

BELFAST AREA PLAN - URBAN DESIGN STUDY



Urban Design

Context		
		

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for

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TABLE OF CONTENTS

PART ONE

Executive Summary	1
1.0 INTRODUCTION	3
2.0 POLICY AND GUIDANCE FRAMEWORK	4
2.1. National Guidance	4
2.2. Regional and City Policy and Guidance	5
3.0 FRAMEWORK PRINCIPLES FOR GROWTH AREAS	7
3.1. Movement Networks	7
3.2. The Green Network	7
3.3. The Blue Network	8
3.4. Residential Neighbourhoods	8
3.5. Community Facilities	9
3.6. Commercial/Industrial and Mixed Uses	9
3.7. Opportunities for Higher Density Housing	9
4.0 AREA CONTEXT AND DESCRIPTION	12
4.1. The Study Area	12
4.2. Development History	12
4.3. Housing	12
4.4. Parks, Open Spaces and Waterways	12
4.5. Community Facilities	13
4.6. Commercial Developments	13
4.7. Industry	13
4.8. Transportation	13
5.0 PROPOSALS AFFECTING THE STUDY AREA	14
6.0 URBAN DESIGN ISSUES	15
6.1. Community Identity	15
6.2. Integration of Old and New Belfast	15
6.3. Lack of Community Focus	15
6.4. Commercial Facilities	15
6.5. Main Roads	16
6.6. The Railway Corridor	16
6.7. Old Belfast	16
6.8. Industrial Activities	16
7.0 ADRESSING THE ISSUES	17
7.1. Community Identity	17
7.2. Integration of Old and New Belfast	18
7.3. Community Focus / Community Facilities	18
7.4. Commercial Facilities	19
7.5. Main Roads	20
7.6. The Railway Corridor	21
7.7. Old Belfast	21
7.8. Industrial Activity	21
8.0 FUTURE URBAN GROWTH	22
8.1. Defining the extent of urban growth	22
8.2. Integrating new development with the existing built up area	22
8.3. Creating appropriate edges and interfaces	22
8.4. Managing expansion in partially developed areas	24
8.5. Urban Growth Framework	24

8.6	Suggested land use zoning changes	25
9.0.Possible methods of achieving solutions		27
9.1.	Location and design of new development	27
9.2.	Christchurch City Plan Living G Zone	27
9.3.	Rezoning	27
9.4.	Statutory and Non-Statutory Structure Plans	27
9.5.	Chaney's Site Brief	28
9.6.	Neighbourhood Planning	28
9.7.	Non-conforming use fund	28
9.8.	Council land purchase and development of facilities	28
9.9.	Community Board funding	28
9.10.	Study of Northwood and Styx Mill	28
10. URBAN DESIGN GOALS		29
PART TWO – SUB-AREA STUDIES		31
1.	Belfast North East	32
2.	Belfast East Central	37
3.	North of Belfast	40
4.	North East of Belfast	43
5.	East of Belfast	46
6.	South East of Belfast	49
7.	Northwood/Styx Mill	52
8.	West of Belfast	56
9.	Belfast West Central	59
10.	Johns Road/Main North Road	62
11.	Belfast North West	65
MAPS		Before page
1.	Study Area Map 1. Study area boundary	12
2.	Study Area Map 2. Potential locations for community facilities	19
3.	Study Area Map 3. Suggested land uses	27
4.	Study Area Map 4. Sub-area boundaries	31
5.	Sub-area Map 1. Belfast North East	32
6.	Sub-area Map 2. Belfast East Central	37
7.	Sub-area Map 3. North of Belfast	40
8.	Sub-area Map 4. North East of Belfast	43
9.	Sub-area Map 5. East of Belfast	46
10.	Sub-area Map 6. South East of Belfast	49
11.	Sub-area Map 7a. Northwood East	52
12.	Sub-area Map 7b. Northwood/Styx Mill	53
13.	Sub-area Map 8. West of Belfast	56
14.	Sub-area Map 9. Belfast West Central	59
15.	Sub-area Map 10. North West of Belfast	62
16.	Sub-area Map 11. Belfast North West	65
TABLES		
	Table 1. Analysis of possible locations for community facilities	19
APPENDIX 1		
	Key to Sub-area maps	67

EXECUTIVE SUMMARY

The Belfast area is undergoing and will continue to undergo significant change. There have been recent large scale residential and retail developments to the south of the township and a new arterial road is planned to the east of Belfast. Both the Christchurch City Plan and the draft Greater Christchurch Urban Development Strategy have earmarked Belfast for future urban growth.

Belfast has many of the characteristics of a small town and is recognized as a place separate from Christchurch with a strong community spirit. Care needs to be taken to ensure that this sense of identity is not lost. The area is steeped in history and more could be done to celebrate and enhance this aspect. There is an important physical 'green' gap between Belfast and Redwood which must be maintained. The northern gateway to Belfast and the city needs to be strengthened.

As the settlement expands, particular attention needs to be paid to the interface between urban and rural uses and measures taken to ensure that the current feel of being close to open space is maintained.

There is a lack of a community focus and separate nodes have developed around Richill Street/Main North Road, Sheldon Park and the Belfast Supa-Centa. It is not possible to combine these nodes into one community focus but there is the opportunity to expand and strengthen any of them and/or create a new focal point to the north of Johns Road or to the east and south of Main North Road, north of Factory Road.

Older parts of Belfast are suffering from environmental degradation due to older housing stock and infrastructure and the conflict between industrial and residential land uses. New development must be used positively to bring about the rejuvenation of the older area. In particular it is recommended that land north of Factory Road and west of the railway line be zoned for residential and community uses.

A tension has arisen between 'old' and 'new' Belfast. New development provides

the potential to reunite the community through the strengthening of north Belfast. Additional and more varied housing and more and improved community and service facilities in and around older Belfast would help redress the balance.

There is a considerable amount of underutilised industrial land which is likely to become increasingly in demand. Expansion and upgrading (in terms of infrastructure and improved amenity and layout) of the industrial area to the east of the railway line and around Chaney's is necessary.

New population will bring increased demand for retail facilities. It may be possible to 'reinstate the mainstreet' between Sheldon Park and Factory Road to provide an expanded local centre. Local centres might be possible in new development areas, if they are in a high profile location. Expansion of the Supa Centa could take place adjacent to the current site.

New urban development will be located in areas where there are fragmented land ownership patterns and substantial existing properties. Mechanisms will need to be put in place at the outset in order to achieve co-ordinated and sensitive expansion in these areas.

The framework for development in new growth areas (including movement networks, green and blue networks and community focal points) will need to be established and formalised at the outset in order to ensure high quality sustainable urban form, that is well integrated with the existing settlement.

The railway line segregates land on either side of it. As it is impossible to provide free passage across it, it must realistically be considered as a dividing line. The Northern Arterial will similarly create a linear barrier. This signals that it is perhaps better to utilise the whole of the land between the railway line and the northern arterial for industrial use.

The proposed Northern Arterial and Belfast Western Bypass will be major structures in the landscape. Provisions must be put in place to ensure that they are harmoniously accommodated within the landscape and sensitively interface

with adjacent uses. They also provide the opportunity for linear parks and cycleways.

Recommended changes in land use, from an urban design perspective, are detailed on Map 2.

Urban design goals are identified in Section 10, Part One of this report. It will be important that any changes to City Plan zoning, which arise as a result of the preparation of this area plan, include mechanisms such as structure plans and the necessary changes to rules and assessment matters in order to achieve these goals.

Provision needs to be made through the LTCCP for funding strategic land purchase, community infrastructure and technical expertise in order to successfully implement the Belfast Area Plan.

1.0 INTRODUCTION



The Belfast area is undergoing and will continue to undergo significant change. There have been recent large scale residential and retail developments to the south of the township and a new arterial road is planned to the east of Belfast. Both the Christchurch City Plan and the draft Greater Christchurch Urban Development Strategy have earmarked Belfast for future urban growth.

A need to assess the opportunities and constraints for such rapid land use change within the Belfast Area has therefore been identified. Such an assessment needs to identify the strategic issues that are likely to arise in the area and provide for development that meets the aspirations of the local community. There is also a need to identify and protect key resources and attributes of the area that will help define and shape the environment over the next 30 years. To this end an Area Development Plan is being prepared, it will provide a broad level, strategic planning tool for the Council and the local community to define and make decisions on the shape and context of development within Belfast. It involves a multidisciplinary approach drawing information from many areas, including policy, demographics, economics, urban design and heritage, parks and open space, transport, essential infrastructure, and community development.

This urban design report has been prepared as one component part in the preparation of the Belfast Area Development Plan. A preliminary urban design technical report was prepared by Josie Schroder, Urban Designer, Christchurch City Council in June 2003.

This report expands and develops the material contained in that earlier report. The main objective of this study is to assess and identify a framework to promote good urban design outcomes for the existing Belfast settlement and make recommendations for potential opportunities for urban design improvements and the future development form for new growth areas.

In particular to:

- Identify opportunities and constraints for the future expansion of Belfast including preliminary ideas/concepts/networks.
- Identify interface issues between existing and new development areas, and between rural and urban land uses.
- Identify appropriate development form and densities.
- Identify appropriate linkages between movement, reserve and blue networks and landuse.
- Identify overall concepts /themes for the area.
- Identify opportunities for linkages and movement between existing and new areas.

This report is divided into two parts. Part One describes the policy and best practice framework, discusses the components of a growth framework for new development areas, describes the study area, identifies and assesses the main urban design issues for Belfast, outlines possible methods of achieving solutions and identifies urban design goals for the Area Development Plan. Part Two looks in greater detail at each part of the study area in order to give detailed consideration to urban design and local planning issues and explore the feasibility of implementing ideals.

2.0. POLICY AND GUIDANCE FRAMEWORK FOR URBAN DESIGN

Urban design is concerned with the design and layout of new developments and changes to the existing urban environment. It looks carefully at the detailed planning and design of places, buildings and spaces to ensure that everything comes together in a way that is sustainable and provides an environment which meets people's needs and expectations, both now and in the future.

2.1. National Guidance

Until recently the practice of urban design has not been widely recognised in New Zealand. Increasing urbanisation and intensification of urban development throughout the country has led to a recognition of the need to pay greater attention to the quality of our urban, as well as our rural, environment. Five years ago, the Ministry for the Environment embarked upon a major programme, designed to ensure that good urban design became a mainstream activity throughout the country.

2.1.1. Ministry for the Environment, People+Places+Spaces, March 2002

This document is a design guide for urban development. It provides a broad overview of processes and principles appropriate to the New Zealand context. Five generic urban design principles are identified: consolidation and dispersal; integration and connectivity; diversity and adaptability; legibility and identity and ecological responsiveness. These design principles are applied at different scales of development, from sub-regional structuring to building design. The sub-regional project level (p38) and development framework level (p41) are the most applicable to the Belfast Area Development Plan.

2.1.2. Ministry for the Environment, Urban Design Protocol, March 2005

The Protocol is a key part of the Government's Sustainable Development Programme of Action and is a voluntary commitment to specific urban design initiatives. The purpose of the protocol is 'to signal the Government's commitment to quality urban design, to start debate and

raise awareness of urban design across the country, to improve the exchange of learning and information, and to initiate a programme of action to result in quality urban design'.

The Protocol identifies seven essential design qualities (the seven 'C's'):

- Context: Seeing that buildings, places and spaces are part of the whole town or city
- Character: Reflecting and enhancing the distinctive character, heritage and identity of our urban environment
- Choice: Ensuring diversity and choice for people
- Connections: Enhancing how different networks link together for people
- Creativity: Encouraging innovative and imaginative solutions
- Custodianship: Ensuring design is environmentally sustainable, safe and healthy
- Collaboration: Communicating and sharing knowledge across sectors, professions and with communities.

The protocol itself is a general document which serves to raise awareness and legitimize the strive for good urban design. The seven 'C's' provide a checklist and are useful for monitoring purposes. A number of documents have been prepared to support the Protocol. The following three are the most relevant to this study.

2.1.3. Ministry for the Environment, Urban Design Case Studies, March 2005

Shows practical examples of successful urban design projects in New Zealand.

2.1.4. Ministry for the Environment, The Value of Urban Design, June 2005

Examines the economic, social, cultural and environmental value added by urban design.

2.1.5. Ministry for the Environment, Urban Design Toolkit, February 2006

This is a web based resource which identifies and describes a range of tools or techniques for urban design projects. It covers research, community participation, awareness raising, planning and design and implementation tools.

2.1.6. Ministry of Justice, National Guidelines for Crime Prevention through Environmental Design in New Zealand, November 2005

This guide outlines how urban planning, design and place management can reduce the likelihood of crime and deliver numerous social and economic benefits in the long-term. The guideline is in two parts, Part One, outlines seven qualities for well designed, safer places, Part Two outlines some of the ways in which Local Authorities can implement Crime Prevention Through Environmental Design (CPTED).

2.2. Regional and City Policy and Guidance

2.2.1. Canterbury Regional Council (Ecan) The Regional Policy Statement, 1998

Policies 1 and 5 of Chapter 12 (Settlement and Built Environment) of the Regional Policy Statement are of particular relevance to urban design. Policy 1 seeks settlement and transport patterns which make effective and efficient use of resources. Policy 5 seeks to maintain the contrast between the higher intensity of development and use in built-up areas and the lower density of settlement characteristics of rural areas.

The Draft Greater Christchurch Urban Development Strategy (see below) seeks a change to the Regional Policy Statement which would serve, among other objectives, to strengthen the urban design framework of the region.

2.2.2. Christchurch City Council, The Christchurch City Plan, 1995

The Christchurch City Plan sets out the objectives and policies for urban development and urban renewal. Of particular relevance to this study are Section 4: City Identity; Section 6: Urban Growth; Section 9: Community Facilities and Identity and Section 11: Living. The City Plan was developed at a time when urban design in New Zealand was in its infancy and although the objectives and policies of the plan embody sound urban design principles, there are weaknesses in the ability of the plan to deliver good urban design. Changes to the City Plan, required as a result of this area plan process, will offer some opportunity for improvement. A

new zone Living 1 G, has recently been introduced as a result of an Environment Court decision. The provisions of this zone provide a basis on which to deliver better quality urban design in new growth areas.

2.2.3. Neighbourhood Plans, 1987 - 2001

The Christchurch City Council has been pursuing urban renewal policies for many years and urban renewal has been embodied in the Christchurch City Plan. Objective 11.6 and supporting policies relate to neighbourhood planning. Neighbourhood Improvement Plans were introduced in the late 80's to focus attention in specific areas of decline. The purpose of Neighbourhood Plans is to help retain and enhance the physical and social character of neighbourhoods. Council expenditure on traffic calming, street tree planting, creation of small parks, opening up and enhancing of waterways, landscaping, artworks etc. is intended to act as a catalyst for upgrading private property and fostering community initiatives. In recent years the value of preparing Neighbourhood Plans has been challenged due to the fact that it is impossible for the Council to honour all of the proposals set out in the plans. Funding has been withdrawn for undergrounding overhead wires in local streets.

2.2.4. Christchurch Active Living Strategy, 2003

This strategy was developed by a Steering Group drawn from Christchurch City Council, Environment Canterbury, and community and health sector organizations. The aim of the strategy is to enable Christchurch people to enjoy regular physical activity as part of their everyday lives. One of the key objectives is to create activity friendly physical environments.

2.2.5. Canterbury Safety Working Party, Safer Canterbury, Creating Safer Communities, 2004

The Christchurch Safer Community Council developed a CPTED guide in the early 1990's in conjunction with the City Council, which has provided guidance to planners and designers over the years. This guide is an updated version which provides best practice advice for residential neighbourhoods, parks and waterways and streets and car parks.

2.2.6. Christchurch City Council, Long Term Council Community Plan (LTCCP)

The LTCCP sets out the outcomes that the people of Christchurch wish to see for their community. The Community Outcomes for Christchurch to 2012 include: a safe city; a city of inclusive and diverse communities and an attractive and well designed city. The plan is also the vehicle for the broad allocation of Council resources.

2.2.6. The Draft Greater Christchurch Urban Development Strategy, November 2006

The purpose of the Greater Christchurch Urban Development Strategy (UDS) is to provide a direction and planning framework for the greater Christchurch area over the next 35 years. The strategy seeks to define clear boundaries between urban and rural areas and develop existing urban areas in a more intensified form. Belfast is proposed as the northern gateway into Christchurch and a community services focal point. Residential intensification and new employment areas in north Christchurch are centred around Belfast.

2.2.7. Christchurch City Council, Draft code of practice for land and development

The draft code of practice for land and development being prepared by the Christchurch City Council currently includes a Chapter relating to urban design. The code sets out the Council's requirements for assets that will be held in public ownership such as roads, reserves and community facilities. Its role in implementing good urban design cannot be underestimated.

3.0. FRAMEWORK PRINCIPLES FOR GROWTH AREAS

It is important that new growth areas are planned and executed to integrate with existing urban form and activities, recognise and build on landscape context and character, and become new sustainable places where communities develop. The following components combine to create a framework for growth.

3.1. Movement networks – roads, cycleways and pedestrian paths

The layout of urban areas should be designed to minimise vehicle travel distances, maximise the opportunity for walking and cycling and support bus services. This means well connected movement networks with direct and easy access to and through new developments.

A connected network of roads, as opposed to a series of unconnected culs-de-sac, increases accessibility for residents, allows for safer and more efficient movement of traffic, and enables more efficient infrastructure provision. However, it can be difficult to create a network which can be constantly extended, particularly where there are a series of small developments. For various reasons, developers are often reluctant to link up to adjacent subdivisions. Therefore it will be important for provisions to be put in place to ensure that a well connected roading pattern eventuates.



Residents will want to, and should be encouraged to, walk and cycle rather than use private motorised transport. Provision therefore needs to be made for practical linkages from residential areas to

reserves, shops and other community facilities and bus stops. Residents of new subdivisions should be able to connect to longer distance cycleways.

Road layouts should be designed to support bus services, for example, there should be spine or loop roads. Connecting roads and footpaths and potential locations of bus stops will need to be considered to ensure that all users will be within 400m walking distance of a stop.

3.2. The green network

Open green space is an important element of the urban environment. It provides visual contrast with built form, a sense of spaciousness, contact with nature, opportunity for exercise and social contact. It plays a valuable role in structuring and adding character to, residential neighbourhoods and also in the establishment of ecological corridors. Open space must be appropriate to the needs of residents, accessible and safe. It will be necessary to create and continue green corridors and linkages and establish whether there is a need for playing fields, expansion of adjacent reserves or creation of new reserves and small amenity areas.

Parks and open spaces must be integrated in such a way as to maximise their potential use. This includes maximising road frontage, ensuring views into and from the park, creating easy and obvious access to the park, siting parks and open spaces in strategic locations and a sympathetic interface between the park and adjacent land uses and activities. Parks and open spaces can provide a focal point for new development and unify new and existing places. Extending existing parks or restructuring them may result in a better open space layout in some cases.

Existing trees and vegetation should be retained wherever possible as they can provide the foundation for an attractive place. In residential areas, mature trees are best located in public spaces.

Particular attention will need to be given to the landscape treatment of the edges of new land development, especially where they interface with rural areas or limited access roads.

3.3. The blue network

The blue network, comprising waterways and waterbodies, combines with the movement network and green network to structure urban form. Taking advantage of existing watercourses and opening up and naturalising drains can add significantly to the amenity and ecology of an area. For example natural springs may be enhanced to form an ornamental lake in a new reserve, as has occurred at Waterford Reserve, Northwood.

Opportunities should be taken to introduce or continue naturalised watercourses through sites or alongside roads.

The use of existing drainage patterns, such as creeks and streams and water disposal through the use of retention basin and swales, can reduce the need for piping, minimise silt runoff and moderate stormwater peaks. These systems are considered more resource efficient in the long-term and offer solutions that have multiple benefits.

Waterways can act as a barrier to movement unless frequent bridges are created. They can also create awkward shaped parcels of land, which can be difficult to develop efficiently. Care must be taken to avoid the formation of unattractive retention basins, unusable for recreational purposes.

3.4 Residential neighbourhoods

New neighbourhoods need to be established which are sustainable, feel safe and secure, have a sense of place, and encourage new communities to develop.

There is widespread acknowledgement that sustainable settlement forms should be based on walkable, mixed use neighbourhoods with interconnected street and pedestrian movement patterns, where daily needs are within walking distance of most residents (see for example: Land Transport Safety Authority 2005). A five to ten minute walking distance of 400 – 800 metres is usually taken as a measure of the accessibility, on foot, of facilities.

The theoretically most efficient neighbourhood settlement form has community facilities in the centre surrounded by concentric rings of

residential development of decreasing density within 800m. This form is efficient because it has the maximum number of houses within walking distance of the centre and provides a central focal point for the community.

People wish to live in environments where they feel safe and secure. Residents and visitors should be able to move around their neighbourhood without fear of attack. Subdivisions, and particularly the public spaces within them, can be carefully designed and managed so that both the fear of crime and the actual incidence of crime is reduced. Casual surveillance of public and semi-public space is one of the most effective means of deterring wrongdoers. Achieving casual surveillance requires attention both to the subdivision layout and to the elements of the residential environment such as fences, planting and the relationship of houses and windows to the streets and reserves.

In order for a sense of place to develop new development must contain elements which distinguish it as a particular place. These include a connection with the past, distinctive characteristics (such as consistent building form or vegetation, landmarks, geographical features) clearly defined boundaries, a sense of arrival and departure and a clearly defined centre or focal point.

A sense of community is derived from many intangibles but may include: a feeling of familiarity and belonging, a sense of pride in being a member of the community and participation in community activities. The location, design and composition of residential development can help to maintain and develop community spirit in new growth areas. A community spirit is more likely to exist where there is an integrated mix of homes of different types and tenures to support a range of household sizes, ages and incomes and there are places for people to meet both informally and formally.

New subdivisions may be considered as add-ons to existing built-up areas or they may be viewed as separate entities. In the case of larger developments, such as Northwood, the tendency is to create a self-contained community and this may need to be acknowledged.

3.5. Community Facilities

Equitable access to community facilities is integral to good urban design practice as they provide opportunity for community interaction and increase the range of choices available to people. Community facilities will only remain viable when there are sufficient numbers of users. New development must create, retain or increase the ability of people to access community facilities. This should be through both physical and visual connections. Good pedestrian, cycling and public transport links as well as road access will be essential. Locations in the centre of catchment areas and buildings with obvious and welcoming entrances, which are clearly visible from roads and other public places, will be required.

New developments should be located in such a way that the profile and accessibility of existing community facilities is retained or enhanced.

Public artworks should be considered at the outset of the design process whether it be to integrate the artwork into the structure of a building; develop the design to incorporate artworks in the design of structures such as streetlights and rubbish bins or to; identify a location for a future artwork.

Streetlights, road signs, seats and other street or park furniture, bridge abutments, underpasses and overbridges, utility boxes and poles all play their part in creating the character and success of the outdoor environment. Advantage can be taken of some structures to introduce or emphasise a local sense of identity.

3.6. Commercial/Industrial and Mixed Uses

A mix of uses in an area, reduces the need to travel, enlivens streets and public places for longer periods, creates variety in building form and street scenes and can lead to more efficient use of parking space. The uses most compatible with residential uses are retail, service, office, educational, places of worship, leisure and recreational and community facilities.

It can be difficult for commercial facilities to establish in new residential areas. They may only be viable when they are used by those outside the area. Commercial facilities stand a greater chance of survival if they are in a high profile location, i.e. alongside a main road. However, main roads through the centre of communities can be disruptive and dangerous. This

dictates an alternative semi-circular theoretical optimum settlement form with the centre alongside a main road. New development is more likely to strengthen existing commercial facilities than create new nodes. Additional population will increase the viability of existing commercial concerns and may lead to the expansion of such areas.

