

NZIA CANTERBURY BRANCH

Recommendations for a Design Led Reconstruction of the Christchurch City Centre



NEW ZEALAND INSTITUTE OF
ARCHITECTS
INCORPORATED

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OVERVIEW

EXECUTIVE SUMMARY

As an urgent public service response to Christchurch's recent devastating earthquakes, a good number of Christchurch's Architects who feel passionately about the city, including some of its most respected and experienced practitioners, have for some months been volunteering their time to consider and work on strategies and ideas for the reconstruction of the central city.

With the input of other invited professionals and stakeholders of high standing, the working group identified that the future viability of Christchurch as a major cultural and economic hub is genuinely at risk and that new and bold planning initiatives are required to address this crisis.

As a first response, we undertook a number of design case studies (attached) using some key underperforming sites across the city to generate ideas addressing the character and planning of the precincts they occupy. A computer model of the entire CBD incorporating these was generated.

Our intention is to share these preliminary outcomes with the public as well as with Council, but we acknowledge that much more remains to be done and considered before we can reach anything like a complete or coherent design solution for the rebuilding of Christchurch.

Even so, strong consensus as to the way forward was evident amongst all participants in the group, and from a very early stage. Twelve key strategic recommendations have emerged.

As Architects, we hope that Council will come to recognize that the profession does indeed have the expertise to **share** this urgent task of re-planning the city, and that it will engage directly with us, acknowledging a **substantial on-going role** for Christchurch's Architects in all strategic planning processes and decision making, before it is too late to matter.

With the willingness of Council and other stakeholders to act boldly and to collaborate deeply on a design led process with the very profession that built the city and understands it so well, we conclude that Christchurch can transcend this crisis, and that we can all look forward to a very exciting future indeed.

He Tauparapara

*I rakaitia Te KaiTuhi ki te piki Kotuku
Te Rau o Te Toroa, me Te Huia Titama*

*Whakakina nga kupu no nga tirohanga a nga manu e toru e rere ana
Nga kupu aratohu no te Ao Tawiti he mea ka mau kaha mai ki te pono*

*Ka piti runga e; Ka piti raro e
He pokanga nuku; He pokanga rangi;*

*Po hihiko; Po rarama;
Tiaho i roto; Marama i roto;*

*Tena te Pou, te Poutokomanawa
Te Pou o enei korero*

*Hui e te Marama E !
Hui e te Oranga E !*

Na WM(Bill) Karaitiana i tuhi

He Whakamarama

*Adorn the Writer with the adornments of the Kotuku,
the Albatross and the Huia*

*Be filled with the words of the visions of the three birds in flight
Guiding words from the ancient and distant world that is held fast to for truth*

*The vertical and the horizontal
Structure a path across and up*

*From the brisk night, the gleaming night
Enlightenment and understanding comes within*

*That is the Pole, the Centre Post of the House
The Central Point of these words*

*That knowledge be used for Understanding
And the Well-Being of the people... .. !*

WM(Bill) Karaitiana

BACKGROUND

Christchurch city has been particularly badly damaged by the earthquake on 4 September 2010 and by the serious aftershocks that have followed. It is estimated that most of the buildings within the CBD may now have to be demolished. It is not at all certain what will replace them, or when.



Even though the central city is still largely inaccessible, the members have drawn on a considerable collective body of local knowledge and design insight, to reach an extremely high level of consensus about how best to deliver a positive future for this critical heart of Christchurch.

In this submission, the branch sets out the issues and principles that we conclude should guide development and reconstruction, including some that will require bold changes to the current city planning, regulatory and ownership paradigms.

Fundamentally, we acknowledge that above all other considerations, what will attract and sustain re-colonisation and regrowth of the now vacant CBD are its **amenity** for occupants and its **profitability** for land owners and developers.

We further assert that by its very nature, it is only through highly competent **design ability**, and **design sensitivity** that amenity of the built environment can ever be successfully addressed, judged or balanced with profitability and the other objectives of owners and stakeholders. Success requires deep comprehension of a range of issues and fine judgements that are frequently not even amenable to verbal description except in the most superficial terms. Regrettably, such ability is rare, and so vital distinctions are routinely missed or under-weighted by decision makers.

Well-intentioned but verbally articulated planning rules that might seem to make sense in one context can fail completely with only subtle variations to that context. No rule can anticipate and optimise for every permutation affecting amenity.

There is good evidence that our current checklist model of prescriptive verbal planning rules, and the difficulties encountered when pursuing better alternatives for a given context, inherently drives developers to 'game the system' and 'tick the boxes' rather than assessing each context for its unique opportunities for maximising amenity.

This submission recognises that words and rules alone are simply **not up to the task** of regulating our built environment in a way that facilitates the level of built amenity Christchurch needs to achieve so urgently if it is to survive.

Beyond this overview, instead of just words, we offer a series of graphically articulated case studies addressing, in a preliminary way, the underlying character and opportunities open to various precincts around the CBD. They

range in ease of implementation given current constraints, but serve to illustrate just a few of the design solutions and design principles that, if facilitated by changes in our planning and regulatory regime, as well as by changes in current private and council land ownership structures, will have a significant impact on our ability to successfully regenerate and re-energise our city, making it a place people wish to return to, and can confidently live, work and invest in.

PROBLEMS

It is wrong to base any urban reconstruction strategy on the assumption that the public will intrinsically want to return to a post-earthquake CBD.

Even before the earthquakes, despite offering some clearly successful and vibrant urban environments, all was not well there, and with much of what was successful now gone or likely to take many years to restore, reasons for many to return are dwindling rapidly.

Even before the earthquakes, parts of the city were encumbered with gritty and desolate streetscapes where people did not care to linger. Many streets were dominated by expanses of asphalt, unloved, run down, blighted with insensitively scaled, crudely detailed and impersonal facades, as well as multiple lanes of fast moving traffic. People went to many areas only because they had to, because the businesses they dealt with or worked in were located there or because they were passing through, as quickly as possible, en route to somewhere else.

Much of the city was deserted after working hours as workers fled to greater residential amenity outside the CBD.

Many areas were faced with extremely high long term vacancy rates.

Investors considering adapting or rebuilding faced a low demand for accommodation on one hand and yet very high costs on the other. High land values, high regulatory costs and difficult and time consuming planning restrictions, and an immutable traffic planning paradigm discouraged pedestrian focussed vibrancy or any residential character, and encouraged commuting to rather than living in the city.

Under this status quo, it was simply not logical in many areas for land owners to invest in the amenity of the CBD.

Following the earthquakes, the equation is obviously now very much worse:

- The heritage attributes and pockets of urban success that once redeemed and made parts of Christchurch iconic and attractive to tenants are gone.
- The businesses and residential occupants of the now vacant CBD are putting down roots elsewhere. They no longer need to be in the city. While this has created business opportunities in other places, this 'life blood' activity is now denied to the central city where it is most needed.
- Those with money tied up in CBD land have a powerful incentive not to be first to rebuild in their neighbourhoods, and can make much more profitable investments with insurance pay-out money elsewhere.

- Christchurch faces an extended period of heightened seismicity. This is now 'earthquake country'.
- CBD land values remain nominally high, without any certainty of matching economic demand from high income generating tenants. The situation being exacerbated as land owners are incentivised to sit on property rather than selling at a loss or facing the expense and difficulty of redeveloping it..
- The small size of most existing property parcels makes creation of new earthquake resistant buildings very difficult and expensive – the most efficient methods of land remediation and building reconstruction involve city block sized initiatives, and coordinated structural concepts crossing existing boundaries. As things stand, it is simply much cheaper to build elsewhere.

There are very good reasons for a substantial long term, if not permanent flight of capital away from Christchurch and its CBD – in both financial and human terms.

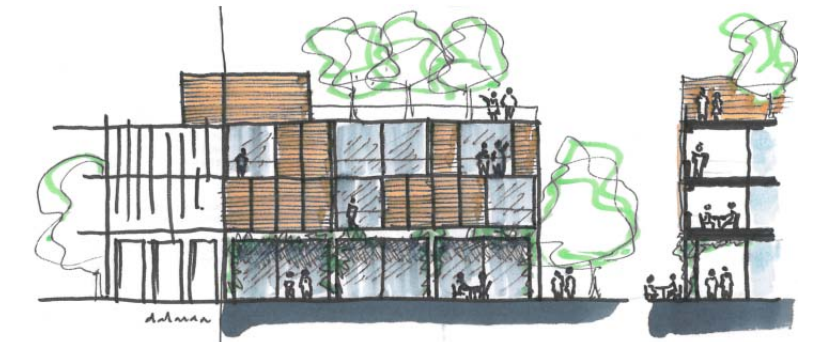
Though we recognize that in our current shell-shocked state that there is little appetite for further substantial change and risk, it is also clear that incremental change involving a substantial return to the pre-earthquake status quo planning, regulatory and ownership paradigm for the CBD would likely be fatal for the city.

Given the extent of damage, urgent and far reaching change is required in the way we do things if the CBD is to have any chance of recovering quickly enough to thrive as a vibrant and economically significant urban centre for Canterbury and New Zealand in the foreseeable future.

RECOMMENDATIONS

- **Make it easier to return than not**
To induce and attract the first growth of re-colonisation, and to sustain regrowth, the city must offer the promise of exceptional amenity. And this can only happen if exceptional returns on investment in amenity are on offer.

A return to the city must offer benefits that cannot be achieved by living, working or investing elsewhere.



Until the city is secure in its regenerated amenity, and income streams have proven strong and stable for owners, any tender young shoots of developer regeneration must not be overburdened with financial and regulatory hurdles by the city. Provision of amenity should in fact be rewarded with significantly lowered financial and regulatory hurdles for investors.

- **Deliver certainty of change – quickly**

Time is of the essence – the flight of human and financial capital can only increase the longer we delay, and the longer a return to a difficult and unprofitable status quo seems likely. We need confidence inspiring design leadership and an exciting new direction very quickly.

- **Recognize the inherent weakness of a planning rule based approach in delivering urban amenity**



As disturbing and undemocratic for non design sensitive people as this might seem, significant weight must be given to assessment of *design quality* and the actual amenity provided when assessing proposed developments from now on.

Each scheme should be assessed for amenity primarily on its *own unique merits*, by a panel of *highly competent and design sensitive practitioners*, rather than on the ticking of planning rule boxes - without time consuming processes and procedures being required to implement variations to those rules.

Long experience and intimate engagement with urban and building design and developer issues informs us that there really is no better alternative.

- **Recognise that urban amenity does not arise from merely regulating building bulk and location within each site**

Currently, attempts to address amenity in planning rules hinge largely on codifying the space that can be occupied by buildings – imposing a significant burden on private owners for the presumed public good. There is an assumption that greater amenity corresponds to greater separation or reducing of the ‘presence’ of buildings, where in fact the opposite is often true. For example an urban street edge that is well defined by continuous building facades of consistent scale and granularity is usually superior to one that is characterised by setbacks filled with car parks, or ad hoc, intermittent and separated facades of significantly varying heights.

It is not the numeric extent, but the *designed quality* of the space between and around buildings and the edges formed by buildings that is all important in achieving amenity in an urban context.

- **Utilize vacant council land to facilitate greater urban amenity more cheaply**

It happens that there are large reservoirs of Council owned land in the CBD that have lain vacant and economically and aesthetically unproductive for many years.

An obvious mechanism for harnessing this publically owned resource to increase overall rates revenue, while reducing the hurdles faced by those considering recolonizing the city, as well as more affectively

achieving public amenity, is to *redistribute council owned vacant land*.

Intelligently swapping parcels of this land for privately owned land elsewhere, reallocating it around the city in the form of well-designed spaces (courtyards, squares, pedestrian link ways, parks etc.) between and through privately owned land developments can deliver significant benefits to all parties.

If there are well designed publically owned urban spaces integrated within private building developments, with corresponding reductions on open space and setback requirements for the developers, developments can be designed and coordinated to achieve greater economic efficiency, and with greater overall amenity for the occupants and the city.



If buildings can be designed to respond, overlook and otherwise benefit from a network of ‘free’ shared and attractive spaces in order to achieve planning amenity goals, they become vastly more attractive propositions to build and occupy than planning-rule generated developments.

If owners do not need to provide unoccupied areas on their own land to provide this amenity, or pay the high CBD land cost and rates on unoccupied land, the cost hurdle for providing attractive urban environments is substantially lowered.

With lateral thinking and flexibility, aesthetically and financially attractive development and reoccupation of the CBD will occur much more quickly, generating higher rates income for council, improving returns to individual owners yet reducing their pro rata land and rates costs. Such strategies have proven highly successful in the regeneration of the Melbourne CBD.

- **Do not lose the past**

There is little disagreement about the need to preserve as much heritage fabric as we can. But it is important that in the rush to rebuild that we do not try to obliterate everything we cannot save. Our grandchildren will appreciate initiatives that sustain and weave at least an echo of the lost fabric into what replaces it – whether as archaeological ruins in public spaces, traces of old street edges, old foundations embedded in new buildings and paving, or building elements and materials recycled and woven into the new built fabric, the past should retain it’s enriching connection with the present.

Plaques and memorials alone may comfort some, but will simply sanitise and tidy away a resource that could be treasured every day.

- **Acknowledge that one size does not fit all**

Public sentiment as well as urban environment quality points us strongly towards mixed use low to medium rise (3-5 story) construction and planning throughout much of the city.

Consistency of scale and character within precincts is also desirable but so too are unique landmark exceptions of the highest design quality. There must be a straight forward and swift route open to designers wishing to make the case for such exceptions.

Recent tragedies aside, it is acknowledged that tall buildings can be structurally better than low rise buildings at resisting earthquake damage if designed to current standards, and given the geotechnical issues and economies of scale involved, floor space in tall buildings may be cheaper to provide than any low rise construction designed to withstand similar seismic loads.

Tall buildings also offer a sense of scale and spatial drama that can help define Christchurch as a major urban centre.

For this reason, a precinct consisting of tall buildings should continue to form part of the mix for the CBD. Tall buildings that stand out by living up to or exceeding international standards of scale and quality are however difficult to achieve with our small population base, and if also surrounded by mediocre lower rise built environments, such a CBD is not likely to attract much affection or attention.

It is specifically through the exceptional quality of our medium density urban environments that we have the greatest opportunity to shine as a city

- **Address the need for redevelopment coordination across multiple sites and ownerships**

Though it may never be economically worthwhile to structurally attempt to prevent all damage from a future ‘1 in 2500 year event’, there are things we can and will need to do significantly better to attract the public back in to the CBD.

The additional seismic risks that low rise construction involves, in particular, can most effectively be addressed with a combination of good structural design and large scale stabilisation measures, such as large underground parking structures, gravel rafts, deep piles and continuous structural connection between buildings – measures which act to limit the kinds of differential settlement and destructive movement experienced *between* our previous stock of disconnected and poorly founded low rise buildings.

To be effective and cost efficient however, such measures must be coordinated and *span across* the existing pocket sized 19th century site boundaries comprising most of the current CBD. Current ownership structures will need to be addressed in a way that facilitates such coordination, without this unduly undermining individual choice or incentives for individual owners to strive. Scenarios include the formation of cooperative entities to control and coordinate certain aspects of multi-site development, but not others. Planning procedures

will need to facilitate and be nimbly responsive to diverse project delivery approaches involving multiple and changing ownerships and ownership structures.

- **Facilitate Sustainability**

Sustainable design presents opportunities to greatly enhance the operational efficiency and public perception of the new Christchurch.

It is important to reward any initiatives that minimize our environmental impact and resource consumption as a city. In particular planning approval should be made as easy as possible for projects that (locally) break new ground with sustainability techniques or applications so that these can provide useful exemplars for others to learn from and follow. Some sustainability initiatives will require coordination across multiple sites and ownerships, and as with structural coordination, planning procedures need flexibility to facilitate a diverse range of multi-site implementation strategies.

Prescribing sustainability or how it is to be achieved is not appropriate however.

What is sustainable in one context may simply not be in another, whether in environmental, economic or social terms, and benchmarking methods for assessing sustainability are inherently dependent on what factors are included or excluded from the calculations. Peppering a scheme with sustainability features does not necessarily make that scheme more sustainable than other options with lower sustainability 'scores' when considered in a wider context.



With good local examples to draw on, the bottom line benefits of sustainable design will be increasingly self-evident to developers and increasingly demanded by owners and tenants. Design that is genuinely sustainable should not need to be driven by regulatory compulsion, especially at a time when barriers to re-colonisation of the city must be kept to a minimum.

- **Create a strong urban edge and encircling green belt to the CBD**

A significant driver of urban quality and amenity is the nature of its edges. This applies at all scales – the character of the walls of a building, of the edges of the buildings defining a square or a street, of the streets defining the edges of a precinct, and of the precincts defining the edges of a city.

The weakest edge and a worst case scenario for the vibrancy of the CBD involves a gradual and visually indeterminate loss of intensity and scale as one moves out from the centre - as is currently the case. Regrettably this would remain the case with a continuation of current planning paradigms.

Even prior to the earthquake, the bulk of the CBD consisted of low quality buildings generating low urban intensity and vibrancy. An initially reduced population, intelligently and sensitively occupying a much smaller area would allow the formation of a well-defined CBD edge, surrounded by a ring of green parkland. The dramatic impact in amenity and aesthetic quality generated by the contrast between a continuous and strong urban edge, and the surrounding green space would be absolutely unprecedented in New Zealand.

This would involve very bold thinking by Council and land owners, but it would be hard to overstate the impact this intervention would have on the desirability of the new CBD, and in fact of the surrounding existing suburbs overlooking the new green belt – and the overall rates revenue resulting.

As the resulting urban buzz continues to attract re-growth, this edge can of course be moved progressively outwards, as can the moat of greenery, all of which in turn would logically be surrounded by a ring road (the 4 avenues in the first instance) with park and ride facilities for commuters to the city.

- **Facilitate and reinforce the development of urban precincts of unique character**

Precincts represent a great source of cohesion and identity of neighbourhoods and 'villages' within a city. They create an urban context of more intimate and humane scale as a backdrop for daily life, and engender a sense of being in, belonging to and stake holding in a specific place - as well as generating a more coherent sense of richness and diversity across a city.



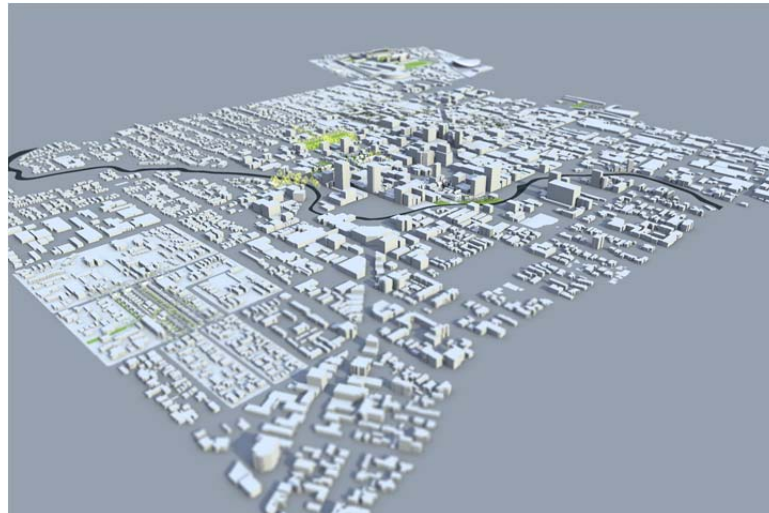
FLINDERS LANE, MELBOURNE

As a starting point the working group identified the following as broadly logical areas to reinforce as designed precincts:

Precinct	Location(s)
Northern Residential	- Conference, Beveridge and Peacock Streets - The Avon Loop - Otley Place, Melrose Street area
Retail	- Victoria Street - New Regent Street - Cashel Mall
Cultural and Tourism	- The Arts Centre - Museum - Art Gallery - Several smaller art galleries
Nightlife and Hospitality	- Oxford Terrace (The 'Strip') - 'Soho' near the Town Hall
Transport and family Entertainment	- Old railway station area along Moorhouse Avenue
Arts & Living Quarter	- CPIT, Jazz school, - High Street and adjacent area
Sports	- AMI Stadium
Civic	- The Town Hall - Convention Centre - The law courts
Riverside Mixed Use	- The Avon River corridor
Health	- Christchurch Public Hospital
Tangata Whenua	- Known small early Maori settlement locations are scattered across the city. Intersecting these nodes with post 1840 settlement patterns could generate significant urban enrichment
Corporate Core	- Centred around Cathedral Square
South Side Mixed Use	- Sydenham
East Side Mixed Use	- East of Madras Street, west of Fitzgerald

The ideas and opportunities represented by precincts for the CBD, and by implication the planning initiatives required to support them are what the working group has primarily focussed on. These were approached through drawn and modelled case studies, each undertaken by a separate team, each addressing one or more sites within a precinct, though many of the ideas and themes that emerge are applicable across many precincts. Most of these sites were chosen because they were underperforming even before the earthquakes. The studies range in ease of implementation (though some could begin very quickly), and the particular approaches explored vary between the teams, but all reveal and reflect a good broad consensus on important principles and opportunities for delivering renewed urban vigour and quality.

