the commercial centre and between the transport corridor, the river and estuary.



Figure 43: Perspective facing south west, showing road corridor improvements to Ferry Road through Ferrymead, including a separated cycleway and the retention of limited on street parking.

# 6.o Actions

Figure 44: This plan shows what improvements may be achieved by the Council and the owner of Business 2 Zoned land in Ferrymeade.

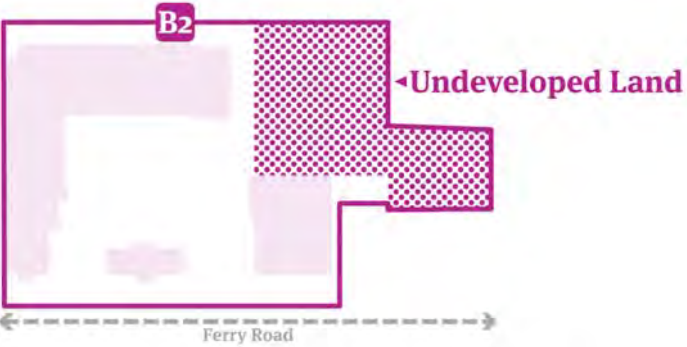
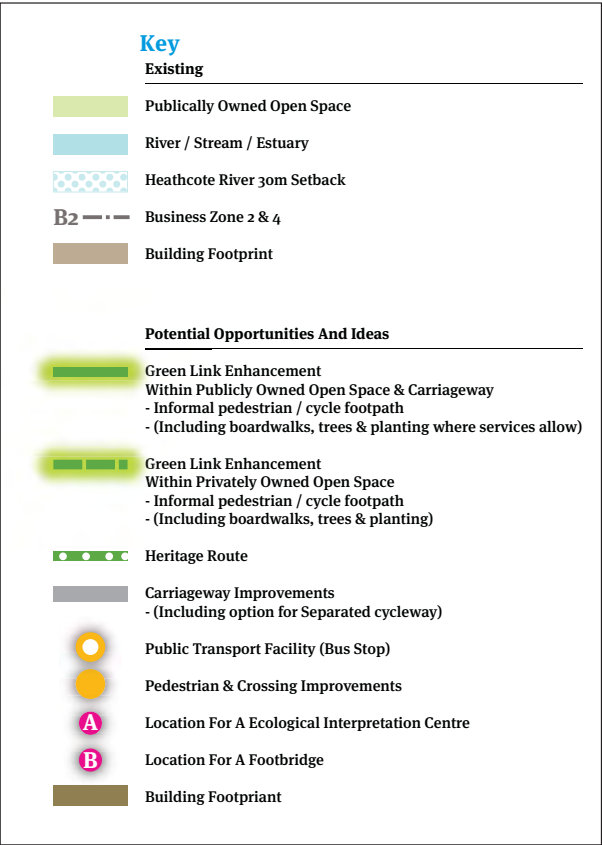


Figure 45: A diagram showing the proportion of undeveloped land currently in the Business 2 Zone.





# 6.o Actions

The ideas shown deliver the following benefits:

- More amenity planting and public space within the commercial centre (refer to Figure 46).
- Additional street trees where space is available outside the over dimension route width.
- Better pedestrian and cycling connections including:
  - ◊ Improvements within the Business 2 Zoned land, in general accordance with the adopted Outline Development Plan.
  - ◊ Planted median islands, to allow a pedestrian to cross in two stages (refer to Figure 43).
  - ◊ A separated cycle route on Ferry Road.
  - ◊ Better cycle/pedestrian connections through public open space.
  - ◊ More cycle facilities, for example cycle stands.
- Improvements to the riverside cycle path including;
  - ◊ Extra opportunities for the interpretation of historic features.
  - ◊ Enhanced riparian planting, improving appearance, mahinga kai and ecological value.
  - ◊ Better shared walking and cycling connections between the road corridor and surrounding natural environment including the river and the estuary.
- Car parking retained on the south side of the carriageway.
- Implementation of a Public Transport (on-street) “Superstop” in partnership with Environment Canterbury.



