

# Draft New Brighton Centre Master Plan Suburban Centre Programme

For public consultation 17 December – 18 February 2013

A PLAN FOR REBUILD AND RECOVERY





# Mayor's foreword

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The sandy beach of Pegasus Bay, the pier, the coastal road, the much loved whale pool and even the brisk easterly wind – are all synonymous with New Brighton and add to its special character and appeal. It is fair to say this suburban centre has, over the years, experienced decline and a number of well-intentioned overhauls and plans for revitalisation haven't quite lived up to expectations.

New Brighton was particularly affected by the earthquakes – not only in terms of the damage to infrastructure, business, homes and people's lives, but the loss of surrounding suburbs when they became part of the red zone.

As recovery gets underway across the city, it is New Brighton's turn to put in place a master plan that will set down strong foundations for the centre's recovery. This Plan explores the potential of this stunning environment and committed community – building on the aquatic theme and strengthening the connection between the river and coast.

Poised on the edge of the Pacific Ocean, New Brighton's centre will be developed as the heart of the community and a place for people; a superb destination, alive with cafes and restaurants, shops and businesses.

I invite you to be part of New Brighton Centre's recovery by commenting on this Draft Master Plan. Your feedback is welcomed.

**Bob Parker**  
**Mayor of Christchurch**

# Foreword of the Burwood/Pegasus Community Board

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The New Brighton community could best be described as hardy, down-to-earth, creative and determined. New Brighton has changed a lot over the years and local people have adapted – the times when New Brighton was the city’s Saturday shopping destination eventually giving way to a quieter pace of life. As with other communities across the city, the earthquakes have exacted a heavy toll on New Brighton’s businesses, buildings and people’s lives – change that was unexpected and devastating.

The community’s determination was evident in the impressive turn-out to master planning sessions. These were held to find out what people value about New Brighton and to explore opportunities to enhance the centre through its rebuild and recovery. Over 200 people came armed with enthusiasm and ideas. A great deal of interest was also shown by local businesses and landowners.

The views and contributions of the community have been brought together to form this Draft Master Plan, which sets out the vision and direction for New Brighton’s centre. The Burwood/Pegasus Community Board is certain the Master Plan signals a new era for the New Brighton Centre – a lively shopping and entertainment destination that makes the most of its coastal environment.

It is an exciting time for New Brighton and the Community Board believes the community’s aspirations and those of the Centre’s businesses and landowners, will be realised in this visionary and bold Master Plan.

We invite you to participate with your feedback and comments on this Draft Master Plan.

**Linda Stewart**  
*Chairperson, Burwood/Pegasus Community Board*

# How to make a submission

## ***This is the first opportunity for the community to comment on the Draft New Brighton Centre Master Plan.***

The Draft Master Plan presents options and seeks feedback from stakeholders and the community to support timely decision making that will enable the rebuilding of New Brighton’s Centre without slowing the progress of individual property owners.

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

### ***How to make a submission***

**A submission form is provided at the end of this Plan. However, you can make a submission in a number of different ways:**

- **Online**, using the form provided on the Council’s website at: [www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)
- **By mail**, post to:  
Freepost 178  
  
Draft New Brighton Centre Master Plan  
Strategy and Planning  
Christchurch City Council  
PO Box 73012  
Christchurch 8154

- **By email**, email your submission and any attachments to: [NewBrightonMP@ccc.govt.nz](mailto:NewBrightonMP@ccc.govt.nz)
- **In person**, drop your submission off:
  - At any open Council libraries and service centre;
  - At the drop-in sessions where you can view the Draft New Brighton Centre Master Plan, discuss the contents of the plan with Council staff and make your submission (see the details of times and locations below).

*If you choose to email or write a letter please be sure to include the topic e.g. Draft New Brighton Centre Master Plan, what you are supporting or opposing, your reasons, your views and your contact details, including:*

*Your name; organisation (if representing); postal address; postcode;*

*Telephone; home / work / mobile; email (if applicable)*

**Drop-in sessions will be held at the Burwood/Pegasus Community Board Rooms, Corner of Beresford Street and Union Street, on:**

- Saturday 26 January 10.30am – 2pm
- Wednesday 30 January 3.30pm – 7pm

Please make sure that your comments arrive before the consultation period closes at 5pm on 18 February 2013.