If public facilities such as schools, community centres or libraries are required in new growth areas, absolute advantage must be taken of them to add structure and focal points to new and existing communities.

Industrial uses are not generally compatible with residential uses, however small scale light industries and workshops may successfully co-exist with residential neighbours. There has been some success in providing residential units above industrial premises in Christchurch.



Higher density housing for the over 50's at Northwood

3.7. Opportunities for higher density housing in new development areas

Residential density plays a large part in determining the form, character and efficiency of a settlement¹. Higher density housing is more efficient in terms of land take and infrastructure costs. It enables people and facilities to be located closer together thus making more places accessible on foot. It generates more activity on the street, increasing the vitality

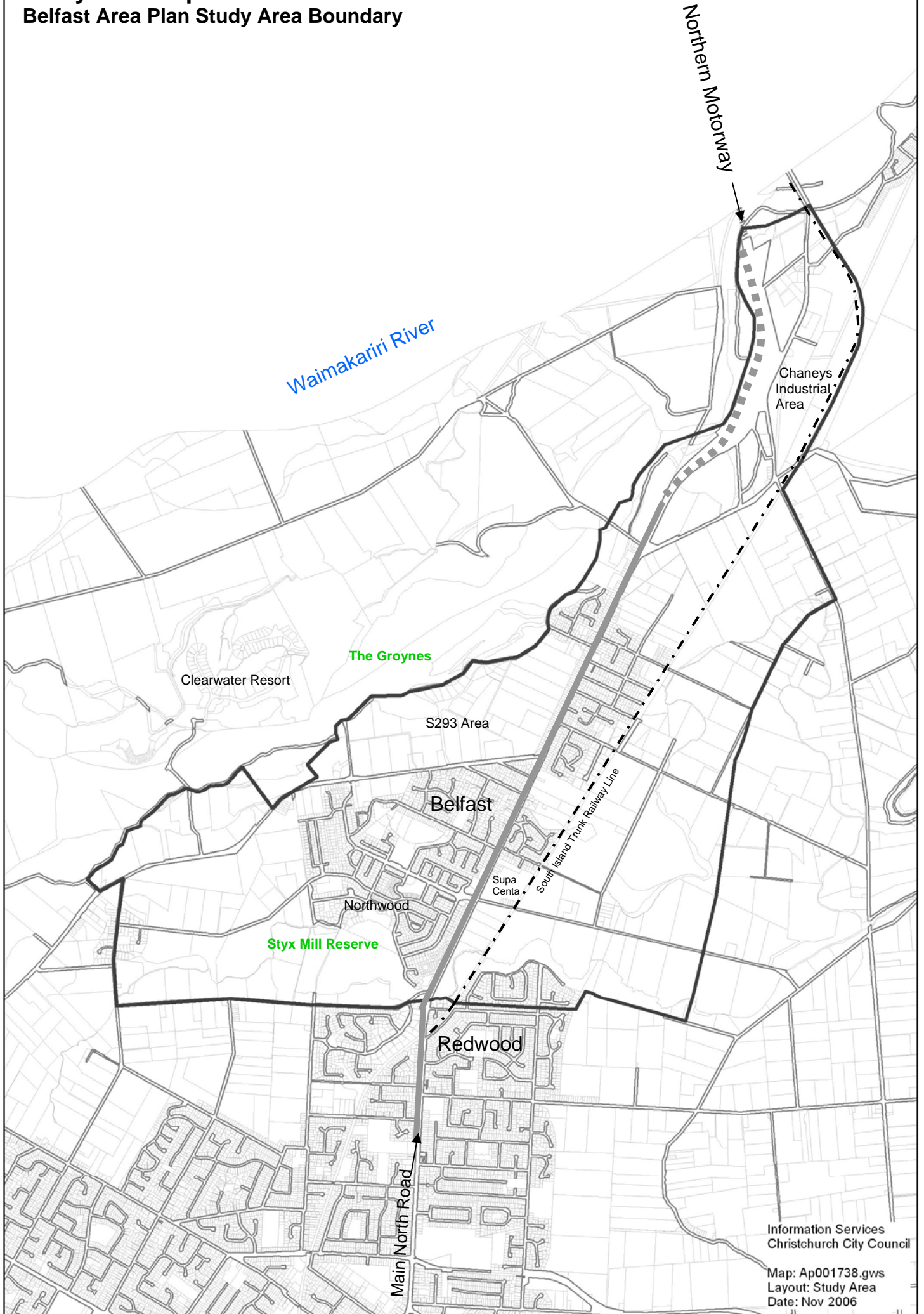
¹ Creating Great Neighbourhoods: Density in your Community Sept 2003 . Local Government Commission in co-operation with U.S Environmental Protection Agency www.lgc.org

and safety of places. However, higher density development can lead to a loss of greenery, increased traffic congestion and more conflict between neighbours.

Higher density may be achieved through smaller section sizes alone, or both smaller section sizes and smaller units of accommodation. New growth areas could include a generally higher density across the whole area or a concentration of higher density housing in specific nodes, such as around open spaces, alongside bus routes or adjacent to community and retail facilities. Variation in housing density can help to make new subdivisions more legible by creating elements of different character within the overall neighbourhood. Larger conglomerations of buildings can become landmarks or orientating features in the streetscape.

The take up of higher density housing will depend on demand, and a higher density of development may not materialise, even if it is provided for, as has been the experience to date at Aidanfield.

Study Area Map 1: Belfast Area Plan Study Area Boundary



Information Services
Christchurch City Council

Map: Ap001738.gws
Layout: Study Area
Date: Nov 2006

4.0. AREA CONTEXT AND DESCRIPTION

4.1. The Study Area

(See: Study Area Map 1). Belfast lies to the north of Christchurch on the periphery of the urban area, separated from Christchurch City by the Styx River corridor and remnant rural land. The southern boundary of the study area runs along Styx Mill Road and then continues eastwards just north of Farquhars Road until it reaches the proposed alignment of the Northern Arterial. The eastern boundary follows this road corridor from the north of Redwood, up to Guthries Road, then along Marshland Road until it reaches the South Island Main Trunk railway line. The boundary follows the line northwards to the Waimakariri River. The Western boundary starts from the Northern Motorway and follows the river terrace and stop bank running southwest, adjacent to the Otukaikino Stream, then south down Gardiners Road back to Styx Mill Road. Rural land also borders Belfast to the north, east and west. The Groyne Reserve and Clearwater Golf Resort lie to the north west between Belfast and the Waimakariri River.

The study area is covered by Belfast and Brooklands/Spencerville Neighbourhood Maps².

4.2. Development History

The Styx River catchment is understood to have held many sites of significance to Maori. The area was important for food gathering and various families were given responsibility for the management and harvesting of the different plant and animal species. Many of these family associations continue to this day. Early settlers purchased land in the area as early as 1854. By 1881 the settlement had become known as Belfast and the following year the Canterbury Frozen Meat company was established. The railway line was opened in 1872. The township continued to grow as an important industrial area and a main thoroughfare to the north. The surrounding rural land in addition to being an agricultural and dairying district was, by the 1950's, producing a large amount of

fruit. A period of rapid residential growth occurred in the 1950's, more subdivisions were developed between the 1960's and 70's and major residential development has taken place in recent years.

4.3. Housing

A wide range of housing now exists within the study area, mostly free standing properties. Older lower cost housing is concentrated in north Belfast and in the apex between Main North Road and Johns Road. Houses are generally single storey and section sizes are mainly around 1000m², except in the few cases where they have been subdivided. There are a number of clusters of small attached units, some of which are Council owned. Newer subdivisions of standard suburban one and two-storey houses on sections averaging around 650m² have been developed adjacent to these original housing areas. The more recent subdivisions south of Englefield Road, including Northwood and Styx Mill contain a wider range of house types, ranging from small villas for the over 50's to large 5 bedroom two storey properties. There is a corresponding range of section sizes, starting at around 250m², but even the largest properties are on sections of only around 1000m². The general trend, as is the case elsewhere in the city, appears to be for larger houses on smaller sections. In the rural area are a number of houses on large blocks of land, these comprise older, smaller, traditional rural dwellings and newer, substantial lifestyle properties.



Entrance to Sheldon Park

4.4. Parks, open spaces and waterways

The two largest parks within the built-up area are Sheldon Park in the centre of Belfast, which was established in 1912

² Christchurch City Council, Neighbourhood Maps, Policy and Planning Team, Winter 2006

and Englefield Reserve and the co-located Northwood Park, in the south west. There are a number of smaller reserves, created as part of subdivisions and the extensive Styx Mill Conservation Reserve lies to the south west of Northwood/Styx Mill. Otukaikino (Wilson's Swamp) is a freshwater wetland reserve located between Main North Road and the Christchurch Northern Motorway. The Kaputone Creek traverses the settlement, meandering from west to east and then in a northerly direction.

4.5. Community Facilities

Most of the services and facilities required to sustain a small town are available within Belfast. Community facilities include Belfast School, Sheldon Park (including a swimming pool, Belfast Rugby Football Club and sports grounds, Belfast Preschool and children's playground), 2 crèches, 3 churches and a medical centre. A mobile library, though fairly infrequent, currently services Belfast from the Redwood library.

4.6. Commercial developments

Three small fully occupied retail business zones are located on the east side of Main North Road, two on the corners of Richill Street (Belfast Centre) and one on the corner of Belfast Road. There are also a few retail and service premises located in the Living 1 zone in this northern part of Belfast, including a petrol station on the corner of Main North Road and Johns Road. Belfast Tavern is located at the northern outskirts of Belfast on the western side of Main North Road.



Supermarket at Northwood

Within the last five years considerable retail development has occurred at the

southern end of Belfast. The Belfast Super-Centa a 'big box' retail centre has been developed on the corner of Main North Road and Radcliffe Road and on the opposite side of the main road a New World supermarket has been established as part of the Northwood neighbourhood.

4.7. Industry

The major industrial activity is still the meat processing plant to the east of Belfast, which in the year 2000 accounted for 53% of those employed in Belfast. The Chaney's Industrial Area is strung out along Main North Road, between the motorway and the railway line, to the north of Belfast. It comprises a number of industries on extensive sites dealing with large and bulky dry materials such as timber and concrete.

4.8. Transportation

The Christchurch Northern Motorway leads into Belfast from the north. State Highway 1 then continues southwards along Main North Road to the centre of Belfast, then turns in a westerly direction along Johns Road. Main North Road continues southwards through the built-up area of Belfast towards the central city. The South Island Main Trunk Railway line runs along the eastern boundary of the Belfast residential area.

Belfast is serviced by three public bus services to and from the central city, each running along Main North Road at half hourly intervals. The Rangiora bus runs through

Belfast onto the motorway, the no. 16 terminates at Factory Road and the no.12 at Northwood Boulevard.

There are short stretches of cycle lane along Main North Road as a result of intersection upgrades. A cycle lane has recently been created across the Styx Overbridge as part of the bridge widening works.

There are a number of pedestrian footpath links through small reserves throughout the urban area of Belfast, see Part Two and the Waimari Walkway runs through reserves and rural land to the north west of Belfast.

5.0. PROPOSALS AFFECTING THE STUDY AREA

5.1. Northern Arterial

A roading designation to the east of Belfast, for a two lane major arterial road from the Northern Motorway to QE11 Drive is included in the Christchurch City Plan. The minimum width of the designation is 40m. Traffic modelling has shown that a four lane facility will likely be required, in which case a minimum width of 60m will be needed. The alignment of the Northern Arterial is also being reconsidered and it has been proposed that from Belfast Road the alignment swings to the east to cross Radcliffe Road at a point closer to the Styx River Reserve. This revised alignment is taken as the study area boundary. It is understood that interchanges between the Northern Arterial and existing roads that it will cross, will be kept to a minimum and there may be only one interchange within the study area, at the point where the road crosses the railway line.

5.2. Section 293 Proposal

93 hectares of land in the north west area of Belfast, between Main North Road and the Otukaikino Creek (Applefields/Devondale land) has been earmarked for potential residential development, to include up to 1500 houses, a primary school and a local shopping centre (see Part Two, sub-area 10). The proposal is currently being debated by the Environment Court and a decision is not expected to be finalised until mid 2007.

5.3. Western Belfast By-Pass

A by-pass connecting Johns Road and the Northern Motorway via a link to the north west of Belfast has long been proposed. The council supports such a road and discussion has taken place in relation to constructing all or part of it in conjunction with the S293 proposal.

5.4. Railway corridor

A cycleway has been created within the railway corridor nearer to the centre of Christchurch. It is the intention to continue this route along the railway line through Belfast. The cycleway is currently on the western side of the track.

A long term goal is to utilise the railway line or corridor for a light rail or rapid bus system. Such a facility would benefit Belfast residents, it would therefore be prudent to safeguard land for stations and/or a transport interchange at this stage. The interchange might usefully be combined with a Park and Ride terminus.

5.5. Styx River Corridor

A 40 year vision has been developed for the Styx River corridor (Vision 2000-2040 The Styx) from its source to the sea. The vision seeks to protect, restore and enhance the natural character of the river and its environs. The City Council seeks opportunities for enabling enhancement and public access along the length of the corridor, through land purchase and conservation covenants.

5.6. Belfast Swimming Pool

The Belfast swimming pool in Sheldon Park is to be closed. While additional population may increase the demand for this facility, it is understood to be small, uneconomic to run and outdated. Council policy is to rationalise such facilities and it is likely that the demand for swimming in the Belfast Area will be met by the new Aquatic Centre to be built in Papanui.

6.0. URBAN DESIGN ISSUES

6.1. Community Identity

Public consultation has highlighted that there is a strong desire to maintain a separate character and identity for Belfast as distinct from Christchurch.

The older part of Belfast grew up around the freezing works and other factories and had the distinctive character of a small industrial town, similar to Islington and Templeton on the south western outskirts of Christchurch. Newer parts of Belfast have developed as dormitory suburbs of a suburban character found elsewhere in Christchurch. Consequently the character of Belfast is different in different parts of the settlement. Nevertheless, the community recognises that there is something distinctive about Belfast and have identified its community spirit, its location on the edge of the city, its separation from the rest of Christchurch and rural surrounds as aspects of character that they value. Belfast will remain on the edge of the city, but its rural boundaries to the east and west are likely to disappear in time. It will be important therefore to maintain the identity of Belfast by growing the township in a way that retains the sense of community, maintains its separateness from Christchurch and maximises the opportunity for continuing contact with natural or rural environments.



Proud residents in Main North Road, Belfast

6.2. Integration of Old and New Belfast

The original Belfast settlement has expanded in recent years almost entirely in a south westerly direction. Furthermore, new housing has attracted a higher socio-economic group, moving there mainly from outside Belfast. New Belfast is therefore

physically and socially separate from Old Belfast. The new residential area south of Englefield Road including Northwood and Styx Mill is relatively self-contained in terms of community facilities and has its own access off Main North Road. Residents living here will regularly travel into and out of Christchurch to work or school or for shopping or leisure activity and may have little need to go northwards into Old Belfast, so that it does not register as part of their environment. New development has had a demonstrable negative effect in that it has caused the closure of the supermarket in Old Belfast, when it was relocated in Northwood. It is understood that there is a tendency for newer residents to disassociate themselves with the name Belfast, preferring to be known as Northwood or Styx Mill.

6.3. Lack of a Community Focus

Currently community facilities are clustered in and around Sheldon Park and strung out along the northern part of Main North Road. Although there are a number of small halls associated with churches, the main meeting place is the Belfast Rugby Football Club in the north east corner of the park. Community facilities are clustered in a central location but they are not seen as adequate for the existing community, let alone an expanded population. The community has, in particular, identified a need for a purpose built community hall.

The Belfast Supa-Centa has created a new node and although not a community focal point in the traditional sense, it has become a place where Belfast people meet each other.

New leisure facilities at Styx Mill and within the Belfast Supa-centa provide a private alternative for some residents which not only siphons off potential users of public facilities but also runs counter to providing a central unifying community focus. The issue is therefore how and in what location, to strengthen a community focus.

6.4. Commercial Facilities

Until recently commercial facilities consisted of the small local shops and services located in north east Belfast and

residents needed to travel to Northlands or elsewhere for the majority of their shopping. The development of the Belfast Supa-centa and a new supermarket at Northwood has provided a much wider range of goods and services for the Belfast community and others further afield. However, these facilities have shifted the focus of retailing away from north Belfast where the population tends to be less mobile and more reliant on local shops. Future urban growth around Belfast could create a need for additional local shops and services. Consideration needs to be given as to whether it is appropriate for the new commercial node in the south to expand beyond its current confines.

6.5. Main Roads

Main roads dominate the urban area of Belfast. The settlement is divided in two by the four lanes of Main North Road. Johns Road serves as the bypass for vehicles traveling from north to south or vice versa and is scheduled for four laning. State Highway 1 (Johns Road/Main North Road northern section) is heavily trafficked carrying some 46,000 vehicles a day, much of this traffic is Heavy Goods Vehicles. Main North Road, south of Johns Road, is not quite as busy but still carries in excess of 30,000 vehicles per day. The volume and nature of traffic on these roads makes it difficult and dangerous to cross on foot, uncomfortable for cyclists, creates noise, fumes, vibrations and dirt which make it unpleasant to live beside or even walk along, although there are periods during weekdays when the volume of traffic is lower and the roadside environment less hostile. The section of Main North Road, north of Johns Road is more badly affected by all these factors, than the stretch to the south.



Traffic on Main North Road, looking north from the Johns Road junction

6.6. The Railway Corridor

The railway line provides a considerable barrier to east-west movement on the eastern side of Belfast. It also forms the dividing line between industrial and residential use, although there are industrial uses to the west of it. Where the railway corridor runs through the urban area, it is not attractive. Land alongside the track is often used for storage or is laid to waste. The interface between the railway line and residential properties is generally poor with heavy incidence of graffiti.

6.7. Old Belfast

In contrast to the newly developed areas of south Belfast much of old Belfast (Lagan, Swift and Darroch Streets and the area between Belfast and Factory Roads) has poor quality street scenes represented by a lack of street trees and green space, old dish kerb and channel and overhead wiring. North-east Belfast has industrial land uses adjacent to residential ones and is sandwiched between Main North Road and the railway line, which both act as barriers to movement.

6.8. Industrial Activity

Large areas of land, zoned for industrial use remain vacant at Chaney's and to the east of the railway line around the freezing works and at Chaney's. The visual quality of the existing industrial area is generally very poor. Belfast has been identified as a potential location for expansion of industrial land given its proximity to major transport networks and location in one of the few areas of Christchurch outside the unconfined aquifer. Environment Canterbury is examining a sewer link through to Belfast and Mainpower are upgrading their services. This will mean that uses can be intensified within the wider Chaney's area and will provide the potential for land to the south to be serviced to enable light industrial development.

7.0 ADDRESSING THE ISSUES

7.1. Community Identity

The Area Development Plan offers the opportunity to introduce measures designed to retain and strengthen the sense of community identity enjoyed by the Belfast community.

Currently Belfast is physically separate from the rest of Christchurch. It is surrounded by rural land to the north, east and west. To the south is a 'green gap' that separates Belfast from the urban area. The free-standing nature of Belfast contributes to its recognition as a place. With the urbanisation of rural land it is likely that Belfast will become physically attached to the rest of Christchurch, to the south and west. It will therefore be important to retain some sense of separateness through other means.

7.1.1. Sense of arrival and departure

When travelling into Belfast from the south the Styx overbridge and then a stretch of road with greenery on both sides, provides a real sense of leaving Redwood and the rest of the city and travelling to another place. The point of arrival in Belfast is at the traffic lights at Radcliffe Road – where there is a clear and abrupt change to urban development with the entrance to Northwood and supermarket on the left and the bulky, busy, colourful Belfast Supa-centa on the right. Although the Northwood subdivision begins some distance before this gateway, it is screened by a solid shelter belt and does not read as urban from the road. A 'Belfast' road sign is located on the berm about midway between Styx Mill Road and Northward Boulevard.



Approaching Belfast from the south

In order to maintain this sense of arrival (and sense of departure when travelling in

the other direction) it is important to safeguard this green corridor in some form. While it is likely that, the northern part of the land to the east will be developed at some stage, it would be possible to retain the illusion of a rural gap between Redwood and Belfast by ensuring that any development on the site were screened from the road by dense planting, including the retention of the existing shelter belt. Housing at the southern end of Northwood close to Styx Mill Road is currently visible and needs to be screened. There is some new planting which should serve this purpose.



Arriving in Belfast from the north

Crossing the Waimakariri River signals the beginning of Christchurch, when travelling from the north. Some distance is travelled along the green corridor of the motorway before the start of the built-up area of Belfast, marking arrival in the city. This is confirmed by the Christchurch entry sign, located opposite the Belfast Tavern. Belfast, is not identified as a separate entity, there being no indication that the township of Belfast has been reached. The start to the city and Belfast is poorly defined at this point with ribbon development on the western side of the road and open rural land to the east. When travelling in the opposite direction, the urban area peters out and a view of mature trees in the central reservation and rural land to the north and east provides an open vista, in contrast to the confined space of the urban area. A more clearly defined start to the city could be created when development occurs on the eastern side of Main North Road. The Christchurch sign could be relocated further north and a Belfast sign placed where the Christchurch sign currently stands.

When travelling into Belfast from the west along Johns Road, it is clear that the road marks a boundary between rural land to the north and urban land to the west. There is no clear sense of entering Belfast, although arrival at the junction between Johns Road and Main North Road, confirms that Belfast has been reached. The development of land to the north and the creation of a western by-pass could offer opportunities for creating a gateway in the vicinity of the Groyne access road.

7.1.2. A clearly defined centre

A sense of identity is strengthened when there is a clearly defined centre to a place. Currently there is no feeling of being in 'the centre' of Belfast. Opportunities for creating a centre through the need for increased community and commercial facilities are discussed below.

7.1.3. Something distinctive

A sense of identity can be felt when there is something distinctive about a place. Belfast is distinctive because of its origins. The name Belfast alerts people to the fact that it has a history (i.e. why is it called Belfast?) and much more could be made of its Irish connections, in the way that Akaroa has capitalised on its French connections. The areas food producing history could also be highlighted more in setting Belfast apart from other places.

7.1.4. Sense of pride

People will be proud of where they live when it looks good and feels friendly and welcoming. New residents in Northwood and Styx Mill feel proud of their environment and are happy to be associated with it. Upgrading existing environments through public and private initiatives and in particular, the reduction of traffic on the main roads, will help Belfast regain a pride of place.

7.1.5. People interact with each other

A feeling of familiarity and belonging is more likely to endure where there are places for the community to meet each other both informally and formally. A community and recreation needs analysis³ identifies a wide range of groups and

organisations in and around Belfast, which provide settings for social interaction. The Rugby Football Club was identified as a key agency in the community and improvements could be made to raise its physical profile (see Part Two, sub-area 2). Increased population will assist these groups and organisations to survive and allow new ones to establish. Local shops, reserves and walkways provide opportunities for chance encounters. There is a lack of a community wide facility (as opposed to special interest groups) which could be met by a new community centre.

7.2. Integration of Old and New Belfast

There is little opportunity to further physically integrate the existing parts of Belfast. The main opportunity for social integration is in providing facilities, which are to serve the whole of Belfast, such as a new primary school, community centre or shopping facilities to the north of Northwood and as centrally placed in the expanded settlement of Belfast as possible. Lower cost housing in the south of Belfast and higher cost housing in the north of Belfast, might also help in social integration.