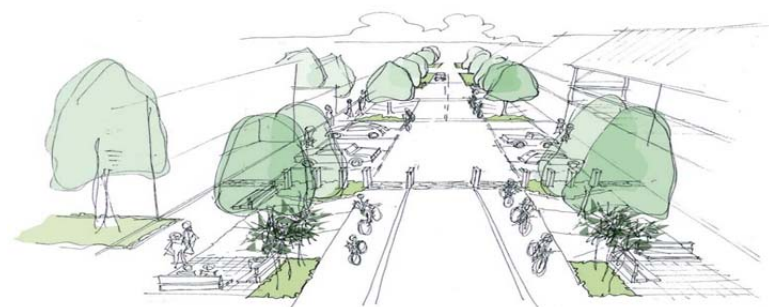
These case studies follow in the next section.



CITY MODEL WITH PRECINT CASE STUDIES INSERTED

Though certainly informed by many years of collective architectural experience and intimate understanding of the city, the case studies represent a crop of preliminary ideas and responses only, and are *not* yet meant to be read as fully resolved proposals or to form a coherent prescription for Christchurch. These are early steps in an on-going process that we believe must be pursued further; pursued urgently, and above all pursued *collaboratively* by the Architects and other design and planning professionals who know and understand Christchurch intimately, who can understand and foresee better than anyone the myriad consequences for amenity of any planning decision made, and who will actually deliver these environments.

We recognize that Council have been separately working on urban planning issues for quite some time, but are concerned that this process is indeed separate, is not sufficiently detached from internal Council imperatives, and that the logical role and contribution of the uniquely relevant wealth of practitioner expertise lying close at hand has been very much 'managed' out of the planning strategy picture. Almost as if Christchurch's Architects were seen as just another group of stakeholders expecting to be catered to, rather than essential allies and the best possible co-authors of the solutions we all need.



Apart from overseas master planning input, the profession has been largely relegated to participating though idea gathering public consultation exercises and 48 hour competitions (in other words, superficially) rather than through the on-going and deep strategic collaboration required to achieve a comprehensive suite of good design

led decisions and initiatives. Good design and good outcomes are sadly *not* just about consultation or collecting good ideas.

For these reasons, our final recommendation for implementing a rapid and effective urban recovery is:

- **Immediately establish an independent 'City Architect' role with significant executive power as the core of an independent design-led urban planning and recovery strategy.**

To be effective within the necessary time frames, this person must harness Council expertise but be largely independent of internal Council processes and imperatives, must be unafraid of controversy, and must have the credentials and attributes to lead and rally wide support from Council, and at least as importantly, from the private design practitioners who will implement any coordinated solution.

It is critical that this Architect is supported by an effective and independent multidisciplinary 'A' team consisting of Council and private practitioners who bring enthusiasm for change, local depth of experience, insight, sensitivity, design talent, analytical skill, as well as demonstrated ability at a national and international level.

To fail in this is to risk a return to the status quo: delay, unintended obstruction and critical loss of opportunity and focus through the inertia inherent in Council's considerable investment in existing planning rules, goals and processes. While there is much of value in this investment, and much value and talent amongst the Council professionals who are working as well as they can within this system, merely tinkering with processes & rules is not good enough in this time of crisis.

This is a triage situation where incremental intervention will not save the patient.

A worst case scenario for this city would involve planning strategy that is ultimately led and determined by Council in isolation, where only those outside ideas are adopted that most accord with the planning strategies Council has already invested in or finds easiest to implement.

None of these recommendations can be successful without the active collaboration and positive on-going support of a City Council and other stakeholders who whole heartedly acknowledge that design is not the just the 'icing on the cake' – it *is* the cake, and that without the point of difference strong architecture and urban environments achieve, Christchurch will very likely never recover as a city.

Old paradigms cannot deliver enough of what is needed to address this crisis, or deliver it quickly enough.

With inspired leadership and a council enthused with eagerness for rapid change and for what bold and uniquely local design led strategy and expertise can offer this city, we are convinced that we can absolutely transcend Christchurch's many current challenges to create a stunning new city that we will all be excited to return to and be part of.

ACKNOWLEDGEMENTS

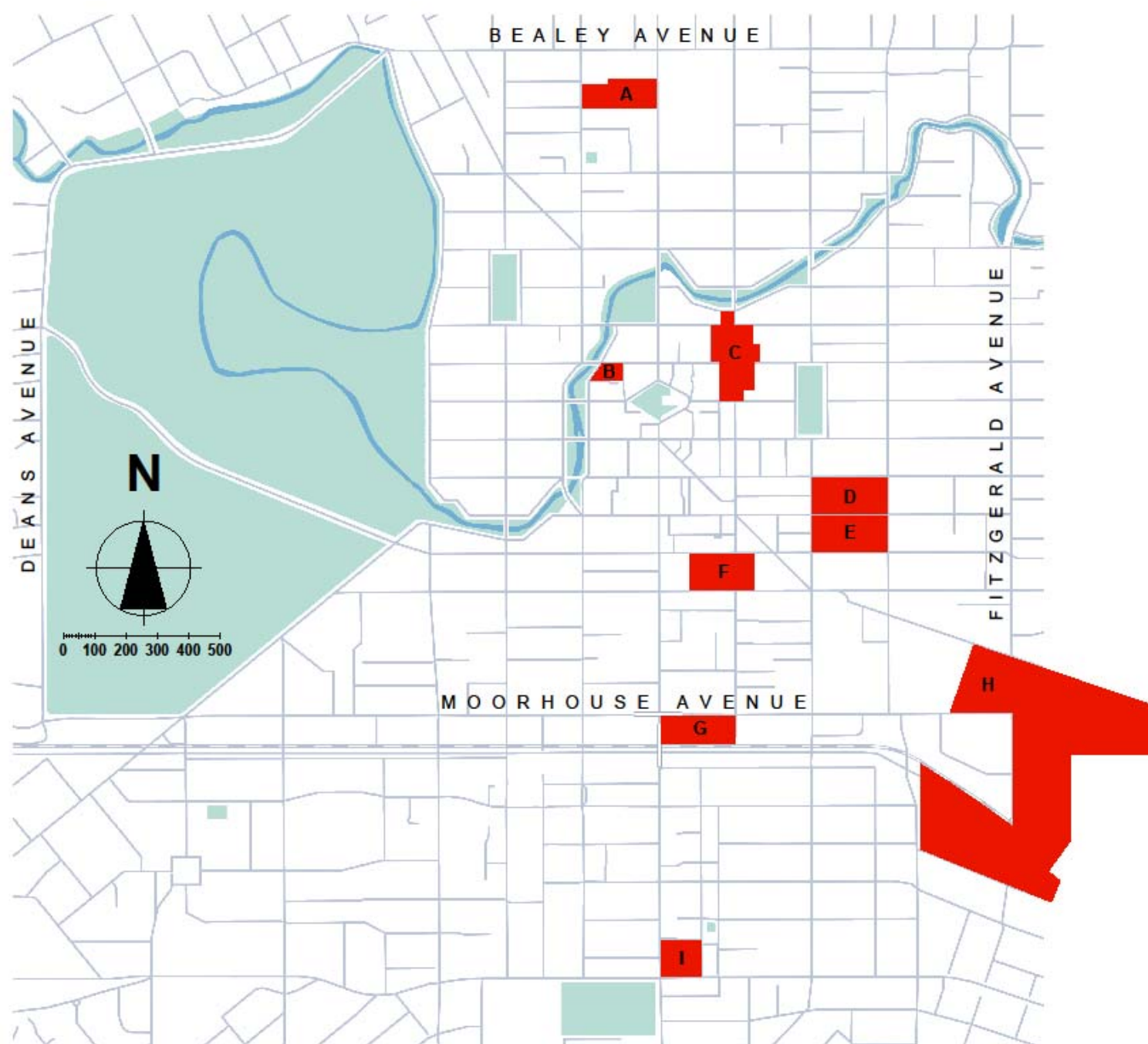
We are grateful for the valuable input and support received from the Christchurch City Council, CERA, the Future Canterbury Network, the Chamber of Commerce, geotechnical, structural engineering and landscaping design professionals as well as all the architects and others who have contributed their talent, energy, experience, insight, and so many hours of their own time to this initiative.

The following are some of the contributors to the process. This is not an exhaustive list:

Di Lucas, Landscape Architect & Environmental Planner, Lucas Associates
Duncan Kenderdine, CERA
Francis Wevers, Future Canterbury Network
Hugh Nicholson, Landscape Architect & Urban Designer, Chch City Council
Jade Kirk, Geotechnical Engineer, Kirk Roberts Consulting Engineers Ltd
Peter Townsend, Canterbury Employers Chamber of Commerce
Stefano Pampinon, Structural Engineer, University of Canterbury
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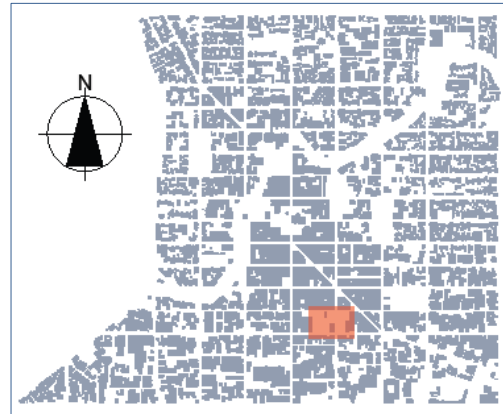
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PRECINCT DESIGN CASE STUDIES



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PARA RUBBER & ADJACENT SITES – ARTS AND LIVING QUARTER



Precinct Arts & Living Quarter

Case Study Site Old 'Para Rubber' site, largely Council owned, largely vacant for an extended period. Could easily extend to include other Council owned land on Tuam Street & elsewhere.

Proposed Use Mixed use: art studios, galleries, hospitality, retail, professional & design offices to lower floors with apartments above, building on the 'Bohemian' character and intimate urban scale & texture of the High Street area, and the artists, designers & students who are concentrated there.

Key Features

- Buildings define strong edges to streets and public spaces.
 - no setbacks.
 - colonnades rather than verandas.
- Street wall 'perforated' with shafts through to interior public space.
 - articulate individuality / pride of ownership, but maintain edge.
 - glimpses of inviting green space & interior activity from street.
- Architectural variation within consistency of scale and urban granularity.
- Sympathetic landmark corner buildings
- Trees.
- Pedestrian and bicycle dominated streets.
 - minimal on-site parking.
 - adjacent old Civic offices converted to car parking building
- Council maintains ownership of central public squares & parks.
 - achieve significant open space and outlook amenity for residents while reducing per-unit land cost and rates cost barriers (more people = greater rates revenue overall).
 - public space is overlooked and safe at all hours.
- Encourage pedestrian traffic and vibrancy in squares.
 - storefronts, cafes, restaurants, galleries etc. address squares as well as activating streets.
 - shortcut pedestrian routes through, sheltered with internal colonnades.
- On-going change of use flexibility.
 - requirements will evolve rapidly as more people and activities are attracted back into the CBD.
 - eliminate 'change of use' planning hurdles – owners & neighbours accept pros and cons, and can reconfigure and respond to changing needs dynamically.



VIEW LOOKING NORTH WEST



VIEW LOOKING SOUTH WEST



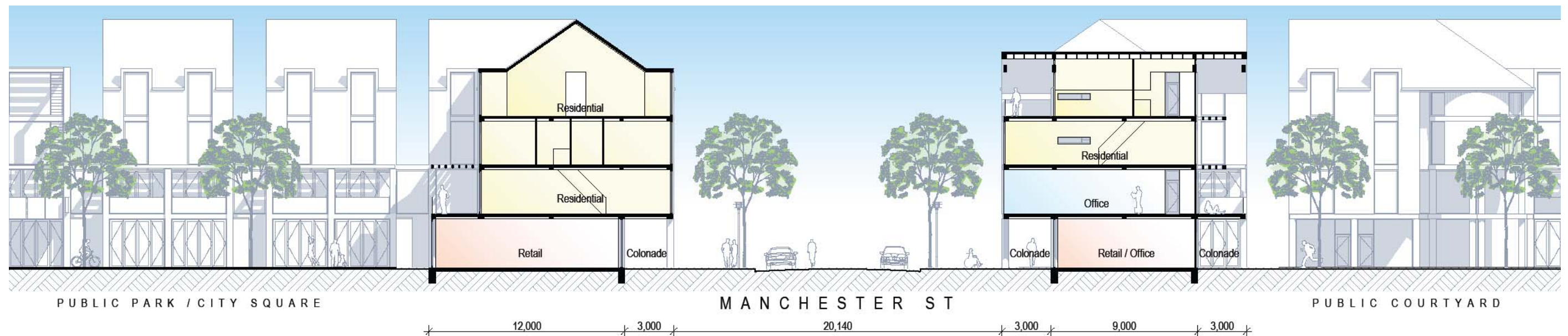
VIEW LOOKING SOUTH EAST



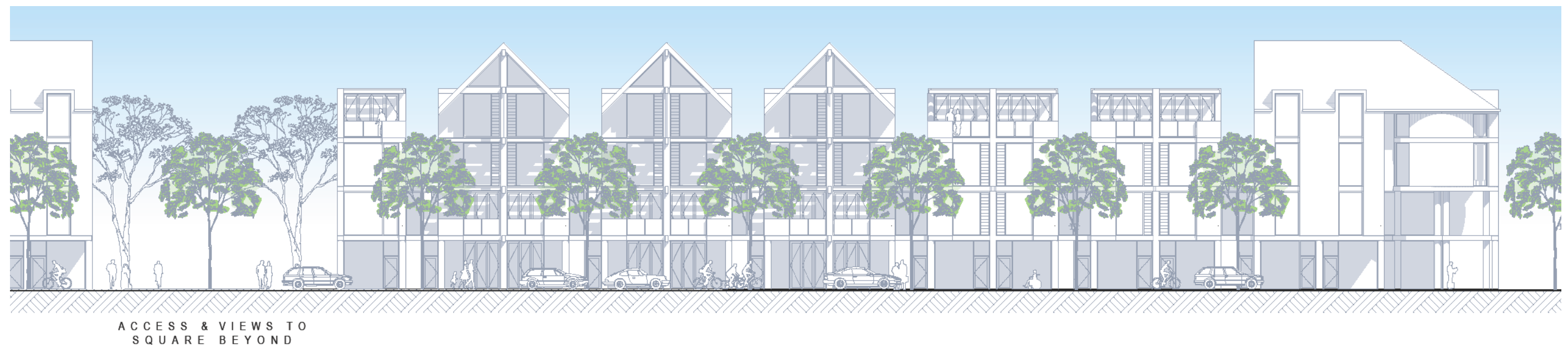
SITE PLAN (not to scale)



ROOF PLAN (not to scale)



INDICATIVE CROSS SECTION (not to scale)



INDICATIVE STREET ELEVATION (not to scale)



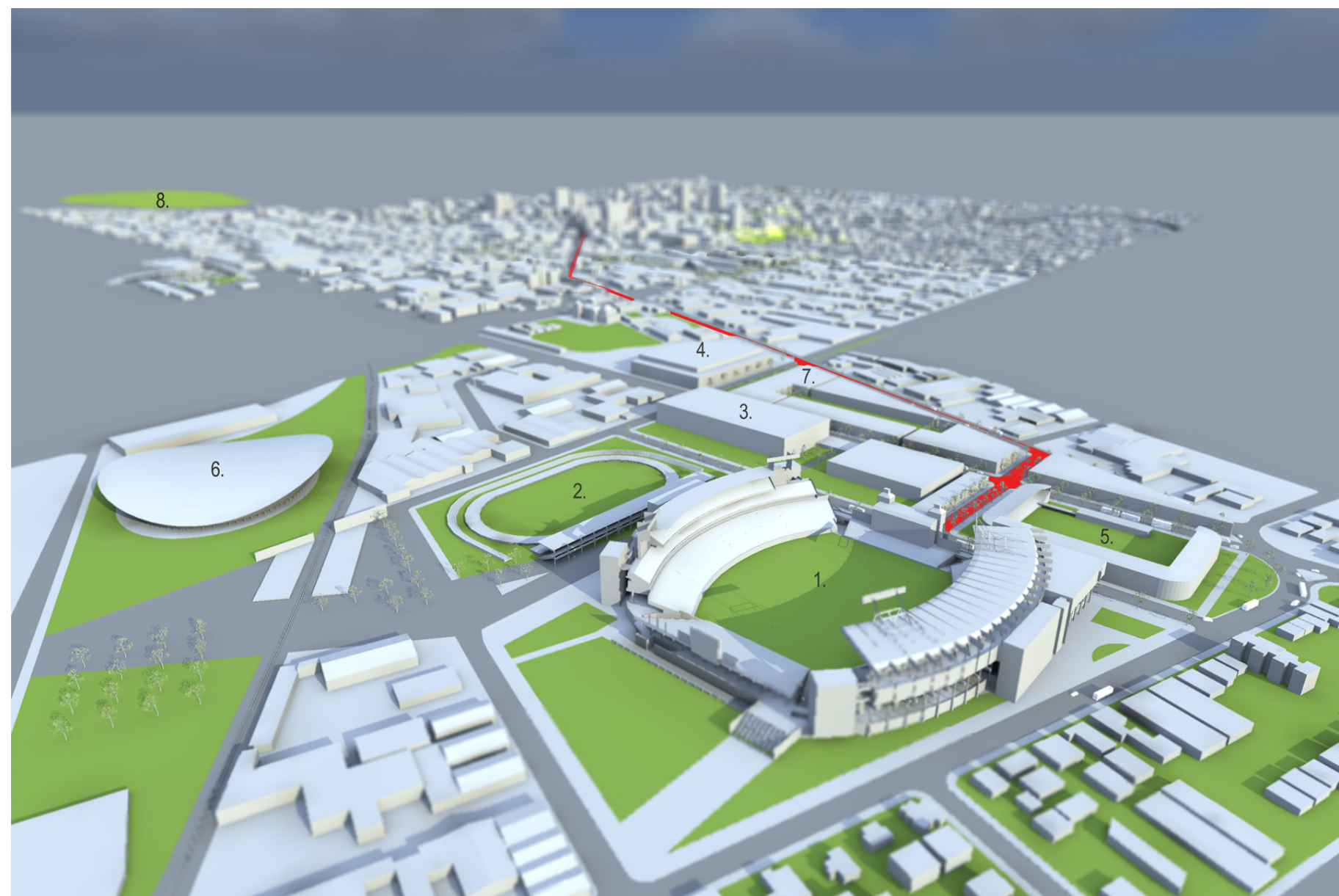
SPORTS PRECINCT



Precinct
Case Study Site
Proposed Use

Sports
Area immediately surrounding AMI Stadium.
Sports precinct which contains key large scale sports facilities, supported by high quality linkages to support the city entertainment, hospitality and business communities.
Precinct to incorporate sports facilities damaged in earthquakes and future city facilities already proposed in the long term community plan. These include;