*NB: No anonymous submissions will be accepted.*

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

# Table of contents

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<i>Executive summary</i>	8
<i>Introduction</i>	11
Overview – what is a master plan?	12
Master Plan framework	12
A brief introduction to the suburb	13
History and heritage	14
Recreation	15
Transport infrastructure and the movement network	15
Car parking	15
Natural character	16
Built character	16
Pre-earthquake character	17
Zoning	17
Earthquake-damage	18
Commercial analysis	19
<i>Process and issues</i>	20
The process	21
Community engagement	22
Previous regeneration work	23
Technical considerations	23
Constraints	24

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<i>Vision</i>	26
Goals	28
The 'big picture'	29
<i>Actions</i>	33
Public space	34
Private space	41
Recovery together	48
<i>Master Plan implementation</i>	52
Implementation plan for the Draft New Brighton Centre Master Plan	55
<i>Appendices</i>	56
Appendix 1 – The broader strategic planning and earthquake recovery context for the New Brighton Centre Master Plan	57
Appendix 2 – City Plan summary	59
Appendix 3 – Natural hazards	61
Appendix 4 – New Brighton economic assessment – summary	62
Appendix 5 – CPTED report	64
Appendix 6 – List of annual events held in New Brighton (September 2012)	71
Appendix 7 – Working drawings and design concepts	73
Appendix 8 – A selection of feedback received from public consultation workshops and drop in sessions.	75
Submission form	81

# Executive summary

***This Draft Master Plan presents a future vision and sets goals for the redevelopment and recovery of New Brighton Centre. It has been prepared in response to the damage caused to the centre in the 2010 and 2011 earthquakes. It forms part of the Council's Suburban Centres Programme and has been prepared in consultation with key stakeholders and the local community.***

The purpose of the Draft New Brighton Centre Master Plan is to help direct land and business owners in the redevelopment of the centre and to attract private investment. The plan also sets a potential framework for public expenditure. The implementation of the Master Plan's goals and actions will help to bring new optimism and life to the centre. It builds upon the strong community spirit that is present to help drive the recovery and rebuild so that the centre becomes stronger and more resilient moving forward.

Workshops were undertaken with local businesses, land owners, community groups as well as the local residents to help inform the vision, goals and actions for the recovery of the centre. The community requested that the Draft Master Plan address:

- The size, function and viability of the commercial centre;
- A lack of identity or 'point of difference';
- Long, monotonous blocks of building;

- The need for stakeholder collaboration;
- The poor relationship and connections between buildings and public spaces / car parking areas;
- A lack of an integrated transport interchange;
- Weak connectivity between the centre and the river, sea and parks; and
- Concerns regarding safety and vandalism.

Not forgetting the positive aspects of the centre that the centre should build upon, these being:

- The beach and pier;
- Good quality cafes;
- Good services in the form of a post shop and banks;
- The natural environment, sea, sand dunes and river;
- Street furniture – the 'surf board seating'; and
- A strong passionate and enthused local community.

This Draft Master Plan introduces the 'big picture' themes that lead through to the specific actions. These themes address the main issues of the centre:

1. **Consolidation of the Centre through rezoning of land;**
2. **Enhancing the flow of pedestrian and cycle routes to, through and around the centre;**
3. **Development of precincts, entertainment, retail/ commerce and residential while encouraging mixed use activities;**
4. **Reinforcing the river to sea link through the centre and connections to recreational spaces.**

These big picture themes have actions for potential change and redevelopment of the centres' public and private spaces. The key spatial concepts showing the potential changes to the centre are introduced in the overall master plan (Figure 2). An artists impression (Figure 1) also indicates the vision identified for New Brighton Centre being fun, creative and lively whilst also being functional in meeting the needs of the local community and attracting visitors and tourist to a 'unique destination'.

There are a number of actions that also focus upon the non physical changes to the centre, looking at the success of existing community initiatives and building a strong business community while also addressing issues of crime and vandalism.

Community implementation actions are identified to support this through the redevelopment and rebuild process. Such actions include a graffiti action plan, strengthening of the business association and responsibility for transitional projects.

Implementation of this Draft Master Plan cannot be achieved by the Council alone and earthquake recovery requires participation from all sectors of the community, including property and business owners, community groups, other government and non-government agencies, and residents living in and beyond New Brighton.

To ensure the Council has addressed the key community needs with this Draft Master Plan, consultation is now open. Once public submissions have been received, the Draft Master Plan will be amended, finalised and eventually adopted, enabling implementation of actions in the Master Plan.





Figure 1: An artist's impression showing a vision for New Brighton Centre



Figure 2: Overall Master Plan showing potential changes to the centre

**Public space actions**

- **A1** – New north-south road corridor
- **A2** – Continuation of road through the pedestrianised mall
- **A3** – Bus interchange
- **A4** – Upgrade of Marine Parade
- **A5** – General streetscape improvements
- **A6** – New public toilets

**Private space actions**

- **B1** – Relocation of supermarket
- **B2** – Develop an indoor entertainments hub
- **B3** – Car parking improvements
- **B4** – Provision of new pedestrian links
- **B5** – New residential development
- **B6** – Design guide for New Brighton Centre



# Introduction

# Introduction

***This Draft Master Plan is prepared in response to the significant damage caused to the commercial centre in New Brighton in the 2010 and 2011 earthquakes as well as ongoing damage caused by aftershocks. The master plan recognises pre-earthquake issues in the centre and focuses on the need to support the centre’s timely rebuild and recovery.***

## Overview – what is a master plan?

A master plan helps to articulate a community’s vision for the future of an area. It provides guidance to stakeholders who can influence that vision, including residents, property and business owners, community groups and other agencies.