Figure 46: This illustration shows one of the sites in Figure 50 developed as a pocket green.



Figure 47: An elevation showing examples of building facades that could feature in Ferrymead.



Sample images showing potential cladding and treatments to building facades in Ferrymead’s commercial centre.





# 7.0 Implementation plan

*7.1 Strategic movement corridor (SA)*

*7.2 Local commercial centres near the Central City (CA)*

*7.3 Woolston commercial centre (WA)*

*7.4 Ferrymead commercial centre (FA)*



# 7.0 Implementation Plan

## 7.1 Strategic Movement Corridor (SA)

						Delivery against Recovery Framework Goals				
Actions	Lead	Delivery partners	Timeframe for potential start	Council cost?	Order of costs for action / measure	Transport	Economic	Community	Built env.	Natural env.
SA1: Investigate and make detailed recommendations for strategic movement corridor improvements.	Council	Environment Canterbury	Medium	Yes (Opex + Capex)	High	✓		✓	✓	
SA2: Investigate and make recommendations for an integrated, strategic open space network plan around the Ferry Road corridor. (Measures for specific areas are addressed under separate actions in W2 and F2).	Council	-	Short	Yes (Opex + Capex)	Medium	✓	✓	✓		✓
SA3: Investigate and make recommendations for plan changes and policy reviews relevant to the whole road corridor.	Council	-	Short - Medium	Yes (Opex)	Low	✓	✓	✓	✓	✓
SA4: Use the Case Management process to encourage good quality design and planning outcomes.	Council	Land owners	Immediate	Yes (Opex)	Low		✓	✓	✓	
SA5: Develop a Business Advisor role for Ferry Road / Main Road, to work with business and property owners.	Recover Canterbury	Council	Short	Yes (Opex)	Low		✓	✓	✓	

## 7.2 Local commercial centres near the Central City (CA)

						Delivery against Recovery Framework Goals				
Actions	Lead	Delivery partners	Timeframe for potential start	Council cost?	Order of costs for action / measure	Transport	Economic	Community	Built env.	Natural env.
CA1: Investigate and make detailed recommendations for movement corridor improvements for both the local road section and the arterial road sections on Ferry Road.	Council	-	Medium	Yes (Opex + Capex)	High	✓	✓	✓	✓	
CA2: Use ongoing case management process to encourage good quality design and planning outcomes on vacant sites.	Land owner	Council	Long	Yes (Opex)	Low		✓	✓	✓	
CA3: Investigate and make recommendations for a set of Design Guidelines for the local commercial centres.	Council	-	Short	Yes (Opex)	Medium		✓	✓	✓	✓
CA4: Collaborate with the Friends of Edmonds Factory Gardens to investigate and make recommendations for updating Management Plan for the Edmonds Factory Garden.	Council	Friends of Edmonds Factory Gardens	Short	Yes (Opex)	Low			✓	✓	✓

Costs indications: Low = \$0-\$100,000; medium = \$100,000- \$1,000,000; high = more than \$1,000,000	Opex = Operational expenditure
Delivery timeframes: Immediate = 0-12 months Short = 1-3 years Medium = 3-10 years Long = 10+ years	Capex = Capital expenditure

7.0 Implementation Plan

7.3 Woolston commercial centre (WA)

						Delivery against Recovery Framework Goals				
Actions	Lead	Delivery partners	Timeframe for potential start	Council cost?	Order of costs for action / measure	Transport	Economic	Community	Built env.	Natural env.
WA1: Undertake streetscape improvements in Woolston’s commercial centre, including movement corridor improvements.	Council	-	Short	Yes (Opex + Capex)	High	✓	✓	✓	✓	
WA2: Make recommendations for Woolston as part of the integrated, strategic, open space network plan described in Section 6.1, SA2.	Council	-	Short	Yes (Opex + Capex)	Medium	✓	✓	✓		✓
WA3: Develop Design Guidelines for Woolston commercial centre.	Council	-	Short	Yes (Opex)	Medium		✓	✓	✓	✓
WA4: Investigate and make recommendations for policy changes relating to Woolston as part of the City Plan review.	Council	-	Short - Medium	Yes (Opex)	Low	✓	✓	✓	✓	✓
WA5: Work with Recover Canterbury and the Business Advisor to support business owners in Woolston.	Council	Recover Canterbury, Local business owners	Immediate	Not at this stage	-		✓	✓	✓	
WA6: Engage with property owners through the case management process to support good quality design and planning outcomes.	Land owner	Council	Long	Yes (Opex)	Low		✓	✓	✓	
WA7: Investigate and make recommendations on the feasibility and potential benefits from establishing a community hub.	Council	CDHB, Pegasus Health, Land owners	Short	Yes (Opex)	Low		✓	✓	✓	