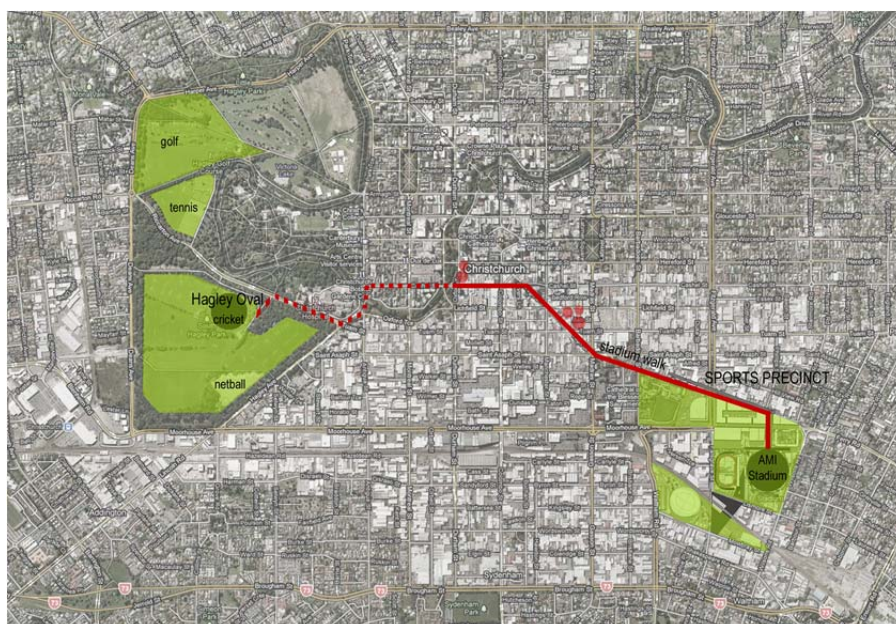
1. **AMI Stadium** – provides an anchor facility for major international sporting events, including Rugby and one day / 20/20 Cricket.
2. **Athletics Stadium** – replacement for QEII. Includes central pitch for smaller football and rugby league events. Provides additional training facility to support AMI Stadium.
3. **International Swimming & Aquatics Centre** – replacement for QEII and currently included in CCC LTCCP.
4. **Multituse Indoor Sports Arena** – as included in CCC LTCCP. Possible location for Basketball & Netball
5. **Hockey Stadium** – replacement for damaged Porritt Park
6. **Cycle Velodrome** – option for future facility to support local cycling community.
7. **Centre for Sporting Excellence** – precinct can support ancillary sporting facilities for sporting excellence, eg sports science research, laboratories & teaching facilities, administration centre, gymn
8. **Hagley Oval Test Cricket** – replacement for QEII. Utilise natural ambience of the existing cricket facility at Hagley Oval for test and first class cricket.



EXISTING CONTEXT

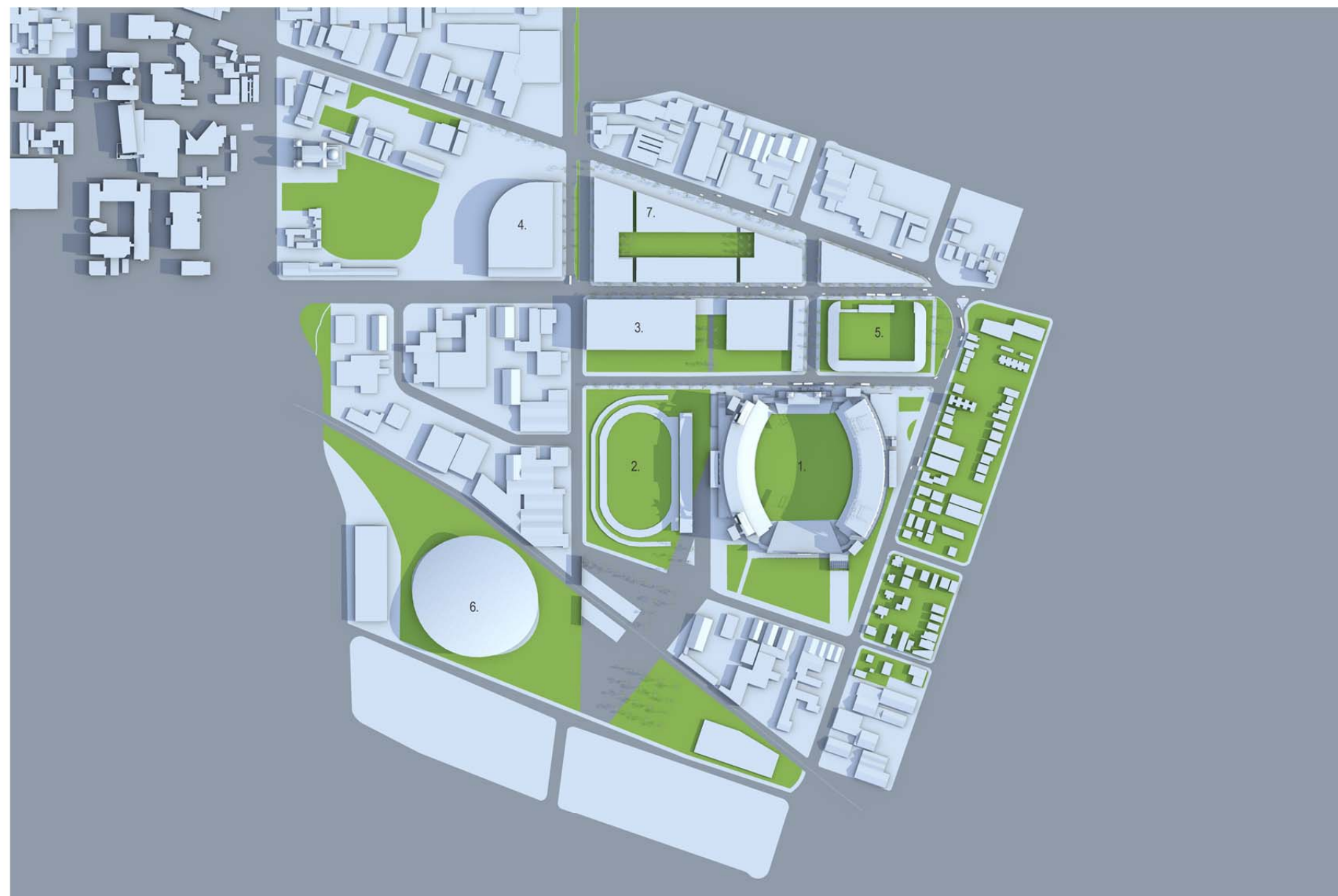


MELBOURNE SPORTS PRECINCT



Key Features

- This proposal creates a sporting precinct in the southeast that is a 'Centre of Sporting Excellence' for Canterbury that builds on the success of AMI Stadium.
- The sports precinct will allow the Council to **rationalise resources** and funds in a concentrated area to improve and provide a higher quality environment around the city's major sporting facilities.
- Major sports events attracted to the city have the potential to provide huge **economic benefits** to the city; supporting retail, hospitality, entertainment and accommodation businesses. There are also huge marketing opportunities for the city from the wide international television exposure of major sporting events.
- A key to a city gaining the best benefit from sporting events is to have these **located close to the CBD**. Internationally there are many examples of sporting facilities and precincts which are close to the CBD and support the city; Melbourne, Adelaide, Lords Cricket Ground in London and the Basin Reserve & Westpac Stadium in Wellington.
- AMI Stadium as the single biggest sporting asset within the city provides a great **anchor point** around which other sporting facilities can be arranged. It is located relatively close to the CBD – for example it is a similar distance from the Melbourne Sporting Precinct & Wellington Stadium to the respective city's entertainment areas. A large proportion of spectators from these areas walk to and from the events.



MELBOURNE SPORTS PRECINCT



ADELAIDE SPORTS PRECINCT



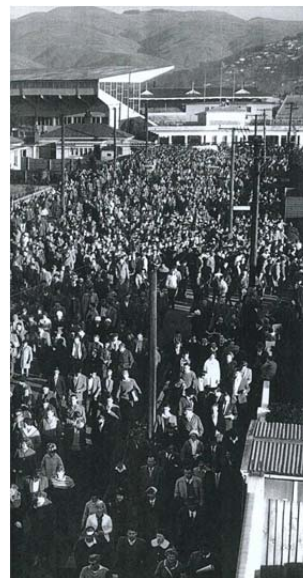
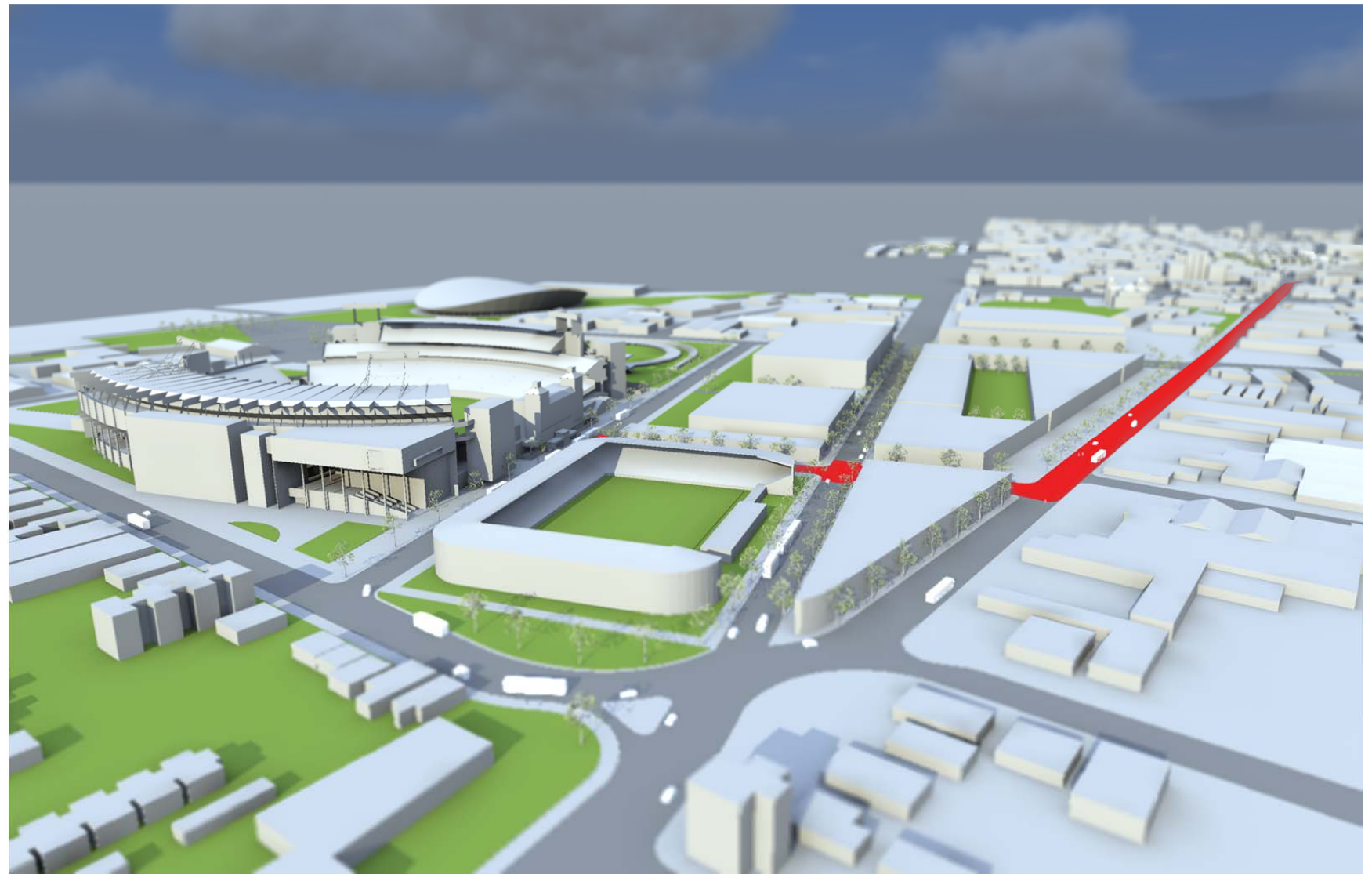
MELBOURNE during Australian Tennis Open



- The creation of a sporting precinct will be a catalyst to improve and enhance a **high quality pedestrian link** from and to the city. This would include Lancaster Street, Ferry Road and High Street.
- The improved pedestrian link & streetscape would provide:
 - Wider paved footpaths suitable for crowds
 - Improved street lighting, signage, banners, artwork & street furniture
 - Traffic management & potential over bridges at key intersections
- The improved pedestrian environment and multiple sporting facilities will provide a catalyst for other retail, hotel accommodation and hospitality businesses which will **regenerate** this south-eastern portion of the city, and particularly strengthen the link to the city.

Provides an opportunity to **optimise the use** of the damaged and previously under-utilised land surrounding AMI Stadium. The land use immediately surrounding the stadium is a mix of low grade industrial buildings, car yards and some older housing stock. Much of this land and buildings has been significantly damaged by the earthquake and will likely require land remediation prior to rebuilding.

- The Sports Precinct provides **more 'green space'** that is currently lacking in the south east of the city
- It takes advantage of **large single ownership sites**, e.g. the Red Bus site and railway land, to seed initial development. The overall development can be staged over a reasonable time period.
- **Improved transport possibilities** - a potential link is possible to the adjacent existing railway line, providing passenger rail access from both the city, western and northern suburbs and wider Canterbury region to the sporting events in this precinct.



LANCASTER STREET 1950's



'RUGBY ROAD' - High St for Bledisloe Test



IMPROVED PEDESTRIAN ENVIRONMENT AND LINK TO THE CITY



MOORHOUSE TRANSPORT HUB

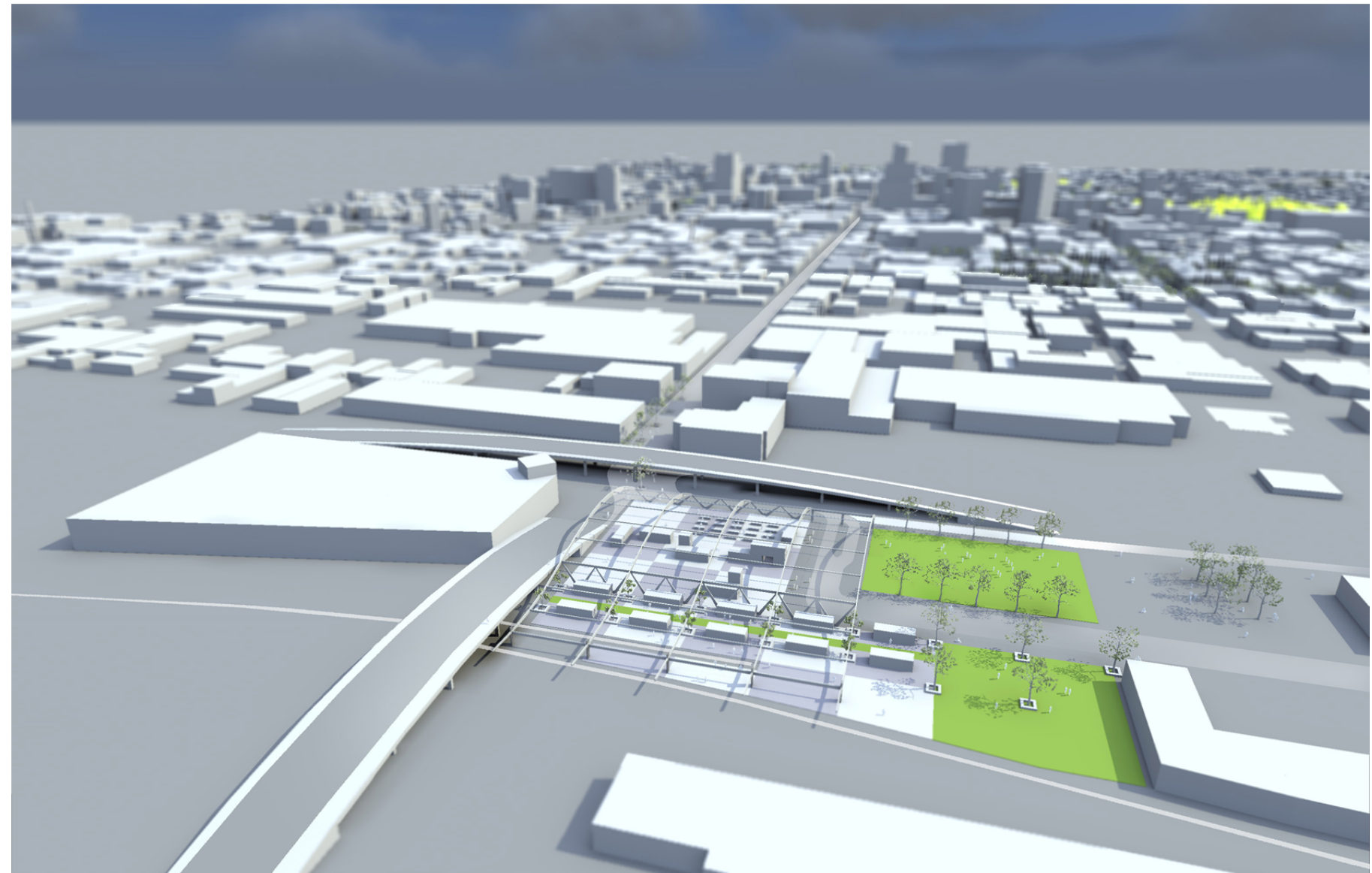
Precinct Transport & Family Entertainment Precinct

Case Study Site Currently vacant lot in the South East corner of Moorhouse Ave and Colombo Streets, adjacent to the existing railway tracks.

Proposed Use The transport hub will function as a common link and interchange between the commuter lines, suburban buses and the proposed electric bus loops which will feed the CBD. As a consequence of anticipated high passenger volumes, it can evolve into supporting family events and entertainment activities akin to those formerly provided from Science Alive, Laser Strike and other premises operating in this area. The mixed use space in the interim would be used to house small businesses, formerly within the CBD, and to allow a low key market-based culture to form alongside events, keeping the space active, attractive and accessible to the people of Christchurch.