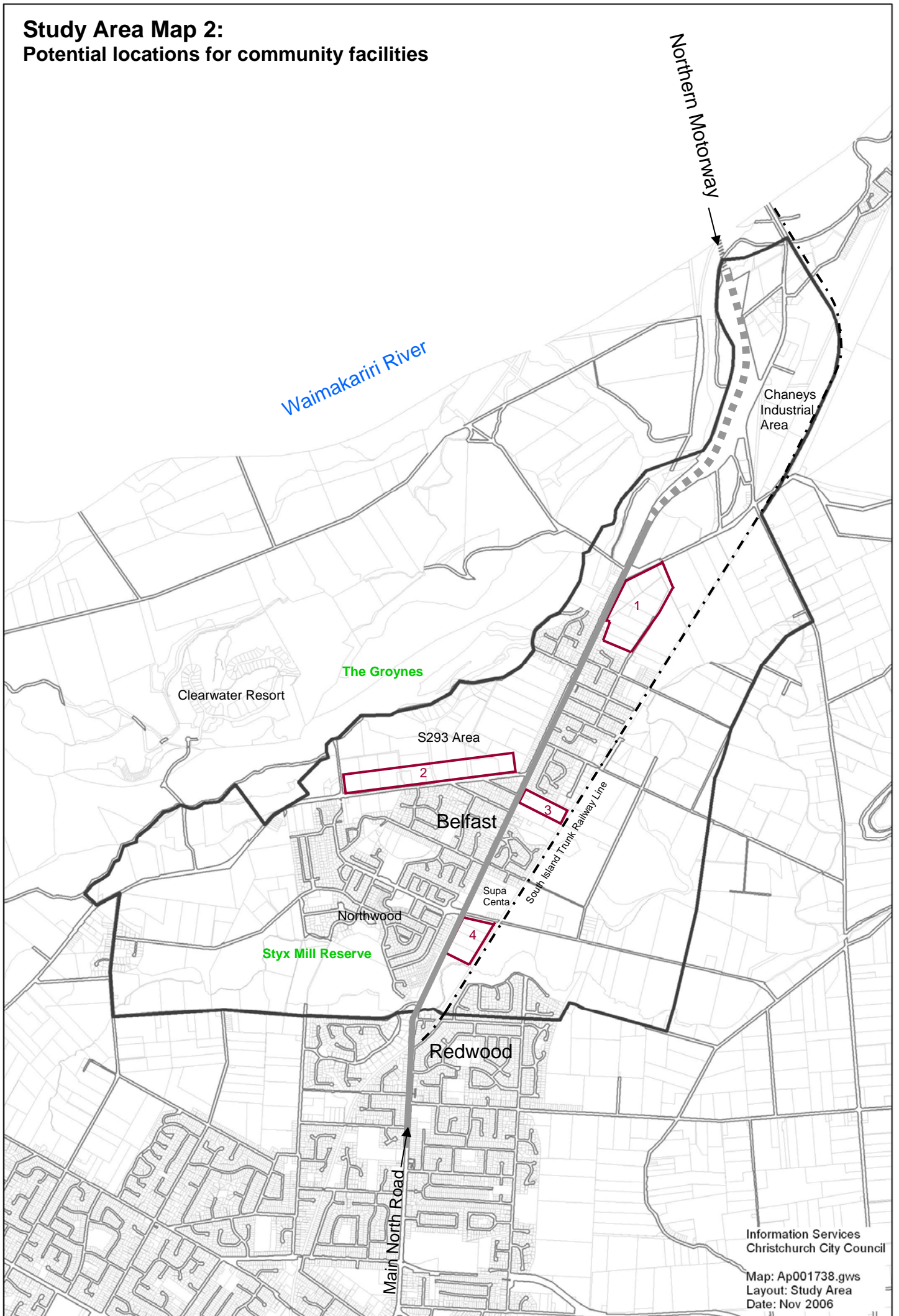
As Northwood, including Styx Mill, is large enough to form a suburb in its own right and would be comparable with other recognised suburbs of Christchurch such as Parklands, Westmorland or Russley, it may be that its separate identity is acknowledged. Belfast, will then comprise a number of suburbs (one of which, if approved, will be the S293 area) in much the same way that Halswell is made up of several recognised suburbs (Westlake, Oaklands, Aidanfield, Milns Estate, Halswell on the Park and Halswell).

7.3. Community Focus/Community Facilities

Additional population living in Belfast will have the effect of supporting existing community facilities and bringing new facilities, both of which could strengthen or create a new community focus for Belfast. Ideally a community focal point should be in the centre of the community and accessible to everyone. However, the options for creating a community focal

³Wylie,S, Community and Recreation Needs Analysis and Community Facility Plan for Belfast, prepared for Belfast Community Network May 2006.

Study Area Map 2: Potential locations for community facilities



point are restricted to locations where land is available. Possible sites include land to the north of Factory Road/Tyrone Street and to the south and east of Main North Road; land in the Section 293 area, Sheldon Park; and land to the south of the Supa-Centa. These locations are shown on Study Area Map 2 and are analysed in Table 1 below.

The Ministry of Education has identified a need for new primary school requiring a site of about 3.5 hectares, in conjunction

with the development of the S293 area and suggested a location close to the Main North Road/Johns Road junction, opposite Swift Street. In the long term it may be that the new school could serve the whole of Belfast. A primary school acts as a community focal point, one school for the whole of Belfast could help in uniting the community.

The removal of the swimming pool would free up land in Sheldon Park.

Table 1: Analysis of possible locations for additional/expanded community facilities

Location	Advantages	Disadvantages
North of Factory Road	Close to less mobile population. Could be accessed off Tyrone St. or Main North Road. Space for future expansion/creation of playing field. A gateway location which could also serve south Waimakariri district	Separate from other community facilities. Land is low lying. At one end rather than in the centre of Belfast
Section 293 Area	Extensive road frontage. Central location in Belfast. Opportunity to design community facilities in conjunction with new retail facilities and school. Land not yet developed.	Not part of S293 proposals. Road access difficult in short term.
Sheldon Park	Central location. Existing facilities on same site. Could address safety issues. Pedestrian/cycling links to north and south. Playing fields could expand onto land to the east of the railway line. School site could be utilised if school relocated.	Park area will be reduced. Park has historic value. Could be legally difficult and unpopular to reduce size of park. Park frontage to Main North Road restricted.
South of Supa-Centa	Main Road frontage. Space for future expansion. Adjacent retail facilities. Could be connected to Styx River corridor.	Not in centre and furthest site from less mobile population. Isolated by roads/railway.

Of these options, Sheldon Park would be the most desirable in terms of a achieving a central focus for the Belfast community by consolidating (rather than dispersing) community activity in a central location. Nevertheless intensification of uses in the park is likely to be problematic and other options should not be ruled out.

7.4. Commercial Facilities

The shopping centre at Belfast Centre is fully occupied however, it does not provide the full range of convenience goods. Residents need to drive to south Belfast to the New World or Woolworths stores for their grocery shopping. Additional residents in this area would help to sustain the existing shops and perhaps enable more to be opened.

The S293 proposal includes a small local shopping centre. This could work in conjunction with the existing northern Belfast shops. However, the proposed centre will not have a main road frontage and will be completely separate from the existing shops. It is likely that local shops in such a location would only be built and occupied when a large proportion of the anticipated residents were living there. An alternative location would be to locate local shops along the Johns Road frontage of the site, where they could be co-located with a school and other community facilities. The shops could face Johns Road but be accessed via internal roads (in a similar way to Northwood New World).

Alternatively there could be scope, once Main North Road is downgraded, for

expanding the existing shopping areas on the eastern side of the road to create a 'mainstreet', (see Part Two Sub Area 1).

A business technical paper forming part of the preparation of this Area Development Plan⁴ finds that the spatial extent of retail activity in the area is significantly larger than would be needed to service the expanded population of Belfast. However, with the addition of passing trade it is likely that Belfast could support a District Centre. District Centres generally provide 15,000 to 25,000m² of floorspace. The commercial node around the Belfast Supa-Centa could be expanded to meet the long term social and community, as well as retail, needs of the community. An additional land area of 2 hectares would be required for expansion and since the Supa-centa site is fully developed land to the south of Radcliffe Road would probably need to be utilised. It is not clear whether additional retail space would be required in such a District Centre. The suitability of this site is discussed in Part Two, sub-area 6.

In the light of the above discussion in relation to community and commercial facilities, the community focus options recommended for further consideration are:

1. On the eastern side of Main North Road between Factory Street and Sheldon Park, comprising additional shops and retail services and community centre in conjunction with existing facilities along Main North Road and in and around Sheldon Park. The removal of the swimming pool and possible long term closure of the school could open up opportunities for restructuring the park. Playing fields could be relocated to the east or to the north of Belfast.
2. Shops, community facilities, and primary school along the Johns Road frontage of the S293 area.

7.5. Main Roads

Traffic lights have been installed at the intersection of Main North Road with Styx Mill Road, Northwood Boulevard/Redcliffe Road, Johns Road and Richill Street, all of which include pedestrian crossing lights. Much of the centre of the road between Radcliffe Road and the start of the motorway is devoted to right turning lanes and an intermittent central reservation, which makes crossing the road on foot a little easier. There are three crossing points in front of Belfast School and Sheldon Park. It is difficult to see what more could be done at present to improve the crossability of Main North Road or to ease the incompatibility of the road and its residential environment on either side. Tree planting in the centre and alongside the road has been proposed in the past, but rejected on traffic safety grounds.

The construction of the Northern Arterial will take traffic travelling into and out of the city, off Main North Road, however, (depending on the location of intersections with the new road) vehicles travelling to and from the western parts of Christchurch and beyond the city to the south will still continue to use Main North Road and Johns Road. The construction of a Western By Pass would take much of the heavy traffic off State Highway 1 and would remove the most problematic traffic from Belfast. Once both these new relief roads have been completed the roadside environment of Belfast will be much improved and the opportunity can be taken to reclaim the street as a local connection rather than a divide.



Northern Arterial alignment runs horizontally through centre of this view. Interchange could be in this vicinity

⁴ Technical Paper on Business Activity, Consultation Draft January 2006

Careful consideration will need to be given to the design and nature of the Northern Arterial and the Western Bypass corridors. Sufficient width needs to be allowed for landscaping and the provision of cycleways. Model corridor treatments have been developed by the City Council in conjunction with Transit during the course of progressing the design of the Southern Arterial. The road will need to be sensitively integrated into the landscape, particularly where there are overbridges and grade separated interchanges. Provision will need to be made to ensure that there is adequate set back and screening between the new road and new urban uses alongside it, especially so in the case of adjacent residential use. The Northern arterial will act as a barrier to movement and, will in conjunction with the railway line, create a large segregated block of land. Provision will need to be made at key pedestrian and cyclist crossing points for overbridges or underpasses. These will need to be designed to be as safe and convenient for users as possible.



Railway line acts as a dividing line

7.6. The Railway Corridor

Transrail policy is not to increase the number of level crossings and to close them wherever possible as they have a poor safety record. Roads cross the railway line at four points within the study area. The most strategic of these are at Belfast Road and Radcliffe Road. Creating road overbridges is expensive, may not be physically possible in some cases and they can be unsightly and intrusive in residential areas. Pedestrian/cyclist overbridges would be possible but involve considerable effort by users to get up and over them and are difficult for the less mobile. Free or increased access across the railway line is never going to be

possible, therefore it may be appropriate to consider the railway track as a dividing line and only maintain or create essential linkages.

7.7. Old Belfast

The greatest help can be given to older parts of Belfast through positive planning in the surrounding area. Land use decisions need to be taken which have the potential to enhance the area rather than further degrade it. Additional people and facilities in and around the northern part of Belfast will help in its renewal. There would be little value in designating Old Belfast a neighbourhood improvement plan area, because of the inability to fully implement the existing Neighbourhood Plans, due to lack of resources. Preparing a plan would only raise false expectations for the community. However, this does not mean that neighbourhood planning is futile, it just means that upgrading the area needs to be achieved in ways which do not rely so heavily on Council funding and staff time. For example additional open space could be created through further residential development, while the removal of incompatible industries might be possible through re-zoning and some cosmetic improvements could be achieved through community self-help (See Part Two, Sub-area 1).

7.8. Industrial Activity

As the availability of industrial land in and around Christchurch becomes more scarce, it is likely that industrial land in this area will become more desirable. Environmental improvements and a comprehensive masterplan for the whole of the Chaney's area could increase its attractiveness. The downsizing and possible long term closure of the freezing works provides the opportunity to provide a comprehensive plan encompassing existing and newly zoned industrial land. (See also para.7.3.1. below and Part Two, Sub-area 3)

8.0. FUTURE URBAN GROWTH

One of the major objectives of the Area Development Plan is to ensure that urban growth is planned and managed in a way that leads to a sustainable and liveable development form that is well integrated with the existing natural and built environment. The primary issues that arise are: defining the extent of urban growth, integrating new development with the existing built-up area, creating appropriate interfaces and edges, managing the expansion in areas where there is multiple land ownership and existing residential properties and other activities, creating new urban form that is attractive, sustainable and enables new communities to develop.

8.1. Defining the extent of urban growth

The proposed Northern Arterial will form a natural barrier to further development to the east, any expansion to the east of the arterial would be difficult to contain. The Styx River and the built-up area of Christchurch form the limit of development to the south. To the west there is no obvious barrier other than the airport noise contours and this issue will need to be addressed but is outside the scope of this study. The stopbanks of the Waimakariri River form a barrier to the north west and the proposed Western by-pass will reinforce this boundary. Therefore the Belfast urban growth area is unusually (in the Christchurch context) well defined.

8.2. Integrating new development with the existing built-up area

It may be difficult to compatibly integrate rural land to the north of Factory Road with the adjacent residential area, depending upon the future use of the rural land. The railway line forms a barrier between existing Belfast and potential new urban development to the east, which will be difficult to surmount. The block of land surrounded by Radcliffe Road, the railway line, Styx River and Main North Road will be difficult to integrate with the rest of Belfast, especially prior to the downgrading of Main North Road. Existing roads and the Styx Mill Reserve provide linkages to a potential new growth area to

the west of Belfast. Main North Road and Johns Road will segregate the S293 area from the rest of Belfast, until they are downgraded. Even then integration across Main North Road could prove difficult.

8.3. Creating appropriate edges and interfaces

The edges and interfaces between activities and environments are important components of urban form. The way in which they are treated can determine the character and liveability of settlements. Belfast has interfaces between industrial and residential uses, between urban and rural/ open space uses and between transport corridors and urban uses. New development will create further interfaces of these types.

8.3.1. Between industrial and residential uses

The main interface between industrial and residential uses is currently across the railway line, although there are some industrial buildings immediately adjacent to residential properties (see Part Two, Sub-area 1). While some industrial uses may be compatible with residential areas, generally the noise, dirt, vibration and traffic associated with industrial activity and the scale and nature of buildings and outdoor operations causes conflicts at the interface. This can be overcome by a combination of screening (preferably in the form of planting) distance and building design. However, mechanisms need to be in place, either in the form of City Plan rules or City Council control (through ownership), to ensure that such mitigating measures are put in place.

Where industrial uses interface with residential uses across a road they are more publicly visible and may downgrade the character of a residential street, however, the road does at least form a spatial buffer. Specific existing and potential industrial/residential interfaces are discussed in Part Two of this report, in the sub-areas where they occur.

8.3.2. Between urban uses and rural areas

Belfast has an extensive rural/urban interface all around the boundary of the residential part of the township. Residential densities remain relatively consistent throughout the residential area,

with no increase in section sizes towards the outskirts. Consequently there is a 'hard' edge to the urban area and an abrupt change from urban to rural.

In the rural area, open space dominates with lifestyle and other residential properties being part of the rural scene. Similarly industrial activities to the east of the railway line and at Chaneys to the north are dispersed in the rural area and there is no clear edge. This contrast between urban and rural landscapes heightens the appreciation of Belfast as a 'town in the country' and enables the openness of the surroundings to be enjoyed by the Belfast community. With the urbanisation of the rural land adjacent to the built-up area this characteristic of Belfast is likely to be lost unless deliberate measures are taken to maximise the experience of greenness in and around the settlement. This might be achieved by continuing to maintain a hard urban residential edge, rather than introducing a gradual increase in densities on the outskirts, by some clustering of residential development so that it is set in green parkland, by ensuring that existing and new open spaces are highly visible when moving around and through Belfast and by bordering industrial uses with 'green' edges, so that the buildings and activities are not visible from public places.

8.3.3. Between urban uses and open spaces and waterways

In most cases it is preferable for open spaces to have long road frontages and for houses to face onto them. This maximises the number of people who experience the space in an incidental way and also provides for casual surveillance to increase safety. New residential development can take maximum advantage of existing extensive open spaces in the area by being designed around them rather than turning their back on them.

Some spaces such as Styx Mill Reserve and The Groyne provide a 'wilderness' experience and it would be inappropriate for them to be ringed by roads. It will be important that new urban uses do not intrude on the tranquillity or view from these reserves. This will require a combination of distance, planted screening and lower building heights at the interface.



Poor interface between new housing on the left and Styx Mill Road. The Styx Mill Reserve is on the right

It can be difficult and costly to front both sides of a waterway, particularly relatively narrow ones, such as the Kaputone Creek, with roads and houses overlooking them, although the design result can be very attractive. Waterways could instead run through reserves or have road and public access on one side only.

8.3.4. Between urban uses and transport corridors

Where limited access roads exist, there is a tendency for new development to turn its back on the road, resulting in high fences and blank walls. The alternatives are to provide access off slip roads or a series of internal cul-de-sac heads (so that property faces across the slip road or right of way from the cul-de-sac head, towards the main road) or to provide a planted edge to screen walls and buildings. The former solution works well for commercial and industrial uses and where residential uses are on the northern or western side of the road. The latter solution helps in maintaining a green corridor. There are attractive rural roads in the study area and it may be possible to retain some of the character by retaining roadside vegetation.

Consideration needs to be given to the view from the Northern Arterial and the railway line of new industrial uses and conversely the visual and aural impact of the road and railway on new residential development needs to be considered. Industrial buildings can be designed to present a relatively attractive face to new transport corridors or alternatively can be screened. Some combination of distance, visual and aural screening (planting, fencing, mounding, double glazing) will need to be employed to provide a satisfactory interface between new residential development and the Northern Arterial and the railway line.

Public open space alongside both the railway line and the Northern Arterial can provide linear pedestrian and cycling routes, stormwater and ecological corridors, however care must be taken that they do not become unsafe entrapment spots.

8.4. Managing expansion in partially developed areas

The rural land surrounding Belfast is already subdivided into relatively small parcels and there is a multitude of land owners. There are existing substantial properties and other investments in the land. Some owners will welcome intensification of land use but there is likely to be opposition from those who have bought into a lower density lifestyle and object to development surrounding them, particularly industrial development. Some will want to develop sooner than others. Development of each land parcel in isolation will not result in an integrated, well laid out urban form but, given the pattern of landholdings it will be extremely difficult to achieve comprehensive development which is resource efficient and well connected, unless intensification is carefully managed.

It is recommended that structure plans be prepared, in conjunction with land owners, for each development area.

8.5. Urban Growth Framework

As identified in Section 3, a framework for growth can be established at the outset. The broad framework is outlined below, more detailed multi-disciplinary site based study and consultation with stakeholders will be required before a more specific framework can be determined.

8.5.1. Movement network (see Transportation Technical Paper)

Existing roads provide the basis of the road network for new growth areas. Long distance cycle links can be created alongside the railway line and the Northern Arterial. Existing bus services can extend into the growth areas, providing the layouts are designed to facilitate bus services. Off-road pedestrian and cyclists routes can be created throughout the greenspace and waterway networks (see below).

8.5.2. Green network. (see Recreation and Open Space Technical Paper)

The study area is well endowed with strategic green spaces. New growth can create linkages between the Styx Mill Reserve and the Groynes and it may be possible to form a link between Otukaikino Reserve and the Groynes. The Styx River Corridor can be extended as part of new development to the south of Radcliffe Road. New green links could be created in the east of the study area alongside the railway line, the Northern Arterial and The Kaputone Creek. Local reserves can provide connections between these linear green spaces.

8.5.3. Blue network

The Styx River and the Kaputone Creek form the basis for a blue network through the area



The line of the Kaputone Creek through land on the eastern side of Belfast

8.5.4. Residential neighbourhoods

Three new residential neighbourhoods can be foreseen, the S293 area, land to the east of the railway line and west of the northern arterial and land to the west of Styx Mill/Northwood. If urbanisation occurs, each of these is likely to become a new place in its own right. The S293 area can become part of Belfast. The eastern area will be isolated from Belfast by the railway line and would be best placed to become a new community. Similarly the land to the west is some distance from the centre of Belfast and also needs to be considered as a new community with its own centre.

An alternative land use scenario, having urban design advantages, would include a new residential area to the north of Factory Road as an extension of the Old Belfast neighbourhood and the use of the

land to the east of the Railway line for industrial rather than residential use.

8.5.5. Community Facilities

Any new community facilities need to be used to advantage and are best placed as close to the existing centre of Belfast as possible.

8.5.6. Commercial/Industrial and Mixed Use

While mixed use development can be encouraged throughout the study area, it is most likely to be taken up on the land to the south of Radcliffe Road, between Main North Road and the Railway line. There may be a possibility for mixed use development in the Chaney's Area.

Local shopping centres might be feasible in conjunction with new residential development along Radcliffe Road to the east of the railway line and along Johns Road near the entrance to Clearwater.

8.5.7. Higher density housing

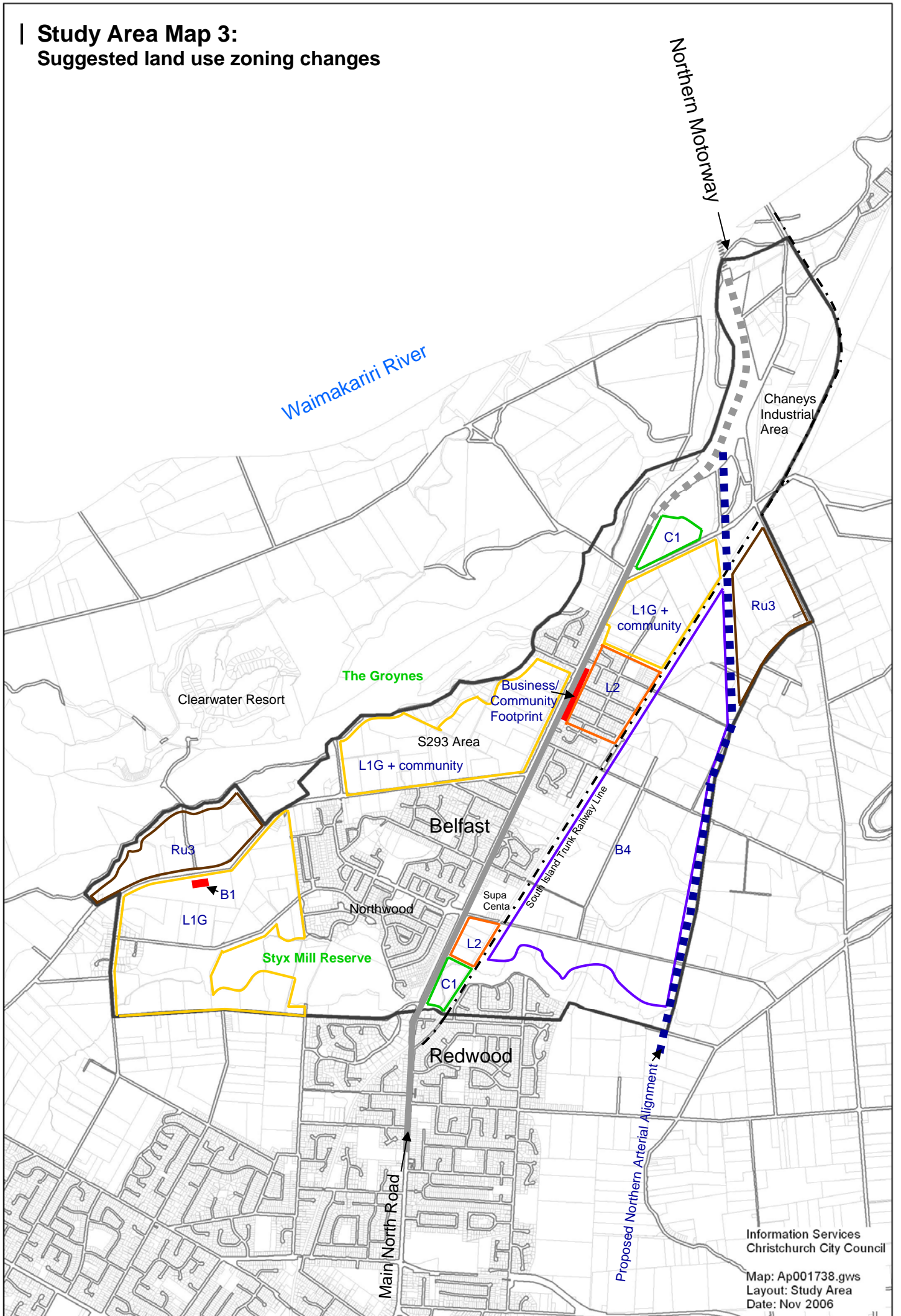
Both the Northwood and the Styx Mill developments contain areas of higher density housing. Northwood has successfully incorporated two and three storey terraced houses, small single storey stand alone houses on small sections and an older persons complex. This development acts as a prototype for others to follow and also provides lessons to be learnt in terms of the mix and spread of higher density housing. Examination of the development process, the market reaction and success of this housing would help to inform decisions in relation to new growth areas. The proposed S293 development has been promoted as a community of mixed density housing.