***Master plans are typically underpinned by the following qualities:***

- **Integrated:** multiple and sometimes competing issues and interests are brought together to achieve the best outcomes for community wellbeing.
- **Tailored:** every place is treated as unique and reflects an understanding of the specific character qualities, values and dynamics which make a place what it is.
- **Achievable:** people’s ideas and aspirations are formed into achievable project actions backed up by a staged implementation schedule i.e. a master plan is not wish list.
- **Robust yet flexible:** the needs of people and communities are provided for. In the event that circumstances change and unpredictable events take place, the master plan can be amended.

## Master Plan contents

The Plan proposes a vision for the centre as well as actions, both physical and non physical, that respond to different aspects of the centre and its functioning in a post-earthquake environment. The Plan responds to:

- Loss of business premises.
- Loss of residential catchment.
- The size and viability of the centre.
- Lack of functionality and linkages between spaces within the centre.
- Opportunities for connections between the centre’s biggest assets (the sea, river and parks).
- The need for effective communication and joint decision making between business owners, stakeholders and residents.
- The need for a strong and positive identity for the centre, to combat the perceived perception regarding ‘the eastern suburbs’.

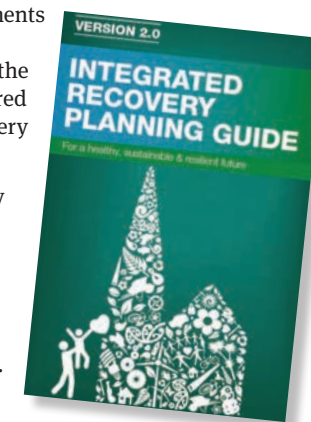
## Master Plan framework

The framework for developing and implementing the Plan follows five themes which are based on the Integrated Recovery Planning Guide, prepared by the Canterbury District Health Board and the Council post-earthquakes. These themes are:

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

The themes address different components of what makes a great commercial centre, and are broadly aligned with the Earthquake Recovery Strategy prepared by the Canterbury Earthquake Recovery Authority (CERA).

The Canterbury Earthquake Recovery Act 2011 does not require the Council to prepare plans for the recovery of suburban centres. However, the New Brighton Centre Master Plan must be consistent with the Earthquake Recovery Strategy prepared by CERA.



## A brief introduction to the suburb

New Brighton is a coastal suburb located at the eastern edge of Christchurch City. Its residential catchment extends from Waimairi Beach to the north and to South New Brighton (The Spit) to the south. This catchment would also encompass land to the west of the Avon River, much of which is now located within the residential red zone. New Brighton's location close to the sea and Avon River corridor makes a strong contribution to the character and appeal of the suburb.

New Brighton is a lower socio economic area, with a range of demographic diversity along lines of age, gender and ethnicity. Along the beach front and within New Brighton there a number of character properties. Despite its location, close to the sea, and the presence of medium density residential zoning, New Brighton has yet to develop with apartment type accommodation, typical of many seaside locations.

The commercial centre of New Brighton is spread over a large area (approximately 11 hectares), due its development as a shopping and tourist destination. From 1946, New Brighton was the only place in New Zealand where shops were allowed to open on Saturdays. People flocked to New Brighton on their day off, but once Saturday trading began nationwide in the 1980s, business dropped off markedly.

The centre's function is now more locally focused, supplying basic goods and services to local residents. The centre has a supermarket, a range of banks, a post office and some convenience shopping. Despite visitors being attracted to the beach and library in New Brighton, market data and local feedback indicates that people are not necessarily attracted into the main commercial shopping area. More information on New Brighton's demographic and commercial trends is contained in Appendix 4.



Figure 3: A context map showing wider influences around New Brighton including the residential red zone

## History and heritage

New Brighton suburban area sits within a broad area of significance to tangata whenua, with a number of sites where Ngāi Tahu tūpuna/ancestors would come to for seasonal mahinga kai gathering. The Ōtakaro/Avon River and Te Ihutai/the Estuary were important gathering areas. These areas remain important to Ngāi Tahu whānau. The walking trails used by Ngai Tahu pass through the area. The Avon and the Heathcote rivers once supported extensive wetlands, and along with the estuaries, were a rich source of various types of fish and shellfish. The Māori name for the area is Kaiaua (*kai* means food and *aua* is Yellow-eye mullet) or O-ruapaeroa (an east wind blowing along the shore).. Council is liaising with Te Ngāi Tūāhuriri Rūnanga over what will be an appropriate way to reflect this within the final Master Plan.

European settlement of the area began in 1860. The area was slow to develop and difficult to access. In the 1880's, New Brighton was still a relatively isolated community. However, as time elapsed, New Brighton began to develop as a weekend seaside resort. A turning point in the development of the area was the completion of a tramline to New Brighton in 1887. This offered regular, reliable transport to the City and living in the area became more appealing.