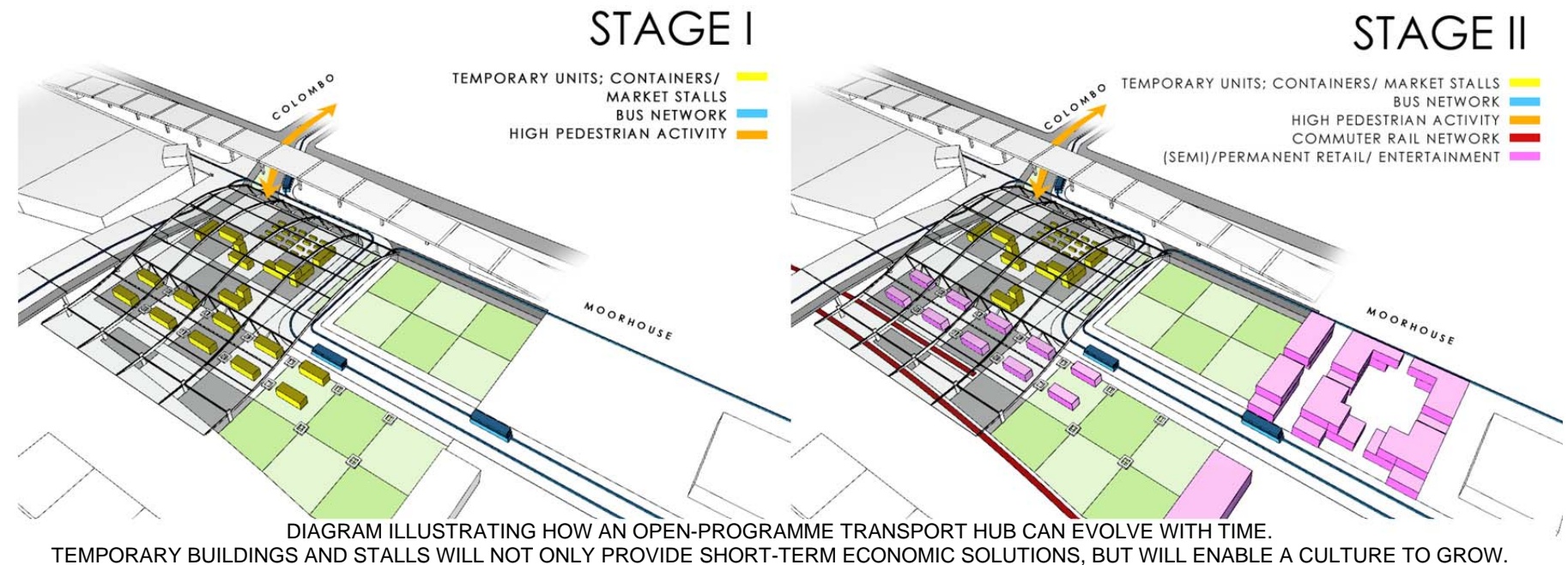
Key Features

- Transport connectivity.
 - The establishment of Commuter rail, Electric bus shuttles and an allocated pedestrian boardwalk that will feed the CBD with activity. The hub will act as a nexus for commuters returning to the city.
- Proposed new electric bus network.
 - New state-of-the-art, non-contact magnetic charging systems can power electric buses, specific to the loops indicated in the transport map (following case study). Green technology could help generate a 21st century image for Christchurch.
- All weather events space.
 - Open to a flexible programme of events
 - Great for semi-enclosed functions like music gigs, carnivals, Buskers' Festival events and farmers markets.
- Outdoor Events space.
 - Sport and recreation; fulfilling a need for urban outdoor recreation space that is substantially unmet in this part of town.



VIEW LOOKING NORTH

- Connection to educational institutions.
-CPIT, and Aoraki campuses are nearby, engendering greater vitality during workweek hours if amenities such as cafes and bars are established amongst the semi-permanent structures.
- Short-term/semi-permanent micro-economy
-Businesses displaced by the earthquakes can set up regular markets and continue servicing the public from a location that is accessible by rail, bus and foot. Semi-permanent solutions using container architecture/ market stalls can allow these businesses to be close to and support this commuter culture and yet maintain a connection with the CBD, with the intent to return there to more permanent premises as time passes.
- Staged Process.
-The concept shown demonstrates how the incremental process of recolonizing the city centre can be provided for. The temporal programme proposed allows the hub to grow with the confidence of the people as they return, as well as providing welcome events space for entertainment and economic relief for local businesses.



SKETCH VIEW 1: URBAN PARK FOR ACTIVITIES, EVENTS AND MARKET AREAS.



SKETCH VIEW 2: PEDESTRIAN/ ELECTRIC BUS LINK FROM COLOMBO ST TOWARDS THE TRANSPORT HUB.



SKETCH VIEW 3: EVENTS SPACE FACILITATING FOR LUNCHTIME ACTIVITIES, AND TEMPORARY EXHIBITIONS.

TRANSPORT LINKS

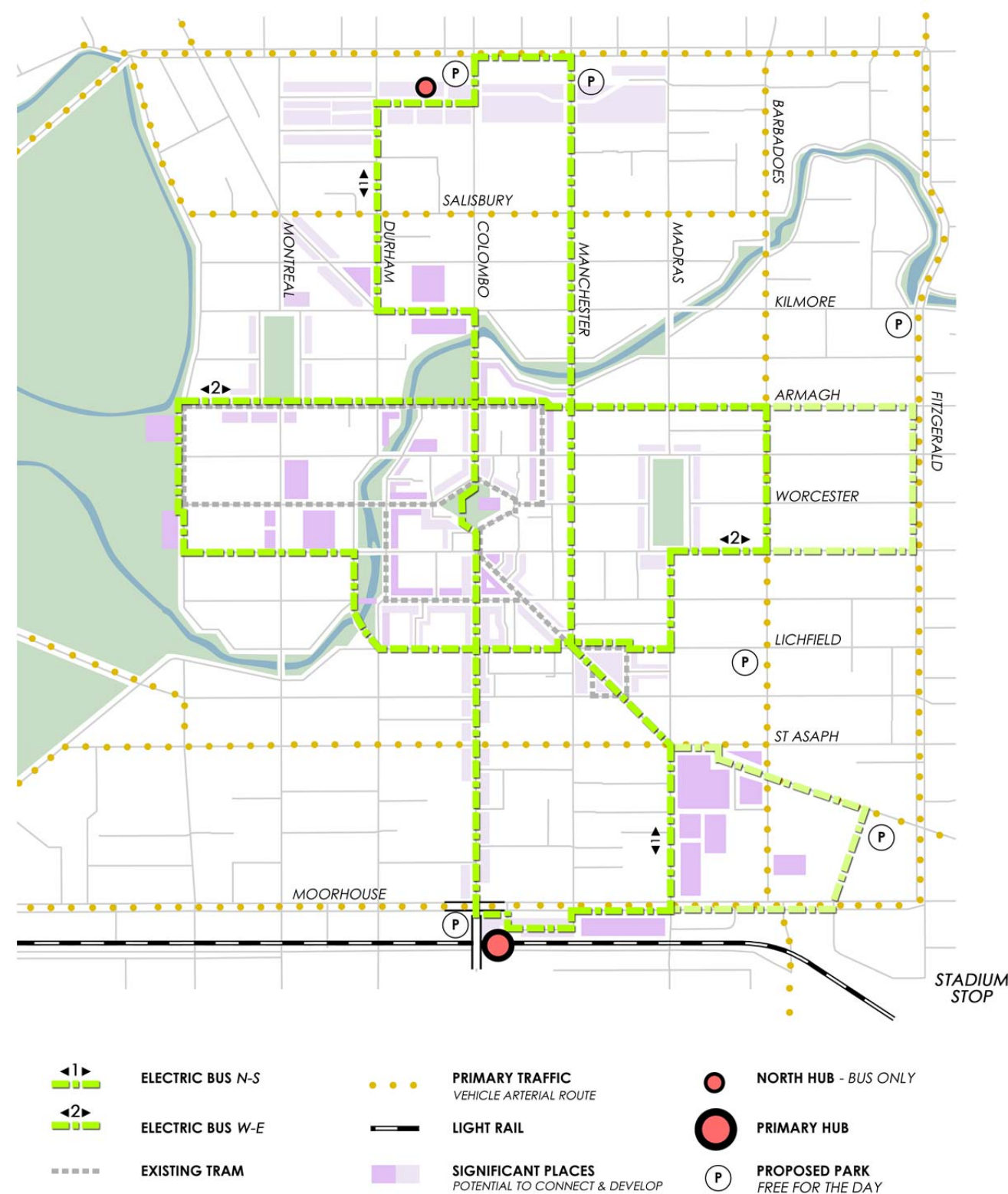
Proposed 'Use' To create a regular, cost effective and sustainable means of transportation that is an attractive and sensible alternative to vehicle use. Supporting 21st century urban design priorities, the electric bus is a quiet, economical and environmentally sensitive alternative to diesel power. Designated shuttle lanes will take precedence over vehicular traffic in arterial routes, be synchronised with traffic systems and should be permitted along pedestrian/cycle oriented streets, ensuring maximum connectivity, efficiency and urban exposure. These moves will inevitably promote the electric shuttle as an intrinsic part of the cityscape, ensuring regularity of use.

Key Features

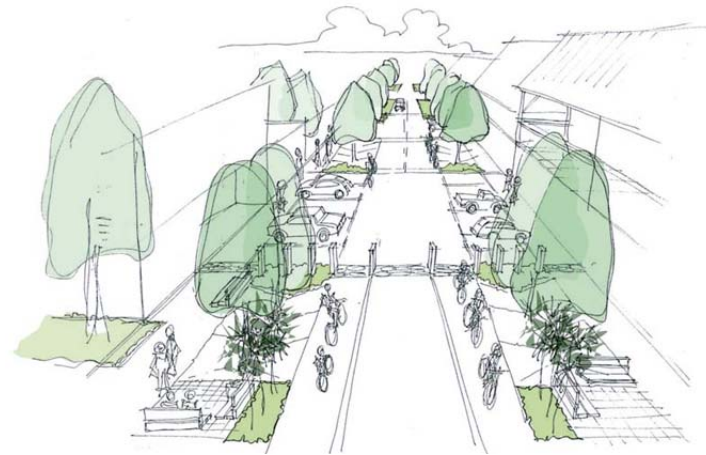
- Free periphery vehicle parks.
-Free full day parking on the periphery of the four avenues allows a reduction of vehicular traffic in the CBD. These parks will be located near the electric bus routes, and will be regular enough to be an attractive alternative to expensive and scarce inner city parks.
- Free 1-hour CBD vehicle parks.
-Considering the limitations of the above concept for short-stay appointments and visits, there should be a 1-hour maximum free stay within the CBD, after which time, parking fines can be given.
- Greater Connectivity.
-The combination of traffic calming principles will incentivise Christchurch residents to choose this system above scarce, short-stay parks in the CBD. The track indicated in the map is a potential 2-loop system, illustrating how such a system can pull residents and commuters from the primary transport hub into the CBD, linking the gardens and various other key destinations around the city



ELECTRIC SHUTTLES COULD OCCUPY PEDESTRIAN ZONES IN THE CITY
ENSURING MAXIMUM CONNECTIVITY INACCESSIBLE TO VEHICLES



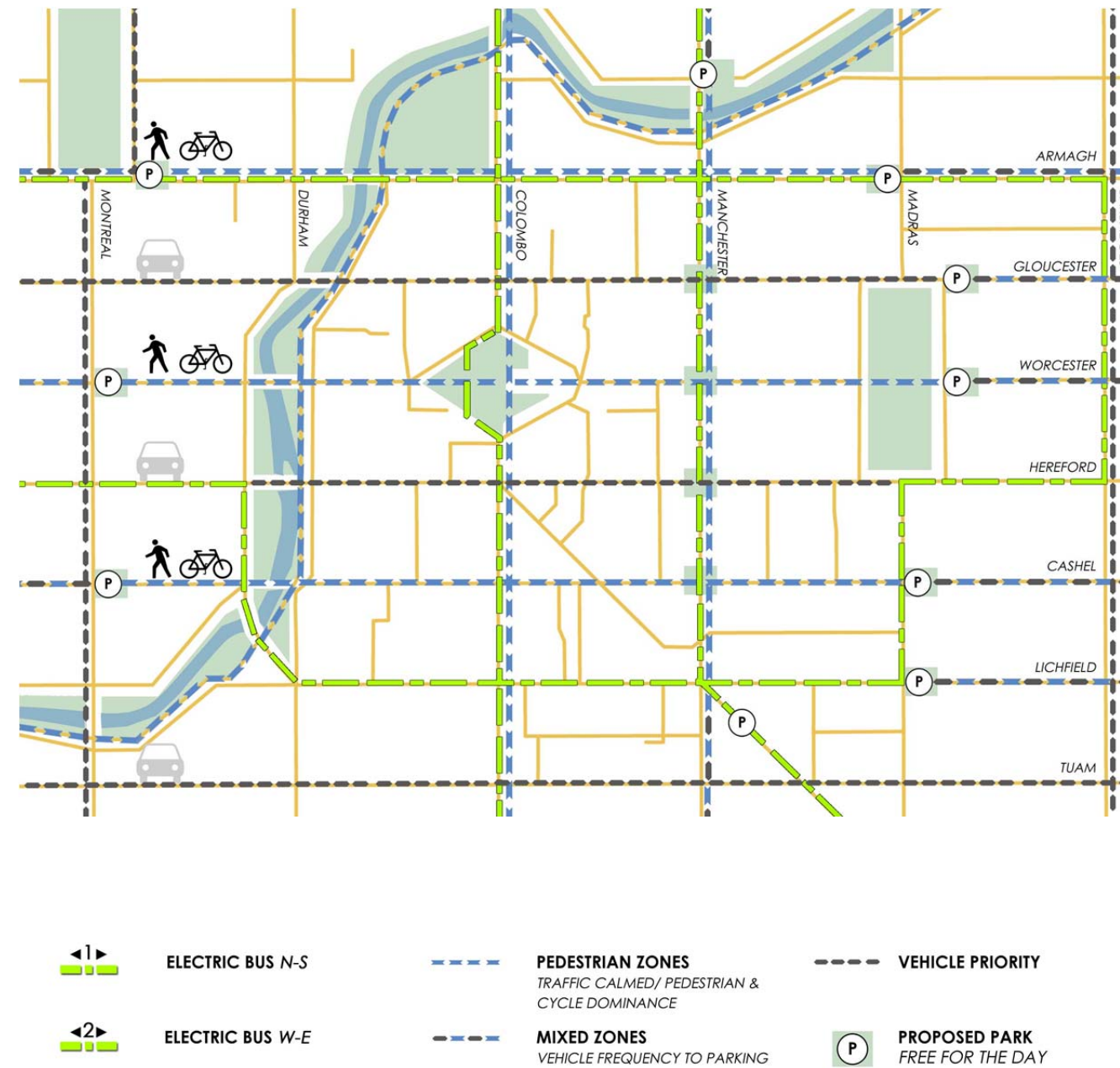
CBD PLAN ILLUSTRATING A POSSIBLE TWO-LOOP ELECTRIC BUS SYSTEM



'PERIPHERY PARK'.



PEDESTRIAN + CYCLE FRIENDLY 'POCKET PARK'



THE ABOVE ILLUSTRATES HOW PARKING AT THE PERIPHERY CAN OPEN UP STREETS AND ENABLE HIGHER PEDESTRIAN/ CYCLE ACTIVITY. THIS HAS THE POTENTIAL TO CREATE SAFER, MORE ATTRACTIVE & ACCESSIBLE SPACES WITHIN THE CBD.

LEFT BANK – RIVERSIDE PRECINCT

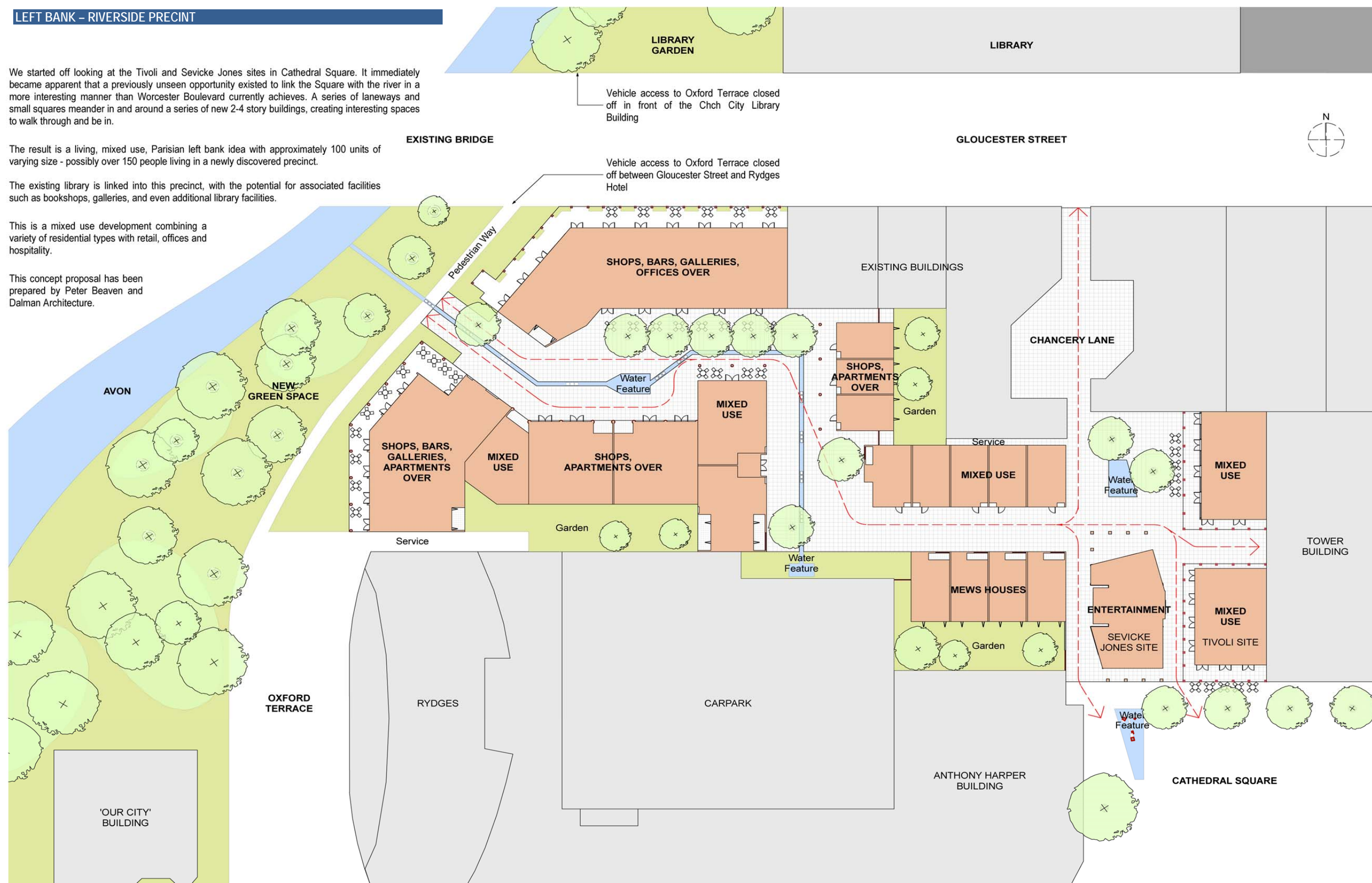
We started off looking at the Tivoli and Sevicke Jones sites in Cathedral Square. It immediately became apparent that a previously unseen opportunity existed to link the Square with the river in a more interesting manner than Worcester Boulevard currently achieves. A series of laneways and small squares meander in and around a series of new 2-4 story buildings, creating interesting spaces to walk through and be in.

The result is a living, mixed use, Parisian left bank idea with approximately 100 units of varying size - possibly over 150 people living in a newly discovered precinct.

The existing library is linked into this precinct, with the potential for associated facilities such as bookshops, galleries, and even additional library facilities.

This is a mixed use development combining a variety of residential types with retail, offices and hospitality.

This concept proposal has been prepared by Peter Beaven and Dalman Architecture.



OPENING UP OF SITES

Christchurch blocks are relatively deep. If we provide laneways to new squares and small parks located in the heart of the blocks, then we provide more retail access with more opportunity for shop fronts, and more interesting developments. Our city density can be greater over a smaller footprint making it more accessible.

