

# Christchurch Central

*Te Pūtahi o Ōtautahu*

## STREETS & SPACES NGĀ HUANUI ME WĀHI

### DESIGN GUIDE

*Ārahi Hoahoa*

#### STRATEGIC GUIDANCE

**Published in June 2015 by**

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## *Vision*

*“By 2025 central  
Christchurch streets  
and public places will  
be greener, easier to  
move around and full  
of people enjoying a  
vibrant city life.”*

*Streets & Spaces Design Guide Vision, 2014*

*Mō tātau, a mō ka uri, a mauri ake nei.*

*[For us, and our children after us.]*

# Foreword

**Everyone who visits Christchurch experiences the central city's public realm in some form, through either the streets as they move across the city or the public spaces they visit.**

The term 'public realm' is often used to describe the space between buildings that is publicly accessible.

The quality of the experience of the public realm forms an integral part of what makes the great cities of the world successful and memorable.

In the aftermath of the Canterbury earthquakes in 2010 and 2011, a significant portion of the central city public realm will be reconstructed. The **Streets & Spaces Design Guide** has been developed by the Canterbury Earthquake Recovery Authority (CERA) and Christchurch City Council (CCC) in partnership with

Te Rūnanga o Ngāi Tahu to support the delivery of the Christchurch Central Recovery Plan (Recovery Plan) by:

- providing a framework to lead the reconstruction of a public realm network that is people focused, has a strong sense of place and generates community pride
- bringing together public realm projects in the central city in a coherent and coordinated manner as the city redevelops.

The **Streets & Spaces Design Guide** sets out an agreed long-term vision for the network of streets and public spaces in

central Christchurch. It also provides the design principles, criteria and standards for public realm improvements. This Design Guide aims to ensure all the recovery projects will contribute to a memorable experience of the central city for visitors and residents alike.

A high-quality public realm network will contribute not only to the objectives of the Christchurch Central Recovery Plan but, in the long term, to the ongoing social and economic vitality of greater Christchurch.



# Illustrative public realm network vision

*“By 2025 central Christchurch streets and public places will be greener, easier to move around and full of people enjoying a vibrant city life.”*

*Mō tātau, a mō ka uri, a mauri ake nei.*

## SQUARES

1. Cathedral Square \*
2. Victoria Square +

## PARKS

3. Hagley Park and Botanic Gardens +
4. Te Papa Ōtākaro/Avon River Precinct \*
5. Cranmer Square +
6. Latimer Square +
7. Margaret Mahy Family Playground •
8. East Frame Central Park •
9. Neighbourhood parks +

## PEDESTRIAN PRIORITY STREETS

10. City Mall +
11. The South Frame Greenway •

## SHARED STREETS

12. Ōtākaro/Avon River Promenade •
13. East Frame links •
14. South Frame links •

## AXIS STREETS

15. Colombo Street
16. Worcester Street

## GATEWAY STREETS

17. Victoria Street
18. High Street

## PLAZAS, LANES AND COURTYARDS

19. Christchurch City Council Civic Offices plaza +
20. Art Gallery plaza +
21. Victoria Street triangular plazas +
22. High Street triangular plazas +
23. Bus Interchange entry plaza •
24. Metro Sports Facility plaza (indicative) •
25. New Regent Street +

26. Press Lane +
27. His Lordships and Struthers lanes \*
28. Woolsack Lane \*
29. Strand Lane +
30. Tattersalls Lane +
31. Tramway Lane +
32. SOL Square
33. Justice and Emergency Services Precinct courtyard and plaza +
34. Arts Centre courtyards and plaza +
35. Christchurch Polytechnic Institute of Technology (CPIT) courtyards and plazas +
36. Performing Arts Precinct lane and courtyard (indicative) •

## Retail Precinct plazas, lanes and courtyards

37. The Terrace •
38. Cashel Square •
39. South West End •
40. South Central •
41. South East End •
42. Stranges Lane +

## South Frame plazas, lanes and courtyards

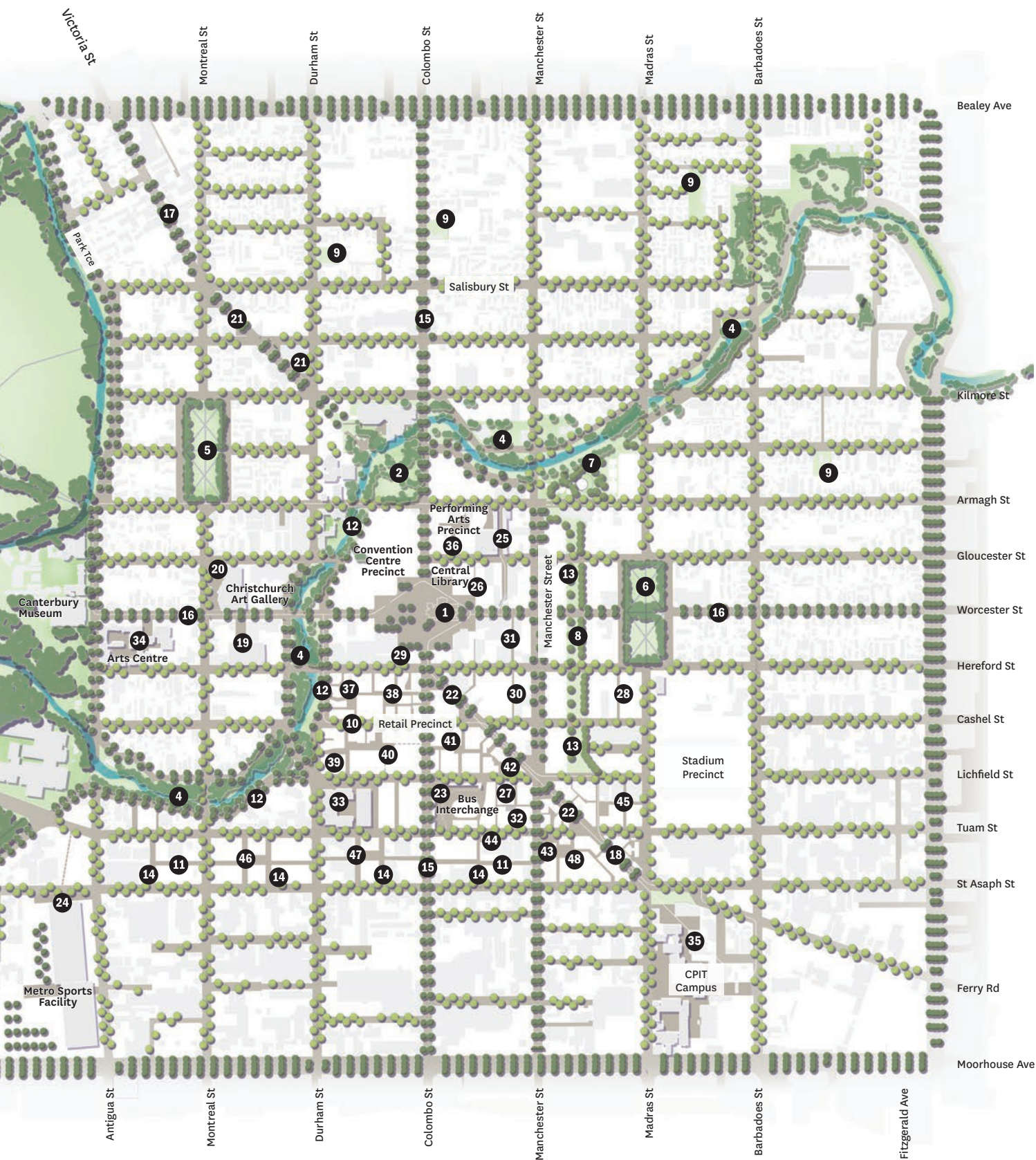
43. Innovation plaza •
44. Scoular Park •
45. Innovation Precinct - Poplar and Ash lanes and courtyard \*
46. South courtyard •
47. Mollett Street courtyard •
48. Innovation courtyard •

+ Existing

\* Existing design to change

• Proposed







# Purpose

The overarching purpose of this Design Guide is to provide a unified and comprehensive reference document for the design and delivery of public realm improvement projects in the central city.

These projects include public realm works delivered through:

- the Christchurch Central Recovery Plan anchor projects
- Accessible City transport projects
- Christchurch City Council's Long Term and Annual Plans.

Crucial to the Streets & Spaces Design Guide is that it supports the delivery of the Christchurch Central Recovery Plan. This includes delivering *An Accessible City*, the transport chapter of the Recovery Plan, and embracing Ngāi Tahu cultural values. With this in mind, the Streets & Spaces Design Guide has been developed to:

- ensure CERA, CCC and Te Rūnanga o Ngāi Tahu take a consistent approach to public space works across the central city
- outline the expectations that CERA, CCC and Te Rūnanga o Ngāi Tahu have regarding the quality of public realm improvement works
- provide clarity to investors, developers, designers and organisations regarding long-term strategies, principles and criteria for the design and delivery of public realm projects

- provide tools and a reference source of key guidance to deliver high-quality public realm outcomes.

The expectations from the implementation of the Streets & Spaces Design Guide include that it will:

- bring the community aspirations for the city alive
- leverage the Crown's and Christchurch City Council's investment in anchor projects and promote confidence in the central city's recovery and rebuild
- add value to the anchor projects and attract private investment and development
- highlight the opportunities in and long-term value of the Recovery Plan.

As a long-term and visionary document, the Streets & Spaces Design Guide includes public spaces that:

- at the time of publishing are being designed and/or constructed such as Te Papa Ōtākaro/Avon River Precinct and Manchester Street
- have been identified as projects but on which design work has not yet started, such as The Square and many of the central city streets.

Consequently, a number of the public spaces shown in this Design Guide will still require design and funding approval.

## Who is this document for?

Specifically, the Streets & Spaces Design Guide has been developed to guide CERA, CCC, Te Rūnanga o Ngāi Tahu, Environment Canterbury and New Zealand Transport Agency, and anyone involved in designing and delivering public realm projects in the central city, in particular consultant teams and design professionals.

More generally, this Design Guide will be helpful for anybody who is interested in understanding the network of public spaces in central Christchurch.

In addition to setting out the vision, design principles and criteria, the Streets & Spaces Design Guide provides technical information at a conceptual level. The main purpose of this information is to promote a consistent approach to the design and delivery of public realm projects. These concepts are provided as a tool and will require the skilled interpretation of designers at the detailed design stage of projects. This may involve adapting the concepts to suit and integrate the specific conditions of each location; for example, existing facilities and infrastructure.



# How to use this document

The Streets & Spaces Design Guide is set out in two books.

- This **Strategic Guidance** book provides the vision, design principles and criteria, along with general concepts that should guide the design of the public realm projects for the central city.
- The **Technical Guidance** book will provide the suite of materials, construction details and street furniture to be used in public realm projects in the central city. It will be issued after the Strategic Guidance book is approved.

During the rebuild period the city is subject to regular changes. The Streets & Spaces Design Guide is therefore a 'living' document which is intended to be updated and reviewed as the city evolves.

For convenience, the public realm of the central city has been divided into two groups:

- the **street network**, consisting of places that have a key role in the delivery of the transport chapter of the Recovery Plan, *An Accessible City*
- the **gathering places**, which often have key interdependencies with the design of the anchor projects identified in the Recovery Plan.

Most gathering places are adjacent to streets, and most building projects will need to address both streets and gathering places. Therefore both groups should relate to and complement each other to create a cohesive public realm network.

This **Strategic Guidance** book has seven chapters.

**Chapter 1** provides the vision and design principles for the central city's public realm network. It also outlines the value, components and general structure of this network.

**Chapter 2** identifies strategic matters that have informed the development of the guidance and concepts set out in this Design Guide.

**Chapter 3** outlines the design criteria that should inform the design of public realm projects in the central city.

**Chapter 4** identifies and provides an overview of the gathering places in the central city and how they relate to the anchor projects.

**Chapter 5** explains and illustrates plans and design concepts for the central city street network and how they contribute to the implementation of Accessible City.

**Chapter 6** describes the public realm component of the anchor projects and identifies important relationships with other anchor projects, gathering places and the street network.

**Chapter 7** briefly outlines key aspects for the implementation of public realm projects in the central city.

To make this document as easy as possible to navigate, cross-references to specific topics and interdependencies are included through the document.

For example, there is a three-step process to apply the Streets & Spaces Design Guide to individual projects.

1. Understand the strategic approach outlined in Chapter 2 and review the design criteria in Chapter 3 of this document. Use these criteria to guide the design process.
2. Identify the public space typology for gathering places in Chapter 4 or the relevant street hierarchy in Chapter 5 of this document. Apply relevant design considerations and standards to the design.
3. Use Book 2, Technical Guidance, to select materials, construction details and street furniture.

## Strategic Guidance book – chapters



**Figure 1** Icon that highlights key chapters related to a topic under discussion in this Strategic Guidance book

### STANDARD PAGE

#### Places for people *He wāhi tāngata*

The design criteria outlined on the following pages should be used to inform the design of streets and gathering places in the central city.

The criteria identify key design considerations that will assist in making the vision for the public realm network of central Christchurch a reality. These design considerations should form an integral part of the design process.

The rationale behind each of the criteria is to create places that the people of Christchurch will cherish because people are at the centre of how these places are experienced.

#### KEY RELATED CHAPTERS



CRITERIA

#### DESIGN CRITERIA **03**

#### CHAPTER



#### PAGE NUMBER

DESIGN CRITERIA | STREETS & SPACES DESIGN GUIDE | PAGE 48

**Figure 2** Reference elements in a standard page of the Strategic Guidance book

*“First we shape  
cities, then they  
shape us.”*

*Jan Gehl*





01

**INTRODUCTION**  
*Kōrero Whakataki*

# What is the public realm?

---

**The term ‘public realm’ is often used to describe the spaces between buildings that are publicly accessible.**

Cities are places where people come together, exchange, trade and enjoy sharing time and ideas with each other. The public realm provides the stage for these exchanges and the everyday activities of a city.

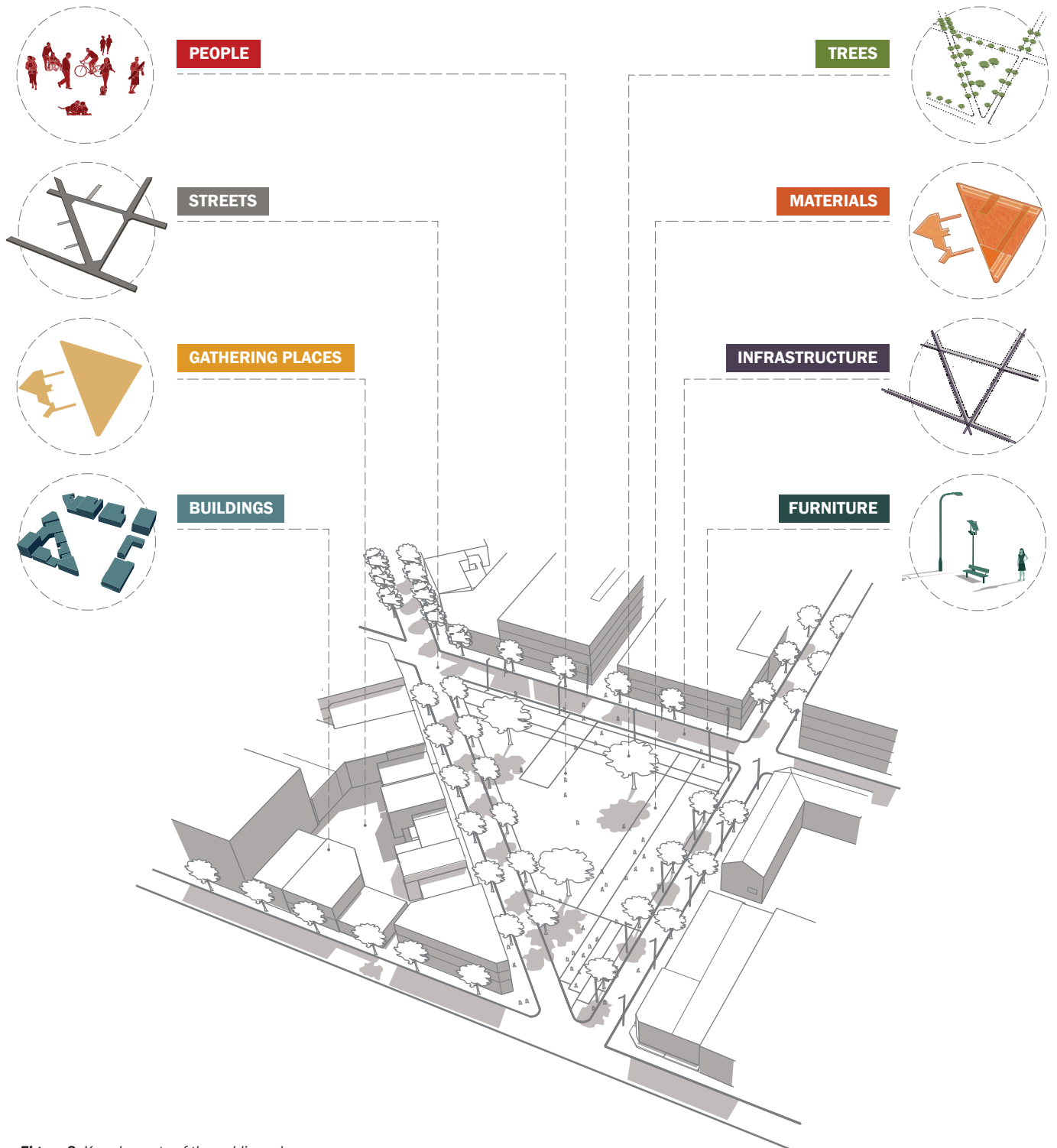
Key aspects that influence the attractiveness of the public realm are:

- the **people** who use it and the **activities** that take place in the public realm
- how people **move** through it or **pause** within it
- the historical, cultural and natural landscape **context**
- the **elements** within the space and the way it is **designed**
- the **buildings** that shape it.

People use and experience the public realm in different ways and at different speeds. Activities such as commuting, recreating, socialising, exercising, trading, walking, pausing, cycling, watching other people, and travelling by car or public transport all take place in the public realm.

The most intimate experiences of the public realm are generally from the perspective of pedestrians. It is from this perspective that the success of the public realm is most often judged.

When each *space* is thoughtfully designed with respect to the human experience and the immediate physical and cultural context, it becomes a *place*. The best places entice people to use them, invite them to stay and beckon them to return.