The construction of the Pier was completed in 1894 and this served as the terminus of both the New Brighton and North Beach tram lines. However, by 1963, the pier had fallen into disrepair and was demolished in 1965. A new pier (opened 1997) and library (1999) were built by the City Council, and a landscaped area adjacent to these on the beach front contains a War Memorial

Cenotaph, a clock tower (built between 1921-1934) and a stone sea wall built between 1923- 24.

The retail centre area on Seaview Road began to develop at the end of the 1880s, following the opening of the tram service. Despite a law change in 1946 forbidding Saturday trading, New Brighton retained the right to trade on a Saturday. From this time New Brighton developed Saturday trading as a major point of difference from the city's other suburban centres.

In 1977-78 Seaview Road was developed into a pedestrian mall, the longest pedestrian mall in the country at that time. The mall area was re-landscaped in 1991 and large palm trees were planted in the mall. The Mall was subsequently shortened and opened to traffic from Union Street to Oram Avenue in 2006.



Figure 4: Marine Parade, New Brighton in its heyday (Christchurch City libraries)



Figure 5: Seaview Road, New Brighton (ca.1910) (Christchurch City libraries)

## Recreation

New Brighton serves as a key recreation destination for the Greater Christchurch region as well as providing extensive recreation opportunities to meet local needs. Many people are drawn to live in the New Brighton area because of the natural environment and recreation opportunities that it offers. In addition to surfing, swimming, walking, and fishing from the Pier, some recreational activities make use of the prevailing easterly wind. For example, kite flying is a common activity at the beach, appealing to all ages and supported by the annual kite festival which is held on the beach. Blow karts are also commonly found operating along the beach.

There is the greater potential for the centre to develop as an events destination, in particular recreational activities linked to the beach and sea, cycling and walking events as well as attracting seasonal beach sports such as surf life saving events, beach rugby and beach volleyball. A list of annual events is included in Appendix 6.

## Transport infrastructure and the movement network

The Christchurch Transport Strategic Plan acknowledges the importance of New Brighton as a key transport hub. Given New Brighton's outlying location, it is important to have strong links to the rest of the city. Improving these links will support the local community and help to revitalise New Brighton as a lively destination.

Although private motor vehicle is currently the most dominant mode of transport for people living in and visiting New Brighton, it is vital that New Brighton's centre is developed to be accessible and suitable for all modes of transport. It is important that New Brighton is an attractive walkable centre, designed for all people. This will create a vibrant centre which will support recovery of the area.

Hawke Street and Beresford Street are the main routes into the centre from the city via Pages Road, while Marine Parade offers the main north-south route into the centre. New Brighton is a main terminus for several bus routes, and is a well utilised service. The Christchurch Strategic Transport Plan proposes a major cycleway along the route of the Avon River, which will offer high quality cycling facilities for people wishing to cycle between the city and New Brighton, whether it be for daily community or recreational use. It is envisaged that this will be a popular link that will become a major asset for eastern suburbs. Implementation of the cycleway will require Government support.

## Car parking

New Brighton is well served by car parking. There are two main off-street car parking areas for the centre: the Council owned land on Beresford Street, (across three sites) as well as the private car parking areas on Hawke Street. The car parking area on Hawke Street serves the supermarket and other businesses within the mall. The land ownership of the car parking is divided between multiple businesses and is in poor condition, with many pot holes and poor demarcation.

There are currently 429 car park spaces within the Hawke Street car park which includes some time restricted spaces. There are 184 car park spaces within the Beresford Street car parks. There are 472 on street parking spaces located within the centre. These include time restricted spaces, reserved spaces and mobility parks.

There is currently a large supply of car parking serving the New Brighton Centre. There is an opportunity to explore other potential uses or activities on some of these underutilised sites which would help to revitalise the area.

## Natural character

The New Brighton commercial area is located adjacent to the beach and this provides a unique setting and focus for the centre. There are no major landforms around the centre (unlike the cliffs and hills in Sumner and Lyttelton) which means that the centre has an open and expansive feel with distant views of the Port Hills, Southern Alps and the city. This also means that New Brighton is reliant on the built form to provide a sense of enclosure, and to define and shape the centre. Currently, the centre is not well defined and is lacking and obvious gateway entry points.

## Built character

The bulk, height and style of buildings within the centre are a reflection of the retail development of the 1970/80s, land ownership patterns and the creation of the pedestrian mall in 1977-78. Along Brighton Mall, continuous low-rise shops are built up to the pavement with fixed awnings that provide an enclosed feeling to the Mall, the use of large exotic palms is suited to the scale of buildings. The corner of Brighton Mall and Marine Parade has a strong built edge facing out to sea and this important location is reinforced by the clock tower on the opposite side of Marine Parade.

Within the remainder of the centre the built form is dominant as there is very little vegetation and large areas of surface car parking. This includes the New Brighton Tavern and New Brighton Working Men's Club buildings. Generally, there is a decrease in the intensity and height of development as one moves away from the beach.

