



*Christchurch* **RETAIL  
PRECINCT  
PLAN**

*... the vibrant heart of the central city*



This report published by the Canterbury Earthquake Recovery Authority is based on work undertaken by the Retail Precinct consultant team, supported with advice from other consultants and working in conjunction with land owners and key stakeholders.

**Published in December 2014 by**  
Canterbury Earthquake Recovery Authority  
Christchurch, New Zealand

**Contact**  
Canterbury Earthquake Recovery Authority (CERA)  
Private Bag 4999, Christchurch 8140  
info@cera.govt.nz  
0800 7464 2372  
www.cera.govt.nz  
www.ccd.govt.nz

**Citation**  
Canterbury Earthquake Recovery Authority (2014).  
*Christchurch Retail Precinct Plan*.  
Christchurch: Canterbury Earthquake Recovery Authority.

**Imagery Credit**  
Cover image: Artist's impression - Cashel Mall. Source - stantialstudio.co.nz

**ISBNs**  
978-0-478-39788-8 (Print)  
978-0-478-39789-5 (Online)



**Crown copyright ©**  
This work is licensed under the Creative Commons Attribution 3.0 New Zealand licence.

**Disclaimer**  
This report, which is not a statutory document, represents a vision for the Retail Precinct as at the date of publication and is not prescriptive. Rather, the view, opinions and recommendations expressed herein aim to provide an option to achieve a coordinated approach for the Precinct.

**IN CONSULTATION WITH**  
Retail Precinct land owners and key stakeholders.

**RETAIL PRECINCT PLAN CONSULTANT TEAM**

a t h f i e l d  
a r c h i t e c t s  
l i m i t e d  
a t h f i e l d  
a r c h i t e c t s  
l i m i t e d  
a t h f i e l d



**SUPPORTED WITH ADVICE FROM CONSULTANTS:**





Re:START Mall, Christchurch. Image – CERA

# CHRISTCHURCH RETAIL PRECINCT PLAN

## Contents

### EXECUTIVE SUMMARY

### RECOMMENDATIONS

#### 01. INTRODUCTION

1.1	The Retail Precinct vision	1
1.2	Purpose of the Christchurch Retail Precinct Plan	2
1.3	Project process	3
1.4	Stage 1 baseline key findings	4
1.5	Stage 1 principles for success	5

#### 02. CONTEXT

2.1	The Retail Precinct in the city	11-12
2.2	Existing retail conditions	13
2.3	Economic drivers	14
2.4	Land ownership patterns	15
2.5	Outline Development Plans	16
2.6	Successful spaces	17-19

#### 03. SPATIAL STRATEGIES

3.1	Introduction and retail concept	23
3.2	The strategies	24
3.2.1	A clear retail setting and identity	25-26
3.2.2	A vibrant retail and complementary use mix	27-30
3.2.3	A coherent movement network	31-34
3.2.4	A quality public realm	35-45
3.2.5	An integrated retail environment	46

#### 04. BLOCK-LEVEL PLAN PROPOSALS

4.1	The vision	51
4.2	The Terrace	52-55
4.3	Cashel Square	56-59
4.4	The Triangle Centre	60-61
4.5	South East End	62-65
4.6	Lichfield South Central	66-70
4.7	South West End	71-74
4.8	Perspective	75

#### 05. IMPLEMENTATION STRATEGIES

	Potential implementation strategies	79
--	-------------------------------------	----

## CHRISTCHURCH RETAIL PRECINCT PLAN

### Executive summary

Christchurch's new Retail Precinct (the Precinct) will be the heart of the rebuilt Christchurch city centre. The Christchurch Retail Precinct Plan (the Plan) has been developed by Canterbury Earthquake Recovery Authority's (CERA) Christchurch Central Development Unit (CCDU), in conjunction with a specialist consultant team, land owners, and key stakeholders including Christchurch City Council.

The Plan is a living document. It is not prescriptive; rather, the views, opinions and recommendations expressed in this Plan aim to provide a way to achieve a coordinated approach to developing the Precinct.

The potential outcomes set out in the Plan respond to existing conditions, opportunities, and strategies for success. As developments progress, the Retail Precinct is likely to evolve.

### VISION STATEMENT

**The vision in the Christchurch Central Recovery Plan is for the central city to become the vibrant heart of Christchurch. It will draw on its rich natural and cultural heritage and the skills and passion of its people, to embrace opportunities for innovation and growth. Redevelopment will acknowledge the past and the events that have shaped the city, while reflecting the best of the new.**



Indicative laneway view. Image – Stantial Studio

## CHRISTCHURCH RETAIL PRECINCT PLAN

# Executive summary

### The purpose of the Plan

A successful Retail Precinct in Christchurch will be dependent on attracting retailers, service providers, developers, investors and, most importantly, customers back to the city centre.

The Plan has been developed to meet a number of objectives. The first objective is to establish a comprehensive strategy for coordinated development and design for the Precinct. A second and equally important objective is to provide a clear, coherent and stakeholder-tested plan that builds confidence and attracts investment and prospective retailers into central Christchurch.

From a customer perspective, the key objective of the Plan is to deliver a Retail Precinct that provides the best retail and hospitality experience in Christchurch.

As a first step in delivering these key objectives, a Stage 1 consultation process was held with land owners and key stakeholders. From this process, the following 10 principles for success were identified:

1. **memorability** of a notable destination that is distinctly different
2. **complementarity** with other parts of the city centre
3. **convenient access and connections** via a wide range of modes of transport including walking, cycling, bus and car
4. **concentration of retail activity** creating the right mix to stimulate demand and popularity
5. **a broad mix** of retailers, hospitality, commercial and supporting activities, which gives multiple reasons to visit the Precinct
6. **sustainability**, longevity and flexibility, to allow efficiency and resilience to be integrated into all development
7. **imagery and a rich aesthetic** that is diverse and authentic, drawing from the city and Precinct in a positive way
8. **a high-quality public realm** that is legible, pleasant, safe, vibrant and attractive to a wide range of people over an extended time
9. **carefully designed architecture** with building types and layouts that connect and relate to each other and the Precinct's public realm
10. **stakeholder support** so that, as the Plan is implemented, there is potential to find further synergies between parties to maximise benefits.

### Background

Prior to the February 2011 earthquake, which effectively destroyed the central city, there was an estimated 150,000m<sup>2</sup> of retail floorspace provided within central Christchurch. That floorspace was broadly distributed across the central city, but was fragmented and much of it was of relatively low quality.

The pre-earthquake offer did, however, include some strong elements that positively differentiated the central city from Christchurch's suburban malls. Some examples of these differentiators are Ballantynes department store, the pre-earthquake popular food and beverage offer along The Strip, and niche retailing at the southern end of High Street.

Re:START Mall, which opened post-earthquake in 2011, has played a critical role in enabling the continuity of the retail offer in the Precinct and the wider economic recovery of the central city. With its distinctive, colourful shipping container construction, the Mall has attracted widespread local and international interest along with positive comment from visitors to Christchurch.

However, the current retail offer within central Christchurch is very small. The main elements are: Ballantynes department store (8,000m<sup>2</sup>) which survived the earthquakes and continues to play a key role as a major retail anchor within the Precinct; the Re:START container mall which provides approximately 2,000m<sup>2</sup> of retail floorspace; and the Mid City retail centre which provides around 1,000m<sup>2</sup> of retail and office space.

Other smaller elements include retailing and hospitality to the east along High Street and a small amount of retail on the north side of Cashel Street at the South West End.

The proposed first stage of The Terrace, located at the north west end of Cashel Street on the site occupied by The Strip pre-earthquake, is currently in development. It will deliver a mix of cafés, bars and restaurants that make the most of the city's proximity to Ōtākaro/Avon River. Cashel Square has also commenced construction and will deliver a mix of office, hospitality and retail offerings.

Outside the Retail Precinct, a small new retail strip has evolved around the refurbished New Regent Street, which includes niche boutique retailers and cafés.

### Context

The Retail Precinct is one of 17 anchor projects to be delivered within central Christchurch. A number of these – the Health Precinct, the Justice and Emergency Services Precinct and the Innovation Precinct – are major office or employment uses situated within relatively close proximity to the Retail Precinct. They will therefore help to generate significant visitation, and to create a substantial local worker catchment for the Retail Precinct.

The new Bus Interchange, to be built on Lichfield Street directly opposite the southern edge of the Retail Precinct, will also bring large numbers of visitors to the Precinct each day.

Other precincts, such as the Convention Centre and the Performing Arts precincts, are important destinations for events, as well as attractions for visitors. Similarly, the Stadium will attract both local visitors and those from the broader region. Other central locations that will generate visitation include the Square and Te Papa Ōtākaro/Avon River Precinct, especially when they host events.

The accessibility and centrality of the Precinct in relation to each of these other anchor projects, and in relation to the central city generally, are key advantages that will help to support the Retail Precinct Plan. The Plan in turn will need to integrate effectively with other anchor projects, as well as with existing city infrastructure and other private developments in the central city. In that way, the Retail Precinct can become the heart of the rebuilt central city.

## CHRISTCHURCH RETAIL PRECINCT PLAN

# Executive summary

### Spatial strategies

The vision for a vibrant, diverse and coordinated Retail Precinct as the heart of central Christchurch is underpinned by five spatial strategies:

1. **a clear retail setting and identity**
2. **a vibrant retail and complementary use mix**
3. **a coherent movement network**
4. **a quality public realm network**
5. **an integrated retail environment.**

The first four of these strategies are outlined below. The last strategy, an **integrated retail environment**, will be achieved by joining these four spatial strategies.

The **clear retail setting and identity strategy** is aimed at promoting a distinctive retail setting and identity for the Precinct that differentiates it from other retailing areas in and around Christchurch. The qualities of the underlying urban structures of pedestrian and shared streets, lanes and courtyards, as well as the types of space within and their character and attractiveness, will be critical to delivering this strategy. Making best use of the differentiating features of the central city including the tram, and in particular optimising the Ōtākaro/Avon River connection, will also be important.

The primary objective of the **vibrant retail and complementary use mix strategy** is to make the Retail Precinct a unique experience so that a visit to central Christchurch to shop, dine or relax is demonstrably different and superior to a visit to any other city or to a suburban shopping centre. This objective will be achieved by the successful location and distribution of retail facilities supported by a pattern of other land uses, including office, residential and hospitality, that complement the core retail functions of the Retail Precinct.

People will travel to and from the Retail Precinct by various modes of transport, including on foot and by cycle, public transport and private motor vehicle. The redesign of the central city streets offers the opportunity to strategically locate spaces for these modes of transport that are safe, well located, accessible and people friendly for all, regardless of how people travel. The **coherent movement network strategy** and key objectives of the gazetted transport chapter of the Christchurch Central Recovery Plan, *An Accessible City*, form an integral part of the Plan and will assist in achieving this objective.

The public realm will play a major part in defining the Retail Precinct as a destination – a place to go in itself. There will be three main types of public spaces within the Precinct – streets, lanes and courtyards. These public spaces will provide a connected range of experiences and potential for a broad mix of retail activity. The **quality public realm strategy** provides a framework that will acknowledge the past and that will also re-establish and reinforce the quality of the new Precinct. This strategy aims to deliver

a precinct that is easily accessible by all and that supports *Accessible City* objectives.

### Block-level plan proposals

The vision for the Retail Precinct is divided into six blocks. Designs are informed by the design controls set out in relation to the existing Outline Development Plan proposals and through the spatial strategies summarised above.

The Retail Precinct Plan reviews each of the six proposals and provides key design guidelines by block. Guidelines reflect the consultation process and design investigations undertaken to date. They outline an option or options at the date of publication for a coordinated vision for the Retail Precinct. Some Outline Development Plans are approved and under construction; others are in the design phase or pending submission.

The six block proposals are:

1. The Terrace
2. Cashel Square
3. The Triangle Centre
4. South East End
5. Lichfield South Central
6. South West End.

**The Terrace** is located between Hereford and Cashel streets, fronting Oxford Terrace and the new Te Papa Ōtākaro/Avon River Precinct and also adjoining Cashel Square. This is a prominent first mover development, with the construction of the first stage underway. The Terrace will provide offices and a lively offering of bars and restaurants, recalling The Strip, an iconic entertainment destination which had developed organically on the same site prior to the earthquakes.

**Cashel Square** is centrally located between Hereford and Cashel streets through almost to Colombo Street. It will provide an extensive ground floor of retailing with parking above, comprising the largest commercial space offering to date within the Retail Precinct. It will provide good through access links between Cashel Mall and Hereford and Colombo streets and to The Terrace via laneways with a centralised courtyard.

The **Triangle Centre** is an iconic corner site with three street frontages, which sits on an island bounded by Colombo, Cashel and High streets. The development will have a central atrium. It is also likely to have an office focus on the upper floors with a strong fashion retail offering to reinforce a cluster with the nearby Ballantynes department store and The Crossing on the street frontages.

The **South East End** is a large land holding based around The Crossing shopping centre fronting Cashel and Lichfield streets. It is to be complemented by a group of land owners with narrow-fronted shops facing Colombo Street, and smaller-scale retailing at the triangular eastern end of the block facing High Street. This area is characterised by mixed use and a variety of lot sizes, shapes and potential building types.

**Lichfield South Central** is the area between Cashel and Lichfield streets

through to Colombo Street. The Ballantynes department store is a key component of this block, as is the Lichfield Street car park owned by Christchurch City Council. Delivery of the Lichfield Street car park is seen as playing a particularly important role in the Retail Precinct's recovery, while Ballantynes will continue to be the primary major store anchor within the new Precinct. It is recommended that within this block a sunny, sheltered courtyard, extending south from Cashel Street and close to mid-block entry to Ballantynes, be provided.

The **South West End** enjoys several locational advantages including proximity to Ōtākaro/Avon River, its position on a sunny south-western corner and a strong corner address on to Lichfield Street and Oxford Terrace, with frontage also to Cashel Street. A substantial landholding has been acquired by the Crown to facilitate a comprehensively planned solution within this block, with the Crown land adjoining landholders on smaller sites. The Crown land and adjoining sites have been reconfigured to allow Re:START Mall to continue on a relocated site, so that the original site can make way for permanent development.

### Recommendations

The recommendations provided on the next page are underpinned by the five spatial strategies and six block level plan proposals. It is fundamental to achieving an integrated retail environment that these strategies are joined together to create a successful Retail Precinct for Christchurch.

## CHRISTCHURCH RETAIL PRECINCT PLAN

# Recommendations

### 1. A clear retail setting and identity

- Establish a retail configuration that communicates the essence of the street type eg, city pedestrian mall or high-use traffic street.
- Create a retail environment within lanes and courtyards that has a more human scale and is different from the larger scales of the buildings on the outward-facing street grids of Hereford and Lichfield streets.
- Promote a retail core by establishing Cashel Street as the main street of the Retail Precinct.
- Establish development that allows for a variety of frontage widths and development sizes along various streets and lanes.
- Support larger commercial and institutional functions along Lichfield and Hereford streets.
- Recreate Colombo and High streets as traditional, accessible 'main streets'.
- Encourage the use of High Street north of Cashel Street as a key pedestrian and tram only street.
- Reinforce the area's existing and emerging positive qualities, including re-emerging retail activity, the street structure, Ōtākaro/Avon River, Cashel Mall and the tram.
- Optimise the Ōtākaro/Avon River connection by developing hospitality along Oxford Terrace.
- Locate anchor stores in key locations.

### 2. A vibrant retail and complementary use mix

- Establish a mix of uses including commercial, hospitality and retail that is not found in suburban areas in order to differentiate the Precinct from other areas.
- Support Ballantynes and Re:START as the genesis of retail revitalisation.
- Integrate residential in strategic locations including looking out over the mid-block lanes and courtyards.
- Group similar retail uses together across the Precinct, eg, adventure shops or New Zealand fashion designers.
- Create a clear hospitality focus along Oxford Terrace.
- Define a mix of use to blocks that actively promotes the character intended for this area.
- Provide an area around Ballantynes that supports speciality fashion retailers.
- Utilise the lanes and courtyard spaces for a range of retail including young New Zealand designers.
- Integrate car parking as a priority, coordinating with parking strategies across the city centre, eg, Bus Interchange.

### 3. A coherent movement network

- Signal the replacement of the Lichfield and Crossing car park buildings in a timely manner and confirm number of parking spaces available.
- Study and locate other car park buildings within the central city that will support the Retail Precinct and the wider area including consolidating them into fewer larger parks where practical, taking account of the surrounding road network capacity.
- Temporarily oversupply car parks for the Retail Precinct to encourage development and actively manage this car park supply.
- Limit on-street parking to no more than 30 minutes and prioritise mobility spaces, taxi stands, coach parking, motorcycle parking and pick-up/drop-off activities above other car parking purposes.
- Promote alternative modes of transport
- Enhance the Retail Precinct streetscape through careful design and management of street form and function, providing quality walking, cycling and public transport facilities.
- Develop, monitor and respond to land use and transport supply and demand changes over time to ensure achievement of longer-term objectives.

### 4. A quality public realm network

- Develop a pedestrian-based network of public spaces based on existing streets, and new lanes and courtyards.
- Connect physically and aesthetically with the wider central city street network, and ensure aesthetic coherence and consistency within and along streets and lanes.
- Make lanes narrower than streets but with subtle alignment shifts to contribute to quality of experience, and consistency and simplicity of paving to assist wayfinding.
- Activate the lanes and courtyards with strategically placed activity, including clusters of smaller-scaled activities at their edges.
- Give each courtyard an individual character to help create a sequence of diverse and memorable open spaces within the Precinct.
- Consider safety within the lanes and courtyards as a priority, with directness and good visual access through the blocks and strategic location of edge activities that will provide for overlook and supervision after dark. Complete Crime Prevention Through Environmental Design (CPTED) study.
- Integrate water sensitive urban design measures into the public realm.

### 5. An integrated retail environment

- Optimise integration and coordination of block-level plan proposals between land owners and developments.
- Accommodate both large and small retail operators, investors and developers.
- Provide functional necessities including services and appropriate parking and access that optimise the benefits for all Precinct operators and visitors.
- Achieve a mix of uses where the predominant ground-level retail is complemented by other uses above.
- Develop a mix of retail environments from the formality and visibility of the street grid to the intimacy, discoverability and human scale of lanes and courtyards.
- Plan buildings and open space together, considering how open spaces add amenity and value to buildings, and how the buildings define, shape and shelter the space as well as activate its edges.
- Integrate varied frontage widths and development sizes including many narrow frontages to contribute to an attractive, diverse, street-edge condition.
- Establish a pedestrian-friendly, high-quality network of streets, lanes and courtyards with features that will attract and support the public.
- Develop a coordinated townscape that supports the intended character and role of the various street types.
- Integrate sustainability measures throughout all development.

F Ballantynes

F Ballantynes

F Ballantynes

F Ballantynes







## Introduction



01.

Christchurch  
**RETAIL  
PRECINCT  
PLAN**



## 1.1 INTRODUCTION

### The Retail Precinct vision

Cities and towns are dynamic: they may expand and contract through rapid and gradual growth, decline or the impacts of catastrophic events. The emergence of a new central city retail core for Christchurch following the devastation of the 2010/11 earthquakes has already begun through the energy and commitment of land owners, investors and key stakeholders. The Christchurch Retail Precinct Plan ('the Plan') aims to build on that momentum that has been established to allow for further long-term investment and development led by the private sector.

#### VISION STATEMENT

**The vision is for the central city to become the vibrant heart of Christchurch. It will draw on its rich natural and cultural heritage and the skills and passion of its people, to embrace opportunities for innovation and growth. Redevelopment will acknowledge the past and the events that have shaped the city, while reflecting the best of the new.**

The following aspirations support this vision:

- *green city*
- *stronger built identity*
- *compact core*
- *a great place to live, work, play, learn and visit*
- *an accessible city*
- *embrace cultural values.*



Retail Precinct by Ōtākaro/Avon River, artist's impression – Image – Stantiall Studio.

## 1.2 INTRODUCTION

# Purpose of the Christchurch Retail Precinct Plan

This Christchurch Retail Precinct Plan establishes a coordinated vision for development and design of the Retail Precinct. It reflects aspirations for the future of the Precinct, helping to guide development and provide clarity to land owners, developers and key stakeholders. It provides direction for development according to a spatial framework and a set of key spatial strategies and recommendations in order to give effect to the vision of the Christchurch Central Recovery Plan (Recovery Plan).

Ongoing collaboration between land owners, developers and key stakeholders will be important in order to coordinate the intended outcomes of this Plan.

The purpose of the Retail Precinct Plan is to:

- define the development and design context for redevelopment
- integrate stakeholder interests and intentions including Outline Development Plans (ODPs), and suggest modifications to existing plans to achieve better outcomes with Precinct-wide coordination
- help build confidence and attract investment into the area by providing a clear, coherent and stakeholder-tested plan
- provide a framework that expresses the desired spatial form and structure of the Precinct, setting out how streets, spaces and built forms could emerge
- provide guidance on optimal land use patterns and mix to establish a vibrant central city and retail area
- identify the broad development capacity of the area in line with the MacroPlan Dimasi study
- define the movement network to establish an efficient mixed mode transport network and a pedestrian-friendly central city
- act as a frame of reference for both the public and private sectors and inform negotiations over the delivery of key infrastructure such as car parking
- assist Christchurch City Council (CCC) to identify growth potential, coordinate development within the central city retail core, assess outline development plan proposals, and identify potential public realm improvements.

### How to read this report

This document consists of 5 sections.

**Section 1** introduces the Plan and describes the overall vision, process of development and nature of engagement and consultation undertaken to date.

**Section 2** sets out the context for future retail development. This includes identifying the place of the Precinct in the city, an overview of retail conditions, Outline Development Plans, land ownership patterns, and economic drivers. Its final subsection, on successful spaces, is the precedent study of existing streets, lanes and courtyards, which informs the Plan's public realm strategy for the Precinct.

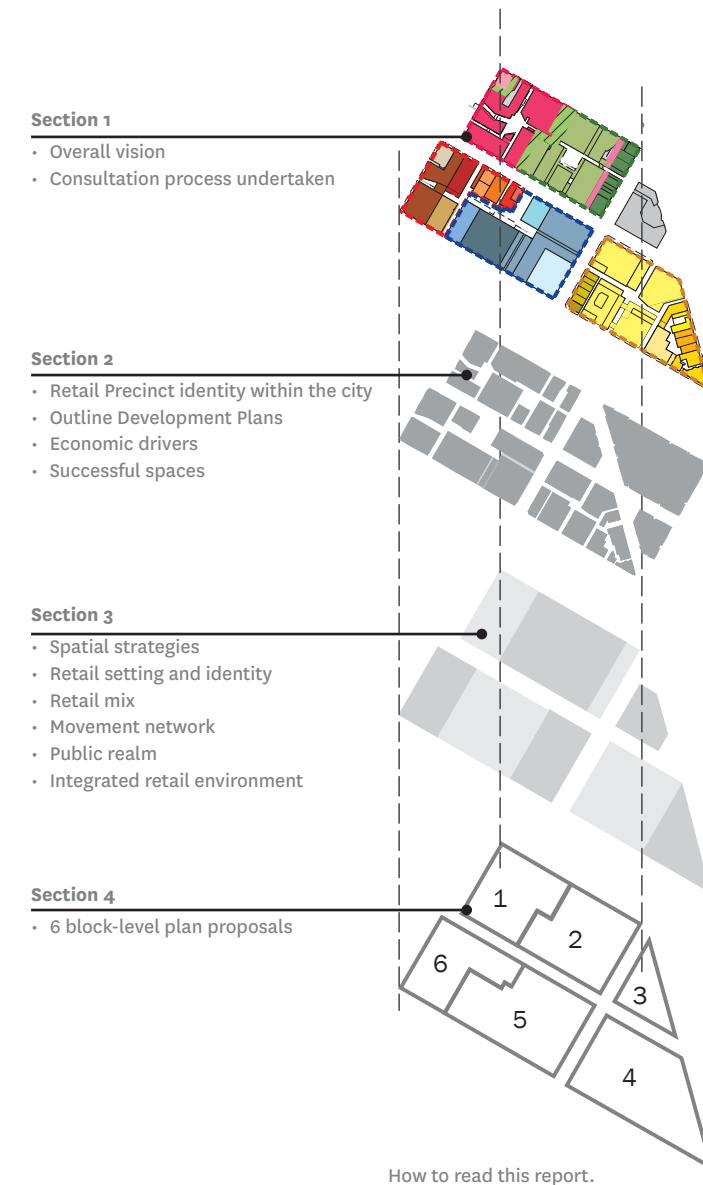
**Section 3** on the Retail Precinct spatial strategies, describes the recommended retail concept. This is followed by direction for the retail setting, the mix of retail and other uses, the movement network, the public realm, and integration across the Precinct.

**Section 4** describes the six block-level plan proposals for the Precinct. It covers the recommended planning and structure for each block, the activity within it, the bulk and form of buildings and their relationship to the public realm. All this detail has emerged from stakeholder workshops. It includes guidelines for each block that may inform future design direction.

**Section 5** describes the key potential high-level actions to assist with implementation of the Christchurch Retail Precinct Plan.

The Plan has been informed by a number of key documents that have previously been and are currently being prepared for the central city including:

- Project Central City, Central City Lanes Report – Lanes Design Guide Christchurch City Council and Boffa Miskell Ltd, July 2008
- Christchurch Central Recovery Plan – Canterbury Earthquake Recovery Authority, Christchurch City Council, Christchurch Central Development Unit and Te Rūnanga o Ngāi Tahu, July 2012
- The New Christchurch City Centre – Recommendations for the City Core MacroPlan Dimasi, July 2013
- Christchurch Central Recovery Plan – An Accessible City Canterbury Earthquake Recovery Authority, October 2013
- Christchurch Central Recovery Plan – The Blueprint Plan, Canterbury Earthquake Recovery Authority, Christchurch City Council, Christchurch Central Development Unit and Te Rūnanga o Ngāi Tahu July 2012.



Previously published key documents.

## 1.3 INTRODUCTION

# Project process

### Methodology

The Retail Precinct Plan represents the culmination of an engagement and design process over the period December 2013 to June 2014. In addition to consultant analysis, this included a collaborative work programme involving a series of design workshops and stakeholder engagement meetings. It followed previous planning work by the Canterbury Earthquake Recovery Authority (CERA) and Christchurch Central Development Unit (CCDU), and studies such as the MacroPlan Dimasi report, individual stakeholder design studies and Outline Development Plans.

### Stakeholder engagement

A process of engagement has been undertaken to enable an understanding of key issues within the Plan's area and to develop consensus across stakeholders.

The process has involved a variety of stakeholders and interested parties including private sector land owners, developers, investors and advisors, Christchurch City Council, various service departments, utilities providers and CCDU/CERA. At the beginning of the project a Stakeholder Reference Group comprising all the above stakeholders attended a 'Day One', kick-off event to inform the project from the outset. Formed as a representative sub-group, a Stakeholder Focus Group was formed and then met on a fortnightly basis.

The engagement process included:

- 'Day One', a kick-off event which identified stakeholder aspirations, values and intentions
- a series of individual consultations with stakeholders;
- a series of 3D block-modelling workshops with stakeholder groups focusing on specific parts of the Plan's area
- presentation and feedback at key points from CCDU and the consultant team to the Stakeholder Focus Group by CCDU and the consultant team.

### Project stages

The overall process for development of the project is outlined in the adjacent diagram. This identifies the role of 'pre-project' activities that have included considerable effort and investment of private sector stakeholders in preparing the respective ODPs for the area leading up to this study.

**Stage 1** focused on identifying baseline key findings by identifying issues and constraints and reviewing existing ODPs. Stakeholder engagement also identified principles for success. The outcomes of this stage are summarised in sections 1.4 and 1.5 on the next pages.

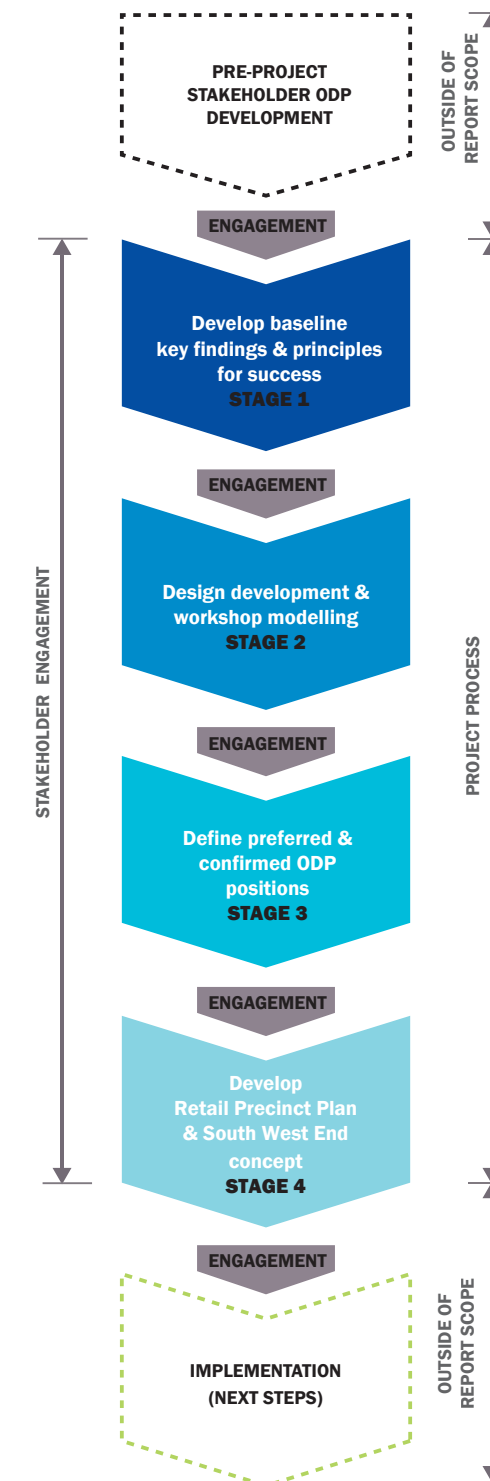
**Stage 2** involved a number of 3D block-modelling workshops with stakeholders looking at the issues around 'stitching' the ODPs together, resolving cross-boundary and alignment issues.

**Stage 3.** A preferred plan evolved that included a focus on overall block configuration, public realm and amendments to individual ODPs where options for betterment were identified. These emerging plans are described in Section 3 of this report as spatial strategies and in Section 4 as block-level plan proposals.

**Stage 4.** In parallel with the Plan the project included a more detailed design focus on the South West End block developing a concept suitable for ODP submission. This area comprises a series of smaller landholdings and owners and therefore required a coordinated approach. The South West End is the area fronting Oxford Terrace between Cashel Street and Lichfield Street; the concept is shown in Section 4.

**Outside of report scope.** Pre-project stakeholder ODP development and implementation (next steps) are both out of scope for this Plan, but it is important to note the following.

- Pre-project activities have included the considerable time, cost and effort of the private sector in developing ODP proposals leading up to Stage 1 consultation.
- An implementation strategy for the Plan is to follow, to achieve the coordinated vision.



Methodology diagram.

## 1.4 INTRODUCTION

# Stage 1 baseline key findings

Key themes and findings that emerged from Stage 1 are summarised below.

THEMES	ANALYSIS What we think	STAKEHOLDER ASPIRATIONS What we have been told	BEST PRACTICE PRINCIPLES What success looks like	ACTIONS What needs to be done
<b>Use and activity mix</b>	<ul style="list-style-type: none"> <li>Challenge of retail viability in the absence of a strong local customer base.</li> </ul>	<ul style="list-style-type: none"> <li>Mix of development including offices and residential as well as retail.</li> <li>Retail and activity clusters.</li> </ul>	<ul style="list-style-type: none"> <li>Mix of development including offices and residential as well as retail, also supported by cultural.</li> <li>Many reasons to visit.</li> </ul>	<ul style="list-style-type: none"> <li>Investigate means of integrating cultural and other activities.</li> <li>Identify placemaking initiatives.</li> </ul>
<b>Parking</b>	<ul style="list-style-type: none"> <li>Parking for all modes of travel is critical for retail viability, particularly in the short term.</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient amount of good-quality, conveniently accessible parking.</li> <li>Parking coordinated and integrated across sites.</li> </ul>	<ul style="list-style-type: none"> <li>Sufficient amount of good-quality, conveniently accessible parking.</li> <li>Parking coordinated and integrated across sites.</li> </ul>	<ul style="list-style-type: none"> <li>Implement a city-wide approach.</li> <li>Continue efforts to coordinate and integrate parking across site and Precinct boundaries.</li> </ul>
<b>Spatial structure, access and connections</b>	<ul style="list-style-type: none"> <li>The coarse street grid necessitates frequent mid-block connections.</li> <li>East-west connections to the river are important.</li> </ul>	<ul style="list-style-type: none"> <li>East-west connections to the river are important.</li> <li>Provide for access to the Precinct by different transport modes.</li> </ul>	<ul style="list-style-type: none"> <li>Convenient access and choice of connections.</li> <li>Access via a range of modes with walkability prioritised.</li> </ul>	<ul style="list-style-type: none"> <li>Investigate possibilities for pedestrian and 'shared surfaces' in mid-block lanes and spaces.</li> </ul>
<b>Laneways and mid-block open spaces</b>	<ul style="list-style-type: none"> <li>Potential exists to create an exceptional mid-block lane and courtyard environment.</li> </ul>	<ul style="list-style-type: none"> <li>Intricate laneway network, providing access and light to courtyards, adding value, and contributing to a sense of discovery.</li> </ul>	<ul style="list-style-type: none"> <li>Variety of high-quality, safe and attractive environments that complement the adjacent streets.</li> </ul>	<ul style="list-style-type: none"> <li>Integrate building form studies with scenarios for mid-block laneways and courtyards.</li> </ul>
<b>Identity and character</b>	<ul style="list-style-type: none"> <li>Authentic character will emerge from site, location and activity.</li> <li>Laneways and courtyards will be important contributors.</li> </ul>	<ul style="list-style-type: none"> <li>Authenticity of character and individuality are important.</li> <li>Precinct should be welcoming, friendly and enticing.</li> </ul>	<ul style="list-style-type: none"> <li>Imagery and an aesthetic that are rich, diverse and authentic.</li> </ul>	<ul style="list-style-type: none"> <li>Determine references that will contribute to authenticity and ingredients of a Canterbury-specific character.</li> </ul>
<b>Urban form and townscape</b>	<ul style="list-style-type: none"> <li>New build development gives maximum opportunity to create a high-quality central city townscape.</li> </ul>	<ul style="list-style-type: none"> <li>Visual diversity is important.</li> </ul>	<ul style="list-style-type: none"> <li>Buildings define positive open spaces, with sunlight and shelter.</li> <li>Street façades are modelled and designed to create visual interest.</li> </ul>	<ul style="list-style-type: none"> <li>Advocate for richness and diversity along street edges as a component of a coherent streetscape.</li> </ul>
<b>Open space and landscape</b>	<ul style="list-style-type: none"> <li>Existing documents and policies provide positive direction.</li> <li>Potential to enhance Precinct with mid-block laneways and courtyards.</li> </ul>	<ul style="list-style-type: none"> <li>This is a 'streets and lanes' environment, complemented by courtyards and the larger open space of the Square and Ōtākaro/Avon River.</li> </ul>	<ul style="list-style-type: none"> <li>Develop consistency and coherence in relation to surrounding areas, while at the same time identifying and celebrating local character.</li> </ul>	<ul style="list-style-type: none"> <li>Establish innovative approaches to the design of mid-block laneways and courtyard spaces.</li> </ul>
<b>Building design and aesthetic</b>	<ul style="list-style-type: none"> <li>Potential to showcase best of contemporary design.</li> </ul>	<ul style="list-style-type: none"> <li>Visual diversity and differentiation from shopping malls are important.</li> </ul>	<ul style="list-style-type: none"> <li>Good-quality contemporary architecture.</li> <li>Attractive frontages to the street.</li> </ul>	<ul style="list-style-type: none"> <li>Investigate how good-quality detailed design can be ensured for approved projects.</li> </ul>
<b>Sustainability</b>	<ul style="list-style-type: none"> <li>Sustainability is not an explicit requirement. It is expected that developments may consider incorporating in their designs best-practice green technologies.</li> </ul>	<ul style="list-style-type: none"> <li>None identified.</li> </ul>	<ul style="list-style-type: none"> <li>Sustainability integrated as a priority.</li> </ul>	<ul style="list-style-type: none"> <li>Investigate potential for integrating sustainability initiatives.</li> </ul>
<b>Process and delivery</b>	<ul style="list-style-type: none"> <li>Mutually beneficial cooperation between stakeholders is established and there is willingness for this to be ongoing.</li> </ul>	<ul style="list-style-type: none"> <li>Coordinated development.</li> <li>Ongoing support for Re:START.</li> <li>Potentially develop a staging plan.</li> </ul>	<ul style="list-style-type: none"> <li>Coordinated development.</li> <li>Stakeholder buy-in and ownership.</li> <li>Ongoing stakeholder input.</li> </ul>	<ul style="list-style-type: none"> <li>Potentially develop a staging plan, particularly considering car parking.</li> </ul>

## 1.5 INTRODUCTION

### Stage 1 principles for success

These principles integrate urban design, architectural and retail planning considerations, drawing together observations from the MacroPlan Dimasi retail study and the project team. They are also informed by stakeholder consultation.

#### PRINCIPLES FOR SUCCESS

Principle	Description
<b>1. Memorability</b>	<p>Memorability, being a notable destination that is distinctly different from the suburban mall and vehicle-oriented retail, and offering more in terms of ambience and retail experience.</p> <p>“Successful central city retailing does not depend on a weak or deficient suburban retail offer. Its success depends on the strength of its perceived difference. A successful, contemporary shopping experience also relies on its involvement with art, cultural exchange and providing an immersive cultural experience as well as retail.” (MacroPlan Dimasi)</p>
<b>2. Complementarity</b>	<p>Complementarity, with other parts of the city centre, allowing the Precinct to both draw from the broader central city environment and experience, and contribute to its revitalisation.</p> <p>This demands an integrated approach, considering the wider city patterns of traffic movement, parking, public open space and destinations and links to the activities across the street and in the areas on the periphery of the Precinct.</p>
<b>3. Convenient access and connections</b>	<p>Convenient access and connections, via a wide range of modes, but prioritising walkability in conditions of safety and convenience, parking provision and unobtrusive means of servicing.</p> <p>Walkability is integral to a successful central city. Even if people travel by vehicle to reach a destination, once they are there, they will be on foot. This necessitates a high-quality public realm and strategically placed local connections through the blocks linked to and supporting the street grid, some of which might also accommodate servicing. Retail benefits from the ‘movement economy’ of passing traffic, and car parking is critical at this stage before there is a large local constituency. The Precinct must be a destination in order to attract customers.</p>
<b>4. Concentration of retail activity</b>	<p>Concentration of retail activity, creating the right conditions for demand and popularity, with a clustering of related activities to create a number of complementary destinations.</p> <p>In order to achieve local facilities and services and the ongoing vitality of a successful retail area, a concentration of diverse activities, destinations and attractions should be developed. A critical mass is necessary; more is better, enabling various facilities to support each other and creating a concentration of complementary activities.</p>
<b>5. A broad mix of retailers</b>	<p>A broad mix of retailers, hospitality, commercial and supporting activities which gives multiple reasons to visit the Precinct.</p> <p>The retail mix of the central city must go beyond what is available in the suburban malls. The non-retail elements of the central city environment must not be forgotten – in particular the strong presence of the city’s arts and cultural life. Inclusion of local service retail, recreational and community facilities reduces travel and increases convenience. Furthermore, it is economically beneficial. There should be many reasons to visit, linger in and return to the central city.</p>

## 1.5 INTRODUCTION

# Stage 1 principles for success (continued)

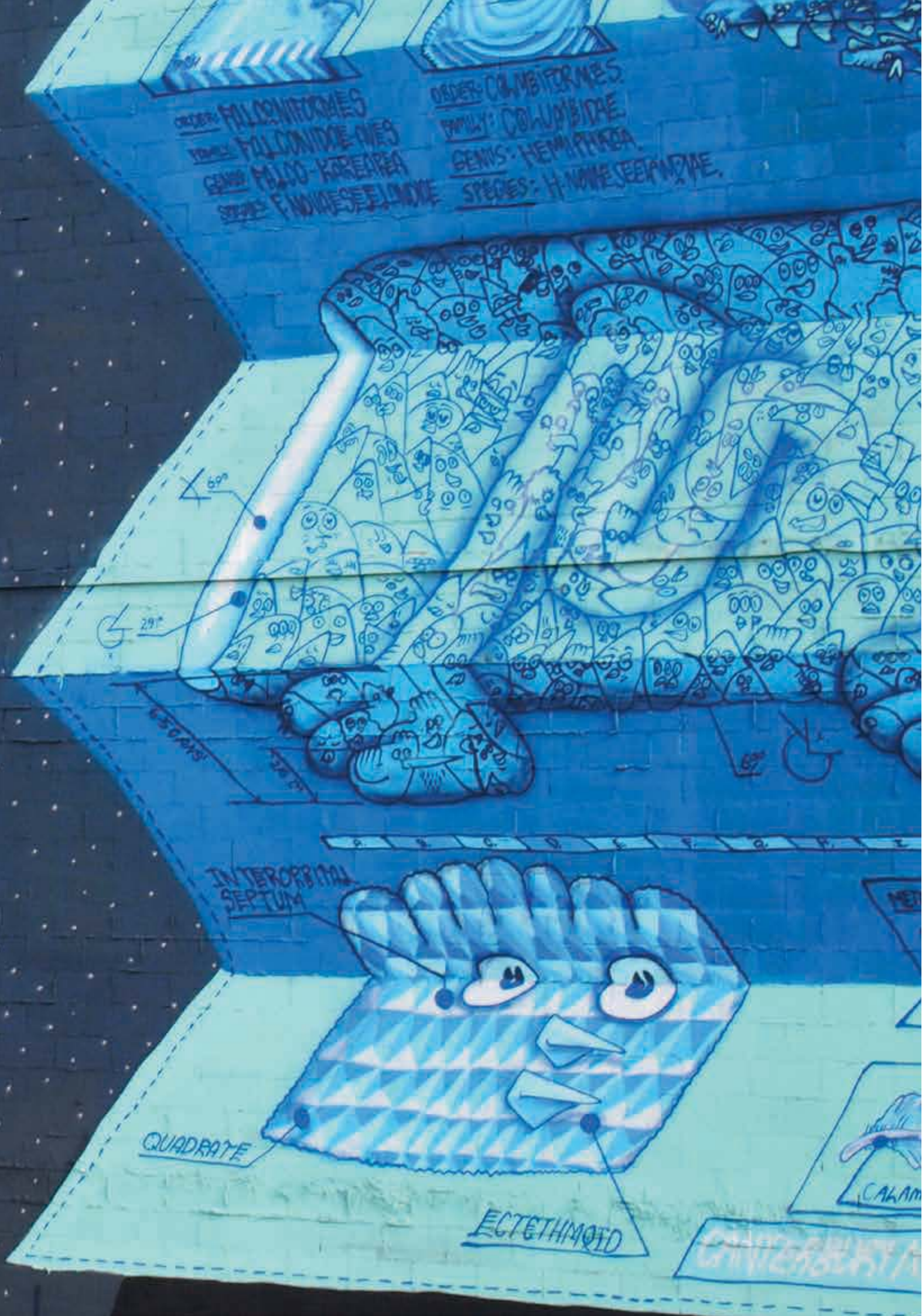
These principles integrate urban design, architectural and retail planning considerations, drawing together observations from the MacroPlan Dimasi retail study and the project team. They are also informed by stakeholder consultation.