**Figure 3** Key elements of the public realm

# Value and benefits of the public realm

---

**The public realm has a significant influence on how we use and perceive a city. A common feature of the great cities of the world is that they have a high-quality public realm.**

**The value of the public realm relates to its ability to raise the quality of life in urban centres and contribute to happier, healthier and more productive communities. There is a growing body of research focused on identifying and measuring the benefits of high-quality public realm.<sup>1</sup> These benefits include the following.**

## Increased economic value and activity

- Well-designed cities are better placed to attract the companies, employees, services, customers and investment required for a competitive economy.
- High-quality public realm increases property values.
- An engaging public realm increases foot traffic in retail areas.

## Urban amenity

- A well-designed public realm network creates ease of movement, improved accessibility and comfort. These qualities, in turn, increase safety and productivity and reduce the economic cost of congestion.

## Social cohesion and sense of community

- The public realm provides places and opportunities for social interaction for all age groups and social backgrounds. Social cohesion makes communities more productive and resilient.

## Health and wellbeing

- A well-designed public realm helps us enjoy healthier lifestyles by providing opportunities for physical activity. This translates into fewer resources needed to deal with illnesses related to obesity and sedentary lifestyles.
- Public spaces provide opportunities to relax and unwind, contributing to people's mental wellbeing.

## Environmental resilience

- The way the public realm is designed can significantly contribute to better air and water quality, more effective stormwater management, reduced carbon emissions, increased biodiversity and adaptation to climate change.
- A public realm that is well integrated with local landscapes and ecological systems preserves future access to natural resources. It also promotes self-sufficient and more sustainable food economies.

## Identity and image of a city

- The design of the public realm is a powerful tool to shape the image, perception and cultural awareness of a city. Cities with a strong sense of place create civic pride and a sense of belonging. They also attract more visitors and are sought-after locations for living and doing business in.

## Safety

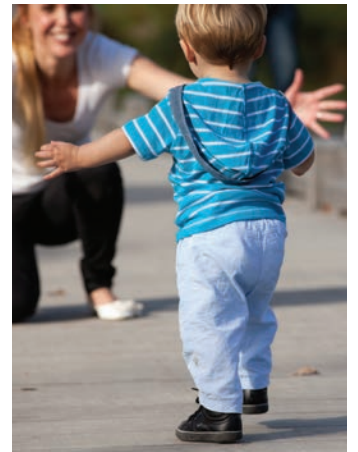
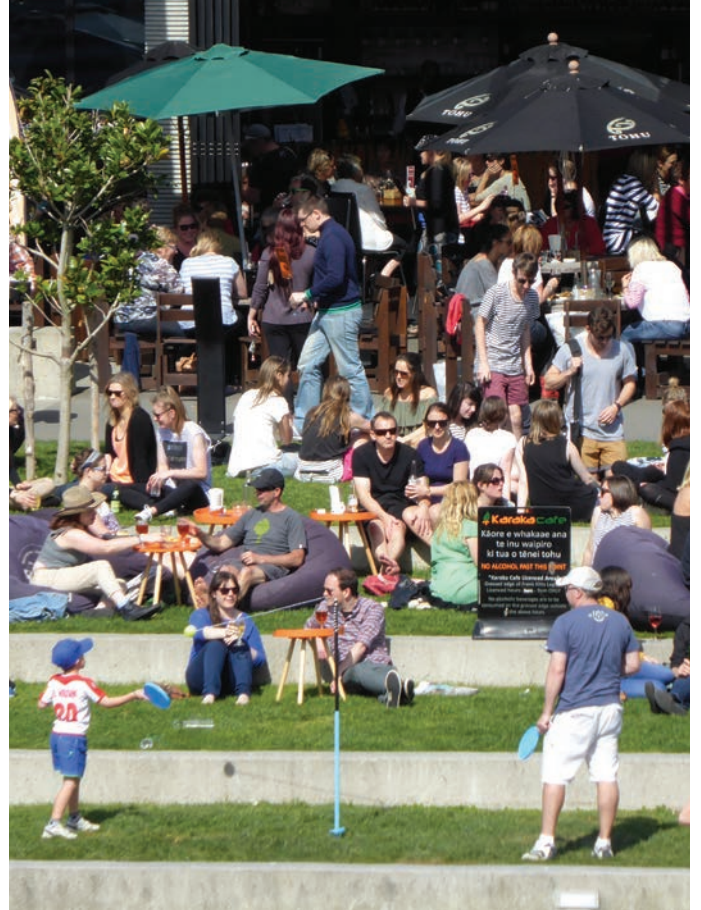
- A high-quality public realm attracts more people and activity, by day and by night, which in turn positively contributes to the perception of safety and reduced crime.
- A well-designed public realm creates a more accessible and welcoming city for all.

<sup>1</sup> Social Cities, Grattan Institute, 2012

The Value of Public Realm, Commission for Architecture and the Built Environment, 2003

The Walkable City, Jeff Speck, 2013

Public Space in the Global Agenda for Sustainable Urban Development: The "Global Public Space Toolkit", UN Habitat, 2014

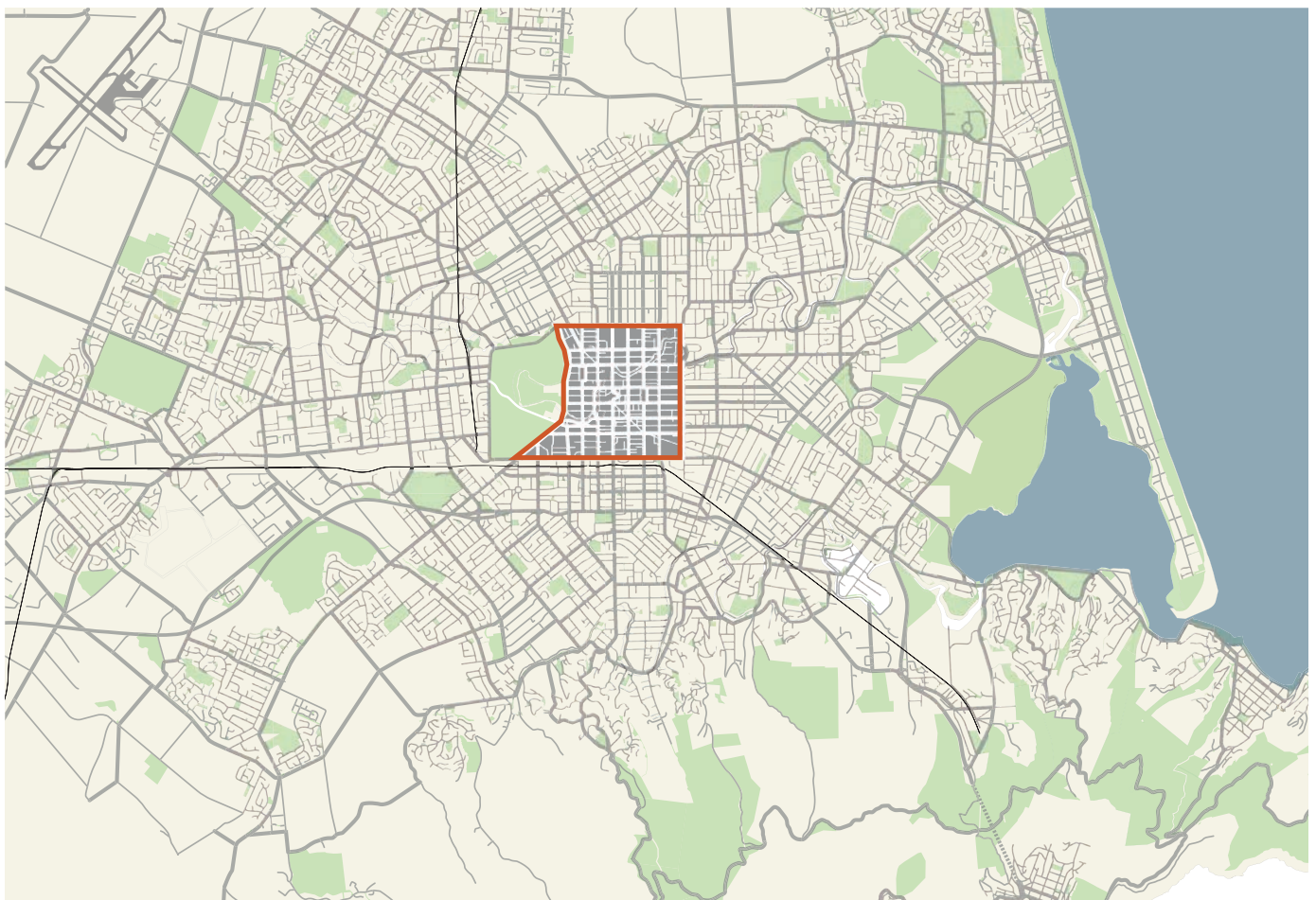




# Scope

**The Streets & Spaces Design Guide has been prepared for the area bounded by Park Terrace and Rolleston, Bealey, Fitzgerald, Moorhouse and Hagley avenues. The Streets & Spaces Design Guide does not include Hagley Park. The area to which this Design Guide applies is referred to as the central city or central Christchurch.**

**While the Streets & Spaces Design Guide focuses specifically on the central city, it has been prepared with regard to the context of greater Christchurch and the values of Ngāi Tahu.**



## Legend

 Application area



**Figure 4** Streets & Spaces Design Guide application area

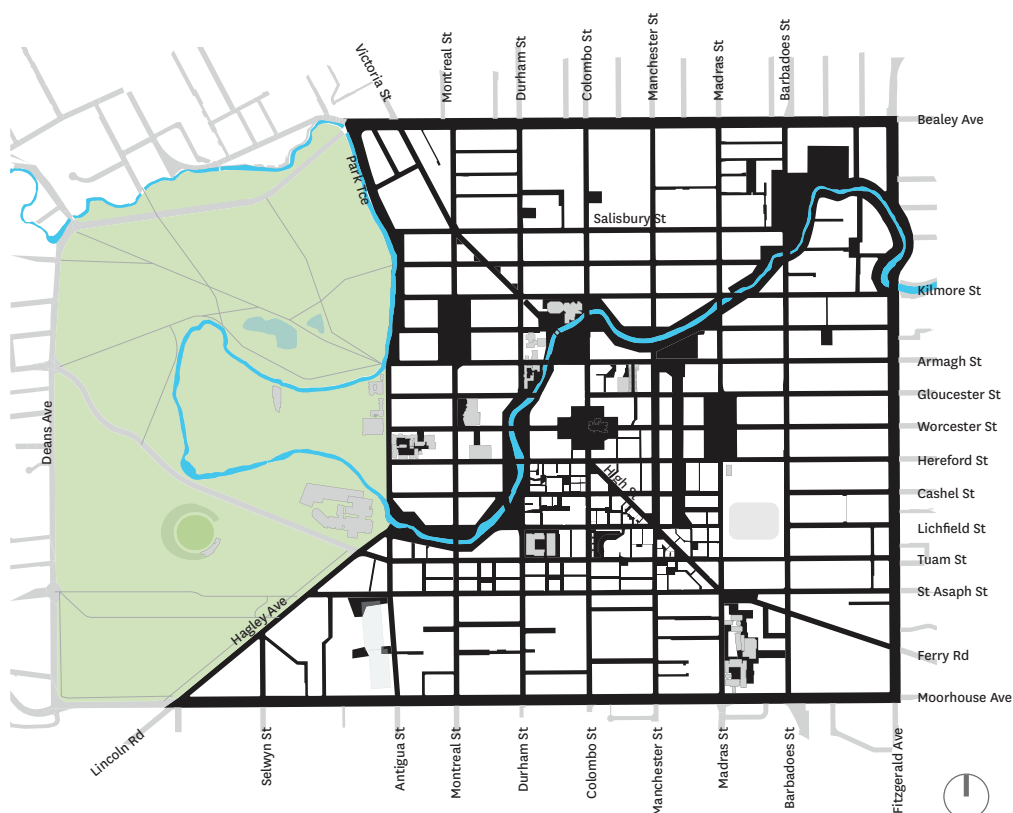
# Central city public realm

**Out of the 420 hectares that comprise the central city, around 120 hectares is spread throughout the area as public realm; this is approximately three-quarters the size of Hagley Park.**

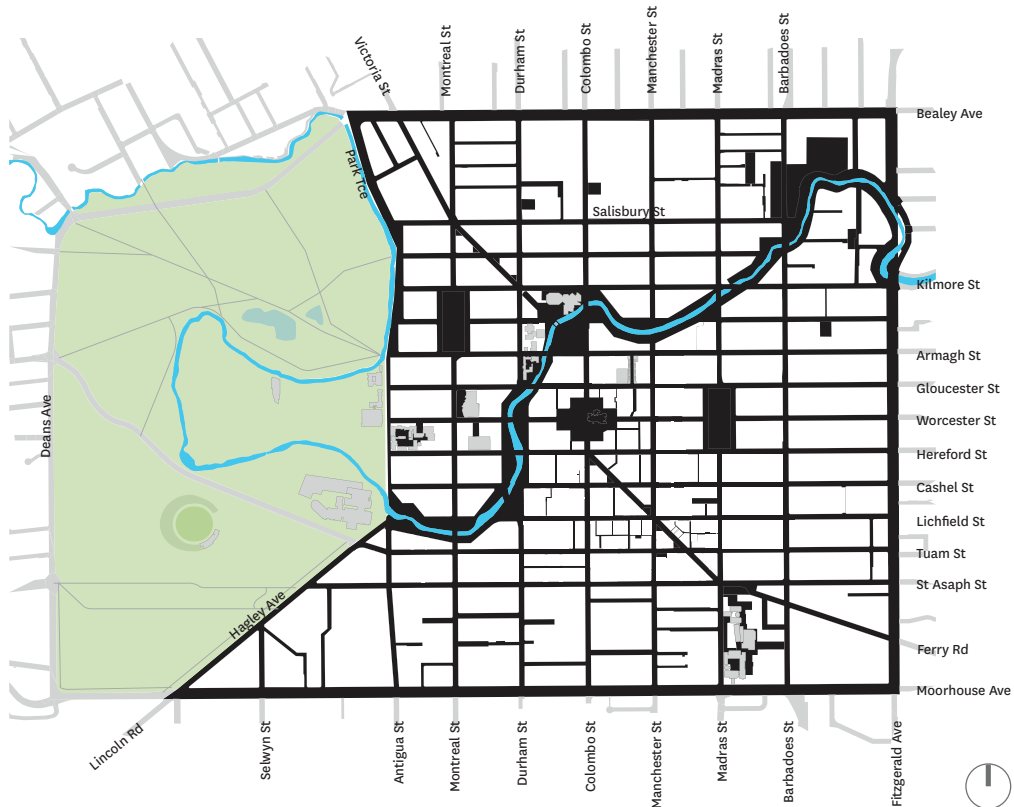
The plans in Figures 5, 6 and 7 illustrate existing and proposed public realm in the central city. They include:

- established places that will be renewed as part of the rebuild process, such as Ōtākaro/Avon River and the street network
- proposed new places such as the Central Park in the East Frame residential precinct and the new public realm network in the South Frame
- existing places such as Latimer and Cranmer squares
- privately owned but publicly accessible places, such as the courtyards in the Arts Centre.

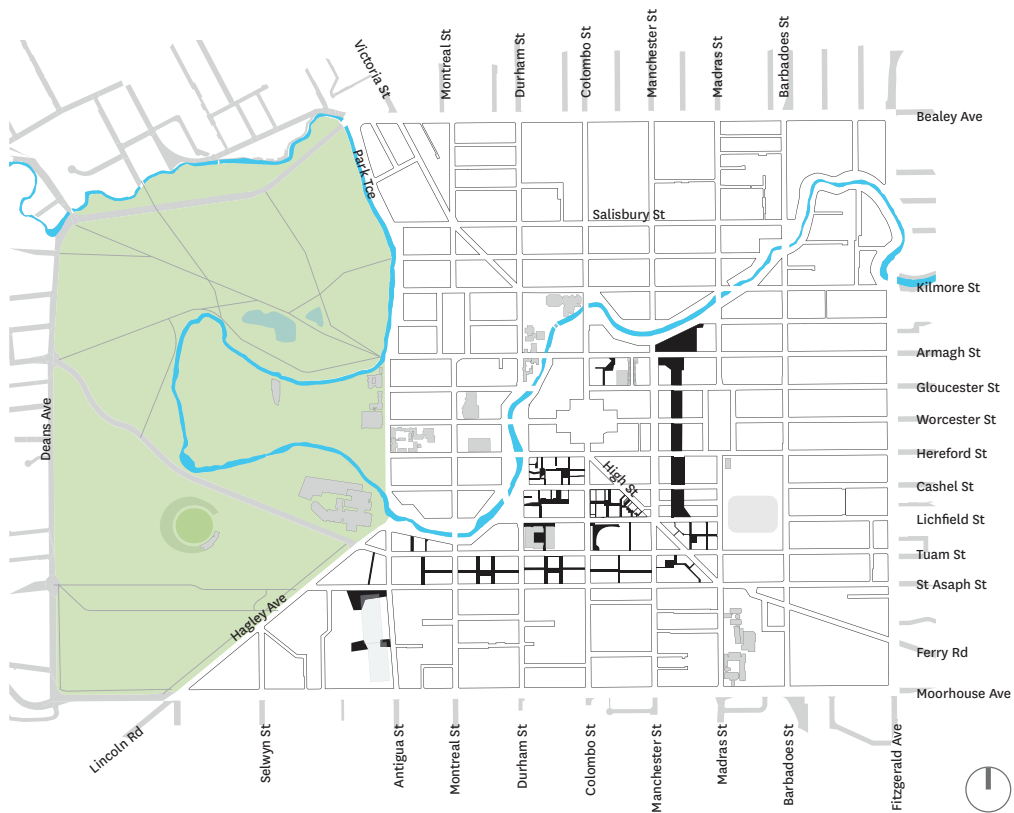
Some of these places are redevelopment projects that are at different stages in the planning, design or funding approval process. Consequently, a number of the public spaces shown still require design and funding approval and may be subject to change of location or design. However, the purpose of mapping them all on one plan is to illustrate how they may work together as a **network**.