A mix of housing density provides greater housing choice and in theory a more diverse and balanced community. However, higher density housing in Northwood and Styx Mill is not providing lower cost housing. There is a need for the provision of smaller units of accommodation, not merely standard sized houses built closer together. Higher density housing could be successfully developed in most locations around Belfast, especially where it has the benefit of 'off-site' open outlooks, however it cannot be compelled.

8.6. Suggested land use zoning changes

The above discussion of urban design issues and future urban growth and the detailed area analysis in Part Two leads to suggested land use changes for the Area Plan as indicated on Study Area Map 3.

**| Study Area Map 3:
Suggested land use zoning changes**



Information Services
Christchurch City Council

Map: Ap001738.gws
Layout: Study Area
Date: Nov 2006

9.0. POSSIBLE METHODS OF ACHIEVING SOLUTIONS

9.1. Location and design of new development

The greatest opportunity for change exists when new development, particularly residential subdivision occurs, either because the development itself creates facilities and linkages or because the effect of more activity enables improvements in the wider area. Careful consideration of the potential effect of new growth areas on their surroundings, including the existing built-up area and the way in which new development areas are laid out and designed will determine what provisions need to be put in place to secure positive impacts of development.

Developers need to be aware of Councils requirements, preferences and processes at the earliest possible stage, they can then factor the costs into their development feasibility analysis. Introducing requirements at subdivision stage can render a development unviable and make the achievement of good urban design outcomes difficult.

9.2. Christchurch City Plan, Living G zone

A Living G Zone has been introduced into the City Plan as a result of the Environment Court decision on the Yaldhurst/Masham Section 293 area. The Belfast Section 293 area is also proposed to be zoned Living 1 G. There are a series of rules for the zone, most are based on the rules, (including subdivision rules) for other Living zones, but there are a number developed specifically to ensure that new urban growth areas are developed to a good standard of design and overcome some of the shortcomings of other living zone rules. The zone provisions include four frameworks for development: the outline development plan (which locates areas of differing housing density); the movement network; the green network and the blue network. All of these diagrams have been drawn on the basis of a masterplan. This approach can prove problematic since the masterplan is likely to change, for various reasons. However, new subdivision assessment matters are proposed to ensure that all development proceeds in accordance with the design

principles identified in the frameworks, rather than strictly in accordance with the layouts, which should make the provisions more workable than has been the case with some Development Plans currently included in the City Plan.

The Living G zone provisions also enable a mix of densities across a site to be prescribed. However establishing the location of varying densities based on a masterplan is problematic (the position of higher density zones and the business zone changed at Northwood) and it could prove necessary to devise a more flexible mechanism for managing the zoning of housing density. Setting density levels on the basis of houses or bedspaces per hectare or having no minimum section sizes might be alternatives to be explored.

9.3. Rezoning

Rezoning of rural land will be necessary before urban growth can proceed. Experience has shown that rezoning without accompanying provisions to manage the layout and content of these areas can lead to poor urban design outcomes. There are also a number of smaller areas within the built-up area where re-zoning is recommended.

9.4. Statutory and Non-Statutory Structure plans

Structure Plans are being introduced around the country for managing the development of areas of land in an integrated manner. They typically comprise an overall plan or plans for the area and accompanying written material setting out the principles and parameters for development. They can describe landscape character and features and cultural values to be protected, define land uses, development density, infrastructure requirements, development staging, and provision of community facilities. Where there are fragmented land holdings and existing activities which become incorporated in new growth areas, intervention of this type is essential to ensure co-ordinated growth. This situation exists all around Belfast and therefore it is recommended that Structure Plans be prepared for all intended growth areas, unless they are held in one or few ownerships. The preparation of a structure plan can be an extensive exercise and it

will be imperative that the Council sets aside sufficient resources.

9.5. Chaney's site brief

As the Chaney's industrial area is already zoned for industrial use there is little scope for introducing new City Plan provisions. In order to ensure co-ordinated development and an enhanced environment a site brief could be prepared in conjunction with the owners. A site brief could set out roading layout, walkways or open spaces, suggestions for co-ordinated landscape treatment, setback requirements, opportunities for mixed use development.

9.6. Neighbourhood planning

A city wide co-ordinated neighbourhood planning programme would assist in targeting those areas which are the most physically, socially and economically deprived. Old Belfast may benefit from such a programme.

9.7. Non-conforming use fund

The City Council's non-conforming use fund could be utilized to remove non-residential uses which are causing a nuisance and are located in a Living zone.

9.8. Council land purchase and development of facilities

Some proposals rely on the Council acquisition of land, such as the extension of the reserve to the south east of Otukaikino. Smaller land and property purchases may be necessary to achieve walkway and cycling links. The assembly of development land by the Council and conditional resale would aid comprehensive development in areas of fragmented land ownership. Substantial increase in population in the area may support the development of additional community facilities.

9.9. Community Board funding

The Shirley Papanui Community Board could champion the promotion of the historic identity of Belfast, including allocating seed funding as a catalyst for community self help.

9.10. Study of Northwood and Styx Mill

The new development at Northwood and Styx Mill has been the first large scale 'new community' developed in Christchurch. An examination could provide useful lessons for future planning. Aspects to be explored might include environmental sensitivity, whether original objectives were achieved, passage through the Resource Management process, the attractiveness of the environment, residents satisfaction, impact on existing Belfast, the influence of the developer and the role of the City Council.

10.0. URBAN DESIGN GOALS

The forgoing survey, analysis and discussion has identified the following goals for the Area Development Plan

10.1. Maintenance of a Belfast sense of identity

To include the strengthening of the Belfast community, celebration of the townships historic origins, a sense of Belfast being an identifiable place.

10.2. Physical and social integration of Belfast

New development is located and is of a type which helps in the integration of existing and new Belfast communities.

10.3. Positive planning to nurture the regeneration of older Belfast

Urban growth is planned and managed in a way that enables older Belfast to be regenerated.

10.4. New development sensitive to its context

New growth areas are designed to respect and take advantage of existing natural and manmade features.

10.5. High quality urban areas

Changes brought about through the Area Plan result in attractive, convenient, safe and physically and economically sustainable, urban environments.

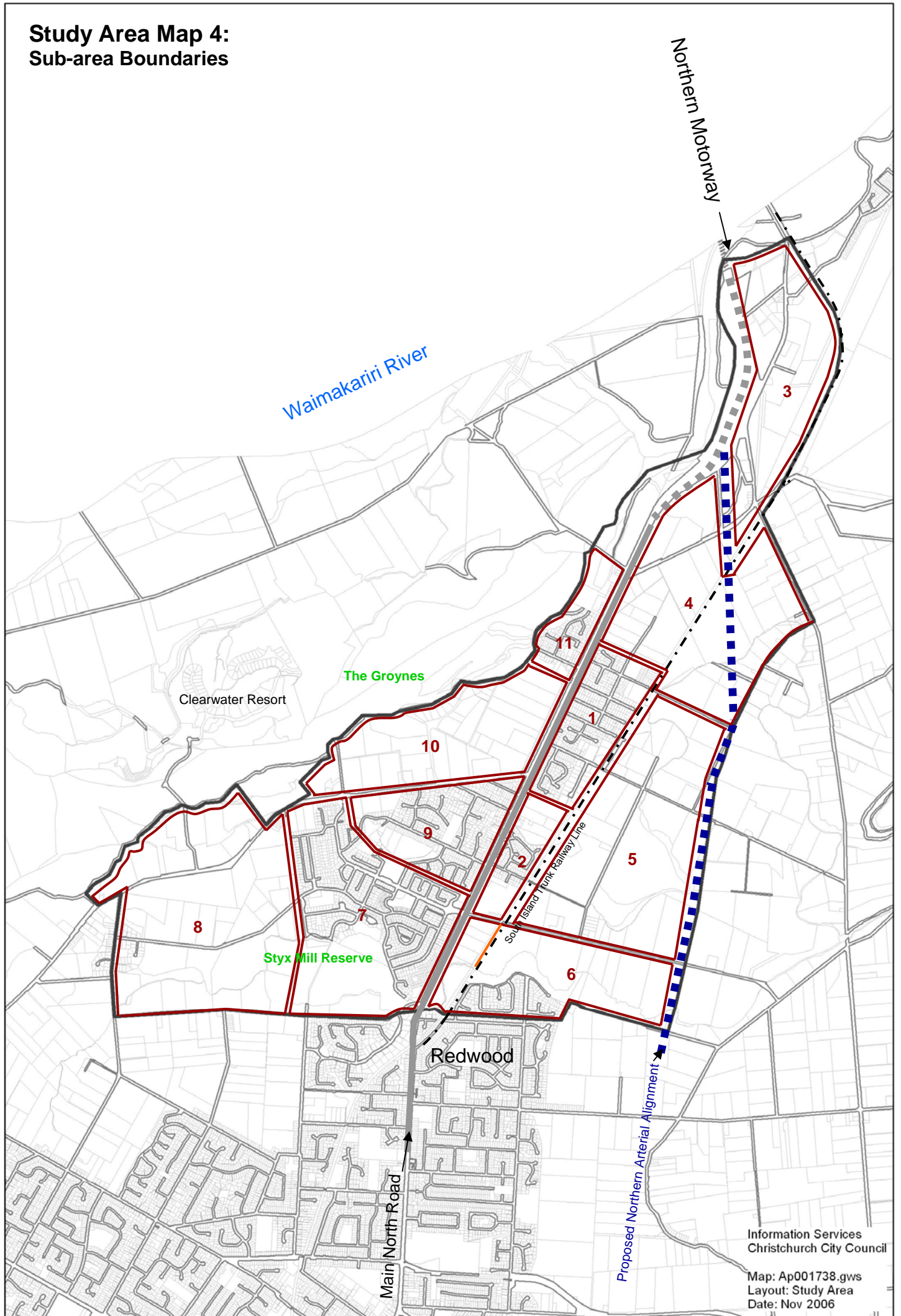
10.6. Appropriate mechanisms and processes

Establishment of mechanisms and processes to ensure that comprehensive land use development and high quality urban design can be achieved and landowners, the community and other stakeholders are appropriately involved in decision making.

10.7. Provision of adequate resources,

Resources, both monetary and human, to enable the necessary planning and land purchases to be undertaken.

Study Area Map 4: Sub-area Boundaries



Information Services
Christchurch City Council

Map: Ap001738.gws
Layout: Study Area
Date: Nov 2006

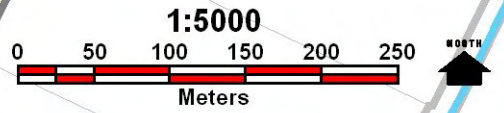
PART TWO

Sub-area studies

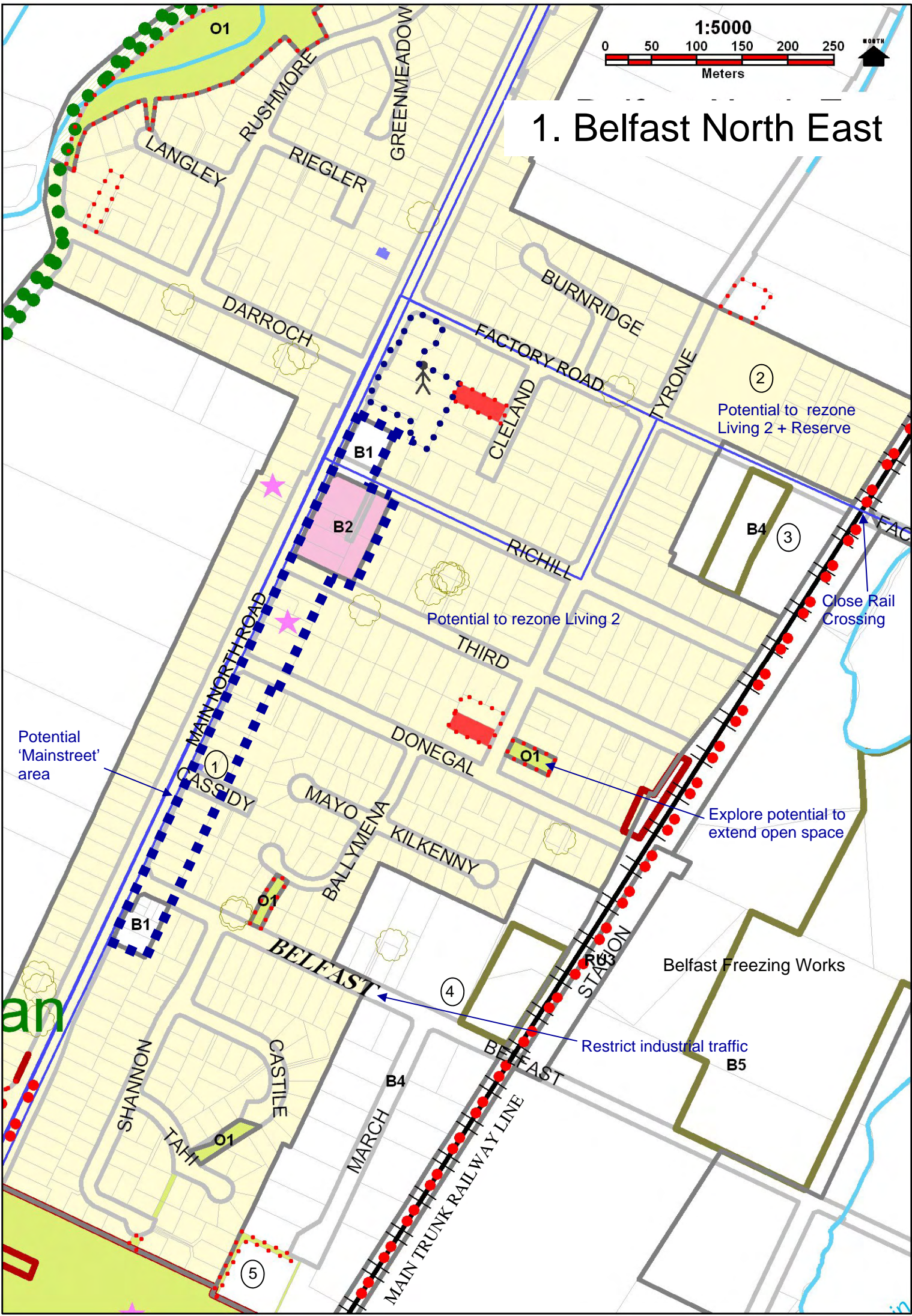
Introduction

In order to give detailed consideration to urban design and local planning issues and explore the feasibility of implementing ideals, the study area has been divided into eleven sub-areas. These comprise five urban areas and six predominantly rural areas. For each sub-area there is a description, discussion of issues, and recommendations. Where applicable the sub-area analysis also includes comments on potential land use options. The suggested land use zoning changes, from an urban design perspective are indicated on Study Area Map 3.

Each sub-area is accompanied by a map (Sub-area 7. Northwood/Styx Mill has two maps). The urban sub-area maps are at a scale of 1:5000 and the rural sub-areas at a scale of 1:10,000. The location of the sub-areas is indicated on Study Area Map No. 4. and a key to the map notation is provided as Appendix One.



1. Belfast North East



1.0 BELFAST NORTH EAST.

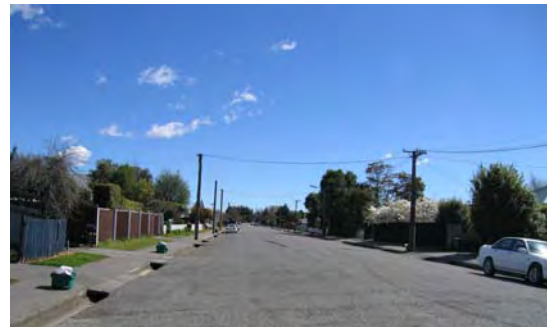


1.1. Description

1.1.1. This area was the first part of Belfast to be developed. Main North Road was formed up to this point in 1853. Farm sections, established in the 1850's were further subdivided in 1881 to create smaller farms and quarter acre sections. Industrial activities began in the 1870's with a soap works, the Canterbury Frozen Meat Works was established in 1881 and other associated industries followed. The railway line was opened in April 1872. A community started to develop with housing, public buildings (such as a town hall and post office), general store, churches, a school and a railway station and the township became known as Belfast, after Belfast in Ireland. Residential streets were laid out in a grid pattern between the main road and the railway line and given names with Irish connections. Most of the early buildings have now been lost but a number of older dwellings remain. These vary in type from colonial cottages to villas, bay villas and bungalows. In addition, the Scanes Store on Main North Road (1) constructed in 1907 still stands and is listed as a Group 3 heritage item in the City Plan. Adjacent to it is a small brick building which is thought to have been built around 1915. It was originally a baking powder factory and is now a hamburger bar.

1.1.2. Housing in this sub-area is in the lower price ranges for the study area. Factory Road, Tyrone, Richill, Third, and Donegal Streets are the oldest in the area and it is in these streets where original houses and cottages are concentrated. These are interspersed with houses built over the years, and the process of

replacing older housing stock continues, with a few recently built houses and units. Burnbridge Place is a short cul-de-sac off Factory Road which contains a number of small units of lower cost housing many occupied by elderly people and Cleland Street is another short cul-de-sac. A small park has been created on a house section in Tyrone Street, otherwise this neighbourhood is devoid of public open space. Some of the streets have been upgraded with new kerb and channel, but overhead wiring remains throughout the area.



Typical street scene

1.1.3. South of Donegal Street some newer houses have been constructed in a series of short cul-de-sacs. Footpath links exist from the end of Ballymena Drive through to Belfast Road, between Castile Place, Tahí Place and Shannon Place and between Shannon Place and Sheldon Park, this makes it possible for the whole of this area to gain pedestrian access to Sheldon Park and Belfast School without the need to walk along Main North Road. There is no local open space in this southern half of the sub-area.



Shannon Place

1.1.4. There are local shopping facilities (Belfast Centre) on the corner of Richill Street and Main North Road and a few shops, a petrol station and non-residential uses (including Salvation Army and Plunket Rooms) are located sporadically

further south on Main North Road. There are two bars on Main South Road close to the Richill Street junction. Also in this area is the Belfast Medical Centre on the south side of Richill Street.



Richill Street shopping centre

1.1.5. There are a number of industrial activities to the west of the railway line. The two in Factory Road (3) are long established but newer industrial development has occurred and is still being developed on both sides of Belfast Road and in March Place (4).

The Belfast Rugby Football Club (5) is located adjacent to Sheldon Park and accessed through the March Place industrial area. Vehicular access is also possible through the rugby club car park to Sheldon Park.

1.2. Issues

1.2.1. This part of Belfast is older, contains lower cost housing and is of a lower socio-economic population group, than the rest of the study area. Its original status as the centre of Belfast has been lost and it now appears a little neglected and forgotten. The area is not identified as a Neighbourhood Improvement Area, although it is comparable in nature with areas that are. Over the years it has been subject to the nuisances caused by industrial activities in close proximity. Of late, the downscaling of the Freezing Works has no doubt eased this situation to some degree.

1.2.2. The area has also suffered recently from the loss of its supermarket (New World) on the southern corner of Richill Street/Main North Road, which closed when a new one was opened at Northwood. Residents now have to travel to south Belfast to shop for groceries,

which is over 2 kilometres away from some homes and therefore not within a walkable distance. Increased residential population in the area would help to support more local services.

1.2.3. The pockets of industrial development on the west side of the railway line are immediately adjacent to residential properties.



Residential and industrial properties in Belfast Road

1.2.4. Other residential properties interface (across the railway line) with the freezing works. There is little opportunity for physical change in the recent industrial development around Belfast Road and March Place, but there may be potential for improvement in the Factory Road B4 zone (3) and if and when the freezing works site is redeveloped.

1.2.5. Currently industrial traffic passes through the area to gain access to and from Main North Road. This situation could be exacerbated or eased by new development to the east and north of the area. The construction of the Northern Arterial to the east of this area could cause more traffic to pass from east to west through the residential streets. There may however be the opportunity to close some streets, so that extraneous industrial traffic is excluded from the area.

1.2.6. As is the case elsewhere in Belfast, Main North Road is hard to cross on foot along this stretch and right turning vehicular movements are difficult, except at the Richill Street traffic lights. The opening of the Northern Arterial will take some traffic off this stretch of Main North Road, but traffic will only become less of an issue if and when both the Northern Arterial and the Western By-Pass are constructed.



Tyrone Street reserve

1.2.7. There is a lack of open space within this neighbourhood, although Sheldon Park is immediately adjacent to the south of the sub-area and at the most, 1300m away from residents. The Tyrone Street reserve is small and uninviting. Overhead wires and old dish channel drains downgrade the appearance of the older streets. While new kerb and channel will eventually be constructed, it is highly unlikely that undergrounding of overhead wires would be funded, especially in those streets which already have new kerb and channel.

1.3. Recommendations

1.3.1. This area is steeped in history and more could be made of this to create a sense of identity and importance for this part of Belfast. The Irish theme could be further developed and this part of Belfast might be identified as Old Belfast or Belfast Town to try and regain some of its former status.

1.3.2. It is recommended that the older part of the residential area be rezoned Living 2. This would provide more incentive to redevelop run down properties (three properties could be built on one 1000m² section compared with two under the current zoning) and so lead to a general upgrade of the area. Additional population in this area would increase its vitality and help support local facilities.

1.3.3. If the current subdivision application does not proceed, the undeveloped block of Living 1 land (2), could be rezoned Living 2 and a reserve created on the corner of Tyrone Street and Factory Road, as part of the subdivision. It may be prudent to earmark some land for a light rail station adjacent to the railway line at

this point and this could also be on this land currently zoned Living 1.