### PRINCIPLES FOR SUCCESS

Principle	Description
<b>6. Sustainability</b>	<p>Sustainability, longevity and flexibility, to allow for efficiency and resilience integrated into all development. The Retail Precinct should be able to change and develop over time, but on the basis of key ingredients and structural characteristics that are resilient and provide for the long term.</p> <p>Quality environmental design and energy efficiency contribute to long-term resilience and attractiveness. Smart building planning and design of parking and servicing will readily support change within floor plates and change of building use or use configuration. Anticipating and providing for future additions or redevelopment helps to ensure ongoing vitality and responsiveness to changing retail demands and tenant profiles.</p>
<b>7. Imagery and an aesthetic that are rich, diverse and authentic</b>	<p>Imagery and an aesthetic that are rich, diverse and authentic, drawing from the characteristics of the Retail Precinct and the city in a positive way.</p> <p>A successful central city retail core must deliver a thoroughly authentic experience. This requires drawing on an understanding of place and history as well as responding to the special and unique character of the activities that are provided for. It includes developing special local character areas, for example, the Ōtākaro/Avon River edge and The Terrace, Cashel Mall, and a mid-block lanes environment. It should also consider city-wide patterns of landscape and may involve expressing and celebrating city resilience and rebirth following the earthquakes, through design.</p>
<b>8. A high-quality public realm</b>	<p>A high-quality public realm, which is legible, pleasant, safe, vibrant and attractive to a wide range of people over extended periods.</p> <p>The presence of people is the 'life force' of central city retailing, and people visit environments that are both attractive and enticing to the user. Facilities and amenities that are user friendly like those found at the malls but in an open public realm environment should be considered. There should be places for people to sit and a range of streets, lanes and courtyard spaces.</p>
<b>9. Carefully designed architecture</b>	<p>Carefully designed architecture, with floor layouts, building types and connections that are relevant to types of use and include a concentration of human-scaled activity at the street edge which relates well to the public realm.</p> <p>High-quality architecture contributes to the quality, coherence and aesthetic appeal of the townscape. Architectural diversity should counter and contrast with traditional shopping mall design. Good design will establish an image of quality and will include shaping, scaling and modelling building forms to contribute to a pleasant experience for Precinct users. Frequent building entries to enable activities happening inside to be viewed will encourage pedestrian flows.</p>
<b>10. Stakeholder support</b>	<p>With stakeholder support, as the specific proposals and public realm are implemented, there is potential to find further synergies, and unite different sites and individual owners to maximise benefits, collectively as well as individually.</p> <p>It is necessary to create an overall plan or strategy that captures the aspirations of the Retail Precinct and that has the support of all parties. The success of this strategy into the future will rely on an appropriate group of appointed stakeholder representatives that will first facilitate coordinated development, and then promote and effectively manage the Retail Precinct in the long term.</p>









## Context



02.

*Christchurch*  
**RETAIL  
PRECINCT  
PLAN**



## 2.1 CONTEXT

### The Retail Precinct in the city

The Retail Precinct cannot function in isolation and will be an important component of the wider city centre regeneration. The process has therefore considered the wider context. This encompasses other anchor projects and reflects the function of streets such as Victoria and Colombo as key arteries with a retail function. Without this wider definition the Retail Precinct would become stranded and constrained by surrounding anchor projects rather than supported by and integrated with them.

#### Relation to other anchor projects

The Retail Precinct is one of 17 'anchor projects'. Three of these (the Health Precinct, the Justice and Emergency Services Precinct, and the Innovation Precinct) are major office or employment uses and will help to generate footfall and local catchment for expenditure in the central city retail core.

The Bus Interchange represents the only significant public transport hub in immediate proximity to the Retail Precinct, and will generate variable flows of pedestrians across the Precinct throughout the day. Land uses associated with the Bus Interchange will include transport-related retail edging on Lichfield Street and extending south along Colombo Street. The Central Library will act as a hub for community-based activities, and can also be expected to contribute to the daily use of the Retail Precinct.

The Convention Centre Precinct and the Performing Arts Precinct are important destinations for events that will attract both day and evening foot traffic. The Stadium will attract intermittent event-focused use. These anchor projects will provide pedestrian flows and promote tourism within the Retail Precinct and surroundings. Hospitality should directly benefit from the new Stadium patronage.

The Square and Te Papa Ōtākaro/Avon River Precinct will be used daily as public spaces. There will be 'flow on' from these areas to the Retail Precinct, with a 'higher foot traffic count' when these spaces hold events that attract crowds.

Anchor projects adjoining the Retail Precinct



3. Te Papa Ōtākaro/Avon River Precinct. Image – CERA



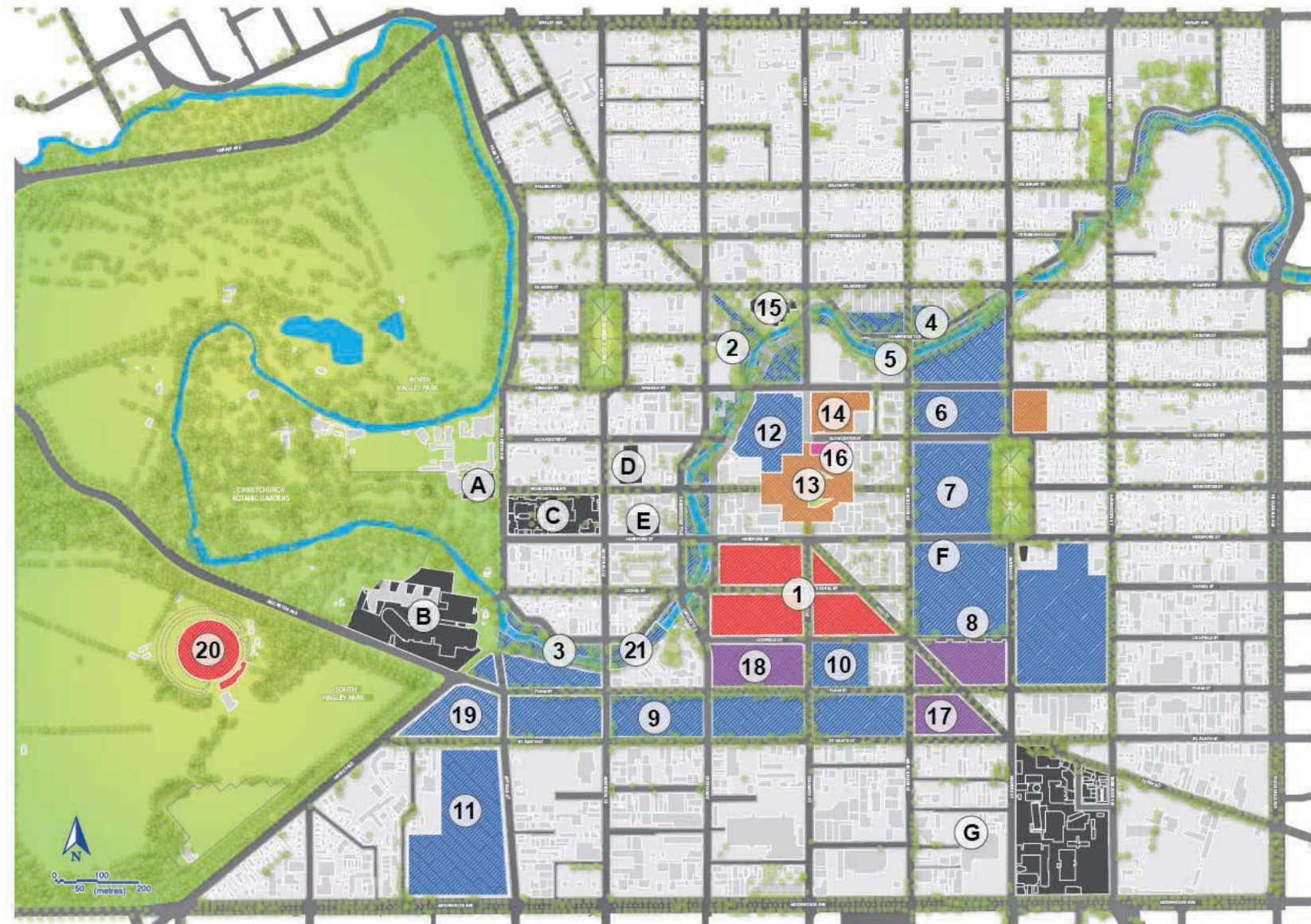
7. East Frame. Image – CERA



10. Bus Interchange. Image – CERA



18. Justice and Emergency Services Precinct. Image – CERA



Anchor projects and precincts map – Part section of the CCDU Blueprint Plan, July 2014.

Accurate at date of publication.

#### LEGEND

- CERA-led anchor projects
- CCC-led anchor projects
- CERA and CCC-led anchor projects
- Te Rūnanga o Ngāi Tahu-led anchor projects
- Private sector-led anchor projects
- Other public sector-led anchor projects
- Existing landmarks

#### LEGEND

- |  |   |                             |
|--|---|-----------------------------|
| 1. Retail Precinct/Re:START Mall       | 12. Convention Centre Precinct              | A. Canterbury Museum        |
| 2. Te Puna Ahurea Cultural Centre      | 13. The Square                              | B. Christchurch Hospital    |
| 3. Te Papa Ōtākaro/Avon River Precinct | 14. Performing Arts Precinct                | C. Arts Centre              |
| 4. North Frame                         | 15. Town Hall                               | D. Christchurch Art Gallery |
| 5. Margaret Mahy Family Playground     | 16. Central Library                         | E. CCC Civic Offices        |
| 6. 'Breathe' Residential Demonstration | 17. Innovation Precinct                     | F. Transitional Cathedral   |
| 7. East Frame                          | 18. Justice and Emergency Services Precinct | G. CPIT Campus              |
| 8. Stadium                             |   |                             |
| 9. South Frame                         |   |                             |
| 10. Bus Interchange                    |   |                             |
| 11. Metro Sports Facility              |   |                             |

## 2.1 CONTEXT

# The Retail Precinct in the city

### Relation to broader retail context

The adjacent diagram represents indicative growth of retail in the context of the anchor projects and the wider central city. The accessibility and centrality of the Retail Precinct will benefit from close proximity to other major destinations across the central city. A critical factor for the success of the Retail Precinct is that it integrates with anchor projects, existing civic infrastructure and other private developments in the central city as these develop. The Retail Precinct can unite these surrounding destinations by creating a vibrant central city retail core.

### Site characteristics

The Christchurch Retail Precinct site comprises 8.6 hectares at the centre of the city, located south of the Square. The definition of the area is established in the Blueprint Plan for the central city.

It is characterised by:

- the location of Cashel Mall at its central spine
- proximity to the Justice and Emergency Services Precinct and Bus Interchange that are located along the southern edge of Lichfield Street
- Hereford Street to the north which will function primarily as a commercial street
- Te Papa Ōtākaro/Avon River Precinct as a significant landscape buffer and asset to the west
- High Street, a strong diagonal link that should be promoted as a double-sided retail environment establishing connections to the east
- a relationship to the Square
- connection and integration with the surrounding traffic network.



1. Victoria Street. Image – CERA



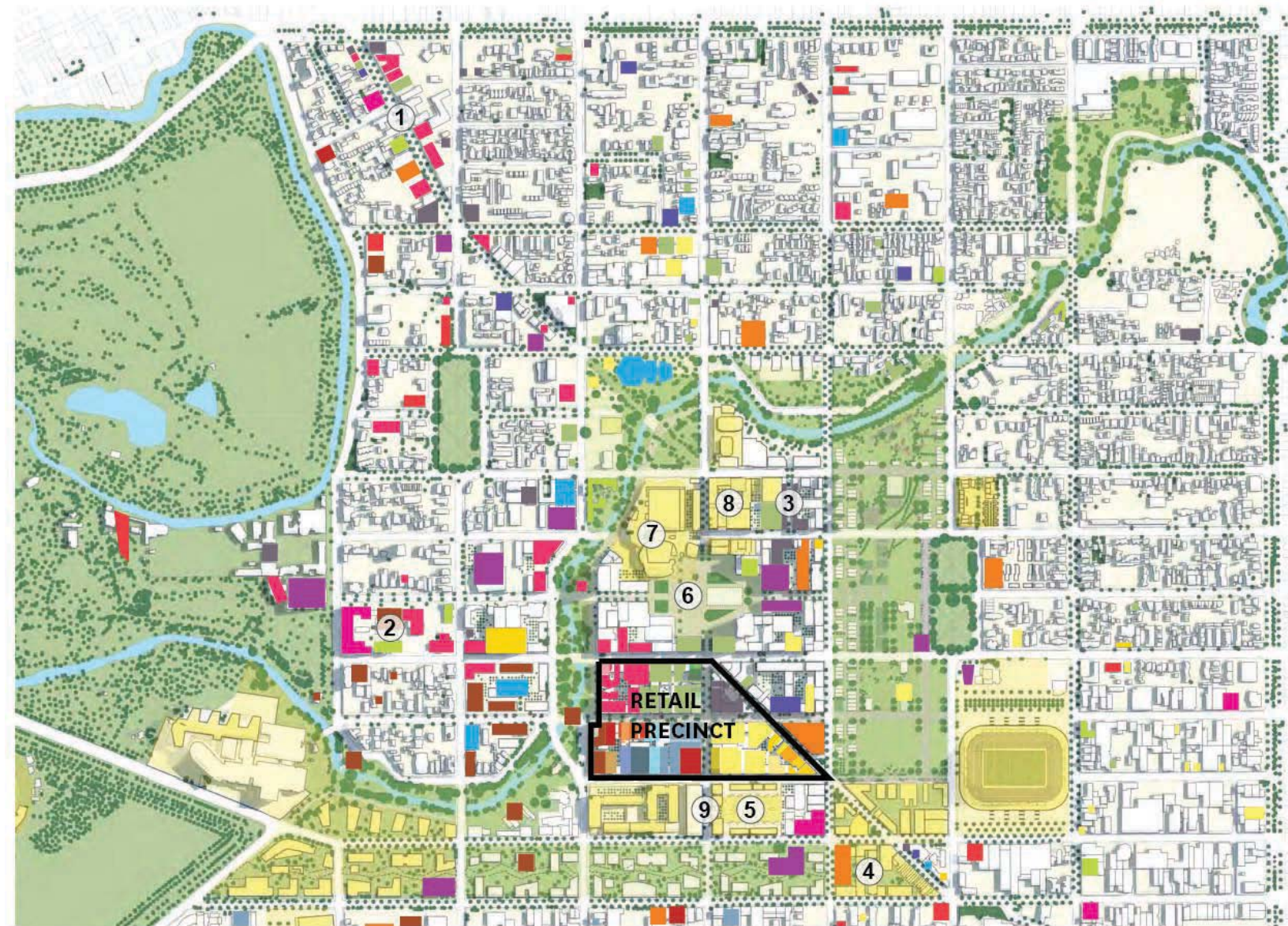
2. The Arts Centre. Image – CERA



9. Colombo Street South. Image – CERA



3. New Regent Street. Image – CERA



Retail growth in the central city (Blueprint Plan). Image – CERA

#### LEGEND

1. Victoria Street
2. Arts Centre, Museum and Gallery
3. New Regent Street
4. Innovation Precinct
5. Bus Interchange
6. The Square
7. The Convention Centre
8. Performing Arts Precinct
9. Colombo Street South

## 2.2 CONTEXT

### Existing retail conditions

The central city has historically been an area of concentrated economic activity and the centre of the transport network. The historic arteries of Cashel, Lichfield, Hereford, High and Colombo streets functioned as principal organising features of Christchurch's pre-quake core urban environment. Cathedral Square was a natural and planned centre and focal point of the city centre but lacked activation through appropriate adjacent uses and activities.



Historic retail development, High Street 1870.

#### Pre-earthquake retail offer

Prior to the earthquakes the existing retail offer in the Christchurch central city was fragmented, and as a result failed to compete effectively with the suburban malls. The pre-earthquake offer did include some strong elements that were positive differentiators from the malls, for example, Ballantynes, hospitality along the Strip, and emerging, quirky, niche retailing, including young, hip fashion at the southern end of High Street. Overall, however, the central city was struggling as a retail



Pre-earthquake retail offer (Cashel Mall). Image – CCC

destination. The retail offer was not sufficiently differentiated from the suburban malls in terms of the mix of retailers, and lacked the convenience and car parking of the malls. With Cashel Mall and other streets exposed to the easterly wind, the city centre was also compromised in terms of comfort. Many of the retail spaces were average in quality and confined by existing floor plans. Retail was also dispersed over a large area. MacroPlan Dimasi estimated there was about 150,000m<sup>2</sup> of retail floor space broadly distributed across the central city (within the four avenues), and about 25,000–30,000m<sup>2</sup> within the central city retail core.

All of the above was reflected in very low rent levels in many places, with low foot traffic, poor sales, and therefore no incentive to reinvest in and improve facilities.

#### Current retail offer

The earthquakes effectively destroyed the central city, including most of the retail. Ballantynes and a scattering of nearby buildings survived, but essentially there was no retail in the central city in the period immediately following the February 2011 earthquake. Today, there has been some re-establishment of retail, and the mix includes:

- Ballantynes (8,000m<sup>2</sup>) department store, a major retail anchor that is critical to the success of the Precinct
- the Mid City retail centre (1,000m<sup>2</sup>) adjacent to Ballantynes, which includes the CCC Rebuild Central Office and the ANZ Bank
- Re:START Mall (approximately 2,000m<sup>2</sup>), which includes retail, hospitality and a mix of speciality fashion and leisure tenants, as well as some banks
- existing retail along north Cashel Street – Quake City and some fashion retail at the south west end of Cashel Street
- some retailing along High Street, from Cashel to Lichfield streets, including the Strange's Building, cafés/bars, take-away food retailers and a few other shops.

The proposed first stage of The Terrace development located at the north east end of Cashel Street is currently in development. This offer will include a mix of cafés, bars and restaurants – which make the most of the site's proximity to Ōtākaro/Avon River. This site was formerly known as 'the Strip' and had a strong focus on hospitality-type retail pre-earthquake. Cashel Square and The Terrace are also under construction and will offer a mix of retail, hospitality and office uses.

Further afield and beyond the Retail Precinct, a small new retail strip has evolved around the refurbished New Regent Street, which includes niche, boutique retailers, and cafés.

#### Re:START

Re:START Mall opened post-earthquake in 2011 and has played a critical role in enabling the continuity of a retail offer in the Retail Precinct and the wider economic recovery of the central city.

This quality retail presence should be maintained in the central city throughout the transition from temporary installations to permanent developments. If the timing of development is not carefully managed, the gap between temporary and permanent developments may affect the public's confidence in the central city to provide a desirable retail destination, and will affect businesses, such as the tourism sector, that are reliant on a central city retail offer.

Re:START was relocated from the northern side of Cashel Mall to Crown and privately owned land on the southern side of Cashel Mall in mid June 2014 to make way for permanent development to progress. The relocation means that Re:START is able to continue trading for a further 12–24 months whilst permanent development is completed. Thereafter, retailers will be able to transition into permanent sites.



Re:START Mall, relocated June 2014. Image – CERA



Re:START Mall, relocated June 2014. Image – CERA

## 2.3 CONTEXT

# Economic drivers

### Population growth

The most recent population projections produced by Statistics New Zealand show the greater Christchurch population is expected to grow by about 4,000 people per year over the next 15–20 years at an average growth rate of 0.8–0.9%.

Population growth in the inner city is expected to be much stronger, at an average rate of 3–4% per annum, to almost double over the next 15–20 years. These projections assume that the inner city residential market grows gradually as sites are released to market. It is possible that this population could grow much larger and more quickly if significant volumes of high-density residential development are able to be delivered in short time periods.

### Market segments

Five broad customer segments underpin demand for central city retail facilities: central city workers; inner city residents; visitors to the central city including domestic and international tourists; students; and suburban residents.

The extent to which any retail facility in a central city location will serve each or all of these various customer segments depends on a combination of factors. The most important of these factors are the scale and composition of the facility, its location, accessibility and catchment area.

All of these market segments contribute to the overall market for retail but, more importantly, they will influence the type of retailing that can and should be provided.

These are the same market segments that were serviced by the pre-earthquake retail offer. However, the outcome sought for the new Retail Precinct differs from the pre-earthquake situation in the following significant ways.

- The pre-earthquake central city retail generally held limited appeal for suburban residents. The new Retail Precinct should provide compelling reasons for all of these customer segments to visit, shop, dine and be entertained by offering a point of difference from suburban malls.
- The number of inner city residents was very limited, since inner city residential development has historically been minimal in Christchurch. The number of inner city residents should increase substantially as an integral part of reconstruction and regeneration, although this will take some time.

### The retail environment

A number of general factors have shaped the New Zealand retail environment following the global financial crisis.

- There has been a general squeeze on non-food retailing, especially department stores, discount department stores (average growth in the past five years 0.8% p.a.) and fashion/footwear retailers (average growth 1.6% p.a.) – and particularly in the mid-market segment. These growth rates compare with total retail sales growth of 2.4% per annum. Food retailing, including dining, has however continued to grow steadily. Average growth in food (including supermarkets) has been 4.1% per annum and food catering (eg, dining) has grown by 3.3% per annum.
- An online threat to a number of retail categories has emerged, including to department stores, discount department stores and fashion stores. However, this threat has been mitigated by bricks and mortar retailers who are responding with improved online systems, providing a real multi-channel experience.

In central areas of other cities of New Zealand (eg, High Street in central Auckland and Nuffield Street and Osborne Street in Newmarket) there has been a steady emergence of trendy/edgy fashion, much of it showcasing young New Zealand designers and small, modern dining/take-away food offers. These have provided a real point of difference to suburban malls, and even to 'traditional' central city offers. Furthermore, typical rental levels at the suburban malls are much higher than the levels likely to be sought initially for new inner city retailing.

In Christchurch, suburban malls have generally remained strong, including Northlands and Riccarton, while The Palms has recovered well from earthquake damage. Eastgate has found it more challenging to recover due to the level of earthquake damage it sustained.

Initially, Christchurch's central city will need functional, convenient retailing to meet needs of a growing workforce including construction workers, as well as the needs of visitors and inner city residents as the city is re-inhabited over time. These customer segments will also support dining, which will be another attraction for visitors from the suburbs. Beyond that, the Retail Precinct should aim in the first instance to minimise duplication of the mass-market, middle-market, budget segment retailers that are represented in all of the malls. Central Christchurch should seek out boutique and specialist retailers similar to those in High Street in central Auckland, and Nuffield and Osborne streets in Newmarket. Ideally, the mass-market retailers would follow on from these.



## 2.4 CONTEXT

### Land ownership patterns

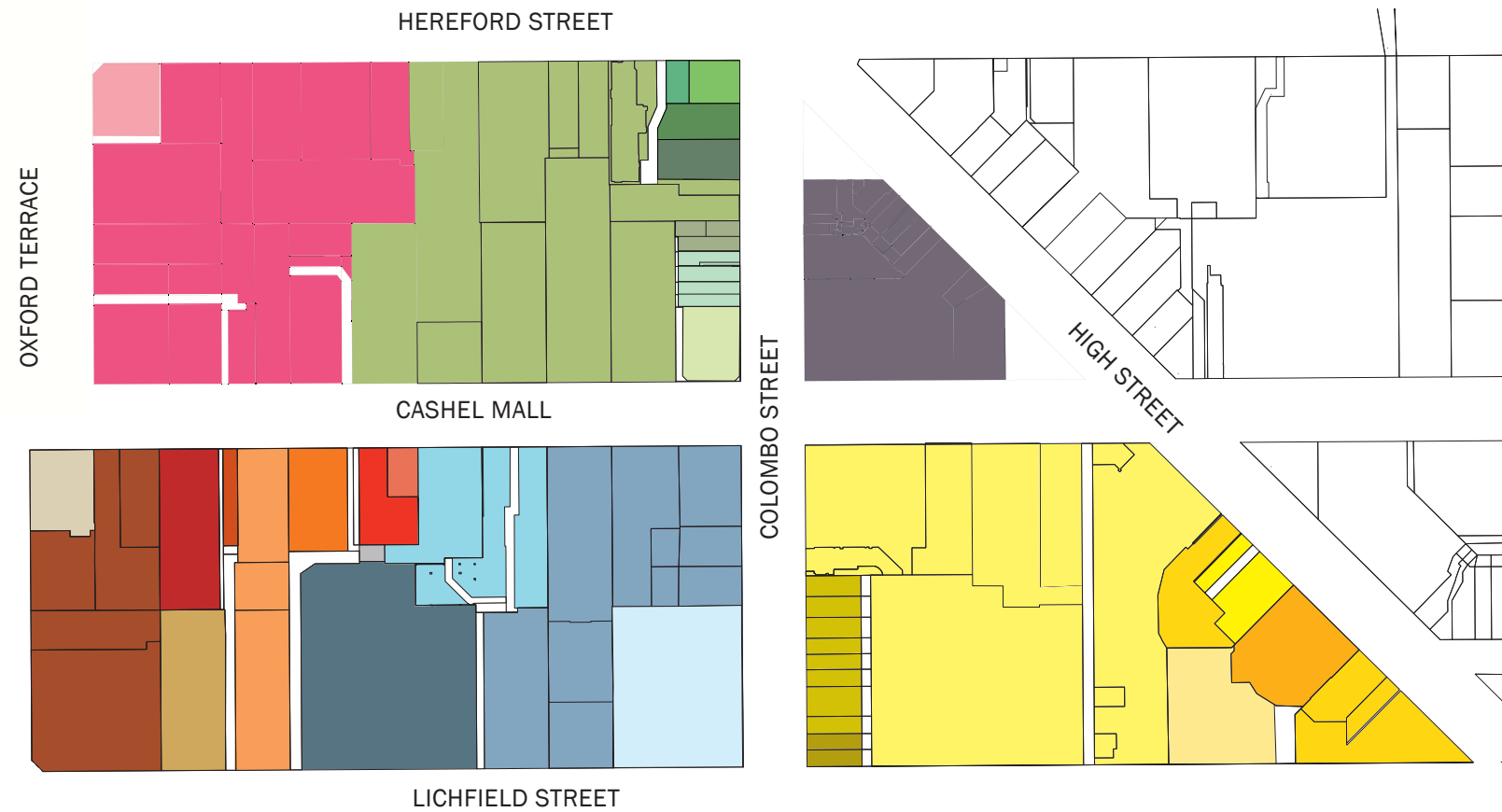
Land ownership patterns determine the scale of individual developments, and the consequent look and feel of the area, including the width of building frontages and both architectural and retail diversity. Site size, and the willingness of adjoining owners to work together, also contribute to the potential to coordinate and integrate developments.

#### Pattern of ownership

There is a range of different-sized land parcels in private ownership in the Retail Precinct, along with parcels owned by the Crown and Christchurch City Council. Large land parcels allow comprehensive development; however, they also necessitate consideration of scale and diversity in order to contribute to streetscape quality and retail vibrancy.

Small landholdings with relatively narrow street frontages contribute to frequent entries, diversity and richness along the street edge. These are primarily in three areas, fronting parts of Colombo Street, the south side of Cashel Mall between Oxford Terrace and Colombo Street, and at the eastern end of the Precinct along High Street.

Several parcels of land are in public ownership, and these offer an opportunity to strategically locate activity and achieve coordination with other sites. The Plan makes recommendations for the CCC Lichfield Street car park site, as well as the Crown-owned land in the South West End.



Patterns of land ownership in the Retail Precinct.

#### LEGEND

- The Terrace and 76 Hereford Street
- Cashel Square and Colombo Street land owners
- The Triangle Centre
- The Crossing and Colombo/Cashel and High Street land owners
- Ballantynes, Mid City, The Guthrey Centre and Lichfield Street car park
- Various land ownership in the South West End

## 2.5 CONTEXT

# Outline Development Plans

Outline Development Plans (ODPs) are the mechanism established within the Christchurch City Plan to achieve coordinated planning and fast-track consents for reconstruction on sites with an area of not less than 7,500m<sup>2</sup> within the Retail Precinct. The aims of this approach are to ensure comprehensive development, catalyse early recovery and encourage integrated development, reduce development costs, improve amenity and pedestrian connection, and achieve economies of scale. Following approval of an ODP, a further application for resource consent is then made to CCC for each stage or building element within that development.

Decisions on both ODPs and the resource consent applications that follow are made by a board which is a delegated committee made up of CERA, CCC and Ngāi Tahu representatives.

ODPs relating to the area of the Plan are described on an individual basis in the Stage 1 report. The nine existing consented ODPs are:

- The Terrace
- Cashel Square
- The Triangle Centre
- BCG Alliance
- Guthrey Holdings
- One Commerce Square
- Leighs Construction
- The West End
- Goodman Westpac.

As part of developing this Plan, each of the ODPs was assessed on its own merits against good urban design and placemaking practice. This assessment highlighted the wide-ranging variety and quality of the proposals as well as the variation of the content of the ODP submission itself. After this assessment, the following factors were identified for further consideration:

- movement network: lane design, courtyard design, street frontage approach (consideration of lane and courtyard design are particularly relevant in most cases)
- parking and service: coordination of access points, parking provision
- character areas: cohesive approach to the type of environment being created
- block edge: building frontage at ground and upper levels, aesthetic, sun, shade
- environment and user comfort: orientation and scale of routes and spaces, active edges, overlooking.

### Summary of design controls

The full set of development standards and assessment criteria that apply within the Retail Precinct are described in the Christchurch City Plan. In summary, the key controls relating to ODP development include:

- central city rules
- two north-south lanes required per large block
- shared access points for car parking
- public open space within each ODP
- natural light into open space within the ODP
- interrelation with other ODPs on adjoining land
- verandas on all streets including Cashel Mall but not lanes
- 28m maximum building height
- 21m maximum boundary edge height
- 17m maximum boundary edge height along north edge of Cashel Mall.

### Other key central city design controls are to:

- build to 100% on all street boundaries
- actively engage with the street
- allow one vehicle crossing per site
- reinforce site context
- take account of nearby buildings
- emphasise corners
- apply principles of Crime Prevention Through Environmental Design (CPTED)
- consider landscape, weather protection, shade
- allow retail, residential, commercial and limited large-format retail
- require any buildings not to road boundary to have 2m-deep landscape strip and 1 tree every 10m
- have a minimum 10m depth for ground floor buildings along street edges
- have a 45% recession plane off road boundary height
- require a minimum height of ground and two floors above
- locate car parking to rear.

Both the existing ODPs and the design controls that apply play an important role in developing this Plan.

### Developments under construction

Of the nine ODPs, three are now under construction, namely The Terrace, Cashel Square and The Triangle Centre. It is noted that a change of ownership of The Triangle Centre resulted in an updated ODP design.



The Terrace. Image – Hereford Holdings Ltd



Cashel Square. Image – Lichfield Holdings Ltd

## 2.6 CONTEXT

# Successful spaces

### Lessons from good practice

This study presents a series of relevant good-practice precedents of streets, lanes and courtyards from similar retail environments in New Zealand, Australia and the United Kingdom. It provides a benchmark for the qualities required for a successful public realm network in Christchurch.

A high-quality public realm is one of the spatial strategies in Section 3. Furthermore, the Stage 1 study for the Plan established the stakeholder aspiration for lanes and mid-block open spaces. This hierarchy of spaces will establish a finely scaled and intricate network of lanes and courtyards, which contrasts with the larger street grid. By varying lane widths and courtyard sizes, there is the potential to create individuality and vibrancy.

Christchurch City Council's 2007 *Central City Lanes Report: Lanes Design Guide* completed pre-earthquake had identified the value of lanes as "unique and complex places within the city". Although the motivation for the report – that the lanes that were "home to many warehouses and factories" were suitable for adaptation for "a thriving entertainment and retail precinct" – is now out of date in post-earthquake Christchurch, the opportunity for this spatial type remains.

The following case studies are analysed to understand how lanes and courtyards work, how often they occur in the matrix of streets, what widths and sizes are appropriate, how they are activated and what amenity they provide.



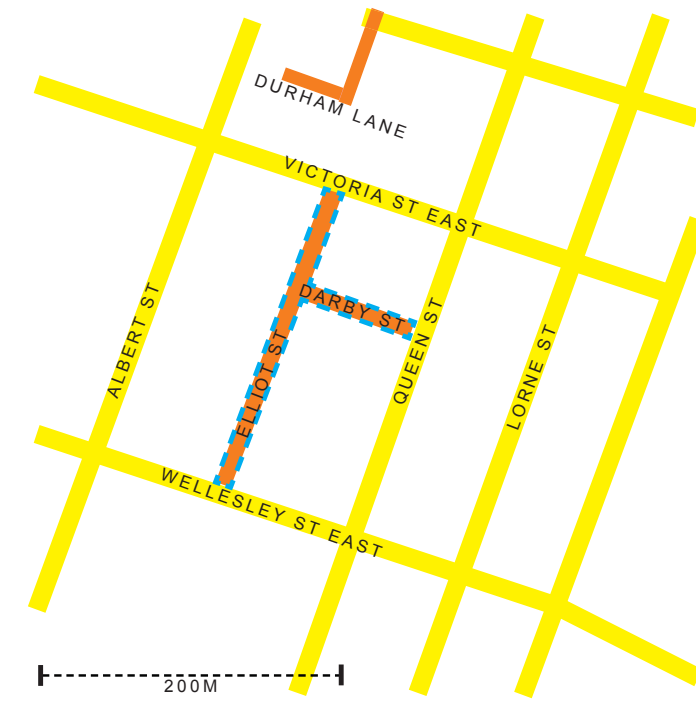
Elliot Street, Auckland: a simple palette of materials and furniture creates a de-cluttered, generous sense of space. Image – By wfeiden (Flickr: Elliot Street grand opening) [CC-BY-SA-2.0], via Wikimedia Commons

### Elliot and Darby streets, Auckland

Elliot and Darby streets are recently completed shared spaces in central Auckland, part of a growing network in the central city. They demonstrate the successful use of shared spaces in New Zealand, and are a suitable precedent for the lanes that accommodate both service vehicles and pedestrians in Christchurch's Retail Precinct.

#### Key qualities

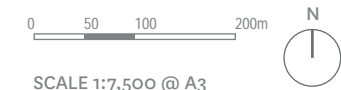
- Applies a concise palette of materials and furniture.
- Palette of materials and furniture de-clutters space while giving a unique sense of place.
- Stone paving creates a high-quality, textured ground plane, and the small paving size readily accommodates level changes.
- Spatial demarcation is through texture change, drainage elements and furniture, so no surface paint marking is required.
- Marries effectively with continuity of material type to Queen Street, the city's primary central shopping street.
- Materials palette is used in other shared space and lane projects, eg, Fort Street, giving coherence and consistency.
- Promotes a pedestrian network within the city centre.



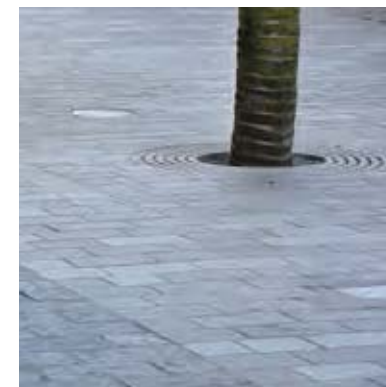
Plan: Elliot and Darby streets, Auckland.

#### LEGEND

- Streets
- Shared street
- Study area



North Wharf Promenade in Auckland by Wright + Associates and Taylor Cullity Lethlean (T.C.L), photograph by Wright + Associates; with modular, moveable furniture



Darby Street, Auckland: textured paving delineates uses, occasional sculptural furniture elements and minimal, occasional tree planting. Image – Designsource

## 2.6 CONTEXT

### Successful spaces

#### Carnaby Street, London

Carnaby Street is a popular pedestrian shopping street and lane network in central London. It links a series of smaller auxiliary lanes which form a popular, minor shopping precinct and add diversity and accessibility to the main street. The network is sheltered from traffic, noise and wind.

Carnaby Street ranges in width from about 12–20 metres and has a more generous 'plaza' at its primary entrance. In this respect it acts like Cashel Mall as the main artery of the retail precinct. Auxiliary lanes range from as narrow as 3 metres to 10 metres in width.

Consistent paving throughout helps to create a cohesive network with a clear identity. Shops and frontages are of high quality and there is a variety of scales. Size of shop generally correlates to size of lane. There is limited street furniture but tenants provide outdoor tables and seating.

#### Key qualities

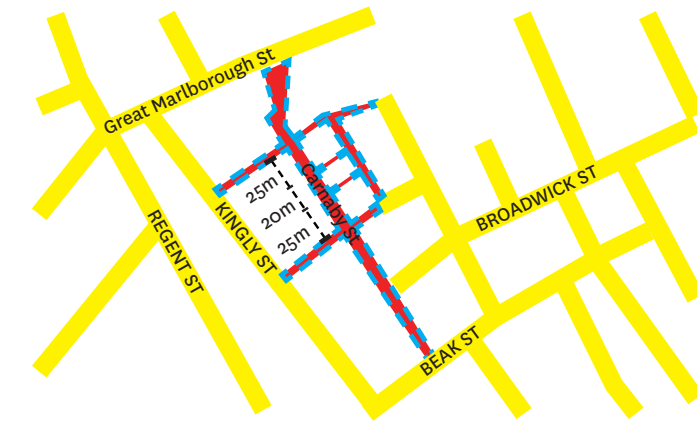
- Diverse lane width, including very narrow lanes.
- Very little fixed furniture.
- Simple, cohesive ground plane.



Carnaby Street entrance.  
Image – Nando Machado



Carnaby Street streetscape.  
Image – DavorLovincic



Plan: Carnaby Street, London.

200m

- LEGEND
- Streets
  - Lanes
  - Study area

0 50 100 200m  
SCALE 1:7,500 @ A3



#### Neal's Yard, London

Neal's Yard in London is an internal street punctuated by courtyards. Entry to the internal street is achieved via relatively inconspicuous entries off the main street. It demonstrates the potential for hidden courtyards with individual designs. The courtyards work because they are overlooked by shops and residences promoting safety. This precedent demonstrates the potential for small courtyards of under 800m<sup>2</sup> set on an internal street, and how quirky individual design can make these operate successfully.

#### Key qualities

- Popular for boutique and artisan businesses.
- Colourful, distinctive identity which suits grouping of retailers.
- Eclectic furnishing and vegetation.
- Small square as a destination, rather than a thoroughfare.
- Provides contrast and relief from busy Covent Garden 'high-street' shopping precinct that surrounds it.
- Easily secured after-hours.
- Hidden courtyards work with 24/7 upper-level activity.



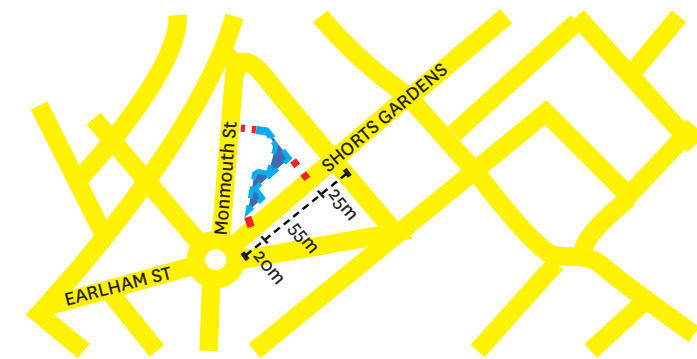
Entrances to lanes lead to colourful, distinctive and eclectic courtyards.

Image – By Patrice78500 (Own work) [CC-BY-SA-3.0], via Wikimedia Commons



Shops and residences at upper levels contribute to texture, activity and surveillance.

Neal's Yard.  
Image – By Mikel Ortega (Flickr: neal's yard) [CC-BY-SA-2.0], via Wikimedia Commons



Plan: Neal's Yard, London.

200m

- LEGEND
- Streets
  - Lanes
  - Covered lanes, arcade, building above
  - Courtyards
  - Study area

0 50 100 200m  
SCALE 1:7,500 @ A3



## 2.6 CONTEXT

# Successful spaces

### Melbourne city centre

Melbourne has an extensive network of lanes that permeate the city's centre. They are one of Melbourne's defining civic features and are used to promote tourism in the city. Melbourne has become a ubiquitous case study for successful urban revitalisation.

#### Key qualities

- Melbourne's lanes follow the city grid closely.
- Straight lanes provide easy orientation and safety by permitting visibility along their length.
- Width of lanes varies (4–8 metres).
- East–west lanes include traffic, north–south lanes have a pedestrian focus.
- Frequent links to covered lanes and through buildings.
- Eating and entertainment options provided throughout.
- Expresses a culture of exploration and discovery, graffiti and art.
- Generally two or three lanes across each block.
- Lanes often combine to form extended north–south connections.
- Melbourne's lanes do not arrive at mid-block courtyards or squares.



#### Causeway Lane

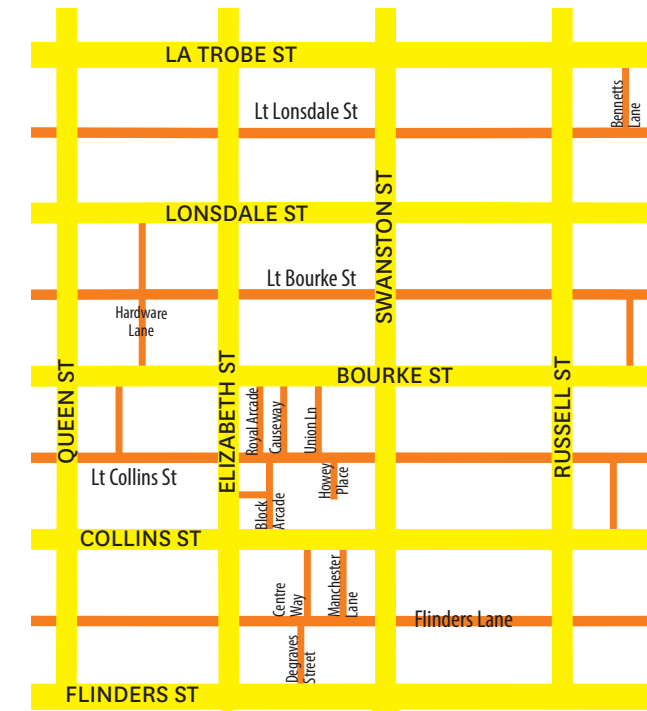
Approx. 6 metres wide, clear thoroughfare and good lighting. Edges are enhanced with retail window displays. High-quality paving with linear drainage provides a simple ground plane.

Image – By Rae Allen from Brisbane, Australia (Flickr: IMGp5804\_lane) [CC-BY-2.0], via Wikimedia Commons

#### Hosier Lane, Melbourne

Connection between streets. A narrow laneway. Graffiti art and bill posting are encouraged.

Image – By Coekon (Own work) [CC-BY-SA-3.0], via Wikimedia Commons



Layout of Melbourne's street and lane network in retail-focused area.

### Christchurch city centre (pre-earthquakes)

The block structure of central Christchurch is broadly similar to Melbourne's, though the streets running east–west do not alternate between wide and narrow. The proposal for Christchurch entails a number of north–south lanes and east–west connecting lanes.

Based on the precedents shown here, the following principles can be identified for a successful public realm in the Retail Precinct.

- There should be a hierarchy of public space types, including streets, lanes and courtyards.
- They need to be defined according to a typology that provides definition and legibility to the spaces and their interrelationships.
- Streets need to be the key orienting device, generous in width, with good sun and a consistency in scale, materials and vegetation.
- Lanes can vary in width but should allow good visual access into courtyards and through routes.
- Lanes should have simple ground plane palettes of materials with minimal furniture and planting.
- Courtyards should be individual and diverse in character, places that express individuality and the culture of Christchurch, places to discover.
- The Retail Precinct should be a safe, vibrant, accessible and active environment.



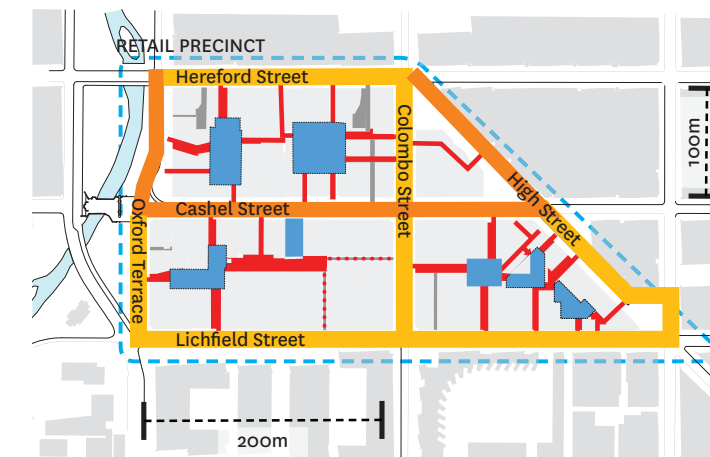
#### Poplar Lane

Had developed as a bustling character area in pre-quake Christchurch. Mixed vehicle / pedestrian lanes of 6.5 metres and narrower 3-metre lanes lead to active courtyards. Consistent ground plane.

Image – CCC

A safe, vibrant, accessible and active zone with extended hours of activity.

Image – CCC



Christchurch Retail Precinct – proposed streets, lanes and courtyard network.

#### LEGEND

- Streets
- Shared streets
- Lanes
- Covered lanes, arcade, building above
- Service lane
- Courtyards
- Study area



## Spatial strategies



03.

*Christchurch*  
**RETAIL  
PRECINCT  
PLAN**





## 3.1 SPATIAL STRATEGIES

### Introduction and retail concept

#### Introduction

This section presents the five spatial strategies for the Retail Precinct. The first four of these strategies are actionable; the last strategy, an integrated retail environment, will be achieved by the joining of these four spatial strategies. These strategies are informed by the 'Stage 1 baseline key findings' and principles for success as outlined in sections 1.4 and 1.5.

Building a vibrant, diverse and coordinated Retail Precinct as the heart of the central city will include establishing a successful central city retail core that is supported by a mixed-use approach. This approach will extend activity periods during both day and night and generate footfall. The Retail Precinct will also need to be connected to its surrounding areas; those connections will offer selection of activities to users.

#### Retail concept

The retail concept is first and foremost about re-establishing a vibrant retail heart in the city. Thus the concept is not driven by any one single issue but necessitates a number of complementary strategies.