**Figure 5** Existing and proposed public realm network



**Figure 6** Existing public realm network



**Figure 7** Proposed new public realm spaces

# Central city public realm

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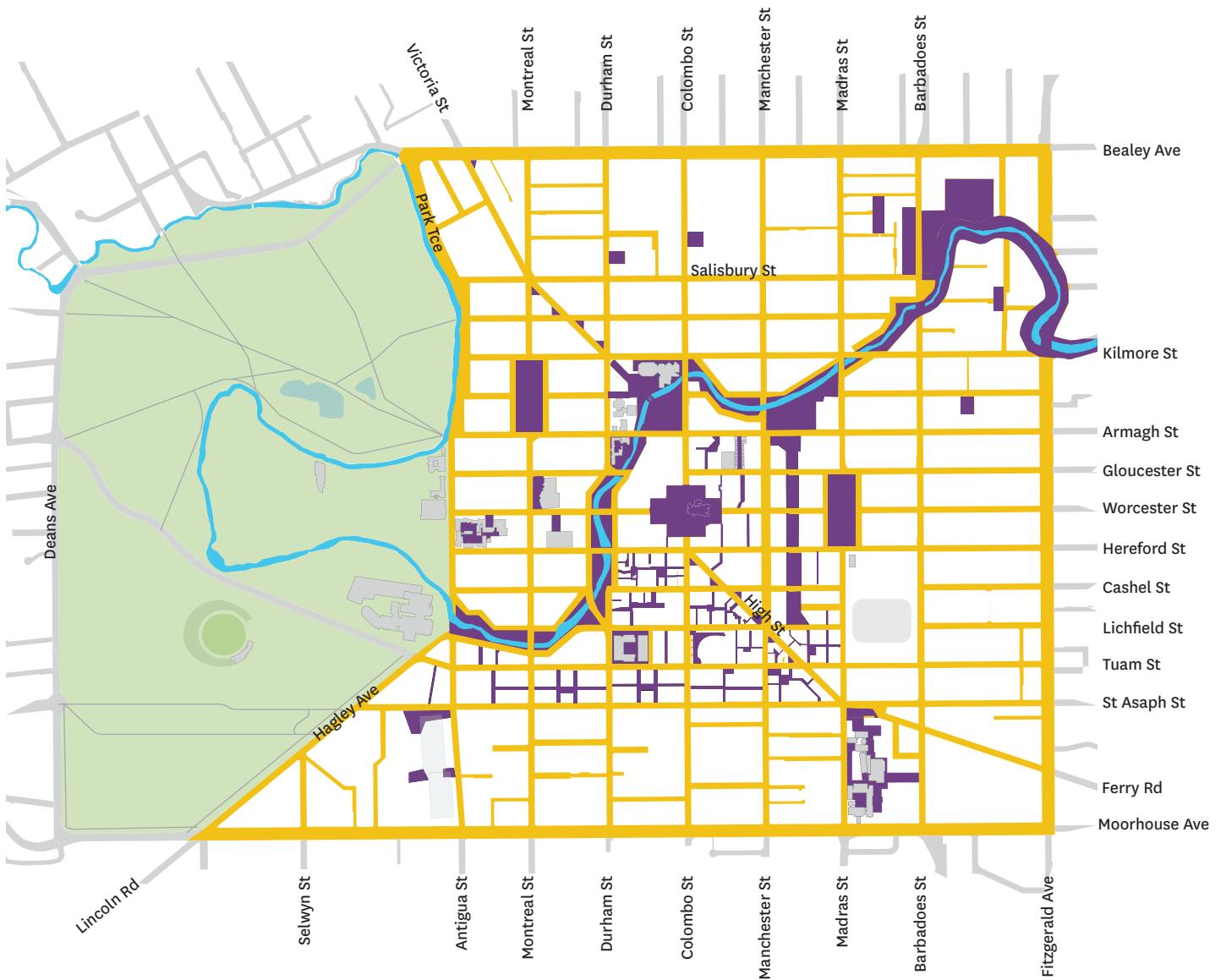
**For the purpose of this document, the public realm network is organised into two major groups: the gathering places and the street network.**

The **gathering places** include parks and gardens, plazas, squares, markets, forecourts, waterfronts, civic and open spaces and publicly accessible internal courtyards, gardens and squares. Detailed information on these spaces is provided in Chapter 4.

The **street network** includes streets, boulevards, avenues, arcades, lanes, alleys and bridges. The street network

has a key role in the delivery of *An Accessible City*, the transport chapter of the Christchurch Central Recovery Plan (Recovery Plan). The street network is discussed in detail in Chapter 5.

The design criteria that should inform the design of both the gathering places and the street network are outlined in Chapter 3.



## Legend

- Gathering places
- Street network

**Figure 8** Central city gathering places and street network

# Central city public realm

The urban fabric of Christchurch has distinct elements that are unique to this city. Because they are unique to central Christchurch, part of the city's DNA, they play a key role in shaping the 'ethos' of the city, its sense of place, its identity.

The uniqueness of central Christchurch can be strengthened and celebrated by highlighting these elements of the public realm.

## Natural and cultural landscape

These landscapes are the places of significance for Ngāi Tahu.

### The grid

The colonial settlement pattern of 220-metre by 100-metre blocks defines long east-west and short north-south streets. Latimer and Cranmer squares are differentiated within the grid by their north-south orientation.

### Ōtākaro/Avon River

The river breaks the regularity of the grid, traversing the city diagonally from the northeast to the southwest. It brings water and greenery to the city.

### The axis

The grid is symmetrically divided by central east-west and north-south axial streets: Colombo and Worcester streets.

### Cathedral Square

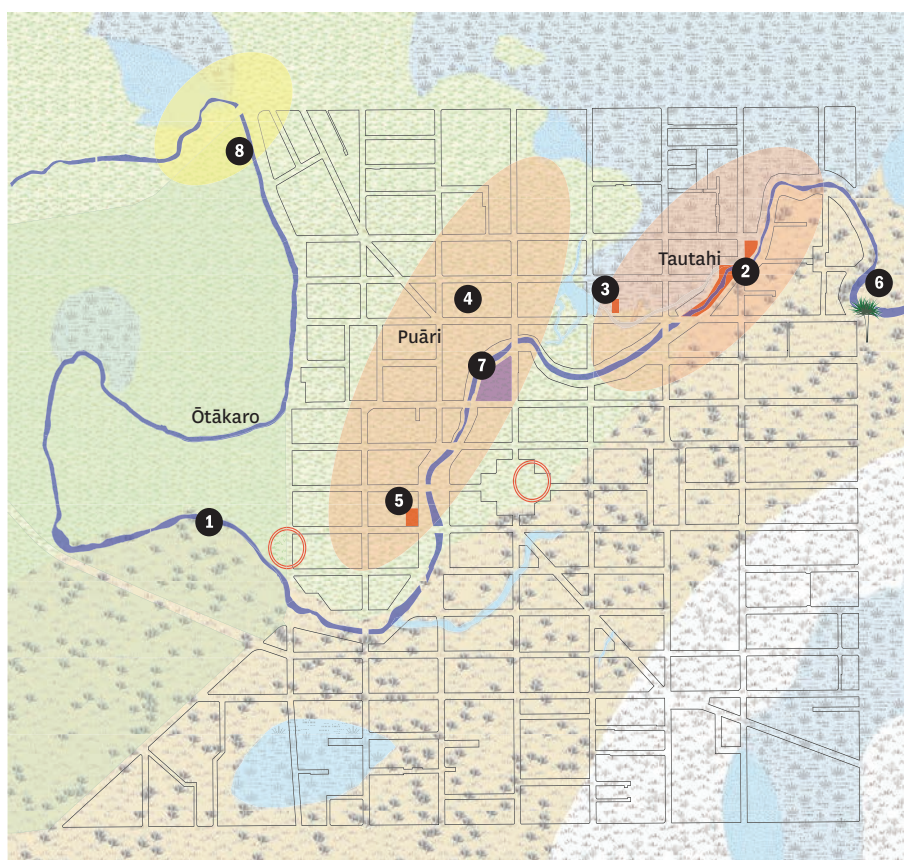
At the geographical centre of the grid where the two axes intersect, Cathedral Square creates the heart of the city.

### The diagonals


Victoria and High streets break the grid in an opposite direction to the river. Traditionally the routes to the outskirts of the settlement, they still are distinctive gateways to the city.

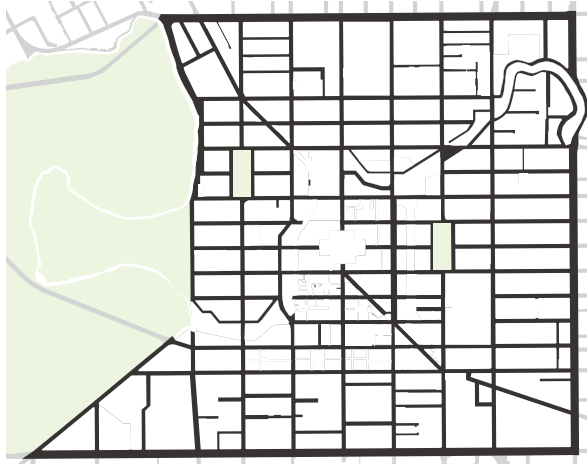
### The lanes and courtyards

Originally provided to service the blocks, the central lanes have evolved over time. Together with an emerging network of courtyards, they now provide an additional layer of discovery and intimacy to the contemporary city.

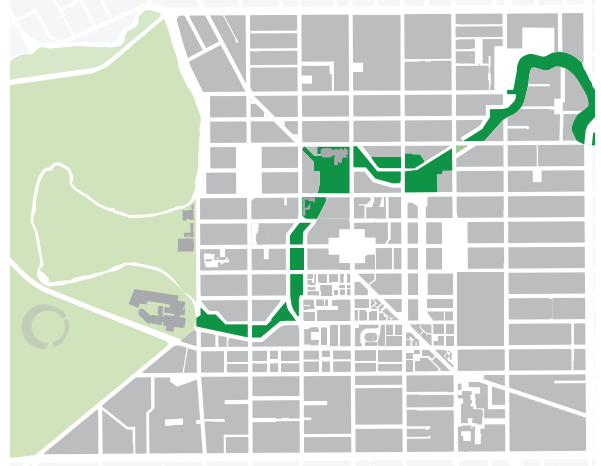


## NATURAL AND CULTURAL LANDSCAPE

1. Ōtākaro (Avon River) and Ōpāwaho (Heathcote River), mahinga kai (food and resource gathering place)
  2. Tautahi, mahinga kai and kainga nohoanga (village settlement)
  3. Tautahi Rua Kōiwi, kōiwi tangata (human remains)
  4. Puāri, mahinga kai and kainga nohoanga
  5. Puāri Pā Urupā, urupā (burial place)
  6. Tī Kouka (fishing marker), a tī kouka (cabbage tree)
  7. Market Square (currently known as Victoria Square), early trading site between Ngāi Tahu and European settlers
  8. Little Hagley Park, meeting and resting place for Ngāi Tahu, mostly Ngāi Tūāhuriri
-  New Zealand Archaeological Association Māori archaeological sites



**THE GRID**



**ŌTĀKARO/AVON RIVER**



**THE AXIS**



**CATHEDRAL SQUARE**



**THE DIAGONALS**



**THE LANES AND COURTYARDS**

**Figure 9** Elements of the public realm that can highlight Christchurch's uniqueness

# Vision

---

**“By 2025 central Christchurch streets and public places will be greener, easier to move around and full of people enjoying a vibrant city life.”**

**Mō tātau, a mō ka uri, a mauri ake nei.**

**[For us, and our children after us.]**





## Legend

- |  |                            |   |
|--|----------------------------|---|
| 1. Cathedral Square                    | 5. Latimer Square          | 8. The South Frame Greenway                     |
| 2. Victoria Square                     | 6. East Frame Central Park | 9. Retail Precinct plazas, lanes and courtyards |
| 3. Te Papa Ōtākaro/Avon River Precinct | 7. City Mall               | 10. South Frame plazas, lanes and courtyards    |
| 4. Cranmer Square                      |                            |   |

**Figure 10** Illustrative public realm network vision

# Design principles

The design principles identify key attributes that public realm projects should have so that they contribute to delivering the vision for the public realm network of central Christchurch.

Under each design principle, the Streets & Spaces Design Guide provides specific design criteria, which are outlined in Chapter 3. The design criteria should inform all public realm projects in the central city.

## CHRISTCHURCH CENTRAL RECOVERY PLAN



## STREETS & SPACES DESIGN GUIDE VISION



## GUIDING THEMES

Vibrant, Distinctive,  
Accessible, Green



## DESIGN PRINCIPLES

Comfort, Legible, Green,  
Sense of Place, Creative  
and Inviting, Walkable,  
Resilient and Flexible, Safe



## DESIGN CRITERIA

Streets and  
Gathering Places



**COMFORT**  
*He wāhi āhurutanga*

Design public places and streets with high standards of pedestrian comfort and convenience.



**CREATIVE  
AND INVITING**  
*He wāhi  
pōwhiri tāngata*

Foster a sense of interest and surprise in the everyday experience of the central city.



**SENSE OF PLACE**  
*He tūrangawaewae*

Design the public realm to reflect the context and identity of Christchurch, its character, culture, history, values and aspirations.



**SAFE**  
*He wāhi haumarū*

Design the public realm to positively contribute and respond to the actual and perceived sense of safety in the central city.



**WALKABLE**  
*He wāhi hīkoi*

Create a consistently high-quality and well-connected pedestrian and cycling network that attracts people of all ages to spend time in the central city streets and public places.



**RESILIENT AND  
FLEXIBLE**  
*He hangore*

Design the public realm network as a system that can adapt to change and evolve with the needs and functions of the city.



**LEGIBLE**  
*He tuhinga mārama*


Contribute to a city centre that is easy to understand and to navigate for locals and visitors alike, including those with mobility needs.



**GREEN**  
*He whenua  
haumako*

Introduce more trees, landscaping and gardens into the city centre; improve water management and air quality to foster a healthier natural and urban environment.

**Figure 11** Design principles

A photograph of a city street scene. In the foreground, a person wearing a blue t-shirt, dark shorts, a black helmet, and a black backpack is riding a black bicycle. They are moving from left to right. The background shows a row of shops with various signs, including "diamonds", "paul brand", "sushi sushi", "EasyWay", "WIGS", "Create", "SALE", "JEWELLERY", "LUCY QUEEN", and "under". There are many green trees lining the street, and the scene is brightly lit by sunlight. A large teal circle is overlaid on the left side of the image, containing white text.

*“Biking is the most efficient form of transportation yet invented. Using the same amount of energy you get 3 times as far as walking (and 60 times as far as driving a car).”*

*Cities for People, 2010*

A faint, stylized map of Auckland, New Zealand, serves as the background. It shows a grid of streets, a river (the Waikato River) flowing through the city, and various urban areas. The map is rendered in a light blue-grey tone.

**02**

**STRATEGIC  
APPROACH**  
*Mahere Rautaki*

# Who are we designing for?

**The Christchurch Central Recovery Plan (Recovery Plan) promotes a bold vision for the future of the central city. Essential to this vision is attracting more people to central Christchurch as a place to live, work and visit.**

It is estimated that by 2041:

- the central city will be home to 60,000 jobs, up from around 50,000 pre-quakes, which will be the largest concentration of employment in the region
- there could be up to 20,000 people (around 10,000 households) living within the four avenues, an increase of nearly 12,000 on pre-quake levels

Central Christchurch has been experiencing a steady increase in the number of tourists and students in the city. In 2014, the student population reached pre-quake numbers with over 5,000 full-time equivalent students in the central city, primarily at the Christchurch Polytechnic Institute of Technology.

Changes in the demographics and land uses in the central city will necessarily influence how the city is used.

The public realm can play a key role in shaping central Christchurch as a welcoming and vibrant place for all.

To realise this potential, it is important that the streets and public places in the city centre function in these three key ways.

- Cater for different user and age groups.
- Support a wide and well-distributed range of social, recreational and leisure activities.
- Meet the transport needs of people and businesses.

CATER FOR DIFFERENT USER AND AGE GROUPS

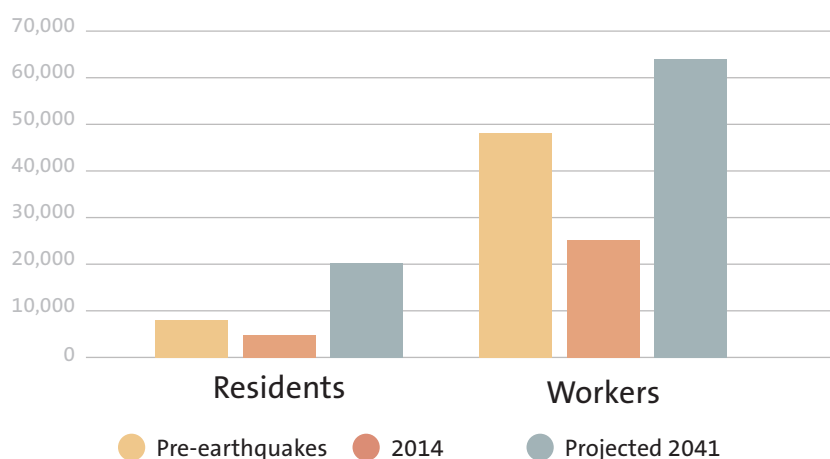
Among these groups would be residents, workers, tourists and visitors, including young and old, single people, families, children, students, professionals and people with mobility needs.

SUPPORT A WIDE AND WELL-DISTRIBUTED RANGE OF ACTIVITIES

Activities would include gathering and socialising, cultural and entertainment activities, shopping, meeting clients, leisure activities that complement compact living, watching other people and promenading, outdoor dining, exercising or relaxing during lunch breaks.

MEET THE TRANSPORT NEEDS OF PEOPLE AND BUSINESSES

These needs would include walking, cycling, using public transport, driving private vehicles, taxis, service deliveries, emergency vehicles and coach drop-offs.



**Figure 12** Pre-earthquake, current and projected resident and worker populations in the central city



The plan below illustrates the indicative distribution of land uses across the city as expected in the Recovery Plan. To create a welcoming and inclusive central city, the public realm network needs to be planned and designed with the likely users of these places in mind.



### Legend

Office	Hotel	Industrial	Retail
Hospitality	Community	Residential	Anchor

**Figure 13** Indicative distribution of land uses across the city as expected in the Christchurch Recovery Recovery Plan

# Supporting the implementation of Accessible City

**An Accessible City is the transport chapter of the Christchurch Central Recovery Plan. Its role is to support the Recovery Plan through a rebalanced transport system for the central city.**

The Recovery Plan promotes a significant increase in the number of people living and working in and visiting the central city. Achieving this goal will increase movement activity. Accessible City acknowledges that, as part of the recovery process, by 2041 traffic volumes may return to pre-earthquake levels. Accessible City supports the Recovery Plan by:

- enabling increased activity in the central city without worsening traffic congestion
- increasing travel choices
- providing more enjoyable journeys.

It does this by prioritising routes for different travel modes – walking, cycling, public transport and general traffic.

Accessible City supports the economic, social and environmental recovery of the central city by:

- defining how the different modes of travel will be distributed in the street network
- promoting increased pedestrian movements as part of overall journeys
- promoting the tripling of bus patronage and cycling to and from the central city
- significantly reducing the amount of through traffic in the central city.