MIXED USE

A mixture of uses and building types within an area provides for a lively townscape. People living in the city ensures life at all times which adds vitality and helps keep streets safe. This concept has been used in Europe for centuries, and is being introduced to innovative and attractive new world cities such as Melbourne

WATER AND LINKAGE

A series of rills, pools and fountains throughout the development conceptually extends the Avon river all the way through to Cathedral Square. We have therefore linked two of Christchurch's iconic built and natural forms both conceptually and physically.

COLONNADED ARCADES

This building detail along the streetfront of buildings is an alternative to projecting overhead verandahs, and provides covered enclosed space which acts as a transition between inside and outside, the building and the river.

EDGES

The edges of the natural and built elements of the city are important and need to be carefully handled and at times celebrated. The Avon provides a river edge as it meanders its way through the central city. Greater public pedestrian access to and along its edge should be encouraged.



STYLE

Buildings of a similar scale can sit comfortably together even if they are not of the same style. Different styles can exist together and help enrich a city. Juxtaposition is an important concept in urban design.

GARDENS

Private gardens to the residential mews can provide an oasis of green calm in the inner city.

OUTDOOR ROOMS

Small squares in the city become the outdoor living rooms for the community. The three squares proposed here are of a much more intimate scale than Cathedral Square, and provide a more enclosed, quieter contrast to Christchurch's main square

ROOF TERRACES

Roofscapes can activate and utilise the third dimension of a building, and in this instance provide wonderful sunny views over the Avon. Trees and planting on the roof provide shade and also help integrate the building into the natural riverside environment. Roofs can also be used to harvest water.

FLEXIBILITY IN PROPERTY BOUNDARIES

Because some of the privately owned land is being utilised as public laneways and squares in this development, it seems fair that there be a trade-off with buildings extending into public land in some appropriate areas.

ROAD CLOSURES

This can make good sense in some situations, e.g. in Oxford Terrace where the buildings are now better linked to the river corridor with publically accessible parkland and extended riverbanks. This north-west orientated area receives afternoon sun and is sheltered from the easterly. There is excellent potential for outdoor seating and eating areas. There is also potential to visually and physically link the library with the river with outdoor reading areas.



THE SEVICKE JONES AND TIVOLI SITES IN CATHEDRAL SQUARE

LANEWAYS

To the existing Chancery Lane we have added a new laneway between two new buildings. This allows for additional shop frontages, large areas of windows to all floors of the new buildings, and access to a small square at the rear continuing through the development. This also allows the new Sevicke Jones building to be a 3-dimensional sculptural object with all 4 facades exposed.

ROOFSCAPES

On the flat plains of Christchurch, an interesting roofscape adds a 3-dimensional quality to buildings. In this case the sloping roofs allow sun into Cathedral Square and provide potential for interesting loft-like spaces directly under inside the roofspace.

URBANITY

The central city has a more intense scale than suburban areas. This needs to be retained as a key point of difference. The central city is not just another suburb; it requires a greater sense of urbanity.



CORNER OF GLOUCESTER STREET AND OXFORD TERRACE

GARDEN CITY

Christchurch is the Garden City and this concept should be retained and reinforced. The river corridor should become more of a focus. We should plant more trees in our streets and squares, and areas where buildings are demolished and not rebuilt should be planted as parks and green open spaces.

LINKS WITH THE PAST

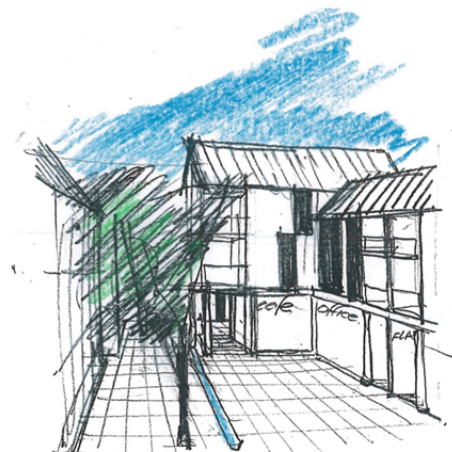
The new corner building is a modern interpretation of the Mountfort designed Provincial Buildings across the river, and provides some links with the past architecture of Christchurch without copying it directly.

The old Sevicke Jones building used to have a dance hall in it for many years. We propose to repeat this use in our new building which could incorporate a cafe, bar, and nightclub.

Where older buildings are still standing, they should be respected in any new adjacent designs. While we should not be afraid to change our older buildings to suit new uses, they should be strengthened and retained where possible to provide a link to our past, and help display our city's history.

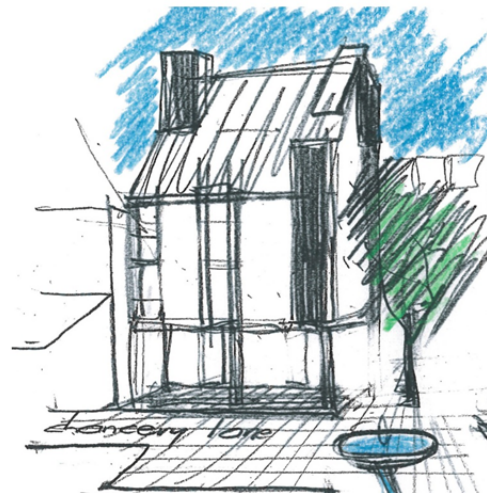
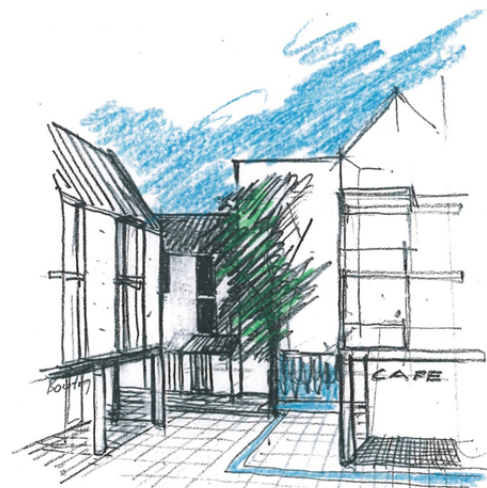
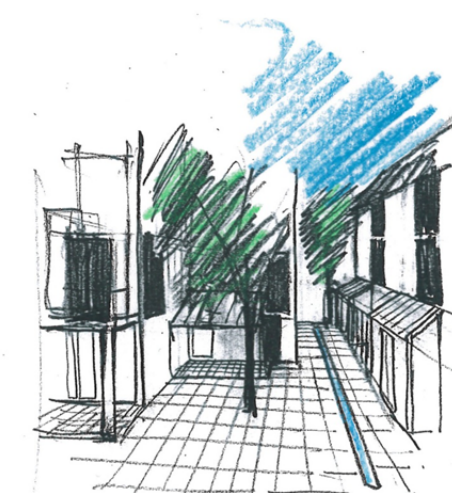
BALCONIES AND SHUTTERS

Timber shutters in front of large balconies to apartments provide variation of openness and privacy as well as sunscreening when required. The facade can therefore be ever changing, and is well activated by the presence of people on it.



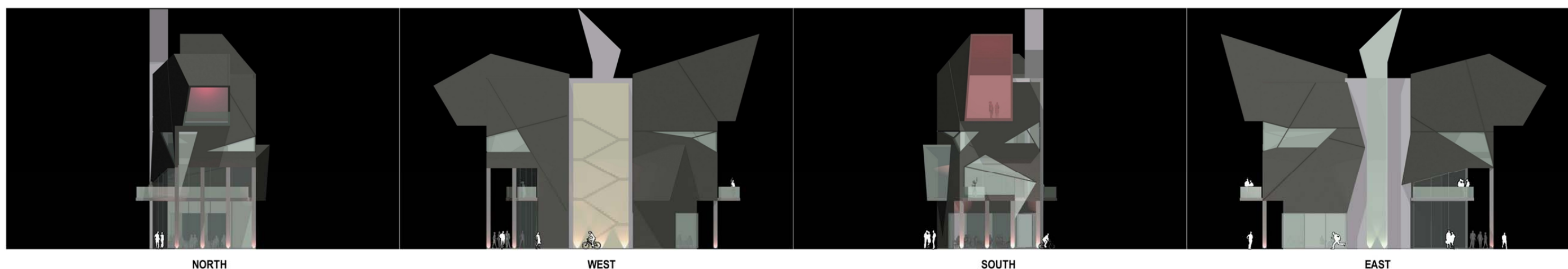
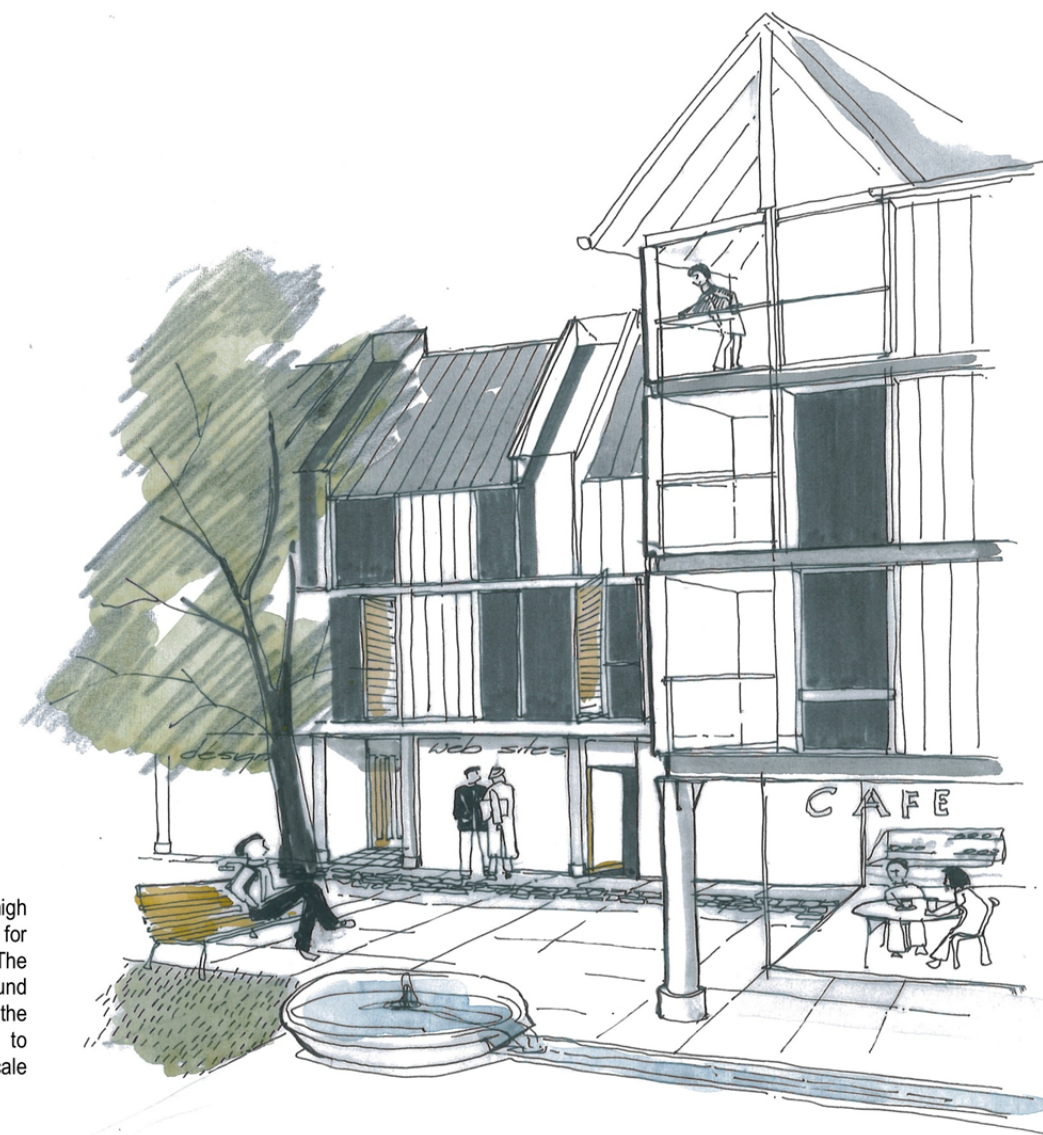
SERIAL VISION

We can experience a city by walking through it. These sketches show how a walk through the laneways and squares of this development provides different experiences as one view opens up to the next. Our experience is ever changing as we walk. We are 'squeezed in' by laneways and then 'released' as we open up into the small squares. Part views of buildings 'disappearing' around corners provide anticipation of what is to come. The greater the variety of spaces, and the more interesting the buildings, the richer the experience. This type of urban texture provides a pleasant contrast to the grid system of most of our streets where straight views are clear and obvious.



SCALE

Buildings of 2-4 stories high are a comfortable scale for people to relate to. The details of buildings at ground level combine with the landscape elements to provide a pedestrian scale that can be a joy to be in.



ARCHITECTURE

With a strong desire from building owners combined with the talents of local Christchurch architects, we can produce buildings of international quality that are not only practical and cost effective, but also aesthetically wonderful, adding much to the quality of our built city environment for future generations to enjoy and be proud of.

CAMPUS COMPLEX - EAST SIDE MIXED USE

Precinct East Side Mixed Use, but principles adaptable for many CPD fringe mixed use medium density locations

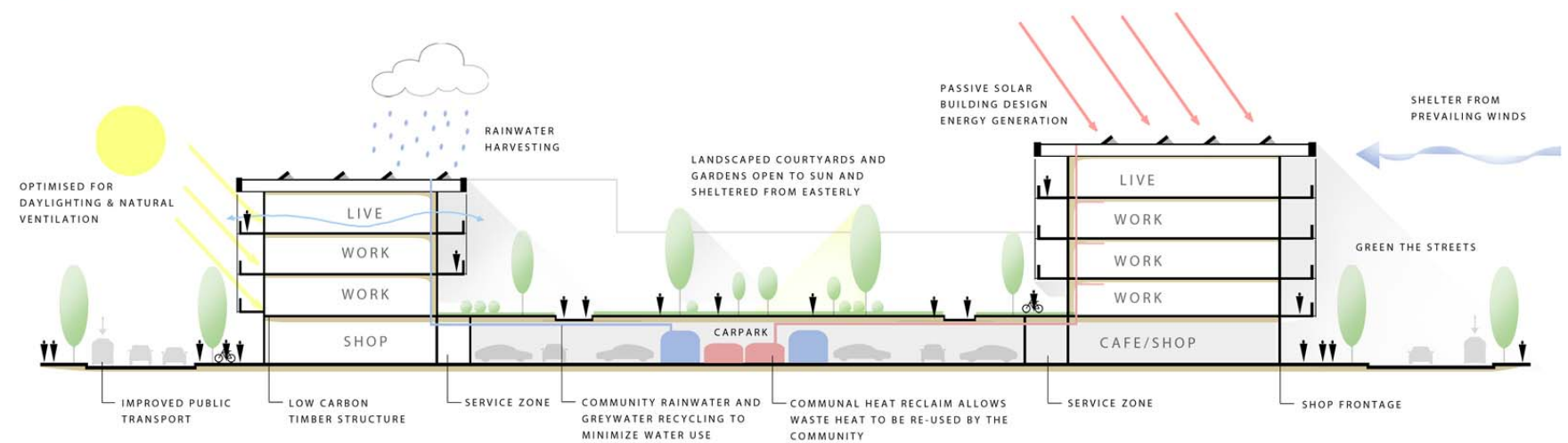
Case Study Site City block bounded by Cashel, Lichfield, Madras & Barbadoes Streets, in East Side Mixed Use Precinct

Proposed Use Campus style education / research / office with options for retail / residential

Key Features

- Low rise development which can match or increase the built density of the inner CBD and still create a high quality urban environment.
- Communities of buildings together creating spaces and communities of residents.
- Creation of pedestrian friendly permeable city blocks to add interest and vitality.
- Providing private/ semi private or public internal sun trapped spaces protected from prevailing winds. Public spaces ranging from laneways, and small urban courtyards in dense areas to large green spaces in less densely developed zones.
- Re orientation of built pattern to create better quality floorplates with access to daylight, ventilation and external views.
- Increase in amount of valuable street side or courtyard frontages
- Collaborative approach to design, able to create efficiencies of scale to make true low energy / sustainable design economically feasible.
- Shared internal car parking and logical servicing routes to provide easy access and free streetscape for pedestrians and cycles.
- Development agreements which allow individual developments or collective developments around a central framework to increase value and amenity for all investors/owners.
- Ability to accommodate different building styles and characters around a shared idea.
- Use of new locally developed structural timber technology to create sustainable and safer earthquake resilient structures





SYDENHAM SQUARE

- A mixed use development on the fringe of the central city, design by Dalman Architecture
- Land is currently owned by the Christchurch City Council
- A live / work concept of retail, offices & residential units of varying types. People living on site help keep the development alive & safe at all hours, day & night.
- Balconies & roof terraces add life to the streets
- The traditional red brick found on many Sydenham buildings has been integrated into the design & detailed so it will stand up to earthquakes. A link to the past has therefore been maintained & the development is the richer for it.
- Modern style & colours complement the existing historic building which is retained
- Flexibility in unit floor plans so the use can change over time. Variety and mixture of uses provides vitality & an interesting environment
- A 2 - 4 story development , with the tallest buildings along the major street, Colombo Street. This sits comfortably as a human scale, but still allows for a large number of tenancies & apartments without the need for highrises.
- The central grassed courtyard square provides a focus for the development. Existing large trees are retained to provide shade & a soft environment
- A courtyard design is a traditional & successful approach in Christchurch as it allows in sun & blocks the easterly wind. The central square will become a quiet oasis away from the hustle & bustle of Colombo Street. Because it is publically accessible day & night, it will be well used not only by residents in adjacent apartments, but also by people in the Sydenham area.
- A development to cater for people of all ages. Child friendly areas & easy accessibility for older folk. A mixture of ages adds vitality to any area and encourages community engagement.
- Small scale relatively cheap units allow an opportunity for many of the retailers who have lost their shops in Sydenham & the central city area. Many of these people cannot afford the rentals in flash new inner city buildings
- Environmentally sustainable design that utilises recycled & recyclable materials, passive solar design, energy saving systems, on site waste material sorting, waste reduction during construction, low toxicity materials & paints, locally made & sourced materials, water harvesting from roof terraces, insulation levels above code requirements & natural ventilation to all spaces.



VIEW FROM COLOMBO STREET



THE CENTRAL SQUARE

SYDENHAM SQUARE



Building up to the edge of the Christchurch street grid so the centre of the site can be opened up for outdoor areas can be a better approach than street setbacks.

Large number of trees to streets & inside the development. Incorporate the existing large trees into the development.

Car parking building to service the development enclosed & "hidden" by shops & apartments - a cunning way to integrate cars into a development without the potential eyesore of carparking buildings

Balconies overlooking streets & open areas "activate" the building facades.

Narrow streets to encourage slow traffic & provide a pedestrian focus

Open green spaces with buildings framing them & providing protection from easterly wind

Assymetrical street pattern for interest & surprise. They are also a point of difference and contrast to the Christchurch regular grid pattern. Roads through the site are vital for retail success

Back yards & service lanes to residential units

Roof terraces provide additional outdoor living without adding to a site's footprint.