1.3.4. There are a number of non-residential uses along Main North Road between Factory Road and Sheldon Park. When Main North Road is downgraded it will become a less hostile environment and there could be scope for re-instating part of this stretch as a 'mainstreet'. Further retail and community services could establish in residential properties or on residential sites in between the existing business and community uses to create a more continuous mainstreet. Existing character houses could be utilised as restaurants or shops. It may be possible to reclaim some of the carriageway for tree planting and create a slip road in front of the shops, which also provides car parking. As a first step it is suggested that the frontage strip along Main North Road between Third Street and Belfast Road be zoned a 'community footprint' in the Christchurch City Plan



Villa in Main North Road

1.3.5. Industrial concerns in the B4 zones in Factory Road (3) could be approached to ascertain whether re-zoning some or all of the land for residential use might be feasible. This too could be rezoned Living 2 to give more incentive to a change of use and bring more people into the area.

1.3.6. The railway crossing could be closed at Factory Road. This will keep the traffic in Factory Road to a low level and would also allow the creation of a level crossing elsewhere. If a cycleway is created along the western side of the railway line it will run close to the backs of industrial premises and neglected parts of the residential area and be isolated and potentially unsafe. It may be preferable for the cycleway to be run on the eastern side of the railway along this stretch, where it

could be formed as part of any new development.



Interface with the railway line

increase the length of industrial/residential interface. Industrial uses are unlikely to assist in the upgrade of this area, and could lead to its further demise. The railway line creates a defined line and it would seem appropriate to establish this as a firm boundary between residential and industrial use. The land to the north of Factory Road would ideally be used for residential, recreational or other uses compatible with residential development (see sub-area 4).

1.3.7. If there is to be access to the Northern Arterial at its intersection with Belfast Road then traffic will increase on Belfast Road, through this sub-area. Industrial traffic from premises in Belfast Road and March Place could be restricted from using the residential part of Belfast Road.

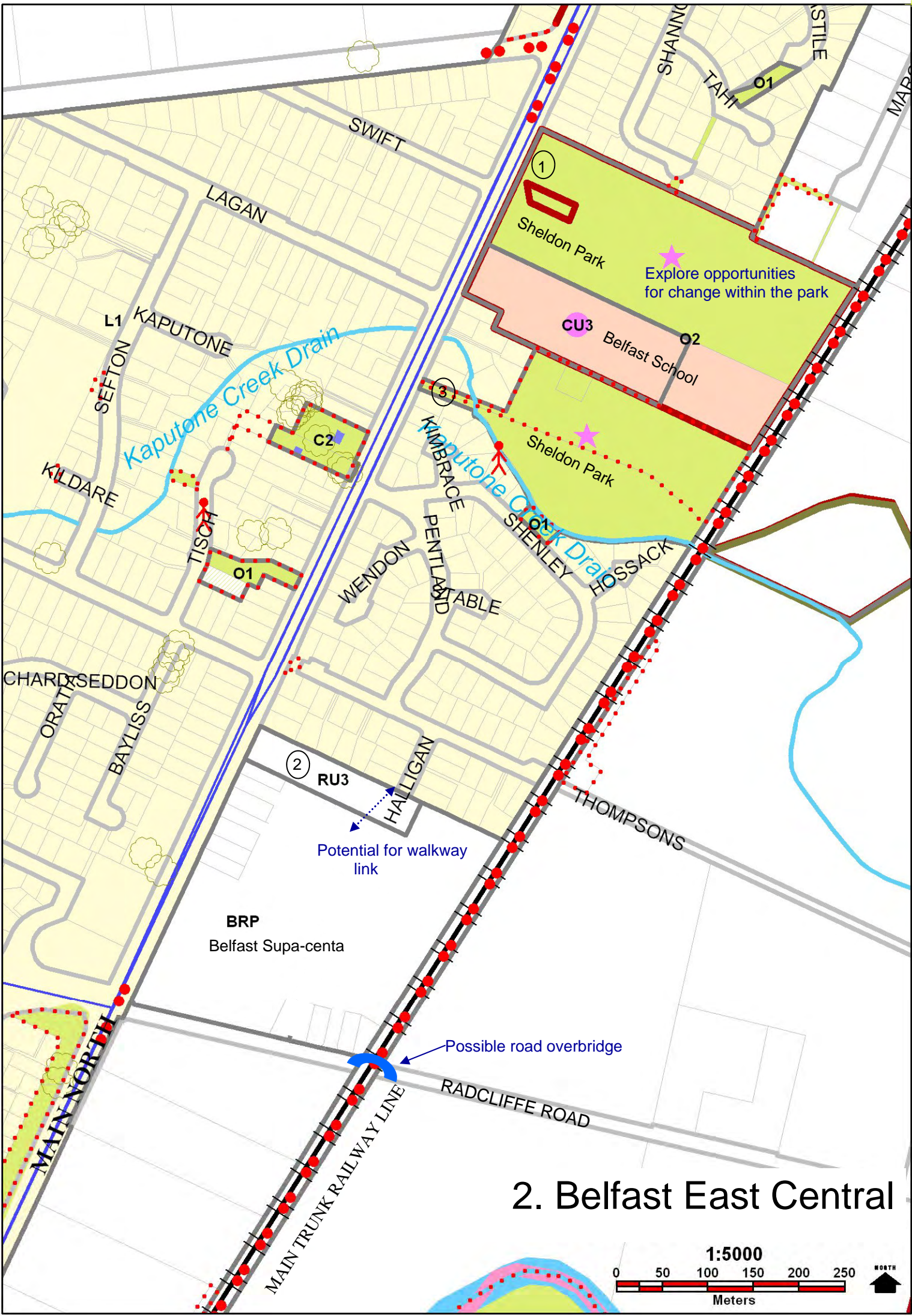
1.3.8. The extension of the Tyrone Street open space, through the acquisition of an adjacent property, preferably to the south, be explored.

1.4. Comment on land use options

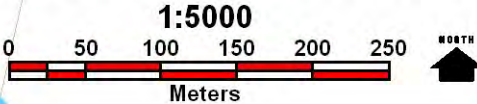
1.4.1. New development beyond the existing built up area can be used to assist in the rejuvenation of this sub-area. Additional population, particularly of a higher socio-economic status, will help to lift the quality of the area. Extra people will mean more support for local facilities.

1.4.2. If relatively intensive residential development is approved in the S293 area then the population will start to be more evenly distributed between north and south Belfast. New facilities established in the S293 area, will be accessible to the residents of Old Belfast. Local shops have been proposed within the S293 area, an alternative would be for the eastern side of Main North Road to become the local shopping centre for both the existing and new communities.

1.4.3. Land to the north and east of this sub-area has been suggested for industrial use. This would enclose this residential area with industrial uses on two sides and



2. Belfast East Central



2.0. BELFAST EAST CENTRAL



2.1. Description

2.1.1. This sub-area is bounded by Main North Road to the west and the railway line to the east. Sheldon Park is in the north of the sub-area and the Belfast Supa-Centa in the south. The intervening area contains a residential subdivision.

2.1.2. Sheldon Park is a long established park which was gifted to the settlement in 1912 by a resident in memory of his wife. The park, now 10 hectares in extent, provides open grassed areas for formal and informal recreation. Within the park is a bowling club, two kindergartens, an outdoor swimming pool, a half-court, skateboard area, two children's playgrounds, toilets and a cricket club. An historic stone wall with iron gates is located on the Main North Road frontage (1), behind which is a war memorial. Both these features serve as memorials to local Belfast people.



Sheldon Park, showing toilets and swimming pool

2.1.3. The park wraps around three sides of the Belfast School. The original Belfast nursery school was moved from across

Main North Road in the 1920s to the current location. The remainder of the school opened in 1938.

2.1.4. A central refuge has been provided in Main North Road outside the school to make it easier and safer for school children and users of Sheldon Park to cross the road.

2.1.5. The Kaputone Creek forms the southern boundary of Sheldon Park and forms an attractive border between the park and adjacent houses to the south.

2.1.6. There is a small group of houses on Main North Road immediately to the south of the school, alongside which is a narrow pedestrian access to the park.



Housing in Stable Way, south of Kaputone Creek

2.1.7. South of Kaputone Creek is an area of housing, mainly constructed in the 1980's, except for an area of older housing in Thompson Road and Halligan Place, to the south. It is laid out as a crescent and short cul-de-sacs. This neighbourhood is served via a single access from Main North Road, a previous access from Thompsons Road having been closed to vehicular traffic.

2.1.8. There is a small green space on the north side of Shenley Place which affords access via a pedestrian bridge across the Kaputone Creek to Sheldon Park and Belfast School. A narrow pedestrian walkway connects through from Stable Way to Shenley Place.



Belfast Supa-Centa

2.1.9. South of this residential area is the Belfast Supa-Centa, which is a retail complex developed over the past five or six years. The Supa-Centa is zoned Business Retail Park (BRP) and contains large format retail uses as well as several smaller outlets, including fast food operations and a gym. There is also a Woolworths supermarket. Access to the Supa-Centa is via Radcliffe Road or a restricted (left in – left out) junction on Main North Road

2.1.10. The Supa-Centa site is now fully developed but there is a small block of land (no. 556 Main North Road) zoned Rural 3 on the north side of the BRP zone and south of Thompsons Road (2).



Sheldon Park frontage

2.2. Issues

2.2.1. Sheldon Park has a relatively narrow frontage to Main North Road and there is not a clear view into the park. There is a narrow pedestrian access from Main North Road to the park between residential properties south of the school (3). The school divides the space and inhibits the view across the park. Surrounding residential properties back onto the park. Those on the south side, particularly two storey houses provide some casual surveillance of the park, but

elsewhere the park is poorly overlooked. Consequently there is little opportunity for informal observation of activities and the park suffers from safety and security issues.

2.2.2. The park frontage is not obvious when traveling along Main North Road and the war memorial, stone walls and gates are not readily picked out as important historic features.

2.2.3. Main North Road presents a barrier between the park and the residents on the western side of the road.

2.2.4. Because the residential part of this sub-area is contained by Sheldon Park, the railway line and the Supa-Centa, it is, and will continue to be, a somewhat isolated residential enclave.

2.2.5. There is no road or pedestrian connection between the Supa-Centa site and the residential area, making it necessary to pass along Main North Road to reach it. The block of land at 556 Main North Road may offer some opportunity for a connection from the end of Halligan Street. This block could be difficult to develop as it is now tucked behind existing bulky buildings and residential properties .

2.2.6. Consideration needs to be given to whether provision should be made for the Supa-Centa to expand or not. Expansion of the Supa-Centa could have a further negative effect on north Belfast.

2.2.7. If there is an intersection at the point where Radcliffe Road crosses the Northern Arterial, then Radcliffe Road will become more heavily trafficked, affecting the ease of entering and leaving the Supa-Centa via Radcliffe Road, which is already difficult at times. Urban development on the southern side of Radcliffe Road could also be accessed along this stretch of road.

2.2.8. The Railway line crosses Radcliffe Road adjacent to the Supa-Centa. Increased traffic from the Northern Arterial and urbanisation of land in this area will greatly increase the number of vehicles crossing the line. This may lead to build up of traffic queues when a train is passing and put more people at a safety risk.

2.3. Recommendations

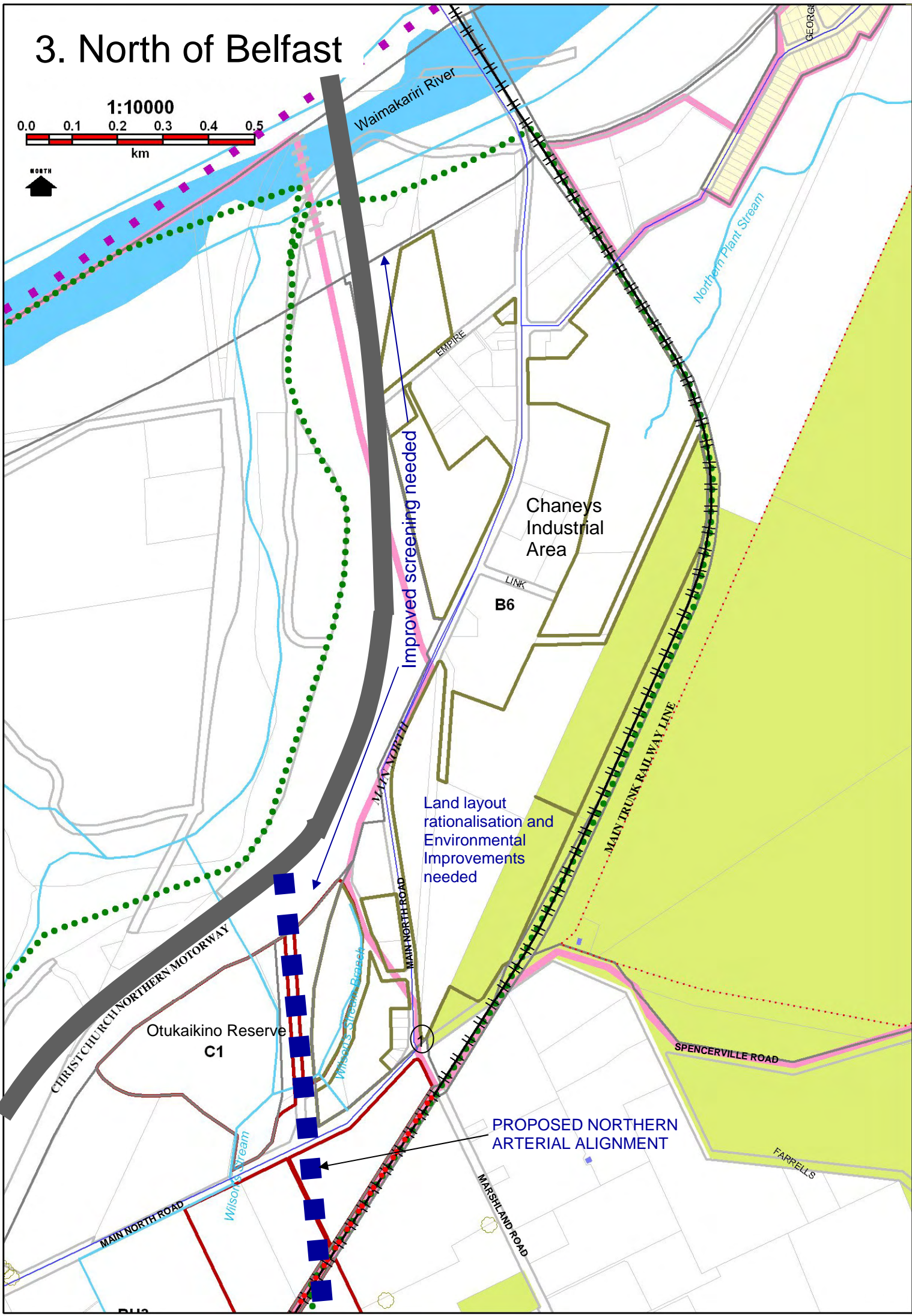
2.3.1. Opportunities for change within Sheldon Park need to be explored. Attention needs to be paid to the Main North Road frontage. The heritage features need to be given more recognition and an appropriate setting. If the swimming pool is to be closed this may enable a clearer view into the park to be achieved. It is understood that there may be a possibility for a land exchange, so that the school releases some of their frontage land and occupies more land within the park. In the long term there may be opportunities such as relocating the school or building houses or community facilities around the edges of the park, to increase activity and the opportunity for informal surveillance. However, there may be restrictions on changing the park due to the conditions of the gifting.

2.3.2. If expansion of the Supa-Centa is considered appropriate it could occur across Radcliffe Road to the south. Alternatively there may be scope for intensification within the site through relocating car parking above existing buildings and so freeing up ground space. This could provide the opportunity for a 'street' of smaller retail units running through the centre of the site. Another possibility is to locate car parking on land to the east of the railway line and provide a connecting pedestrian airbridge between the car parking building and the Supa-Centa.

2.3.3. The future use and subsequent rezoning of the block of Rural 3 land needs to be considered, with a view to creating a pedestrian link through from Halligan Place to the Supa Centa. Access will be into the service/loading area however, and accompanying improvements in this area will be needed.

2.3.4. Consideration needs to be given to whether it would be feasible to construct an overbridge so that Radcliffe Road passes over the railway line.

3. North of Belfast



3.0 NORTH OF BELFAST



3.1. Description

3.1.1. The northern part of the Belfast Area Plan study area is a narrow tract of land sandwiched between the Northern Motorway and the South Island main trunk railway line. It extends northwards to the Waimakariri River. Main North Road meanders through the sub-area from north to south. The Chaney's industrial area, zoned Business 6 (Rural Industrial), is located along the Main North Road, and extends to the northern motorway to the west, the river to the north, the railway to the east and the junction of Main North Road, Spencerville Road and Marshland Road to the south. The area includes large amounts of as yet undeveloped land, and development is constrained at present by the lack of water supply, and provision for sewage disposal.



View along Main North Road from junction with Marshlands Road

Existing uses include extensive timber processing plants and a cement works and other large concerns with unsightly outdoor storage and operational areas. They are scattered haphazardly throughout the area.

3.1.2. The designation for the northern arterial runs from the northern Motorway, alongside the eastern edge of Otukaikino Reserve (to the west of the sub-area), across Main North Road and then continues in a southerly direction.



Cement works at Empire Road

3.2. Issues

3.2.1. This area marks the entrance to Christchurch when travelling along the motorway. One has the feeling of arriving in Christchurch after crossing the Waimakiri River and this is confirmed when the Christchurch entry sign is reached and the Motorway becomes Main North Road. However, the view from the road to the east, of the industrial uses, is not attractive and does not create a good first impression. There is little to screen the industrial activities from the motorway or the road or rail corridors.

3.2.2. The industrial uses in this area have developed in an uncoordinated fashion. Awkward shaped parcels have been created by the configuration of roads and the railway line.

3.2.3. Around Chaney's junction and Otukaikino Reserve (1) is a complicated and disjointed pattern of roads, land parcels and land uses, which will be further bisected by the northern arterial.

3.2.4. The land is already zoned for industrial use and introducing landscaping, site layout and building design controls without some accompanying advantage to landowners could prove problematic.

3.2.5. Much of the land is in the ownership of Environment Canterbury (Ecan) who

are examining the possibility of intensifying uses within the area and introducing light industrial uses.

3.3. Recommendations

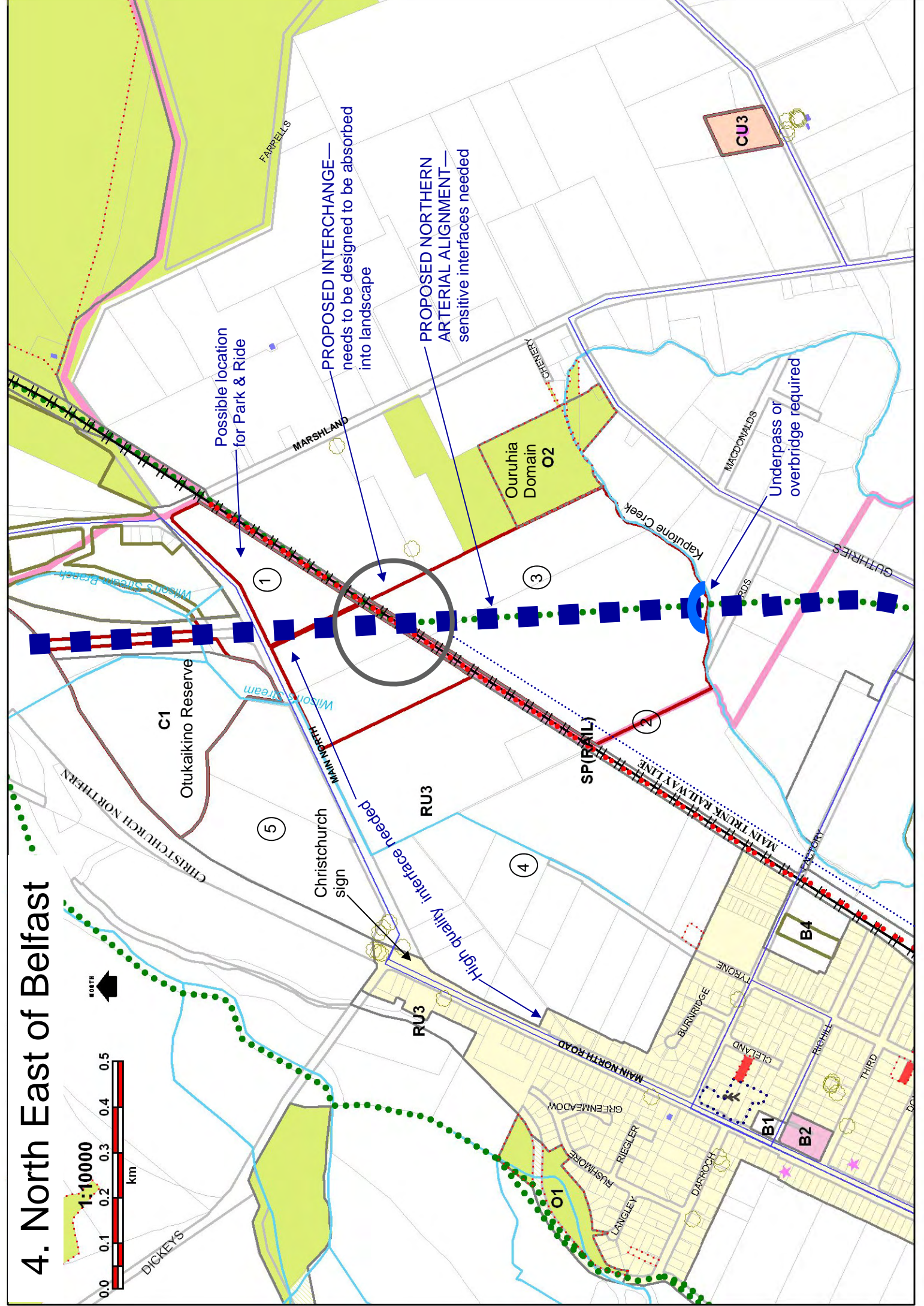
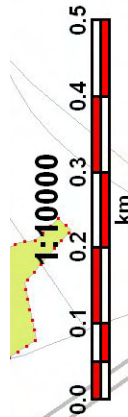
3.3.1. A detailed study of the area be carried out in conjunction with Ecan and other landowners and occupiers, with a view to rationalising the land uses, and roading pattern and creating a comprehensive landscape plan. More regular shaped sections and boundaries and a logical road pattern would lead to more efficient use of the land. It would allow continuity in planting schemes and avoid neglected 'left over' spaces. It may be possible to negotiate some voluntary controls over building bulk and colour.

3.3.2. If the land were to be rezoned to cater for light industrial use, there would be an opportunity to introduce layout, design and landscape rules as part of a Plan Change.

3.4. Comment on land use options

3.4.1. The continued use of this area for industrial use is appropriate. Additional controls should be introduced to improve the appearance and layout of the zone.

4. North East of Belfast



4.0. NORTH EAST OF BELFAST



4.1. Description

4.1.1. Between Main North Road, Marshland Road, Guthries Road and Factory Road is an area of land zoned Rural 3. The land is traversed by the railway line and the Kaputone Creek. The Northern Arterial designation also crosses the land from north to south. There are a number of smallholdings and lifestyle properties. Between Main North Road, the motorway, and the Northern Arterial designation is a triangular tract of land, the north western half of which is the Otukaikino Wetland Reserve (Wilson Swamp). The 'Christchurch' entrance sign is located on land at the junction of Main North Road and the Motorway.

4.1.2. Ouruhia Domain and Cemetery are situated in the east of this sub-area. The reserve fronts onto Guthries Road, where there is a community hall and the cemetery has a frontage to Marshland Road. Kaputone Creek runs across the southern part of the reserve, close to Guthries Road.