The Plan proposes to establish a retail core with a strong sense of centre, organised along a Cashel Street spine. It will incorporate unique retail offerings along its length, including the well-known and well-loved icon of the pre-earthquake days, Ballantynes. New retail anchors are also anticipated to ensure a vibrant, diverse, viable and memorable retail environment emerges.

Critically, the Plan recognises that no one type of environment fits all, and that the Retail Precinct needs to accommodate a variety of ownership conditions and stakeholder aspirations. This is also true for the patterns of built form, lanes and courtyards where large and small scales are coordinated. In this way, the Plan creates a distinctly unique offering, where larger commercial activities exist alongside specialty shops and hospitality.

Aware of the ubiquitous nature of modern retail settings, the Plan bases the design response on a thorough understanding of Christchurch as a place and specifically the conditions found in and around the Retail Precinct. The human-scale qualities of Ōtākaro/Avon River contribute to an attractive, pedestrian-focused hospitality edge in contrast to the larger-scale commercial edges of Hereford, Lichfield and Colombo streets. The dynamism of High Street establishes intriguing geometries and memorable corners. Working with the Victorian-styled city grid and enriching that condition with an overlay of intimate lanes and spaces results in an organised yet discoverable place for Cantabrians and visitors.

The retail concept is delivered through the five spatial strategies described in this section and highlighted previously under Recommendations.






The spatial strategies are:

1. **a clear retail setting and identity**
2. **a vibrant retail and complementary use mix**
3. **a coherent movement network**
4. **a quality public realm network**
5. **an integrated retail environment.**

## 3.2 SPATIAL STRATEGIES

# The strategies

The summary below identifies the strategies for the Retail Precinct that will guide development.

EXAMPLE	STRATEGY	DESCRIPTION
 <p>High Street, Christchurch. Image – CCC</p>	<b>Strategy 1</b> <b>A clear retail setting and identity</b>	<ul style="list-style-type: none"> <li>Strengthen the central city’s overall identity through establishing an attractive core that includes clusters of like retail and differentiation of retail environments to create multiple attractions and a broad retail offer.</li> <li>Reinforce the central city’s existing and emerging positive qualities including re-emerging retail activity, the street structure consisting of streets, lanes and courtyards, Ōtākaro/Avon River, Cashel Mall, the tram and also the developments of adjacent predominant uses such as the Justice and Emergency Services Precinct.</li> <li>Reinforce variations of building scale and size to street edges, integrating larger developments where necessary.</li> </ul>
 <p>Sol Square, Christchurch. Image – CCC</p>	<b>Strategy 2</b> <b>A vibrant retail and complementary use mix</b>	<ul style="list-style-type: none"> <li>Promote a mix of well-integrated and complementary uses to create an environment that provides a vibrant retail setting for a variety of users and accommodates a range of retail operators.</li> <li>Establish a mix of retail, hospitality, residential, commercial and leisure spaces that will extend the activity period for the Precinct and provide for a local expenditure base.</li> </ul>
 <p>High Street, Christchurch. Image – CCC</p>	<b>Strategy 3</b> <b>A coherent movement network</b>	<ul style="list-style-type: none"> <li>Facilitate ease of pedestrian movement through a network of streets, lanes and courtyards designed to make walking easy, attractive, convenient and safe, supported by active building frontages.</li> <li>Promote a balance of movement modes including vehicle, public transport, cycle and pedestrian.</li> <li>Ensure appropriate levels of car parking with ease of access are provided in locations to best support the Retail Precinct.</li> </ul>
 <p>Central city, Christchurch. Image – CERA</p>	<b>Strategy 4</b> <b>A quality public realm network</b>	<ul style="list-style-type: none"> <li>Develop the public realm by re-establishing the streets with a high-quality, attractive streetscape, and overlaying a network of lanes and mid-block courtyards for people to enjoy.</li> <li>Ensure links to surrounding areas including the Ōtākaro/Avon River, East Frame, towards the Square, the Bus Interchange and the Justice and Emergency Services Precinct are promoted and well integrated into the public realm.</li> <li>Ensure lanes and courtyards are linked to the street grid but clearly distinguishable in their character.</li> <li>Ensure buildings have active street frontages that interact with the public realm.</li> </ul>
 <p>The Terrace. Image – Hereford Holdings Ltd</p>	<b>Strategy 5</b> <b>An integrated retail environment</b>	<ul style="list-style-type: none"> <li>The Retail Precinct must work as part of the wider central city and be fully integrated into adjacent areas and surrounding anchor projects.</li> <li>All strategies above must be delivered in a comprehensive and coordinated manner so that a well-balanced Retail Precinct emerges that is attractive and sustainable in the long term.</li> </ul>

### 3.2.1 SPATIAL STRATEGIES

## A clear retail setting and identity

This strategy describes the means to promote a clear and distinctive retail setting and identity for the Precinct, which differentiates it from other retailing areas in and around Christchurch. The success of the retail environment will be influenced by the qualities of the underlying urban structure, the types of space within and their character and attractiveness. The diagrams in this section show how this environment could emerge across the Retail Precinct.

### Retail configuration

The retail configuration diagram is based on Cashel Street as an identifiable retail spine linking Ōtākaro/Avon River to High Street and is complemented by the north-south axis of Colombo and High streets. The northern section of High Street (north of Cashel Street) remains pedestrian and tram only as part of City Mall. These are the streets in which traditional, accessible, pedestrian-oriented 'main street' retailing will be found.

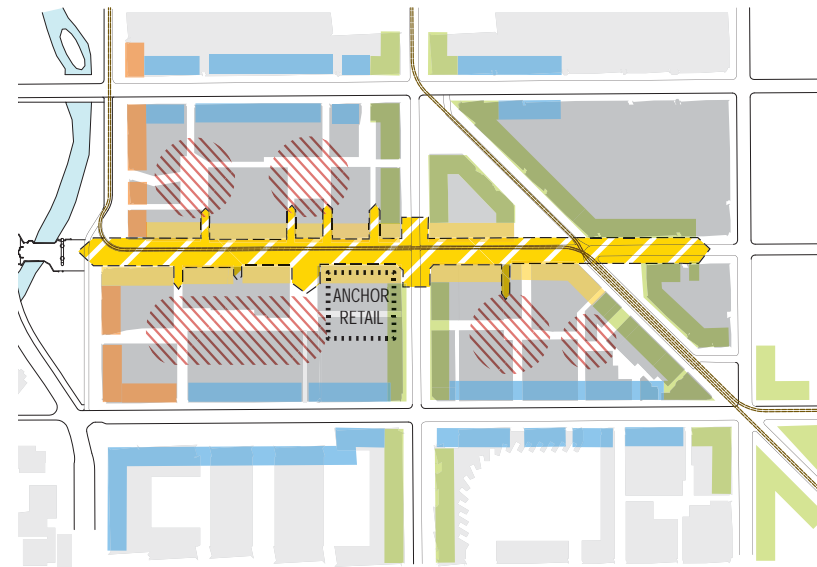
Cashel Street and its intersection with Colombo Street provide a sense of centre to the Precinct. This intersection is also the location of an existing retail anchor Ballantynes and a potential location for other anchors. Ōtākaro/Avon River and Oxford Terrace hospitality and recreational uses anchor the Precinct at the western end of Cashel Street. High Street anchors the Precinct to the east; historically it has had a funkier, youth-oriented feel.

Mixed but lower-order 'non-prime' retail will be typically found along Hereford and Lichfield streets. All street-based retail is proposed to be supported by a series of attractive lanes and courtyards with a distinctive retail character linking back to the Cashel Street spine.

### Street types

The strongest determining characteristic of the Plan area is the Cashel/Colombo Street grid and the diagonal of High Street that defines its eastern boundary and to west Oxford Terrace and the Ōtākaro/Avon River. This grid establishes the outward 'face' of the Retail Precinct and provides for different retail conditions along each street. These streets will support a complementary range of retail types and modes of use.

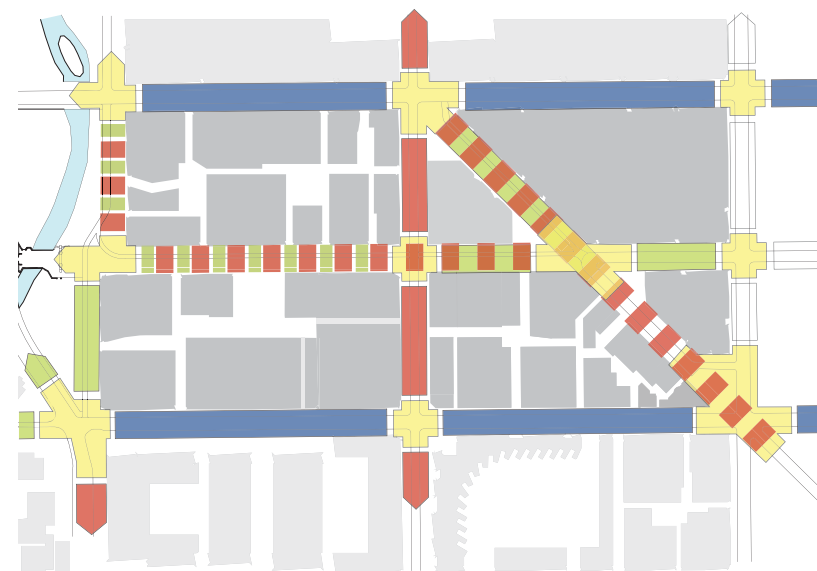
Colombo and High streets are highly accessible and with a varied character that refers to their historic traditional retail function. Cashel Street is pedestrian and tram focused, and acts as a vibrant east-west spine offering a range of main street retail types along its length. These streets are the focus of pedestrian flows and therefore will be suitable for the most intensive street edge retailing. Lichfield and Hereford streets have a greater vehicle usage and a closer relationship to other institutional and commercial activities. In contrast to all of these streets, Oxford Terrace has a strong relationship to the Ōtākaro/Avon River, and historically has had a strong hospitality focus.



Retail configuration.

#### LEGEND

- High Street/Colombo Street retail
- Hospitality
- Secondary retail/commercial
- Vibrant mid-blocks
- Pedestrian street spine (Cashel Street)



Street types.

#### LEGEND

- Junctions and thresholds
- Main street
- Two-way streets
- Main street + tram
- Shared street + tram
- Shared street

### 3.2.1 SPATIAL STRATEGIES

## A clear retail setting and identity

### Lanes and courtyards

A retail setting of intimate, human-scaled lanes and courtyards provides opportunities for retail that is distinctly different from that on the streets. These will be smaller specialty and boutique retailers, discovered while exploring the proposed laneway network.

The lanes and courtyards will be generally sheltered spots offering sun and shade and areas of arcades. They will offer potential for outdoor and indoor occupation and activity when other parts of the Precinct are exposed to the elements.

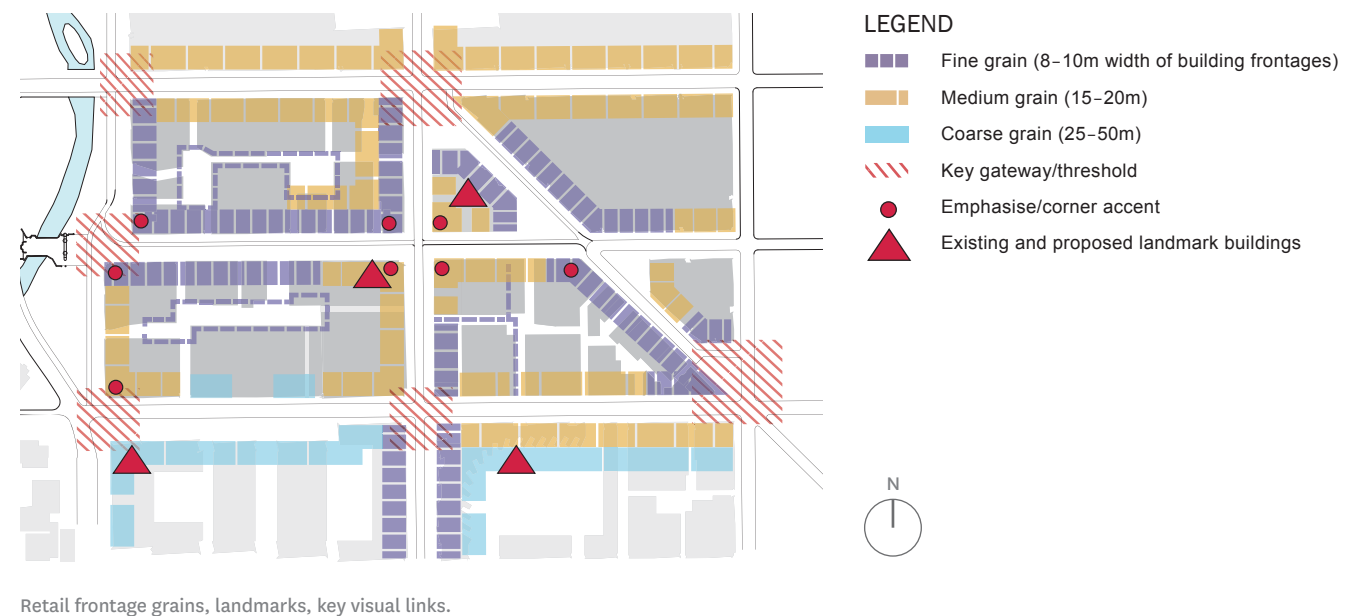
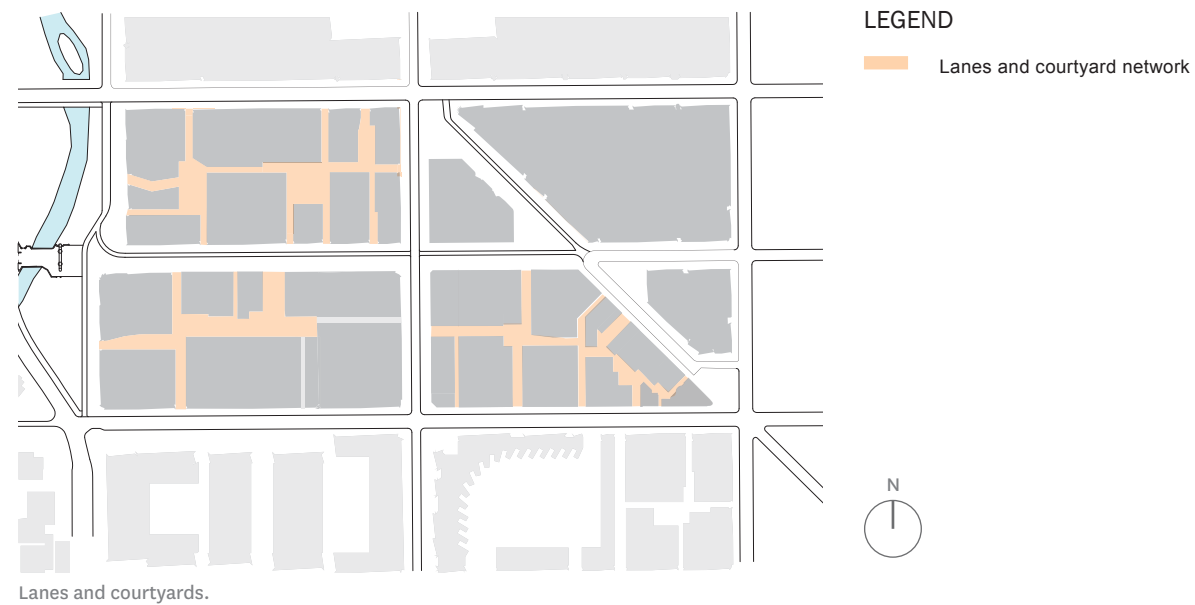
### Frontage grains

Consideration should be given to the types of frontage grain conditions along streets, lanes and courtyards. Fundamental to this are the plot size, width of the built form and the ease with which users can navigate the area.

Frontage grains are varied types of building scale and material finishes which give the streets, lanes and courtyards their character. Fine grain are smaller-width frontages with more intricate building detailing such as boutique fashion centres. Examples of medium grain are small-scale commercial offices. Coarse grain includes large-scale commercial buildings with wide frontages and large spans of similar materials such as glass curtain walls.

Relatively narrow frontages with frequent entries and view connections between inside and out will create edge conditions that attract passers-by. Conversely, large, monotonous forms along street edges should be avoided. There will be a range of scales of built form and frontage widths appropriate to their setting, which will contribute to diversity, as well as adding to the visual interest and richness of experience.

Articulating entrances and key views into the area, particularly into lanes, will enhance user understanding and wayfinding. Celebrating key views, in particular of Ōtākaro/Avon River, lanes and courtyards will contribute to the quality of user understanding and experience of the Precinct.



### 3.2.2 SPATIAL STRATEGIES

## A vibrant retail and complementary use mix

This strategy aims to achieve a complementary distribution of retail supported by a pattern of other uses such as office, residential and hospitality that complement the core retail functions of the area.

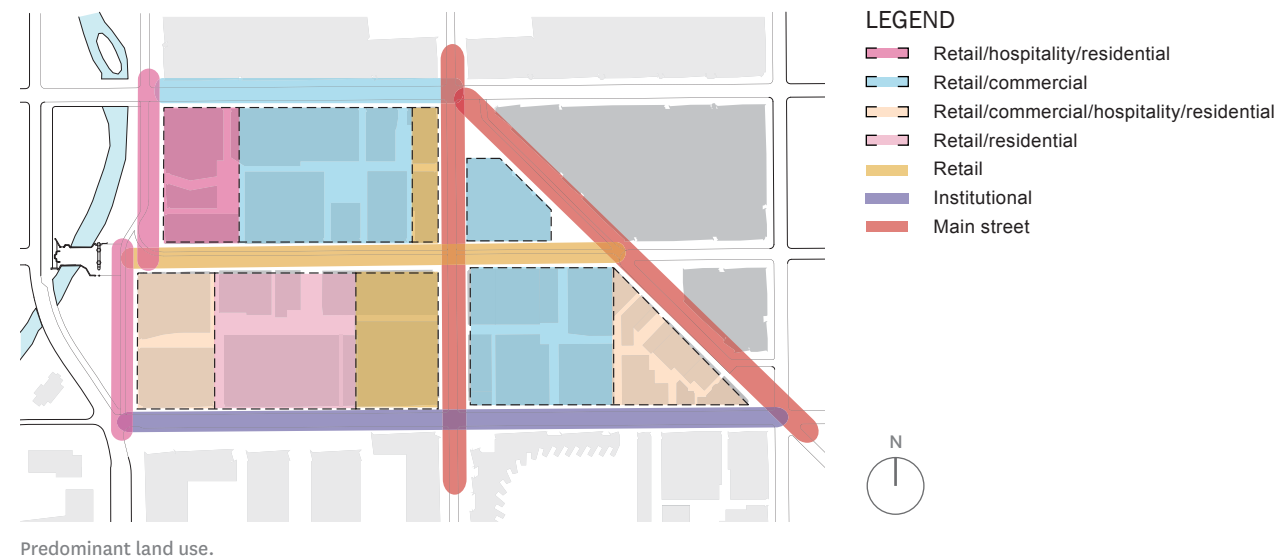
### Distribution of retail activities and functions

The primary objective is to differentiate the Retail Precinct from other shopping destinations, which will mean a visit to the central city to shop, dine or relax is unique.

The adjacent diagrams indicate the predominant proposed land use patterns across the Retail Precinct. Use clusters of mutually supportive retail should be established, including:

- anchor department store Ballantynes, potentially with a cluster (circa 6–8) of quality fashion specialties around it that are unique to the Retail Precinct
- retail and commercial to the north (Cashel Square, The Triangle Centre)
- main street retail along Cashel Street, with a mix of commercial, retail and residential above
- retail, hospitality and residential to the west along Oxford Terrace
- retail, commercial, hospitality and adventure stores east of Colombo Street and south of Cashel Street, particularly in the south east corner and relating to the lanes and courtyards there
- functional and convenience retailing along the northern edge of Lichfield Street opposite the Bus Interchange.

This overall approach will be supported by opportunities to group certain types of retailers together to create specific destinations. The laneways create opportunities for clusters of small-scale retailers. For example, ‘young New Zealand designers’ might be located close to Ballantynes; or ‘adventure’ stores, which pick up on one of the main reasons people visit the South Island of New Zealand, might be considered in or around The Triangle Centre or the central area of Cashel Street up to High Street.



### 3.2.2 SPATIAL STRATEGIES

## A vibrant retail and complementary use mix

### The role of Cashel Street

The retail mix along Cashel Street will reflect a number of different roles depending on location. At the Oxford Terrace end, the mix is likely to be focused around hospitality and potentially services retailing for the planned workforce to be accommodated in office buildings nearby. Mid-block, around Ballantynes, the mix could be a selection of New Zealand fashion designers, ideally along with some international fashion.

While there has been concern expressed about the wind conditions that have impacted negatively on Cashel Street in the past, Cashel Street remains as the spine, if not the heart, of the Retail Precinct.

### High Street retailing

Discussions conducted with previous operators of retail stores in the emerging High Street precinct revealed great enthusiasm on the part of those operators to return to High Street, and to create similar retail and hospitality uses. This type of use is to be encouraged, creating a cluster of more funky, youth-oriented retailing and related dining and entertainment here.

### Lichfield Street retailing

Lichfield Street forms the southern edge of the Retail Precinct and sits adjacent to both the Justice and Emergency Services Precinct and the Bus Interchange. There should therefore be significant pedestrian traffic volumes along Lichfield Street, and retail uses should be able to be supported.

In the western block between Oxford Terrace and Colombo Street, there would be scope for uses to service the Justice and Emergency Services Precinct – casual dining, take-away food, retail services and convenience retailing. In the eastern block (between Colombo Street and Manchester Street) there may be a mix of uses while some of the niche retailing that is emerging on High Street may extend around the corner.

### Retailing beyond the Precinct

Retailing has re-emerged in New Regent Street and Victoria Street post-earthquake. It may also emerge around the Square, although this will be dependent on the other uses eventually planned for this location; ideally, the Square would become an important civic precinct.

Some retailing can be accommodated outside the Retail Precinct on streets such as Colombo Street, but is likely to be limited in scale, and primarily based around retail services and food and beverage outlets, servicing the surrounding workforce. It will be important to keep retail focused on key areas within the central city, at least until the city has grown sufficiently to be able to support any further significant retail developments.

### Other uses

A high level of commercial activity is planned within the Retail Precinct, and a concentration of worker-intensive office activity is necessary to enhance the customer base for retail. Activity at upper-floor levels will support retail and hospitality below. Residential above will enliven the Precinct after working hours and provide for informal surveillance after dark. However noise provisions and placement of residential or hotels will require careful consideration.

In order to give the Retail Precinct character and make it a place that offers many reasons to visit, it should also integrate arts, community and cultural activity, both within buildings and as events within the public realm. These non-retail uses are crucial to contribute to the ongoing vibrancy, interest, attraction and safety of the Precinct.

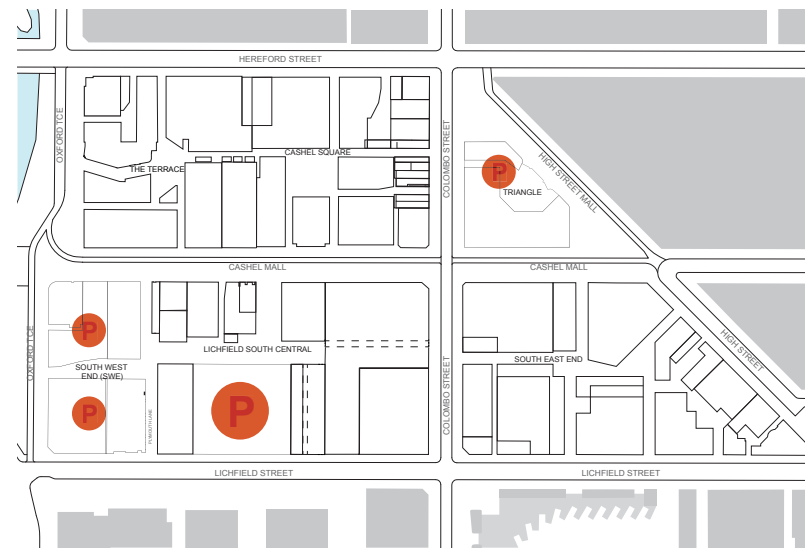
### Car parking

Retailing would be best supported if there is sufficient, convenient car parking available which is easily accessible and well-located to directly service the Precinct.

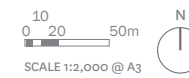
### 3.2.2 SPATIAL STRATEGIES

## A vibrant retail and complementary use mix

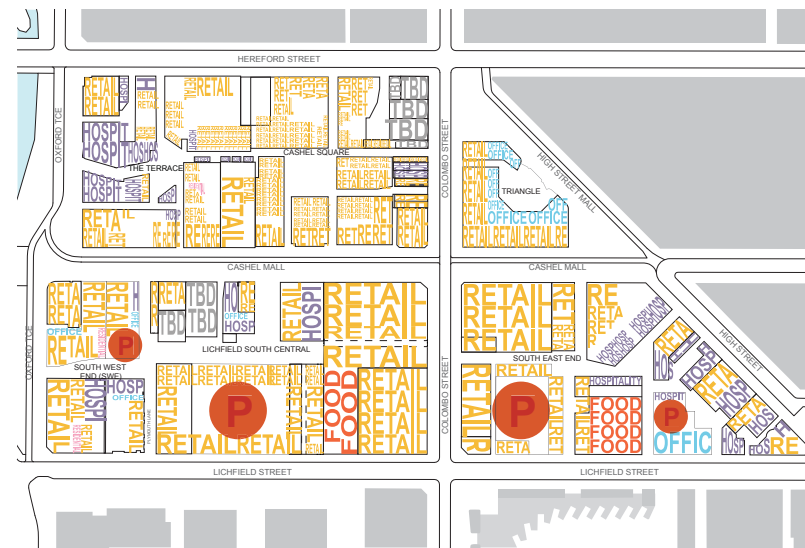
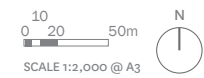
The diagrams opposite and on the following page represent a potential retail and complementary use mix model interspersed with private and public car parking locations. These diagrams act as a guide only and are in no way prescriptive as the market and private developments will continue to determine the Precinct mix. They do, however, indicate the advantages of taking a coordinated approach to mixed mode use of the precinct including retail, hospitality, office and residential supported by a cohesive parking and transport network. This strategy will assist with differentiating the Precinct from other retail offerings in Christchurch city, integrating it with its surroundings and activating it at different times of the day and night.



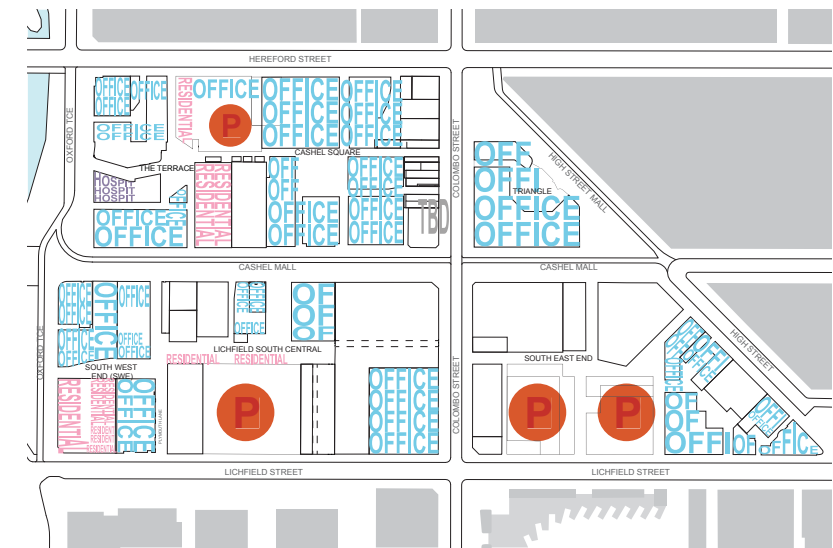
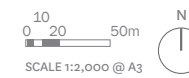
Land use mix - Basement.



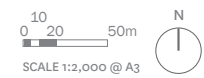
Land use mix - First floor.



Land use mix - Ground floor.

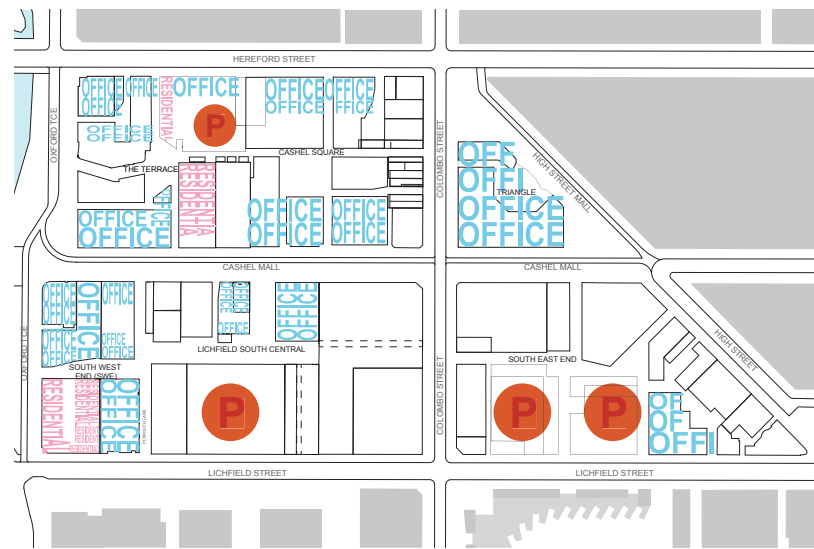


Land use mix - Second floor.

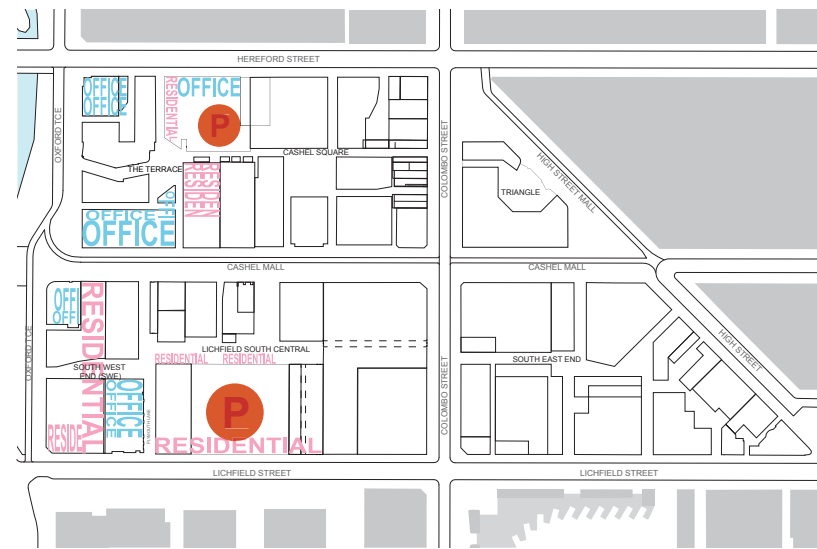
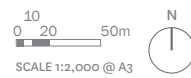


#### LEGEND

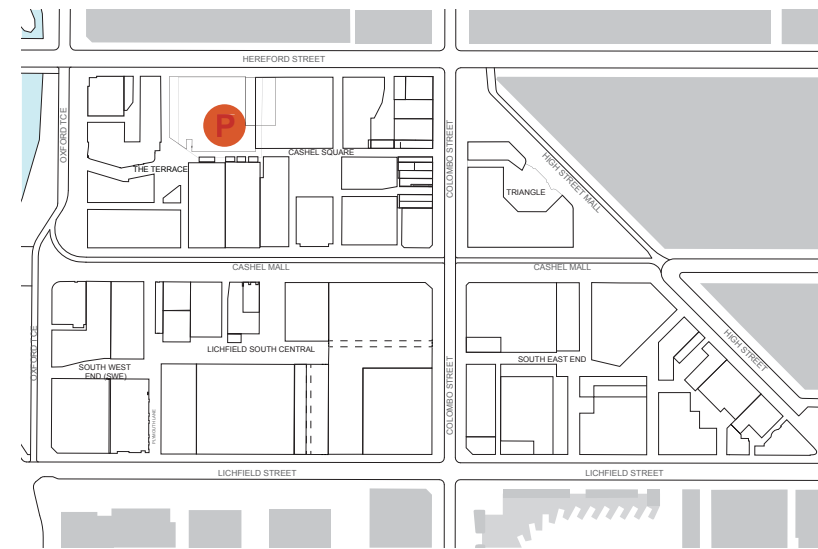
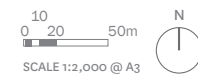
-  Potential parking spaces
-  RETAIL Potential retail
-  HOSPITALITY Potential hospitality
-  FOOD Potential food outlets
-  OFFICE Potential offices
-  RESIDENTIAL Potential residential
-  TBD Use yet to be developed



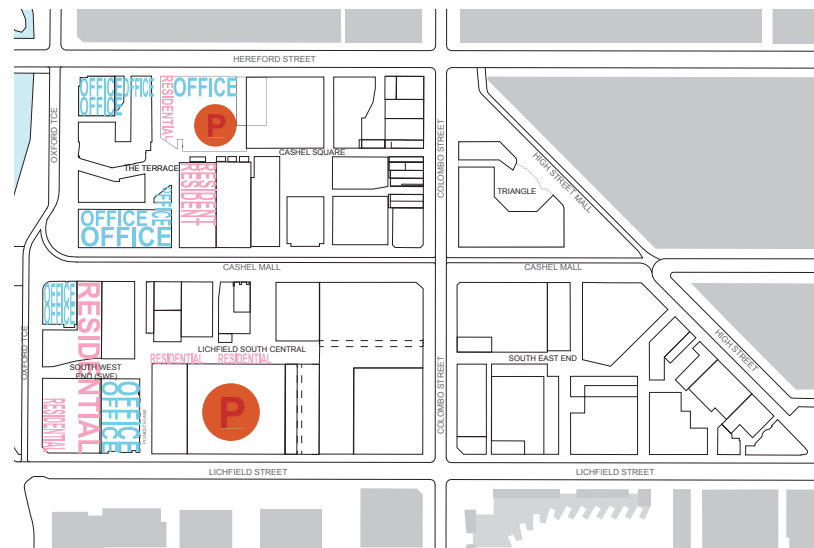
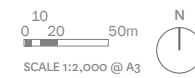
Land use mix – Third floor.



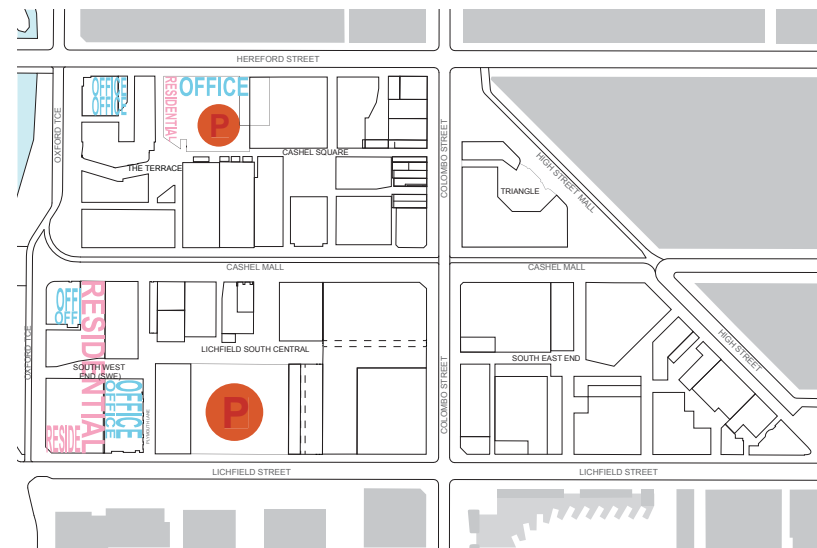
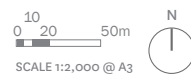
Land use mix – Fifth floor.



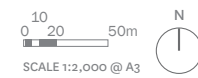
Land use mix – Seventh floor.



Land use mix – Fourth floor.



Land use mix – Sixth floor.



LEGEND



Potential parking spaces

OFFICE

Potential offices

RESIDENTIAL

Potential residential



### 3.2.3 SPATIAL STRATEGIES

## A coherent movement network

This section offers recommendations for how transport can enhance the Retail Precinct and support the Recovery Plan. It will also inform the later stages of detailed design for the Retail Precinct.

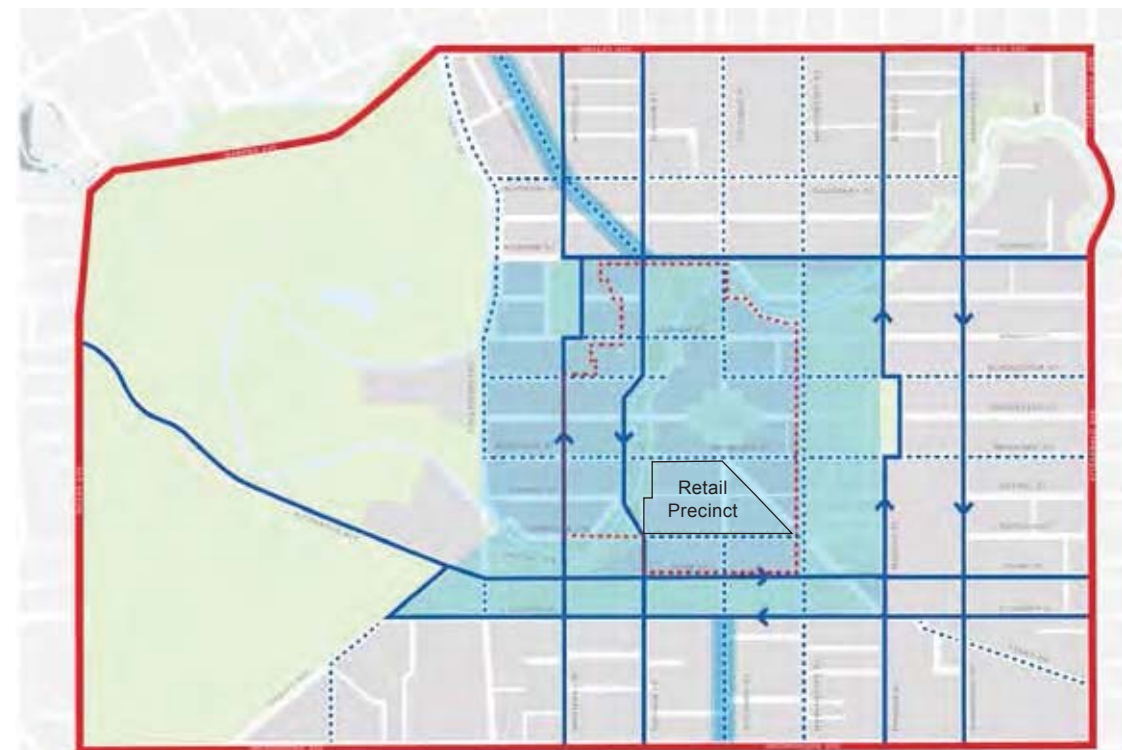
People will travel to and from the Precinct by foot, cycle, public transport or private motor vehicle. The road use classification provides a 'one network' approach to minimise mode conflicts and prioritise routes for different types of users: 'arterial routes' on the periphery of the central city; 'main distributors' and 'local distributors' within the avenues; and a network of 'local streets' for local property and business access. The classification of the streets is shown in the diagram opposite and the discussion that follows outlines the movement networks for each travel type and any associated needs.

### An accessible city

Whilst the overall layout of the transport network is logical, the mix of one-way and two-way streets can be confusing to unfamiliar users but this will be overcome by the utilisation of good wayfinding and signage to maintain a balance of accessibility for all modes. The opportunity to review the operation of these corridors including signage and the allocation of space for each mode should not be missed. This is because the allocation of space within a corridor is critical to determine the appeal of various modes of transport. Similarly, the implementation of lanes that enhance the amenity and accessibility of the Precinct should pay particular attention to the interface of the lane with the supporting corridors to increase permeability, particularly for vulnerable users such as pedestrians and cyclists. This approach builds on the concept of 'places for people'.

### Providing choice

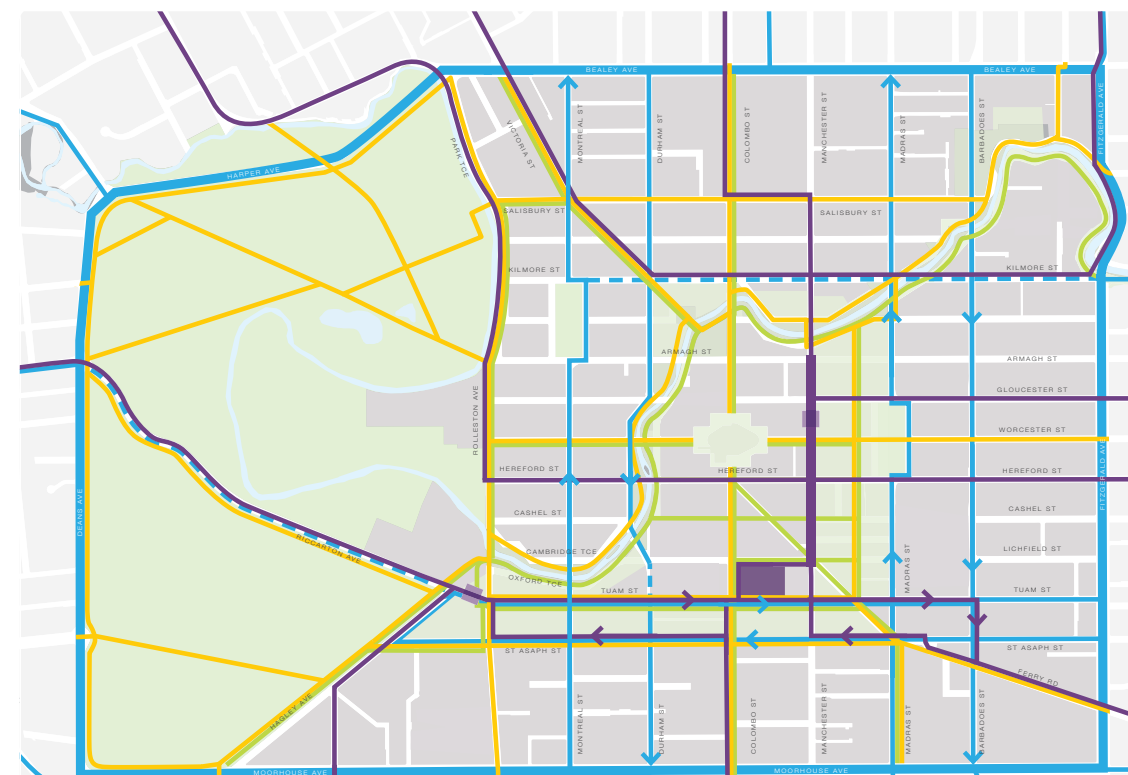
Good accessibility provides choice for people to visit locations via a variety of modes. Under the Recovery Plan considerable investment is being made in providing a new Bus Interchange and cycle routes to improve these mode choices. The redesign of the central city streets aims to create spaces that are safe, vibrant, accessible and people-friendly by improving their environment, regardless of the specific mode of travel. The reduction of vehicle speeds to a maximum of 30km/h within the inner zone where the Precinct is located supports a safe, people-friendly space where some streets may be for pedestrians only, and others will be modified and used as shared spaces. Subsequently access by other modes will be controlled through speed, access or parking restrictions, or a combination of these. The road use hierarchy is shown in the diagram opposite.



Street classifications. Source: An Accessible City

#### LEGEND

- Zones:
- Outer zone
  - Core
  - Inner zone
- Roads:
- Arterial
  - Main distributor
  - Local distributor



Road use hierarchy. Source: An Accessible City

#### LEGEND

- Cycling
- Car travel
- Walking
- Public transport
- Bus Interchange

### 3.2.3 SPATIAL STRATEGIES

## A coherent movement network

### Arriving by foot or cycle

Pedestrian and cycle access will be further enhanced through the implementation of laneways, which offer people a range of options for accessing and moving within the Precinct. The crossing points between these modes need careful design consideration to ensure alignment with desire lines and corridor and environment continuity. Cyclists may be further encouraged in City Mall through potential removal of the existing prohibition of cycling although they will need to cycle slowly and give priority to those on foot.