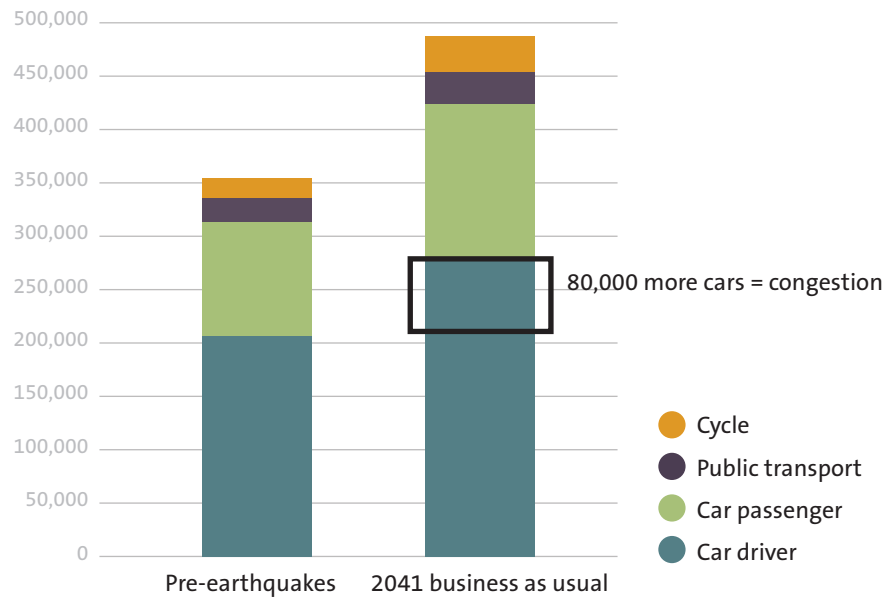
Key initiatives to meet these objectives include:

- creating the conditions for a more pedestrian-friendly city Core
- providing improved and well-connected walking, cycling and public transport routes and facilities
- creating lower speed zones and reducing speed limits on a number of key streets, especially in the Core
- redirecting traffic without a destination in the central city to make better use of the surrounding avenues
- improving the four avenues to accommodate increased movement.

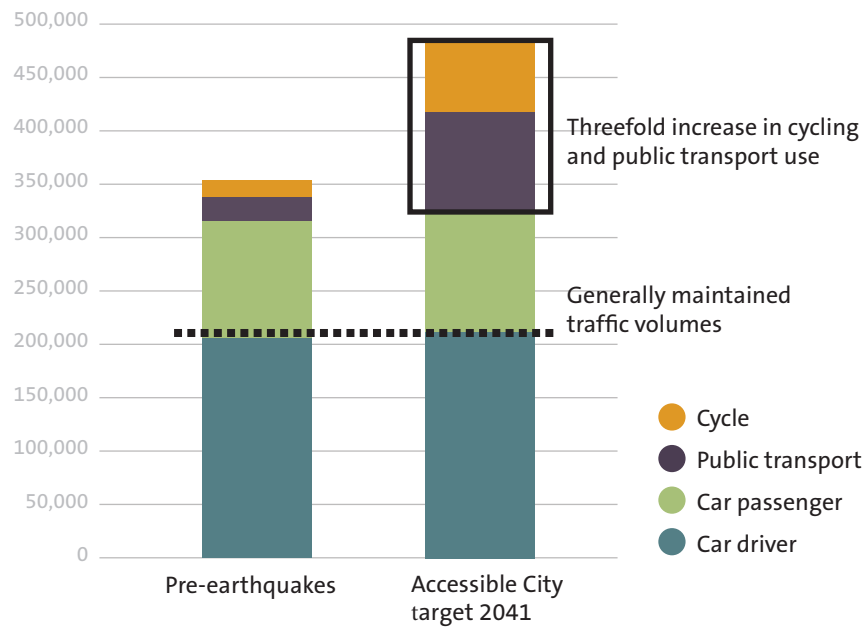
For further detail on Accessible City, visit: <http://ccdu.govt.nz/the-plan>

Chapter 5 provides guidance on how Accessible City informs the design of the street network.





**Figure 14** Traffic congestion in the central city is likely to increase without Accessible City initiatives



**Figure 15** Accessible City seeks to support increased activity and movement without worsening traffic congestion

# Capitalising on existing infrastructure

**This approach aims to reshape the quality and functionality of the public realm network while making the most of what exists now. This work includes the repairs being completed by the Stronger Christchurch Infrastructure Rebuild Team (SCIRT).**

The rationale for this approach is to create a fit-for-purpose network that:

- delivers the best value for money
- allows for the continued recovery of the central city streets
- provides flexibility to be implemented in stages.

This approach involves: maintaining most of the existing alignments of street kerbs; introducing an amenity zone; and integrating existing underground infrastructure.

## Maintaining the existing alignment of street kerbs in most places

Relocating kerbs is a costly exercise in itself. It also has associated costs, including the costs involved in relocating underground services and utilities, stormwater and drainage systems and in regrading pavement surfaces.

In some selected locations, however, relocating kerbs may be justifiable.

Examples are when the overall benefits of a wider footpath outweigh the cost of the works or where a full earthquake repair is needed but has not yet been undertaken.

## Introducing an 'amenity zone' to the street corridor

Part of the existing carriageway will be used to relocate or introduce elements that improve the experience of the street for all users. The amenity zone can be created within the existing street layout and provides a number of services.

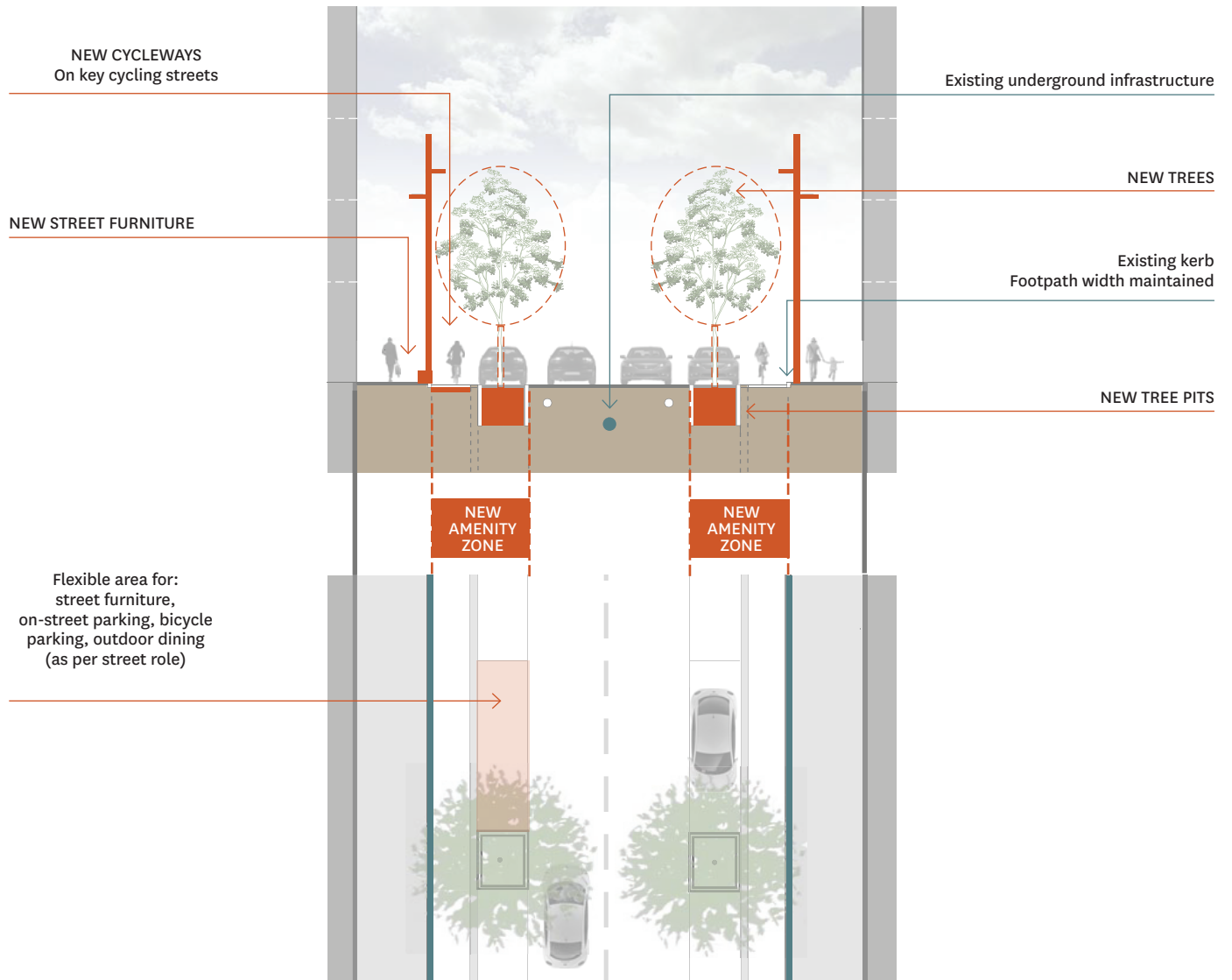
- **Improved walking conditions.** The existing footpaths in the central city are generally 3 metres wide. This area is often reduced by elements such as tree pits and street furniture. Relocating these elements in the amenity zone frees up the area of existing footpaths, especially where these are likely to be busy.
- **Improved cycling conditions.** The amenity zone provides separation for cyclists along the streets identified as key cycling routes.

- **Increased greenery.** The amenity zone allows for the introduction of street trees with good growing conditions and at more regular intervals. These help to rationalise and landscape street parking areas. As the tree pits are flush with the pavement, integrated water management can be explored.
- **Improved conditions for slower, pedestrian-friendly streets.** The amenity zone visually narrows the street corridor, which helps to slow down vehicles.

## Integrating existing underground infrastructure

Relocating underground infrastructure can significantly increase the cost and timeframes of streetscape works. In some instances, however, relocating various underground facilities in a more efficient way may be justifiable to ensure the future performance of facility networks. Some overhead utilities may also warrant undergrounding.





## Legend

- Existing infrastructure
- Introduced elements

**Figure 16** Indicative diagram showing integration of existing and new infrastructure

# Strengthening the central city's green infrastructure network

**Green infrastructure refers to natural elements such as street trees, rain gardens, planting and grassed areas that can be integrated into the public realm to create a 'greener city'.**

This is something Christchurch people asked for through the 'Share an Idea' consultation in 2011 and is part of the model for the sustainable central city envisaged in the Recovery Plan.

A robust green infrastructure network can provide significant environmental, economic, social and cultural benefits to the central city by:

- improving air and water quality
- strengthening the city's sense of place, including its Garden City heritage and its Ngāi Tahu /Ngāi Tūāhuriri cultural identity.
- supporting tourism
- creating attractive spaces to encourage customers to linger in retail and commercial areas
- increasing property values through increased amenity
- attracting new residents and businesses to the central city
- increasing biodiversity through restored ecosystems
- improving stormwater management
- contributing to climate adaptation, carbon storage and urban heat reduction
- creating conditions for increased physical activity and improved health outcomes

- improving wellbeing through enhanced connectedness to elements of the natural landscape
- restoring cultural values by re-establishing mahinga kai in the central city's green public spaces.

Green infrastructure also provides an effective way of addressing the targets in the Christchurch Climate Smart Strategy (2010–2025) and the Christchurch Transport Strategic Plan (2012–2042) for reducing transport-related greenhouse gas emissions.

In addition to providing the environmental, social and economic benefits listed above, introducing trees into the existing carriageway:

- supports the proposed low-speed zone by reducing the visual width of key streets
- creates a better human scale, thereby improving the overall experience of the city.

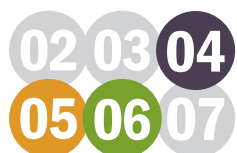
The streets and places that make up the public realm network constitute a significant proportion of the total land area in the central city. Integrating a robust green infrastructure into the public realm is an essential part of creating a sustainable and green central city.

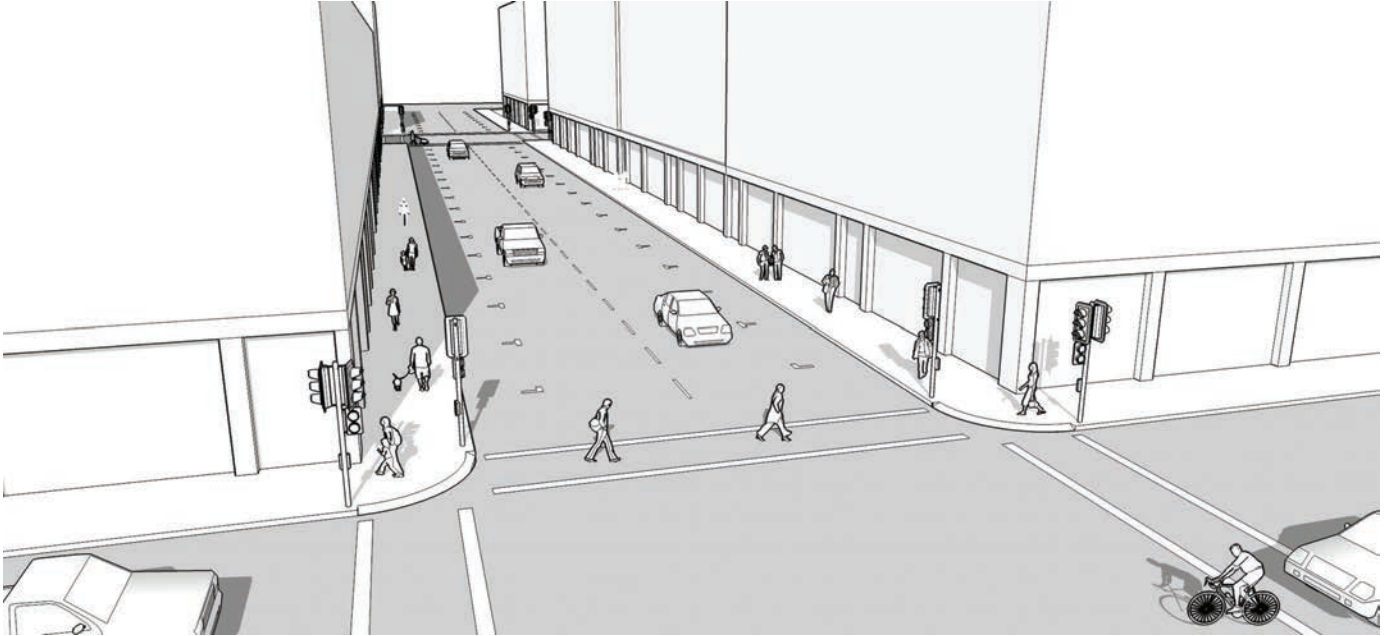
**The City of Melbourne\* investigated the value of environmental benefits of trees through the tool i-Tree Eco. It established that 982 trees along five of its key streets:**

- remove 0.5 metric tonnes of air pollution per year at a dollar value of \$3,820
- store 838 metric tonnes of carbon at a dollar value of \$19,100
- sequester 24 metric tonnes of carbon each year at a dollar value of \$548 per year
- save \$6,370 in energy costs each year through shading buildings in summer and providing solar access in winter
- avoid carbon emissions by reducing energy use by \$114 per year.

**When extrapolated across the entire population of trees in Melbourne (70,000 trees), these findings provided measured evidence that trees are a very valuable environmental asset.**

*\*Melbourne Urban Forest Strategy 2012–2032*

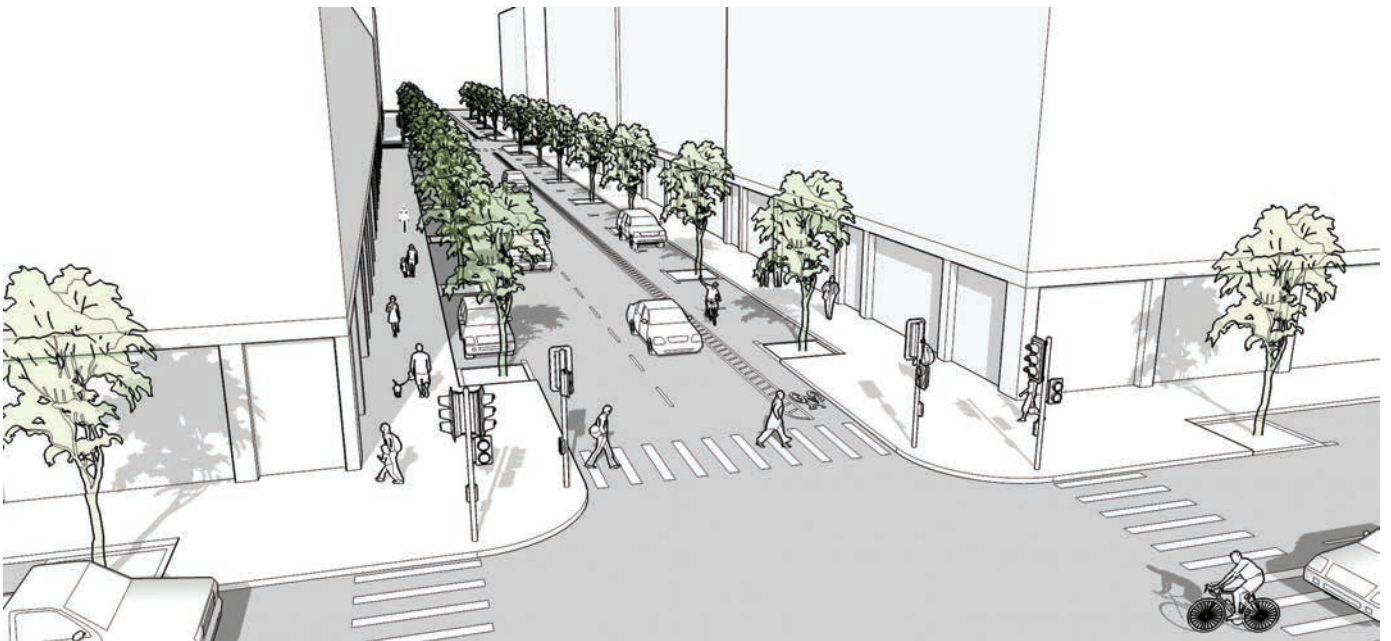




PROPOSED CHANGE



**Figure 17** Example of a typical street in the central city: wide carriageways, lack of pedestrian scale and amenity



**Figure 18** Example of proposed change: street where trees have been introduced in the carriageway, improved amenity for all users

# Embracing Ngāi Tahu cultural values

One of the aspirations of the Christchurch Central Recovery Plan is to rebuild a city that speaks to our sense of place, our identity and our shared cultural heritage.

Māori culture and identity underline New Zealand's point of difference in the world. Ngāi Tahu values therefore provide Christchurch with an opportunity to rebuild the central city with a strong and unique sense of place and identity.