Retention & integration of existing historic building

Street parking outside shops within internal streets

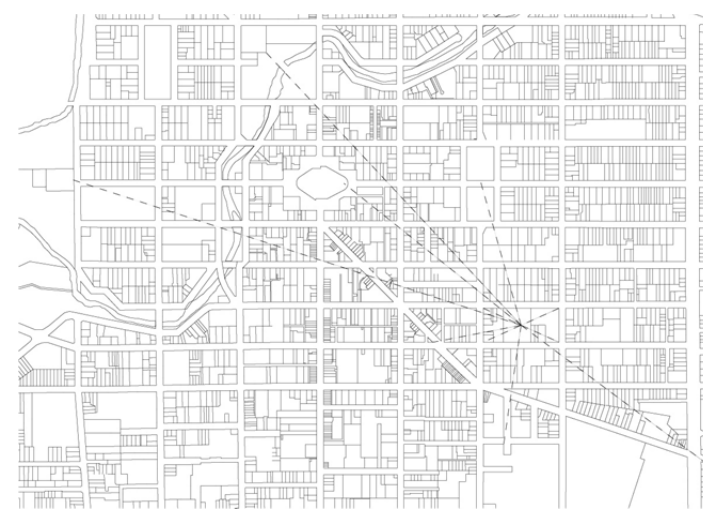
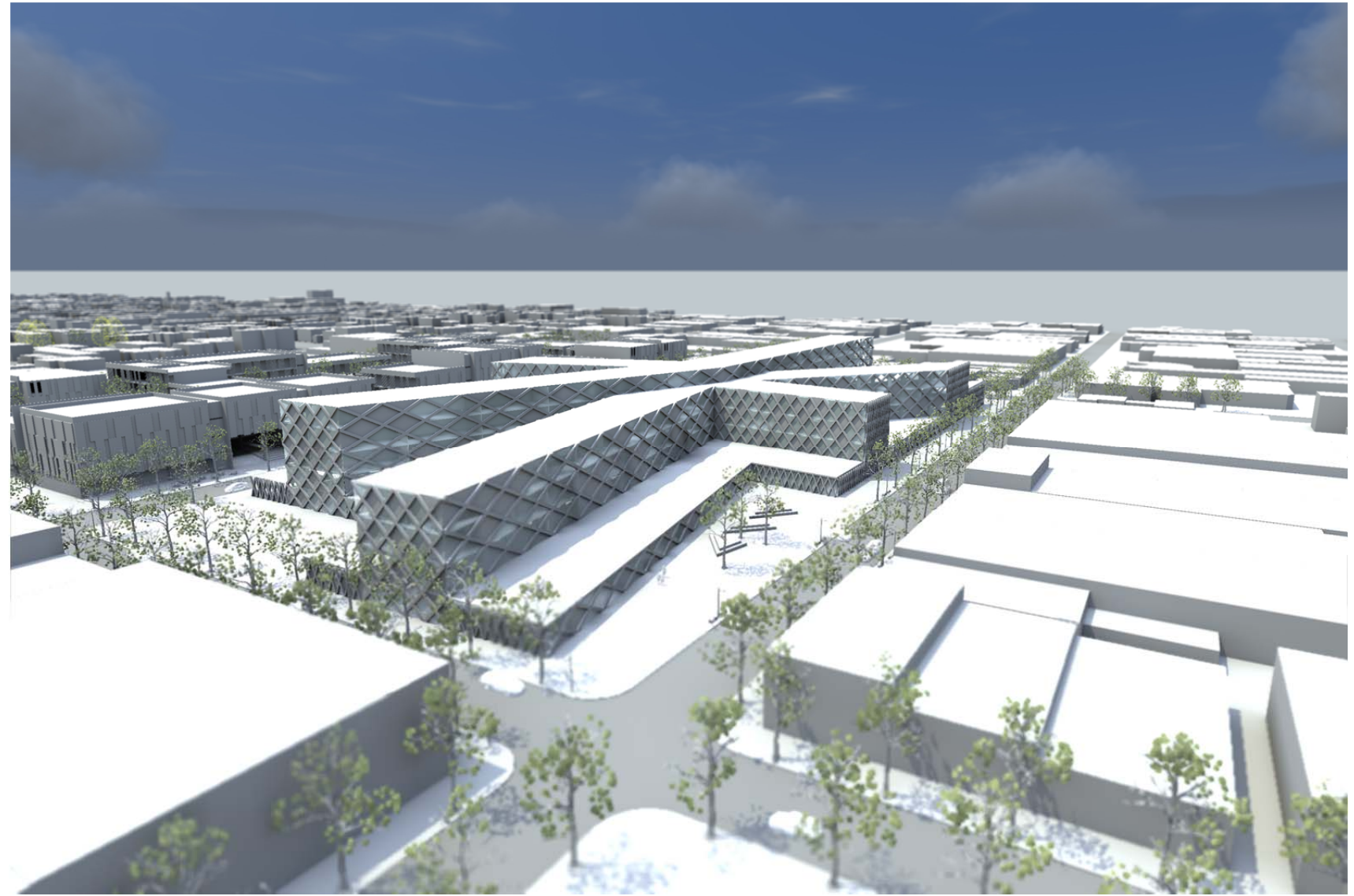


TURNERS AND GROWERS SITE - EAST SIDE MIXED USE

Precinct	East Side Mixed Use
Case Study Site	Turners and Growers Site, Council agreement for land use with developers, largely vacant for an extended period.
Proposed Use	Mixed use: Retail market spaces, retail shopping, large anchor tenants, commercial offices, educational facilities, student accommodation, medium density apartments, restaurants, cafes, bars on the street fronts on all sides, and professional offices. Due to the earthquake damaged condition of QEII Park, this scheme moves the swimming and diving facilities into the city, connecting these facilities to AMI Stadium and CPIT, with the possibility of a sports science degree in association with Canterbury Rugby and other sports (such as Triathlon, Athletics, Rugby League, etc).

Key Features

- Creation of a new neighbourhood within the city.
A rejuvenated Turners and Growers site represents and provides for the growth of Christchurch's inner city population. The project engages the CPIT campus, AMI Stadium, the growing East side of the city, and council initiatives for the future of this area. The values of students and other inner city dwellers are addressed by the facilities provided within the complex. The examples of Melbourne's 'QV' and 'Melbourne Central' complexes are referenced by allowing multiple programs to operate over different times during the day. I.e. The swimming complex operating from the early hours of the morning, the cafes and retail operating at all hours of the day, and the entertainment sector operating to late at night.
- Shops on the ground floor share a large open space invoking historic and romantic references to the Arcades of Europe and Melbourne, creating a strip shopping experience as opposed to the shopping mall.
- Commercial tenants on the upper floors of the southern face with large connecting floors allows for a connection (both visual and metaphorical) with the city and the CPIT campus. Large floor plates allow flexibility for clients to grow/reduce and overlap business activity space as required..
- Residential tenants are located on the upper floors of the northern face, allowing for maximum sun and amenity.

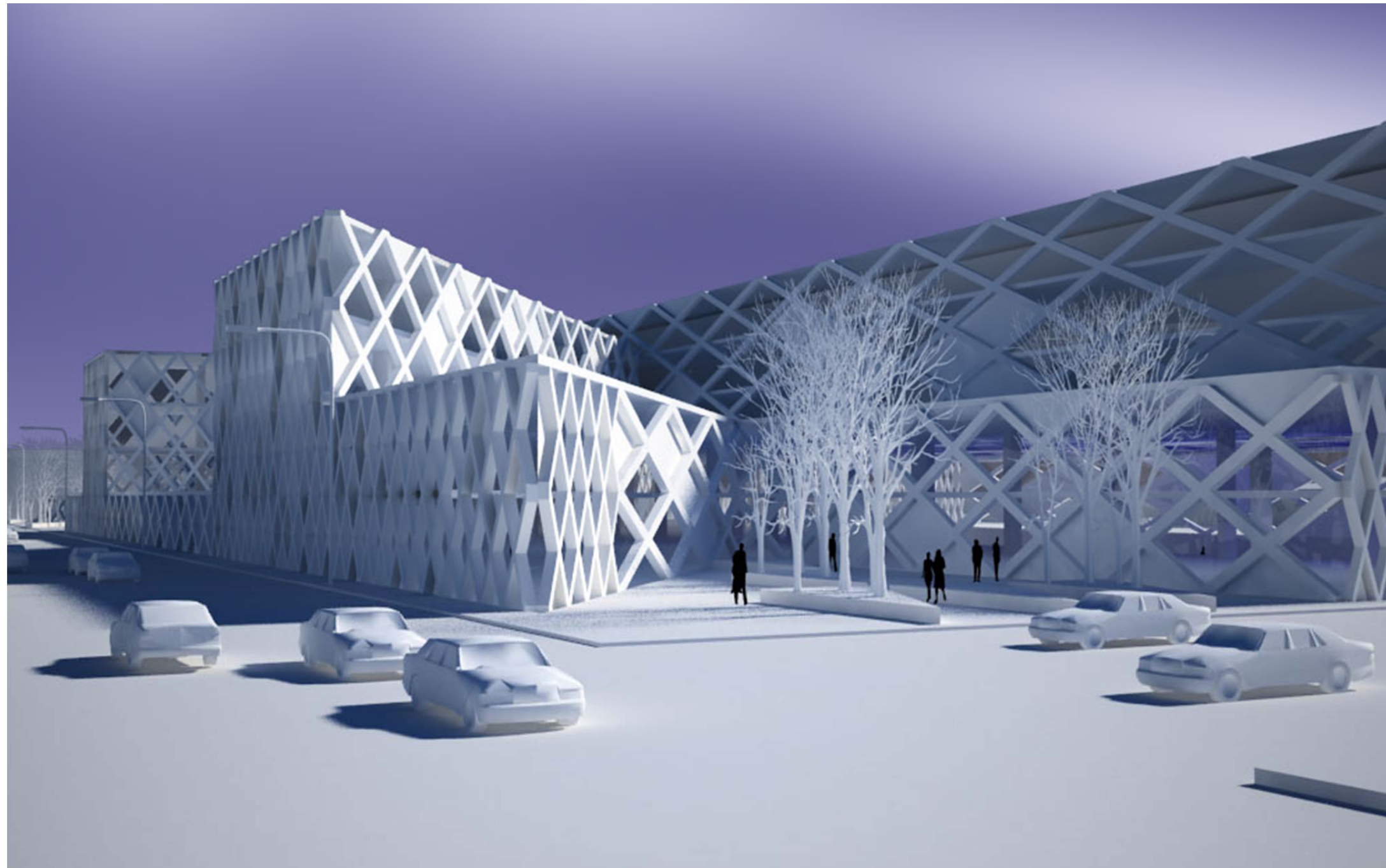


Asterisk – noun

1. a small starlike symbol (*), used in writing and printing as a reference mark or to indicate omission, doubtful matter, etc.
2. Linguistics . the figure of a star (*) used to mark utterance that would be considered ungrammatical or otherwise unacceptable by native speakers of a language, as in * I enjoy to ski.
3. Historical Linguistics . the figure of a star (*) used to mark a hypothetical or reconstructed form that is not attested in a text or inscription.

- The complex integrates spatially into the city through maintaining height relationships with the buildings in the area. The complex reaches a maximum of 5 storeys for the residential and 4 storeys for the commercial, pushing these off the street (in the form of the radiating arms of an asterisk) allowing courtyards containing mixed use retail to engage with the street and encouraging public movement between sectors of the complex.

- The complex acts as a condenser for the city, drawing upon influences from cathedral square, High St, Cashel St Mall, QEII Park, the Arts Precinct, the University of Canterbury, and the modern heritage of Christchurch. Letting what came before guide a direction for the future; "Those who cannot remember the past are condemned to repeat it" - this is a project that embraces the modern history and heritage of Christchurch and moves with it through the 21st century.



FORMER CHRISTCHURCH WOMEN'S HOSPITAL SITE

Precinct Northern Residential
Case Study Site Former Womens Hospital Site.
Proposed Use Mixed use: Primarily two and three story residential, with corner shops

This site is an east west oriented area of largely vacant land spanning across the city block bounded by Bealey Avenue, Colombo, Salisbury and Durham Streets.

The block is large but is broken up by Gracefield Avenue, which links Salisbury and Durham Streets.

This site represents, in microcosm, an opportunity to demonstrate what could be done to reinforce, link and enhance the predominantly residential character of the existing northern residential neighbourhoods, potentially extending this character to eastern and southern fringes of residential activity around the CBD and recreating, to some extent, the green belt originally envisioned around the CBD by the city founders.

Recolonisation of the city

To rebuild a successful city, we need to attract the permanent residential population needed to support business recovery and provide a safe vibrant CBD.

- Enhance amenity of existing residential activity.
- Encourage new residential activity through superior amenity.
- Increase the density of residential activity within the four avenues through superior amenity.
- New and attractive housing models are required to give greater choice and greater mix of living types for families, elderly and young couples.

Proposed residential recovery program

- **Short term** - Repair existing residential buildings
- **Medium term** - Infill gaps and vacant sites such as the Christchurch Women's site, and reintroduce residential activity o the B3 zone bounded by Bealey, Salisbury, Manchester and Madras Streets
- **Long term** - Extend residential activity into the B3 zone to east and south of the CBD



Key planning initiatives

- The 1850 Map of Christchurch shows green space to all four sides of the central city. Of this, only Hagley Park to the west exists today.
- The existing planning map shows L4 residential zones framing the CBD to west, north and east.- these have the potential to have additional planting and trees so that the green frame envisaged by our founding fathers can to some extent be realised.
- The residential area to the west is well established, though tourist accommodation and businesses that do not enhance the amenity of this neighbourhood have crept in.

The amenity of these areas should be strengthened rather than eroded by business activity.

- The residential area to the north has two main areas of reasonably attractive character which should be reinforced:
i) Peacock, Beverage and Conference Streets
ii) Otley, Melrose, Moa and Ely Streets
- The B3 zoned site bounded by Manchester, Salisbury, Madras and Bealey could be changed to a residential zone to link the above areas and reinforce this as a continuous green frame.
- Introduce finer grained street patterns - The existing secondary street pattern to northwest and northeast corners of the CBD could be extended and linked up across the north of the city to allow slow motor vehicle, cyclist and

pedestrian movements in an east west direction without being forced onto the fast moving motor vehicle dominated roads of Salisbury Street and Bealey Avenue.

- Create more public green space - Create another square to both the north and south of CBD similar of similar design to Cramner and Latimer Squares.
- Make better use of private open space - Create more useable open space around residential units and eliminate current neglected and unpleasant side alleys beside each unit through the use of zero width side yard setbacks.
- Encourage the corner shop - Corner shops (not just dairies) provide amenity and create nodes which can identify and imbue a community with its own character – e.g. the Corner of Kilmore Street and Barbadoes Street, Piko Site.
- Define edges of residential areas - The four avenues edge between outside suburbs and central city residential precincts, and the edges between central city residential precincts and other city precincts can offer far more amenity than is otherwise possible via such visual consolidation and spatial contrast.
- Plan for new housing models - Within and around the city there are many existing models of higher density individual and multi-unit housing types, some good but most bad, that have arisen under current planning rules. The only way to achieve new and consistently better outcomes is to change these rules.

New housing models include

- Paired units with a shared boundary wall
 - Terrace housing
 - Zero yards to one side boundary only
 - Courtyard houses
- Planning rules must encourage good outcomes to achieve good outcomes, rather than the current situation where rules attempt to discourage bad outcomes yet still achieve bad outcomes – use the 'carrot' rather than the 'stick'.
 - Planning rules should be simpler and reduced in number.
 - City Plan should include drawings in plan, cross section and three dimensions to demonstrate application of the rules and their intended outcomes. Avoid purely verbal articulation of rules.
 - Significant scope and easy opportunities for design discretion that transcends any rules wherever design can otherwise achieve greater overall amenity for owners and neighbourhood (established via peer review by a panel of independent Architects).

Christchurch Women's site development – key features

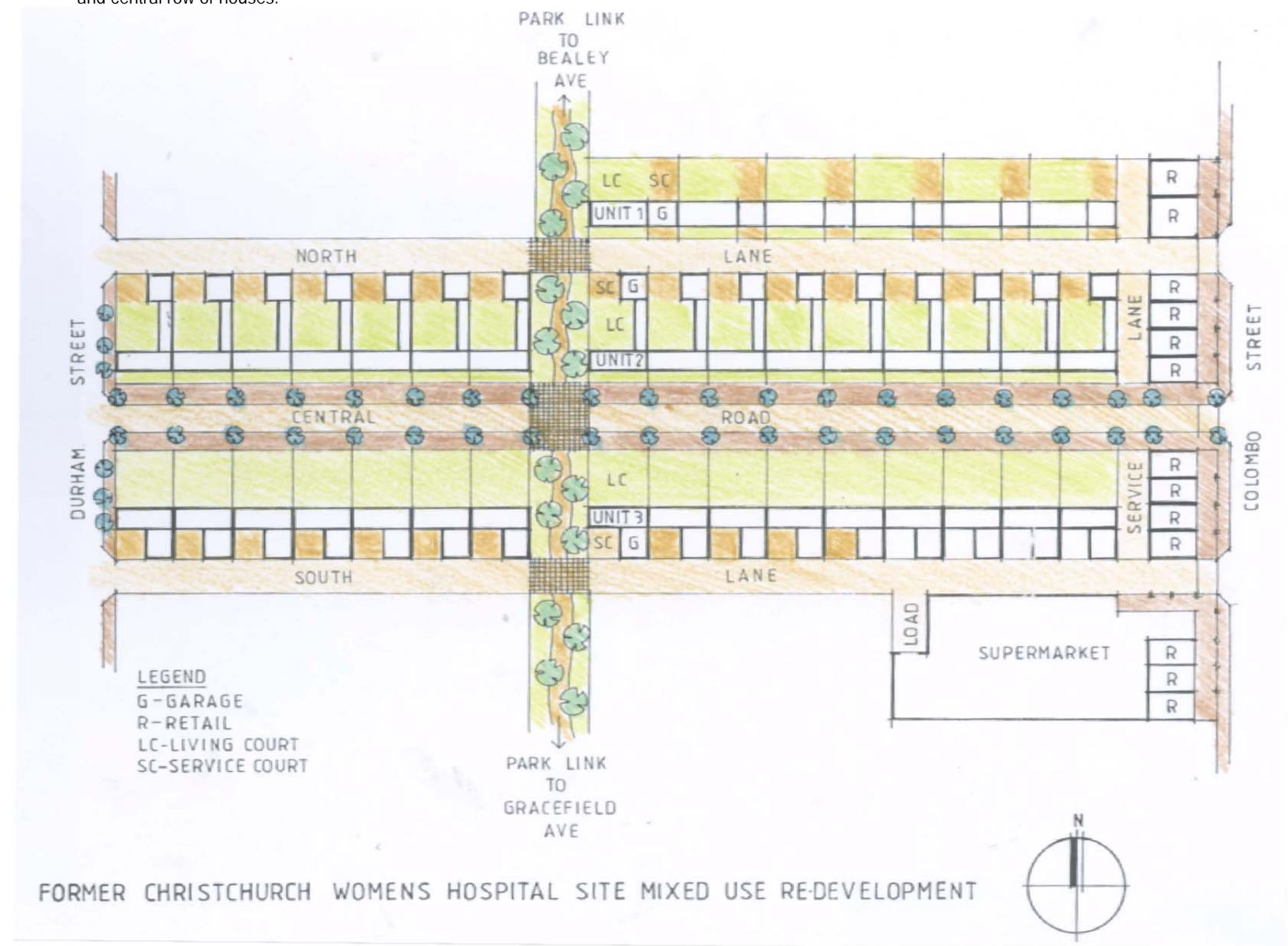
- The proposal for this site demonstrates a new model for provision of residential amenity within the central city - the use of separate lanes to provide vehicle access to garaging.
- Three vehicle access ways are proposed running east west between Durham St and Colombo St.
- The southern lane gives access to garages to the southern row of houses, and rear access to the Grace field Avenue properties could also be facilitated.
- The northern lane gives access to garages to the northern and central row of houses.

- The central road would be designed for slow traffic and provide some visitor parking. A single cobbled type paving material is envisaged to soften the boundary between footpath and road so that pedestrians and cyclists feel safe and welcome and the car is an invited guest.