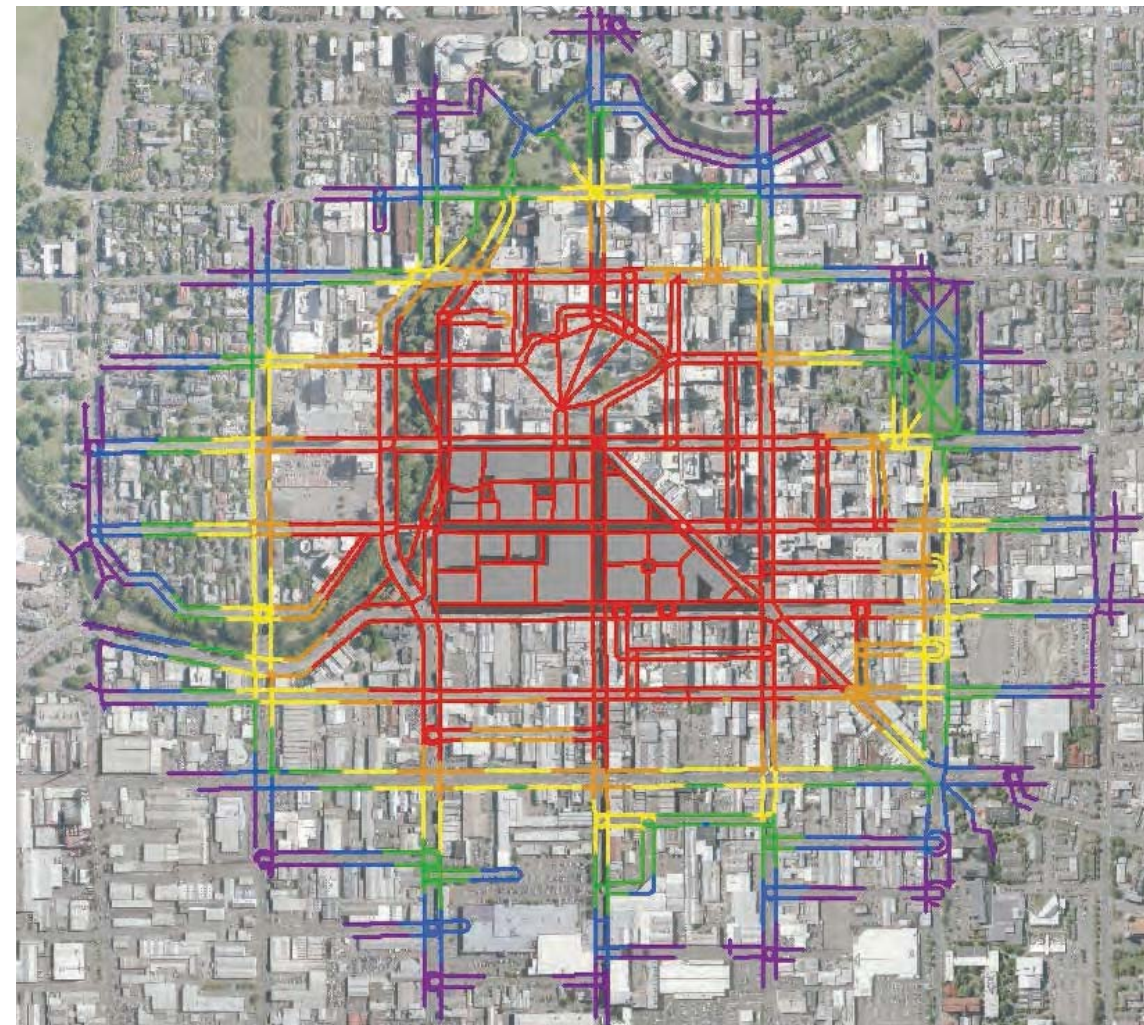
Arriving by foot requires barrier-free and universal design to ensure accessibility for people of all abilities. The diagram opposite shows the distances that are within 5 to 10 minutes' walk of the Precinct, using an average walking speed of 1.3m/s and allowing for delays at intersections. Reducing vehicle speeds to 30km/h in the core will also assist with this. The footpaths within the central city will generally be 3 metres wide with a minimum 2.4m clear footpath which will comfortably accommodate the anticipated pedestrian flow. The only locations where capacity is likely to exceed this volume are City Mall, where there are open pedestrian spaces, and the junction of Colombo Street and Lichfield Street, where there are high pedestrian flows to and from the Bus Interchange. In high footfall areas, like Colombo Street, the footpaths will be wider (up to 4.5m) to accommodate pedestrians.

A network of key walking links has been defined in *An Accessible City*, the transport chapter of the Christchurch Central Recovery Plan. Within the Precinct this network includes Cashel Street, Colombo Street, High Street and Oxford Terrace (part of Te Papa Ōtākaro/Avon River Precinct). The features that are likely to differentiate these streets from other streets are wider footpaths, building verandas and the City Mall sections defined as shared streets with trams. The layout of City Mall and the surrounding Precinct is logically connected and legible, supported by a network of streets, lanes and courtyards. Some laneways may require service vehicle access; it would be appropriate to limit access at certain times of the day when there are fewer pedestrians in the Precinct.

Crossing Hereford Street and Lichfield Street between the signalised intersections to access the Precinct will need careful design consideration. It is necessary to ensure the crossing locations are aligned with desire lines and that the type of crossing gives the appropriate level of priority to pedestrians.

Key cycling routes have been prioritised in *An Accessible City*. There will be separated paths where possible to provide safer and comfortable routes. Prioritised intersections along these routes will have improved safety for cyclists, especially from turning vehicles. The slower speed within the Inner Zone will make it safer for cyclists to share space with cars. Secure cycle parking is planned at the new Bus Interchange.

Providing clusters of short-term bike parking throughout the Precinct will encourage use and help prevent ad hoc parking that could block



#### LEGEND

Typical Christchurch central city grid block, 200 x 100m

#### Walk time:

- 5 minutes
- 6 minutes
- 7 minutes
- 8 minutes
- 9 minutes
- 10 minutes

Walk time. Image – Abley Transport Consultants

space intended for other users, these will be provided both privately and publically. For commuters, cycle parking is required to be provided by employers (under the City Plan provisions) and this will be further supported by some secure cycle parking within the Bus Interchange to cater for longer-term cycle parking needs.

The following should be considered when implementing the higher-level recommendations identified at the front of this Plan:

- Ensure quality pedestrian crossing facilities are provided at appropriate locations between the signalised intersections on Hereford Street and Lichfield Street.

- Reconsider the current prohibition on cycling in City Mall.
- Achieve a consistent approach to cycle movement within the Precinct.
- The laneway threshold treatments should include a friendly reminder to people on cycles that the lane is shared with pedestrians.
- A public long-stay cycle parking facility is provided within the Precinct.
- Clusters of short-term cycle parking stands are provided throughout the Precinct to ensure that cycles are parked in a manner that does not impede other users.

### 3.2.3 SPATIAL STRATEGIES

## A coherent movement network

### Arriving by public transport

Some people will travel to the central city using public transport (bus) and then walk to the Precinct. The buses will arrive and depart from the Bus Interchange located between Colombo Street, Lichfield Street and Tuam Street. The passengers will then continue their journey to the Precinct on foot. To walk from the Bus Interchange to the Precinct's Colombo/Cashel Street intersection will take approximately two to three minutes.

The Bus Interchange design shows a street crossing on Lichfield Street approximately 60 metres east of Colombo Street leading into the lane within the eastern side of the Retail Precinct. People will also be able to access the Precinct by using the signalised crossing at the Lichfield Street and Colombo Street intersection; this crossing will be a Barnes Dance (all traffic waits so people can cross in any direction), allowing a diagonal path to access the Precinct from the west side. Some people, generally tourists, will travel by either tram or coach. A number of designated drop-off/pick-up facilities for buses, coaches and trams will be allowed for on the surrounding streets and in close proximity to City Mall.

### Arriving by car

Some people will arrive by motor vehicle to visit the Precinct, to provide a service or to work there. They then become a pedestrian using the adjacent streets and laneway network. Motor vehicles, including motorcycles, cars, vans, campervans and trucks, can all access the Precinct using the central city street network. Some streets in the central city network are one-way, so good wayfinding signage will be important to enable visitors to easily locate the Precinct. Access for service vehicles will be encouraged via dedicated service lanes, but this should be limited to times of the day when there are fewer pedestrians in the Precinct. This is consistent with the current approach taken in City Mall.

The Christchurch Central Parking Plan (CCPP) estimates that the Retail Precinct will generate approximately 1,400 short-stay parkers per weekend peak in the future (projections out to 2041). Some of these people may have already visited another destination in the central city and chosen to walk from their parked car to the Precinct. Others will be accommodated in off-street parking facilities.

Those travelling to work in the Precinct are considered 'long-stay' parkers. The CCPP estimates that the Precinct will generate approximately 2,500 to 3,000 long-stay parkers per weekday. Some of these people may choose to park in locations outside of the central city, where parking is free, and walk from their parked car to the Precinct. Others may have access to use off-street parking facilities owned by the business where they are employed or in commercially operated facilities. Some people will prefer to use commercially operated facilities that are within the Precinct on a lease basis or pay-as-you-go basis. Others will choose to use commercially operated facilities outside of the Precinct or travel by other modes such as bus.



#### LEGEND

- Indicative on-street parking
- Servicing access (restricted hours)
- Travel direction for motor vehicles
- Potential private car parking
- Potential public car parking

Parking and servicing around the Retail Precinct. Image – Abley Transport Consultants

The CCPP has identified a number of locations on the edge of the core that could meet the Precinct shortfall of long-stay demand if combined with transport mode shift, park and ride which may lessen demand over time. Off-street parking within the Precinct should be consolidated into fewer, say two, car parks of about 700 short-stay visitor car parks, each easily accessed from a main distributor. However the scale, number and position are critical and need to be considered alongside any potential consequential impact on the adjacent local transport network. Should conflicts or undesirable consequences occur, care must be taken to ensure the vision and objectives of the Christchurch Central Recovery Plan as a whole are not compromised. In addition, on-street parking is recommended for loading/unloading, taxi stands, motorcyclists, mobility spaces and drop-off/pick-up. If any on-street capacity remains then it should be allocated to general use spaces, metered and limited up to 30 minutes.

In summary, the following should be considered when implementing the higher-level recommendations identified at the front of this Plan.

- A number of dedicated drop-off/pick-up facilities for buses and coaches should be provided in close proximity to City Mall.
- Service vehicle access should be via dedicated service lanes or via shared laneways and limited to times of the day when there are fewer pedestrians in the Precinct.

- Ample on-street parking should be provided for loading/unloading, taxi stands, motorcyclists, mobility spaces and drop-off/pick-up with any general use spaces being metered and limited up to 30 minutes.
- Off-street parking within the Retail Precinct should be consolidated into fewer, say two, car parks of about 700 short-stay parks. This approach is preferred to numerous smaller car parks, as it allows access to be coordinated and minimises pedestrian and on-street impacts.

### 3.2.3 SPATIAL STRATEGIES

## A coherent movement network

### Parking

Currently there are proposals to rebuild the two public parking buildings (The Crossing and Lichfield Street car park) on Lichfield Street that existed prior to the earthquakes. In terms of access, this rebuild is appropriate given the street's 'local distributor' status. However, consideration of the local transport network will be required before any decisions are made regarding the final location and scale of any public parking buildings within the Precinct. As noted, consolidating the number of parking buildings will provide coordinated access and minimise pedestrian and on-street impacts. Any new buildings will also present the opportunity to create structures that have flexibility in terms of their use mix over time and potential to convert to other uses.

The following suggested approaches for each type of on-street, short-stay parking should be considered when delivering against the overall recommendations for parking that will support the Precinct. This includes recommendations on supply level, and in some cases specific locations, that should be considered when the street designs are developed in more detail. It is important to note that the allocation of kerb-side parking is managed through paint marking and signage, which allows flexibility for changing allocation in the future as needs change, following regular review, and that short-stay parking on-street will be predominantly made up of special-use parking spaces.

Drop-off and pick-up activities (5–10 minutes) need to be located in convenient positions, such as adjacent to laneway entries with at least two provided on each street adjacent to the Precinct. Although allowance for servicing sites within the Precinct has been made on some sites, there will still be a need to provide loading zones.

Taxis for travel to and from the Precinct will need to be located in a conspicuous and convenient position. The current taxi stand in the south part of Oxford Terrace is unlikely to be replaced when Te Papa Ōtākaro/Avon River Precinct is developed. The current taxi stand on the Hereford Street Bridge will help service the western end of the Retail Precinct. Providing taxi stands on both sides of Colombo Street will accommodate demand from the City Mall and the Bus Interchange to enhance connectivity with that mode.

Motorcycles can be catered for on-street by providing dedicated spaces (1 car park space = 4–6 motorcycles). Pre-quake there were on-street motorcycle spaces provided on Lichfield Street, Oxford Terrace and Hereford Street. These spaces were occupied on average 58%–78% of the time on a weekday. Providing several motorcycle stands the size of a car park space at convenient locations will accommodate this mode and allow these spaces to revert to use by cars in the future should demand for motorcycle parking be low.

Spaces for mobility permit holders are also required. Pre-quake there was one space provided on the west side of High Street between Lichfield Street and Cashel Street. The quantity and location of mobility spaces being provided in the future should be decided in conjunction with the relevant stakeholder groups with a suggestion that one mobility space be provided in each street block in a location that is easy to access.

Any on-street parking spaces provided will be paid and time-restricted spaces. Pre-quake, the on-street spaces were metered 60-minute spaces that were occupied on average between 75% and 95% of the time on a weekday. Parking for periods of longer than 1 hour will be catered for in the public parking buildings or on streets further away from the Precinct, many of which will be within 10 minutes' walk. In the future, on-street parking not allocated to specific uses should ideally be limited to a lesser duration of 30 minutes.

In summary, the following should be considered when implementing the higher-level recommendations identified at the front of this Plan.

- Consideration of the local transport network will be required before any decisions are made regarding the final location and scale of any public parking buildings within the Precinct.
- Very short-stay spaces be conveniently positioned adjacent the Precinct to enable drop-off, pick-up and loading activities.
- Provision is made for one loading zone on the north side of each block of Lichfield Street, one loading zone on High Street between Cashel Street and Lichfield Street and one loading zone on Hereford Street between Colombo Street and Oxford Terrace.
- Taxis stands be located on both sides of Colombo Street so they are easily accessed from the Cashel Street sections of City Mall and on Lichfield Street adjacent to the Bus Interchange.
- Motorcycles can be catered for on-street by providing dedicated spaces (1 car park space = 4–6 motorcycles).
- Provide motorcycle stands the size of a car park space on Colombo Street, Hereford Street and High Street.
- Spaces for mobility permit holders are also required. Stakeholders should be consulted over the provision of mobility space numbers and locations.
- Any remaining on-street parking spaces provided will be paid and time-restricted to 30 minutes or less, subject to availability of spaces.

### 3.2.4 SPATIAL STRATEGIES

## A quality public realm

The section outlines the public realm strategy and provides a framework to re-establish and reinforce the quality of the Precinct, and deliver on the intent of An Accessible City. It places emphasis on facilitating pedestrian movement and orientation, and developing the character of the streets, lanes and courtyards.

#### Public realm attributes

The strategy will guide public realm development by identifying a:

- place-based solutions for treatment, not universal standards
- hierarchy of type and scale of streets, lanes and courtyards
- performance-based rationale for the selection, arrangement and implementation of urban elements.

This strategy encourages a move away from a reliance on universal standards towards place-based solutions. It promotes continuity and cohesiveness of design with one-off special features that make a place special or distinctive, along with carefully selected materials and styles to support this.

This strategy establishes the public realm concept and provides guidelines for design. It is intended to inform and assist designers by providing a suite of approaches and elements that will help to achieve a high-quality, sustainable and integrated public realm across the Precinct.

The following are the intended defining qualities of the public realm within the Precinct.

**LEGIBLE:** clear typology of functional pedestrian, vehicle and shared spaces, and direct mid-block laneway links.

**GREEN:** celebrate the Christchurch 'Garden City' identity and a healthy, sustainable central city environment.

**VIBRANT:** a diversity of types of open space with associated intensity of movement through and activity within.

**TEXTURAL:** a fine grain, richness and human scale that heighten the retail experience.

**EXPERIENTIAL:** subtle shifts in alignment of lanes to create difference and allow people to move through and experience a sequence of spaces.

**ACCESSIBLE:** a connected network of routes that provides options for movement and makes it easy for people to access destinations.

**SAFE:** safe spaces, with clear lines of sight and activity that provides 24/7 surveillance.

**BALANCED:** the right quantity of high-quality open space, large enough for amenity and safety and small enough for vibrancy.

**ADAPTABLE:** multi-purpose spaces that provide options for future change.



Retail Precinct public realm conceptual strategy: a continuous, pedestrian-focused network; streets, lanes and courtyards; and a strong connection to its surroundings.

- LEGEND
- Streets
  - Shared street (pedestrian/tram)
  - Lanes
  - Covered lane/arcade
  - Service lane
  - Courtyards
  - Plazas
  - Arcades
  - Links to anchor projects



### 3.2.4 SPATIAL STRATEGIES

## A quality public realm

### Streets, lanes and courtyards

Outlined here are concepts of how streets, lanes and courtyards could look. Images shown are indicative and subject to confirmation and funding.

There will be three main types of public realm within the Retail Precinct: streets, lanes and courtyards. These diverse spaces and conditions will provide a connected range of experiences and potential for a broad mix of retail activity.

The streets are all within the central city's new 30km/h low-speed zone, including the pedestrian- and tram-only Cashel Street and High Street.

The lanes form a connected network linking the streets, and provide a sheltered, finer-grained experience. Each major block has at least two north-south through lanes as well as a number of shorter lanes that connect to the mid-block east-west lanes.

Occasional courtyards add diversity to the lane networks, providing places of discovery that will potentially be suited to a range of users over different times of the day and night.

The Precinct will be a destination, full of unique spaces. While the street network already exists, journeys through the laneway and courtyard network need to link to and seamlessly connect with the city and places that surround it.

### Streets



Bourke Street, Melbourne. Image – George Clerk

### Lanes

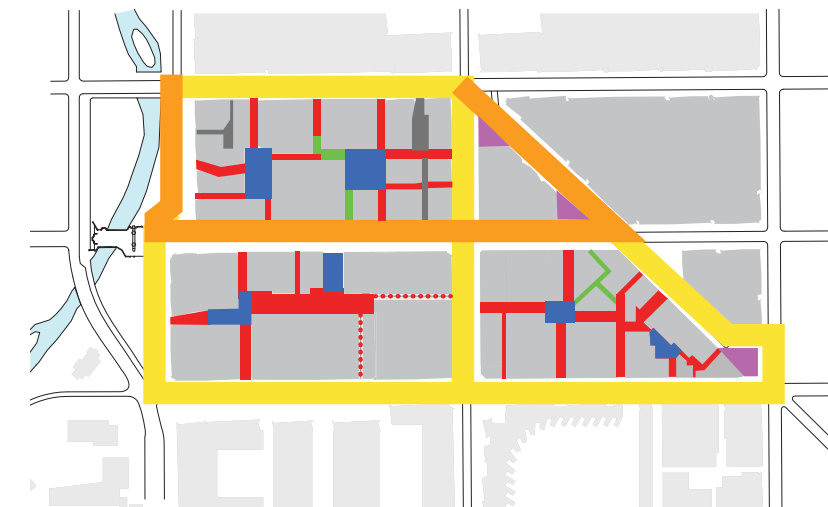


Poplar Lane. Image – By iain Ferguson (Flickr: DSC\_7011\_DxO) [CC-BY-SA-2.0, via Wikimedia Commons]

### Courtyards



Paley Park, New York. Image – By Ercwttmn



Streets, lanes and courtyards.

#### LEGEND

- Streets
- Shared street (pedestrian/tram)
- Lanes
- Covered lane
- Service lane
- Courtyards
- Plazas
- Arcades

### 3.2.4 SPATIAL STRATEGIES

## A quality public realm – Streets

**Streets** through and around the Retail Precinct are 20.1 metres in width. The exception is Oxford Terrace along the western edge of the Precinct which is narrower, and will be developed as part of Te Papa Ōtākaro/Avon River Precinct. City blocks are typically 100m north–south and 200–225m west–east. Streets should follow the Barrier Free guidelines and principles.

**Materials** and elements should be chosen from a palette that is used consistently across all streets in the central city in order to achieve coherence and integration. Final details and specification of these are being developed across numerous concurrent projects in Christchurch.

**Footpaths** should generally use consistent materials for a high-quality and pedestrian-oriented streetscape. Material and colour changes should be avoided, and any required demarcation should be achieved through varying the unit size and surface finish.

**Carriageways** and parking areas should be surfaced in asphalt consistent with other streets in Christchurch.

**Kerbs** At intersections, radii should be tight to reduce the crossing distance for pedestrians and the speed of vehicles.

**Furniture** should be of a consistent modular suite as developed for the central city. Fixed furniture should be located at regular intervals and in clusters along the street to create a rhythm and in a way that avoids clutter. Unique furniture elements should be included sparingly and could potentially form indicators to adjoining lanes.

**Water sensitive urban design (WSUD)** Sustainable management of stormwater should be integrated with the street planting, as required by the broader WSUD strategy for Christchurch.

**Trees** should be the same species along each street to create cohesiveness; however, they may vary street by street to express a specific street identity, and help people find their way. It is desirable that street trees are deciduous to celebrate seasonal change and provide winter sun and daylight.

**Lighting** should be coordinated with the tree planting and furniture rhythm, and to standards developed for the Precinct and overall central city. Any lighting should be subject to specific Crime Prevention Through Environmental Design (CPTED) principles and analysis.



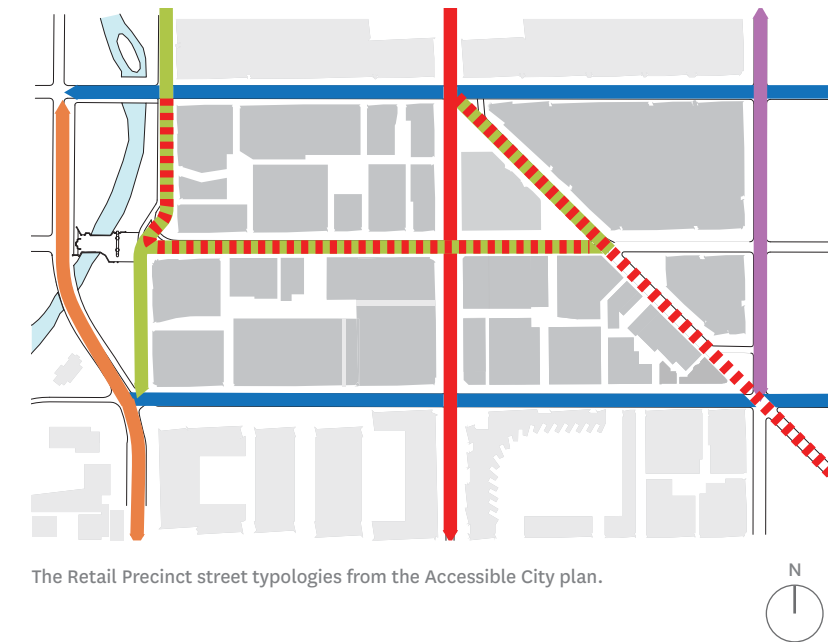
Typical concept section for central city streets. Concepts shown are typical only; these will vary along street lengths as conditions change.



Typical proposed 'main street' plan. Image – Christchurch Central Recovery Plan – Accessible City, p. 12



Stone paving, asphalt paving, consistent furniture family, WSUD element, street planting and light poles.



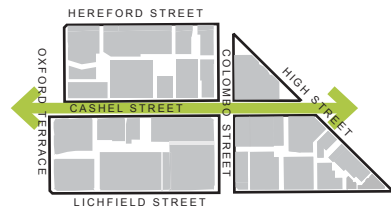
The Retail Precinct street typologies from the Accessible City plan.

#### LEGEND

- █ Main street (walking and cycling enhanced streets with a max 30km/h speed)
- ▨ Main street + tram
- █ Local distributor (preferred routes to parking precincts and public transport routes)
- █ Shared street (pedestrian priority and cycling route with max.10km/h limit)
- ▨ Shared street + tram
- █ Distributor street (key access routes into the central city with on-road bicycle lanes)
- █ Boulevard (pedestrian priority tree-lined street supporting public transport)

### 3.2.4 SPATIAL STRATEGIES

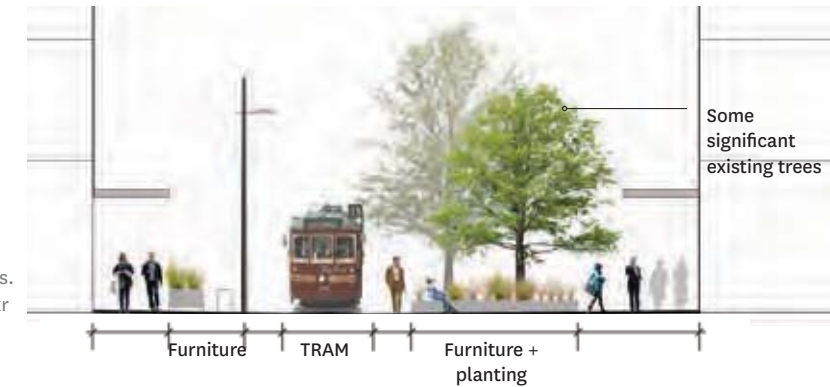
## A quality public realm – Streets



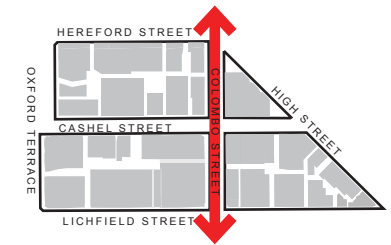
Cashel Street: original location of Re:START Mall. Image – CERA



Cashel Street: pre-earthquakes. Image – Paul & Rebecca - Flickr Cashel Street west seen from Colombo. CC BY-SA 2.0



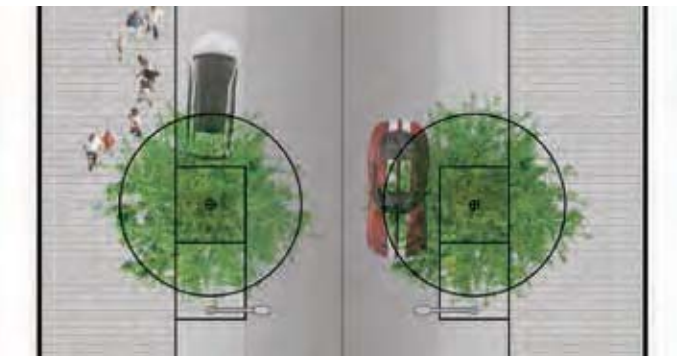
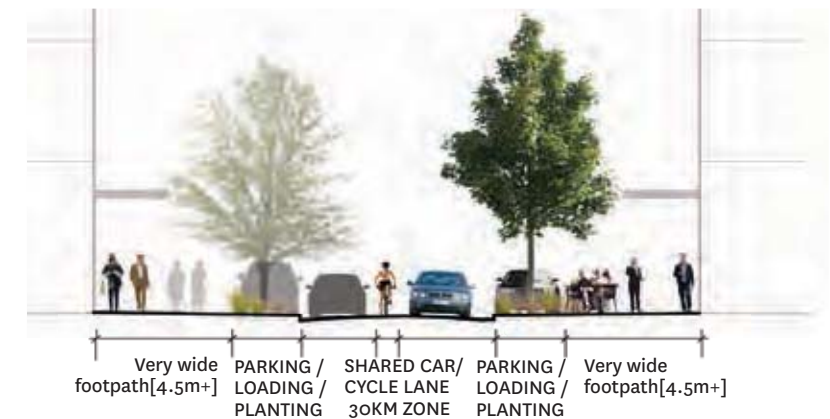
Cashel Street: typical existing section and plan.



Colombo St/Hereford St intersection: pre-earthquakes. Image – CCC



Colombo Street: pre-earthquakes. Image – CCC

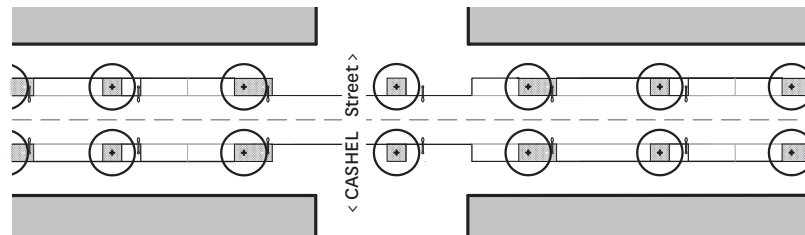


Colombo Street: typical existing section and plan.

### Colombo Street

Colombo Street is the main street through the Precinct and a major north-south road. It continues past the Square to the north and will pass between the new Justice and Emergency Services Precinct and Bus Interchange to the immediate south of the Precinct.

Colombo Street will not have bus traffic and so cycling is accommodated on the carriageway north of Lichfield Street. Wide footpaths will provide for both pedestrian use and al fresco dining. Some short-stay parking, taxi stands and loading will be accommodated between street trees and will be prioritised for short-stay visits, mobility parking, taxis and service vehicles. Colombo Street south of Lichfield Street will have a separated cycle lane due to the higher volume of traffic accessing the car park areas.

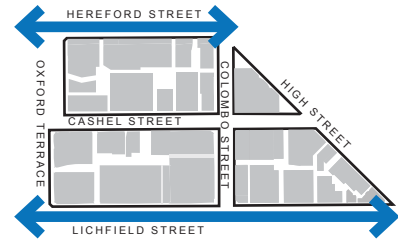


Colombo Street: typical existing plan.



### 3.2.4 SPATIAL STRATEGIES

## A quality public realm – Streets



### Hereford Street

Hereford Street will have bus traffic and provide for vehicle access to car parks and laneways, with on-road cycle lanes adjacent to the carriageway. Tree planting will be included among car parking/loading lanes which can also be used as bus stops if required.

It is desirable to keep the street simple and symmetrical.

### Lichfield Street

Lichfield Street will have bus traffic priority, wide footpaths, car access to car park buildings and no cycle lanes. Tree planting will be included among car parking spaces and in between bus stops. Cycling will not be promoted due to the high traffic volumes and bus/coach movements at the eastern end.



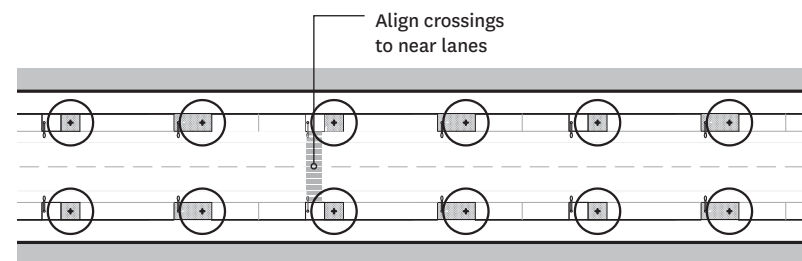
Corner of Lichfield and High streets: pre-earthquakes. Image – Google Maps street view



Corner of Lichfield and High streets: historic condition.



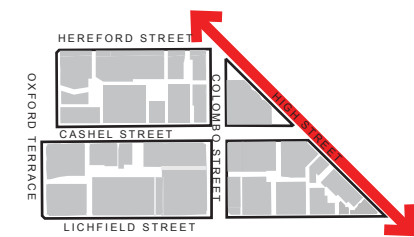
Footpath [-3.5m] PARKING /CYCLE PLANTING LANE CYCLE PARKING / Footpath LANE PLANTING [-3.5m]



Hereford Street: typical plan.



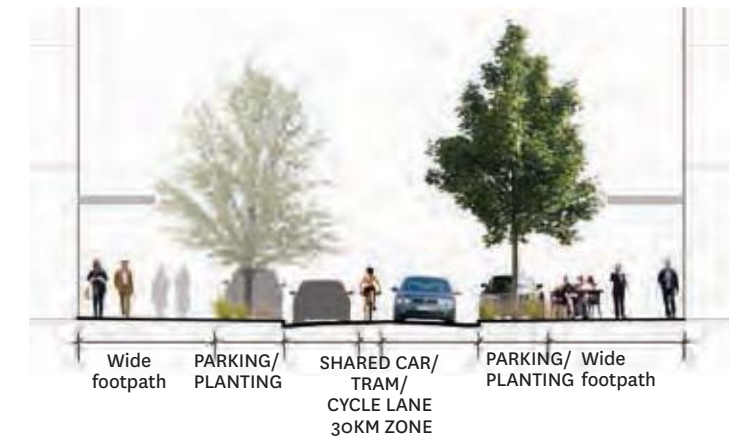
Hereford and Lichfield streets.



High Street: pre-earthquakes. Image – CCC



High Street: pre-earthquakes. Image – CCC



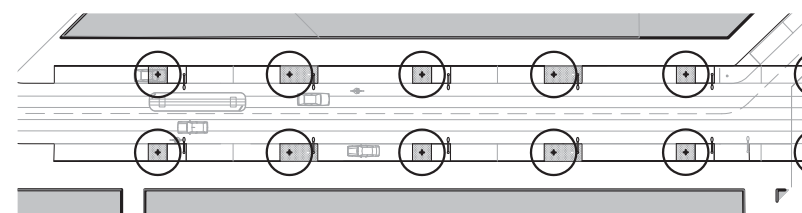
Wide footpath PARKING/ PLANTING SHARED CAR/ TRAM/ CYCLE LANE 30KM ZONE PARKING/ Wide PLANTING footpath

### High Street

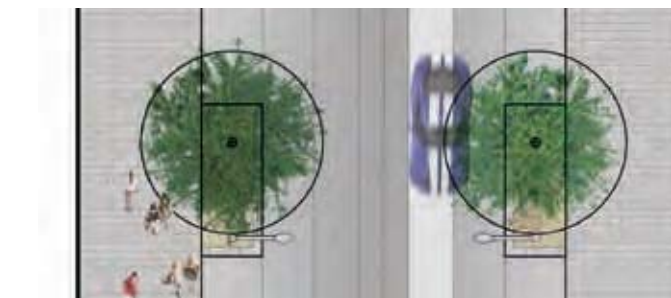
The northern section of High Street (north of Cashel Street) is to remain pedestrian and tram only as part of the recently refurbished City Mall. Southern High Street will form a main street shared with trams.

In order to reinforce the High Street axis and its continuity towards the Square, it is recommended that tree planting be aligned along its length.

Note: High Street north remains a pedestrian mall. The trees could be aligned with High Street south to frame the streetscape.



High Street south: typical plan.



High Street: typical concept plan, scale 1:250 @ A3.

### 3.2.4 SPATIAL STRATEGIES

## A quality public realm – Lanes

**Lanes** will be mostly 4.5–6m wide, with a few exceptions. Some will be covered and function as arcades.

**Materials** and elements should be chosen from a palette that is used consistently across all lanes in the Precinct in order to achieve a coordinated and consistent, high-quality character and legibility. To signal the continuity of the laneway network and contribute to wayfinding, arcades should have the same pavement as lanes that are open.

**Drainage** should be provided with linear drainage elements, eg, channel or dish drains, that promote consistent falls along lanes.

**Furniture** should be used sparingly and only on wide lanes.

**Trees** should not be used in the lanes as they will block light.

**Lighting** may be distinctive but conceptually consistent for the full length of each lane. It should be high enough to clear service vehicles, and lights should be fixed to walls to minimise ground plane clutter within the lanes. Any lighting should be subject to specific CPTED analysis.

**Signage** is encouraged to reinforce the vibrancy, character and attraction of lanes. This should be diverse in character, expressing the individual character of each lane. Wayfinding signage should be provided to signal lane entrances from the streets. To avoid clutter, all signage should be fixed to walls.

**Awnings** should be minimal as it is important within the lanes that sky is visible and natural lighting is maximised.

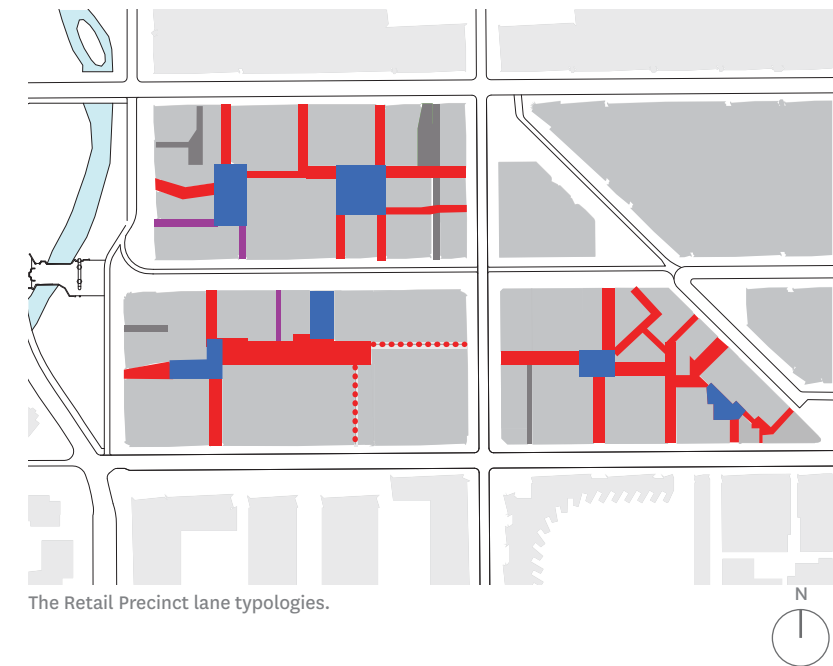
**Gates** might be provided when lanes have obscured areas that could lead to safety risks or do not have 24/7 (residential, hospitality) activity. However, a sufficient number of lanes must remain open at all times to provide a safe choice of exit routes from mid-block courtyards. Any gating should be subject to specific CPTED analysis.



Compact paving, delineation through finish, drainage, service covers. Images – various sources



Catenary lighting, fixed furniture, green wall.  
 Top right image – Poplar Lane, Christchurch.  
 Bottom left image – Vulcan Lane, Auckland. By ChewyPineapple (Own work) [CC-BY-SA-3.0], via Wikimedia Commons  
 Other images – CCC and various sources



The Retail Precinct lane typologies.

- LEGEND**
- █ Wide lane (wider than 4.5m)
  - █ Narrow lane (less than 4.5m)
  - ⋯ Covered lane/arcade
  - █ Service lane
  - █ Courtyards

### 3.2.4 SPATIAL STRATEGIES

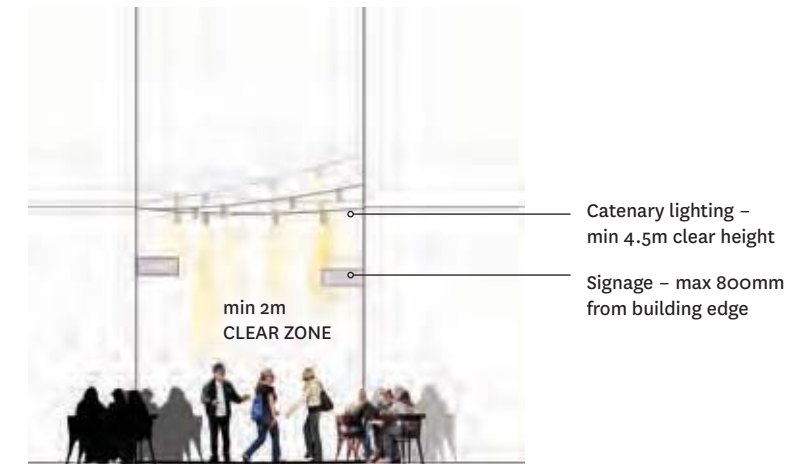
## A quality public realm – Lanes

**Narrow lanes** should be very simple: they should be straight with one level of pavement. Clear passageway for pedestrians should be maintained in the centre of the lanes. They will encourage pedestrian access. They should also permit vehicular servicing and some limited and removable outdoor seating, especially on mid-block east-west lanes where there is more chance of sunlight on the southern façade.

Buildings should be articulated on the ground floor to provide interest; pavement materials should be integrated with all lanes. Lighting, awnings and overhanging signs should be high enough to permit vehicles.



Narrow lane, proposed lane within The Terrace development. Image – The Terrace



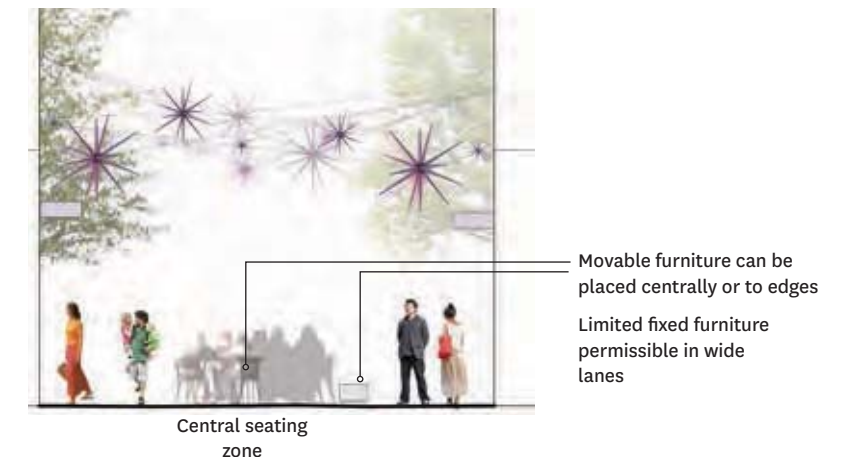
Typical narrow lane (4.5m shown).

**Wide lanes** will be sunny and generous in size and can support outdoor hospitality and retail activity. They should be straight and at one level. They should allow vehicular servicing and some removable and non-removable outdoor seating. Non-removable furniture should be bespoke – one-offs at key intersections and focus points, especially where these receive sunlight and there is opportunity for occupation.

Buildings should be articulated at ground level to provide interest; pavements should be integrated with all lanes. Lighting, awnings and overhanging signs should be high enough to permit vehicles.



Dordrecht, Netherlands. Image – Tony Taylor Stock



Typical wide lane (8.0m shown).

**Covered lanes/arcades** are to be treated as important public connections. They should have generous high ceilings, with a minimum height equivalent to two storeys, and should open to the sky to provide shafts of daylight where possible. Paving throughout the lanes should be similar to the adjacent lanes. Small-scale edge occupation is critical to provide the destinations that will attract users and provide light and interest within and successfully activate each covered lane/arcade.



Covered lane – Block Arcade, Melbourne. Image – By Alpapad (Own work) [CC-BY-SA-3.0-2.5-2.0-1.0], via Wikimedia Commons



Typical covered lane/arcade (6.0m shown).

### 3.2.4 SPATIAL STRATEGIES

## A quality public realm – Courtyards

**Courtyards** should be places to discover, each with a distinctive character and unique qualities.

Courtyards are wider than lanes and can support limited tree planting and allow more furniture elements to be included.

They should incorporate some of the material palette of the lanes to which they connect, although paving may vary from lanes, and from courtyard to courtyard. All courtyards should be universally accessible with any change in level and ramps integrated into the overall design. Ground floor activity and first floor occupation are encouraged to activate spaces and provide passive security surveillance.

**Materials** and elements should vary from the Precinct-wide materials palette to allow courtyards to be individual and unique. However, some connection to the ground plane paving of the lanes and streets will assist to integrate them into the Precinct.

**Paving** to all courtyards should be durable and of high quality, and include some relationship to the paving of the lanes to which they connect.

**Furniture** that is bespoke and unique to each courtyard is encouraged. Both fixed and flexible furniture is appropriate in courtyards.

**Tree** planting in the courtyards is encouraged where space permits, with either a specimen tree standing alone or trees in a cluster.

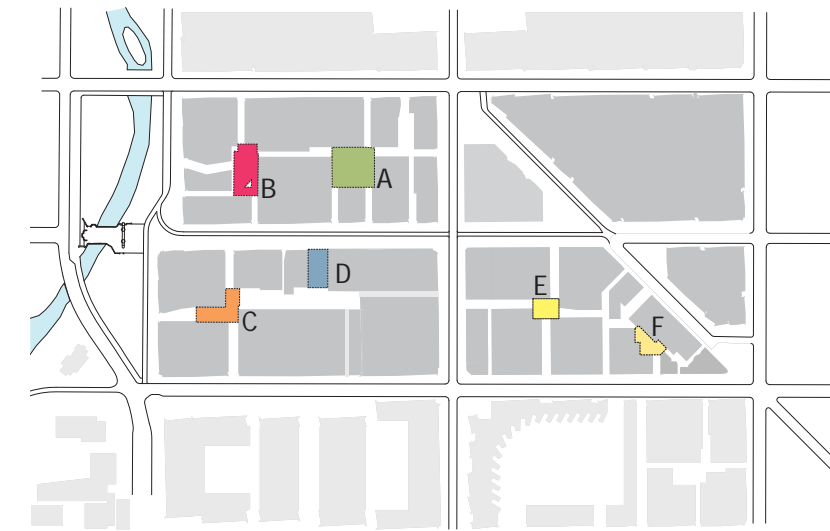
**Lighting** should be integrated into the overall design of each courtyard; it can be unique and bespoke, but needs to ensure light levels support safe use of the space. Any lighting should be subject to specific CPTED analysis.

**Signage** is encouraged fixed to walls to reinforce the vibrancy, character and attraction of courtyards. This should be diverse to express the individual character of each courtyard.

**Awnings** should be minimal as it is important within courtyards that sky is visible and natural lighting is maximised.