More recent development has included the library building, located on the beachfront at the eastern end of the Mall. The library, and the Pier extending out into the sea in front of the building, are important landmarks for the area. They serve to extend the centre's built development into the coastal environment. However, the library does form a barrier between the Mall and the sea, obscuring views and movement. The Pier can be seen from a great distance along the coastline, helping people locate the centre from afar and forming a key feature within Pegasus Bay.

Within the centre there have been a limited number of new retail developments in recent years. Instead, there has been a move by some retailers to have their shops open onto car parking areas instead of the Mall, drawing activity away from this key street.

Overall, the built character of the centre is predominately small in scale with the exception of a limited number of larger buildings, many of which are no longer fit-for-purpose. The beachfront location has influenced the character of some of the buildings, but this is more prevalent in the design of the streetscape. Away from the beach there are limited public spaces within the main centre and the amenity has declined in recent years.



Figure 6: A photograph of the building on the corner of Brighton Mall and Marine Parade



## Pre-earthquake character

Prior to the earthquakes, New Brighton was a commercial centre in decline. Currently there are a number of vacant shops and premises which are in need of attention. There is no uniform or consistent character to the centre, with a variety of styles and typology of buildings. Buildings in the centre generally occupy large footprints which represents the success of historic enterprises.

The centre is predominantly made up of budget retail stores and second hand goods suppliers, with very few multi-national retailers left within the centre. The last remaining anchor tenancy is the Countdown Supermarket. However, there is a strong presence from service industries with a full range of banking operators, a post office, WINZ and a local police station and more recently the presence of good quality cafes. These are the services that the community has identified as being real assets to the centre.

## Zoning

The City Plan, identifies and defines the following land-use zones within New Brighton;

- Business 1 Zone (Local Centre / District Centre Fringe);
- Business 2 (District Centre Core) Zone; and
- Business 2P (District Centre Parking) Zone.

The fringe residential land is zoned Living 3 (Medium-Density Residential) Zone and Living 4C (Central City and central New Brighton – Character) Zone. These zones enable residential intensification around the centre and along the beach front.

The business zones also allow for residential development to be incorporated as a mixed use development or even as a stand alone residential development. For example, if the Business 2P zone land was not to be used for car parking, the rules for the Living 2 zone would apply. To date these development opportunities have not been realised.

Appendix 2 contains additional information with respect to relevant District Plan provisions.



Figure 7: A photograph showing existing streetscape in Brighton Mall

## Earthquake-damage

New Brighton Centre experienced significant damage during the 2010 and 2011 earthquakes as well as ongoing damage caused by the numerous aftershocks. The map below indicates the location of vacant sites where buildings have already been demolished. At the time of writing this Plan eight buildings have already been demolished, but there are a number which are still categorised as unsafe and could still be demolished. Furthermore, once all commercial properties have undertaken their Detailed Engineering Evaluation, there is potential for other buildings to be deemed ‘unsafe’ for occupation and this could lead to further demolitions.

For this reason, the Master Plan proposes a series of bold changes to the current built form of the centre, to inspire a creative approach to any site redevelopment that may be necessary following further demolition.

The demolished properties are principally located on the southern side of Brighton Mall. They include the sites containing the old Joyland Cinema and neighbouring building on Beresford Street, as well as the Charity Barn which was demolished following a fire.



Figure 8: A map showing demolished properties as of September 2012

## Commercial analysis

New Brighton is identified as a Key Activity Centre within the Regional Policy Statement. The role of a Key Activity Centre is to be the focal point of retail, industry and transport within a given catchment. New Brighton is identified as the main centre within the North East (See appendix 1 for more information).

There has been a substantial loss of residential catchment to the New Brighton Centre, especially from the areas of Bexley, Aranui and Rawhiti. The long term effect of the earthquakes on New Brighton's total population and demographic composition is currently unknown. In the first few months following the February 2011 earthquake, New Brighton's catchment was estimated to have experienced a population loss of approximately 4.1 per cent (1011 people). This loss in population has an impact upon the viability of the commercial centre moving forward.

In order to understand the current role that New Brighton has within the retail hierarchy, an economic report was commissioned

by the Council to understand how the centre is performing, especially in the post-earthquake environment. The report, prepared by PropertyEconomics (a summary is attached as Appendix 4), looks in greater detail at the viability of the centre at its current size and format, assessing spending patterns of residents in the centre's catchment.

This report shows that the centre is much larger than the surrounding catchment can support. The centre currently spans approximately 11 hectares in area, with the report suggesting the optimum size for the centre, allowing for population growth by 2031, would be between three and four hectares. This is an issue that the Master Plan must take into account for consideration in the future, whilst not forgetting its role as a Key Activity Centre.

Furthermore, the report suggests that the current form of buildings within the centre is too large to meet current market conditions. The scale of the centre and its buildings has

developed from a time in history when New Brighton was a prominent seaside resort the only place in New Zealand where shops were allowed to open on Saturdays.