Ngāi Tahu people and their ancestors have been part of the fabric of the Ōtautahi/Christchurch landscape for many centuries. Ngāi Tahu lived on a vast area of waterways and tributaries that branched off from the main rivers of Ōtākaro (Avon), Ōpāwaho (Heathcote) and Pūharakekenui (Styx). These waterways and catchments provided locations for food harvesting, rituals and community life.

The local Ngāi Tahu sub-tribe that holds mana whenua (customary rights and responsibilities) for the central Christchurch area is Ngāi Tūāhuriri. Their responsibilities include protecting and enhancing sites of significance such that they can provide for the prosperity and enjoyment of present and future generations.

Strategic Ngāi Tūāhuriri objectives in contributing to the Streets & Spaces Design Guide for the central city are:

- restoring the visibility of Ngāi Tūāhuriri and Ngāi Tahu values and narratives in the central city public realm
- identifying and promoting urban design solutions for the central city public realm that satisfy the cultural and practical needs of the Māori community.

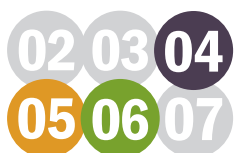
Accordingly, the Streets & Spaces Design Guide includes guidance on meaningful and practical ways of celebrating and integrating Ngāi Tahu values in the central city public realm. These values include:

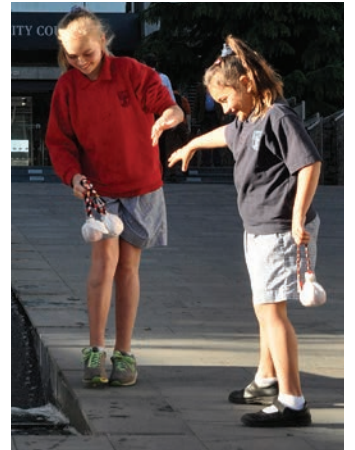
- **rangatiratanga:** community leadership; authority to make decisions
- **manaakitanga:** looking after others, especially guests (manuhiri)
- **kaitiakitanga:** sustainable management of the natural environment
- **mātauranga:** knowledge and understanding of cultural traditions and values
- **whanaungatanga:** community identity, pride and participation
- **wairuatanga:** spiritual wellbeing.

The following are specific ways of expressing these values in the central city public realm.

- **Use te reo Māori** (the Māori language). Ensure written, oral and other forms of communication in the public realm are bilingual. Examples are wayfinding signage, place naming and site interpretation boards.
- **Protect and enhance mahinga kai** (foods and other natural resources, the habitats where they are sourced from, as well as the practices and philosophies that have developed over generations to ensure their sustainable management). Examples are food forests, rain gardens and indigenous planting strategies.
- **Integrate Ngāi Tahu values, cultural expressions and narratives into the design of public realm projects.** Examples are respectfully acknowledging sites and landscapes of cultural significance, incorporating authentic Ngāi Tahu artworks and involving Ngāi Tahu artists and designers.

These values and concepts have been threaded throughout this document.







*“The value of a place’s distinctive features is sure to increase over time as globalisation renders our cities more generic.”*

*Our Cities Ourselves, 2010*

The background of the entire page is a stylized, monochromatic red map of the Paearu Hoahoa area. It features a grid of streets and several winding, light-colored lines that represent water bodies or rivers. The map is rendered in a simplified, schematic style.

**03**

**DESIGN CRITERIA**  
***Paearu Hoahoa***

# Places for people

## *He wāhi tāngata*

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The design criteria outlined on the following pages should be used to inform the design of streets and gathering places in the central city.

The criteria identify key design considerations that will assist in making the vision for the public realm network of central Christchurch a reality. These design considerations should form an integral part of the design process.

The rationale behind each of the criteria is to create places that the people of Christchurch will cherish because people are at the centre of how these places are experienced.





# Comfort

## *He wāhi āhurutanga*

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**Design public places and streets with high standards of pedestrian comfort and convenience.**

- ☐ Design for comfort of people experiencing different weather conditions by including access to sun (Tama-nui-te-rā) and shade, shelter from wind (te hā o Tāwhiri) and rain, and noise reduction. Consider orientation of spaces where possible, and the appropriate provision of trees and awnings for shade.
- ☐ Provide ample opportunities for formal and informal seating so people are invited to pause and rest, or stop and relax.
- ☐ Provide lighting to create safe and attractive spaces for people at night.
- ☐ Encourage diverse, interesting, engaging and high-quality interfaces at the ground and upper levels of buildings that sit directly adjacent to pedestrian spaces.
- ☐ Apply barrier-free and universal design principles in the design of streets and gathering places. These principles promote spaces that are usable to the greatest extent possible by everyone, regardless of their age, ability or status in life.
- ☐ Provide sufficient and comfortable facilities and amenities for commuters, shoppers and visitors, such as bike racks, water fountains, public toilets, wayfinding and a variety of seating options.

# Legible

## *He tuhinga mārama*



**Contribute to a city centre that is easy to understand and to navigate for locals and visitors alike, including those with mobility needs.**

- ☐ Support the appropriate travel modes and their appropriate hierarchy as identified in Accessible City.
- ☐ Design direct and predictable routes for each of the key modes of travel.
- ☐ Use a consistent and complementary palette of design details, materials and street furniture in streets and public places, which assist various users and modes of transport to easily navigate the city.
- ☐ Create a sense of arrival at gateways and thresholds into key public spaces. Integrate ngā ngutu (cultural markers) at entry points and other locations associated with the story of mana whenua.
- ☐ Provide effective links between the central city and the wider region for various travel modes.
- ☐ Integrate into the design of the public realm visual cues that signal a transition into slower-speed environments.
- ☐ Provide clear and consistent wayfinding for all travel modes throughout the city, including direction to key destinations, north orientation and travel distances.
- ☐ Integrate Māori place names and te reo in wayfinding panels, street and place name signs.
- ☐ Involve Ngāi Tahu designers and artists in the production of interpretation panels that provide educational information, for example, on Ngāi Tahu history and mythology.
- ☐ Introduce memorable urban moments and points of recognition to assist in natural orientation and wayfinding.
- ☐ Ngā maunga kōrero. Frame and protect key views to the mountains to enshrine their majestic stories and assist with wayfinding.
- ☐ Provide spaces and features that educate and inform people of the traditional values of a place.
- ☐ Ensure boundaries between private and public spaces are well defined.
- ☐ Design streets and spaces to avoid potential conflict between different user groups.

# Green

## *He whenua haumako*



**Mana atua, mana tangata  
(design with and within the  
environment)**

**Introduce more trees,  
landscaping and  
gardens into the city  
centre. Improve water  
management and air  
quality to foster a healthier  
natural and urban  
environment.**

- ☐ Introduce street tree planting and landscaping in all new streetscape projects.
- ☐ Use species selection to reinforce and contribute to the character and role of streets and gathering places.
- ☐ Use trees and plants that are suitable for Christchurch's climate and will grow in the urban environment while minimising ongoing maintenance and operating costs.
- ☐ Support biodiversity clusters and corridors and promote the ecological restoration of the native flora and fauna in the Ōtautahi/Christchurch area.
- ☐ Provide safe, attractive and efficient streets that encourage people to choose to use the healthier and cleaner travel modes such as walking, cycling and public transport.
- ☐ Use environmentally responsive materials and promote energy efficiency in the use and management of the public realm.
- ☐ Promote the integration of surface stormwater treatment into the design of the public realm. Reduce large impermeable surfaces and promote the use of semi-permeable surface treatments.
- ☐ Design streets and gathering places to provide a sense of connection with nature.
- ☐ Promote, protect and restore places for mahinga kai, for example, orchards and native plantings.
- ☐ Protect the night sky and reduce lighting pollution. Avoid unnecessary light at night. Protect and promote the cultural, educational, scientific and recreational value of Christchurch nightscape.
- ☐ Where appropriate, encourage edible plantings, in accordance with current Christchurch City Council policy and Edible Canterbury Charter.

# Sense of place

## *He tūrangawaewae*



**Design the public realm to reflect the context and identity of greater Christchurch – its character, culture, history, values and aspirations.**

- ☐ Create distinct and unique places that are memorable and enticing for a wide range of users.
- ☐ Draw on the positive and intrinsic elements of each place such as heritage, history, landscape, activity, land uses, built form and views.
- ☐ Reinforce and celebrate the simplicity of the central city grid.
- ☐ Ngā Tūpuna: acknowledge and integrate wāhi tapu and sites of cultural significance through:
  - spatial connections in the form of walkways and view shafts
  - dual names and signage
  - art, sculpture and other cultural expressions such as pou whenua and whakairo (carvings) and raranga (paving treatments).
- ☐ Draw on Ngāi Tahu historical narratives for the design of the public realm. Detailed Ngāi Tahu historical narratives can be obtained from the Council or developed in consultation with mandated Ngāi Tūāhuriri representatives.
- ☐ Use a consistent and complementary set of materials, furniture and street elements across the central city.
- ☐ Select street trees and planting to support and strengthen the desired character for spaces.
- ☐ Use lighting to contribute to the character of the public realm network.
- ☐ Promote well-integrated and place-responsive public art.
- ☐ Promote temporary activation of space.
- ☐ Provide opportunities for people to engage with natural processes and for children to learn about nature through observation. For example, provide safe areas to investigate in stream habitats, boardwalks, bird watch areas, contemplative seating, nature play spaces, community orchards, areas to harvest and work with harakeke and other fibre plants.
- ☐ Provide for Ngāi Tahu customary use of plants for rongoā (medicinal purposes), weaving and other crafts.
- ☐ Ensure all ground-level interfaces enhance the character and experience of public spaces.
- ☐ Permit non-standard treatments where appropriate to reinforce identity, distinctiveness and character.

# Creative and inviting

## *He wāhi pōwhiri tāngata*



**Foster a sense of interest and surprise in the everyday experience of the central city.**

- ☐ Create meaningful and inclusive places that provide safe and easy access for all user groups including; children, youth, elderly and people with disabilities or limited mobility.
- ☐ Design streets and gathering places for a variety of functions including commuting, relaxation, play, social interaction, whānau gathering, recreation, business, art and architecture.
- ☐ Integrate spaces and facilities for Ngāi Tahu whānui cultural activities and ceremonies such as pōwhiri (welcoming).
- ☐ Encourage creative designs that engage and stimulate people of all ages.
- ☐ Provide opportunities for the community to harvest local kai (produce) from orchards, community gardens and access to waterways and other mahinga kai (food and resource gathering) for customary harvesting.
- ☐ Design buildings to support interesting experiences for people throughout the city.
- ☐ Use planting and hard landscaping to introduce variety, colour and texture to the public realm network.
- ☐ Design the street network to support a transport system that is efficient and attractive, provides high amenity and integrates with its surrounds.
- ☐ Support an increased use of cycling by providing bicycle-friendly facilities and amenities along key designated routes.
- ☐ Design the public realm network to provide a choice of routes and travel modes throughout the city.
- ☐ Provide an appropriate quantity and location of on-street car parking.
- ☐ Foster a network of slow-speed streets towards the heart of the city centre that support a wide range of activities.
- ☐ Provide active play and recreation opportunities for children's development and senior enjoyment.
- ☐ Promote environmental custodianship through communal activities and environments such as community orchards and gardens and ecological enhancement projects.
- ☐ Promote well-integrated public art, which is responsive to both culture and place, including by collaborating with and engaging Ngāi Tahu artists.
- ☐ Promote a child-friendly city. Improve the accessibility, quality and quantity of structured and unstructured play spaces and play opportunities in the central city.
- ☐ Support the Transitional City Programme.
- ☐ Encourage innovative, fun features that enhance the experience of being in a creative and vibrant central city.

# Walkable

## *He wāhi hīkoi*



**Create a consistently high-quality and well-connected pedestrian and cycling network that attracts people of all ages to spend time in the central city streets and gathering places.**

- ☐ Promote a walking network within the Core that provides a variety of walking experiences.
- ☐ Provide and maintain attractive, well-defined and direct pedestrian routes through gathering places.
- ☐ Ensure lowest levels of buildings are designed to support a human-scaled and walkable city. Consider appropriate levels of transparency, frequent and active entrances, engaging ground floor uses, awnings and increased architectural articulation to add interest and variation along the edge of footpaths and gathering places.
- ☐ Provide continuous variety along the length of building walls that sit on the edge of public places. Breaking down the length of building frontages into smaller segments by considering vertical articulations, variations in materials, patterns or window alignments will make the walking experience more interesting, and the distances seem shorter.
- ☐ Provide clear paths of travel for visually impaired pedestrians, in particular in front of building frontages.
- ☐ When buildings are set back from public places, carefully consider landscaping and buffers to soften and improve the pedestrian experience.
- ☐ Facilitate walking for seniors and those with different abilities by providing frequent opportunities for seating and moments of pause and rest.
- ☐ Prioritise pedestrians in the inner zone, supported by low speeds, attractive footpaths, accessible public spaces and convenient, frequent street crossings.
- ☐ Design footpaths and intersections to provide sufficient clear path widths, minimal crossing distances, ease of access and safety.
- ☐ Minimise vehicular crossings or driveways along key pedestrian and cycling routes.
- ☐ Manage vehicle access into key gathering places and promote pedestrian priority.
- ☐ Use traffic management methods to minimise waiting times at street crossings on key walking and cycle routes.
- ☐ Define a choice of protected pedestrian routes for inclement weather conditions.
- ☐ Reduce clutter and co-locate street elements where possible (signage, poles, etc).

# Resilient and flexible

## He hangore



**Design the public realm network as a system that can adapt to change and evolve with the needs and functions of the city.**

- ☐ Design streets and spaces that can integrate with and adapt to alternative transport options and public space needs in the future.
- ☐ Design for cost-effectiveness and provide the greatest possible value to the public.
- ☐ Consider full lifecycle costs and benefits. Balance the initial capital with the long-term safety, economic, environmental and other benefits of a high-quality public realm.
- ☐ Design streets and gathering places to minimise impacts on underground services and utilities.
- ☐ Design spaces for flexibility and multi-purpose use for people on their own, in pairs or in groups of varying sizes.
- ☐ Ensure accessibility for oversized and emergency service vehicles, particularly where spaces are used for major public events and performances.
- ☐ Adopt a restrained palette of materials that are robust, age well, are easily maintained and are cost-efficient to source and manage.
- ☐ Design streets and gathering places that respond to the needs of an ageing population.
- ☐ Design streets and spaces that function predictably and consistently in everyday use, and that adapt to large planned activities or unexpected events.
- ☐ Design streets and traffic signals to allow for different travel modes at different times of day.
- ☐ Design the street network to support consistent and predictable travel times to key destinations, especially for public transport.

# Safe

## *He wāhi haumarū*

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**Design the public realm to positively contribute and respond to the actual and perceived sense of safety in the central city.**

- ☐ Design the public realm network as a safe system for all users, particularly more vulnerable groups (children, the elderly, those with disabilities) as well as the more vulnerable transport modes (walking, bicycling) – by day and by night.
- ☐ Apply Crime Prevention through Environmental Design (CPTED) principles. Ensure spaces are overlooked, well lit and maintained.
- ☐ Encourage active use of spaces by a range of different groups throughout the day.
- ☐ Define the street cross-section to induce the desired slower vehicular speeds.

# Building edges

## *He pātū hanga whare*

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**The ground level of buildings is predominantly what pedestrians perceive, interact with and remember when walking in the city.<sup>1</sup>**

This is because:

- the ground level façade is naturally perceived by the human field of vision when walking on the street
- people walk at an average pace of 5 kilometres per hour. At this pace the human eye has the capacity to appreciate detail
- people prefer to stay at the edges of space, where their presence is more discreet and they command a good view of the space
- people prefer to stand or sit at a fixed point, rather than stand without any support.

*The ground floor is where “buildings and city meet.”*

*Jan Gehl*



<sup>1</sup> Close Encounters with Buildings, Jan Gehl, Lotte Johansen Kaefer and Solvejg Reigstad, URBAN DESIGN International (2006) 11, 29–47.



# Building edges

## *He pātū hanga whare*

**Because the ground level of a building has the greatest potential to support activity and enliven the street life, special care should be taken in its design. In particular, the design should take account of the following aspects.**

### Vertical rhythm

Vertical rhythm refers to narrow-fronted buildings or vertical elements in the façades such as frequent doors and windows. The vertical emphasis gives rhythm to the streets; it makes walking more appealing by changing the sense of distance as one walks from one column, door or window to the next. To create this effect, vertical elements should be placed every 3 to 5 metres along the façade.

### Depth

‘Thick’ façades with ‘in-and-outs’ such as canopies, balconies, bay windows, plinths and defined thresholds become attractive places for people to be and prolong activity on the street. These elements also assist in providing ‘vertical rhythm’ to the façade.

### Transparency

Allowing visual contact between the interior and the exterior of a building extends the experience of the public space and of the buildings themselves.

Glass used for ground floor façades should be clear rather than mirrored or frosted glass.

While transparency is encouraged, it is also important to acknowledge and make provision in the design of façades for areas that require privacy or uses that will result in unsightly views from the street. In all instances, however, completely blank façades must be avoided.

### Texture

The texture of a façade refers to the sensorial experience it provides to the pedestrian through the use of architectural articulation, materials and detail. A façade with quality materials and creative details engages the senses, making the walking experience appealing and stimulating.



Vertical rhythm



Depth

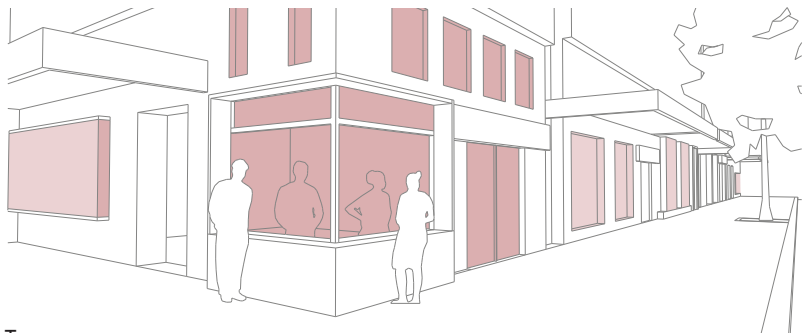
### Activity and diversity

It is ultimately people who bring vibrancy and life to a city. Active uses, particularly along major pedestrian routes, will foster a sense of urbanity and increase patronage and the perception of safety. An active use provides physical and/or visual opportunities for interaction between the inside and the outside of the building during most parts of the day. Frequent doors and windows provide points of exchange between the outside and the inside, encouraging activity on and surveillance of the street.