7.4 Ferrymead commercial centre (FA)

						Delivery against Recovery Framework Goals				
Actions	Lead	Delivery partners	Timeframe for potential start	Council cost?	Order of costs for action / measure	Transport	Economic	Community	Built env.	Natural env.
FA1: Undertake streetscape improvements in road reserve adjacent to Business 2 Zoned land.	Council	-	Short	Yes (Opex + Capex)	High	✓	✓	✓	✓	
FA2: Make recommendations for Ferrymead as part of the integrated, strategic, open space network plan described in Section 6.1, SA2.	Council	-	Short	Yes (Opex + Capex)	Medium	✓	✓	✓		✓
FA3: Develop Design Guidelines for the Ferrymead commercial centre.	Council	-	Short	Yes (Opex)	Medium		✓	✓	✓	✓
FA4: Work with Recover Canterbury and the Business Advisor to support business owners in Ferrymead.	Council	Recovery Canterbury, Local business owners	Immediate	Not at this stage	-		✓	✓	✓	
FA5: Review current City Plan provisions for sea level rise; make recommendations on changes to take into account areas affected by natural hazards.	Council	-	Short	Yes (Opex)	Medium	✓	✓	✓	✓	✓

Costs indications: Low = \$0-\$100,000; medium = \$100,000- \$1,000,000; high = more than \$1,000,000

Delivery timeframes: Immediate = 0-12 months Short = 1-3 years Medium = 3-10 years Long = 10+ years

Opex = Operational expenditure

Capex = Capital expenditure



*Your submission is needed to help the Council finalise the Draft Master Plan for the rebuild and recovery of commercial centres along Ferry Road.*

Please explain further your reasons for your answers in SA1-SA6:

This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal grey lines across its entire width, providing a guide for handwriting or typing. The paper itself is a clean, off-white color.

**2. Completing the tables below, please indicate in the boxes below how much you agree or disagree with individual actions included in the Draft Master Plan.**

Christchurch City Council  
Suburban Centres Programme

Draft Ferry Road Master Plan  
(Part of the Ferry Road / Main Road Master Plan)

# Submission Form

Actions	Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
<b>Local commercial centres near the Central City (CA)</b>					
<b>CA1:</b> Investigate and make detailed recommendations for movement corridor improvements for Ferry Road both the local road section and the arterial road section (refer to sub points a-g, page 30).					
<b>CA2:</b> Use ongoing case management process to encourage good quality design and planning outcomes on vacant sites (refer to sub points a-c, page 30).					
<b>CA3:</b> Investigate and make recommendations for a set of Design Guidelines for the local commercial centres (refer to sub points a-f, 31).					
<b>CA4:</b> Collaborate with the Friends of Edmonds Factory Gardens to investigate and make recommendations for updating Management Plan for the Edmonds Factory Garden, (page 31).					

Please explain further your reasons for your answers in CA1-CA4:

This image shows a full page of blank, lined paper. It features approximately 20 evenly spaced horizontal grey lines across its entire width, providing a guide for handwriting or typing. The paper itself is a clean, off-white color.