High-quality stone paving: details can trace history and culture; furniture can add drama. Images – CCC



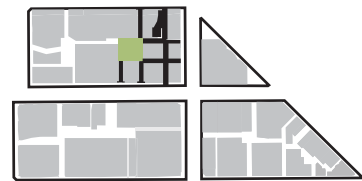
The Retail Precinct courtyards.

#### LEGEND

- Cashel Square | COURTYARD A – big central courtyard, office/retail hub
- The Terrace | COURTYARD B – large courtyard, hospitality/retail mix
- South West End | COURTYARD C – small elbow courtyard, residential/retail focus
- South Central | COURTYARD D – pocket park connecting to Cashel Street, retail and hospitality focus
- South East End | COURTYARD E – key movement junction space, retail focus
- South East End | COURTYARD F – triangular hospitality

### 3.2.4 SPATIAL STRATEGIES

## A quality public realm – Courtyards



Example:



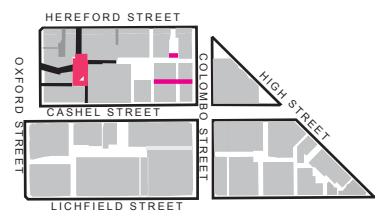
Paley Park, New York. Image – Aleksandr Zykov

### Courtyard A – CASHEL SQUARE

This is planned to be an office/retail courtyard. It may have a distinctive character that reflects the needs of mixed users: office workers, retail, café visitors and those passing through. Planting may articulate and soften the space. Ample seating should be provided, especially in sunny areas to encourage occupation. Minimal awnings at edges will increase perceived space and maximise the sky. Change of level should be utilised positively whilst still providing universal access.

#### LEGEND

- Key lane entry corners
- Key internal corners in lanes frame / define micro spaces
- Trees located to define micro spaces + lead circulation through wider lanes
- Green walls – visual interest to ends of lanes + define micro internal spaces
- Flexible seating
- Indicative circulation



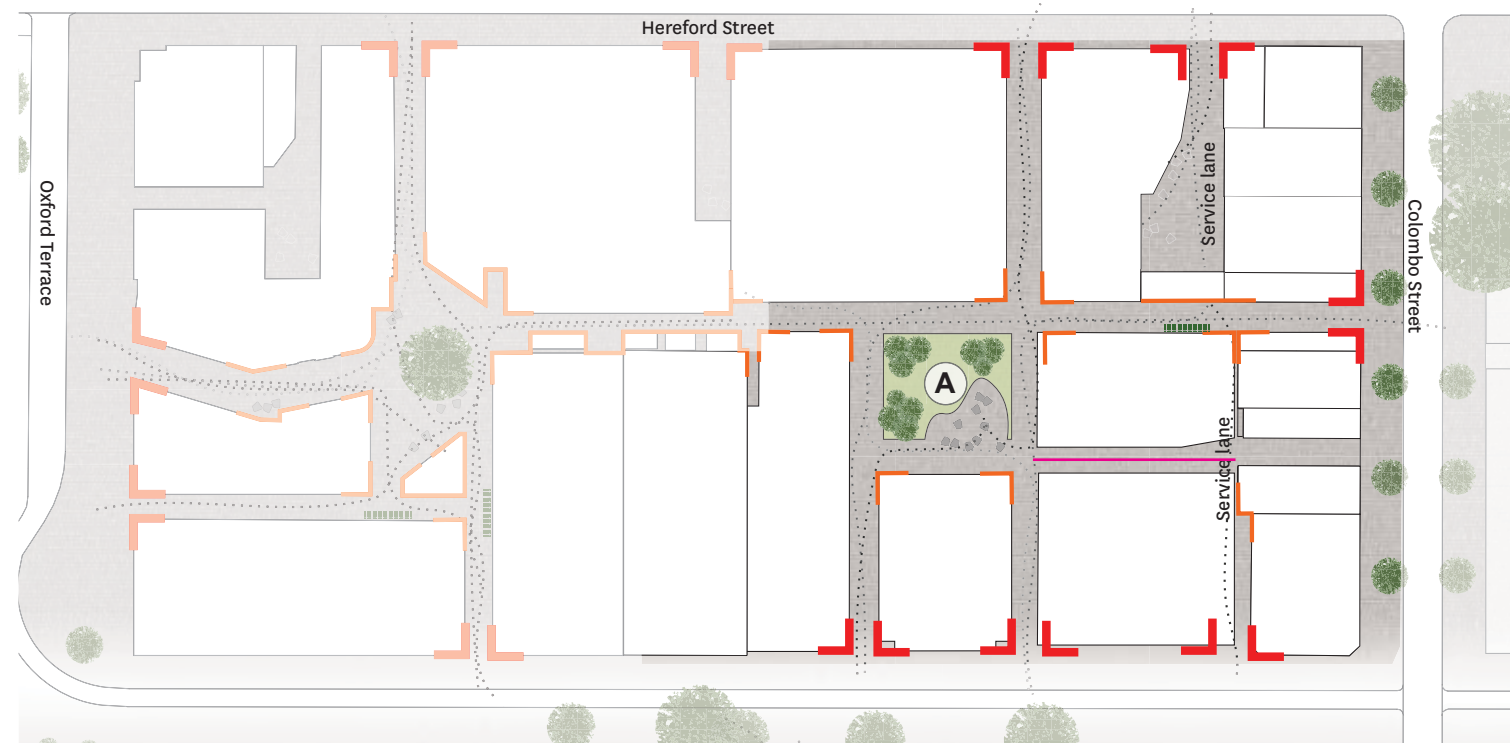
Example:



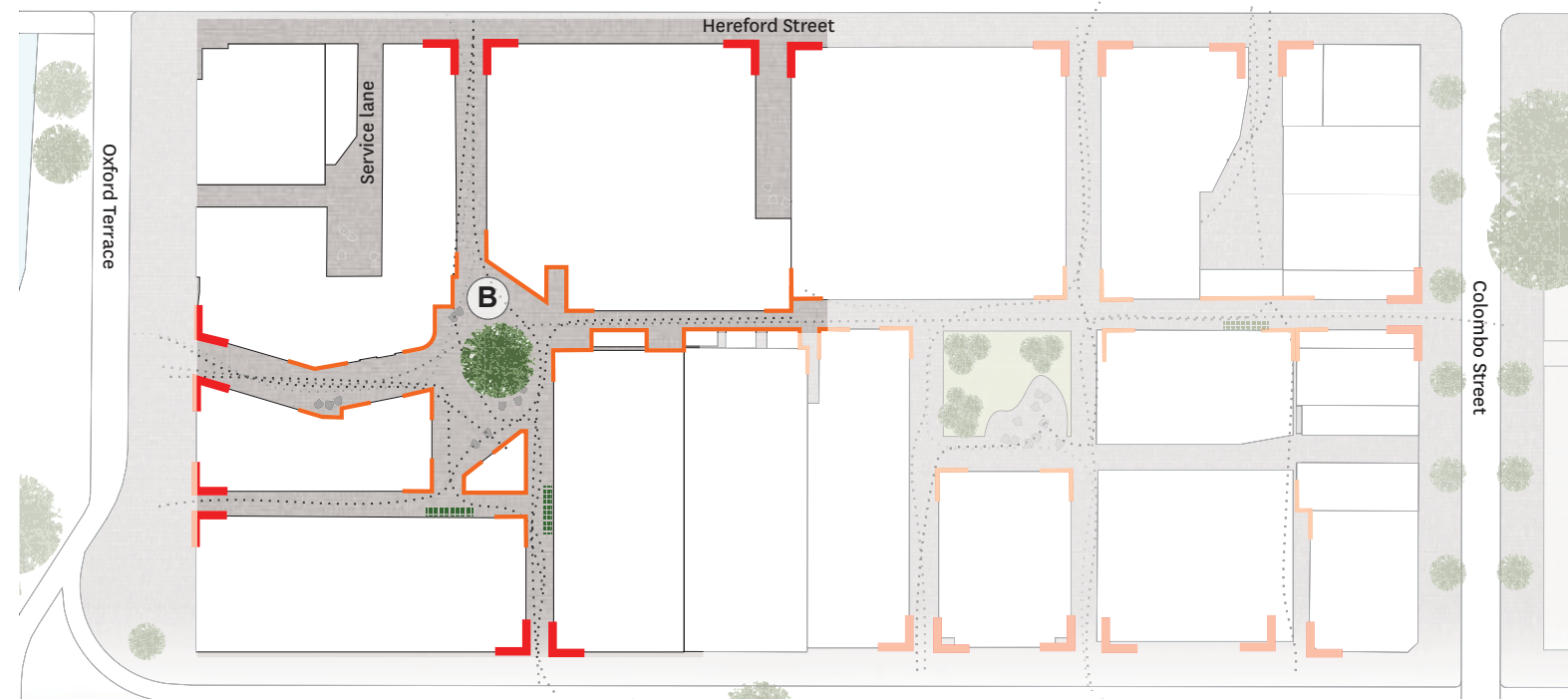
The Terrace. Image – The Terrace

### Courtyard B – THE TERRACE

This will be a hospitality/retail space, where the focus will be on diverse ground plane activity and events. It will have multiple access points to create a highly permeable space, with many passers-by and access to Ōtākaro/Avon River to the west. It should have an original and discovered character that reflects the vitality of hospitality – places to meet, places to eat – and the flexibility for events – weddings, parties, cinema. First floor hospitality activity will accentuate this quality. The ground level should minimise fixtures and focus on variety and flexibility. Public art installations of a temporary nature will assist in retaining this as a place to discover.



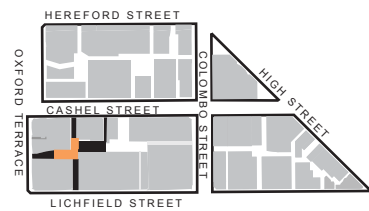
Courtyard A – Cashel Square.



Courtyard B – The Terrace.

### 3.2.4 SPATIAL STRATEGIES

## A quality public realm – Courtyards



Example:



Fredens Courtyard, Oslo. Image – Snøhetta

### Courtyard C – SOUTH WEST END

This is a residential retail courtyard. It should be a garden courtyard with connection to Ōtākaro/Avon River. It should have bespoke fixed seating mixed with removable seating, and a distinctive character that utilises the sunny spots and reflects the needs of residents and visitors. Places to play and places to relax, sit or play hopscotch might be provided.

#### LEGEND

-  Key lane entry corners
-  Key internal corners in lanes frame / define micro spaces
-  Trees located to define micro spaces + lead circulation through wider lanes
-  Green walls – visual interest to ends of lanes + define micro internal spaces
-  Flexible seating
-  Indicative circulation

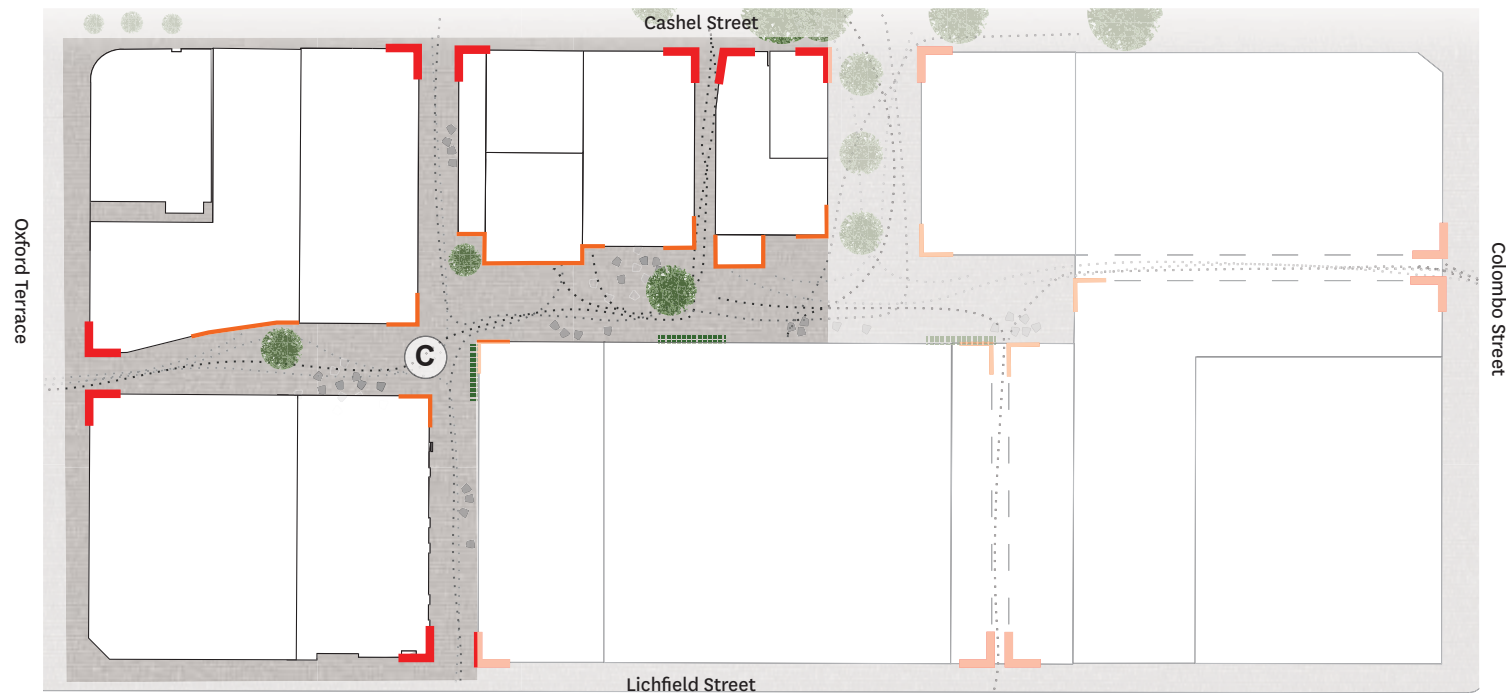
Example:



MOMA, New York City. Image – By hibino (Flickr) [CC-BY-2.0], via Wikimedia

### Courtyard D – LICHFIELD SOUTH CENTRAL

This pocket park provides a sunny and sheltered destination and retreat off Cashel Mall. It provides extended street frontage and will attract people with a spatial memory of the courtyards in Re:START Mall. Its edges should be activated by shop frontages and entries. Furniture and planting should provide a setting that will encourage people to meet, socialise and linger.



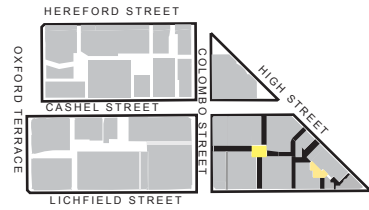
Courtyard C – South West End.



Courtyard D – Lichfield South Central.

### 3.2.4 SPATIAL STRATEGIES

## A quality public realm – Courtyards



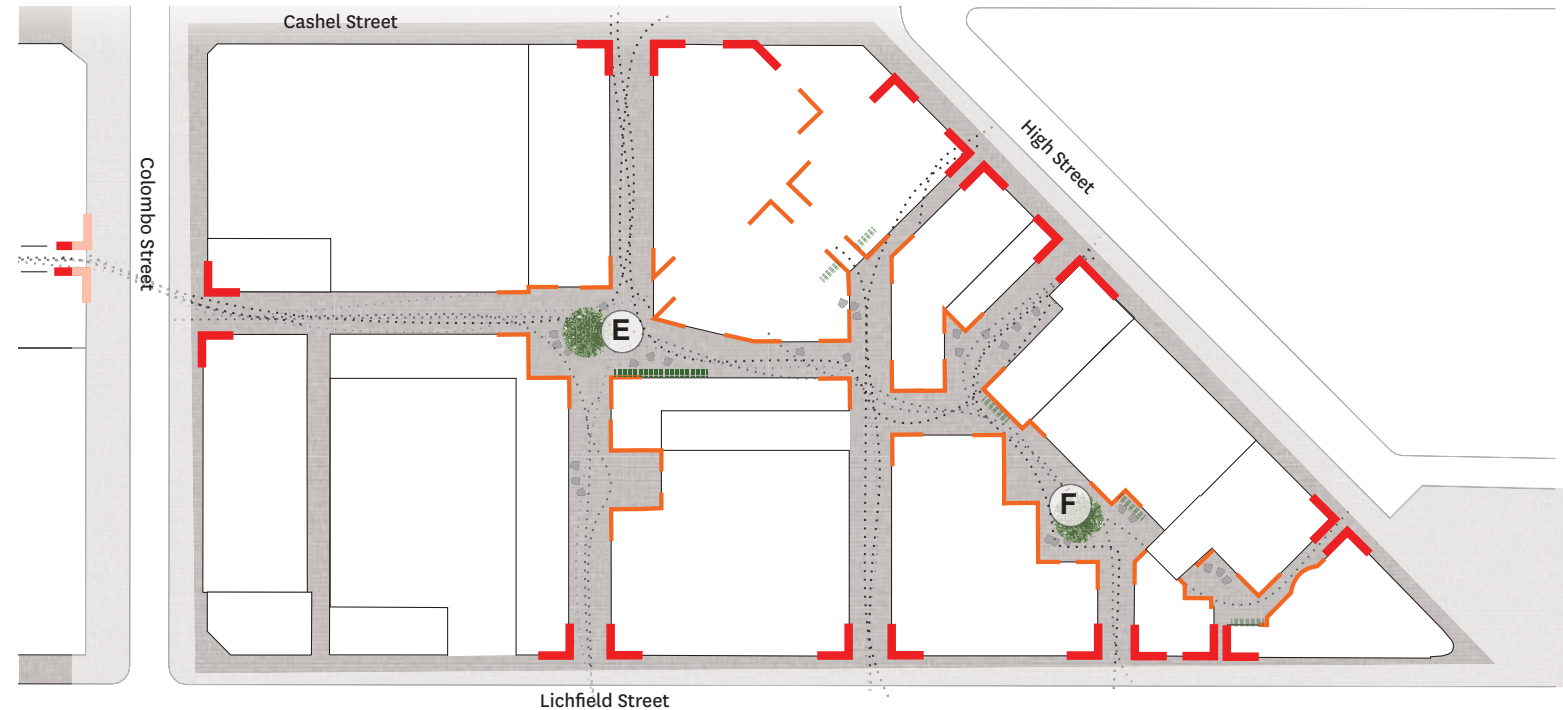
Example:



Sol Square, Christchurch.  
Image – CCC

### Courtyards E and F – SOUTH EAST END

The potential here is to develop a series of connected courtyards that engage through lanes and neighbouring land owners to form a dynamic and intricate sequence of spaces. The triangular forms and offset lanes create interesting and engaging spaces that can be occupied in a number of different ways over extended hours.



Courtyards E and F – South East End.

**Courtyard E** is the junction of key pedestrian lanes through the block connecting to and from the Bus Interchange. Occupiable corners are critical to its success whilst maintaining onward views to and through the lanes. Furniture placement should be carefully located to allow for good pedestrian movement and activities.

Example:



Strange's Lane, Christchurch.  
Image – CERA

LEGEND			
	Key lane entry corners		Green walls – visual interest to ends of lanes + define micro internal spaces
	Key internal corners in lanes frame / define micro spaces		Flexible seating
	Trees located to define micro spaces + lead circulation through wider lanes		Indicative circulation

**Courtyard F** This triangular space will be a hospitality/retail space where the focus will be on an edgy, quirky, distinctive feel, reminiscent of the historical High Street look and feel. Furniture placement – both fixed and removable – should be provided.

### 3.2.5 SPATIAL STRATEGIES

## An integrated retail environment

### Strategy

This overarching strategy is achieved by drawing together the four other strategies outlined in this section to deliver an integrated retail environment.

The success of the Precinct will rely on the implementation of the first four strategies and the support of the private sector and key stakeholders.

**In addition to the recommendations provided at the beginning of this document, the following should be considered.**

### Sustainability

Sustainability should be integrated into all aspects of building and public realm design. Considerations include passive solar design, on-site energy generation and energy efficiency; flexibility, resilience and adaptability; material selection, water retention and management; life-cycle costing analysis; and intelligent monitoring and control systems.

### Design quality control

Mechanisms and processes should be established to ensure high-quality design in all open space and building development. These should preclude any development that leads to a sub-optimal outcome, which will compromise the quality of any part of the Precinct and future of the Precinct as a whole.

### Retail use mix, placemaking and the Precinct leadership entity

The retail report by MacroPlan Dimasi highlighted that vision is required to achieve the mix and type of retail necessary to revitalise the Precinct.

An ongoing leadership entity to actively market, attract and support the right mix of retailers and other uses will be important. Also of significance will be placemaking to build life in the public realm with cultural and recreational events and initiatives.

### Development content summary

The potential retail development content within the area covered by the Plan is summarised below. These figures are measured from the ODPs and block-level plan proposals. The development quantum is broken down by developer parcel/ODP and indicates a total (gross) retail floor area (GFA) of 56,000m<sup>2</sup>. This is mostly at ground level but includes some retail at upper levels, for example at Ballantynes and The Terrace. These figures are indicative and subject to change.

### Retail GFA estimate

The Terrace	10,100m <sup>2</sup>
Cashel Square	6,200m <sup>2</sup>
South West End	4,600m <sup>2</sup>
Lichfield South Central	13,800m <sup>2</sup>
The Triangle Centre	5,300m <sup>2</sup>
<u>South East End</u>	<u>16,000m<sup>2</sup></u>
Total	56,000m <sup>2</sup>







# Block-level plan proposals



04.

Christchurch  
**RETAIL  
PRECINCT  
PLAN**



## 4.1 BLOCK-LEVEL PLAN PROPOSALS

### The vision

The vision for the Retail Precinct is divided into six block-level plan proposals:

- The Terrace
- Cashel Square
- The Triangle Centre
- South East End
- Lichfield South Central
- South West End.

Designs are informed by the design controls outlined in Section 2.5 and through the spatial strategies in Section 3.

This section reviews the Outline Development Plan proposals and provides key design guidelines by block. Guidelines are based on the consultation process and design investigations undertaken to date. This section also outlines an option at the date of publication for a coordinated vision for the Retail Precinct. Some Outline Development Plans are approved and under construction; others are in the design phase or pending an ODP submission.

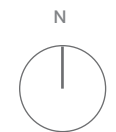
The information in this section is not prescriptive. The layouts shown may morph and change as designs continue to develop and are implemented.

#### LEGEND

- The Terrace and 76 Hereford Street
- Cashel Square and Colombo Street land owners
- The Triangle Centre
- The Crossing and High Street land owners
- Ballantynes, Mid City, The Guthrey Centre and Lichfield Street car park
- Various land ownership in the South West End
- Existing buildings
- Coordination zones



SCALE 1:1,500 @ A3



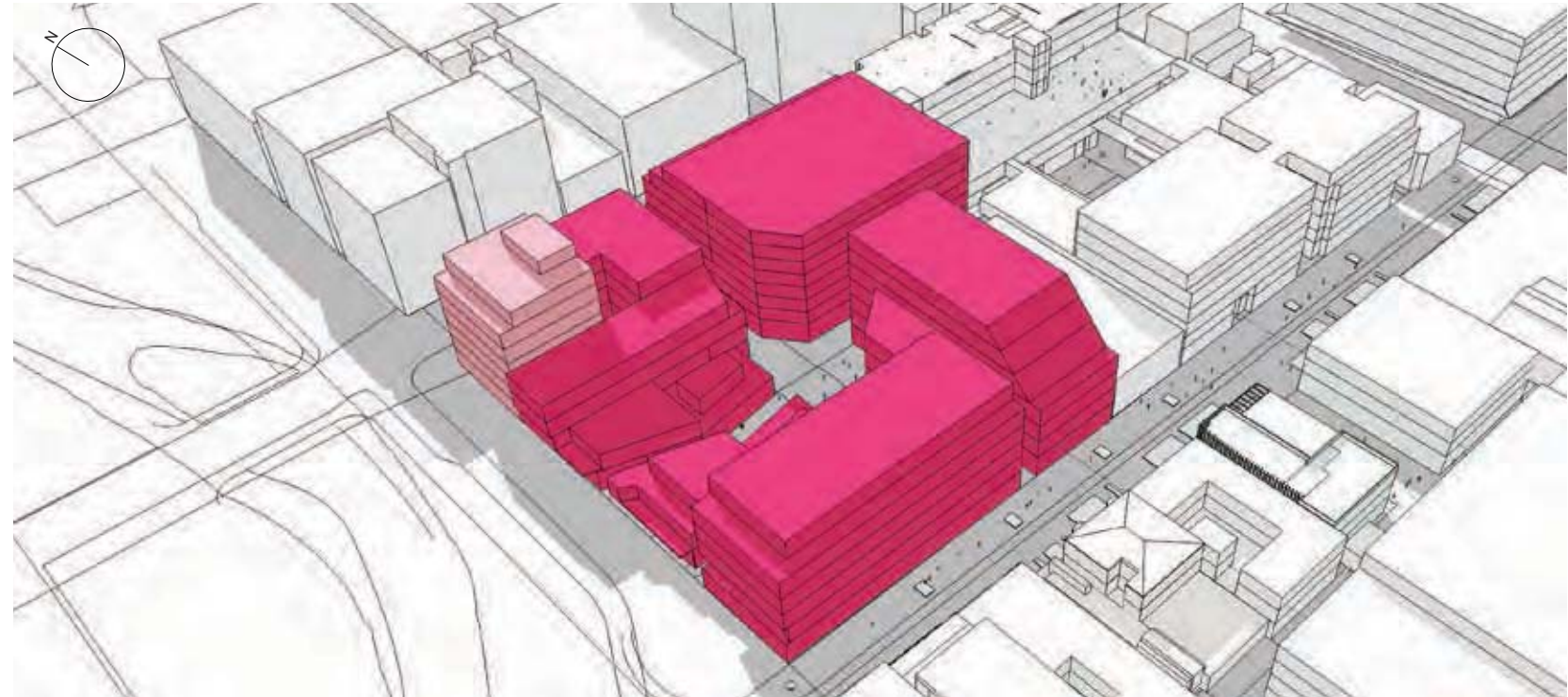
The Retail Precinct block-level plan overview.

## 4.2 BLOCK-LEVEL PLAN PROPOSALS

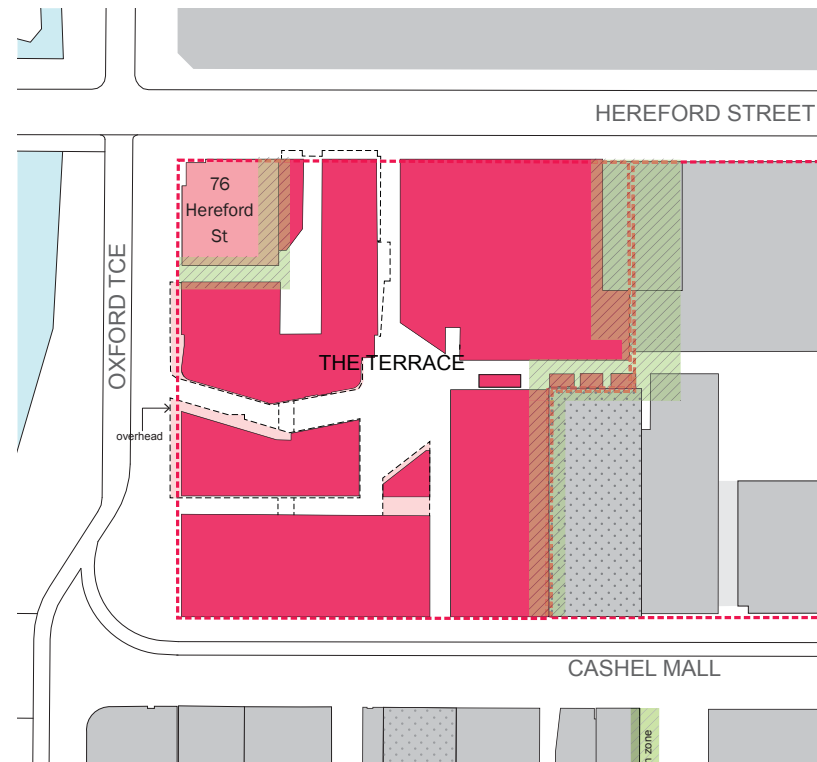
### The Terrace – Overview

The Terrace is located between Hereford and Cashel streets, fronting Oxford Terrace and the new Te Papa Ōtākaro/Avon River Precinct; it also adjoins Cashel Square. This is a prominent first-mover development, with construction of the first stage of the intended complex well underway.

Its intended offering of lively bars and restaurants recalls 'the Strip', which was an iconic entertainment destination prior to the earthquakes. The scale of many of the buildings against the river has been deliberately kept small to allow light and sun into the courtyard behind. Diversity has been celebrated both in architectural form and in the intended use, with commercial and potentially residential also in the mix. Similarly, due in part to providing for the extensive hospitality functions, the proportion of publicly accessible space is generous compared with the space occupied by buildings.



South west view.



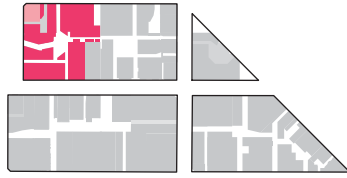
Plan at ground floor.



The Terrace. Image – Hereford Holdings Ltd

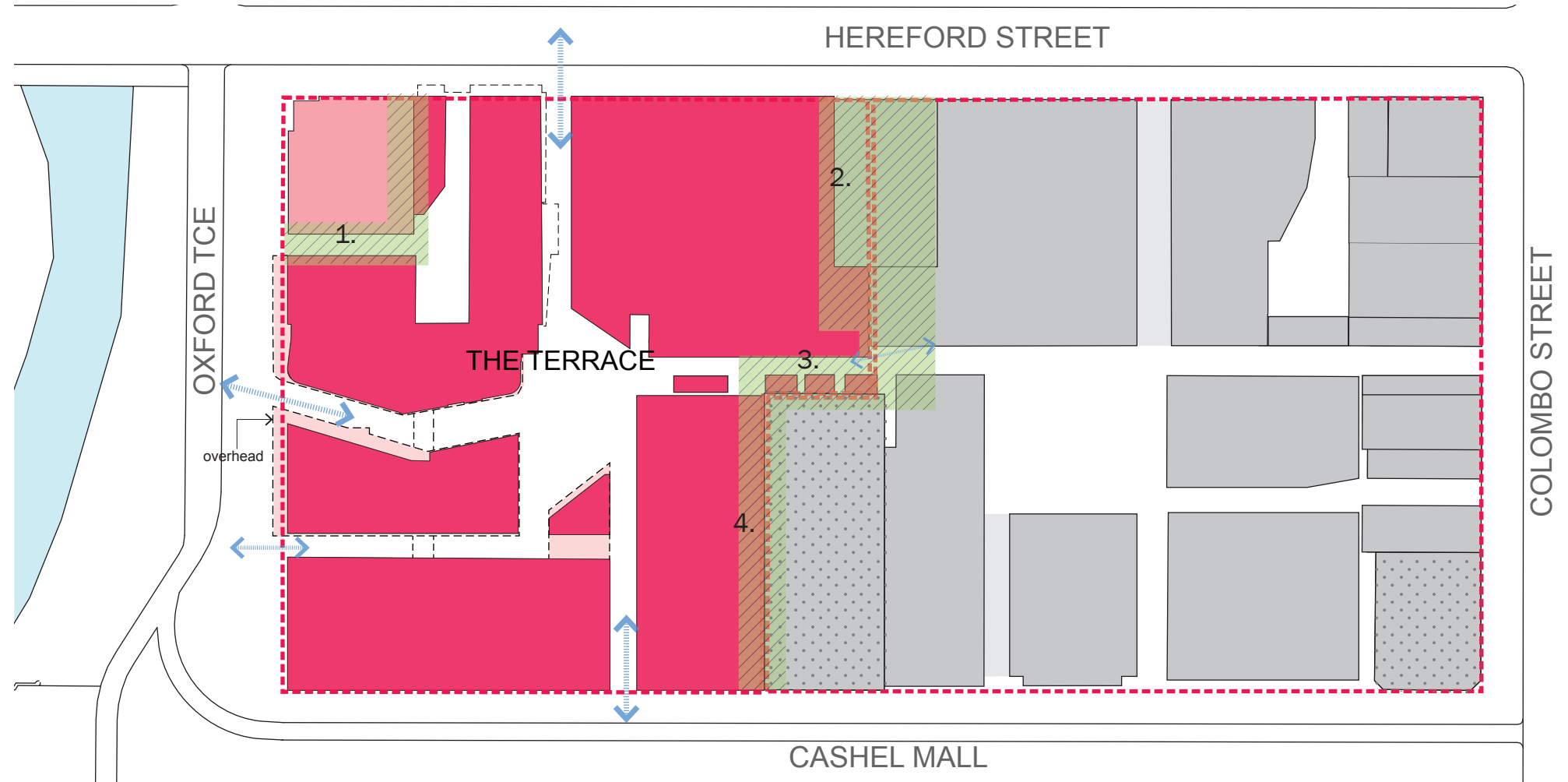
## 4.2 BLOCK-LEVEL PLAN PROPOSALS

### The Terrace – First moves to establish coordination

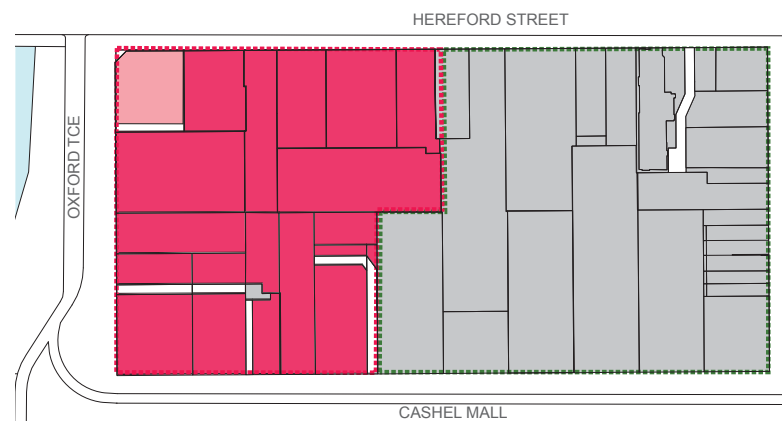


#### Notes

1. Easement coordination required for lane.
2. Car park coordination for efficient ramp and layout.
3. Coordinate connecting laneway conditions.
4. Coordinate fire separation between adjacent buildings.



The Terrace.

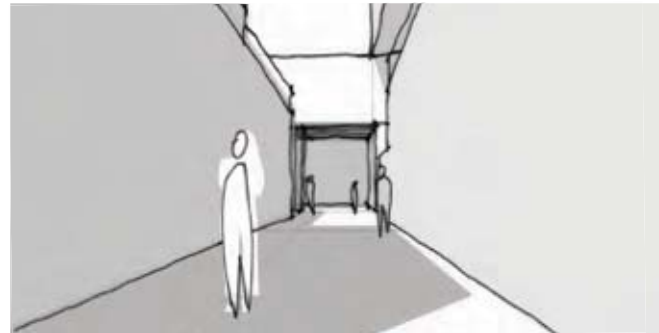
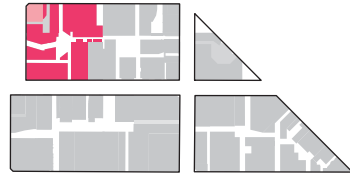


#### LEGEND

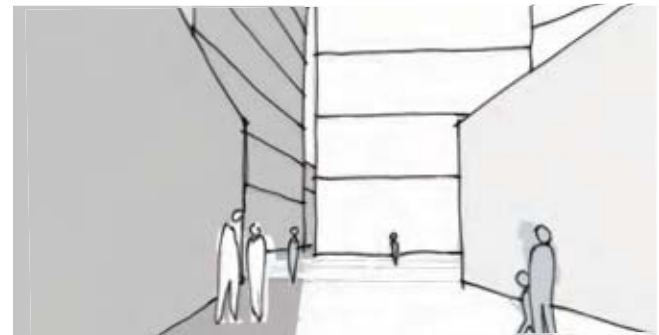
- Existing buildings
- The Terrace
- 76 Hereford Street
- Neighbouring buildings
- Block boundaries
- Coordination zones
- Pedestrian access

## 4.2 BLOCK-LEVEL PLAN PROPOSALS

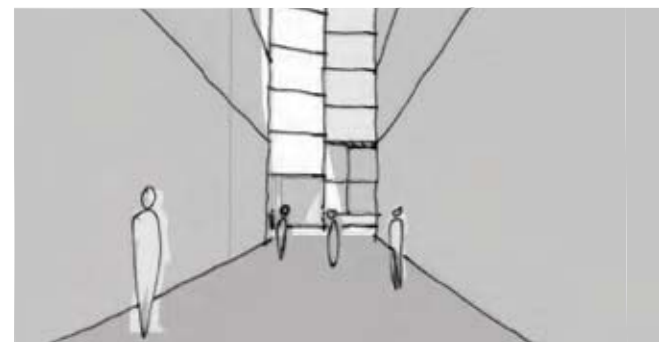
### The Terrace – Public realm ground floor retail frontage



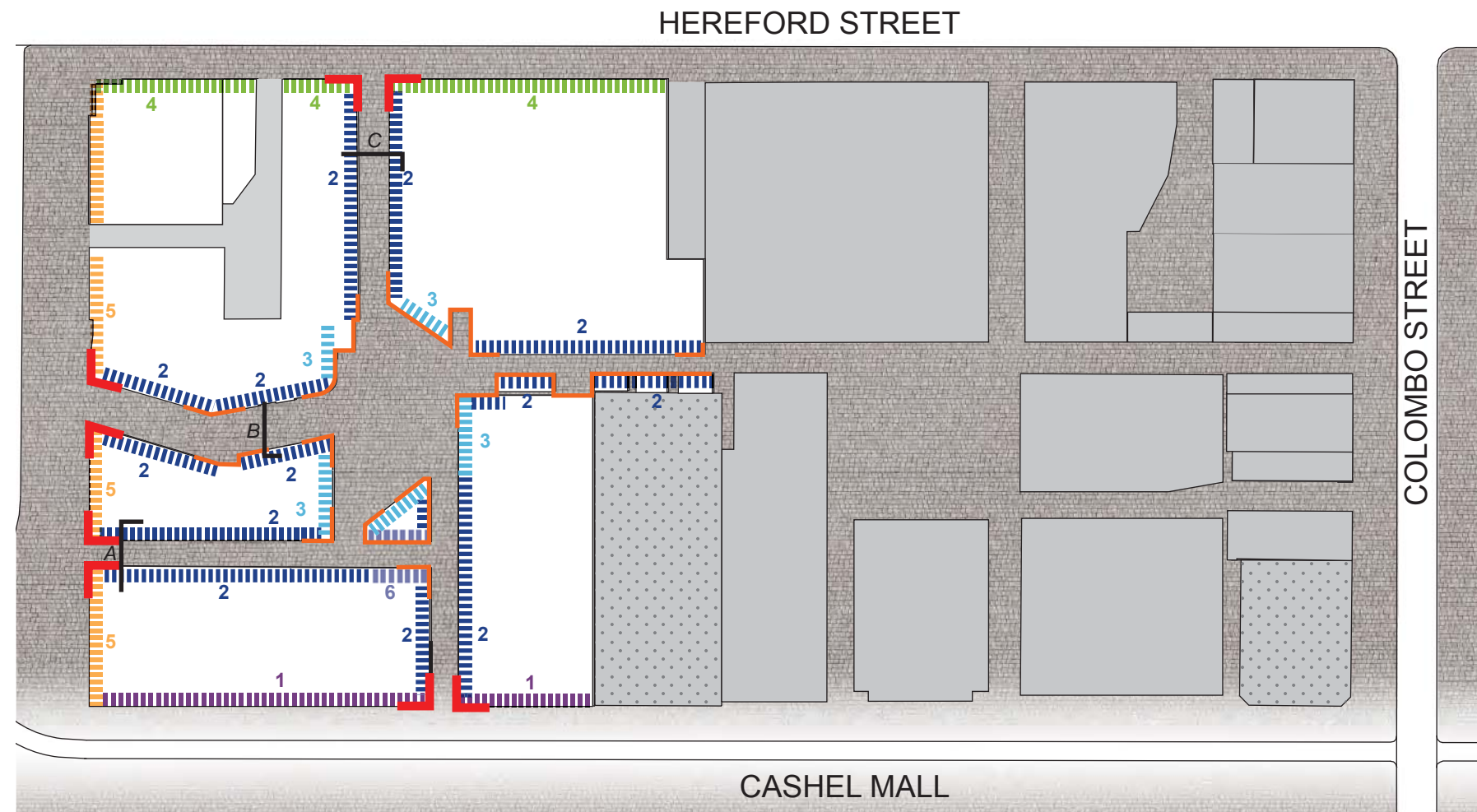
View A.



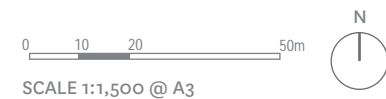
View B.



View C.



The Terrace.



#### Ground floor, lineal frontage

1. Cashel Mall frontage	76m
2. Frontage to laneway	367m
3. Frontage to courtyard	62m
4. Hereford Street frontage	56m
5. Oxford Terrace frontage	84m
6. Frontage to arcade	20m
<b>TOTAL</b>	<b>665m</b>

#### LEGEND

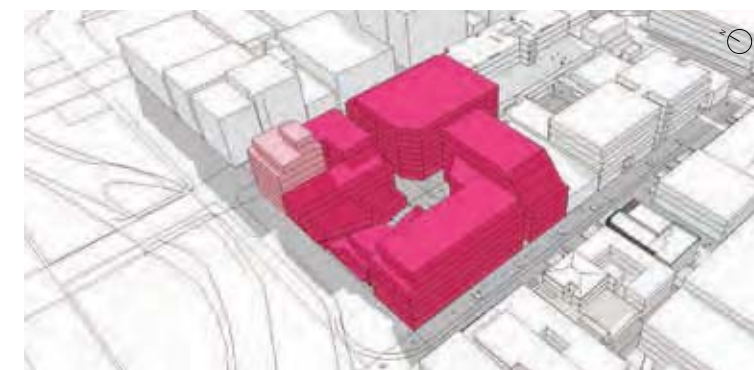
- Existing buildings
- Ground floor built forms
- Neighbouring buildings
- Key lane entry corners
- Key internal corners in lanes frame/define micro spaces



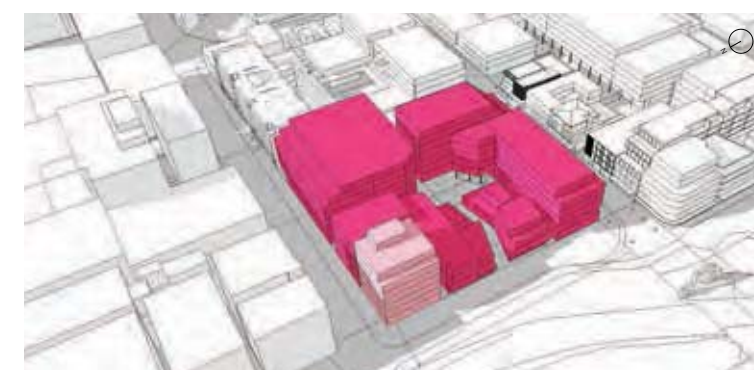
## 4.2 BLOCK-LEVEL PLAN PROPOSALS

### The Terrace – Key design guidelines

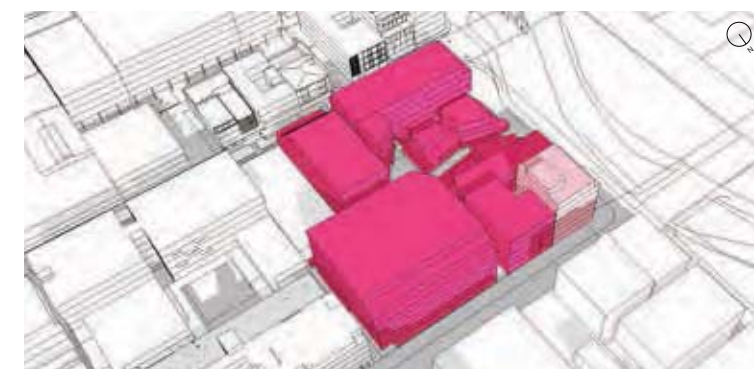
THE TERRACE	Key design guidelines
<b>Character</b>	<ul style="list-style-type: none"> <li>• A varied, human-scale environment. Clear relationship to Ōtākaro/Avon River.</li> <li>• Safe, vibrant and active over a 16hr period, visible occupation to upper levels.</li> <li>• Incorporation of Art Trail and Ōtākaro/Avon River design themes.</li> <li>• Use of landmark, contemporary design to signal a gateway role to the Precinct from the west.</li> <li>• Potential use of natural materials onto river-facing façades.</li> <li>• Pedestrian lanes and courtyard environment, open to the sky.</li> <li>• Form, massing and use coordinated with Cashel Square to the east.</li> </ul>
<b>Access and connections</b>	<ul style="list-style-type: none"> <li>• New connections east into the Precinct and Cashel Square.</li> <li>• Provide good visibility into lanes and the centre of the block.</li> <li>• Lane positions influenced by those of South West End and Cashel Square.</li> <li>• Multiple links into Oxford Terrace and Cashel Street.</li> <li>• North-south through-block links to Hereford Street.</li> </ul>
<b>Building heights and massing</b>	<ul style="list-style-type: none"> <li>• Oxford Terrace heights suppressed to ensure visibility east into the development (2 to 3 storeys) and to ensure a human scale towards the river edge.</li> <li>• Greater height along Hereford Street (5 to 7 storeys).</li> <li>• Suppress heights and create 'sun windows' along the Cashel Street edge to enhance environmental outcomes.</li> <li>• Locate higher buildings and greater massing to the east and centre of the block.</li> <li>• Emphasise corners at Hereford and Cashel streets.</li> <li>• Suppress heights to the northern edge of east-west aligned lanes.</li> </ul>
<b>Land uses</b>	<ul style="list-style-type: none"> <li>• Generally retail and hospitality at ground floor onto main streets, lanes and courtyards.</li> <li>• Focus on hospitality along Oxford Terrace.</li> <li>• Mix of residential with some office space above and potential for a hotel.</li> </ul>
<b>Main streets and spaces</b>	<ul style="list-style-type: none"> <li>• See public realm strategy (Section 3.2.4) for general street guidance.</li> <li>• Active ground floor frontages to main streets, lanes and courtyards. Intermittent active edges to internal lanes.</li> <li>• Ensure uses above provide overlooking onto streets, lanes and courtyards, with appropriate levels of openings to achieve good visual connections.</li> <li>• New internal lanes and courtyards to avoid 'back-of-house' feel.</li> </ul>
<b>Cashel Street</b>	<ul style="list-style-type: none"> <li>• Relate development in terms of scale (low-medium) and grain (fine).</li> <li>• Multiple lane connections with compatible streetscape/threshold design.</li> <li>• Limited access, pedestrian priority, quality streetscape.</li> </ul>
<b>Hereford Street</b>	<ul style="list-style-type: none"> <li>• Allow access for parking and servicing.</li> <li>• Larger-scale commercial character.</li> <li>• Consider provision for pedestrians crossing at lane connections.</li> </ul>
<b>Oxford Terrace</b>	<ul style="list-style-type: none"> <li>• Pedestrian, cycle, tram and emergency access only.</li> <li>• Relate to character of the Ōtākaro/Avon River.</li> <li>• Strong links into river-edge pedestrian routes.</li> <li>• Canopy structures, generous pedestrian zones.</li> </ul>
<b>Parking and servicing</b>	<ul style="list-style-type: none"> <li>• Servicing areas in rear courts or off shared lanes and carefully managed.</li> <li>• Principal servicing and parking access off Hereford Street.</li> <li>• On-street servicing with deliveries restricted to outside peak times.</li> <li>• Structured car parking provided with a combination of short and long stay.</li> <li>• Integrate parking access with Cashel Square development.</li> </ul>



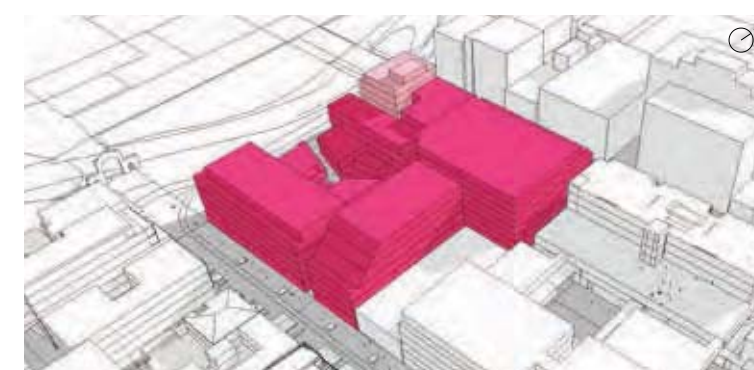
South west.