4.2. Issues

4.2.1. The northern arterial road corridor will further disaggregate this area and create several triangular parcels of land, which cannot be used efficiently. Most are in the ownership of Transit New Zealand. One awkward shaped parcel of land will be bounded by the Northern Arterial, the railway line, Main North Road and Marshland Road (1). An isolated block of land will be formed between the Northern Arterial, the railway line and Kaputone Creek, with only a very narrow frontage to Factory Road (2). Two land locked parcels of land will be created to the east of the

Northern Arterial, north of the Kaputone Creek and west of Ouruhia Domain (3).

4.2.2. The Northern Arterial will cross the Kaputone Creek, and will create a barrier to pedestrian and cyclist movement alongside the waterway.

4.2.3. It is understood that a major interchange is proposed at the point where the Northern Arterial crosses the railway line and it will provide road connections to Main North Road and Marshland Road.

4.2.4. An area of low lying land exists between Main North Road and the railway line and north of the existing urban edge of Belfast (4). It is in relatively small parcels making the co-ordination of future development difficult. Access to most of the land is currently via an unformed road running from the end of Tyrone Street. The development of this land will 'fill in' the open frontage to Main North Road and extend the built-up area of Belfast, northwards, so that both sides of the road start at approximately the same point. The opportunity therefore exists to make more of this entrance to Belfast.



Land north of the existing urban edge

4.3. Recommendations

4.3.1. Any development north of the existing urban edge should be viewed as the gateway to Belfast and needs to be of a high design standard. In particular, provision will need to be made for a sensitive interface with Main North Road. Similarly the Northern Arterial and particularly, the interchange structure, will need to be visually absorbed into the landscape, so that it is not unnecessarily obtrusive.

4.3.2. Because of the fragmented land holdings, awkward land parcel configurations, the existence of houses, public reserves and the Kaputone Creek, and the severance caused by the railway line and the Northern Arterial, it is recommended that a structure plan be prepared, in conjunction with land owners, in order to assist future development of this sub-area to be planned and implemented in a comprehensive and connected manner.

4.3.3. An pedestrian/cyclist underpass or overbridge is formed at the point where the Northern Arterial crosses the Kaputone Creek.

4.3.4. The triangle of land between Main North Road, the railway line and the Northern Arterial (1) could be explored as a possible site for a 'Park & Ride' facility.

4.4. Comment on land use options

4.4.1. Between the junction of the motorway, Main North Road and Otukaikino Reserve is an isolated triangular parcel of land (5). This land is low lying and lends itself, as recommended by others, to becoming an extension to the Otukaikino Reserve.

4.4.2. The railway/Northern Arterial forms a natural development boundary, to extend industrial area to the east will mean that there is no logical boundary. Use of that part of the study area east of the railway line and the Northern Arterial around Marshland Road and Guthries Road, for industrial purposes would mean that existing residential properties would either be redeveloped or surrounded by industrial uses. The area would, in any event, be difficult to develop comprehensively or satisfactorily for industrial purposes given that there are relatively small landholdings, some containing houses; the Kaputone Creek runs through the area and the undeveloped land parcels are separated by the Ouruhia Domain. Therefore the railway line and the Northern Arterial should form the eastern boundary to urban development.

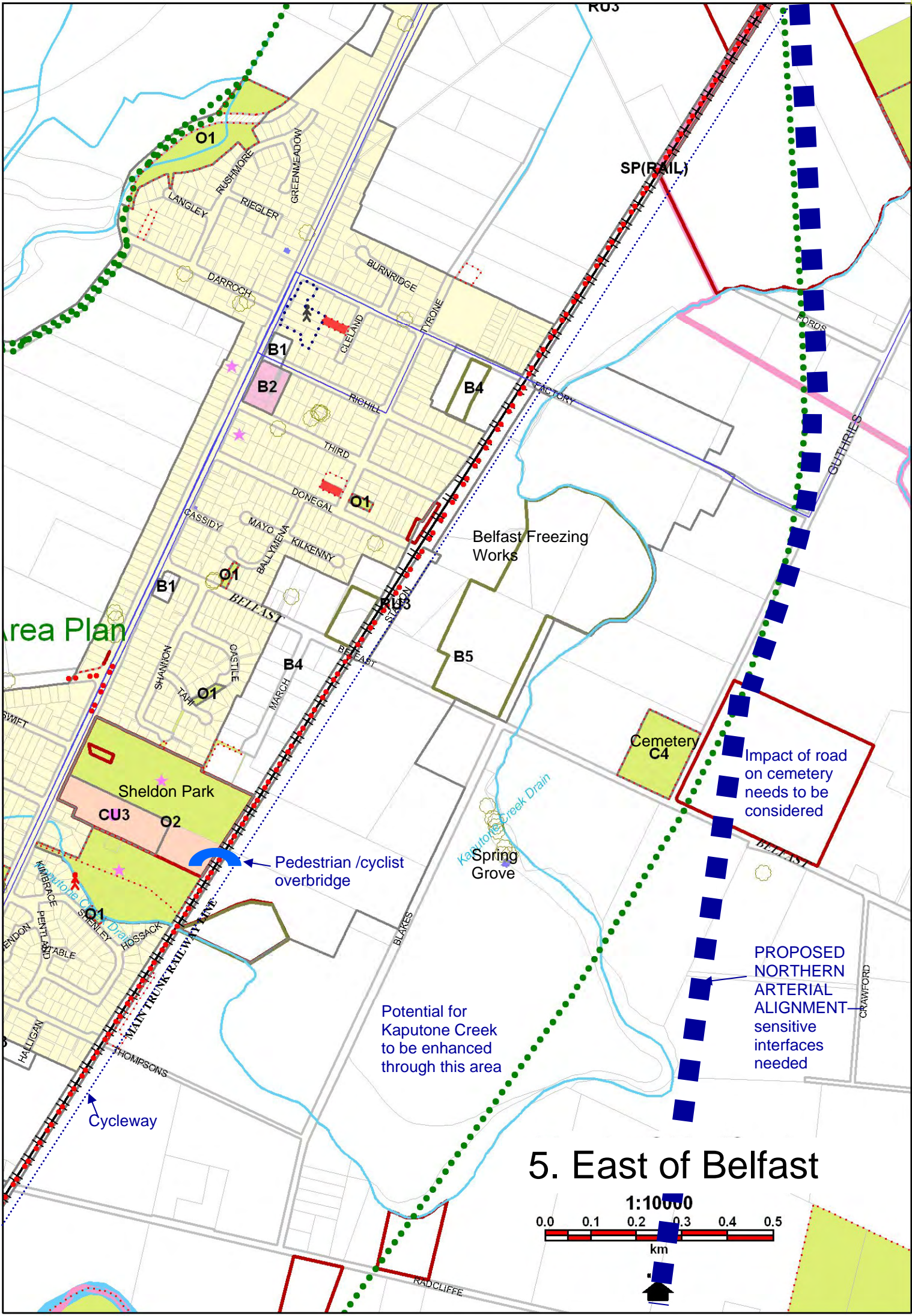


Housing in Guthries Road

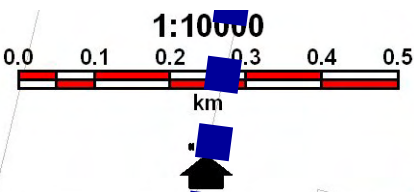
4.4.4. The development option indicates that the land north of the urban edge (4) be zoned for industrial purposes. Such a use would not assist in improving the environmental quality and facilities of north Belfast and could lead to further degradation. Residential use would on the other hand bring more people into this area, helping to support more local shops and generally giving more confidence to the area as a residential area, rather than it being surrounded by industrial use. Alternatively this land might be utilised for community facilities, to become the northern gateway into the city and a community services focal point, serving northern Christchurch as well as the south eastern Waimakariri District.

4.4.5. If industrial use were preferred for this area north of the urban edge access would need to be gained to all the area from Main North Road and/or the Northern Arterial and not through the existing residential area. Provision would need to be made to ensure the compatible coexistence of residential and industrial use, including landscape buffers.

4.4.6. If the development of this area for residential purposes were feasible, access could be obtained from Tyrone Street.



5. East of Belfast



5.0 EAST OF BELFAST



5.1. Description

5.1.1. This sub-area is bounded by the railway line to the west, Factory Road to the north, the Northern Arterial designation to the east and Radcliffe Road to the south. The western part of this area is zoned Business 5 and occupied by the Belfast Freezing works. The balance of the land is zoned Rural 3, apart from the Belfast cemetery on the corner of Belfast Road and Guthries Road. The Kaputone Creek meanders through this sub-area. The freezing works comprises a number of complexes of industrial buildings, but much of the Business 5 land is utilised for surface car parking or grazing.



Belfast Freezing Works

5.1.2. There are a number of residential properties in the Rural 3 zone, the largest of which is Spring Grove, listed in the City Plan as a Grade 2 heritage building. The house was constructed about 1897 and is sited alongside the Kaputone Creek in extensive grounds. The access to the house is via a tree lined driveway alongside the creek and many of the trees are protected.



Entrance to Spring Grove

5.2. Issues

5.2.1. It is possible that the Freezing Works may vacate their site at some time in the future. If the site were to be redeveloped, some of the buildings may be worthy of retention. There may be ground contamination issues.

5.2.2. It could prove difficult to accommodate the Kaputone Stream in any new development area, due to its meandering form, which creates odd shaped parcels of land and a need for bridges. Also, depending on the alignment of the Northern Arterial, the creek could be disrupted by the road, necessitating underpasses or realignment of the creek.

5.2.3. The peace of the Belfast Cemetery will be disrupted by the Northern Arterial running to the east. If there is access onto Belfast Road from the Northern Arterial the junction the tranquility and rural outlook of the cemetery will be further intruded upon by the junction itself and the increase in traffic along Belfast Road.



Belfast Cemetery

5.3. Recommendations

5.3.1. The Kaputone Stream should be viewed as an asset to become a feature of any new development. Road alignments could follow the stream and the stream could form a boundary between uses.

5.3.2. If there is a northern arterial intersection with Belfast Road it should be sited as far as possible from the Cemetery and visual and aural screening incorporated.

5.4. Comment on land use options

5.4.1. The option for the future use of this land is either industrial or residential or a combination of both.

5.4.2. Utilising the whole of this block for industrial purposes could provide industrial land in one of the few areas where it will not be above the unconfined aquifer. Industrial development would be contained by the railway line, the northern arterial and the Styx River. Industrial traffic could be accessed directly off the arterial from the north, so that industrial traffic would not need to pass through residential areas to the west. A wide corridor could be created on the northern side of the Styx River to provide a buffer between the industrial area and the residential development to the south. A landscaped buffer strip would need to be created between the industrial uses and the railway line to screen industrial activities from housing to the west. This could contain the rail side cycleway. The Belfast cemetery, Spring Grove and other existing houses would however be engulfed by industrial development and it would be difficult to incorporate the Kaputone Creek as a landscape feature.

5.4.2. It would be possible, if the freezing works closed in its entirety and other industrial concerns were re-located, to utilise the whole of this sub-area for residential purposes. A residential area between the railway line, the northern arterial and extending down as far as The Styx River would be large enough to become a new community in its own right. It would provide a better interface across the railway line with the existing Belfast

residential development. It would create a compatible surrounding environment for the existing houses, including Spring Grove and the cemetery. The Kaputone Stream could be enhanced and become a feature of the residential areas. There may be soil contamination issues however, due to the current industrial uses.

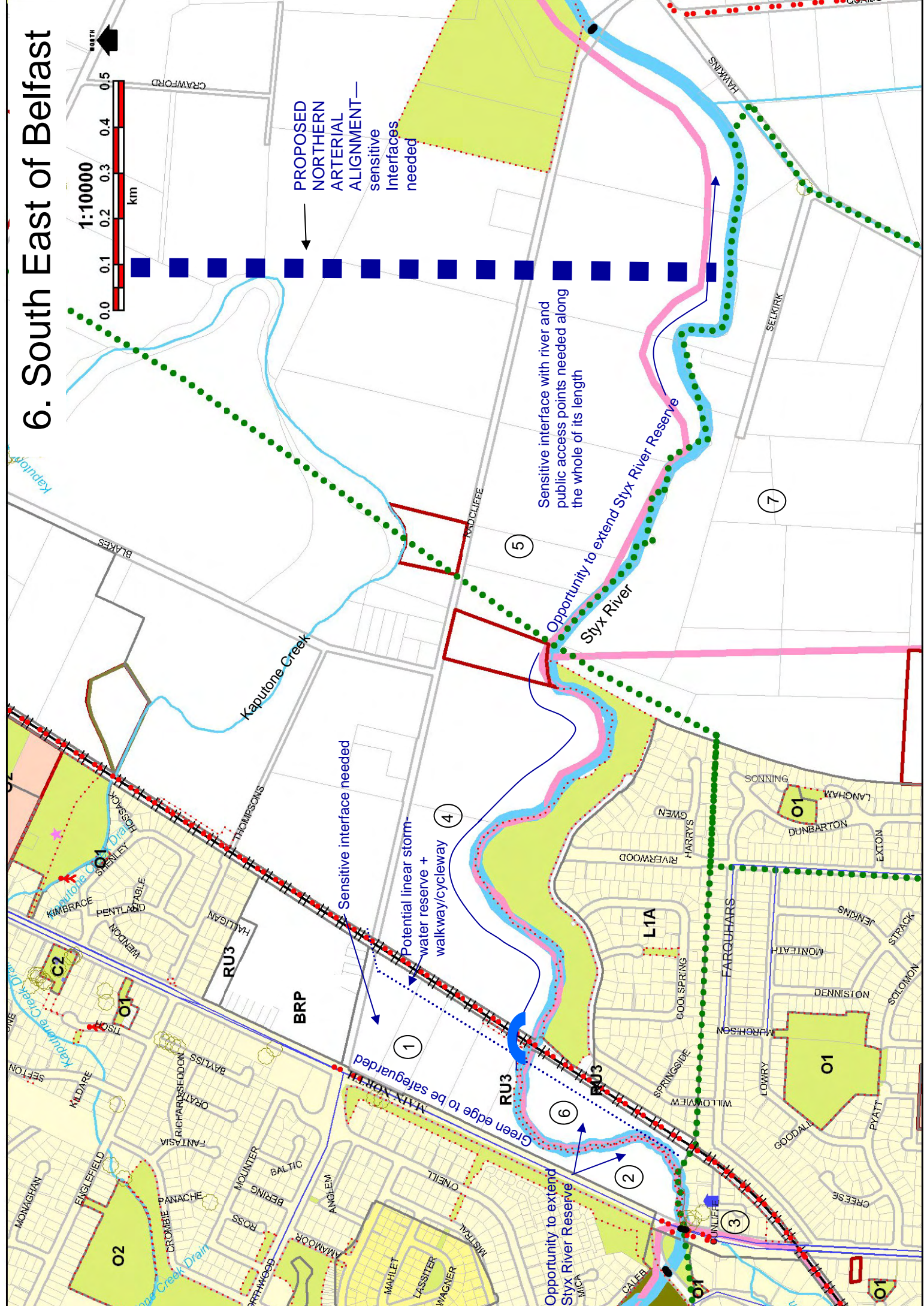
5.4.3. The northern half of the sub-area could be utilised for industrial purposes and the southern half for residential. Industrial development would be adjacent to industrial development in the north and residential development would be facing residential development across the Styx River and could capitalise on the attractive river frontage. This distribution of land use would have the advantage of retaining the freezing works within the industrial area, while Spring Grove would be located on the edge of a residential area. Belfast cemetery would however be within the industrial area. The interface between the industrial and residential uses could be problematic. However, an extension to Sheldon Park could be created to form a buffer between the industrial and uses, although access between the two halves of the park, across the railway line would only be possible if a pedestrian overbridge were constructed. The Kaputone Creek could form the boundary between uses on the eastern side of Blakes Road. There would be an interface between industrial and residential uses across Blakes Road in the vicinity of Spring Grove.

5.4.4. The residential area would be segregated from the rest of Belfast by the railway line. Access to Belfast School, Sheldon Park, Northwood shops and the Belfast Supa-Centa would involve crossing the railway line at Radcliffe Road and apart from the Supa-Centa, travelling along or crossing Main North Road. If it is to be successful, residential development in this area needs to be of a significant magnitude to become a relatively self-contained community. The total area indicated for residential in this location amounts to 82 hectares, which is a little less than Northwood or the S293, but is of sufficient size to become a new place. Extension of residential development right up to the Northern Arterial would increase the residential population in this sub-area. A residential development of this size may be able to sustain a few local shops, especially if they were located on Radcliffe

Road. It might be able to support a new primary school, but if not, primary school children would need to attend Belfast School and pedestrian/cyclist access over the railway, directly into Sheldon Park would be essential.

5.4.5. If the S293 area is approved for urban residential development, it would be preferable for that development to proceed in advance of any residential development in this area. The location of the S293 area rounds off the existing township form and would have the effect of strengthening and upgrading the older part of Belfast, whereas residential development in this area would exacerbate the current north-south imbalance.

6. South East of Belfast



6.0. SOUTH EAST OF BELFAST



6.1. Description

6.1.1. Between Main North Road, Radcliffe Road, the Northern Arterial designation and the Styx River is an area zoned Rural 3.

6.1.2. South of Radcliffe Road between the railway line and Main North Road (1) are four blocks of land, totalling around 8 hectares which are currently used for orchards, glasshouses and grazing and there are one or two large houses. To the south of this land is a river terrace beyond which is the Styx River. The river meanders across the low lying block of land between Main North Road and the railway line. The City Council owns a tract of land between the river and Main North Road (2). In the far southern corner of this sub-area in a small triangular area between the river, the railway line and Main North Road (3) is a small group of houses in Cunliffe Road and Tracy Place. The properties are elevated above the river and those on the north side have a northern outlook across the floodplain. Cunliffe Road has direct access from Main North Road, close to the Styx overbridge.



City Council owned land on the eastern side of Main North Road

6.1.3. On the south side of Radcliffe Road, between the railway line and Blakes Road junction are two large parcels of rural land extending to the Styx River. On the south side of the river is the Styx River Conservation Reserve and south of this is Redwood Springs, a residential subdivision developed since 2000.

6.1.4. The realignment of the Northern Arterial route further to the east will encompass further rural blocks (5) some containing dwellings.



Land to the south of Radcliffe Road

6.2. Issues

6.2.1. The westernmost part of this sub-area forms an isolated block, separated by the Main North Road (a limited access road), Radcliffe Road, the railway line and the Styx River, it is poorly connected to the rest of Belfast. The use of the southern part of the block is constrained due to lack of access, the fact that it is low lying and the meandering path of the Styx River. The (3.75 ha) block of land to the east of the river and west of the railway line (6) has access from the end of Cunliffe Road.

6.2.2. The short stretch of Radcliffe Road between Main North Road and the railway line provides access to the Supa-Centa. If the rural land to the south is developed for urban purposes access will also need to be along this stretch at a point 200m back from Main North Road, i.e, opposite the Supa-Centa entrance.



Radcliffe Road looking east from Supa-Centa

6.2.3. The treatment of the Main North Road edge of this site will need to be such to retain the feeling of separation between Redwood and Belfast (see Part One, 7.1.1.).

6.2.4. The interface of the railway line and any development to the west or east will need to be carefully considered. It is anticipated that a cycleway will run to the west of the railway line and there may be the need to allocate space for stormwater management alongside the rail corridor.

6.2.5. The quiet rural character of Radcliffe Road, east of the railway line will be lost with the urbanisation of the adjoining land. It will become even more heavily trafficked once the Northern Arterial is constructed, if there is an intersection with it.

6.2.6. If the northern arterial route is realigned further to the east, the use of the land south of Radcliffe Road and east of Redwood Springs needs to be considered in conjunction with land to the south of it (7).

6.3. Recommendations

6.3.1. Development in this area provides the opportunity for extending the Styx River linear reserve. A sensitive interface will need to be created between any development on the northern part of the sub-area and the Styx River, including the

safeguarding of the river terrace. Land could be set aside, as part of any subdivision in order to continue the ecological corridor on both sides of the river. The natural tranquillity of the river corridor should not be compromised by new development. Pedestrian/cycling access to the river from the north and across the railway line would be needed.

6.3.2. The development constraints of the southern part of the block west of the railway line (2) & (6) suggest that its best use is as an extension of the Styx River Conservation Reserve and for stormwater management purposes. Pedestrian/cyclist access would be possible from Main North Road and Cunliffe Road. Any vehicular access from Cunliffe Road would need to be of a limited nature and access to the western side of the river will need to be via Radcliffe Road.

6.3.3. It may be appropriate to create a linear stormwater reserve on the land to the west of the railway line, with the cycleway and walkways running through it. The interface between this reserve and urban development will need to be carefully considered to ensure it does not become a forgotten and hidden space.

6.3.4. A green edge is safeguarded along the whole of the Main North Road frontage, to serve the same purpose as the green screen on the opposite side of the road.

6.3.5. The interface between Radcliffe Road, the Supa-Centa and urban development on the south side of the road will need to be considered.



Interface between Supa-Centa and land to south

6.3.6. In order to connect the western site with the land to the east it will be necessary to create a footbridge over the railway line. If possible a connection to the west across Main North Road should be formed at the point opposite the pedestrian link from O'Neill Avenue. Pedestrian lights will be needed.

6.3.7. Measures to ensure the achievement of sensitive interfaces, linkages through and beyond the site and other design features will need to be included as City Plan provisions to accompany any change in zoning (i.e. part of the Plan Change).

6.4. Comment on land use options

6.4.1. The northern part of the land west of the railway line (1) could accommodate urban uses. Another isolated pocket of housing would be created however, if the land were to be used for residential purposes. Nevertheless, because of its position between an existing and potential long term public transport route it would be an appropriate site for higher density housing. Residents could take advantage of existing retail facilities at the Supa-Centa and at Northwood and the Styx River corridor could provide recreational and open space opportunities.

6.4.2. This site could provide some land for community facilities, such as a community centre. While the land is a clear, sizeable block and would be easily developed in comparison with other sites, it is not in a central location, is isolated by roads and the railway line and is separate from other community facilities such as the school and parks.

6.4.3. Retail development here would not be best placed to serve all of Belfast and might contribute to the further demise of north Belfast. Furthermore retail use would straddle Radcliffe Road, which is not ideal, and it would be difficult to integrate the two parts of the complex, given that the current centre turns its back on Radcliffe Road. Nevertheless this site provides the best location for the expansion of the Supa-Centa and retail use could be provided along the Radcliffe Road frontage, with the remainder of the site used for residential or community purposes.

6.4.4. The site might be utilised for light industrial or office use or one off uses such as a cemetery, park and ride facility in conjunction with the development of a railway station and bus interchange.

6.4.5. For discussion of the future use of land south of Radcliffe Road and east of the railway line see Sub-area 5.



7a. Northwood East

7.0. NORTHWOOD AND STYX MILL



7.1. Description

7.1.1. Over the past six years the orchards on the western side of Main North Road have given way to the Northwood subdivision. The land was rezoned as a result of a submission to the Proposed Christchurch City Plan in the mid 1990's. Northwood was conceived as a comprehensively planned new community. At the City Plan hearing the owners presented their urban design intentions for the development as follows:

- A range of section sizes and housing styles
- Community facilities
- High levels of amenity through provision of water features, quality open space, extensive trees and walkways



Walkway through Northwood

- A road and open space system conducive to pedestrian, bicycle and vehicle movement

- A strong open space relationship with The Groynes picnic area to the north and Styx Mill reserve to the south.