- Trees would be an important element of the central road.

Southern Terrace Houses

- These sites are 23m long x 12m wide giving a site area of 276m²



- The site size is small but the terrace design proposed gives a northern living court of 12m x 12m = 144m². The usable space is much greater than current L4 planning requirements of 30m².
- The greater area of outdoor space mitigates some of the effects of greater living density and provides more privacy.
- Single or double garaging would be located on the boundary to the lane and adjoining site with the garage being accessed either parallel or at right angles to the lane.
- The area adjacent to the garaging provides space for visitor parking a boat, caravan or trailer as well as a service court for rubbish and washing line.
- The terrace houses are 12m long x 5m wide
- Living areas are proposed to the ground floor giving access to the northern living court.
- One to two bed rooms would be on first floor with a third or fourth bedroom on the second floor.
- The terraces having 1-4 bedrooms would allow for a variety of households and a stepped roof line which would break up the appearance of the terrace.
- The landscaping to the northern living court provides considerable amenity to the road and provides separation between public road and private living space within the terrace.



Central Terrace Houses

- These sites are also 23m long x 12m wide giving a site area of 276m²
- The site size is small but the terrace design proposed gives a northern living court of living court of 90-120m², depending on whether is a link between house and garage. The usable space provided is much greater than the L4 planning requirements of 30m².

- The greater area of outdoor space mitigates some of the



effects of greater living density and provides more privacy.

- Single or double garaging would be located on the boundary to the lane and adjoining site with the garage being accessed either parallel or at right angles to the lane.
- The area adjacent to the garaging provides space for visitor parking, a boat, caravan or trailer as well as a service court for rubbish and washing line.
- The terrace houses are 12m long x 5m wide
- Living areas are proposed to the ground floor giving access to the northern living court.
- One to two bed rooms would be on first floor with a third or fourth bedroom on the second floor.
- The terraces having 1-4 bedrooms would allow for a variety of households and a stepped roof line which would break up the appearance of the terrace.
- A garden room or covered link of single storey built on the boundary could join the garage with the house, creating a semi-courtyard house.
- The terrace would be setback 2m from the road and the space would be landscaped.

- Building elements such as windows, doors, porches and steps would provide a conversation and mediation between the house and the street.

Northern Terrace Houses

- The sites are also 18m long x 16m wide giving a site area of 288m²
- The site size is small but the terrace design proposed gives a northern living court of 96-108m² depending on width of units. The usable space is much greater than the L4 planning requirements of 30m².
- The greater area of outdoor space mitigates some of the effects of greater living density and provides more privacy.
- Single or double garaging would be located between adjoining terraces and would be accessed at right angles to the lane.
- The terrace houses are 18m long (incl. 6m garage) x 5-6m wide
- Living areas are proposed to the ground floor giving access to the northern living court.
- One to two bed rooms would be on first floor with a third or fourth bedroom on the second floor.
- The terraces having 1-4 bedrooms would allow for a variety of households and a stepped roof line which would break up the appearance of the terrace.
- The terrace would have a 2m setback from the lane and this space would be landscaped.

Retail and Supermarket

- The portion of the site previously used as a Wilsons parking lot is reallocated for construction of a supermarket.
- Retail development is proposed along Colombo Street using the Colonnade Model with retail on ground floor, with one to two floors of residential above.
- This supermarket and retail would provide significant amenity and utility to occupants of the proposed development and adjacent residential areas.



MANCHESTER STREET – EAST SIDE MIXED USE

Precinct East Side Mixed Use
Case Study Site Manchester Street between River and Worcester Street.
Proposed Use Mixed use: retail & commercial ground floors, residential upper floors

Without definitive data on the current condition of all the buildings associated with this precinct we have had to make assumptions, however knowing that many buildings in this area are of a type of construction that has not fared well during the recent earthquakes, we have produced conceptual esquisse images that assume a substantial replacement of the previous urban fabric will occur. These are the result of our first endeavours to understand the task set before us, as we all look to identify the best way to re-establish the CBD, and its surrounding sub urban areas. Such design exploration is a first necessary step in the on-going dialogue, by which we will all come to understand this mammoth task and grapple with the aspirations and wishes of the people of Christchurch.

The complexity and diversity and scale of the tasks ahead is indeed vast, and we have endeavoured here to list only a few of the key aspects and considerations that we feel are critical in regenerating amenity and success for this precinct.

River Connection

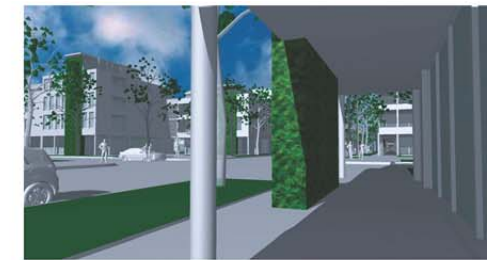
Manchester Street, Madras Street, Colombo Street etc., all run north-south and cross the River, and the urban fabric here needs to strongly address this context and once again re-associate itself with the River, thus taking its cues from the larger forces that affect our city.

North End

We suggest the buildings between Armagh Street and Cambridge Terrace are opened up at least at the ground floor level, and a constant series of connections are made to the River, allowing Armagh Street to benefit from its proximity to the River. An opening of the buildings in Armagh Street at the head of New Regent Street would see a strong visual and pedestrian link through to the river and back. Tram Lane could also be extended to provide another link from the Square / Worcester Street to river and to the Residential area north of the CBD.

South End

Moving south along Manchester Street, the buildings to the South East and West Corners can be stepped back away from the street to allow for small piazzas that can borrow from the adjoining road junction, facilitating pedestrian activity (coffee shops, busking etc) due to access to the sun for the majority of the day. We propose most buildings should be held to three, four, and five floors, with the city blocks broken up with the introduction of court yards set for access to the north for sun, and to allow for another layer of buildings behind those on the street front - providing visual relief to the street facades together with a sense of depth of activity for pedestrians on the street.





The River and sustainability

Since the establishment of the Waitaha people around 840 AD, this River has been the central focus for all transport, navigation, commercial trading and food gathering activities, and has been the ecological 'vein' nourishing this whole area. We need to re-establish this focus, strengthening the river as a green ecological corridor. Successfully doing so will allow the River to redefine our central city, providing us with necessary design drivers that will generate the iconic vibrant green garden city that we strive for.

A strong River will enhance:

- Sustainability – environmental, social and economic
- Ecology and biodiversity
- Formation of new urban typologies
- Navigation and one's ability to read the city,
- Climate.
- The people's relationship to and identification with this particular place
- Cultural practices and their relationship to the River.

The River has always been a driver in the City's urban make up, the contrasting relationship between our formal street grid and the active sinuous natural form of the river and its ecological corridor are iconic characteristics of Christchurch. The River needs to be given back its mana:

- Strengthen its scale; clearly in many cases building too close to the river has inherent problems – visual and structural.
- Widen this corridor so it can support a viable and diverse ecosystem.
- Consider storm water treatment at the source rather than dumping all directly into the river
- Provide for pedestrian and cycle ways to move about the city along this corridor.
- Link all the green corridors, to the River to stimulate biodiversity.

Once this is done:

- Strengthen the city street connections to the River.
- Create views between buildings to allow visual corridors and enable pedestrian and motorists orientation and navigation around the City,
- Use this dynamic to reinforce this iconic point of difference.
- Allow the city grid to be broken up as it meets the River; making the river far more accessible not only for leisure, but as a valid route for traversing the inner city.
- Ensure the green of this corridor feeds back in to the city streets, eroding their sterility and formality.





Built environment

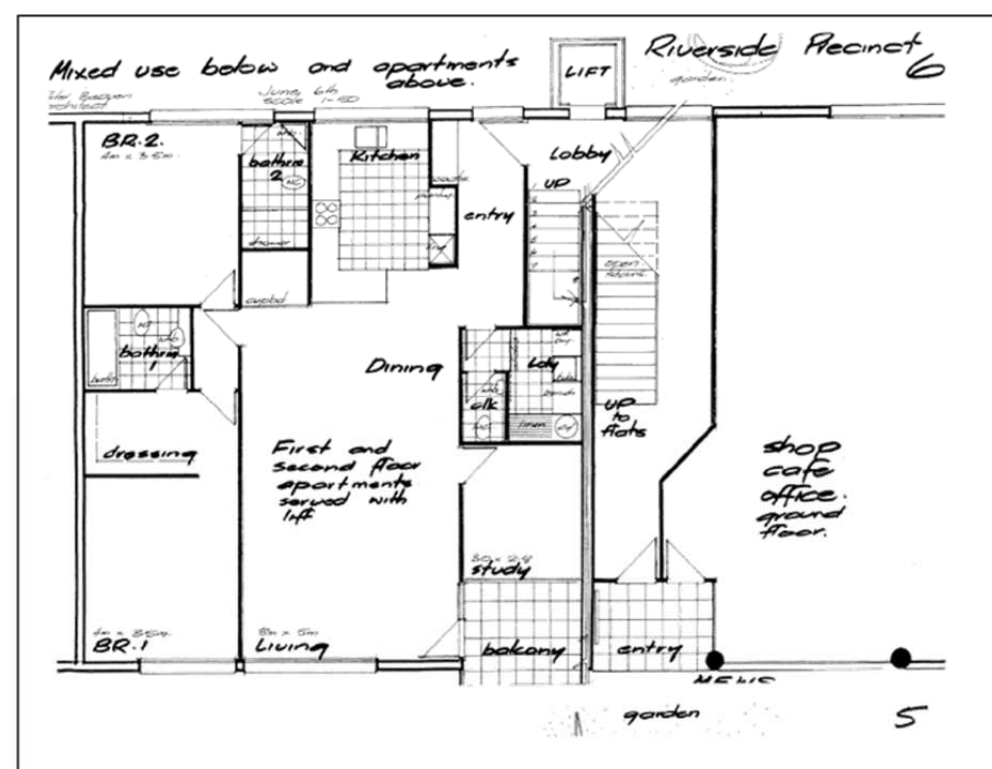
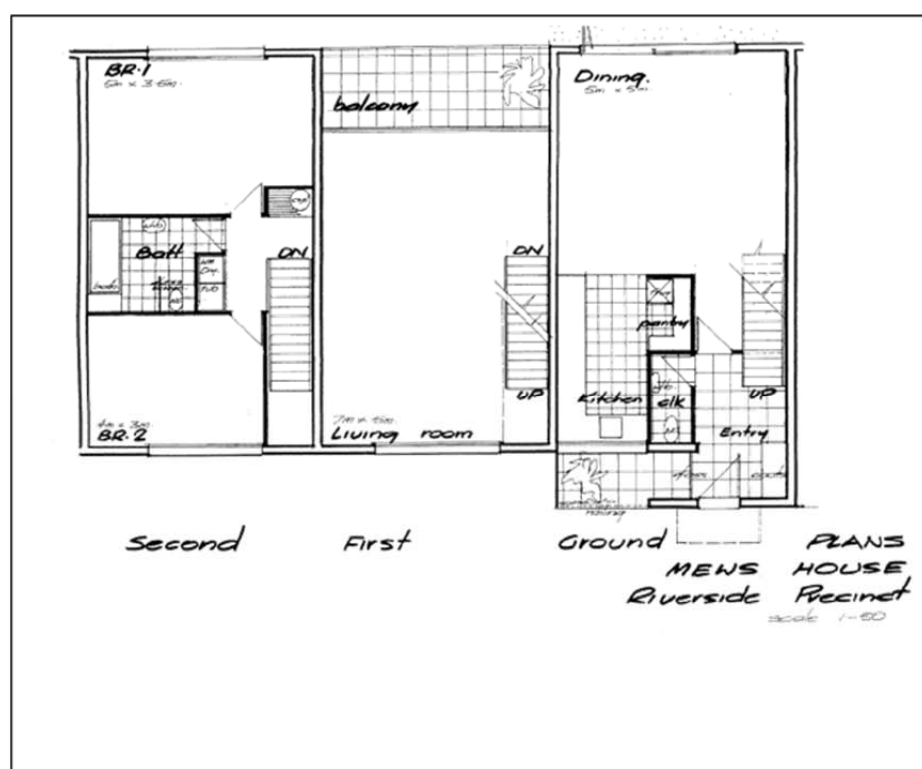
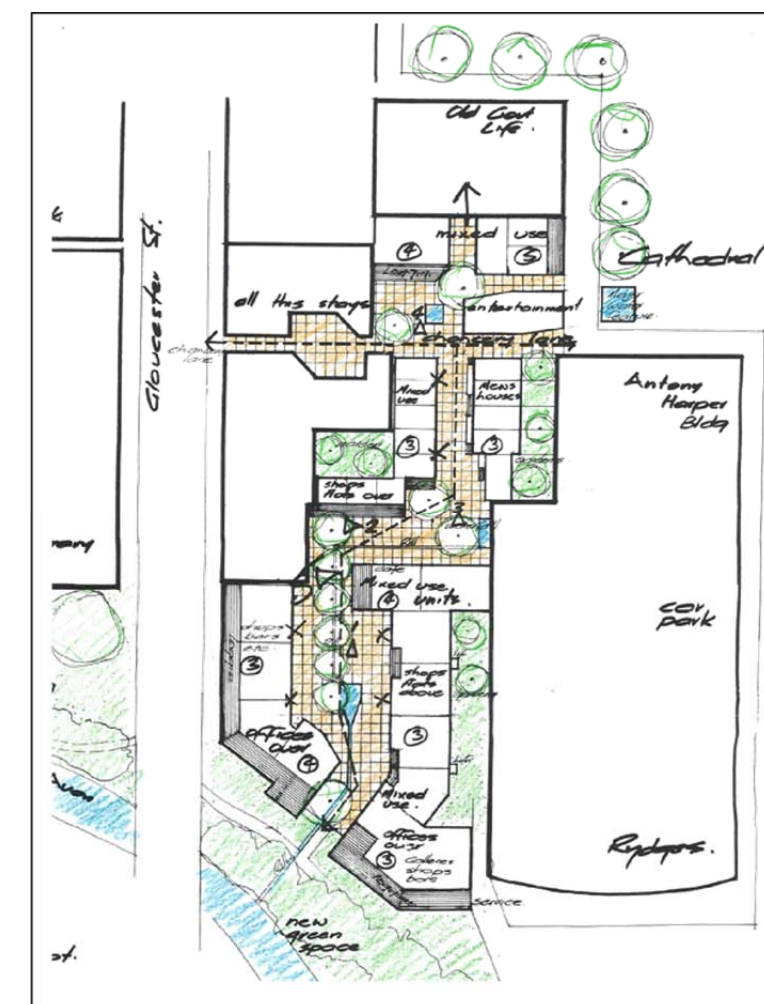
- Achieve reduced and consistent height in buildings and good urban space between buildings.
- Keep canopies to a minimum in favour of colonnades, or building forms that allow the structure to emerge from the pavement and provide shelter without visual clutter at street level.
- Implement current best practice in structural engineering - we need buildings that are safe, and that remain habitable after earthquakes, and that do not require demolition and rebuilding.
- Implement current sustainable building methods and technology, with respect to embodied energy and on-going energy use, water usage, thermal performance and material use.
- Address water usage and storm water runoff to retain quality of water. We Implement retention of water from the first flush for rainwater collection.
- Adopt a holistic rather than City Plan constrained approach to architecture and urban environments.
- Green walls and roofs.
- To compete with suburban malls etc., we suggest this precinct, and the CBD in general needs flexibility of use in it's buildings - with a planning structure that allows for a vibrant mix of retail, office, and even light manufacturing and residential activity to easily co-habit up through the various floors of any given building, and for this mix to change as required.
- With retail and commercial activity extending back in layers from street edge to far side of court yard at ground level, as well as potentially extending upwards by two or more stories, there is a need for visual transparency and carefully designed visibility of this activity to be expressed and maintained from street level – both horizontally and to a lesser extent vertically up to third floor level.
- Small squares as outdoor living rooms for the community, providing spaces that are more intimate, enclosed and quiet than city streets.
- Roofs can activate and utilise the third dimension of a building, and in this instance provide for wonderful sunny views over the Avon. Trees and planting on the roofs provide shade and also help integrate the building into the natural riverside environment. Roofs and green walls are used to harvest water.

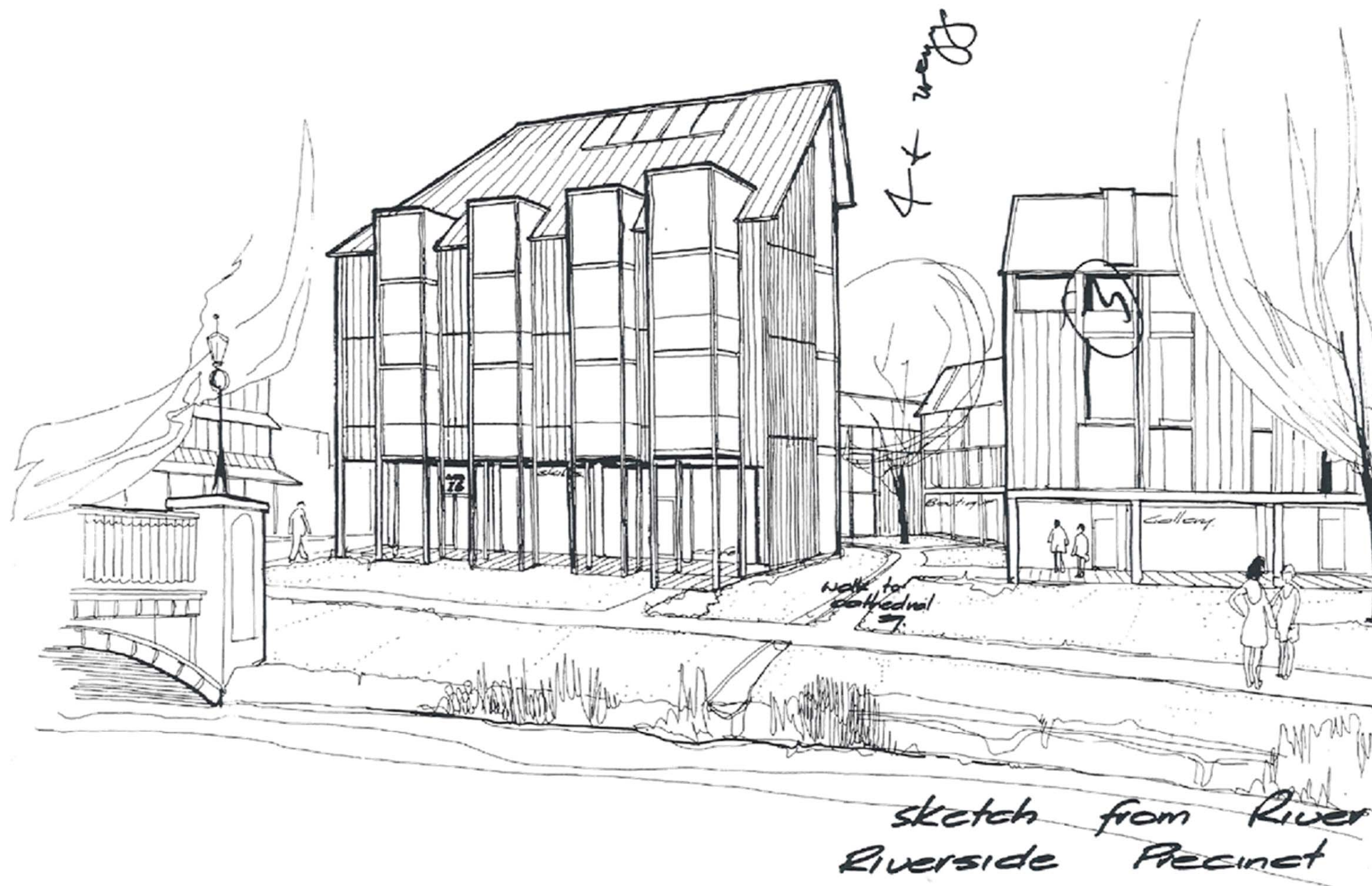


APPENDIX: ADDITIONAL WORKING SKETCHES & IDEAS

Riverside Precinct

sketch in the Mews.
 above apartments mixed use.
 below various retail offices below
 also Mews Houses