# Submission Form

Actions	Strongly Agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
<b>Woolston Commercial Centre (WA)</b>					
<b>WA1:</b> Undertake streetscape improvements in Woolston's commercial centre, including movement corridor improvements (refer to sub points a-h, page 36).					
<b>WA2:</b> Make recommendations for Woolston as part of the integrated, strategic, open space network plan described in Section 6.1 (refer to sub points a-f, page 37).					
<b>WA3:</b> Develop Design Guidelines for Woolston commercial centre (refer to sub points a-g, page 37).					
<b>WA4:</b> Investigate and make recommendations for policy changes relating to Woolston as part of the City Plan review (refer to sub points a-c, page 37).					
<b>WA5:</b> Work with Recover Canterbury and the Business Advisor to support business owners in Woolston (refer to sub points a-g, page 38).					
<b>WA6:</b> Engage with commercial property owners through the case management process to support good quality design and planning outcomes (refer to sub points a-f, page 38).					
<b>WA7:</b> Investigate and make recommendations on the feasibility and potential benefits from establishing a community hub (refer to sub points a and b, page 38).					

Please explain further your reasons for your answers in WA1-WA7:

# Submission Form

<b>Actions</b>	<i>Strongly Agree</i>	<i>Agree</i>	<i>Neither agree or disagree</i>	<i>Disagree</i>	<i>Strongly disagree</i>
<b>Ferrymead Commercial Centre (FA)</b>					
<b>FA1:</b> Undertake streetscape improvements in road reserve adjacent to Business 2 Zoned land (refer to sub points a-g, page 46).					
<b>FA2:</b> Make recommendations for Ferrymead as part of the integrated, strategic, open space network plan described in Section 6.1 (refer to sub points a-c, page 46).					
<b>FA3:</b> Develop Design Guidelines for Ferrymead commercial centre (refer to sub points a-d, page 47).					
<b>FA4:</b> Work with Recover Canterbury and the Business Advisor to support business owners in Woolston(refer to sub points a-d, page 47).					
<b>FA5:</b> Review current City Plan provisions for sea level rise; make recommendations on changes to take into account areas affected by natural hazards (refer to sub points a-c, page 47).					

Please explain further your reasons for your answers in FA1-FA5:

[illegible]



# Submission Form

**3. Which SIX ACTIONS do you think are the MOST important for achieving the overall vision in the Draft Master Plan?**

<b>Strategic Movement Corridor</b>	✓
<b>SA1:</b> Strategic movement corridor improvements.	
<b>SA2:</b> Integrated, strategic open space network plan around the Ferry Road corridor.	
<b>SA3:</b> Plan changes and policy reviews relevant to the whole road corridor.	
<b>SA4:</b> Use the Case Management process to encourage good quality design and planning outcomes.	
<b>SA5:</b> Develop a Business Advisor role to work with business and property owners.	
<b>SA6:</b> Carry out a strategic review of public toilet provisions along Ferry Road (refer to page 28).	
<b>Local commercial centres near the Central City</b>	
<b>CA1:</b> Corridor improvements for Ferry Road both the local road section and the arterial road section.	
<b>CA2:</b> Case management process to encourage good quality design and planning outcomes.	
<b>CA3:</b> Design Guidelines for the local commercial centres.	
<b>CA4:</b> Update the Management Plan for the Edmonds Factory Garden.	
<b>Woolston Commercial Centre</b>	
<b>WA1:</b> Streetscape improvements in Woolston's commercial centre.	
<b>WA2:</b> Measures for Woolston as part of the integrated, strategic, open space network plan described in Section 6.1 (page 32).	
<b>WA3:</b> Design Guidelines for Woolston commercial centre.	
<b>WA4:</b> Policy changes relating to Woolston as part of the City Plan review.	
<b>WA5:</b> Support business owners in Woolston.	
<b>WA6:</b> Case management to support good quality design and planning outcomes.	
<b>WA7:</b> Investigate establishing a community hub.	
<b>Ferrymead Commercial Centre</b>	
<b>FA1:</b> Undertake streetscape improvements in road reserve.	
<b>FA2:</b> Measures for Ferrymead as part of the integrated, strategic, open space network plan (page 32).	
<b>FA3:</b> Develop Design Guidelines for Ferrymead commercial centre.	
<b>FA4:</b> Support business owners in Ferrymead.	
<b>FA5:</b> Review current City Plan provisions for sea level rise; make recommendations on changes to take into account areas affected by natural hazards.	

#### 4. What are the best aspects of the Draft Master Plan?

Please explain why:

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins or other markings visible.