North west.



North east.



South east.

### 4.3 BLOCK-LEVEL PLAN PROPOSALS

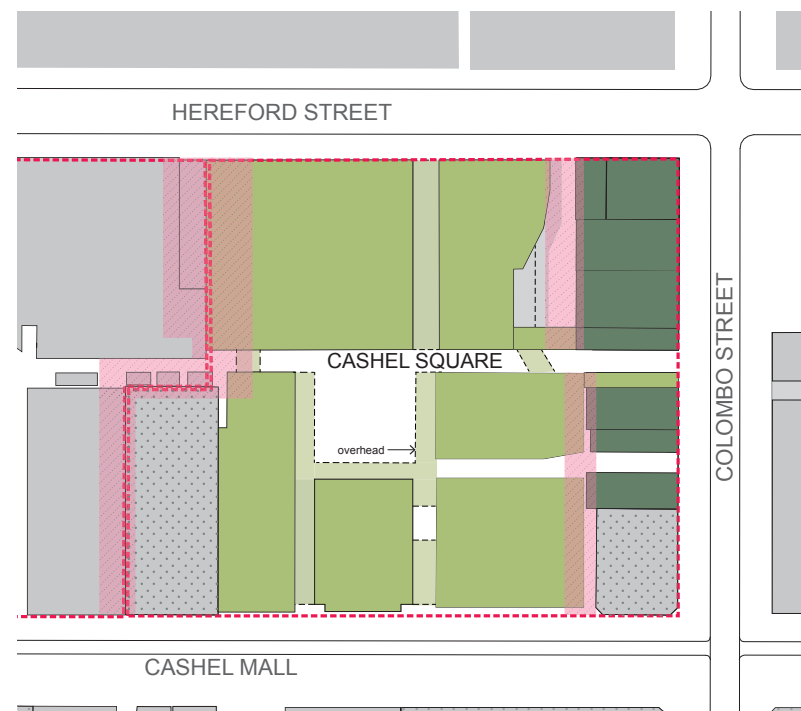
## Cashel Square – Overview

Cashel Square is centrally located between Hereford and Cashel streets through almost to Colombo Street. An extensive ground floor retail is provided with upper car parking above, and the commercial space offering is the largest intended to date within the Precinct. It is well supported by tenants and large business, and is under construction. A laneway network within this block provides access through and connects to a relatively large mid-block courtyard. This serves both as a breakout from the lanes and a light well for the large office floors that surround it.

Both Cashel Square and the immediately adjacent neighbours will gain from coordination at both its east and west edges. Therefore the block-level plan proposal includes the adjoining lots fronting to Colombo Street. This allows these smaller sites and the development on them to be within an ODP consent framework. The smaller scale of these sites will add a varied selection of building scales and retail mix along Colombo Street.



North east view.



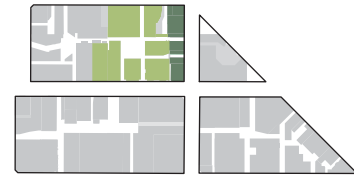
Plan at ground floor.



Cashel Square, artist's impression. Image – Lichfield Holdings Ltd

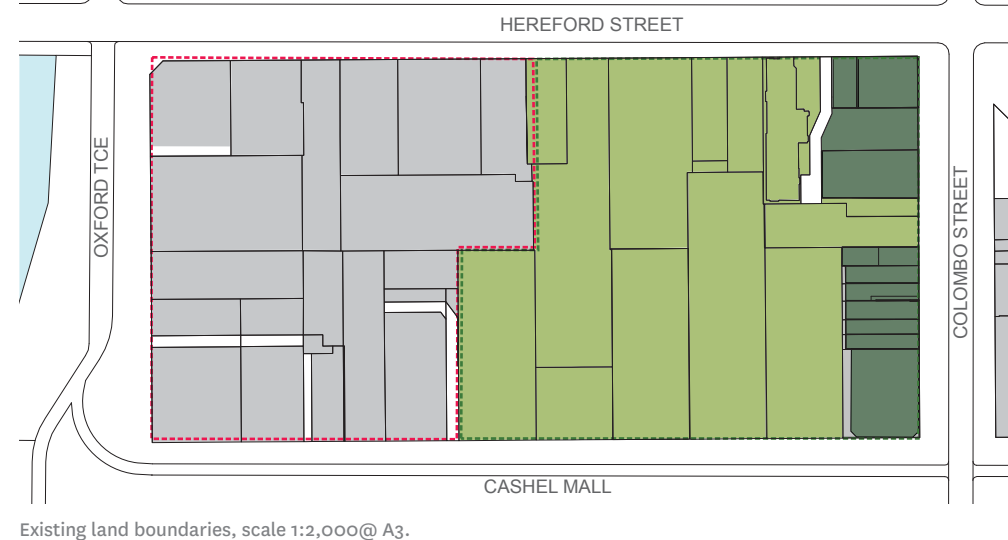
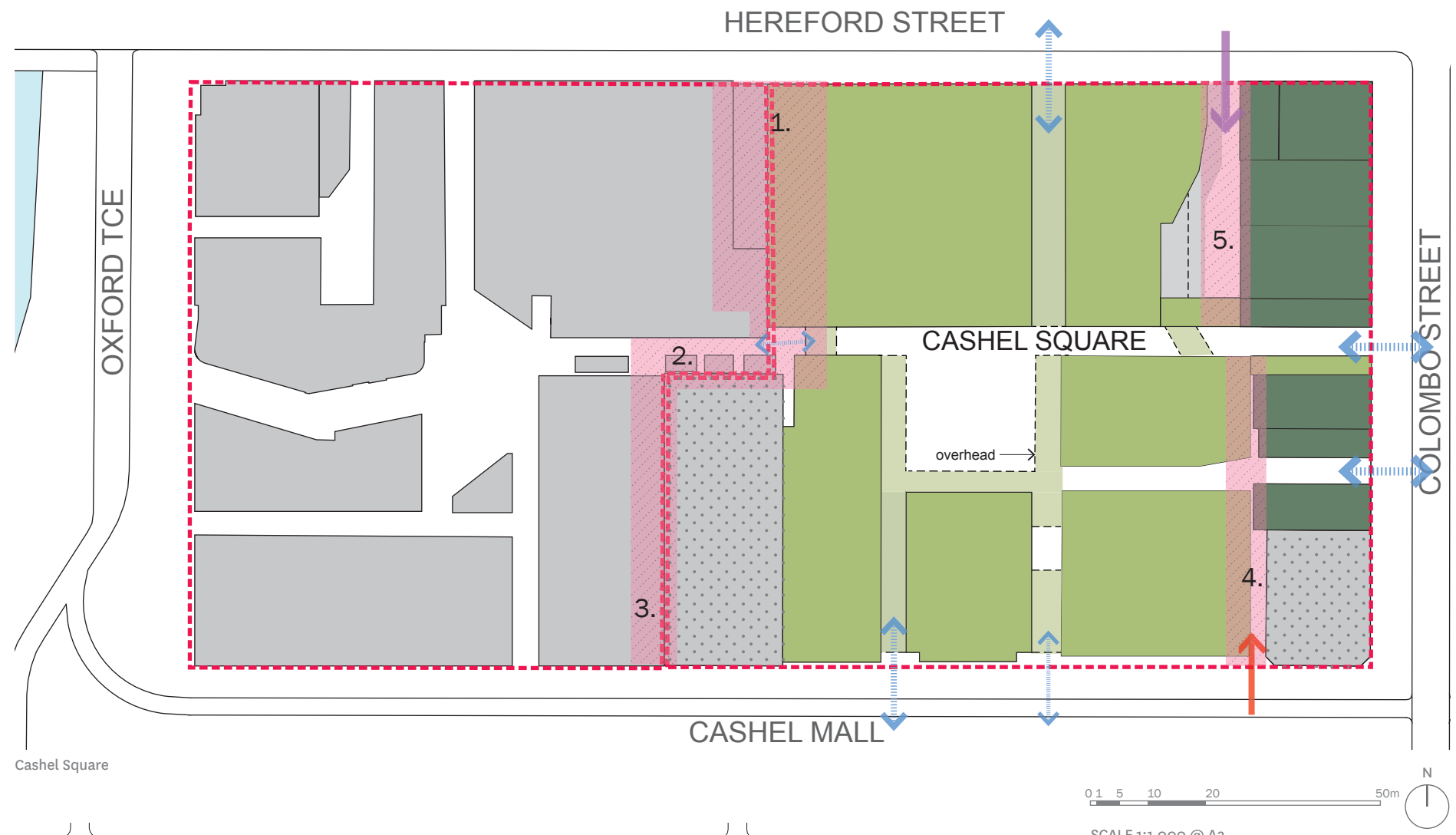
### 4.3 BLOCK-LEVEL PLAN PROPOSALS

## Cashel Square – First moves to establish coordination



#### Notes

1. Car park coordination for efficient ramp and layout.
2. Coordinate connecting laneway conditions.
3. Coordinate fire separation between adjacent buildings.
4. Coordinate Cashel Square with Colombo Street land owners for potential public space, laneways.
5. Service vehicle access.

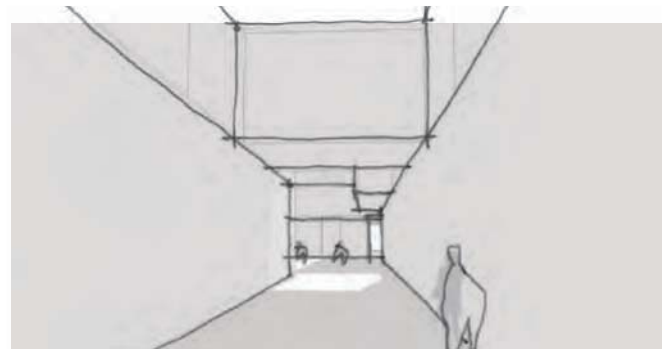
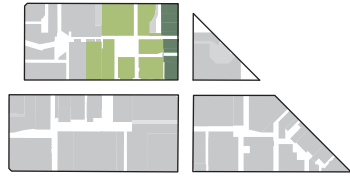


#### LEGEND

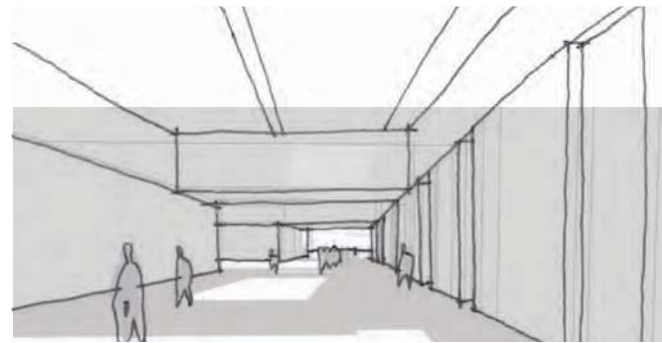
- Existing buildings
- Cashel Square
- Colombo Street various land owners
- Neighbouring buildings
- Block boundaries
- Coordination zones
- Pedestrian access
- Potential pedestrian access
- Service vehicle access

### 4.3 BLOCK-LEVEL PLAN PROPOSALS

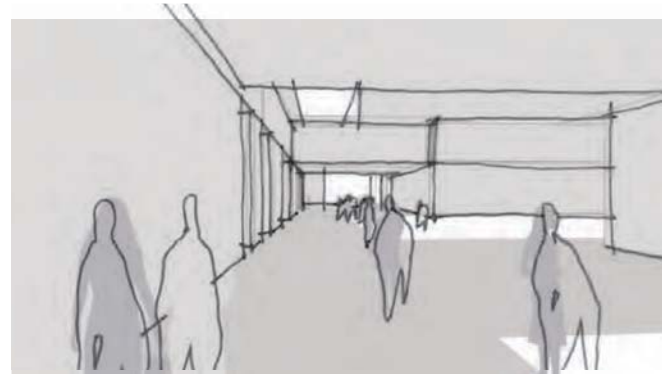
## Cashel Square – Public realm ground floor retail frontage



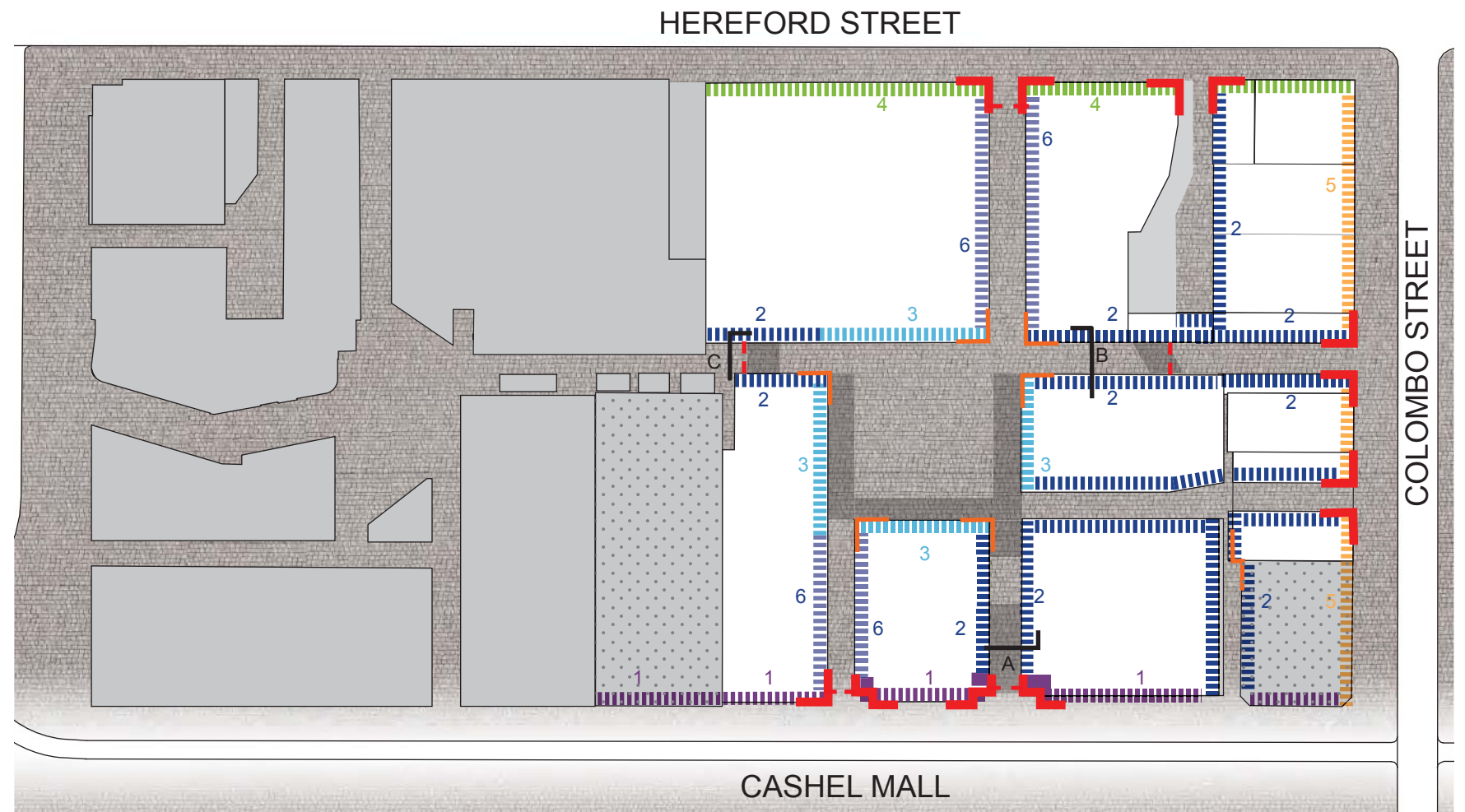
View A.



View B.



View C.



0 10 20 50m

SCALE 1:1,500 @ A3



#### Ground floor, lineal frontage

1. Cashel Mall frontage	85m
2. Frontage to laneway	180m
3. Frontage to courtyard	230m
4. Hereford Street frontage	65m
5. Colombo Street frontage	100m
6. Frontage to arcade	235m
<b>TOTAL</b>	<b>895m</b>

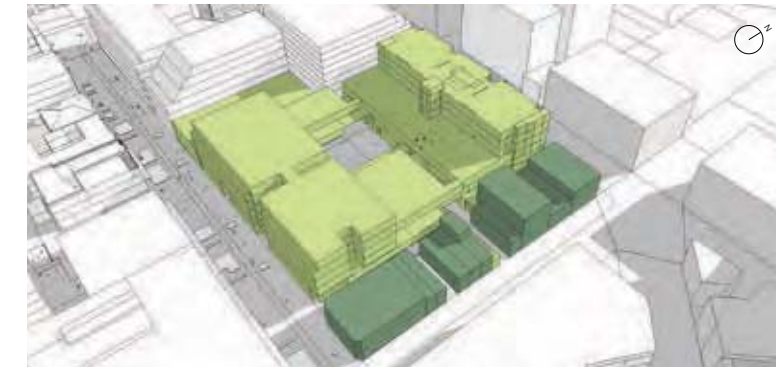
#### LEGEND

- Existing buildings
- Ground floor built forms
- Neighbouring buildings
- Key lane entry corners
- Key internal corners in lanes frame/define micro spaces
- Security gate line

## 4.3 BLOCK-LEVEL PLAN PROPOSALS

# Cashel Square – Key design guidelines

CASHEL SQUARE	Key design guidelines
<b>Character</b>	<ul style="list-style-type: none"> <li>Contemporary mixed-use development of high architectural quality reflecting the visibility and profile of the location.</li> <li>Large, comprehensive development that provides intricacy and visual interest at street level.</li> <li>Coordinated with smaller ownerships to the east along Colombo Street.</li> <li>Safe, vibrant and active ground level with visible occupation at upper levels.</li> <li>Compatible with Cashel Street public realm and continuity with The Terrace streetscape materials palette.</li> <li>Pedestrian lanes and spaces environment. Minimise covered lane areas and pursue lanes and spaces that are open to the sky.</li> </ul>
<b>Access and connections</b>	<ul style="list-style-type: none"> <li>New lane connections east to Colombo Street and west to The Terrace.</li> <li>Lane positions influenced by those of The Terrace, Lichfield South Central and The Triangle Centre.</li> <li>Multiple through-block links to Hereford Street and Cashel Street.</li> <li>Provide good visibility into lanes and the centre of the block.</li> </ul>
<b>Building heights and massing</b>	<ul style="list-style-type: none"> <li>Colombo Street heights to reflect former traditional 'main street' character (2–3 storeys) and to ensure a human scale along the street edge.</li> <li>Greater height along Hereford Street (up to 7 storeys).</li> <li>Suppress heights (up to 5 storeys) along Cashel Street, using upper-level set-backs and creating 'windows' to provide sun to the street.</li> <li>Contain higher buildings/massing to the north and centre of the block.</li> <li>Suppress heights along lanes, particularly to the northern edge of east–west lanes.</li> </ul>
<b>Land uses</b>	<ul style="list-style-type: none"> <li>Generally a mix of retail at ground floor with some office frontage.</li> <li>Avoid office cores opening into lanes that conflict with retail.</li> <li>Retail offer to be defined in accordance with retail strategy and demand.</li> <li>Commercial office space above.</li> <li>Car parking above, avoid direct open connection with lanes/spaces, sleeve with office or other uses where possible.</li> </ul>
<b>Main streets and spaces</b>	<ul style="list-style-type: none"> <li>See public realm strategy (Section 3.2.4) for general street guidance.</li> <li>Active ground floor frontages to main streets and courtyards. Intermittent active edges to lanes.</li> <li>Ensure uses above provide overlooking onto streets, lanes and courtyards, with appropriate levels of openings to achieve good visual connections and promote safety of laneways.</li> <li>New lanes and courtyards to be safe and avoid 'back-of-house' feel.</li> </ul>
<b>Cashel Street</b>	<ul style="list-style-type: none"> <li>Relate development in terms of scale (low–medium) and grain (fine).</li> <li>Larger forms to be contained behind a finely scaled street-level frontage.</li> <li>Two lane connections with compatible streetscape/threshold design.</li> <li>Limited access, pedestrian priority, high-quality streetscape.</li> </ul>
<b>Hereford Street</b>	<ul style="list-style-type: none"> <li>Allow access for parking and servicing.</li> <li>Larger-scale commercial character.</li> <li>Consider provision for pedestrians crossing at lane connections.</li> </ul>
<b>Parking and servicing</b>	<ul style="list-style-type: none"> <li>Servicing areas in rear courts or off shared lanes and carefully managed.</li> <li>Principal servicing and parking access off Hereford Street.</li> <li>On-street servicing with deliveries restricted to outside peak times.</li> <li>Structured car parking provided with a combination of short and long stay.</li> <li>Opportunity to integrate parking access with The Terrace development.</li> </ul>



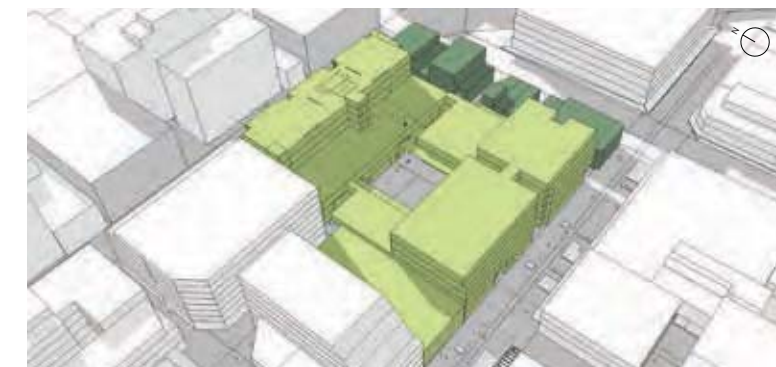
South east.



North east.



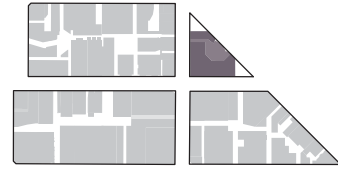
North west.



South west.

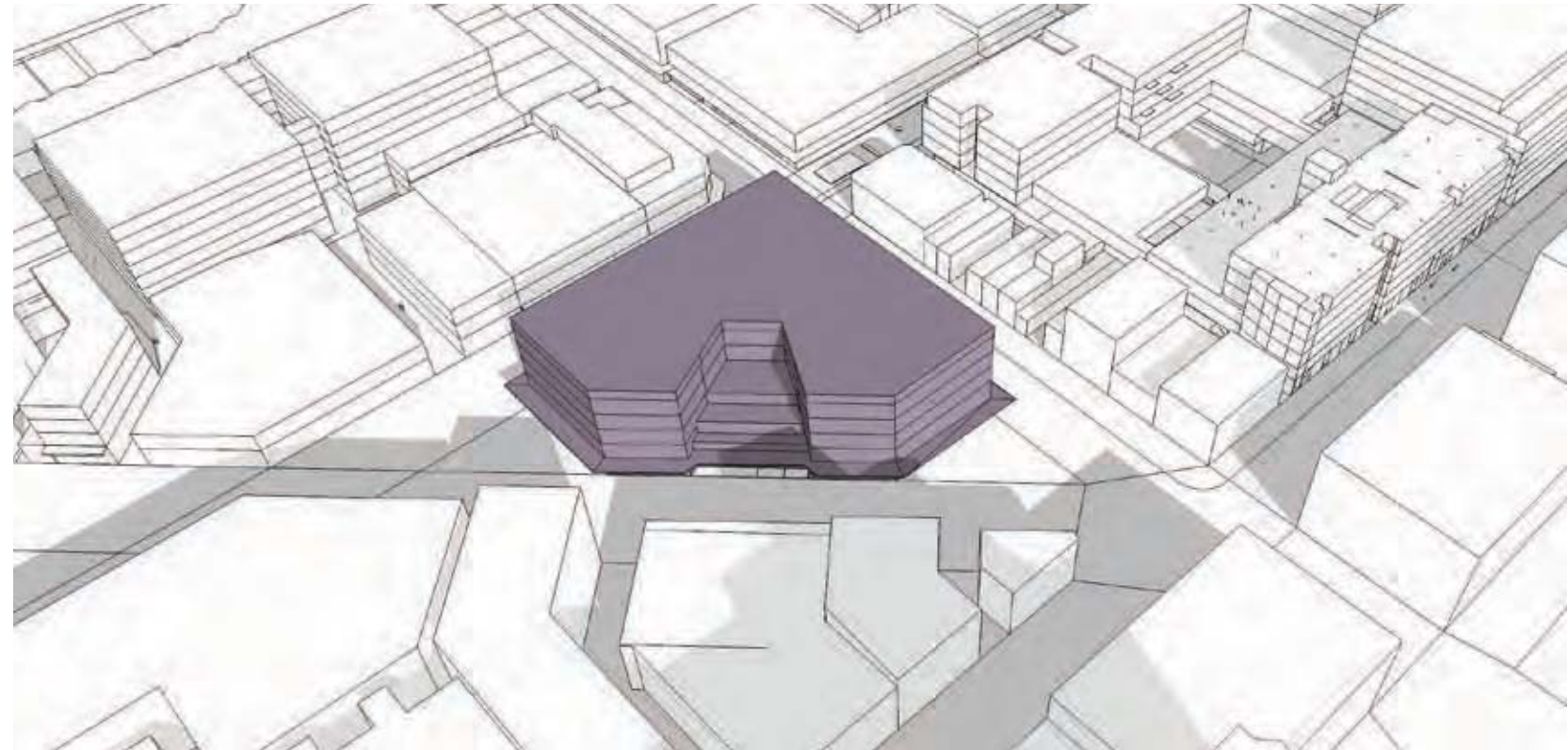
#### 4.4 BLOCK-LEVEL PLAN PROPOSALS

### The Triangle Centre – Overview

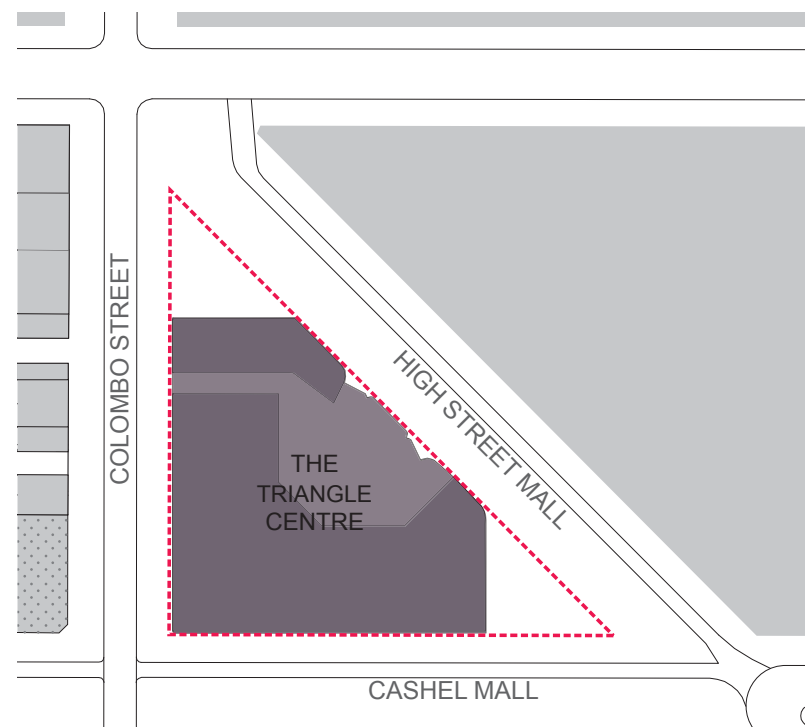


The Triangle Centre is on an iconic corner site that effectively has three front faces and sits on an island bounded by Colombo, Cashel and High streets. It is likely that it will have a strong fashion retail offering to reinforce a cluster with Ballantynes and The Crossing. This retail is complemented by large commercial floor plates above. A large, glazed light atrium facing High Street is intended, which will add to the variety of spaces for use within the Precinct.

Access to The Triangle Centre will be improved by the provision of short-stay car parking in the South East End block. The recommended alignments of the lanes in the South East End block will assist with providing access to that parking.



North west view.



Plan at ground floor.

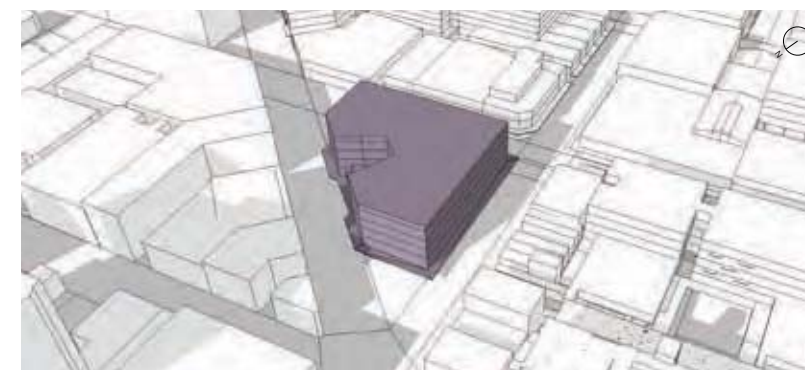


The Triangle Centre, artist's impression. Image – CHC Properties

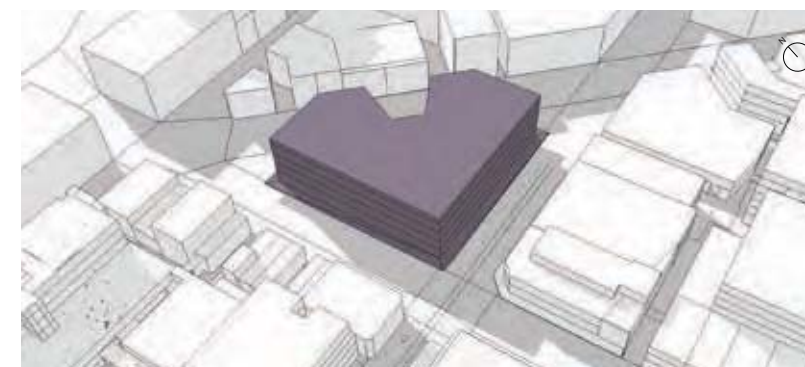
## 4.4 BLOCK-LEVEL PLAN PROPOSALS

# The Triangle Centre – Key design guidelines

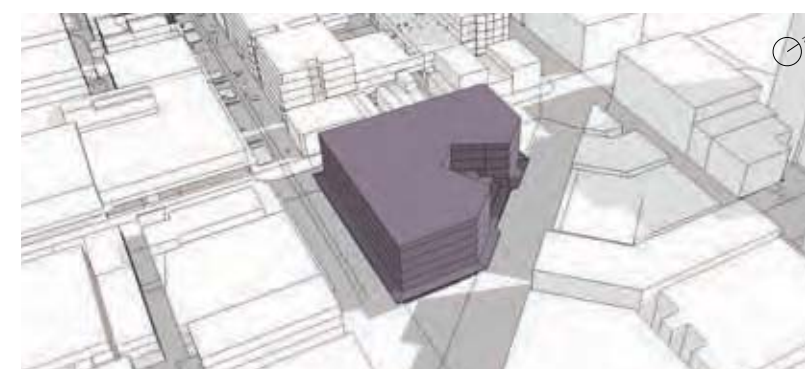
THE TRIANGLE CENTRE	Key design guidelines
<b>Character</b>	<ul style="list-style-type: none"> <li>• High-profile, high-quality, landmark development.</li> <li>• Standalone block that relates to three street-edge conditions.</li> <li>• Comprehensively designed.</li> <li>• Dynamic block due to angle of High Street reflected in a distinctive design for corners, links and spaces.</li> <li>• Safe, vibrant and active ground level to all streets with visible occupation at upper levels.</li> </ul>
<b>Access and connections</b>	<ul style="list-style-type: none"> <li>• Create internal link between High Street and Colombo/Cashel Street.</li> <li>• Link west across Colombo Street into Cashel Square and smaller owners on the west edge of Colombo Street.</li> <li>• Lane positions influenced by grid geometries and expressing key corners.</li> <li>• Good visibility and accessibility along all main streets.</li> <li>• Main access off High Street.</li> </ul>
<b>Building heights and massing</b>	<ul style="list-style-type: none"> <li>• New building heights to reinforce landmark status (up to 7 storeys).</li> <li>• Heights to reflect different street conditions and priority of streets in retail terms (Cashel Street as principal retail street).</li> <li>• Emphasise corners.</li> <li>• Relate corner heights to open space and buildings on opposite corners.</li> </ul>
<b>Land uses</b>	<ul style="list-style-type: none"> <li>• Generally a mix of retail at ground floor onto main streets and offices above.</li> <li>• Retail mix to potentially include retail and hospitality along High Street.</li> <li>• Retail mix to be defined in accordance with retail mix strategy and market demand.</li> </ul>
<b>Main streets and spaces</b>	<ul style="list-style-type: none"> <li>• See public realm strategy (Section 3.2.4) for general street guidance.</li> <li>• Active ground-floor frontages to main streets.</li> <li>• Ensure uses above provide overlooking onto streets with appropriate levels of fenestration to achieve good visual connections.</li> </ul>
<b>Cashel Street</b>	<ul style="list-style-type: none"> <li>• Allow medium-grain frontage width and development size.</li> <li>• Comprehensively designed development, articulate corners.</li> </ul>
<b>Colombo Street</b>	<ul style="list-style-type: none"> <li>• Full vehicle access street with pedestrian focus and wide pavements.</li> <li>• Allow for layby, parking, taxi, loading and basement parking access.</li> <li>• Establish new street character to emphasise landmark development.</li> </ul>
<b>High Street</b>	<ul style="list-style-type: none"> <li>• Limited access street, tram and pedestrian focus, wider pavements.</li> <li>• Inviting mid-block entrance and atrium.</li> <li>• Lower-scale edge to development, set-backs to upper levels.</li> </ul>
<b>Parking and servicing</b>	<ul style="list-style-type: none"> <li>• Servicing areas in basement.</li> <li>• Servicing and parking access off Colombo Street.</li> <li>• On-street servicing with deliveries restricted to outside peak times.</li> <li>• Basement parking.</li> <li>• See movement strategy (Section 3.2.3) for on-street parking guidance.</li> </ul>



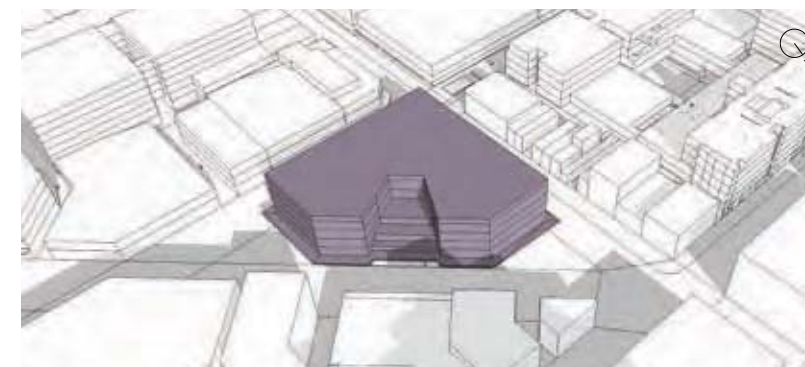
North west.



South west.



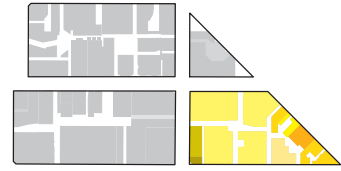
South east.



North east.

## 4.5 BLOCK-LEVEL PLAN PROPOSALS

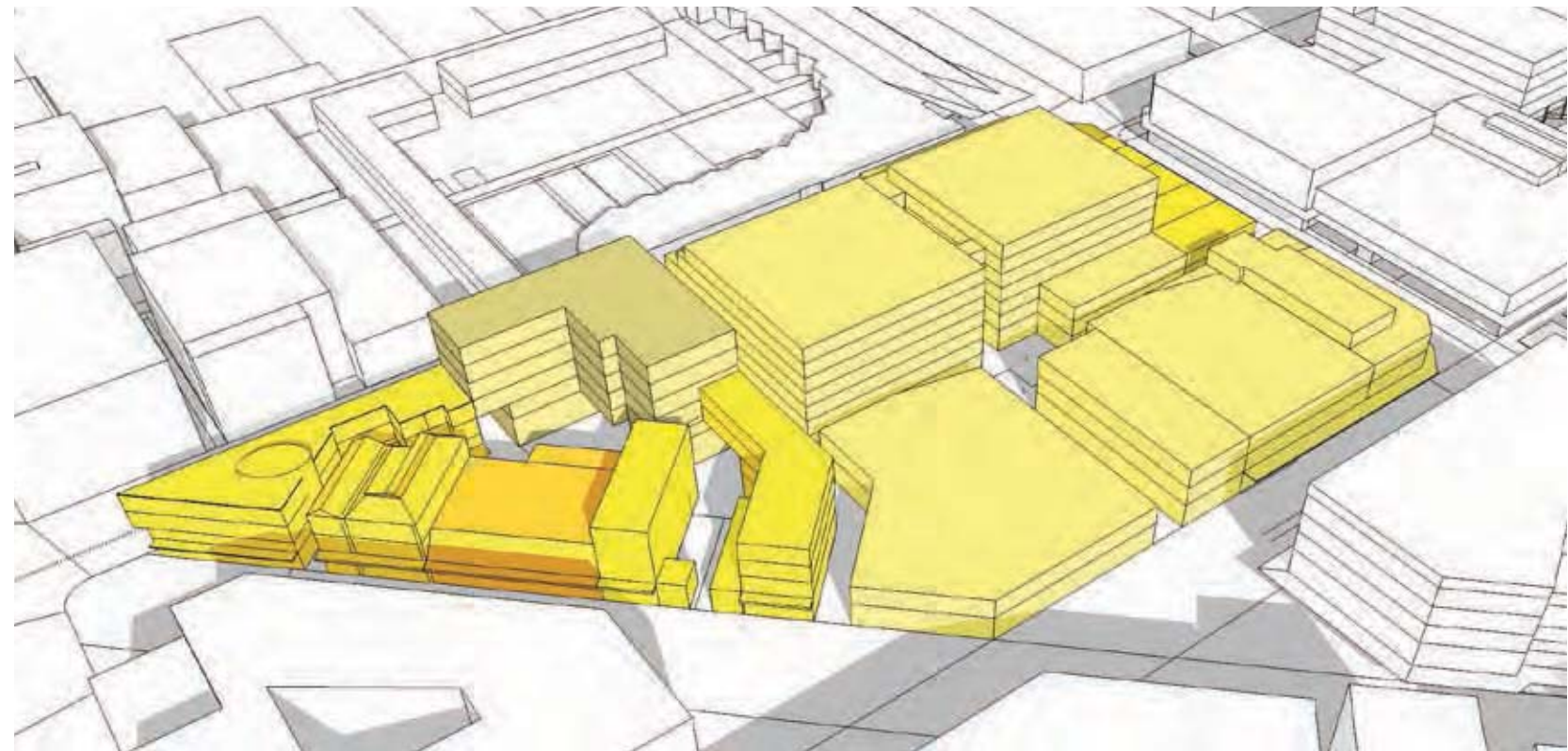
### South East End – Overview



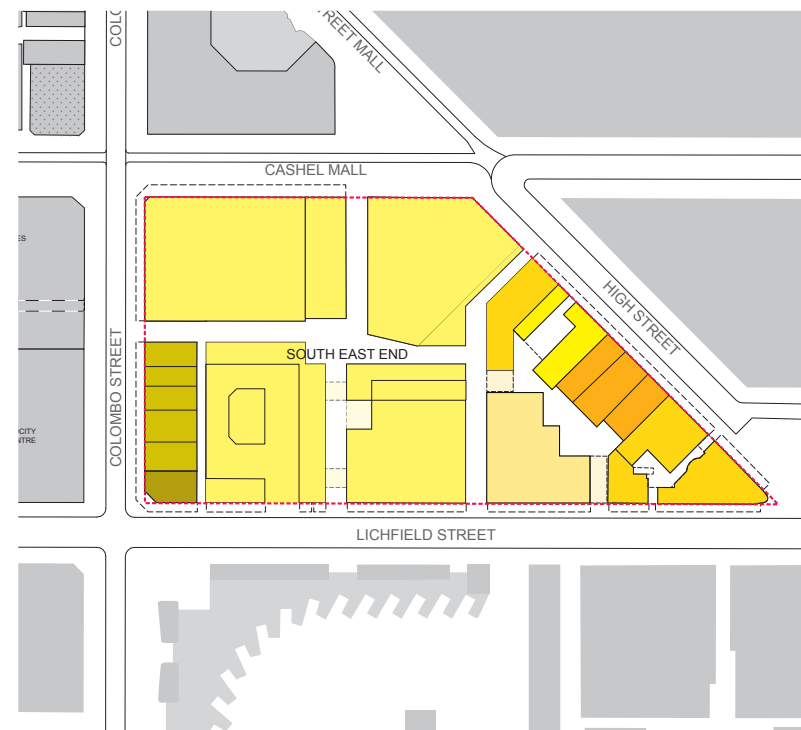
The largest development in this block will be The Crossing. This large landholding is complemented by a group of land owners with narrow-fronted shops facing Colombo Street, and smaller-scale retail at the triangular eastern end of the block facing High Street. This area is also characterised by mixed use and a variety of lot sizes, shapes and potential building types.