However, time has moved on and the centre has not readily adapted to changing market conditions. The centre could benefit from consolidation and change to a finer grain of development that will in the instance support the local catchment but will also start to attract visitors and tourists back to the seaside centre.

The report identifies the supermarket as a being a key anchor tenant which helps to sustain the viability of the centre. The report suggests that there is scope for a larger format supermarket within the centre that will help to retain spending of local residents within the New Brighton Centre.



Figure 9: A photograph showing the main shopping area along Brighton Mall



# Process and issues

# Process and issues

***This section provides an overview of the master planning process and outlines some key technical considerations. The process followed to produce the Draft New Brighton Centre Master Plan is outlined, including the community engagement undertaken to date. The key concerns, challenges and opportunities identified by the community, stakeholders and residents are summarised. Finally, an overview of current considerations, environmental constraints and assumptions that have shaped the contents of this Plan is presented.***

## ***The process***

The master planning process is a partnership between the Council, the Burwood/Pegasus Community Board, property owners, businesses, and the local community. It presents a commitment by the Council to assist with the recovery of the earthquake damaged centre and the communities it supports

The overall process is shown in Figure 10.

Following consultation on this Draft Plan (stage 4), all feedback received will be analysed. A consultation report will be prepared and the Burwood/Pegasus Community Board and the Council will consider whether there is a need to conduct hearings, before adopting a final Master Plan.

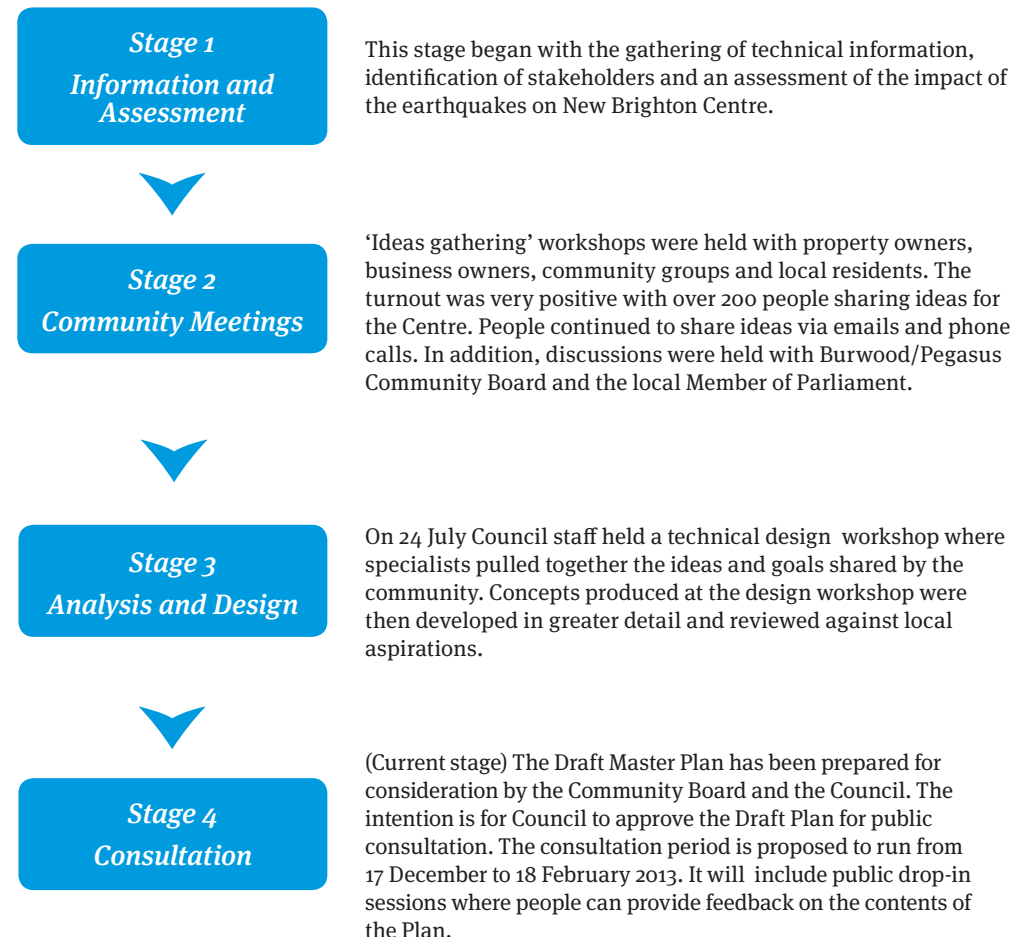


Figure 10: A process diagram showing stages of the Master Plan process

## Community engagement

As part of Stage 2, the Council held four stakeholder workshops and two public drop-in sessions over two weeks in July 2012. Workshops were held with property owners, businesses and community groups as well as the Burwood/Pegasus Community Board and local Member of Parliament representative. The two public drop-in sessions were well attended by the local community and included both young and senior members of the community.