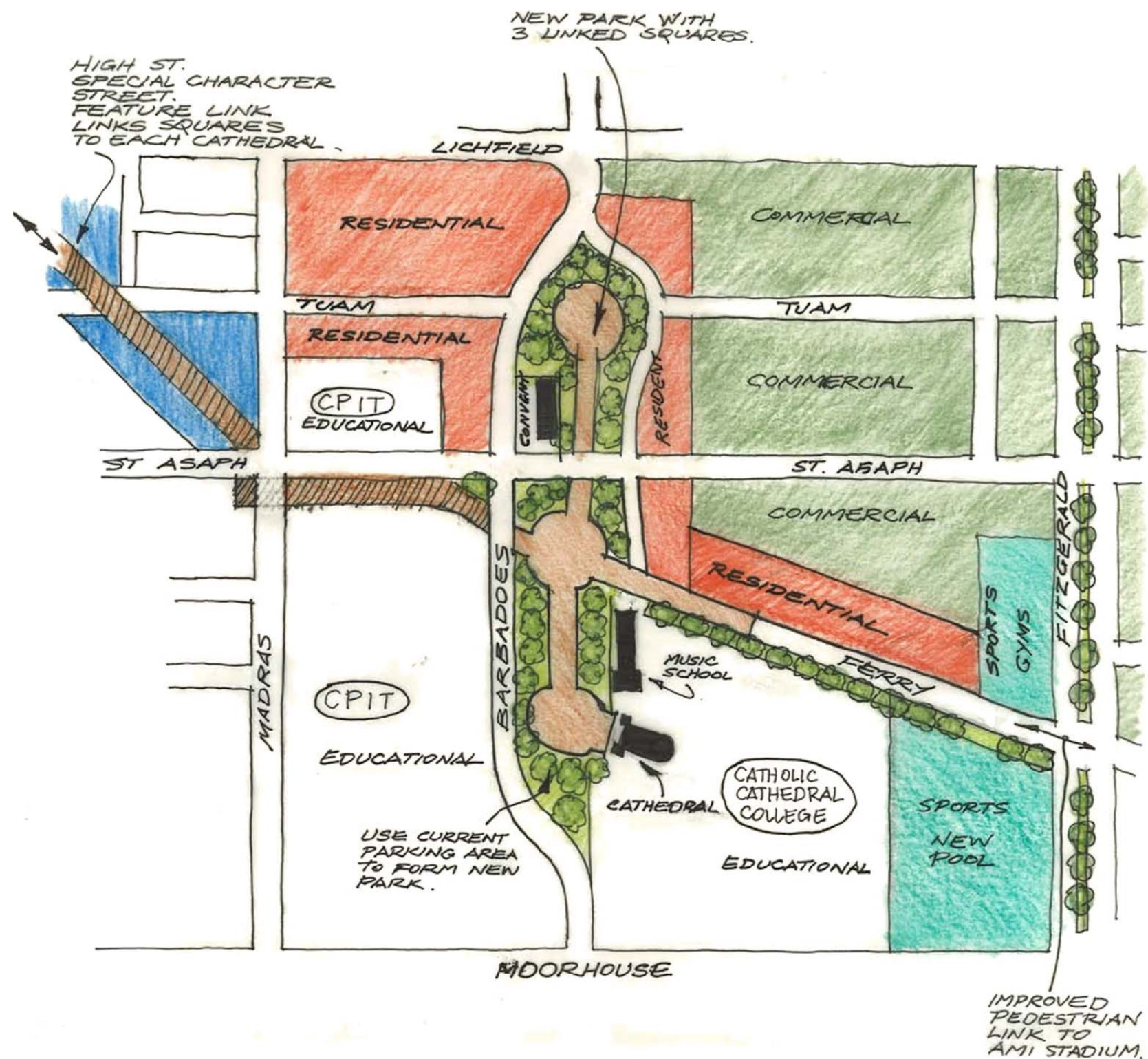




SOUTH EAST PRECINCT

This proposal gives the High Street feature route a positive end destination, linking squares between each cathedral, and allows for a further pedestrian link to continue on to the proposed sports precinct around AMI Stadium.

The park would facilitate the development of mixed use commercial and residential and improve the currently unpleasant walk to AMI stadium from the city centre for tourists & locals.

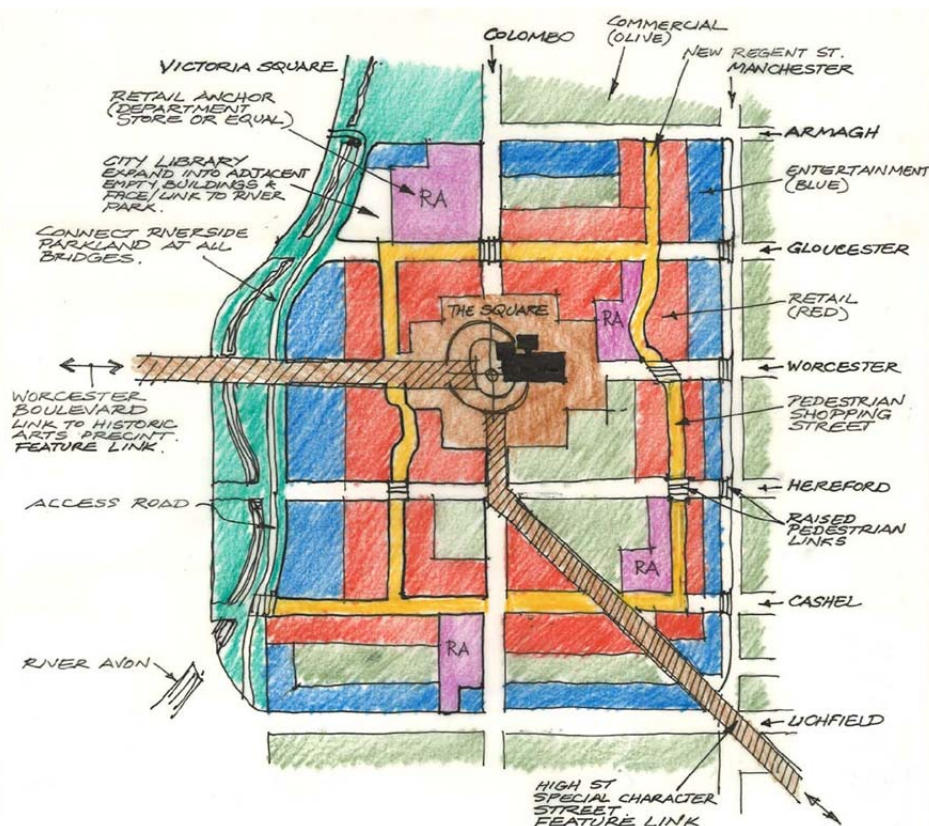


CENTRAL SHOPPING PRECINCT

An enhanced retail precinct around the Square, based on pedestrian routes - as seen in many older European cities.

While shopping in the central city should not replicate a mall there are some principles that could be adopted, such as use of major anchor stores to attract pedestrian numbers and smaller specialties that benefit from this, laid out on the walking routes between anchors.

We have a good basis for this already with the existing Ballantynes and Farmers stores, and potential opportunities exist in the old Press and Grand Chancellor sites



A good precedent exists in Amsterdam's main shopping street - the Kalverstraat (below)



This is a pedestrianized, narrow lane that runs parallel to and between two of main access roads. The centre image shows the narrow entrance into the street from the Dam,

This type of shopping street is common in many European cities and is a typology that we could emulate in Christchurch.

We could create these streets out of the north/south lanes and arcades between Cashel and Gloucester Streets, immediately east and west of the square, forming a rectangular circuit around the Square.

Queen Street in Brisbane has been converted into a similar pedestrian mall, and provides a pleasant setting for stages, cafes, seating, planters and trees.



Also in various places are lightweight roof structures, generally freestanding and glazed so light and heat still makes its mark on the pedestrian at street level, but providing intermittent shelter during inclement weather.

Such treatment could be appropriate in both the Cashel and Gloucester Street links under this scheme.



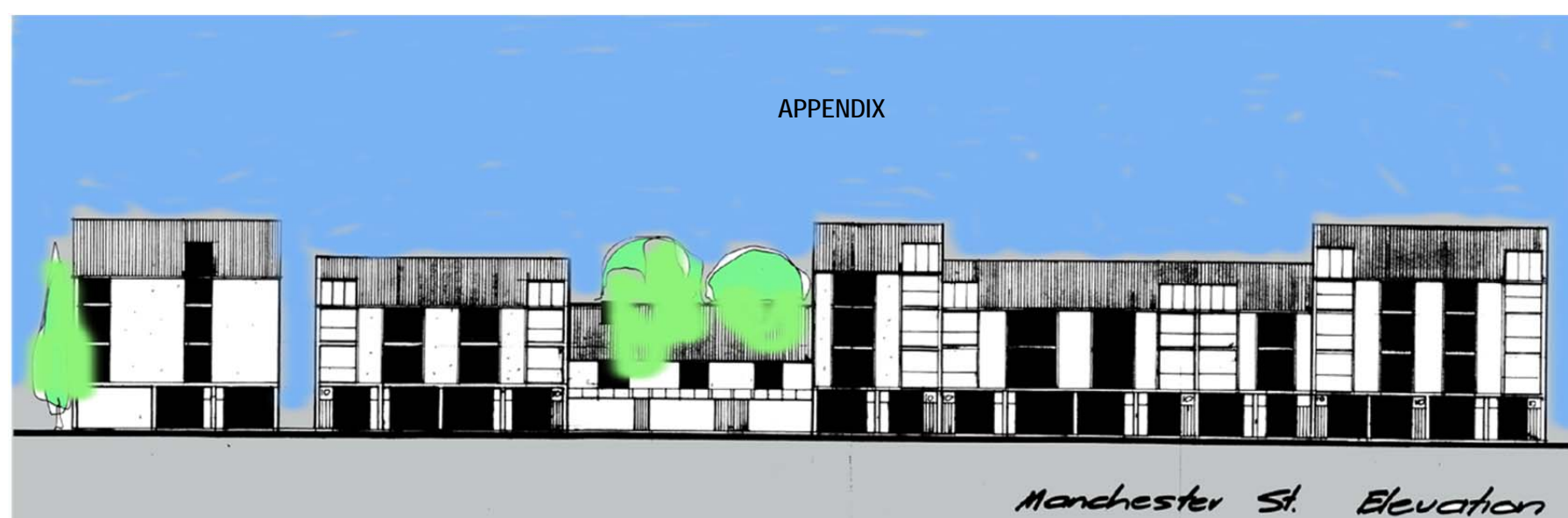
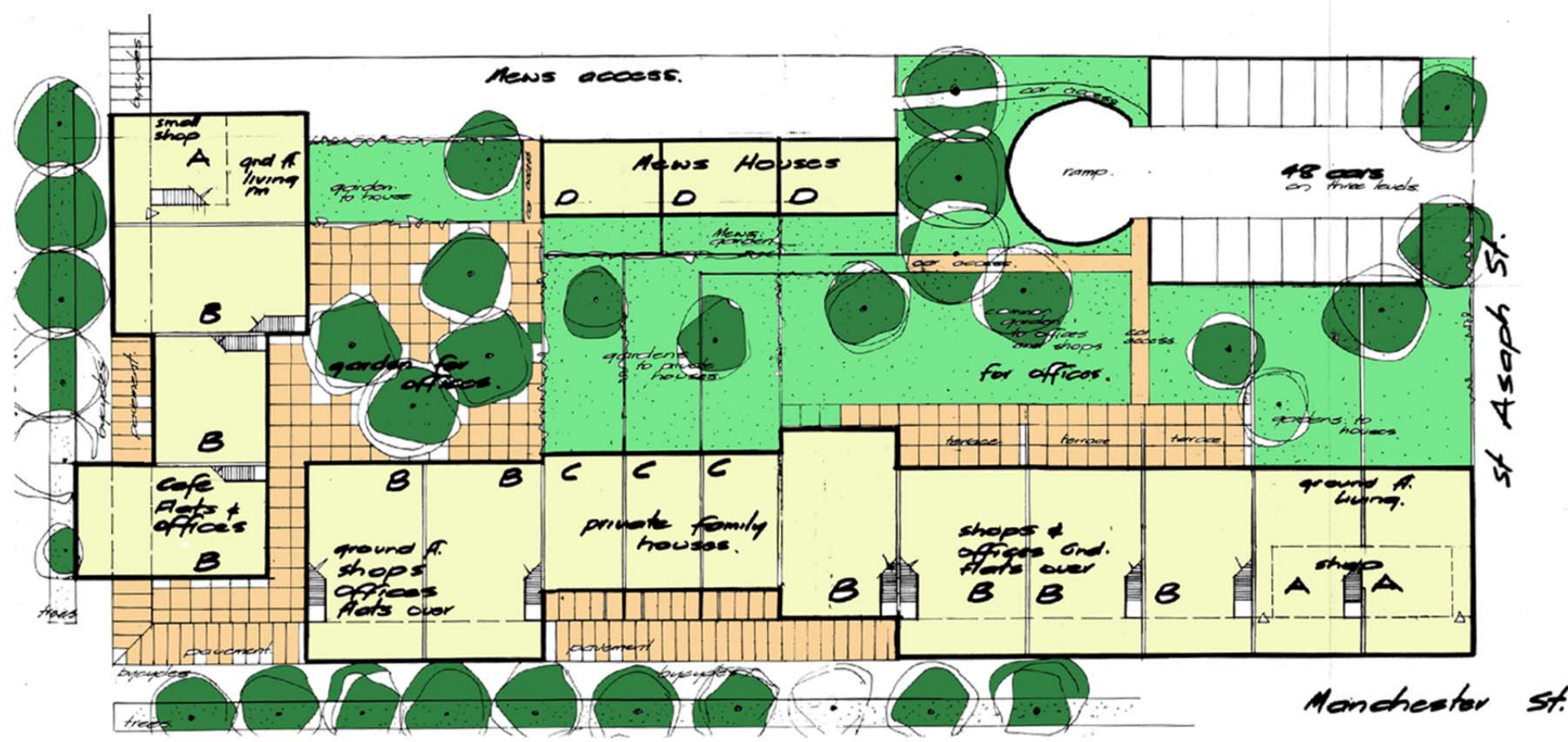
New cities such as Almere (The Netherlands) also give us useful precedents.

The image above right shows the pedestrian street crossing between two arcaded lanes, with use of decorative freestanding framework features to reinforce continuity of the lanes from one side to the other. This approach could be employed on the north/south sections of the proposed new precinct where pedestrians must cross Hereford, and Worcester Streets.

The image above left shows shops with apartments above in a roofed arcade. Rather sterile in its execution here unfortunately, but a workable configuration nonetheless.

ARTS AND LIVING QUARTER

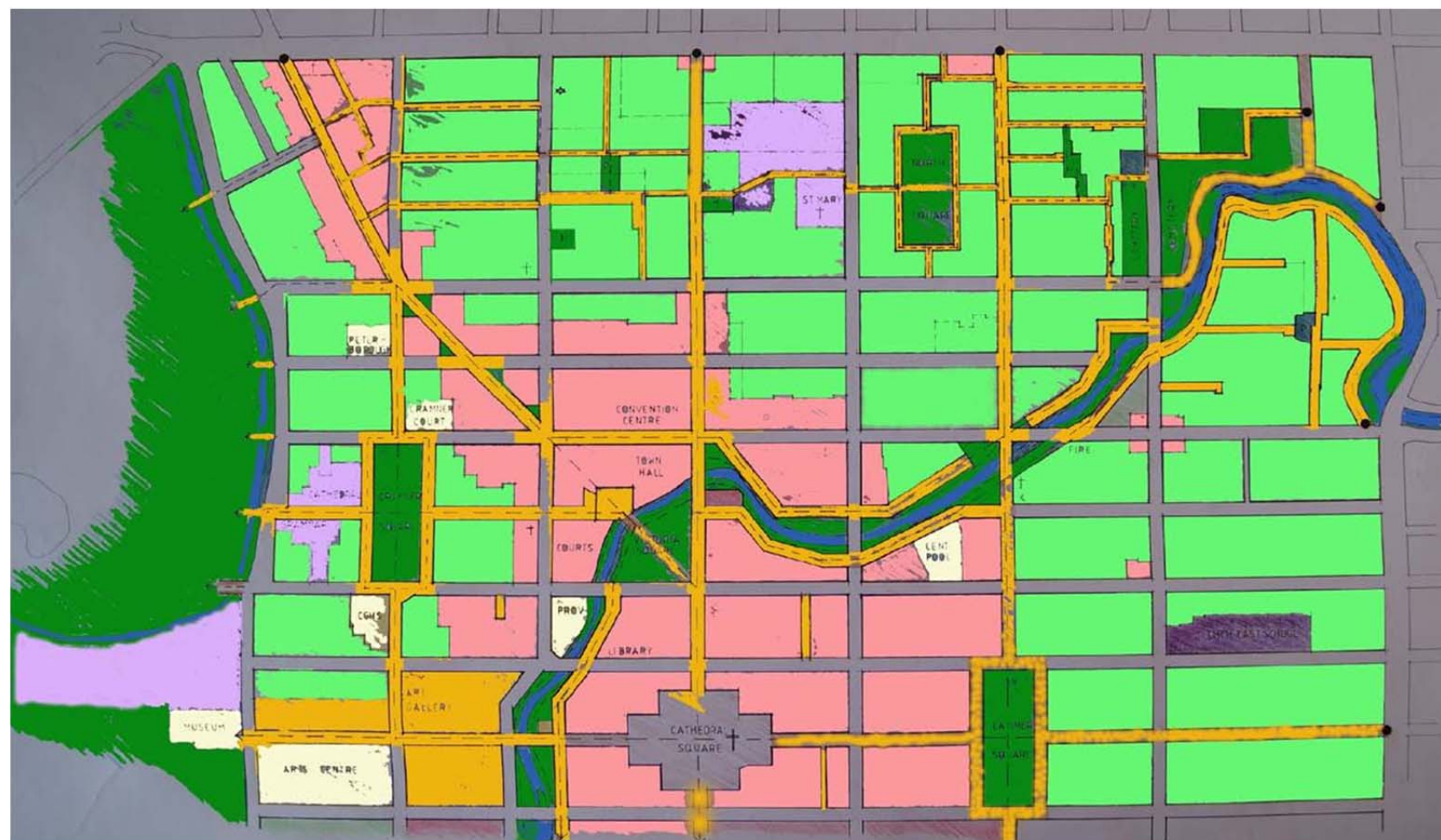
An alternative mixed use treatment for the old Para Rubber site



ENHANCED PEDESTRIAN LINKS

Study for enhancing pedestrian links in the central city and in particular through the northern residential areas within the "Four Avenues".
 Incorporates a proposal to reduce commercially zoned area, replacing it with a park surrounded by new housing.

Light green = residential
 dark green = parks
 orange – pedestrian routes
 pink = commercial



EAST SIDE MIXED USE

Study of the street hierarchy looking at alternatives to the uniformity of road & pavement finishes in most city streets.

This sketch shows a scenario that involves fewer cars, increased footpath widths, stronger built edge, more landscaping, and insertion of corner pocket parks at each intersection - a possible scenario for a future Manchester Street