### Flexibility

Active uses are varied, including retail, entertainment, residential, services and businesses. Some of these uses, such as retail, require minimum levels of patronage to be viable. In practice, this means that some uses in certain locations will become viable only as the project matures and visitation increases. For this reason the ground floor should be designed so that different uses can be accommodated equally well throughout the life of the building. Design considerations should include:

- floor to ceiling heights above 3 metres at the ground level
- flexible and adaptable floor plates that provide options for short- and long-term occupation.
- construction systems that allow changes to the façade at a later date
- avoiding major level changes between the street and the ground level.



Transparency



Texture



Activity

**Figure 19** Design characteristics of good quality ground floor façades



*“Great cities give you  
a sense of movement,  
vitality and enterprise.  
They are alert and alive  
to opportunity.”*

Charles Landry

A stylized, monochromatic map of a city grid, likely Auckland, New Zealand, serves as the background. The map features a dense network of streets and a prominent waterway, possibly the Waikato River, winding through the center. Overlaid on the map is a large, light-colored circle containing the number '04'.

**04**

**GATHERING PLACES**  
***Wāhi Huihuinga***  
***Tāngata***

# Overview

**Gathering places in the central city will be destinations catering mostly for pedestrians. They are places where both small and large groups can meet informally or for planned events and other activities.**

They include parks, plazas, squares, the riverfront, markets, civic and open spaces and publicly accessible lanes, courtyards and gardens.

Gathering places play a vital role in supporting the social, cultural and economic life of the central city. They contribute to the vibrancy of the city by providing amenity for workers, residents, visitors and tourists.

Gathering places not only enliven the city but can also raise the city's profile nationally and internationally. Interesting gathering places that have a strong sense of place will help to attract investment, development, businesses and residents to re-establish in the central city.

Figure 20 illustrates existing and proposed gathering places in the central city. They include:

- established places that will be renewed as part of the rebuild process, such as Ōtākaro/Avon River and Cathedral Square
- proposed new places such as the Central Park in the East Frame residential precinct and the new public realm network in the South Frame
- existing places such as Hagley Park and Cranmer Square
- privately owned but publicly accessible places, such as the courtyards in the Arts Centre.

Some of these places are redevelopment projects that are at different stages in the planning, design or funding approval process, and may be subject to change of location or design. However, the purpose of mapping them all on one plan is to illustrate how they may work together as a network.

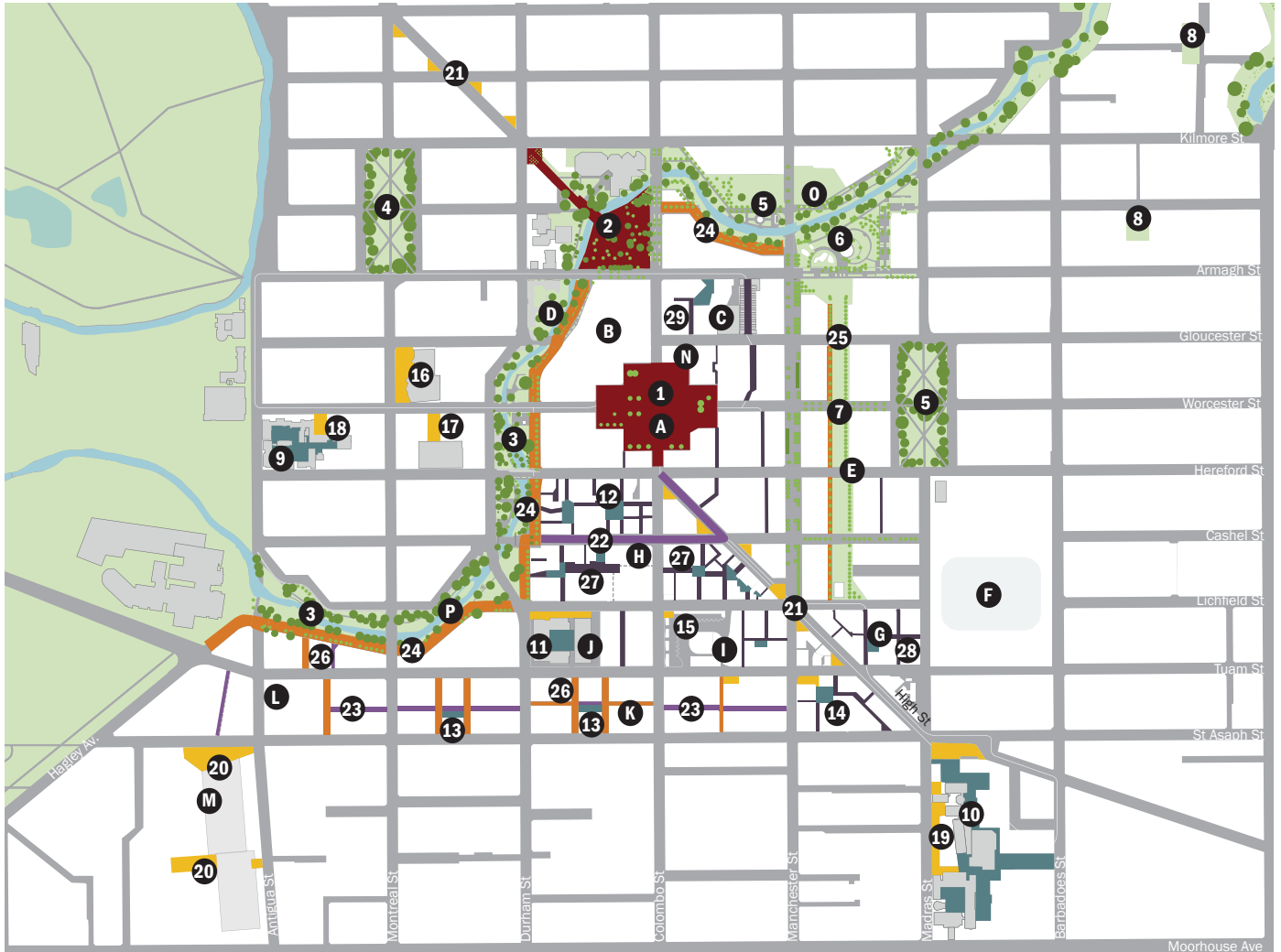
This chapter provides an overview of the general context and role of central city gathering places that share common purposes, such as parks or lanes.

The main objectives are to describe how each place relates to the wider context and to promote a diverse series of gathering places that:

- enable a connected city, where synergies between places are maximised
- attract a broad population profile to the central city by providing a wide and well-distributed selection of activities
- create a city that is interesting to explore through their varying character and scale.

Design guidance applicable to individual gathering places associated with anchor projects is provided in Chapter 6.





## Legend

### SQUARES

1. Cathedral Square \*
2. Victoria Square +

### PARKS AND OTHER GREEN OPEN SPACES

3. Ōtākaro/Avon River \*
4. Cranmer Square +
5. Latimer Square +
6. Margaret Mahy Family Playground •
7. East Frame Central Park •
8. Neighbourhood parks +

### COURTYARDS

9. Arts Centre +
10. CPIT campus +
11. Justice and Emergency Services Precinct •

12. Retail Precinct •

13. South Frame •
14. Innovation Precinct•

### PLAZAS

15. Bus Interchange •
16. Christchurch Art Gallery +
17. Christchurch City Council Civic Offices +
18. Arts Centre +
19. CPIT campus +
20. Metro Sports Facility •
21. Victoria and High Street triangles +

### PEDESTRIAN PRIORITY STREETS

22. City Mall +
23. The Greenway •

### SHARED STREETS

24. Ōtākaro/Avon River Promenade •
25. East Frame links •
26. South Frame links •

### LANES

27. Retail Precinct •
28. South Frame Innovation Precinct •
29. Performing Arts Precinct •

### ANCHOR PROJECTS •

- A. The Square
- B. Convention Centre Precinct
- C. Performing Arts Precinct
- D. Te Papa Ōtākaro/Avon River Precinct
- E. East Frame Residential Precinct

- F. The Stadium Precinct
- G. Innovation Precinct
- H. Retail Precinct
- I. Bus Interchange
- J. Justice and Emergency Services Precinct
- K. South Frame
- L. Health Precinct
- M. Metro Sports Facility
- N. Central Library
- O. North Frame
- P. Earthquake Memorial

### Note:

- + Existing
- \* Existing design to change
- Proposed

**Figure 20** Central Christchurch existing and proposed gathering places

# The squares

**Cathedral Square and Victoria Square are central Christchurch's most prominent civic places, where people come to meet and celebrate significant events.**

Both squares were key features of the original town plan for Christchurch created by Edward Jollie in 1849–50.

With their central location, historic character and civic role, the squares contribute substantially to everyday life in the central city and are important tourist destinations.

These two squares will provide key public interfaces with the Convention Centre and Te Papa Ōtākaro/Avon River precincts, and the Central Library.

## Cathedral Square

Located at the intersection of the city's two main axial streets, Worcester and Colombo streets, Cathedral Square is at the geographic and civic heart of Christchurch.

The Recovery Plan identifies Cathedral Square as a key anchor project. The vision is to re-establish The Square as Christchurch's main civic gathering place. It will be more vibrant, more comfortable, more accessible, safer and greener. The design process is yet to commence; however, key objectives for its design are provided in Chapter 6.

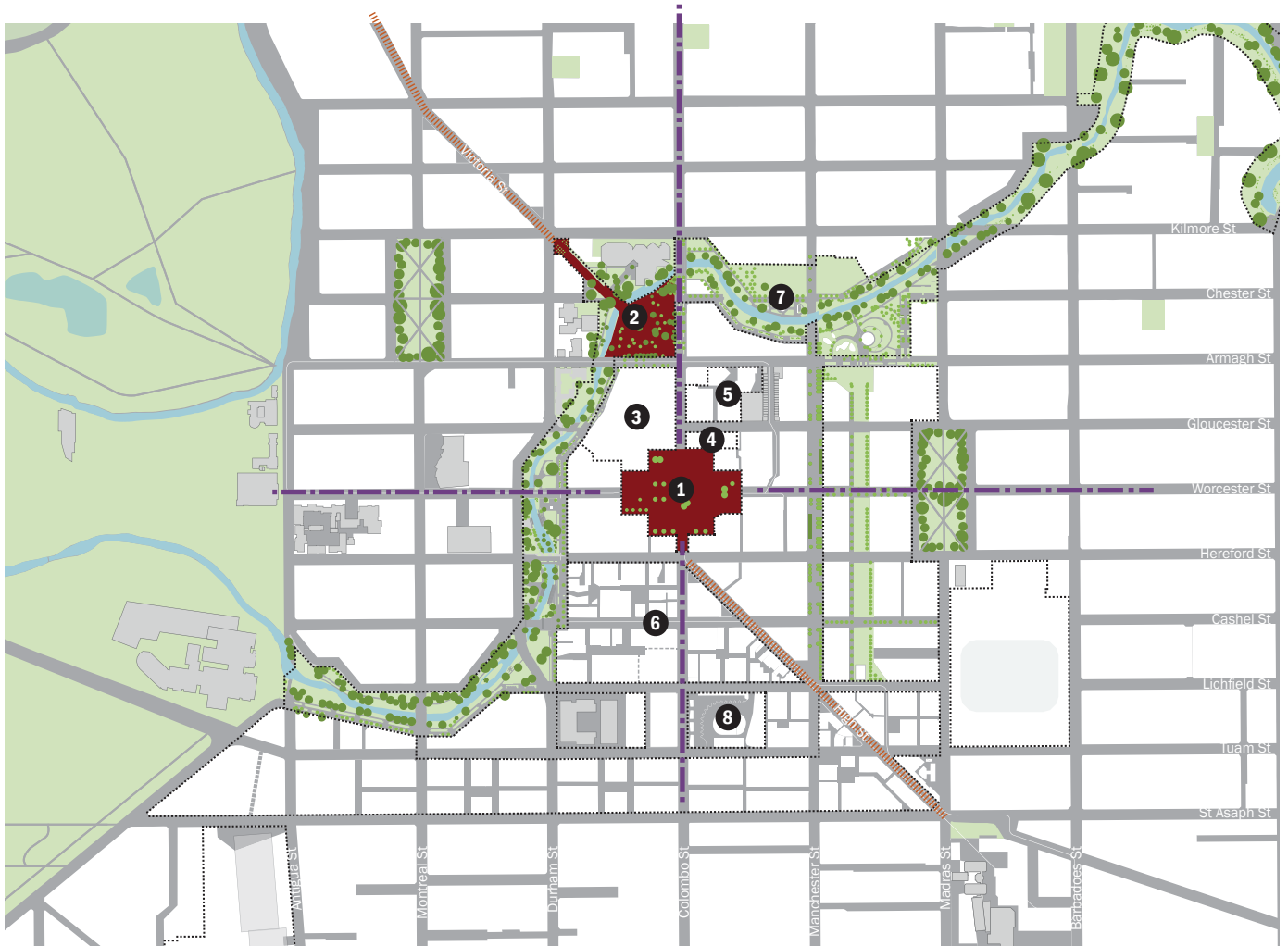
## Victoria Square

Victoria Square, first known as Market Square or Market Place, was the centre of town life until the 1870s. It sits in a prominent location along Ōtākaro/Avon River at the confluence of a number of existing and proposed major movement routes. Victoria Square has a strong diagonal north–west axis which provides a bookend to Victoria Street.

Victoria Square's setting, its historic market activities and existing monuments provide strong associations with the heritage of Te Rūnanga o Ngāi Tahu and European culture.

As a predominantly green space, Victoria Square offers a counterpoint to the largely hard surfaces of Cathedral Square. Victoria Square will continue to be a natural gathering point in the central city.





## Legend

### SQUARES

1. Cathedral Square \*
2. Victoria Square +

### AXIS STREETS

Colombo \* and Worcester + streets

### GATEWAY STREETS

Victoria and High streets +

### RELATED ANCHOR PROJECTS •

3. Convention Centre Precinct
4. Central Library
5. Performing Arts Precinct
6. Retail Precinct
7. Te Papa Ōtākaro/Avon River Precinct
8. Bus Interchange

Note:

+ Existing

\* Existing design to change

• Proposed

**Figure 21** Central Christchurch existing squares

# Parks

**The central city parks provide space for relaxation, physical activity, recreation and cultural activities of varied scales. They also make a key contribution to the city's visual amenity, air and water quality, and diversity of flora and fauna.**

Central Christchurch parks offer a foretaste of the city's beautiful natural surroundings. Their landscapes and environmental features are essential components of the city's distinctive sense of place and its 'Garden City' heritage.

A number of new open spaces and connections in the central city, in particular to the east and south, will help to consolidate a green corridor around the city Core and link the city's main parks.

## Hagley Park

Hagley Park is the largest park in the central city, one of the city's main landmarks and a popular destination. With its strong pattern of deciduous trees and broad open spaces, the park supports major sporting and cultural events. It includes the Christchurch Botanic Gardens and offers a diverse range of passive and active recreational opportunities.

In its early days Hagley Park was used for horse racing; South Hagley Park was used for the Great Industrial Exhibition of 1882, the New Zealand International Exhibition in 1906–1907 and the Australasian

Tennis Championships in 1906. Today the park supports cricket, model boat sailing, golf, tennis, netball, croquet, hockey, rugby and soccer, as well as open-air concerts, festivals and the like.

## Ōtākaro/Avon River

The main natural feature traversing central Christchurch, Ōtākaro/Avon River, is a key component of the city's cultural, physical and aesthetic identity.

Ōtākaro/Avon River holds great significance for Ngāi Tūāhuriri. The 14-kilometre-long river served as a transport route and source of mahinga kai (food and resource gathering), and was the place by which they lived and traded.

The visual contrast between the curving river and the European linear street grid, introduced by Edward Jollie's plan of central Christchurch, is a key characteristic of the city's urban form.

Te Papa Ōtākaro/Avon River Precinct, a 3.2-kilometre-long anchor project, aims to help re-establish a healthy river and better integrate the river with the surrounding urban fabric. The Precinct has key interfaces with other anchor projects

including the Convention Centre Precinct, Retail Precinct and East Frame. Further information on this project is provided in Chapter 6.

## East Frame residential precinct - Central Park

The Central Park in the East Frame anchor project is the open space spine for the new inner-city residential precinct.

At the city scale, the park will be an important extension of the city's green, open spaces to the east and a key element of the pedestrian and cycling networks. When completed, the Central Park will be the third-largest park in the central city.

At the local scale, the park is designed to support and attract inner city living and provide a focal point for the new community.

The vision for the park is to create a contemporary and flexible linear open space that builds on Christchurch's urban form and Ngāi Tūāhuriri values. Further detail on the park is provided in Chapter 6.





## Legend

### PARKS AND OTHER GREEN OPEN SPACES

1. Hagley Park +
2. Te Papa Ōtākaro/Avon River Precinct\*
3. East Frame Central Park •
4. Cranmer Square +
5. Latimer Square +
6. Neighbourhood parks +

### KEY CONNECTIONS

- A. East Frame north-south link •
- B. The South Frame Greenway •
- C. Chester Street +
- D. Worcester Street +
- E. Cashel Street +

### RELATED ANCHOR PROJECTS •

- F. Convention Centre Precinct
- G. East Frame Residential Precinct
- H. South Frame
- I. Retail Precinct
- J. Justice and Emergency Services Precinct
- K. The Stadium Precinct
- L. Earthquake Memorial
- M. Metro Sports Facility

### KEY RELATED DESTINATIONS

- N. Cathedral Square \*
- O. Christchurch City Council Civic Offices +
- P. Christchurch Art Gallery +
- Q. Canterbury Museum +
- R. Arts Centre +

Note:

+ Existing

\* Existing design to change

• Proposed

Figure 22 Central Christchurch existing and proposed parks

# Parks

## Latimer and Cranmer squares

Latimer and Cranmer squares form part of the original town plan for Christchurch. The size of each is the same as a typical city block but their north–south orientation provides a counterpoint to the other east–west city blocks. Their strong heritage character is reinforced by lines of mature trees and formal lawns.

Latimer and Cranmer squares make a key contribution to the urban amenity and character of the surrounding neighbourhoods. They have great potential to provide a more diverse range of activities and events that support the established and emerging communities in their local areas and the city centre more generally.

**Cranmer Square** is at the western edge of the Core, mid-way between Hagley Park, Victoria Square and Ōtākaro/Avon River. Chester, Armagh and Kilmore streets provide convenient pedestrian, cycle, tram and vehicular connections between these notable green, open spaces. In recent times, residential land uses – including a number of hotels and other accommodation – have become more prominent around Cranmer Square. These generally maintain the traditional urban pattern of stand-alone buildings with relatively generous front and/or back yards.

**Latimer Square** provides an entry point from the east to the city Core along its main east–west axis, Worcester Street. The urban fabric around Latimer Square will undergo significant change with the introduction of more contemporary and compact forms of residential uses, in particular along the East Frame.