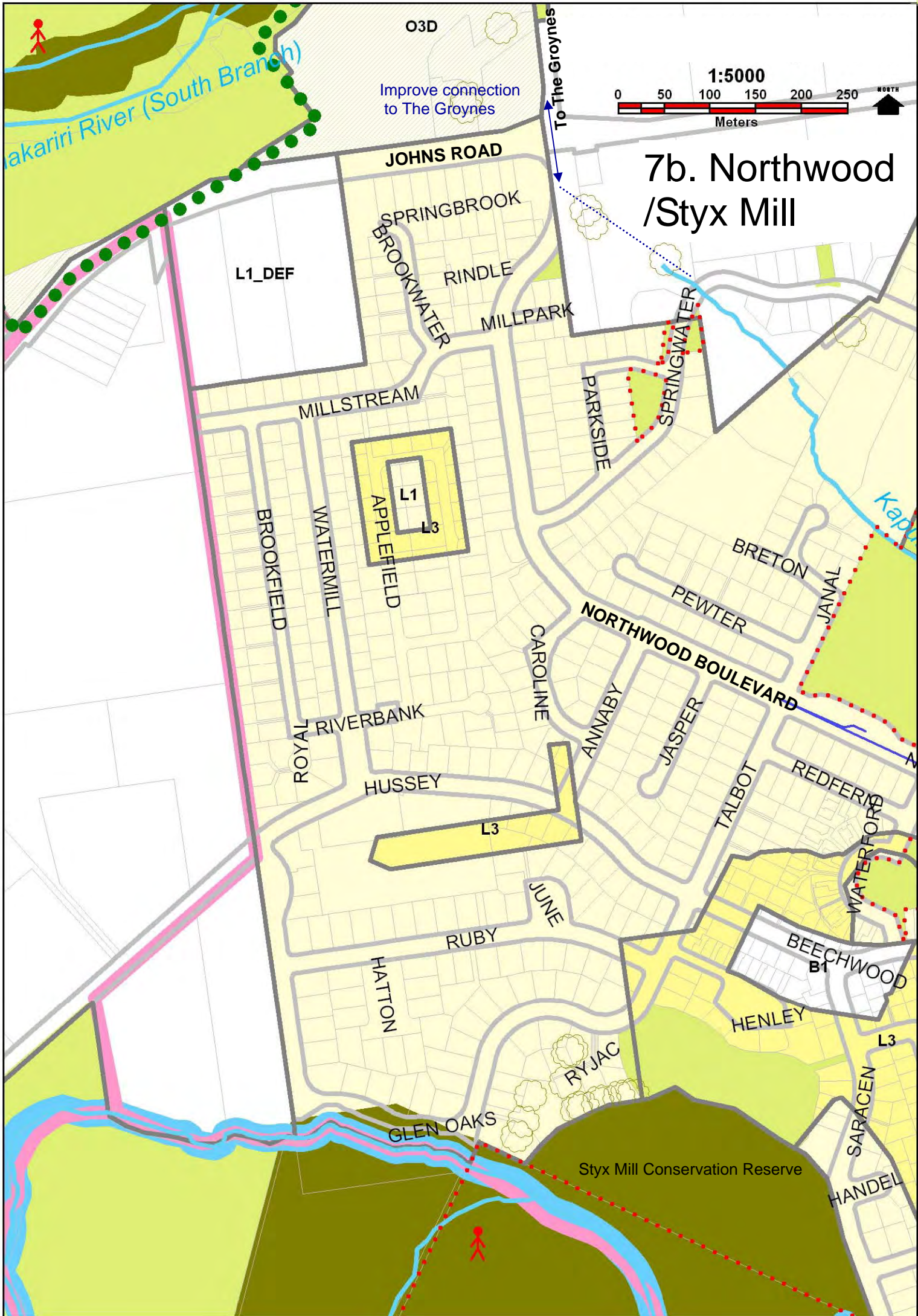
7.2. Northwood East (Map 7a)

7.2.1. Although there have been changes to the original masterplan the development principles have been adhered to on this eastern part of the development. The housing mix includes, large family houses, two and three storey town houses, small single storey properties and a complex for the over 50's. The higher density housing is predominantly concentrated in the centre of the site around Waterford Reserve. There is now a supermarket on the Main North Road frontage and approval has been given to a block of smaller shops on this site. In the centre of the development, adjacent to Waterford Reserve (1), the land originally intended for the local shopping centre is undeveloped, but approval has been sought for shops with living accommodation above, in the meantime it is has been fenced off from the remainder of the reserve.



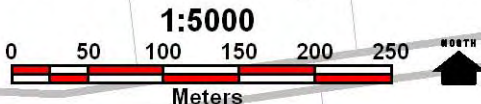
Waterford Reserve and higher density housing

7.2.2. The distributor roads are all lined with trees, the area is well served with local open spaces and has easy access to Styx Mill Conservation Reserve to the south. Northwood Park, the largest open space in the subdivision was created adjacent to the existing Englefield Reserve. The Kaputone Creek runs between the two reserves. Waterford Reserve includes a water feature around the natural springs. A well connected road network has been created, while still allowing short cul-de-sac environments. Open space linkages have been provided



7b. Northwood /Styx Mill

O3D
Improve connection to The Groynes



Karakiri River (South Branch)

L1_DEF

JOHNS ROAD

SPRINGBROOK

BROOKWATER

RINDLE

MILLPARK

MILLSTREAM

PARKSIDE

SPRINGWATER

APPLEFIELD
L1
L3

BROOKFIELD

WATERMILL

ROYAL RIVERBANK

HUSSEY

HUSSEY

L3

CAROLINE

NORTHWOOD BOULEVARD

ANNABY

JASPER

BRETON

PEWTER

JANAL

TALBOT

REDFERN

WATERFORD

JUNE

RUBY

HATTON

BEECHWOOD
B1

HENLEY

L3

RYJAC

GLEN OAKS

Styx Mill Conservation Reserve

SARACEN

HANDEL

to provide through the block connections for pedestrians and cyclists. There is a pedestrian link from the site through to Main North Road approximately mid-way along the frontage (2). A shelter belt has been retained along the Main North Road frontage of the site, which provides an almost total visual screen between the residential area and the road. On the western side of the shelterbelt is a stormwater drain, which has been enhanced and a stormwater retention basin has been constructed at the south end of the site, adjacent to Styx Mill Road.

7.2.3. The traffic lights at the intersection of Main North Road and Styx Mill Road include pedestrian controlled lights (3).

7.2.4. The layout of Northwood was designed to accommodate a bus route and a bus service, running to and from Christchurch currently operates as far as Northwood Park. The route for the extension of the service into Styx Mill and elsewhere in Northwood, is being investigated.



Interface with Styx Mill Reserve

7.3. Northwood West/Styx Mill (Map 7b)

7.3.1. The western part of the Northwood subdivision is the more recently developed, having been constructed over the last three or four years. The major part of this western area is known as Styx Mill and has been developed by a different subdivider from the original Northwood. This part of the subdivision has altered more radically from the original masterplan. There has been a move to a more privatised environment with the inclusion of a number of gated enclaves and a sport and social club for the exclusive use of Styx Mill residents.



Applefield Court, gated enclave

7.3.2. At the northern end of the Styx Mill development, there is an area zoned Living 1 deferred (due to lack of capacity in the sewage system) adjacent to Johns Road. This land will be accessed from Brookwater. There will be no access onto Johns Road and it is likely that properties will back onto Johns Road with a landscaped bund between the boundary fence and the road.

7.3.3. Provision has been made for Northwood Boulevard to connect to Johns Road at a point opposite The Groyne's access road.

7.3.4. Hussey Road runs through the area continuing westwards and provision has been made for further access to the rural area to the west from Millstream Drive.

7.4. Issues

7.4.1. Northwood has proven to be a very desirable place to live and the development has proceeded faster than anticipated. It is perceived as a separate entity rather than an integral part of Belfast, both by the people that live in Northwood and conversely by those living elsewhere in Belfast. The reasons for this are that the development is relatively self-contained in terms of community facilities, it has its own access off Main North Road, it is on the southern edge of Belfast and many residents will regularly travel into and out of Christchurch to work or school or for shopping or leisure activity and may have little need to go northwards into Belfast, so that it does not register as part of their environment. Also, the development has attracted those of a higher socio-economic status than the traditional Belfast resident. Northwood has had a negative effect on Belfast in that it

has caused the supermarket to be relocated here from Belfast Centre.

7.4.2. The walkway connection through the site (2) does not continue in a straight line between O'Neill Avenue and Main North Road but instead the final stretch is an unformed track around the back of the adjacent house. There is a bus stop in Main North Road close to the southern end of Northwood, but there does not appear to be any way across the stormwater drain from the adjacent older persons complex, rendering the bus stop inaccessible to them.



Final stretch of walkway leading across stormwater drain to Main North Road

7.4.3. There does not appear to be an obvious pedestrian/cyclist route connecting Styx Mill Reserve with Main North Road at the point of the pedestrian crossing (3).

7.4.4. There is no connection across the Kaputone stream between Northwood Park and Englefield Road, however, the City Council intends to construct a footbridge in a central position and is currently (November 2006) consulting on a concept plan.

7.4.5. Connection from the site to The Groynes recreational area is currently poor. Once Northwood Boulevard joins Johns Road this will be improved.

7.5. Recommendations

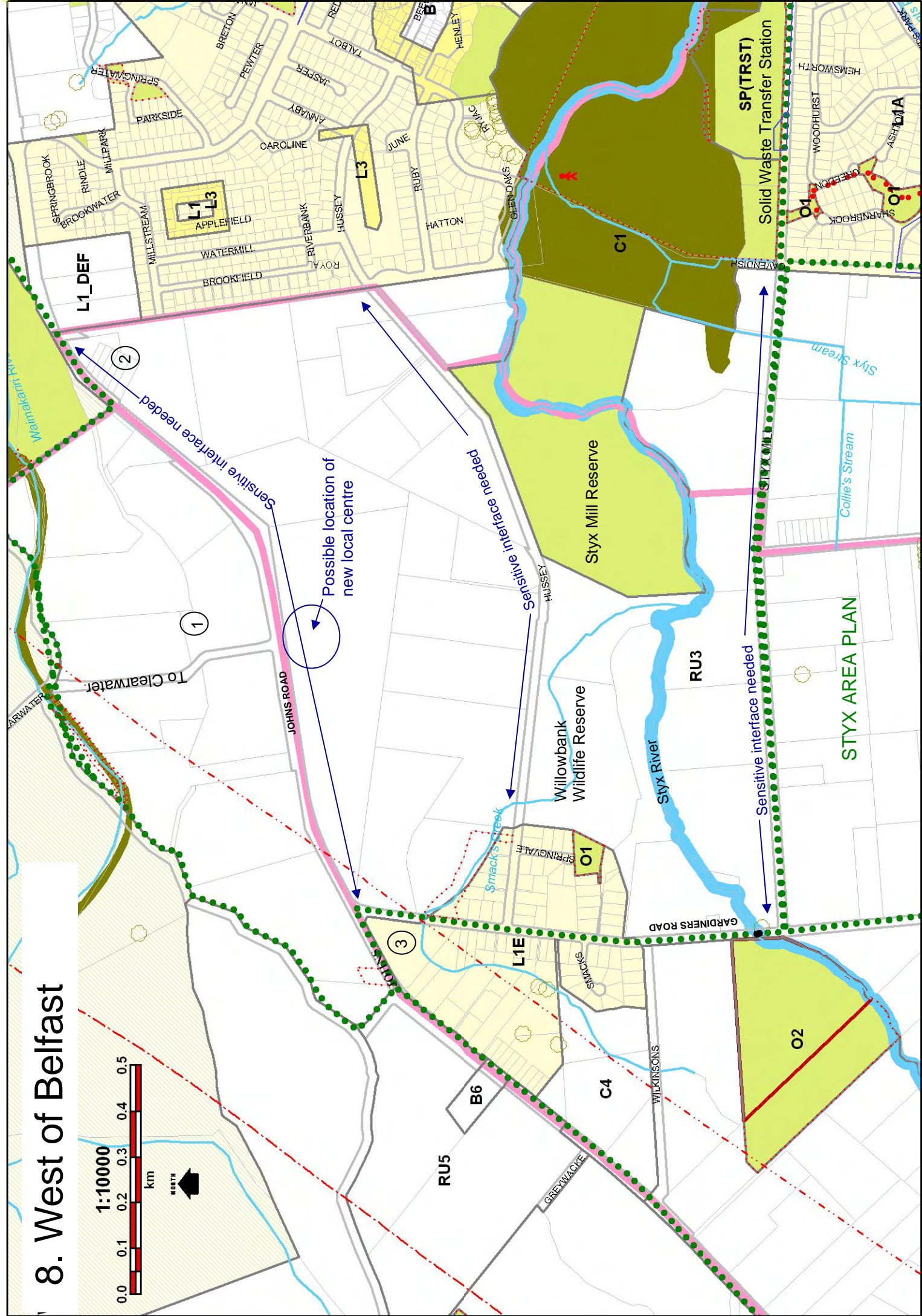
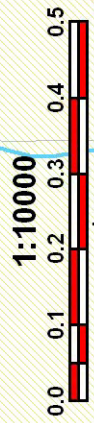
7.5.1. It is difficult to see how Northwood could become more integrated with the rest of Belfast, except by relationships being forged between residents at community social and recreational facilities

such as churches, the Belfast School and sports clubs.

7.5.2. Pedestrian/cyclist links need to be improved across the stormwater drain and from Styx Mill Reserve to provide connections between Northwood and Styx Mill Reserve and Main North Road and Styx Mill Road.

7.5.3. A pedestrian crossing close to the Northwood Boulevard/Johns Road junction would provide a safe crossing point to and from The Groynes for all Belfast residents living in the area south of Johns Road.

8. West of Belfast



Possible location of new local centre

2

1

3

Sensitive interface needed

Sensitive interface needed

Sensitive interface needed

STYX AREA PLAN

SP(TRST)
Solid Waste Transfer Station

To Clearwater.

8.0. WEST OF BELFAST



8.1. Description

8.1.1. To the west of Northwood/Styx Mill is a large area predominantly zoned Rural 3. State Highway 1 (Johns Road), Hussey Road and Styx Mill Road run roughly parallel to each other in an east-west alignment. The rural land is subdivided into relatively small blocks averaging around 4 hectares and there are a number of lifestyle residential properties.

8.1.2. The access to Clearwater Golf Resort runs northwards from Johns Road. On the eastern side of the access road is a recently developed boutique hotel (1). There is a holiday park and a few houses on suburban size sections in the north east corner of this area on the Johns Road frontage (2).

8.1.3. Styx Mill Reserve fronts onto part of the southern side of Hussey Road close to Northwood and the privately run Willowbank Wildlife Reserve is located on the same side of the road, further to the west. The Styx River runs south of Hussey Road and north of Styx Mill Road. The Styx Mill (solid waste) transfer station is located on the north side of Styx Mill Road and is surrounded by Styx Mill Reserve.

8.1.4. Gardiners Road runs in a north south direction on the western edge of the study area. There is a small enclave of housing located around the junction of Hussey Road and Gardiners Road, zoned Living 1E (Rural Hamlet - Gardiners Road) Zone. The City Plan states that the zone is based around a core of dwellings that have existed in the area for some years, and allows scope for limited further residential development at low densities

as a “rural hamlet”. Within this zone, on the corner of Johns Road and Gardiners Road is a timber processing plant, which presumably has existing use rights. Smacks Creek runs from Gardiners Road across Hussey Road, through Willowbank and the adjoining land to the east to join the Styx River.



Housing in the L1E zone

8.1.5. The boundary of the proposed Styx Area Plan adjoins this sub-area boundary across Styx Mill Road.

8.2. Issues

8.2.1. Consideration needs to be given to the long term urbanisation of this area. Johns Road would form a natural boundary to urban development, with the land between Johns Road and Clearwater remaining as lifestyle blocks. Although the land north of Johns Road could be developed in a way similar to Clearwater with higher density housing clustered in a landscaped setting, so maintaining an apparently rural edge to Johns Road.

8.2.2. As this land is already subdivided into relatively small blocks and there are some substantial houses any increase in density will need to be carefully managed. Development of each land parcel in isolation will not result in an integrated, well laid out urban form. The existing reserves and the Styx River will need to be integrated into new development and the interface between natural and built-uses sensitively designed.



Willowbank Wildlife Reserve and lifestyle properties along Hussey Road

8.2.3. The timber plant is unsightly and incompatible with residential uses. There are however, other industries of this nature along Johns Road to the west.

8.2.4. This area has a long frontage to both sides of Johns Road. As Johns Road is a limited access road, direct access from new properties will not be allowed and a 40m building setback is required. Consideration will need to be given to how new development interfaces with the road. It may be that new development should be screened and a 'green' road corridor maintained. Alternatively, new properties can face the road, if slip road access is created. The former is probably appropriate for the south side of the road to give privacy to adjacent north facing gardens. Similar considerations will need to be given to the frontages of Hussey Road and Styx Mill Road.



View along Johns Road

8.2.5. Developing this area will channel additional traffic through the Styx Mill Northwood development.

8.2.6. This sub-area is some distance from Belfast and if developed for urban use is unlikely to be considered as part of Belfast.

8.3. Recommendations

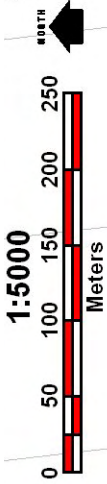
8.3.1. If this land is rezoned for urban purposes it should be accompanied by a structure plan and mechanisms to ensure comprehensive and integrated development. It needs to provide for an appropriate interface with Johns Road, Husseys Road, Styx Mill Road and Styx Mill and Willowbank reserves and the Styx River. Existing housing (both clustered and freestanding) and tourist facilities, need to be incorporated in an acceptable manner.

8.3.2. If land on the eastern side of Gardiners Road, opposite the timber plant is intended for residential purposes then measures will need to be taken (including exploring removal of the timber plant) to ensure that conflict between incompatible uses does not arise.

8.3.3. Land on the north side of Styx Mill Road needs to be considered in conjunction with land on the south side of the road (Styx Area Plan).

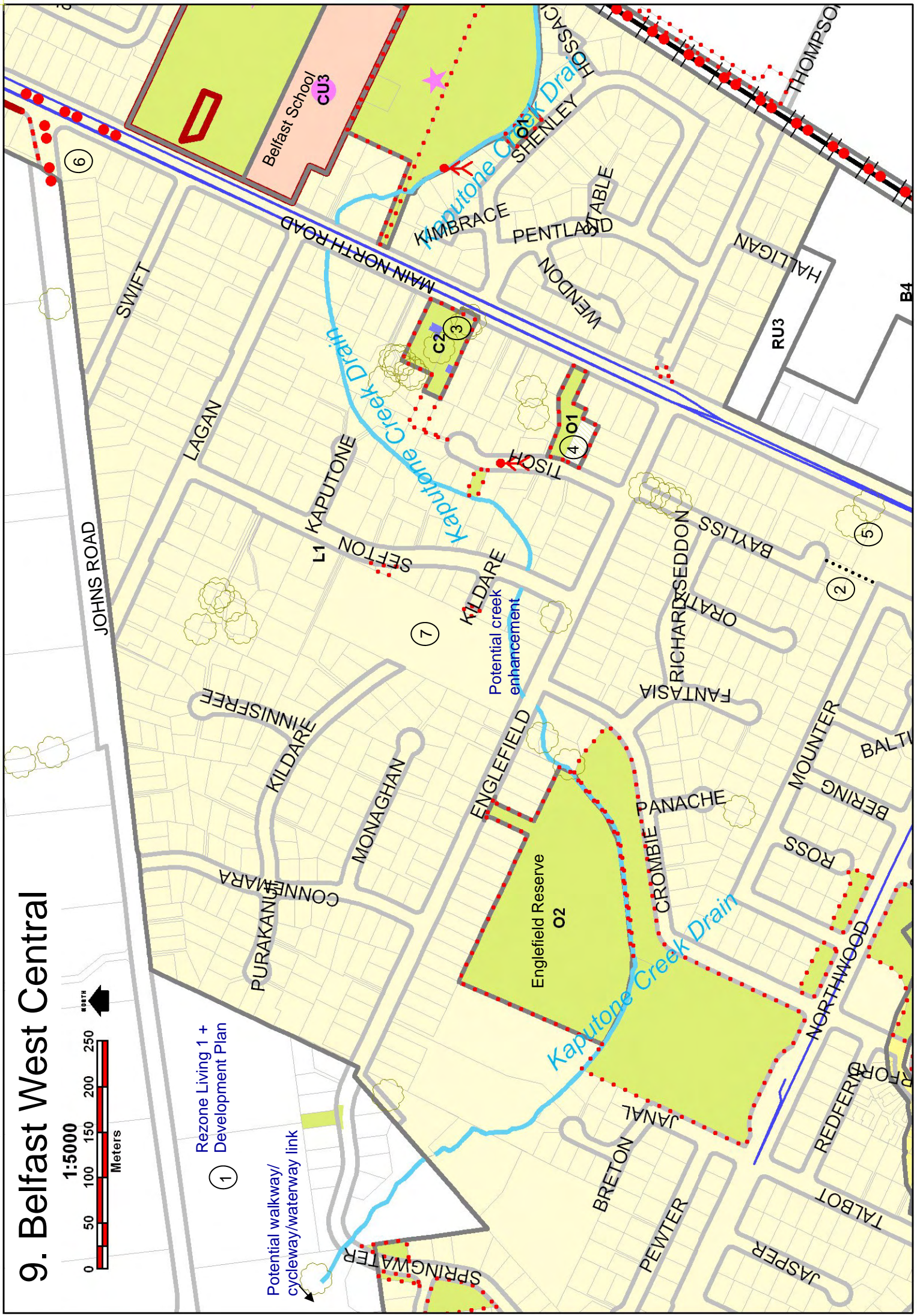
8.3.4. New residential development in this area needs to be considered as a new place with its own centre, possibly on the south side of Johns Road. It could form a new suburb of Christchurch in conjunction with the existing L1E zone, Styx Mill, Regents Park and land to the south of Styx Mill Road.

9. Belfast West Central



① Rezone Living 1 +
Development Plan

Potential walkway/
cycleway/waterway link



9.0. BELFAST WEST CENTRAL



9.1. Description

9.1.1. West of Main North Road, north of Northwood and south of Johns Road is a residential area. Older properties built prior to the 1930's are located along the Main North road frontage and close to the Main North Road/Johns Road junction. Development then occurred in Englefield Road and by the 1990's the intervening land around Sefton Street and Connemara Drive had been developed. Housing was then constructed to the south of Englefield Road, at about the same time as the Northwood subdivision was being developed. On the western edge of this sub-area are some houses on larger lifestyle sections, which have become surrounded by residential development (1). The Kaputone Creek runs intermittently through some of these blocks.



Tisch Place

9.1.2. Englefield Road has been extended westwards to connect to the Styx Mill subdivision and Crombie Green connects through to Northwood Boulevard to the

south. A footpath link connects from the end of Bayliss Close through to Mounter Avenue, providing access to the Northwood Shops (2).

9.1.3. Old Belfast School (3) is a heritage building which has been preserved in a setting of a reserve (Kaputohe Reserve) fronting Main North Road, which contains protected trees. There is also a small reserve to the south of the Old Belfast School (4) which provides a link from Main North Road through to Tisch Place and a walkway runs from Tisch Place through to Sefton Street. Englefield Reserve, south of Englefield Road, was previously bounded by the Kaputone Stream, but the reserve has now been extended to the south of the waterway, as part of the recent subdivisions and a footbridge across the creek is proposed.



Main North Road frontage of Kaputohe Reserve

9.1.4. There is a small long established retail fruit and vegetable operation immediately north of the New World supermarket in Main North Road (5) and a petrol station on the corner of Main North Road and Johns Road (6). The petrol station operation includes a fast food outlet and convenience store.

9.1.5. There is a sizeable vacant site (2 has) on the north side of Englefield Road (7). Kildare Street leads up to the block on both the eastern and western sides and the line of the Kaputone Creek runs across it.