This block plan also centres on replacing of the short-stay car park in The Crossing with proposed multi-storey parking over a large retail floor plate. Planning here requires careful coordination of entrances and exits with the proposed Bus Interchange on Lichfield Street.

Interlinked lanes will draw pedestrians through the block and the courtyards within it as well as provide for servicing. A series of linked rectilinear and triangular courtyards provide character from the existing buildings and activities at the eastern end of the block, and provide intriguing possibilities for activity and occupation.



North east view.



Plan at ground floor.

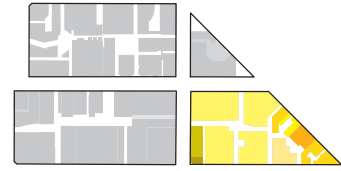


The Crossing car park, artist's impression. Image – Carter Group Ltd



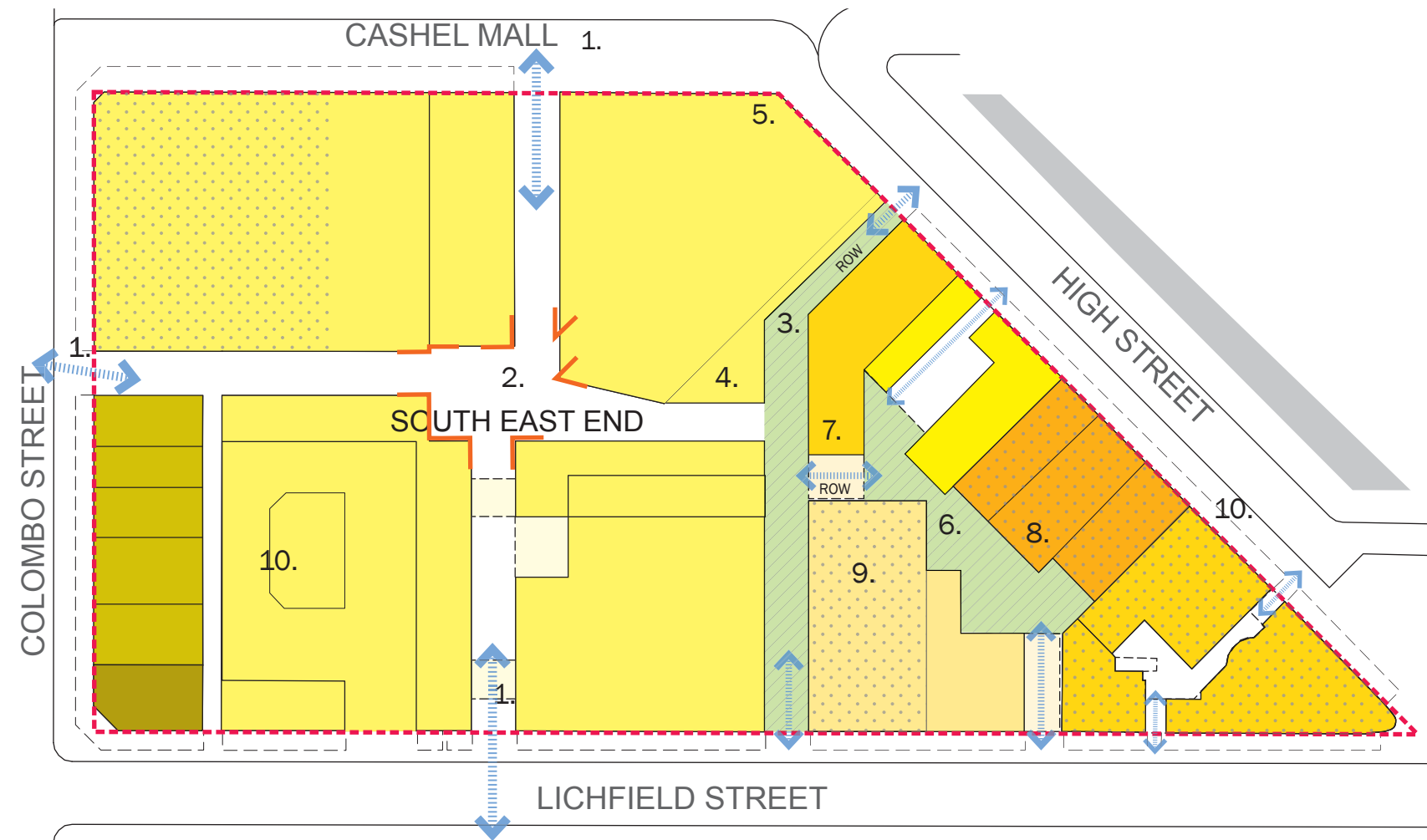
## 4.5 BLOCK-LEVEL PLAN PROPOSALS

### South East End – First moves to establish coordination

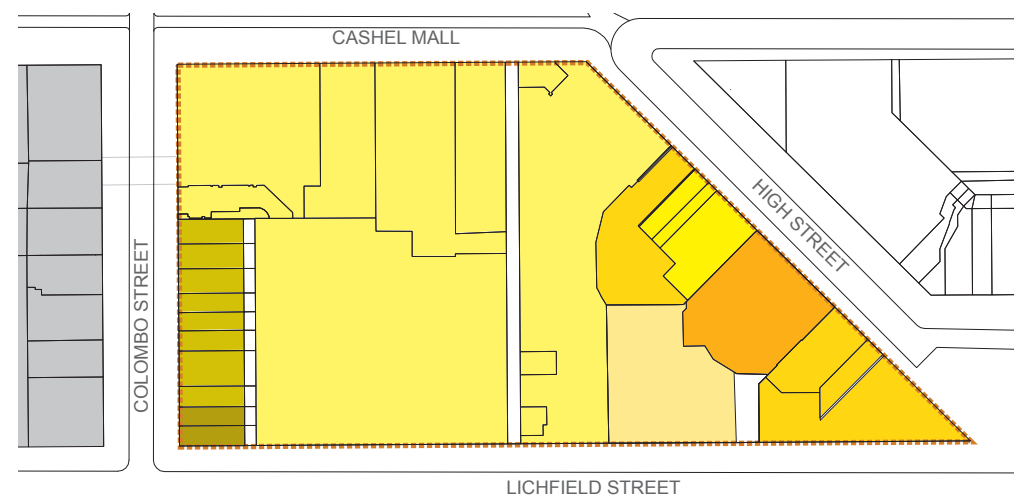
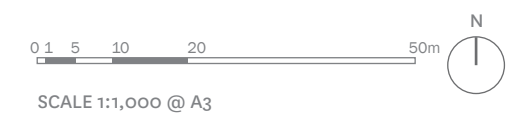


#### Notes

1. Align lanes to major entrances across streets:
  - Ballantynes, internal arcade (first floor) and Colombo Street entrance at ground level
  - Bus Interchange entry
  - frontage of Triangle Centre site.
2. Let courtyards be formed as a result of the surrounding buildings; ensure series of prominent corners.
3. Potential for a truck right of way (ROW) from Lichfield Street to High Street.
4. Encourage land owners to coordinate to achieve a potential/further courtyard space.
5. Encourage creation of a 'Ponsonby Central/Britomart' - type arcade or food-centric offering on Cashel/High Street corner.
6. Allow the 45° geometry to mix with the 90° orthogonal grid, to create a sequence of differently scaled triangular spaces - starting with the just-completed Stranges building (investigate potential connection) and finishing with a space either side of this High Street site
7. Encourage 4–5 levels, build over ROWs above second floor level, to provide arcade-type entrance to courtyards.
8. Encourage former Work and Income site to be reconfigured, by removal of west lean-to and build over 2 levels.
9. Encourage 6–7 levels, build over ROWs above second floor level, to provide arcade access to courtyards. Potential opportunity for ground floor car parking.
10. Encourage fine grain of 1–4 level buildings along High Street, and along south side of Cashel Mall and in south east Colombo Street.



South East End, scale 1:1,000 @ A3.



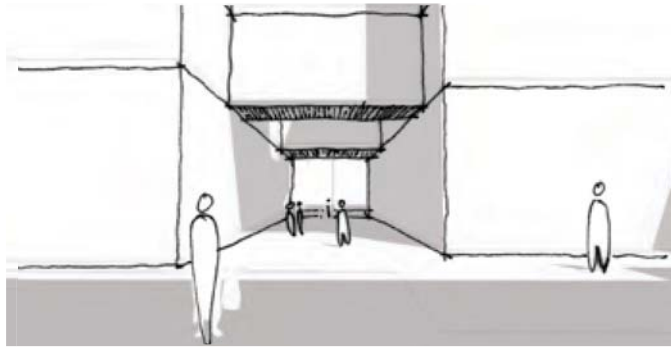
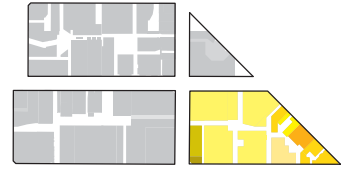
Existing land boundaries, scale 1:2,000 @ A3.

#### LEGEND

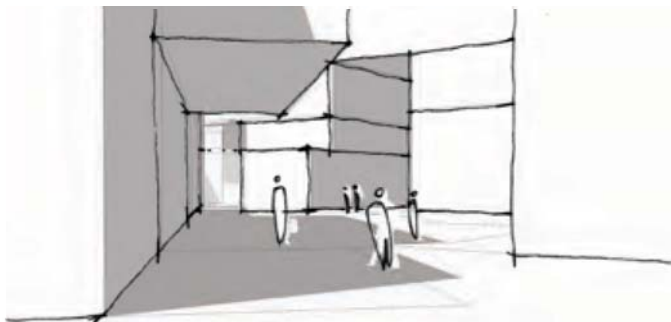
- Existing buildings
- South East End
- Neighbouring buildings
- Block boundaries
- Coordination zones
- Pedestrian access

## 4.5 BLOCK-LEVEL PLAN PROPOSALS

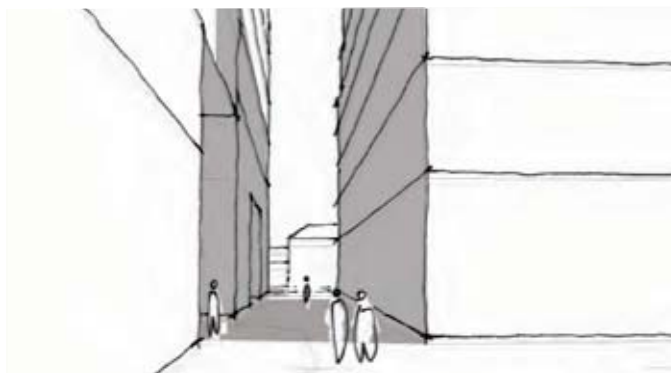
### South East End – Public realm ground floor retail frontage



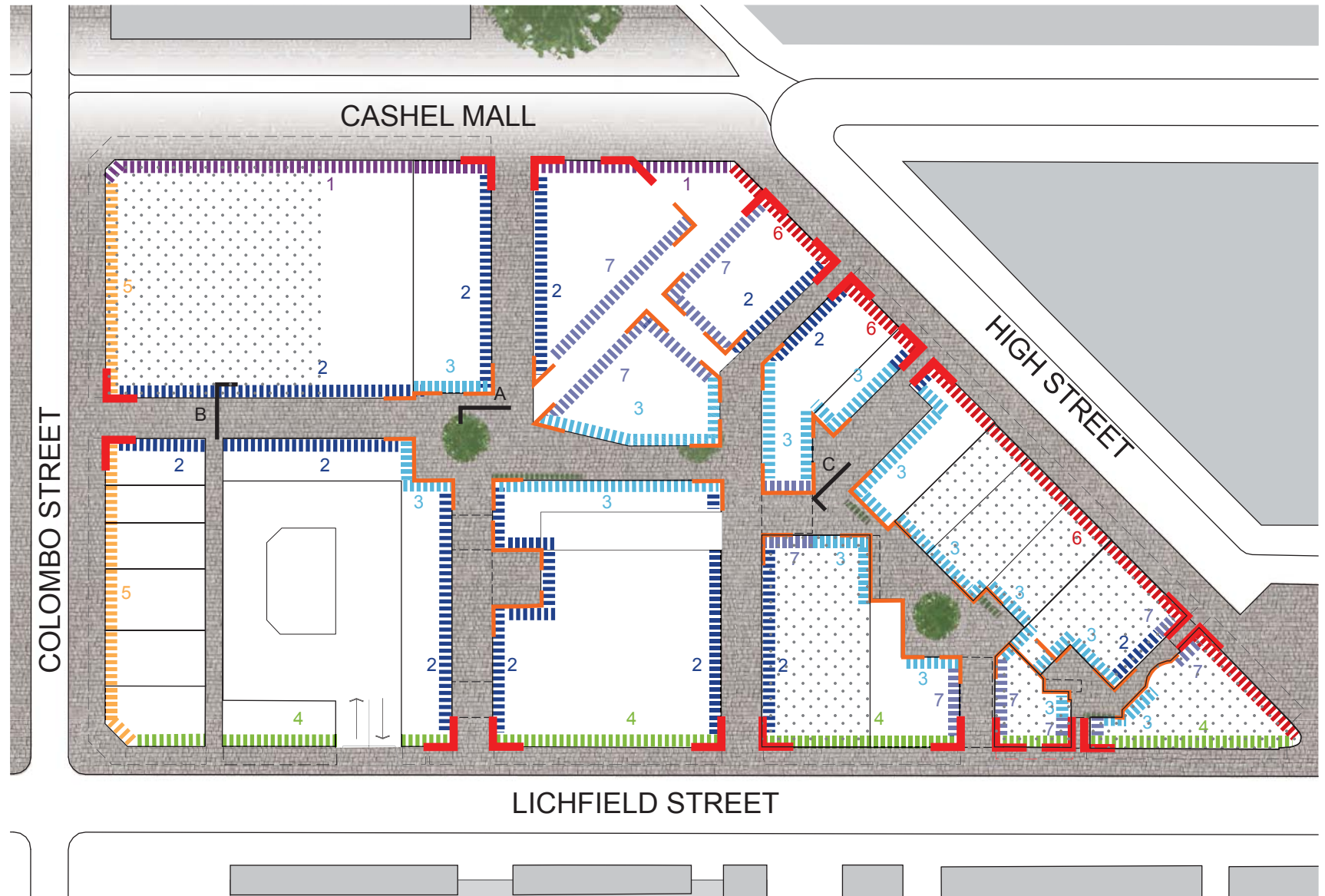
View A.



View B.



View C.



#### Ground floor, lineal frontage

1. Cashel Mall frontage	100m
2. Frontage to laneway	390m
3. Frontage to courtyard	280m
4. Lichfield Street frontage	170m
5. Colombo Street frontage	90m
6. High Street frontage	120m
7. Frontage to arcade/internal link	140m
<b>TOTAL</b>	<b>1290m</b>

#### LEGEND

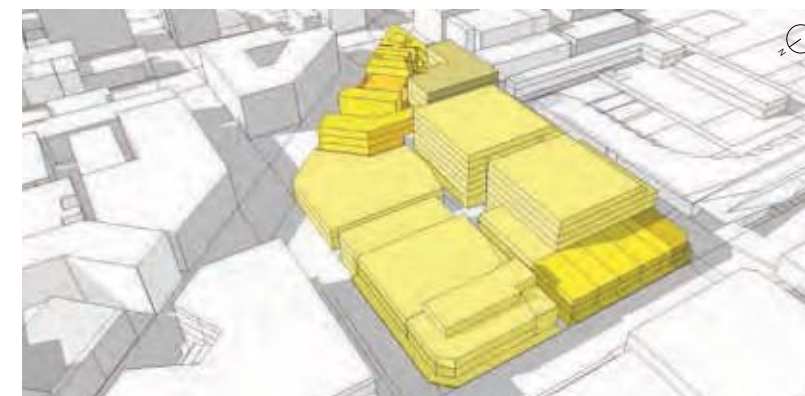
- Existing buildings
- Ground floor built forms
- Neighbouring buildings
- Key lane entry corners
- Key internal corners in lanes



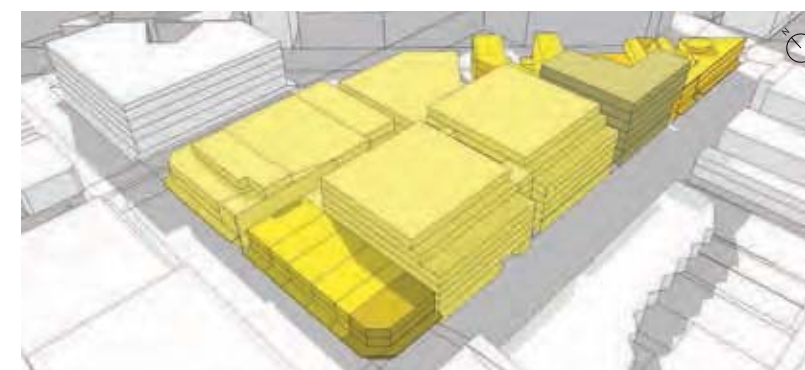
## 4.5 BLOCK-LEVEL PLAN PROPOSALS

### South East End – Key design guidelines

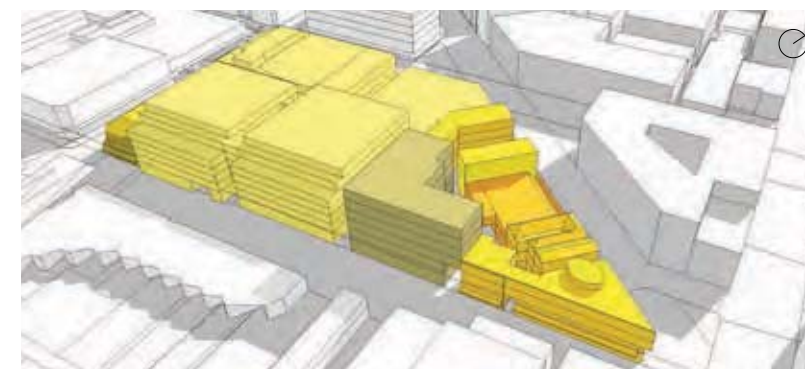
SOUTH EAST END	Key design guidelines
<b>Character</b>	<ul style="list-style-type: none"> <li>Highly varied, historic and contemporary, large and small.</li> <li>Dynamic shape due to diagonal of High Street reflected in a distinctive character.</li> <li>Integrate new development with historic character buildings along Cashel, Colombo and High streets.</li> <li>Larger developments along Lichfield Street including The Crossing car park.</li> <li>Coordinated approach across one large land owner and other owners on Colombo and High streets.</li> <li>Safe, vibrant and active ground level to Cashel, Colombo and High streets with visible occupation at upper levels.</li> <li>Pedestrian lanes and courtyards of high environmental quality, open to the sky with rectangular and triangular space geometries reflecting the alignment of main and shared streets.</li> </ul>
<b>Access and connections</b>	<ul style="list-style-type: none"> <li>Create new east-west connection from Colombo Street.</li> <li>Two north-south through-block links from Lichfield to Cashel and High streets respectively.</li> <li>Lane positions influenced by existing buildings, The Crossing development and the diagonal of High Street.</li> <li>Provide good visibility into lanes and the centre of the block.</li> <li>Car park bridge links across lanes.</li> </ul>
<b>Building heights and massing</b>	<ul style="list-style-type: none"> <li>New buildings adjacent to existing heritage buildings to establish sensitive and appropriate height and mass relationship.</li> <li>Heights range from 2-5 storeys along Colombo, Cashel and High streets to achieve human-scale street edge and in contrast to Lichfield.</li> <li>Greater height along Lichfield Street (up to 7 storeys) due to busier infrastructural character and other large anchor projects.</li> <li>For taller buildings, utilise upper-level set-backs to achieve better environmental outcomes at street level.</li> <li>Suppress heights along the northern edge of east-west lanes.</li> </ul>
<b>Land uses</b>	<ul style="list-style-type: none"> <li>A mix of retail at ground floor.</li> <li>Allow for other leisure-related uses to establish differentiation and hospitality cluster along High Street.</li> <li>Varied use mix along Lichfield Street to allow for commercial and car parking.</li> <li>Existing retail uses to upper floors in existing buildings along Cashel and Colombo streets.</li> <li>Retail mix to be defined in accordance with retail mix strategy and market demand.</li> <li>Mix of residential, commercial, hospitality and leisure uses to upper floors.</li> </ul>
<b>Main streets and spaces</b>	<ul style="list-style-type: none"> <li>See public realm strategy (Section 3.2.4) for general street guidance.</li> <li>Active ground-floor frontages to main streets, lanes and courtyards. Intermittent active edges to lanes. Intermittent parking access along Lichfield Street.</li> <li>Ensure uses above overlook onto streets, lanes, courtyards with appropriate levels of openings to achieve good visual connections.</li> <li>New lanes and courtyards to avoid 'back-of-house' feel.</li> </ul>
<b>Cashel Street</b>	<ul style="list-style-type: none"> <li>Full access to Cashel Street, maintain high-quality frontages along Cashel Mall.</li> <li>Relate development to historic buildings in terms of scale (low-medium) width and development size.</li> <li>Encourage a variety of façades.</li> <li>One new lane connection with compatible public realm design.</li> </ul>
<b>Lichfield Street</b>	<ul style="list-style-type: none"> <li>Larger-scale commercial character.</li> <li>Clear demarcation of lane entrances.</li> <li>Allow access for parking and servicing.</li> <li>Pedestrian crossing at lane connection opposite Bus Interchange.</li> </ul>
<b>Colombo Street</b>	<ul style="list-style-type: none"> <li>Shared vehicular and cycle access street with pedestrian focus, wide pavements and reduced speed limit.</li> <li>Main street character.</li> <li>New east-west lane connection. First floor link across to Ballantynes connecting South East End to Lichfield South Central and South West End blocks.</li> </ul>
<b>High Street</b>	<ul style="list-style-type: none"> <li>North of Cashel Street, tram and pedestrian focus.</li> <li>South of Cashel Street forms a main street shared with trams.</li> <li>Relate scale of development to historic buildings.</li> <li>Two lane connections with entrances clearly demarcated.</li> </ul>
<b>Parking and servicing</b>	<ul style="list-style-type: none"> <li>Servicing areas in ROW and access hours carefully managed.</li> <li>Principal servicing and parking access off Lichfield or High Street.</li> <li>On-street servicing with deliveries restricted to outside peak times.</li> <li>The Crossing car park (multi-storey) for short and long stay.</li> </ul>



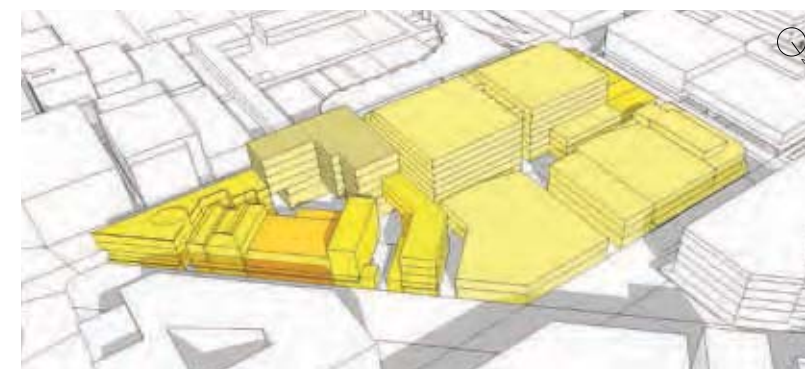
North west.



South west.



South east.



North east.

## 4.6 BLOCK-LEVEL PLAN PROPOSALS

### Lichfield South Central, Option A – Overview

Lichfield South Central is the east portion of this block between Cashel and Lichfield streets through to Colombo. Key land owners include Ballantynes as the major retail anchor, and CCC as owner of the Lichfield Street car park.

The public realm includes a series of lanes and courtyards providing access across the block and with a focus on frequent connection to Cashel Street. It is recommended to include one sunny, sheltered courtyard extending south from Cashel Street close to the mid-block entry to Ballantynes.

These lanes and courtyards should aim to complement those in adjacent and opposite blocks. They offer great possibilities for venues and places to linger, and some interesting retailing possibilities to connect with Ballantynes.

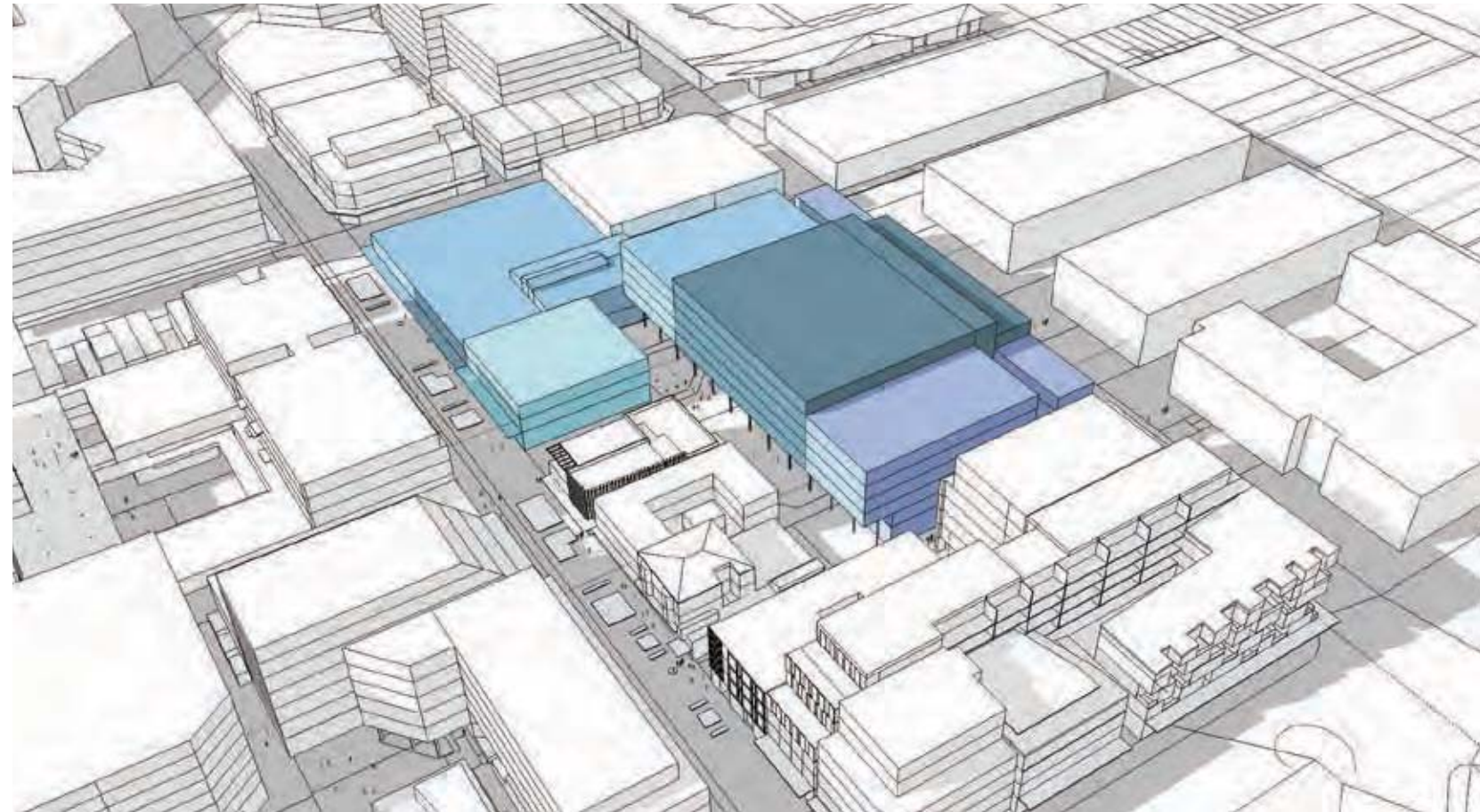
Buildings frontages along Cashel Street are likely to be both relatively narrow and low in height compared with those along Lichfield Street. This will allow sun and daylight into the east-west lane. A combination of commercial and residential uses is anticipated above ground level here.

Delivery of the Lichfield Street car park (LSCP) is seen as playing a vital part in the Retail Precinct's recovery. CCC is committed to retaining LSCP in some form and is currently investigating options to rebuild on the existing or a new footprint or the car park could be incorporated into a larger, mixed-use development. Whichever option eventuates after more consideration and careful assessment are given, further coordination between CCC and land owners may be required to support an east-west laneway link.

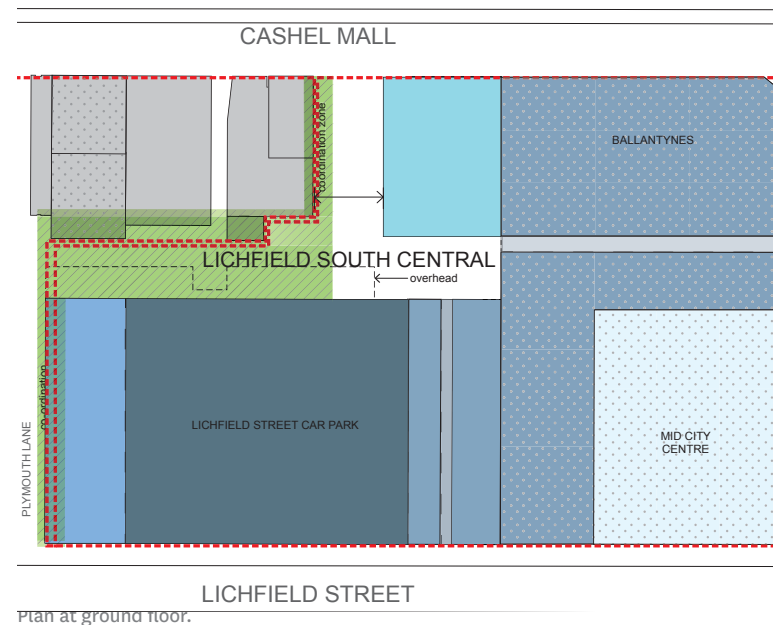
On this basis, two options are shown in the plan for Lichfield South Central.

The preferred option, Option A, involves rebuilding LSCP on a new or larger development footprint that supports a strong, open-air, east-west laneway connection.

Alternatively Option B would rebuild on the existing car park footprint. This option is less preferred but with further consultation could provide some interesting opportunities for more of an east-west arcade-type connection rather than the preferred open-air option. The selected option is subject to successful commercial negotiations and financial considerations as required.



North west view.



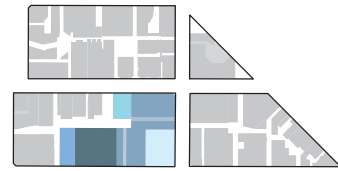
Plan at ground floor.



Ballantynes, Christchurch. Image – CERA

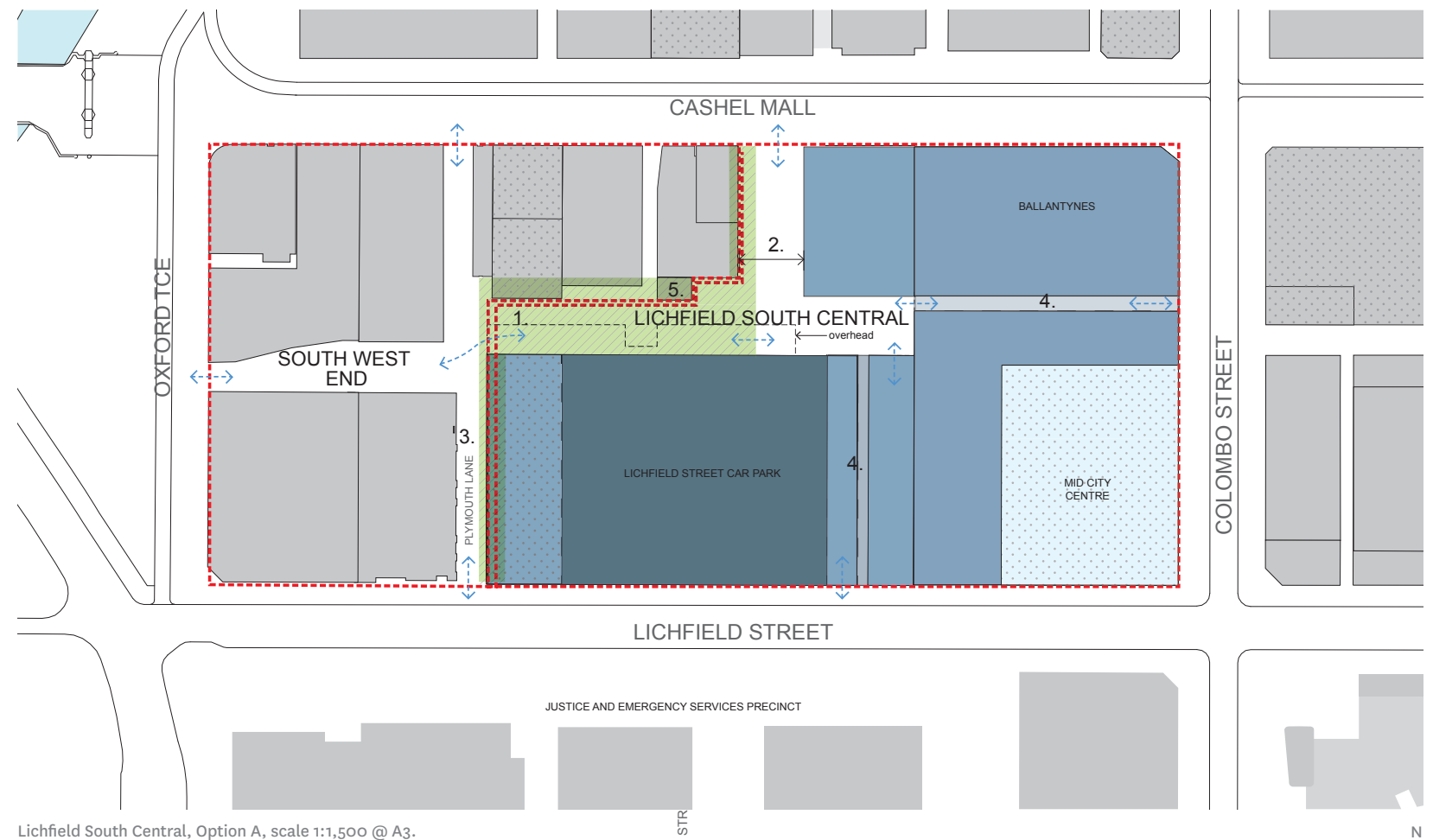
## 4.6 BLOCK-LEVEL PLAN PROPOSALS

### Lichfield South Central, Option A – First moves to establish coordination



#### Notes

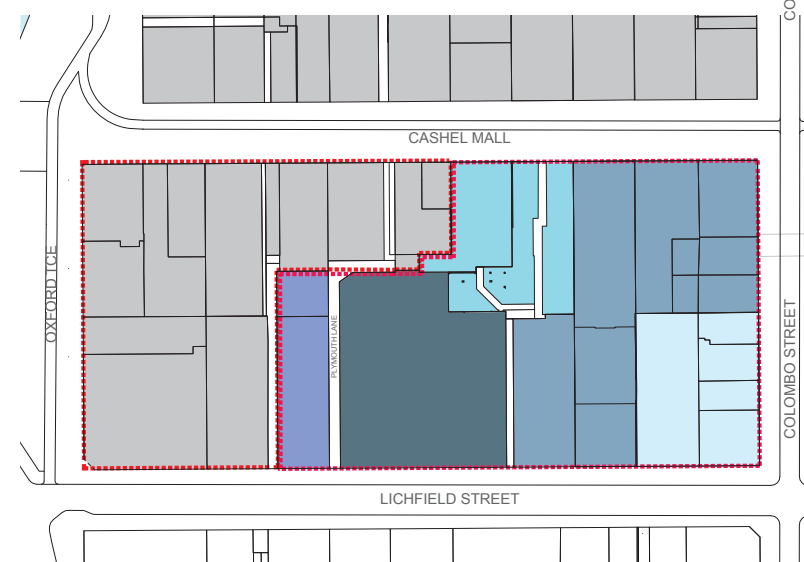
1. Proposed key public realm, connecting South West End and Lichfield South Central through east-west lane.
2. Land owner potentially reconfigures land to create a building fronting onto Cashel Mall and a key public courtyard (to allow for improved sunlight penetration all year round) linking into the east-west laneway.
3. Land boundaries potentially reconfigured to create the new north-south laneway in South West End.
4. Internal north-south and east-west passage-ways within Ballantynes' link to Lichfield and Colombo streets.
5. Existing Orion Substation.



Lichfield South Central, Option A, scale 1:1,500 @ A3.



SCALE 1:1,000 @ A3



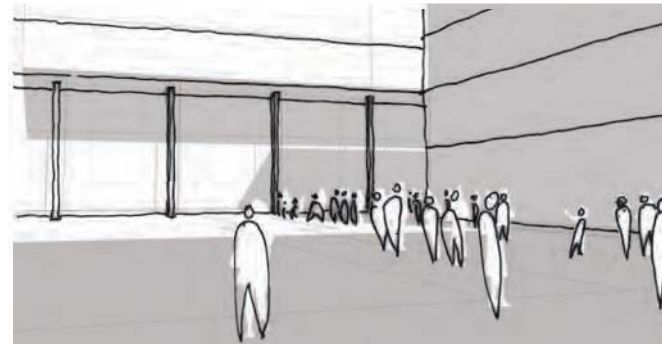
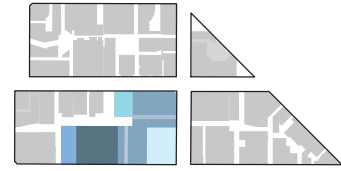
Existing land boundaries, scale 1:2,500 @ A3.

#### LEGEND

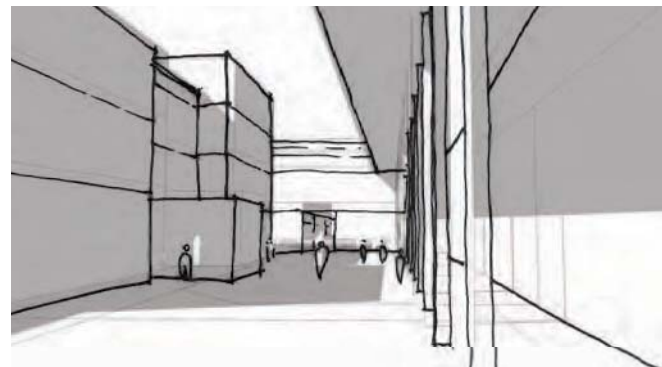
- Existing buildings
- Lichfield South Central
- Neighbouring buildings
- Block boundaries
- Coordination zones
- Pedestrian access

## 4.6 BLOCK-LEVEL PLAN PROPOSALS

### Lichfield South Central, Option A – Public realm ground floor retail frontage



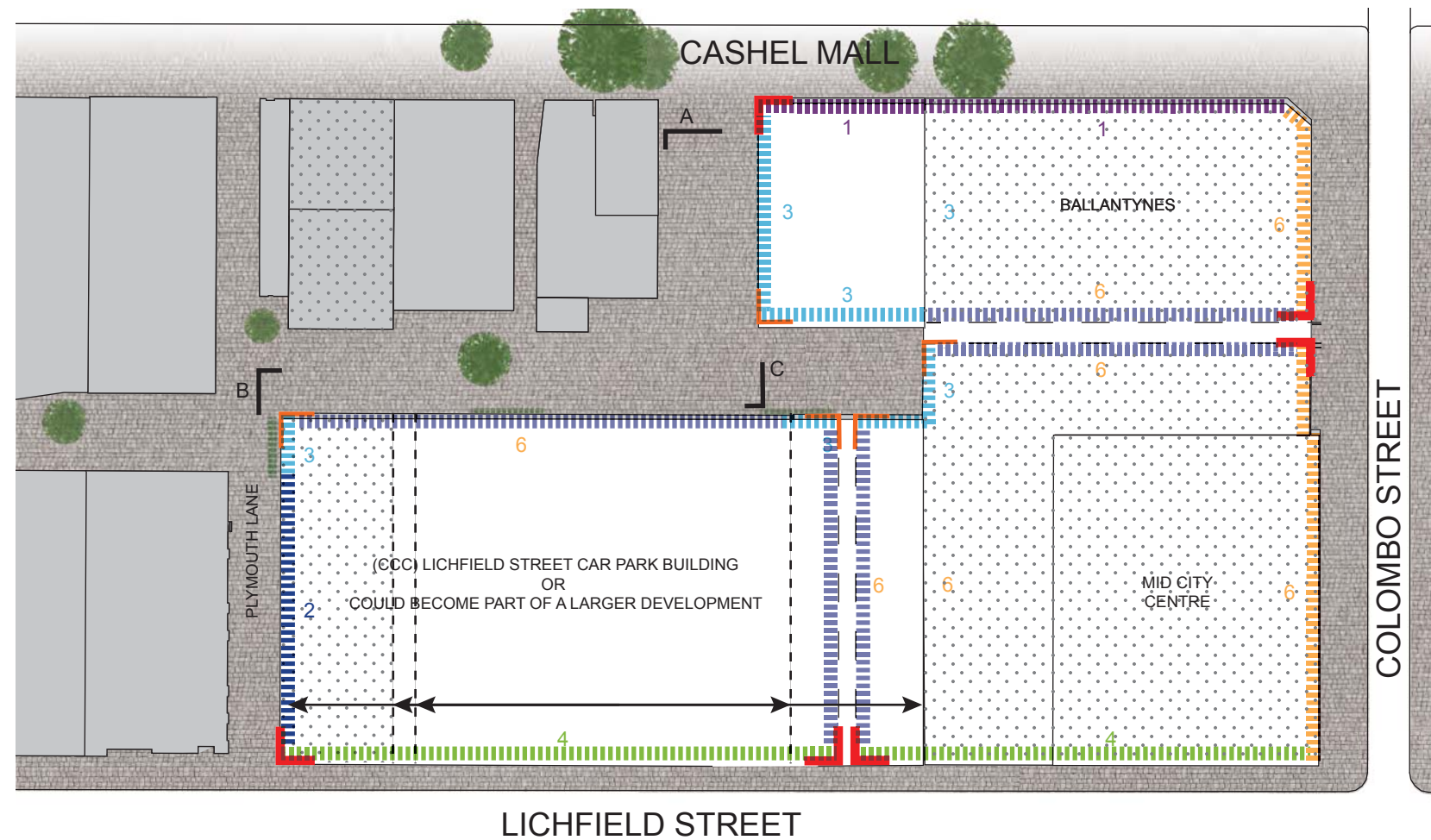
View A.



View B.



View C.



Lichfield South Central, Option A, scale 1:1,500 @ A3.