The Transitional Cathedral to the south of Latimer Square attracts numerous visitors and tourists to the area.

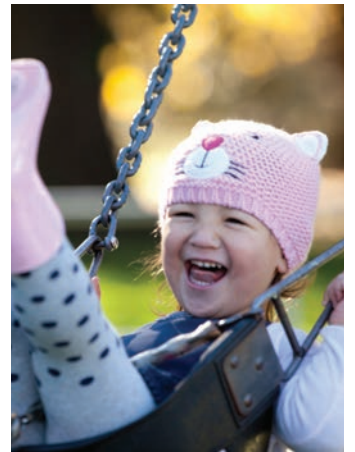
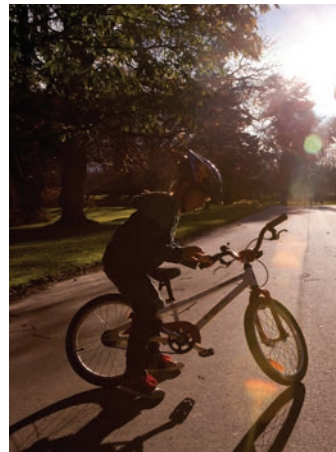
## Neighbourhood parks

Neighbourhood parks are typically small green spaces, with trees and soft landscaping, tucked into and scattered throughout the urban fabric. In the central city they are located predominantly in the northeast among established residential areas.

Neighbourhood parks generally serve the needs of the immediate population. They can play an important role in fostering a sense of ownership and community. These small spaces are used for small local events and play areas for children, or simply as places for informal socialising and relaxation. Neighbourhood parks also provide opportunities to increase the amount of permeable surfaces through the city and provide habitat for plant and birdlife.

The role of neighbourhood parks as outdoor communal spaces will become increasingly important as central residential areas become more compact and dense. New neighbourhood parks should be sited in visible areas of high pedestrian footfall, so that they are safe and convenient to get to.





# Courtyards

**Through the rebuild process, courtyard spaces are becoming a more prominent feature of the central city's urban fabric, particularly within and around anchor projects. New courtyard spaces draw on successful local precedents such as the quadrangles in the Arts Centre and SOL (South-of-Lichfield) courtyard.**

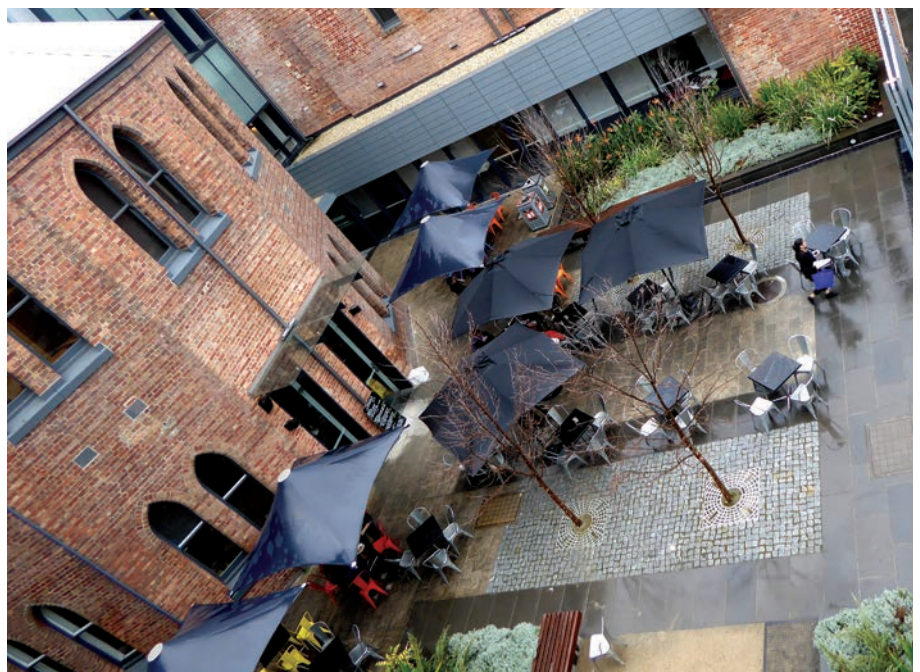
Courtyards are small open spaces typically located towards the interior of blocks and enclosed by buildings. Their small scale and inward location create sheltered and comfortable spaces which provide places of respite in the midst of the activity of the city. Their discreet locations make them places to be discovered; access is often via laneways or through existing buildings. In some instances, courtyards are privately managed and maintained but provide public access for most of the day.

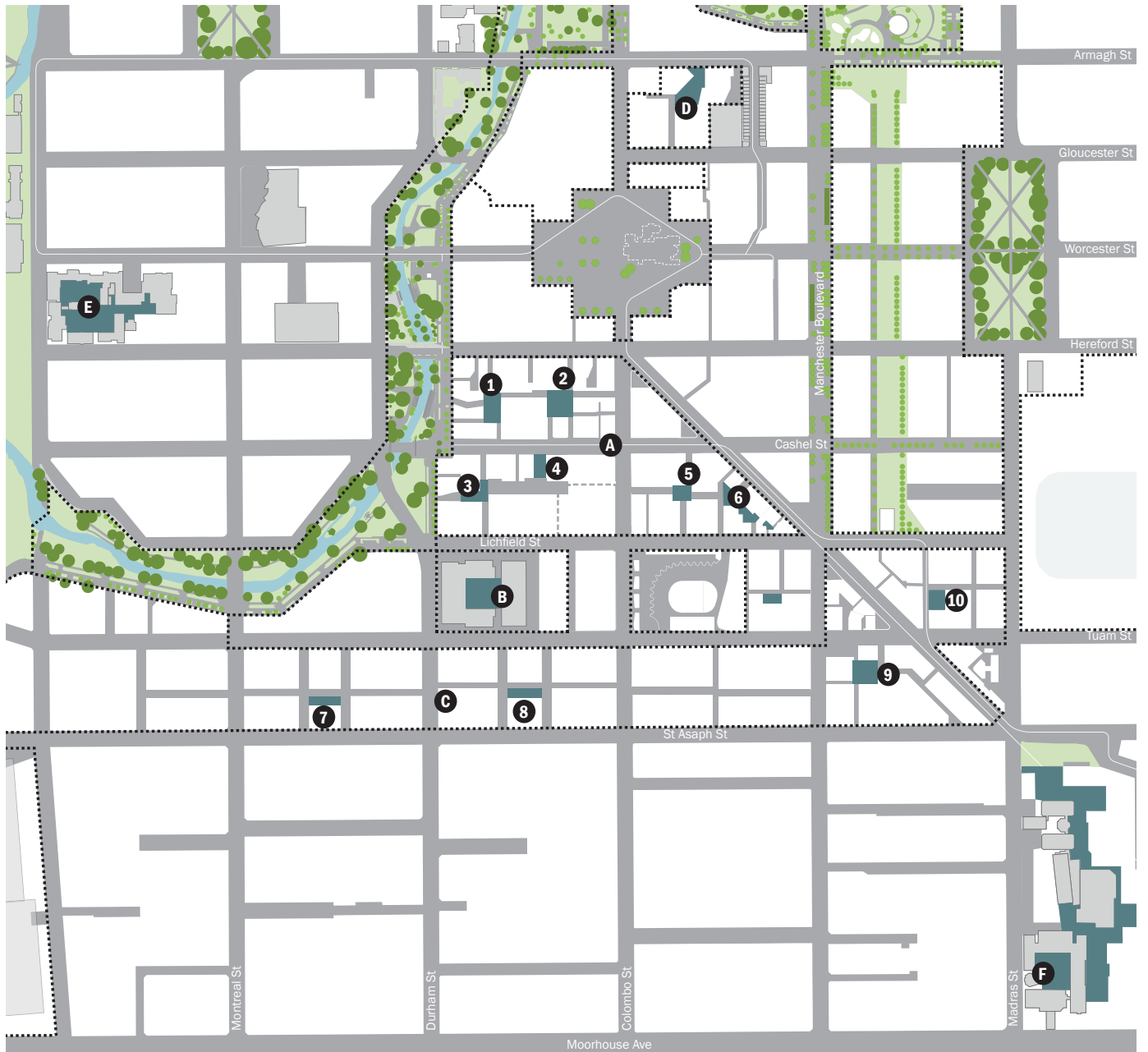
Courtyard spaces offer a wide range of design possibilities. The following are some of the key matters to consider when designing courtyards.

- **Size of space.** Good courtyards are deceptively small.
- **Connections.** Courtyards work best with three or more connections from different origins, preferably activating the corners and edges of the space.
- **Sense of enclosure.** The height and bulk of surrounding buildings, on at least three sides, should be of a scale proportional to the courtyard space.
- **Solar access.** Determined by surrounding buildings, solar access should be allowed at least at key times of the day, in particular to north- and west-facing frontages.
- **Activity and surveillance.** Locating active uses overlooking or fronting the space will ensure courtyards are welcoming and safe places to be.
- The courtyards in the Retail Precinct will support the shopping and hospitality offer of the Precinct by creating contemporary and elegant spaces.
- The courtyards in the South Frame can draw on the industrial tradition of the area and the new uses proposed for it. They offer opportunities for the creative expression of local artists and use of new technologies.
- The courtyards around the Performing Arts Precinct can extend the cultural activities and character of the Precinct into the public realm. Drama, sounds, music and performance are among the themes that can inform their design.
- The courtyard in the Justice and Emergency Services Precinct will provide a civic space for visitors and workers in the Precinct.
- The existing courtyards at the Arts Centre have a well-established role and character that support the architecture and activities in the area.
- The courtyard spaces in the CPIT campus bookend the journey from Cathedral Square along High Street. They can become an exemplar of a 'city campus' that is well integrated into the city's urban fabric. These courtyard spaces can extend the learning and collegiate environment of the lecture and tutorial facilities into the public realm.

Some general guidance on designing courtyards in the central city is included in Christchurch City Council's *Central City Lanes Report – Lanes Design Guide*. The guide can be accessed at: [www.ccc.govt.nz/urbandesignguides](http://www.ccc.govt.nz/urbandesignguides)

Creating courtyards of varied and distinct character will contribute to a central city that is interesting to explore. The new anchor projects and uses in the central city should be reflected in the design and character of courtyard spaces.





## Legend

### COURTYARDS

#### A. Retail Precinct

1. The Terrace •
2. Cashel Square •
3. South West End •
4. South Central •
5. South East End – courtyard 1 •
6. South East End – courtyard 2 •

#### B. Justice and Emergency Services Precinct courtyard +

#### C. South Frame

7. South courtyard •
8. Mollett Street courtyard •
9. Innovation courtyard •
10. Poplar-Ash courtyard •

#### D. Performing Arts Precinct

courtyard (indicative) •

#### E. Arts Centre courtyards +

#### F. CPIT campus courtyards +

#### Note:

+ Existing/under construction

\* Existing design to change

• Proposed

**Figure 23** Central Christchurch existing and proposed courtyards

# Plazas

**Plaza spaces in the central city are generally associated with significant public or civic buildings. Plazas provide a transition space between the street and the building entrance, reinforcing the civic or public nature of the building.**

Plazas can add a sense of procession and ceremony to entering an important building. As easily recognisable places, they are popular meeting points. On special occasions, plazas can host events that range from civic functions to political rallies and demonstrations. Plazas often display major public artworks.

Existing and proposed plazas in the central city include the following.

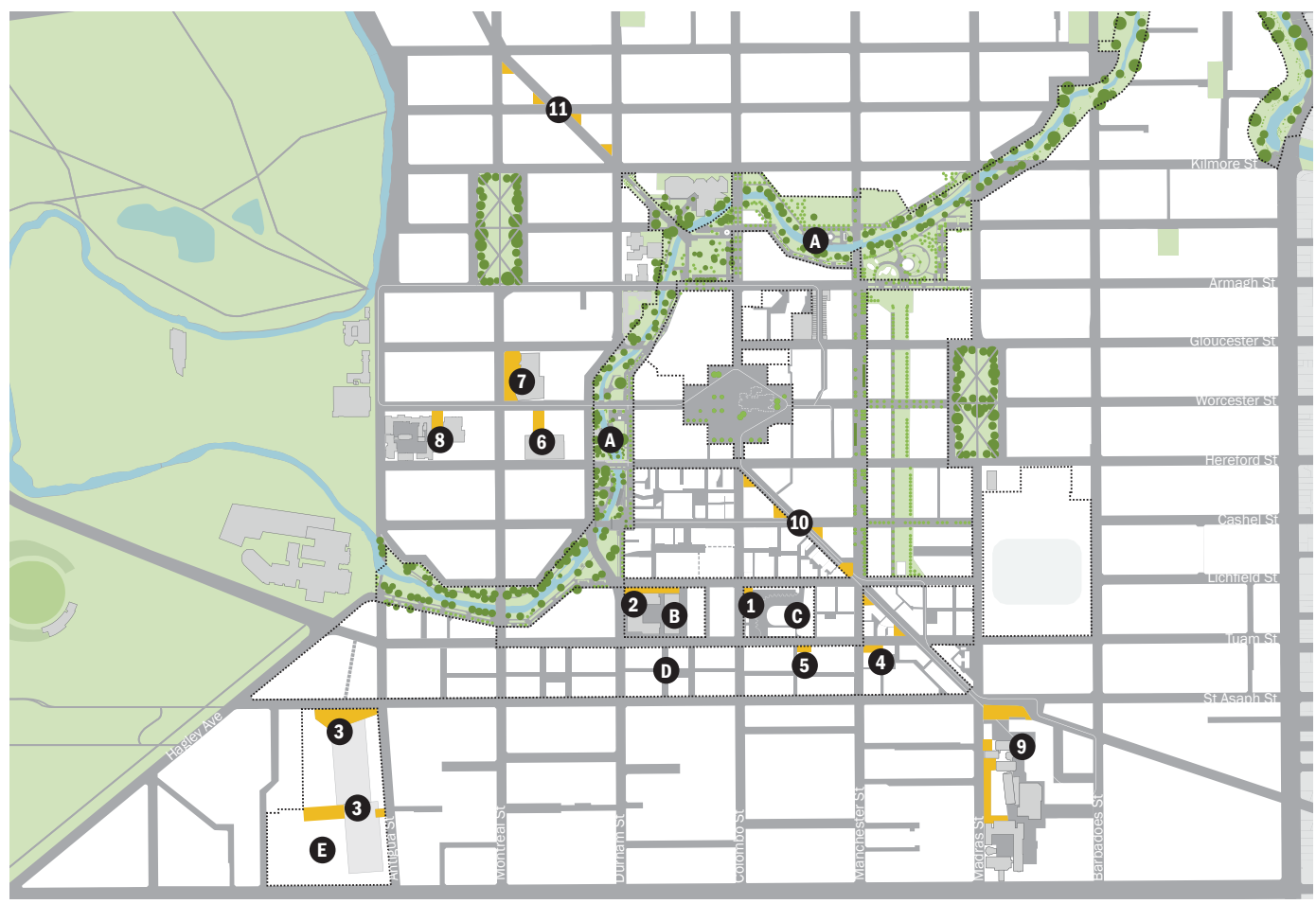
- The existing plaza north of Christchurch City Council Civic Offices and the proposed plaza for the Justice and Emergency Services Precinct both serve as marae ātea where formal welcome ceremonies take place.
- The plaza in front of the Christchurch Art Gallery Te Puna o Waiwhetu provides opportunities for outdoor exhibition space and events.
- The proposed plaza at the corner of Colombo and Lichfield streets will provide the main pedestrian access to the new Bus Interchange.

- There are potential opportunities for new plazas associated with the Metro Sports Facility.

There is a series of small triangular spaces formed where the diagonals of High Street and Victoria Street intersect with the city grid. Although not associated with civic buildings, they are distinctively Christchurch public spaces, providing gardens and small meeting points along these main streets. The triangular plazas complement the retail and hospitality uses of the street and provide a vantage point for appreciation of the acute forms of buildings on adjacent corners.

The triangles have heritage significance and are protected under the Christchurch City (Reserves) Empowering Act 1971. Several of the triangles showcase public artworks such as Nucleus (2006, Phil Price) and Flourpower (2008, Regan Gentry) or items of historical significance such as the Jubilee Clock at the intersection of Victoria and Montreal streets.





## Legend

PLAZAS	Existing	RELATED ANCHOR PROJECTS
<b>Proposed</b>		
1. Bus Interchange entry plaza	6. Christchurch City Council Civic Offices plaza	A. Te Papa Ōtākaro/Avon River Precinct
2. Justice and Emergency Services Precinct plaza	7. Art Gallery plaza	B. Justice and Emergency Services Precinct
3. Metro Sports Facility plazas (indicative)	8. Arts Centre plaza	C. Bus Interchange
4. South Frame Innovation plaza	9. CPIT campus plazas	D. South Frame
5. South Frame Scoular Park	10. High Street triangular plazas	E. Metro Sports Facility
	11. Victoria Street triangular plazas	

**Figure 24** Central Christchurch existing and proposed plazas

# Pedestrian-focused streets

## One of the changes that the rebuild process will bring to the central city experience is more pedestrian-focused streets.

These streets have a prominent role in creating a more walkable and pedestrian-friendly city Core. This was a feature that Christchurch people asked for through the ‘Share an Idea’ consultation in 2011 and a key objective of the Recovery Plan.

Pedestrian-focused streets integrate most travel modes, yet they are designed to welcome people on foot. These streets support stationary activities

and, on occasion, small events such as temporary markets and displays. For this reason, pedestrian-focused streets are considered part of the gathering places in the central city.

Pedestrian-focused streets in central Christchurch are associated with precincts and other areas where pedestrian activity is central to their vibrancy, character and activity. Table 1 outlines the different types of pedestrian-

focused streets in the central city and the key features of each of them.