Vacant site in Englefield Road

9.2. Issues

9.2.1. Johns Road and Main North Road divide this part of Belfast from the eastern and northern parts of the settlement. The area around Swift Street forms a separate enclave not connected to any other part. Otherwise it is possible to walk, drive and cycle through to the Englefield Reserve and walk and cycle to the Northwood supermarket without travelling along Main North Road.

9.2.2. The petrol station, due to its high profile location and range of services is something of a landmark, provides the services of a corner dairy and does at least provide some form of community focal point for the northern part of this sub-area .

9.2.3. The Belfast School and Sheldon Park are on the opposite side of Main North Road, however, pedestrian and cyclists access to these facilities are aided by a planted central reserve with three crossing points. A school crossing patrol is operated from the central one. The construction of the Northern Arterial and the Western By-Pass will, in the long term, lessen the severance caused by the bounding main roads.

9.2.4. It is likely that the lifestyle lots in the west of the sub-area will be developed with suburban density housing at some stage. They can be formed as small cul-de-sacs off Englefield Road and Breton Close. It will probably not be feasible to form a road or footpath connection between Breton Close and Springwater Avenue, but the possibility should be borne in mind.

9.2.5. Three of these parcels of land have a frontage to Johns Road and are zoned rural 3. It is logical to rezone this land Living 1. Because of the restricted access to Johns Road vehicular access will be via the road reserve link from Englefield Road. It will be possible to continue this road to connect with Northwood Boulevard when it is connected with Johns Road. Residential properties are likely to back onto Johns Road. Provision should be made to ensure that an attractive interface is created between rear property boundaries and Johns Road. Subdivision of this Rural 3 land will enable a pedestrian/cyclist waterway link to be formed through to Northwood Boulevard close to Johns Road along the line of the Kaputone Creek.



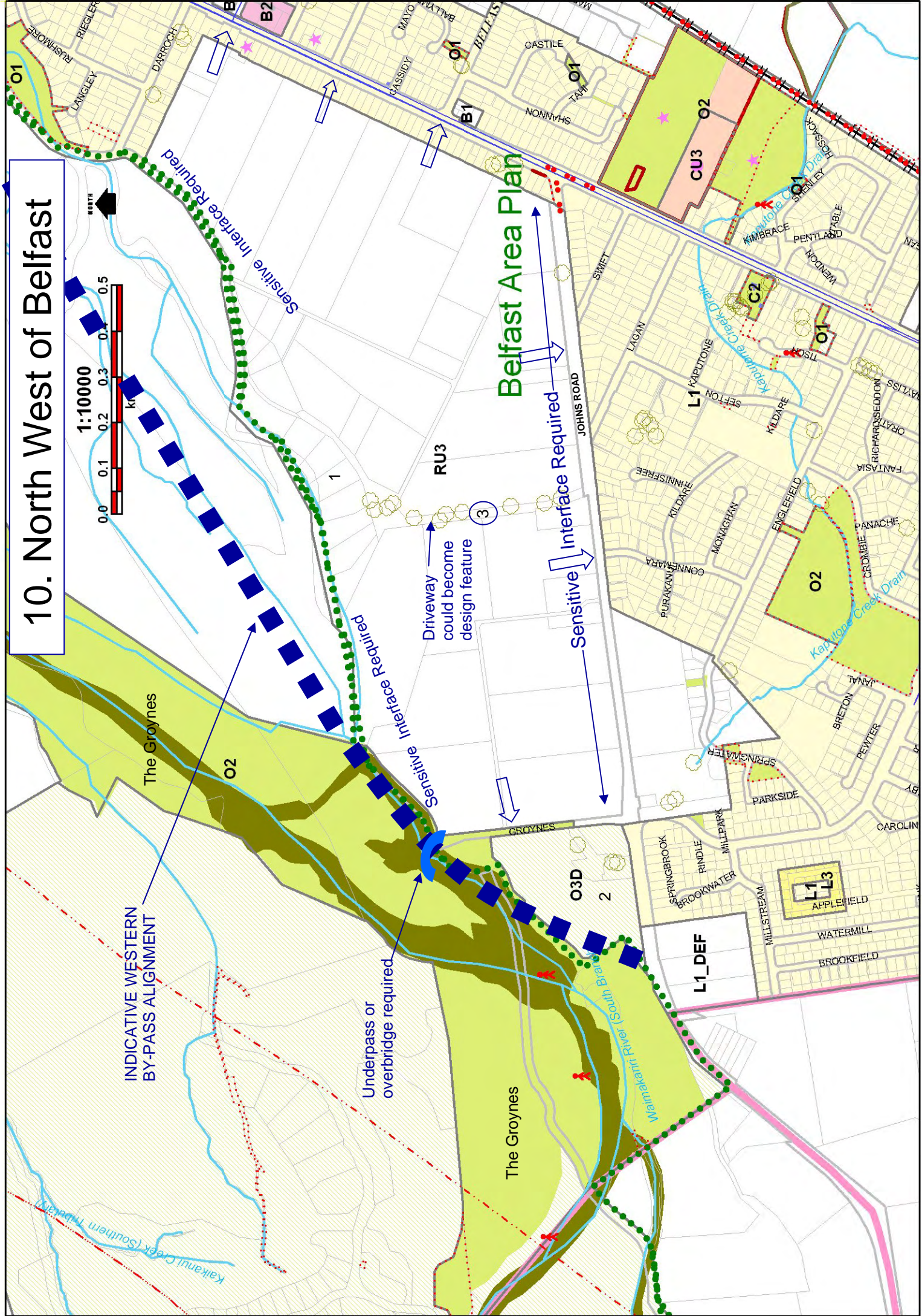
Rural 3 zone frontage to Johns Road near The Groyne entrance

9.3. Recommendations

9.3.1. Rezone Rural 3 land in Johns Road as Living 1, to include a Development Plan indicating setback and landscaping requirements on the Johns Road frontage, provision for a road link through to Northwood Boulevard and provision for a pedestrian link and waterway corridor to be formed between Englefield/Springfield Road and Northwood Boulevard..

9.3.2. If and when the vacant site on the north side of Englefield Road (7) is subdivided, the opportunity should be taken to enhance the route of the Kaputone Creek and create a road connection between the eastern and western parts of Kildare Street.

10. North West of Belfast



Belfast Area Plan

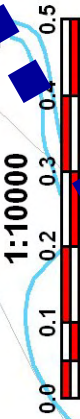
INDICATIVE WESTERN BY-PASS ALIGNMENT

Underpass or overbridge required

Driveway could become design feature

Sensitive Interface Required

Sensitive Interface Required



10.0. NORTH WEST OF BELFAST



10.1. Description

10.1.1. The area north of Johns Road and west of Main North Road is currently predominantly rural land, zoned Rural 3 and contains rectangular parcels of land surrounded by shelter belts, some of which are still utilised as orchards. There is a line of urban residential properties along the Main North Road frontage constructed from about the 1960's onwards and a group of sizeable residential properties alongside the stopbank, in the centre of the northern edge of this sub-area (1). These properties are known collectively as Devondale, and occupy sections averaging around 5000m².

10.1.2. The indicative route for the proposed Western By-Pass passes to the north of this sub-area and then turns southwards to connect to Johns Road in the vicinity of Rosebank Winery, west of The Groynes access road. On the Rosebank Winery site (2) is a relatively new hotel (Chardonnay Motor Lodge) in addition to the winery buildings and facilities. It is understood that the City Council/Transit have recently acquired all or part of the Rosebank Winery site.



Access to The Groynes, Rosebank Winery and hotel

10.1.3. Most of this sub-area is the subject of the Section 293 proposal, currently

before the Environment Court. The S293 application proposes that the land be re-zoned Living G (NW Belfast). Approval of this application would ultimately result in the development of between 1300 and 1500 new dwellings and associated facilities on the 93 hectares encompassed by the zone.

10.1.4. The proposed Living G (NW Belfast) zone includes the following:

- Provision for a mix of residential densities, community facilities, local shops and open spaces to encourage an integrated community to develop.
- A requirement for a network of local roads, walkways, cycleways, and open spaces to be established as part of subdivision development
- A requirement for new development to be supportive of good access to public transport
- Regard to be had to the sustainable management of stormwater and the integration of stormwater management measures with open space and green linkages.

10.1.5. The zone provisions include a Development Plan locating the various residential densities, open space and waterway networks. The critical road network is defined and seeks to ensure that there is connectivity within the block, access for public transport, integration with adjoining parts of Belfast, including the built-up area, The Groynes, Clearwater and public walkways.

10.1.6. Two areas of retail development are indicated on the development plan and the Ministry of Education has indicated that a site of between 3 and 3.5 hectares will be required for a new primary school.

10.2. Issues

10.2.1. If the S293 application is approved there will be major changes in this sub-area, which will impact on the surrounding areas of Belfast. These impacts can be both positive and negative.

10.2.2. The new development will obviously be a large traffic generator. In the long term, the construction of the Northern Arterial and the western By-Pass will reduce traffic on Main North Road and Johns Road adjacent to the application site. If the S293 application is approved, the number of new dwellings on the site will be limited to 400 until the major road network is upgraded.

10.2.3. Johns Road along the S293 frontage, is a limited access road and a 40m building setback will be imposed. If and when the Western By-Pass is completed the need for the extensive building setback will disappear and frontage access will be possible. Urban design evidence prepared for the S293 hearing, highlighted this issue and suggested a design solution which would result ultimately in a sensitive interface between Johns Road and the new development.

10.2.4. The S293 area Development Plan proposes four road connections with the surrounding area. Two road accesses are indicated onto Johns Road one in the centre of the Johns Road frontage of the site opposite Connemara Drive and the other at a point between the junctions of Lagan and Swift Streets. These accesses will be formed on currently undeveloped land and can be designed as attractive entrances to the new subdivision. However, access onto Main North Road is less satisfactory. Two vehicular accesses onto Main North Road (one opposite Richill Street and the other opposite Belfast Road) utilising existing occupied residential sections are proposed. It is not clear whether the developers own property in these locations. A pedestrian accessway is indicated opposite Donegal Street. No accesses, either pedestrian or vehicular are shown connecting to Darroch Street to the north, which does not assist in integrating the existing settlement with the new development.



Main North Road frontage adjacent to Section 293 site

10.2.5. There is also a connection between the S293 spine road and The Groynes access road at the western end of the S293 area, opposite Northwood Boulevard. The construction of a western by-pass may have some impact, either positive or negative on this junction and the adjacent tourist and recreation facilities.

10.2.6. There is an attractive tree lined private drive to the Devondale properties (3) which cuts through the western part of the S 293 area from north to south. This effectively separates the S293 area into two parts. The developers are hopeful of gaining access across this for the spine road of the new development and ideally relocating part of the accessway, so that Devondale properties are accessed either via subdivision roads or via their own alternative access. If the driveway remains and access across it is not afforded the Belfast 293 area will become two separate developments, with the only connection being via (a downgraded) Johns Road.



Private access to Devondale properties

10.2.7. The proposed Western Bypass will sever the road, pedestrian and cyclist connection to The Groynes, so that new access provisions will need to be made.

10.2.8. Evidence and submissions for the S293 application have raised concerns about the location for any local retail development. Ideally it should have a frontage on Main North Road, but the frontage is already developed with residential properties. An alternative location with a frontage to Johns Road has been mooted, which would at least give the shops a higher profile and render them more economically viable. These new shops are intended to serve the new population and the existing residents nearby. Until such time as any retail facilities are created, new residents can utilise the shops along the eastern side of Main North Road (thus helping them to survive) as well as the petrol station.

10.2.9. A new primary school will need to be located so that it is easily and safely accessible on foot and by cycle for children within the S293 development and from a wider catchment area. When the Western By-pass and the Northern Arterial are completed access across the main roads will not be such a major concern. In the meantime, a school located on the western side of Main North Road will mean that children will not have to cross this road, but those from the south west (Englefield/Northwood) will need to cross Johns Road instead and a safe crossing point will be needed. In the long term it may be that the new school here could serve the whole of Belfast, allowing the closure of the existing school.

10.2.10. The community and recreation needs analysis highlighted the need for a Community centre serving the whole of Belfast. It is possible that such a facility could be located in this area and co-located with the school. .

10.2.11. The S293 area interfaces with the rural area to the north in two stretches. It appears that lower density housing is proposed along this edge. It is probably not possible to introduce any mechanism, at this stage, to ensure that a sensitive urban/rural interface occurs.

10.3. Recommendations

10.3.1. Once a decision is released on the S293 application, the nature and form of any new development allowed, can be examined and implications for the Area Development Plan determined.

10.3.2. In order that the accesses from the S293 area onto Main North Road form obvious and attractive main entrances and comply with a good technical design standard, at least two residential sections should be utilised at each point.

10.3.3. The pedestrian walkway from the S293 area opposite Donegal Street needs to be wide, open, with a clear view through in order that it does not cause safety concerns.

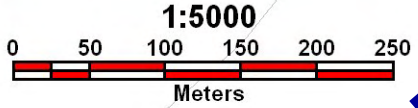
10.3.4. The potential for utilising the driveway to the Devondale properties as a valuable design feature of any new development, should be explored.

10.3.5. Provision will need to be made for pedestrian and cycling access across the new road to The Groynes at a point which is convenient for the residents of the S293 area, the Northwood/Styx area and the wider Belfast area.

10.3.6. Instead of creating another separate block of local shops within the S293 area, consideration should be given to upgrading and extending the existing shops on the eastern side of Main North Road and in the long term reinstating the 'mainstreet'.

10.3.7. Consideration be given to the need for one or two primary schools in Belfast. If one school is considered appropriate sufficient land should be acquired/safeguarded by the Ministry of Education at this stage, in an appropriate location within the S293 area.

11. Belfast North West



INDICATIVE WESTERN BYPASS ALIGNMENT

Possible potential to extend Darroch Reserve

Investigate potential for environmental improvements

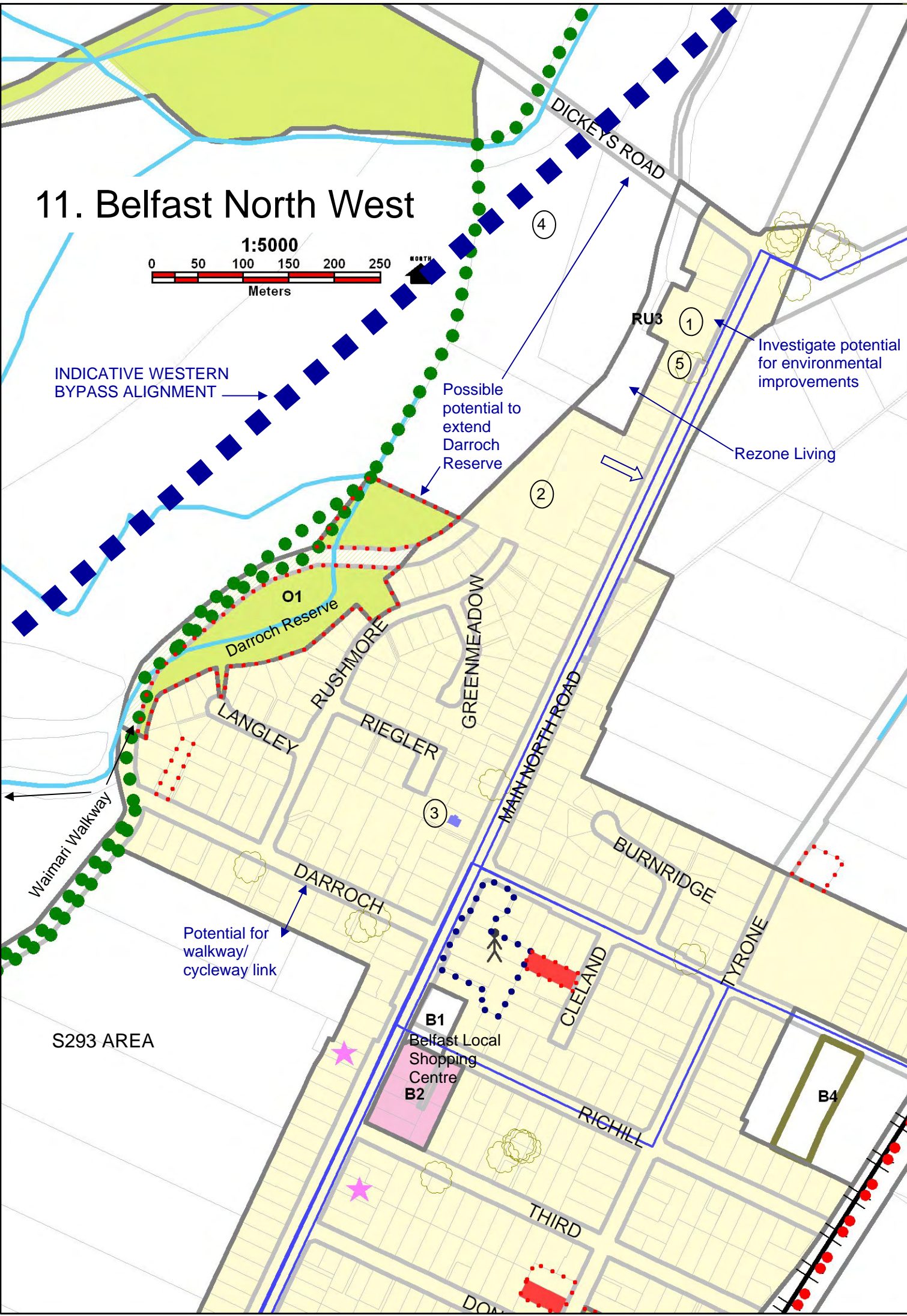
Rezone Living

Potential for walkway/cycleway link

S293 AREA

B1
Belfast Local Shopping Centre
B2

B4



11.0. BELFAST NORTH WEST



11.1. Description

11.1.1. Darroch Street was one of the first parts of Belfast to be developed, having been laid out in the 1880's, the Belfast Tavern was also constructed around this time, this was followed by ribbon development on the western side of Main North Road south of the pub prior to the 1930's. The frontage of Main North Road was further infilled by the 1970's. More recently a cul-de-sac (Rushmore Drive) has been formed, running northwards from Darroch Street. Smaller single storey houses have been constructed along Rushmore Drive and around a number of short culs-de-sac leading from it. A new subdivision is currently underway (2), which will complete Rushmore Drive.



Reserve and housing in Rushmore Drive

11.1.2. St Davids Church (3), a heritage building is located on the Main North Road frontage, almost opposite the Factory Road junction. The Belfast Tavern is located almost at the northern extreme of the built-up area of Christchurch on Main North Road. The tavern was originally the 7 Mile Peg Hotel and is of some historical, social, architectural, landmark and archaeological significance. Dickeys

Road runs from Main North Road in a westerly direction. A timber processing plant is located on the south side of Dickeys Road just beyond the urban area.

11.1.3. Darroch Reserve (4) has been created on the western side of the sub-area, running up to the stopbank of the eastern branch of the Waimakariri River. Access to this reserve is possible from Langley Place and Rushmore Drive. The new subdivision will create a pedestrian link through to Main North Road, this will provide a short cut to the tavern and to Main North Road bus stops.

11.1.4. At the end of Darroch Street access is afforded to the Waimari Walkway.



View from walkway access into Darroch Street

11.2. Issues

11.2.1. This sub-area is separated from the rest of Belfast by the Main North Road and the undeveloped rural land to the south. Additional housing in recent years has given this area more of a presence but it is still a somewhat isolated residential enclave, although residents may consider this an advantage of living in the area. The Belfast local shopping centre is close by, but on the opposite side of Main North Road. Since the installation of traffic lights, including pedestrian lights, at Richill Street, about three years ago, access to and from the shops has been easier for both vehicular and pedestrian traffic. However, the loss of the supermarket has necessitated travelling further a field for day to day shopping.

11.2.2. If new development goes ahead to the south, residents in this sub-area will be able to access facilities created as part of the subdivision such as the school, shops and reserve. The boundary of the S293 area stops short of properties in Darroch Street, so that vehicular or pedestrian links will only be possible from Darroch Street if land in the ownership of others is developed or acquired by the Council. In any event, residents of Darroch Street may be opposed to additional traffic passing along their street to access the S293 area. However, access for pedestrians and cyclists would be beneficial, particularly to provide a safe route to the new school.

11.2.3. The timber plant is located in the Rural 4 (Waimakariri) zone, the purpose of which is primary production, recreation and floodplain management. It is likely that noise and dust from the timber plant is an issue for residential neighbours. The development of the northern end of Rushmoor Drive will bring more residents in close proximity. Also, the timber operations are visually incompatible with the rural scenery of this area close to the Waimakariri River. The site has been identified as potentially contaminated and as prone to flooding. To the south of the timber yard is an undeveloped parcel of land. This land is immediately adjacent to the Darroch Reserve, zoned Rural 4 (Waimakariri) zone and also in an area prone to flood.

11.2.4. Between the timber yard and the rear boundaries of properties in Main North Road is a narrow strip of land zoned Rural 3. There is a vacant residential section adjacent to the tavern on Main North Road (5).

11.2.5. The tavern and the flanking residential properties mark the entry to the built-up area of Christchurch. These properties are not of high visual quality and therefore the first impression of the city and Belfast when arriving from the north is not especially favourable.

11.2.6. The proposed Western Bypass will pass to the west of this area and may need to cross the land occupied by the sawmill. The road could affect the outlook from properties on the edge of this sub-area and may cause noise or other nuisance.



Belfast Tavern and adjacent properties

11.3. Recommendations

11.3.1. Opportunities to create a pedestrian and cyclist link through to the S 293 area from Darroch Street be explored.

11.3.2. Consideration be given to the future use of the rural zoned land in the north-west of the sub-area, with a view to the long term removal of the timber plant and the use of the land for activities compatible with the residential and rural environment. One possibility is to extend Darroch Reserve right up to Dickeys Road, so that it meets the boundary of The Groynes recreation reserve. Any rezoning should include measures to achieve a satisfactory rural/urban interface.

11.3.3. Potential for environmental improvements to the tavern and adjacent residential properties be investigated, possibly in conjunction with the development of the Rural 3 land to the rear of these properties.

11.3.4. Consideration will need to be given to the impact of the Proposed Western Bypass on this neighbourhood and appropriate measures taken to ensure its compatibility when more detailed feasibility studies are undertaken.

APPENDIX ONE

Sub-area map legend

Legend

All proposals are in blue typeface or notation

ROAD NAME	Local Road
ROAD NAME	Collector
<i>ROAD NAME</i>	Minor Arterial
ROAD NAME	Major Arterial
	Childcare Centre
	Foot Bridges
	Halls - (School, Church, Community)
	Important Tree (i.e. Protected, Notable)
	Rest Home
	Area Plan Coverage
	Bus Route
	Cycle Way - On & Off Road (Indicative only)
	Port Hills 20m Contour
	Power Pylon Line
	Railway
	Road Bridges
	Special Amenity Area
	Ward
	Waterway
	City Plan Airport Noise Contour
	Council Owned Property
	Community Footprint
	Crown Owned Land
	Residents Group Area
	Vacant Industrial Land
	Zone
	City Plan Flood Ponding
	Neighbourhood Improvement Plan Area
	City Plan Special Purpose Zone - Hospital
	Council Housing
	District Shopping Centre
	Ecological Heritage Site
	Education
	Heritage Item
	Registered NZ Historic Places And Areas <i>Buildings, Places, Objects</i>
	Parks
	Open Space (other than parks)
	Open Space (private recreation facilities - golf courses, stadiums etc)
	Living Zones
	Very Low - Low Density
	Low - Medium Density
	Medium Density
	Medium-High - High Density
	Travellers Accommodation

NOTE: Some legend entries may not appear on all maps.