0 1 5 10 20 50m

SCALE 1:1,000 @ A3



#### Ground floor, lineal frontage

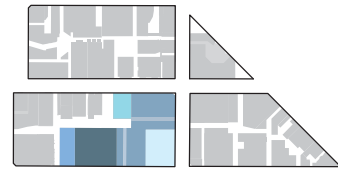
	1. Cashel Mall frontage	80m
	2. Frontage to laneway	70m
	3. Frontage to courtyard	120m
	4. Lichfield Street frontage	160m
	5. Colombo Street frontage	100m
	6. Frontage to arcade/internal link	300m
	<b>TOTAL</b>	<b>830m</b>

#### LEGEND

- Existing buildings
- Ground floor built forms
- Neighbouring buildings
- Key lane/entry corners
- Key internal corners in lanes

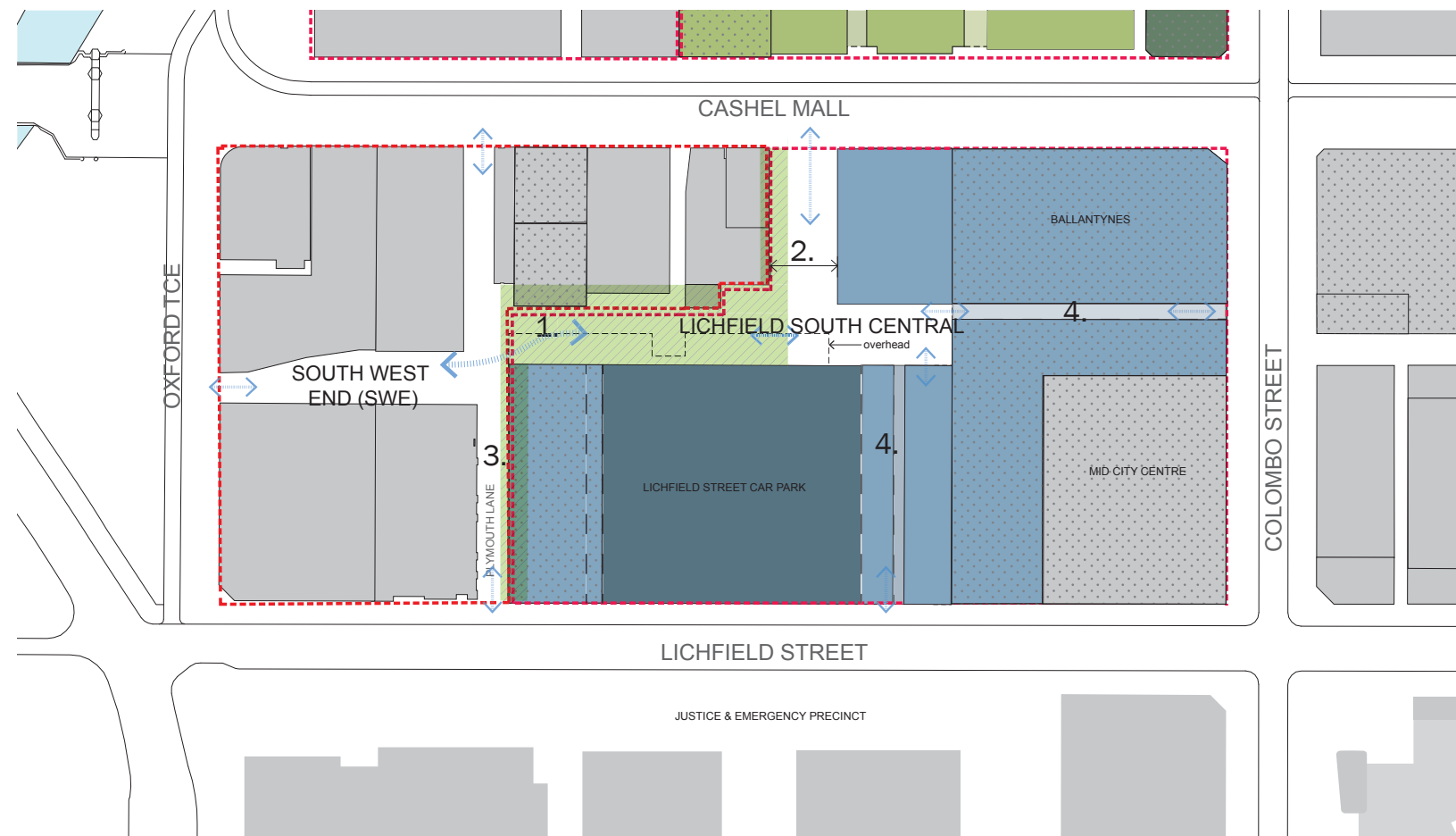
## 4.6 BLOCK-LEVEL PLAN PROPOSALS

### Lichfield South Central, Option B – CCC alternative scheme for Lichfield St car park

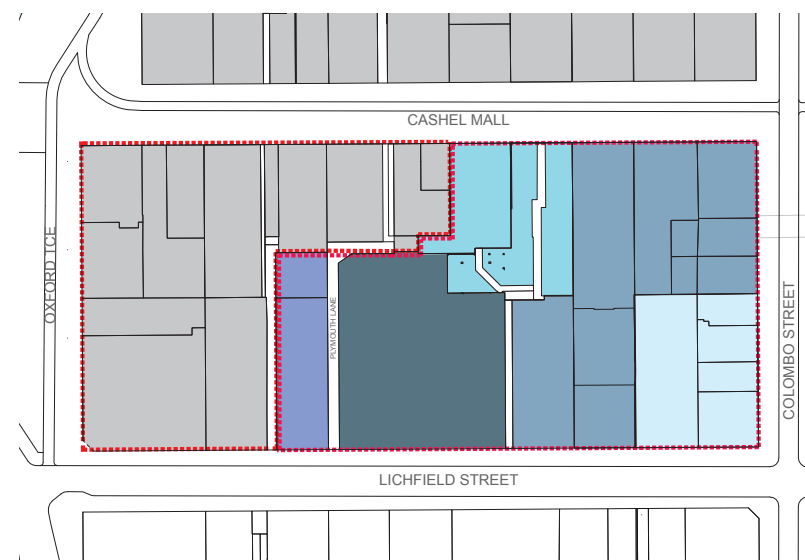
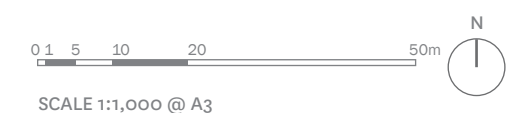


#### Notes

1. Proposed public realm, connecting South West End and Lichfield South Central through east-west laneway.
2. Land owner potentially reconfigures land to create a building fronting onto Cashel Mall and a key public courtyard (to allow for improved sunlight penetration all year round) linking into the east-west laneway.
3. Land boundaries potentially reconfigured to create new north-south laneway in South West End.
4. Internal north-south and east-west passage-ways within Ballantynes' link to Lichfield and Colombo streets.
5. Potential for an internal arcade connection to be created to support east-west laneway link.



Lichfield South Central, Option B, scale 1:1,500 @ A3.



Existing land boundaries, scale 1:2,500 @ A3.

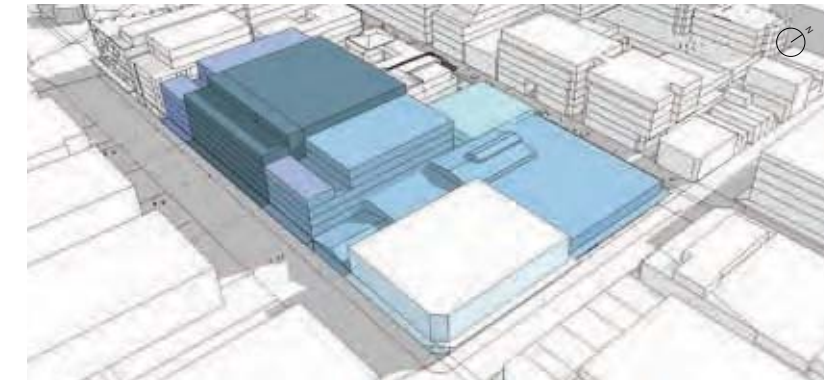
#### LEGEND

- Existing buildings
- Lichfield South Central
- Neighbouring buildings
- Block boundaries
- Coordination zones
- Pedestrian access

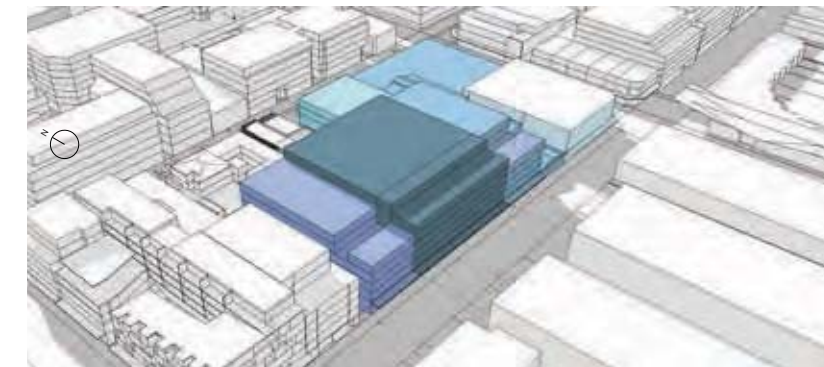
## 4.6 BLOCK-LEVEL PLAN PROPOSALS

# Lichfield South Central, preferred Option A – Key design guidelines

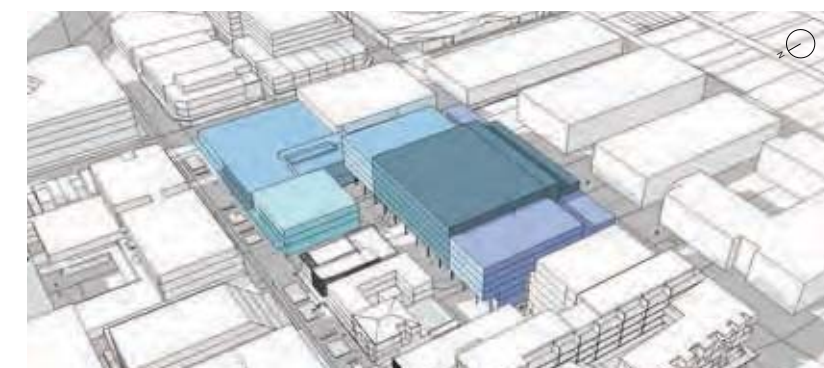
LICHFIELD SOUTH CENTRAL Key design guidelines	
<b>Character</b>	<ul style="list-style-type: none"> <li>Continuity of varied, interesting and rich Cashel Street character frontages.</li> <li>Developments along Colombo Street (medium scale).</li> <li>Larger developments along Lichfield Street.</li> <li>Coordinated approach across land owners to support east-west laneway link.</li> <li>Coordinate retail mix with South West End block.</li> <li>Incorporate redeveloped Lichfield Street car park potentially sleeved with other uses.</li> <li>Safe, vibrant and active ground level to Cashel and Colombo streets with visible occupation at upper levels.</li> <li>Compatible with Cashel Street public realm and lane character influenced by the South West End development.</li> <li>Pedestrian lanes/courtyards of high environmental quality, open to the sky with possible covered laneway space.</li> </ul>
<b>Access and connections</b>	<ul style="list-style-type: none"> <li>Create new east-west connection from Oxford Terrace to Ballantynes and Colombo Street.</li> <li>Two north-south through-block links to Lichfield Street and Cashel Street.</li> <li>Lane positions influenced by those of South West End block, The Terrace and Cashel Square.</li> <li>Two internal links - east to Colombo and south to Lichfield through Ballantynes and potentially the future car park building.</li> <li>Wider north-south lane adjacent to Ballantynes to mitigate 'dead end' and link into covered lanes.</li> <li>Provide good visibility into lanes and the centre of the block.</li> <li>New east-west lane to activate north face of redeveloped Lichfield Street car park.</li> </ul>
<b>Building heights and massing</b>	<ul style="list-style-type: none"> <li>Colombo Street heights reflect existing development.</li> <li>Heights range from 2-5 storeys along Cashel Street to achieve human-scale street edge.</li> <li>Greater height along Lichfield Street (up to 7 storeys) due to busier infrastructural character and other large anchor projects (eg, Justice and Emergency Services Precinct).</li> <li>On taller buildings, utilise upper-level set-backs to achieve better environmental outcomes at the street.</li> <li>Suppress heights along lanes, particularly to the northern edge of east-west lane.</li> </ul>
<b>Land uses</b>	<ul style="list-style-type: none"> <li>Generally a mix of retail at ground floor.</li> <li>Varied use mix along Lichfield Street to allow for commercial and car parking to redeveloped Lichfield Street car park.</li> <li>Existing retail uses to upper floors along Colombo Street.</li> <li>Retail mix to be defined in accordance with retail strategy and demand.</li> <li>Mix of residential, commercial use to upper floors.</li> </ul>
<b>Main streets and spaces</b>	<ul style="list-style-type: none"> <li>See public realm strategy (section 3.2.4) for general street guidance.</li> <li>Active ground floor frontages to main streets and courtyards. Intermittent active edges to lanes. Intermittent parking/active uses along Lichfield Street.</li> <li>Ensure uses above provide overlooking onto streets, lanes and courtyards with appropriate levels of openings to achieve good visual connections and promote safety of laneways.</li> <li>New lanes and courtyards to be safe and avoid 'back-of-house' feel.</li> </ul>
<b>Cashel Street</b>	<ul style="list-style-type: none"> <li>Relate development in terms of scale (low-medium) and grain (fine). Allow for existing uses (Ballantynes).</li> <li>Encourage a finely scaled street-level frontage.</li> <li>Two lane connections with compatible streetscape threshold design.</li> <li>Limited access, pedestrian priority, high-quality streetscape.</li> </ul>
<b>Lichfield Street</b>	<ul style="list-style-type: none"> <li>Larger-scale commercial character.</li> <li>Clear demarcation of lane entrances.</li> <li>Access for parking and servicing.</li> <li>Consider provision for pedestrians crossing at lane connections.</li> </ul>
<b>Colombo Street</b>	<ul style="list-style-type: none"> <li>Shared vehicle and cycle access street with pedestrian focus, wide pavements and reduced speed limit.</li> <li>'Main street' character.</li> <li>New internal passage-ways through Ballantynes connecting east to the South East End block.</li> </ul>
<b>Parking and servicing</b>	<ul style="list-style-type: none"> <li>Servicing areas in rear courts/basement or off shared lanes and carefully managed.</li> <li>Principal servicing and parking access off Lichfield Street.</li> <li>On-street servicing with deliveries restricted to outside peak times.</li> <li>Lichfield Street car park (multi-storey) for short and long stay.</li> </ul>



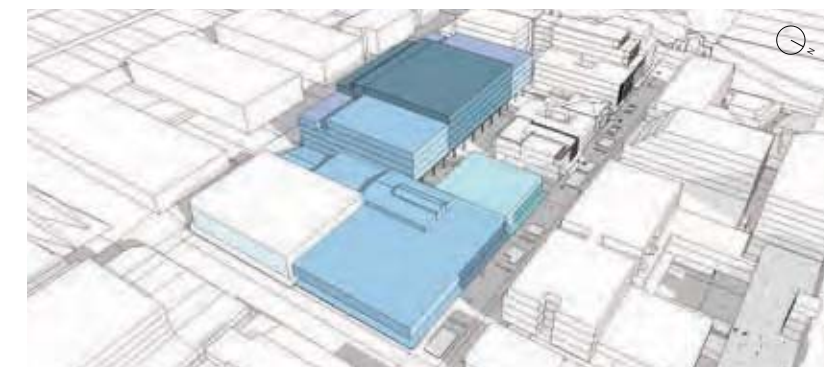
OPTION A: South east.



OPTION A: South west.



OPTION B: North west.



OPTION B: North east.



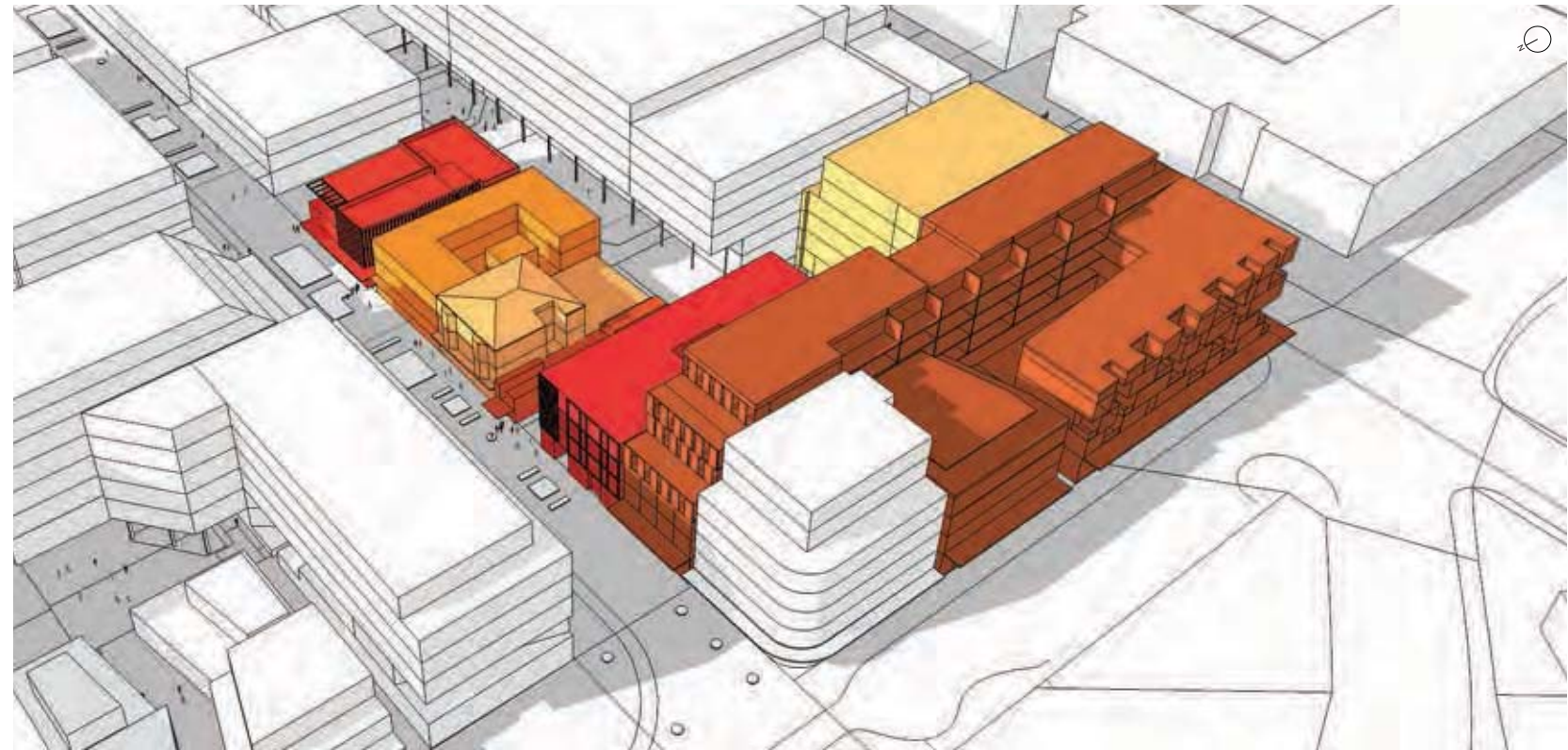
## 4.7 BLOCK-LEVEL PLAN PROPOSALS

### South West End – Overview

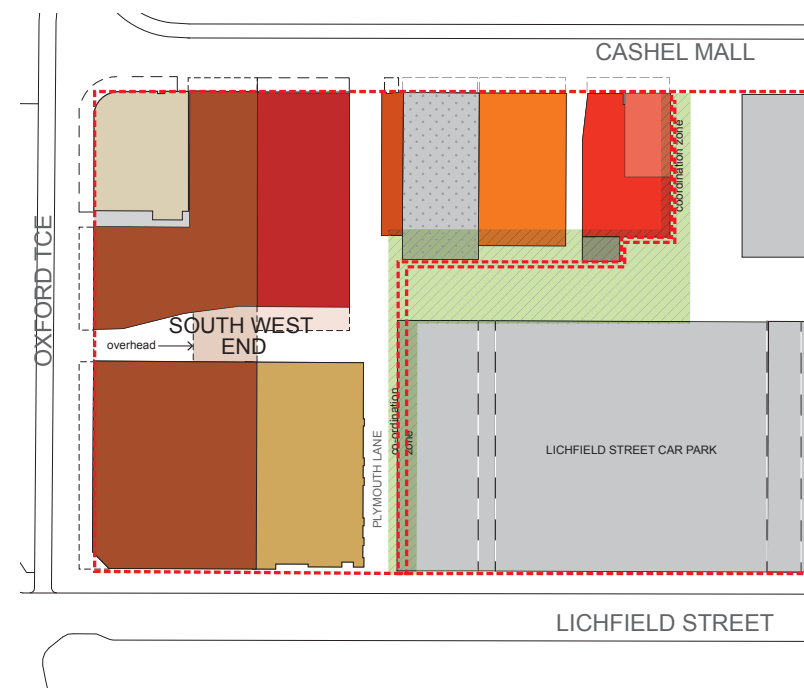
The South West End enjoys several locational advantages. It sits on the sunny south-western corner of Cashel Street, has strong corner visibility on to Lichfield Street giving it good access to the traffic network, and it has an Oxford Terrace frontage to a wide section of Te Papa Ōtākaro/Avon River Precinct.

A substantial landholding has been acquired by the Crown in the South West End to facilitate a comprehensively planned solution here. Given that the Crown land adjoins landholders with much smaller sites, there is a need to coordinate laneways, access and development. Such a solution is achievable with consultation and coordination between land owners. There is also potential for diverse, small-scale boutique retail offerings around a centrally located courtyard.

Diversity in scale of developments and upper-level functions, including office and residential, has potential to activate the laneways below. The Crown and adjoining land owners' land is currently being used to allow the continuation of the Re:START Mall, which has been relocated to this site to make way for permanent development.



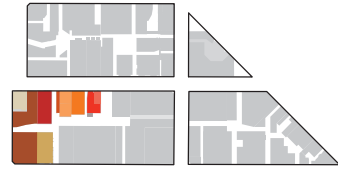
North west view.



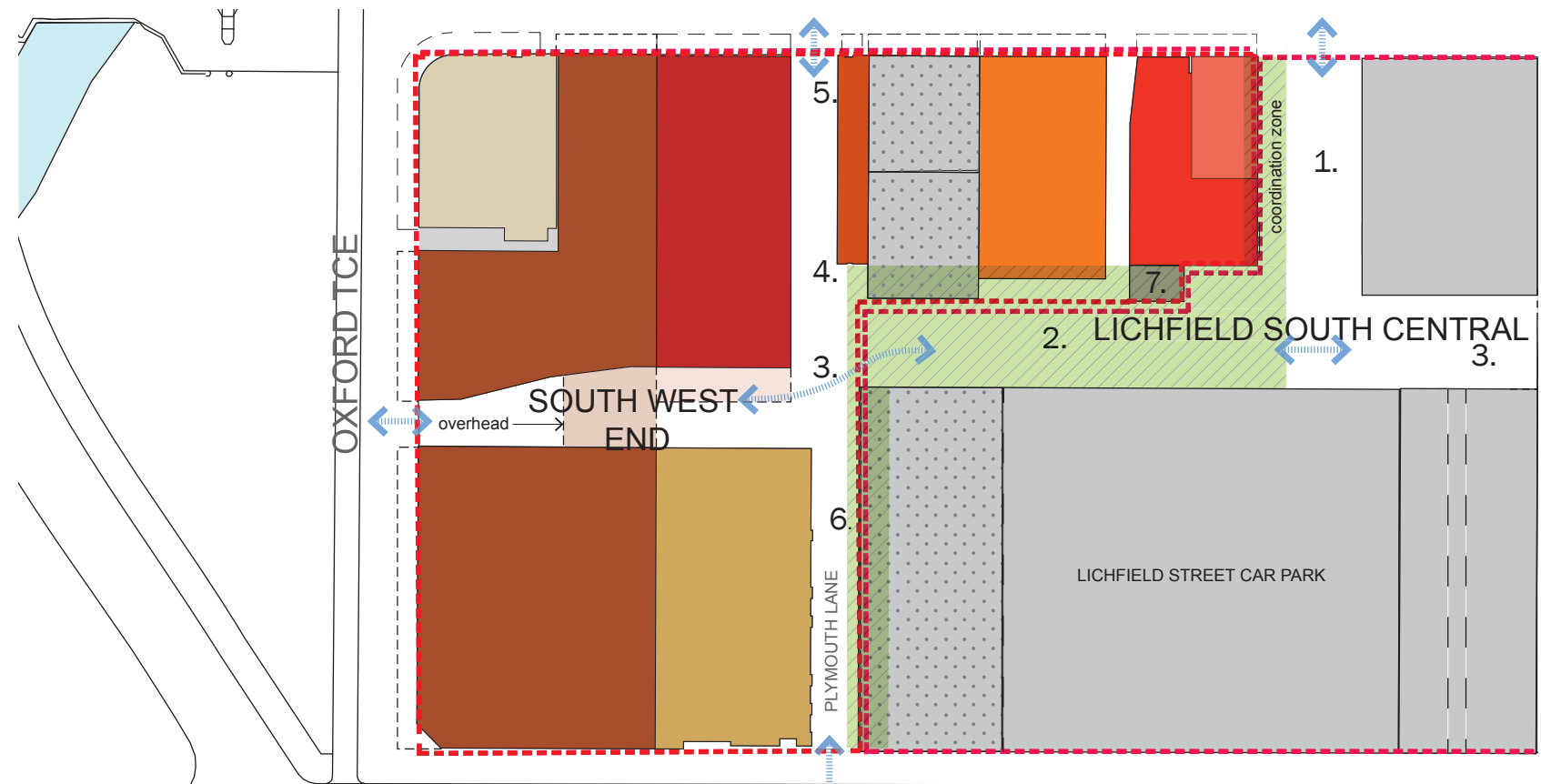
Plan at ground floor, various land ownership.

## 4.7 BLOCK-LEVEL PLAN PROPOSALS

### South West End – First moves to establish coordination



1. Coordinate with neighbours.
  2. Potential for coordination zone of public and private space to neighbouring block.
  3. Coordinate laneway conditions.
  4. Reconfigure some sites to form laneways up to 8m wide for pedestrian access.
  5. Test attributes and quality of lane.
  6. Define public and private laneway and courtyard ownership and upkeep.
  7. Existing Orion substation located in east-west lane to be integrated into laneway through cladding or art installation treatment or potentially relocated elsewhere.
- Submit South West End Outline Development Plan.



South West End, various land ownership.



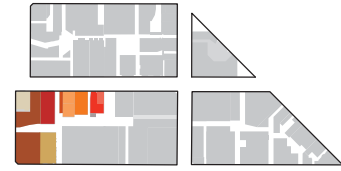
Existing land boundaries, scale 1:2,000 @ A3.

#### LEGEND

- Existing buildings
- South West End
- Neighbouring buildings
- Block boundaries
- Coordination zones
- Pedestrian access

## 4.7 BLOCK-LEVEL PLAN PROPOSALS

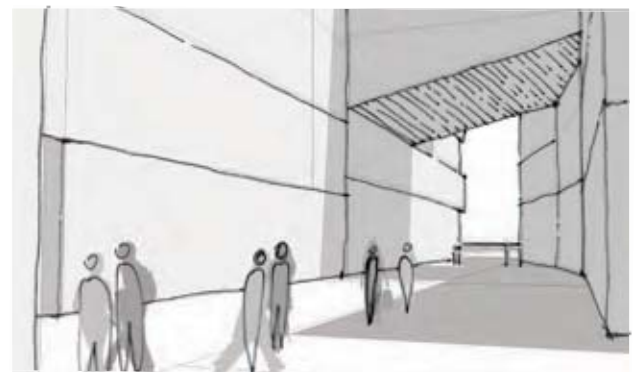
### South West End – Public realm ground floor retail frontage



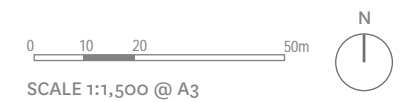
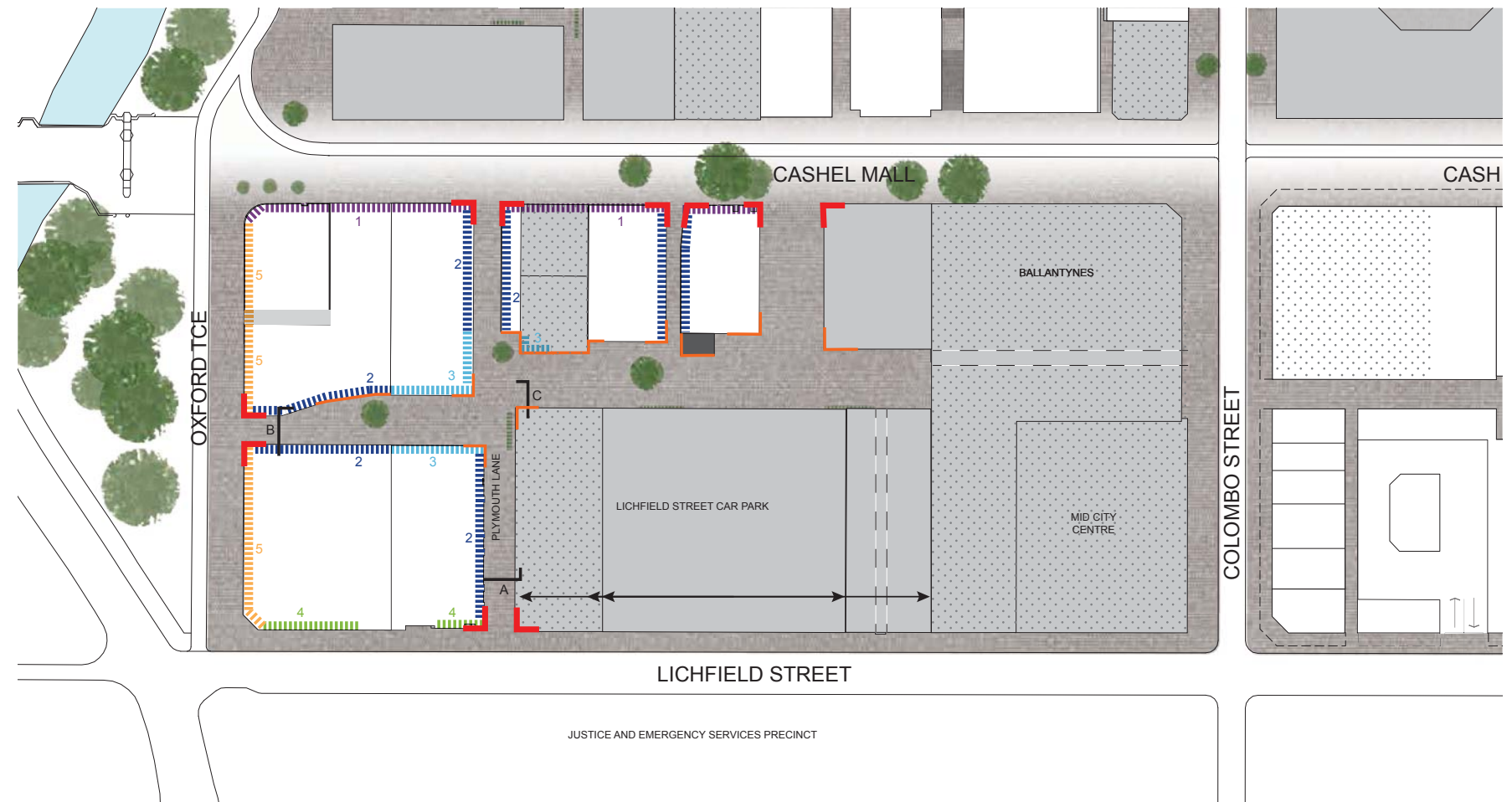
View A.



View B.



View C.



#### Ground floor, lineal frontage

1. Cashel Mall frontage	100m
2. Frontage to laneway	200m
3. Frontage to courtyard	50m
4. Lichfield Street frontage	40m
5. Oxford Tce frontage	100m
<b>TOTAL</b>	<b>490m</b>

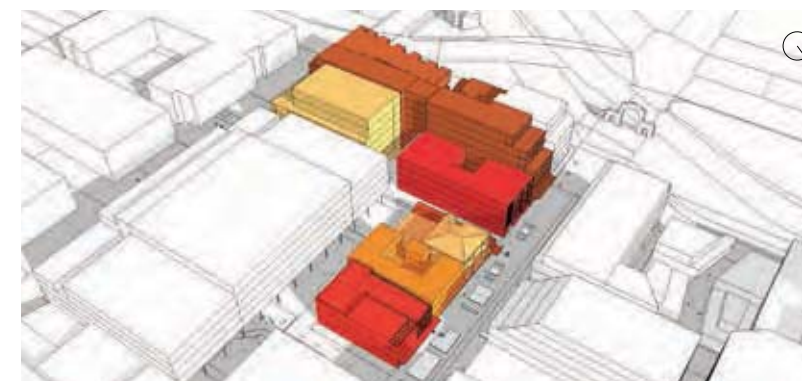
#### LEGEND

- Existing buildings
- Ground floor built forms
- Neighbouring buildings
- Key lane entry corners
- Key internal corners in lanes frame/define micro spaces
- Existing substation

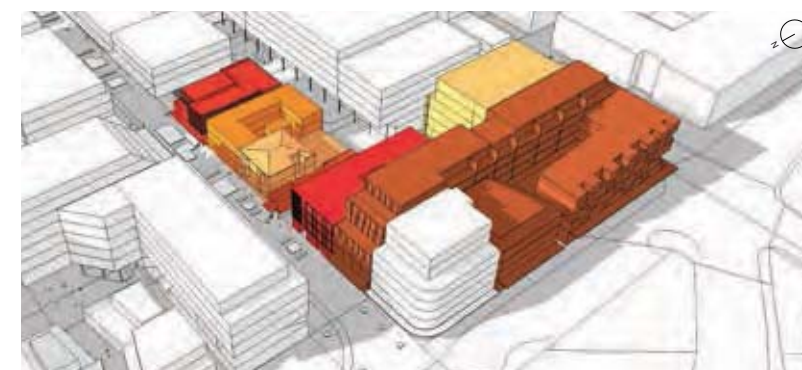
## 4.7 BLOCK-LEVEL PLAN PROPOSALS

### South West End – Key design guidelines

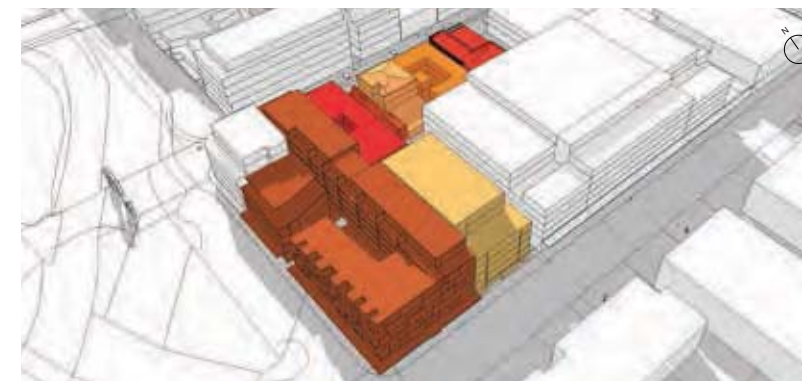
SOUTH WEST END	Key design guidelines
<b>Character</b>	<ul style="list-style-type: none"> <li>• Varied, interesting and rich environment due to multiple land owners and individually designed building proposals.</li> <li>• Coordinated approach across land owners.</li> <li>• Contemporary mixed-use developments with narrow frontages and high levels of interest along the street edge.</li> <li>• High architectural quality reflecting the profile of the location along Cashel Street and facing Ōtākaro/Avon River.</li> <li>• Coordinate building form and retail mix with Lichfield South Central block.</li> <li>• Safe, vibrant and active ground level with visible occupation at upper levels.</li> <li>• Compatible with Cashel Street public realm, and lane character influenced by The Terrace opposite.</li> <li>• Pedestrian lanes/courtyards of high environmental quality, open to the sky.</li> </ul>
<b>Access and connections</b>	<ul style="list-style-type: none"> <li>• Create new east–west connection from Oxford Terrace to Ballantynes and through Ballantynes’ internal link to Colombo Street.</li> <li>• Principal north–south through-block links to Lichfield Street and Cashel Street, and smaller secondary lane to Cashel Street.</li> <li>• Lane positions influenced by those of The Terrace, Cashel Square and Lichfield South Central.</li> <li>• Provide good visibility into lanes at the centre of the block.</li> <li>• Upper-level link bridge across new east–west lane at western end from car park.</li> <li>• New east–west lane to activate north face of Lichfield Street car park.</li> </ul>
<b>Building heights and massing</b>	<ul style="list-style-type: none"> <li>• Heights range from 2–5 storeys with some taller accents along Cashel Street to achieve human-scale street edge.</li> <li>• Greater height along Lichfield Street (up to 7 storeys) due to busier infrastructural character and other large anchor projects opposite.</li> <li>• For taller buildings, utilise upper-level set-backs to achieve better environmental outcomes at the street.</li> <li>• Corners at intersection of Cashel and Lichfield with Oxford Terrace to be emphasised.</li> <li>• Suppress heights along northern edge of east–west aligned lanes.</li> <li>• Existing Orion substation creatively masked or relocated elsewhere.</li> </ul>
<b>Land uses</b>	<ul style="list-style-type: none"> <li>• A mix of retail at ground floor.</li> <li>• Retail mix to be defined in accordance with retail mix strategy and market demand.</li> <li>• Predominantly residential use to upper floors onto Oxford Terrace with some commercial office space and potential for a hotel.</li> <li>• Car parking to basement.</li> </ul>
<b>Main streets and spaces</b>	<ul style="list-style-type: none"> <li>• Active ground floor frontages to main streets, lanes and courtyards, active edges to lanes.</li> <li>• Ensure uses above overlook onto streets and lanes with appropriate levels of openings to achieve good visual connections.</li> <li>• New lanes and courtyards to avoid ‘back-of-house’ feel.</li> </ul>
<b>Cashel Street</b>	<ul style="list-style-type: none"> <li>• Relate development in terms of scale (low–medium) and grain (fine).</li> <li>• Encourage a variety of façades.</li> <li>• Accent corners on Oxford Terrace.</li> <li>• New north–south lane connections to adjoining precincts.</li> <li>• Street has pedestrian and tram priority and high-quality streetscape.</li> </ul>
<b>Lichfield Street</b>	<ul style="list-style-type: none"> <li>• Larger-scale commercial character.</li> <li>• Accent corners on Oxford Terrace.</li> <li>• Access for parking and servicing.</li> <li>• Consider pedestrian crossings at car parks.</li> </ul>
<b>Oxford Terrace</b>	<ul style="list-style-type: none"> <li>• Pedestrian and emergency access only.</li> <li>• Relate to character of the Ōtākaro/Avon River.</li> <li>• Strong links to river-edge and pedestrian routes.</li> <li>• Canopy structures and generous pedestrian zones.</li> </ul>
<b>Parking and servicing</b>	<ul style="list-style-type: none"> <li>• Servicing areas in basements and access carefully managed.</li> <li>• Principal servicing and parking access off Lichfield Street.</li> <li>• On-street servicing with deliveries restricted to outside peak times.</li> <li>• Basement car parking for long stay. Possibility to integrate basement parking access with Lichfield Street car park.</li> </ul>



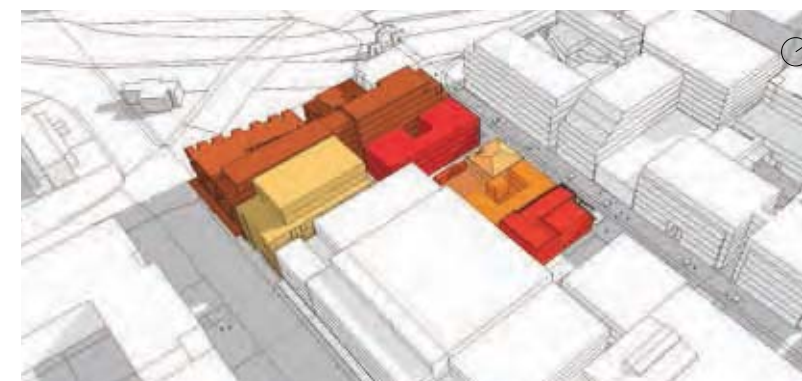
North east.



North west.



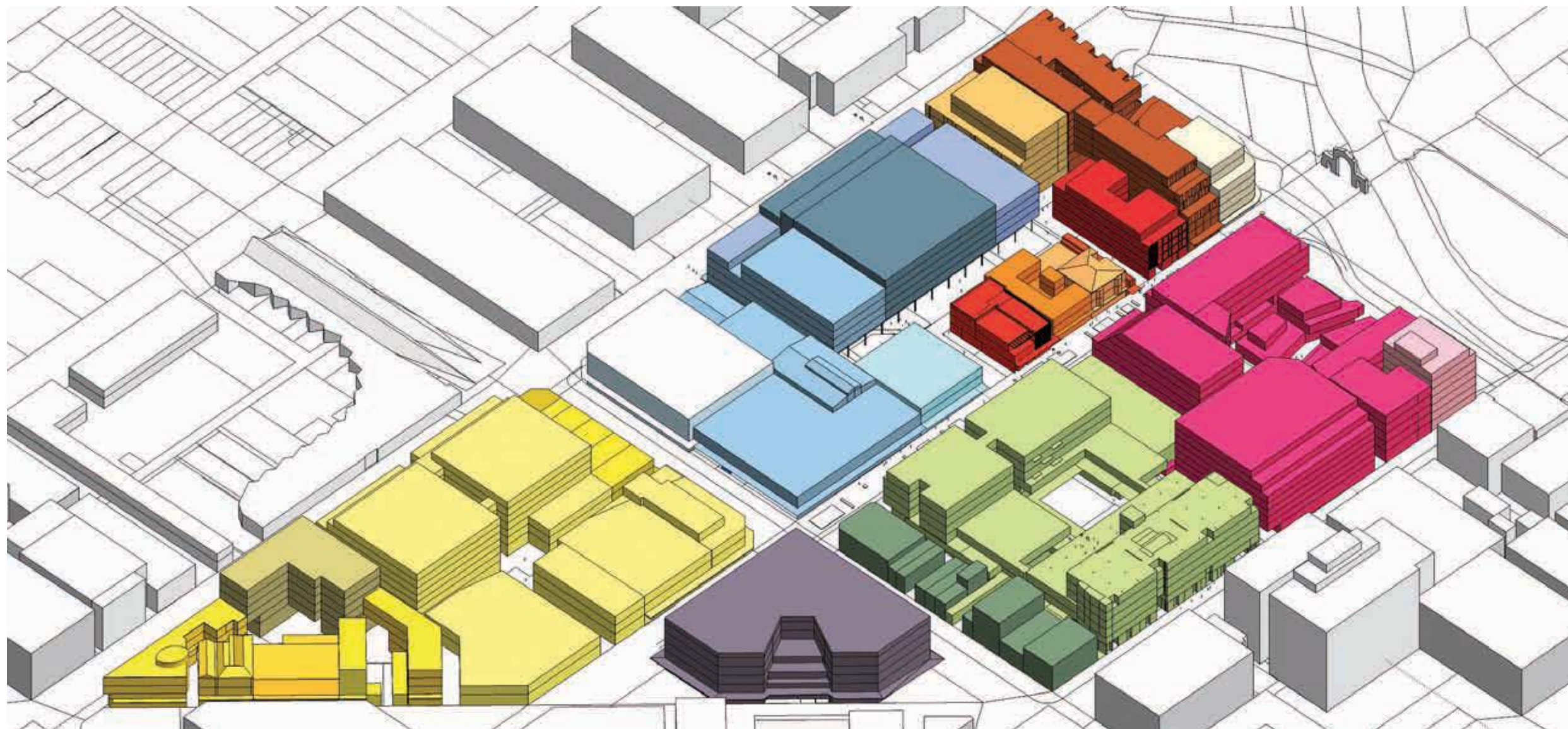
South west.



South east.

## 4.8 BLOCK-LEVEL PLAN PROPOSALS

### Perspective





## Implementation strategies



05.

Christchurch  
**RETAIL  
PRECINCT  
PLAN**





# Potential implementation strategies

Key potential high-level actions to assist with implementation of the Retail Precinct are summarised below.

RECOMMENDED NEXT STEP	DESCRIPTION
<b>Retail Precinct leadership</b>	<ul style="list-style-type: none"> <li>Establish a leadership entity to manage the Retail Precinct including but not limited to managing funding, branding, events, marketing, security, maintenance and wayfinding.</li> <li>Ongoing land owner and key stakeholder engagement and coordination are required to ensure the Plan is successfully implemented.</li> </ul>
<b>A quality public realm network</b>	<ul style="list-style-type: none"> <li>Identify the types of laneways (eg, legal road) and who will own and ultimately manage the public realm – Christchurch City Council, private land owners or a combination of both.</li> <li>Develop a laneways strategy to ensure that laneways are maintained for public access and serviceability at key times, and to determine who will maintain the public realm to the desired standard.</li> <li>Design the laneways in accordance with CPTED principles.</li> <li>Support developing and maintaining a unique, high-quality public realm.</li> <li>Identify who will be responsible for funding the design of the Retail Precinct furniture, finishes, wayfinding, lighting and art.</li> </ul>
<b>Safety and security within the Precinct</b>	<ul style="list-style-type: none"> <li>Develop active and passive design strategies to support a safe and security-conscious Retail Precinct for all.</li> <li>Work in close consultation with land owners, key stakeholders and the NZ Police to develop these strategies.</li> </ul>
<b>Retail Precinct identity and use mix</b>	<ul style="list-style-type: none"> <li>Develop a vibrant mix of uses including commercial, retail, hospitality, residential and community uses.</li> <li>Identify barriers that may stop investment and tenants returning to the Retail Precinct and develop strategies to support the return of businesses.</li> <li>Identify if any specific interventions/incentives are required and how these will support the Retail Precinct.</li> </ul>
<b>An integrated Retail Precinct</b>	<ul style="list-style-type: none"> <li>Ensure a well-balanced Retail Precinct emerges that encourages placemaking and complements the uses of adjacent and adjoining anchor projects, to enable the central city to function as one.</li> </ul>
<b>Infrastructure and construction coordination</b>	<ul style="list-style-type: none"> <li>Promote early delivery of catalyst infrastructure in a way to match and support Precinct development.</li> <li>Ensure existing businesses continue to operate as change occurs.</li> <li>Deliver key transport links in a timely manner, including bus, tram line, car park buildings, privately owned car parking and walkways.</li> </ul>
<b>Sustainable environmental solutions</b>	<ul style="list-style-type: none"> <li>Potential to define a Precinct-wide sustainable energy and environmental strategy.</li> </ul>
<b>Traffic network</b>	<ul style="list-style-type: none"> <li>Ensure the Retail Precinct coordinates with the traffic network and the Precinct is easy to access by different modes of transport including by car, bus, tram and cycle and on foot.</li> </ul>