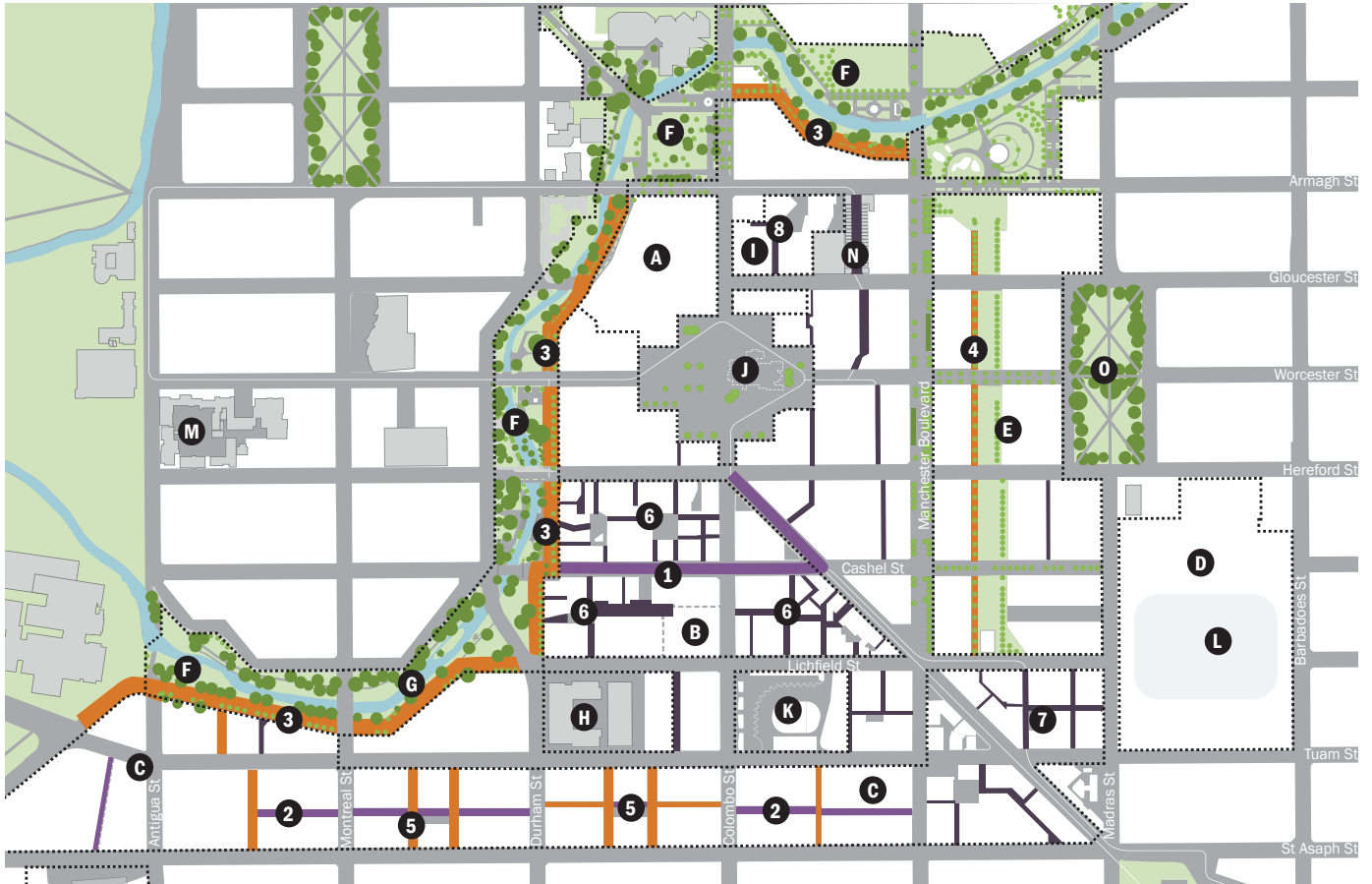
The pedestrian-focused streets in the central city complement the slow streets in the city Core. These streets cater for the travel modes identified in the central city road use hierarchy, as illustrated in Figure 28 (page 81). Their varied cross-sections and layouts are explained in detail in Chapter 5.

TYPE	KEY FEATURES	TRAVEL MODE					EXAMPLES
		Walk	Cycle	Tram	General traffic	Service vehicle	
PEDESTRIAN PRIORITY STREET	<ul style="list-style-type: none"><li>Continuous surface level from building line to building line</li><li>Distinct pavement material or landscape treatments</li><li>Vehicular access is only for emergency vehicles and service vehicles, at restricted hours</li><li>Cycles are allowed but they don't have dedicated lanes</li><li>Average speed 10km/h or less</li></ul>	✓	✓	✓	X	✓*	City Mall and The South Frame Greenway
SHARED STREET	<ul style="list-style-type: none"><li>Continuous surface level from building line to building line</li><li>Distinct pavement material or landscape treatments</li><li>Cycles are allowed, but they don't have dedicated lanes</li><li>Average speed 10km/h or less</li></ul>	✓	✓	✓	✓	✓	The Promenade in Te Papa Ōtākaro/Avon River Precinct and East Frame north-south links
LANE	<ul style="list-style-type: none"><li>Spatial proportion: taller than wide at a minimum ratio of 1:3</li><li>Lanes are open to the sky and the elements</li><li>May be used for street trading or outdoor dining on a temporary or permanent basis</li><li>May use standard or distinct pavement materials</li><li>Vehicular access, if required, is only for local access to car park entries or service vehicles.</li><li>Cycles are allowed but they don't have dedicated lanes</li><li>Average speed 10km/h or less</li></ul>	✓	✓	✓	✓*	✓*	Lanes in the Retail and Innovation precincts

Table 1 Pedestrian-focused street types

✓\* Only if required; restricted hours may apply





## Legend

### PEDESTRIAN PRIORITY STREETS

1. City Mall +
2. The Greenway +

### SHARED STREETS

3. Ōtākaro/Avon River Promenade +
4. East Frame links +
5. South Frame links +

### LANES

6. Retail Precinct +
7. South Frame Innovation Precinct +
8. Performing Arts Precinct (indicative) +

### RELATED ANCHOR PROJECTS +

- A. Convention Centre Precinct
- B. Retail Precinct
- C. South Frame
- D. The Stadium Precinct
- E. East Frame
- F. Te Papa Ōtākaro/Avon River Precinct
- G. Earthquake Memorial
- H. Justice and Emergency Services Precinct
- I. Performing Arts Precinct

### KEY RELATED DESTINATIONS

- J. Cathedral Square \*
- K. Bus Interchange +
- L. The Stadium Precinct +
- M. Arts Centre +
- N. New Regent Street +
- O. Latimer Square +

Note:

+ Existing

\* Existing design to change

+ Proposed

**Figure 25** Central Christchurch existing and proposed pedestrian-focused streets

# Pedestrian-focused streets

## Pedestrian priority and shared streets

### Ōtākaro/Avon River Promenade

The Promenade is a key component of the design for Te Papa Ōtākaro/Avon River Precinct. It runs primarily on the existing alignment of Oxford Terrace between Christchurch Hospital, southwest of the Core, and Manchester Street, northeast of the Core.

The Promenade aims to redefine the interface between the river and the city. This new shared street will provide an urban edge to the more natural character of the river.

The Promenade corridor provides an interface between the river and key anchor projects including the Health Precinct in the South Frame, the Retail and Convention Centre precincts and the East Frame residential precinct.

### East Frame residential precinct – shared streets

As part of the new public spaces in the East Frame, a group of shared streets to the west boundary of the Central Park will be delivered. These north-south shared streets will provide an important pedestrian and cycle connection between Te Papa Ōtākaro/Avon River Precinct and the south of the central city. They will also enable local vehicular access to the new development parcels to the west of the park.

### City Mall

City Mall is the main pedestrian shopping street in the central city and the public spine of the new Retail Precinct. It runs along Cashel Street from the Bridge of Remembrance in the west to the High Street intersection in the east. It also includes the section of High Street between Colombo and Cashel streets.

The existing tram route, established trees, planters and sitting areas contribute to a distinctive and popular destination for locals and tourists alike.

City Mall will become the main connector for the network of lanes and courtyards emerging within the Retail Precinct.

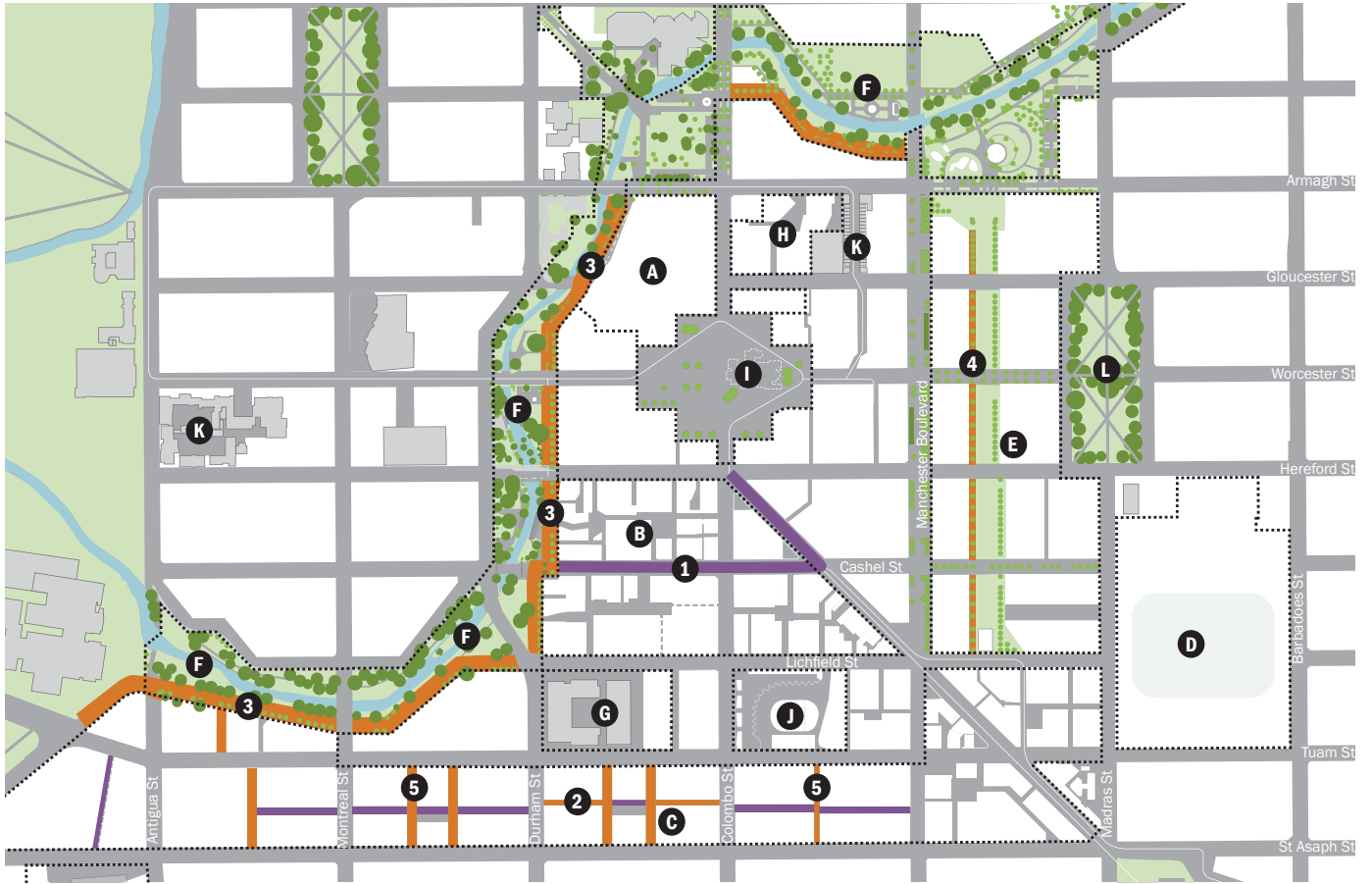
### South Frame links

The South Frame anchor project will deliver a new network of public spaces within the project area, which include shared and pedestrian priority streets, as follows.

- **The Greenway** will provide a pedestrian priority street between the Innovation and Health precincts. The Greenway will be characterised by generous and innovative landscape treatments and an intimate scale.
- **North-south links.** A number of shared streets between St Asaph and Tuam streets will be created to enhance the urban amenity, permeability and connectivity of the South Frame.

Further information on these types of streets is provided in Chapter 6.





## Legend

### PEDESTRIAN PRIORITY STREETS

1. City Mall +
2. The Greenway •

### SHARED STREETS

3. Ōtākaro/Avon River Promenade •
4. East Frame links •
5. South Frame links •

### RELATED ANCHOR PROJECTS •

- A. Convention Centre Precinct
- B. Retail Precinct
- C. South Frame
- D. The Stadium Precinct
- E. East Frame Residential Precinct
- F. Te Papa Ōtākaro/Avon River Precinct
- G. Justice and Emergency Services Precinct
- H. Performing Arts Precinct

### KEY RELATED DESTINATIONS

- I. Cathedral Square \*
- J. Bus Interchange •
- K. New Regent Street +
- L. Latimer Square +

### Note:

- + Existing
- \* Existing design to change
- Proposed

**Figure 26** Central Christchurch existing and proposed pedestrian priority and shared streets

# Pedestrian-focused streets

## Lanes

**The lanes in the central city were originally created to service many of Christchurch's early warehouses and factories. Over time their role and character have evolved to form a network of intimate and connected spaces with an eclectic atmosphere.**

The central city lanes have become a special element of the city's pedestrian network, while many still provide service access to buildings.

The laneways contribute to the vibrancy, interest and distinctiveness of the central city in varied ways, such as by:

- increasing walkability and connectivity by providing mid-block linkages and pedestrian-friendly environments
- introducing a sense of discovery to the city through its discreet locations, intimate scale and varied character
- providing opportunities to express the local character and creativity through bespoke design.

They also provide settings for affordable lease spaces and small tenancies for emerging local businesses and creative enterprises.

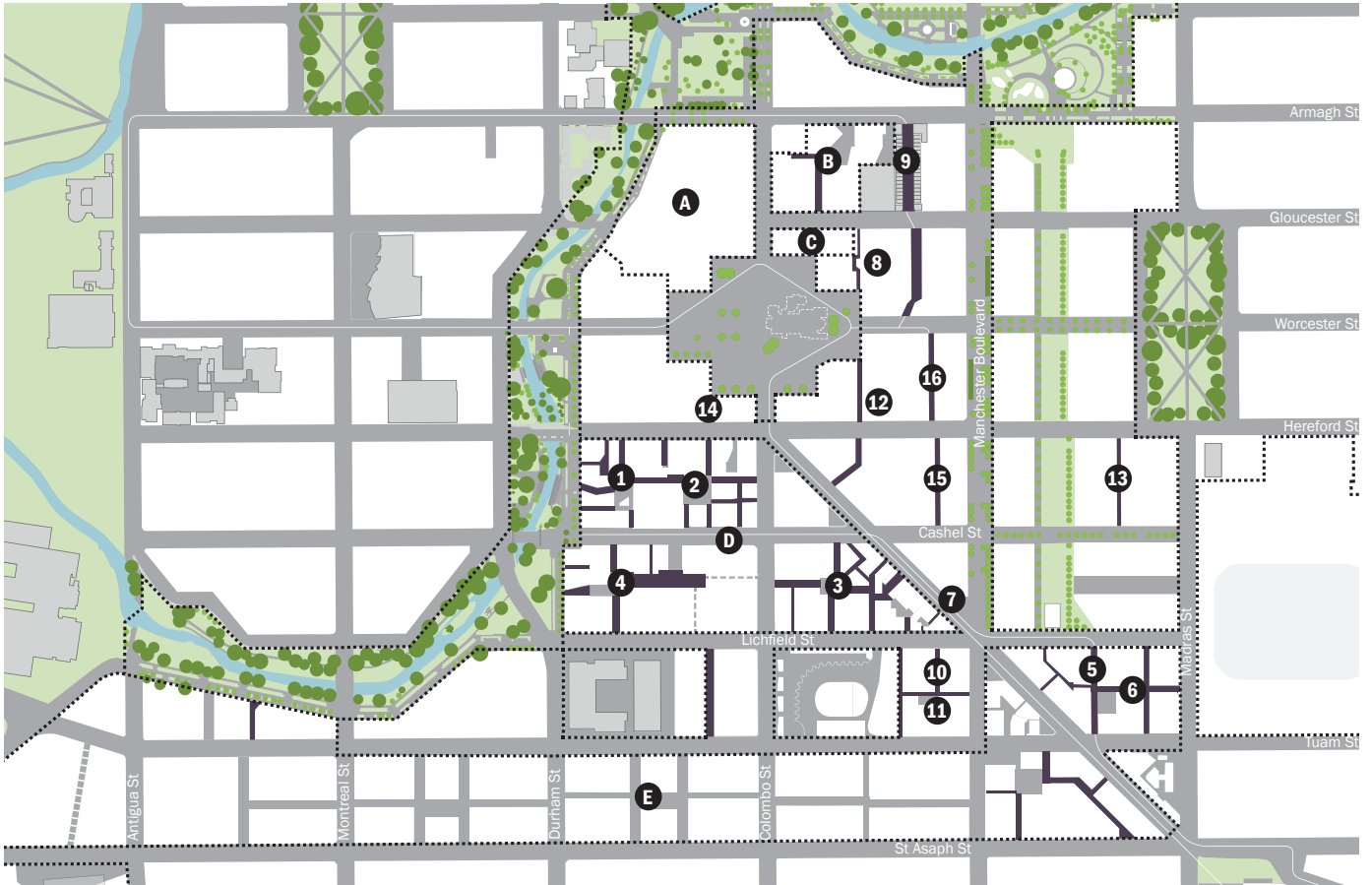
Lanes have specific spatial characteristics: they are always taller than they are wide, which provides a special intimacy and sense of enclosure to the space. This narrowness, however, is balanced by the direct access they give to the elements and views to the sky.

As a result of the recovery process, the network of lanes in the central city is being redefined. New opportunities for laneways in the new city precincts are being identified, including:

- the Retail Precinct lanes
- the Innovation Precinct lanes in the South Frame
- potential new lanes within the Performing Arts and Convention Centre precincts.

The *Central City Lanes Report – Lanes Design Guide*, commissioned by Christchurch City Council prior to the earthquakes, provides valuable **general guidance** for the design of lanes in the central city. As a result of earthquake damage, some of the information related to specific locations or precincts is no longer applicable. Chapter 6 of this document provides guidance and recommendations on the character and design of emerging lanes that are part of the anchor projects. The guidance should be read in conjunction with the general guidance developed in the *Central City Lanes Report*, which can be accessed at: [www.ccc.govt.nz/urbandesignguides](http://www.ccc.govt.nz/urbandesignguides)





## Legend

### LANES

#### Retail Precinct

1. The Terrace •
2. Cashel Square •
3. South East End •
4. South West End •

#### South Frame

5. Innovation Precinct – Poplar Lane \*
6. Innovation Precinct – Ash Street \*

#### Other lanes

7. Stranges Lane +
8. Press Lane +
9. New Regent Street +
10. His Lordships Lane \*
11. Struthers Lane \*
12. Westpac Lane +
13. Woolsack Lane \*
14. Strand Lane +
15. Tattersalls Lane +
16. Tramway Lane +

#### RELATED ANCHOR PROJECTS •

- A. Convention Centre Precinct
- B. Performing Arts Precinct
- C. Central Library
- D. Retail Precinct
- E. South Frame

Note:

+ Existing

\* Existing design to change

• Proposed

**Figure 27** Central Christchurch existing and proposed lanes