People were invited to each of the sessions to share, what they felt are, the positive aspects of New Brighton so these are built upon as strengths of the centre. Feedback was also sought on the 'issues' that face the community. Finally, people were presented with an opportunity to be creative and look for solutions and ideas to help with the recovery of the centre.

A summary of comments received from the community is outlined in appendix 8. The key issues which are to be addressed within this Master Plan relate to:

- the size, function and viability of the commercial centre;
- a lack of identity or 'point of difference';
- long, monotonous blocks of building;
- the need for stakeholder collaboration;
- the poor relationship and connections between buildings and public spaces / car parking areas;

- a lack of an integrated transport interchange;
- weak connectivity between the centre and the river, the coast and parks;
- concerns regarding safety and vandalism; and
- few references to cultural associations and history of area.

It is important not just to focus on the 'problems' but also to concentrate on the centre's strengths and how these can be maintained and enhanced throughout the centre. From the public consultation the following key strengths were identified:

- the beach and pier;
- good quality cafes;
- good services in the form of a post shop and banks;
- the natural environment, sea, sand dunes and river;
- street furniture – the 'surfboard seating'; and
- a strong passionate and enthused local community.

Figure 12 shows an example of the community feedback poster that was displayed around the centre following the consultation process.

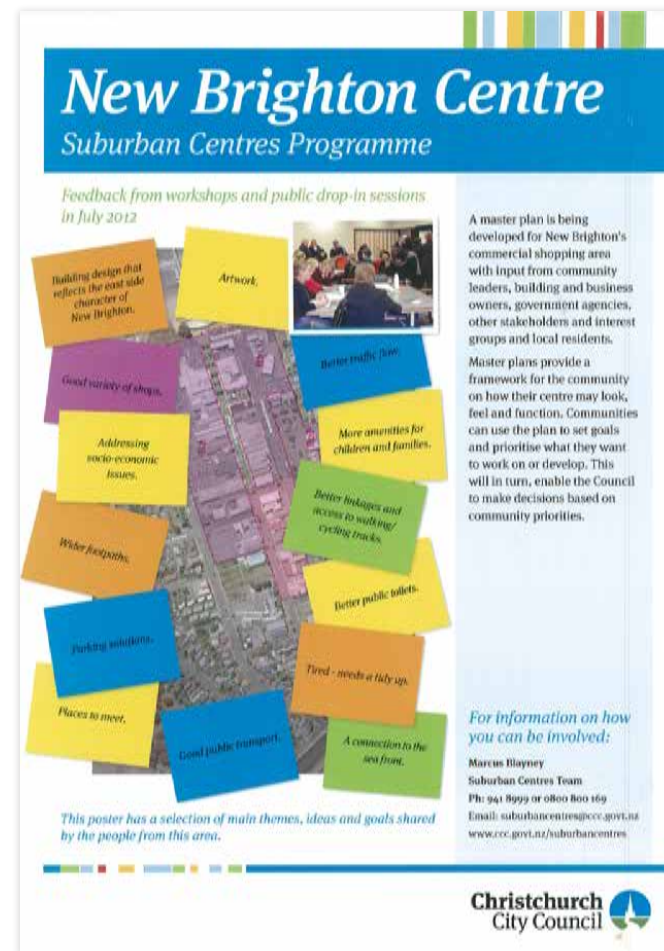


Figure 11: A poster showing a summary of the community consultation undertaken in July 2012

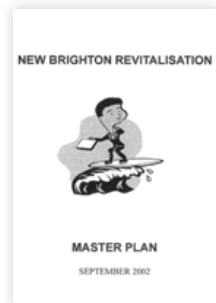
## Previous regeneration work

The New Brighton Revitalisation Master Plan was prepared in 2002 by the Christchurch City Council following consultation with the local community.

The document highlighted a number of projects, some of which were implemented, including the slow road and associated landscaping works. Several projects outlined in the plan, including salt water pools and an artificial surf reef, were not explored further.

This process for this Draft Master Plan has provided an opportunity to revisit the New Brighton Revitalisation Master Plan this plan and evaluate its success in achieving the goals. From discussions with Council staff, it appears that funding for many of the identified projects was not secured and momentum lapsed. The plan set out a number of visionary projects, which may not been achievable without looking at some wider, underlying issues.

It is, therefore, important that the New Brighton Centre Master Plan, whilst creating an exciting vision, sets realistic goals to ensure that projects can be deliverable within set timeframes.



## Technical considerations

This Draft Master Plan has been prepared during a time of rapid change for the city and the suburb of New Brighton. The earthquake recovery process involves input from a large number of stakeholders which can mean the recovery may take time to progress. There are also many variables such as geotechnical investigations on land and lack of up to date population estimates which may require certain assumptions to be made until further information is available. Furthermore, the status of some commercial buildings in the centre could change and more demolitions could happen as a result of the findings of Detailed Engineering Evaluations (DEE).