### 5. Which aspects of the Draft Master Plan need improvement?

Please explain why:

[illegible]

# Submission Form

**6. Which street design option for Woolston do you prefer and why? (refer to Figure 38 on page 40 and Figure 39 on page 41)**

☐ Prefer option 1 (keep on street parking) ☐ Prefer option 2 (separated cycle lane)

Please explain why:

This image shows a single sheet of white paper with horizontal blue or grey ruling lines. The lines are evenly spaced and run across the width of the page. There are approximately 20 lines visible. The paper has a slight shadow on its right side, suggesting it's resting on a surface.

**7. Do you have any other comments about any aspect/s of the Draft Master Plan or process?**

[illegible]

**8. What is your opinion on providing additional cycling priority measures along the whole of Ferry Road?**

This image shows a blank sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.



# Submission Form

## How to make a submission

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

**By using the online submission form at:**  
[www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)

**By emailing your submission and any attachments to:**  
[FerryRoadMP@ccc.govt.nz](mailto:FerryRoadMP@ccc.govt.nz)  
(please ensure your full name and address are included with your submission)

**By mail (no stamp required):**  
Freepost 178  
Draft Ferry Road Master Plan  
Strategy and Planning Group  
Christchurch City Council  
PO Box 73012  
Christchurch 8154

**Please make sure your comments arrive before the consultation period closes at 5pm on 28 February 2013.**

**Anonymous submissions will not be accepted.**

**By hand delivery to:**

- Civic Offices, 53 Hereford Street; or
- At the drop-in sessions

**Public drop-in sessions will be held on the following dates:**

- **Monday 11 February 2013 at Woolston Community Centre**  
Woolston Park, Ferry Road, 3.30–7pm
- **Tuesday 19 February 2013 at St Johns Anglican Church Hall**  
Corner of St Johns Street and Ferry Road, 3.30–7pm

## Contact details

Name: \_\_\_\_\_

Organisation (if representing): \_\_\_\_\_

Organisation role: \_\_\_\_\_

Postal address: \_\_\_\_\_

Postcode: \_\_\_\_\_ Phone – home/work/mobile: \_\_\_\_\_

Email (if applicable): \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

*If submissions on the Draft Master Plan are heard by the Council, do you wish to be heard?*

☐ Yes, I would like to be heard ☐ No, I would not like to be heard

*Local People and organisations can be well placed to lead or assist with the implementation of Draft Master Plan actions:*

(a) Yes, 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: \_\_\_\_\_

Christchurch City Council  
PO Box 237 Christchurch 8140  
tel (03) 941 8999 fax (03) 941 8786  
info@ccc.govt.nz www.ccc.govt.nz



# Acknowledgements

---

***Voluntary participants:***

- Avon Heathcote Estuary Ihutai Trust
- Business and property owners
- Canterbury District Heath Board
- Charleston Neighbourhood Association
- Deaf Aotearoa
- Environment Canterbury
- Ferrymead/Brookhaven Residents’ Association
- Friends of the Edmonds Factory Gardens
- Grace Vineyard Church
- Heathcote Valley Community Association
- Living Streets
- New Zealand Automobile Association
- New Zealand Fire Service
- New Zealand Police
- New Zealand Transport Agency
- Pegasus Health
- Recover Canterbury
- Roimata Community Incorporated Society
- St Annes Woolston Church
- St John’s Ambulance
- SPOKES
- Taxi Federation
- Woolston Club
- Woolston Community Association & Community Centre

***Elected Members:***

- Christchurch Mayor Bob Parker
- Christchurch City Councillors
- Hagley/Ferrymead Community Board
- Ruth Dyson – Labour MP (Port Hills Electorate)

***Consultants:***

- Carl Pascoe, Facilitator
- Janet Reeves, Context Urban Design
- Te Runanga O Ngai Tahu - Mahaanui Kurataiao Ltd

***Christchurch City Council:***

- Capital Programme Group
- City Environment Group
- Community Support Unit
- Public Affairs Group
- Regulation and Democracy Services Group
- Strategy and Planning Group