## Natural Hazards

New Brighton is at risk from the effects of natural hazards, including earthquakes, flooding, tsunami and sea-level rise. Appendix 3 contains more information about natural hazard risks and current mitigation measures that have been put in place to address them. Although the concepts within the Plan address these issues, much of the risk mitigation would occur through detailed building design work, for example higher floor levels and design features that will limit damage during tsunami. This Plan does not go as far as looking at these matters in detail, but this will be an essential part of project implementation to ensure the risk of damage is minimised if an event of this type were to occur.

This Plan is based on the information available at the time of writing. Given the extent of research currently underway on the multiple hazard risks and hazard mitigation options throughout Christchurch, this Plan may need to be reviewed or amended in the future to reflect new decisions and/or changes to relevant policy.

## Constraints

There are a number of comments and suggestions from the local community that fall outside the scope of the master planning process and, therefore, have not directly informed development of the Plan. The Plan is restricted to considering the recovery and rebuild of New Brighton's commercial centre and any development or alterations beyond the boundary of the commercial centre (see figure 8) can not be considered as part of the Plan's vision or actions. However, the influence of local assets such as the sea front and River corridor are instrumental to the framework set out in the Plan's actions.

One such suggestion which was prominent through the consultation process was the development of salt water pools. Appendix 7 includes various working drawings showing different options for the centre. Sketch 3 (Appendix 7) shows an option where the site of the salt water pools is within the commercial

centre. Following further analysis into the options, it was considered that the best situation would be for any salt water pool to be located on the beach front to maximise its setting and outlook. Although salt water pools do not appear within the Plan's vision, their presence has been considered in the preparation of this Plan.

Development along the sea front does not feature within this Plan, although the links between the sea, Marine Parade and the commercial centre are a key consideration. For example, the proposed redevelopment of the children's playground adjacent to the library has helped to inform the actions of this Plan especially in creating complementary land usage and pedestrian linkages on either side of Marine Parade.

The following illustration shows the potential redevelopment plans for the children's playground. (figure 12).

It is noted that this project is a separate Council initiative and does not form part of the actions of this Plan. Public consultation was undertaken prior to the earthquakes, but still requires Burwood/Pegasus Community Board approval for funding and implementation.

Another key proposal, which sits within a wider strategic vision for the eastern suburbs, is the 'City to Sea' river park which has received a great deal of publicity. The Plan has considered the impact of such a route, however the ideas set out in the vision are not reliant on the implementation of this project. Nevertheless, any such park would likely have a positive impact on the centre and could complement the vision and actions set out in this Master Plan.





Figure 12: A plan showing a proposed concept of new playground on the sea front.



# Vision

Based on feedback received from stakeholders and the community, there is a need to create a vision and identify actions that seek to address the 'problems' facing New Brighton and to build upon some of the key strengths. The following vision describes how New Brighton Centre might look and function in 10 to 15 years:

***New Brighton has transitioned into a compact, viable centre that serves local needs and attracts visitors from across the city.***

***Community spirit is strong. The centre is fun, creative and lively and a popular venue for many festivals and events.***

***The streetscape character reflects its unique position between the Avon River and sea. The centre is safe and easy to travel around, whether on foot, cycle, bus or private transport.***



Figure 13: An artist's impression showing a vision for New Brighton Centre

## Goals

### *Economy and business*

- A viable commercial core, proportionately sized to the residential catchment it draws from.
- An inviting shopping and dining destination for locals and visitors, encouraging further commercial and residential investment over time.
- A distribution of entertainment and retail precincts, along with mixed-use activity, that supports a vibrant day and night economy.
- Strong anchor businesses, supported by convenience and niche retail and other commercial activity.

### *Movement*

- An accessible centre for all users.
- Reinforced connections between the river, the centre and the sea.
- Improved north-south connections through the centre.
- A centrally located public transport interchange.
- Retention of sufficient car parking while improving layout and connections.

### *Natural environment*

- References to the surrounding natural environment in streetscape design.
- Enhanced landscaping within the centre, supported by environmental design principles.
- Recognition of the easterly wind as an opportunity, not just a threat.
- Develop awareness and mitigation of natural hazards.

### *Built environment*

- Attractive public spaces that provide shelter and interest for pedestrians.
- Development of private land that supports consolidation of the centre and whose character reflects the coastal environment and local community values.
- Efficient use of land, including for residential activity, to better support a smaller commercial core.

### *Community wellbeing, culture and heritage*

- A safe centre, based on Crime Prevention Through Environmental Design (CPTED) principles and appealing to all ages.
- Collaboration between community groups to promote transitional and permanent events, and improvements to the centre.
- Facilities and other development that support the diverse and eclectic community mix, while echoing the history of the suburb.
- Reference to the significant cultural landscape and tangata whenua associations in the streetscape design features.

## The 'big picture'

This section looks at the concepts and rationale that will enable the recovery of the centre, and its ability to perform as a Key Activity Centre within the retail hierarchy. It will mainly focus on the centre's economic role and function, and the changes considered necessary to ensure its viability in a post-earthquake environment. A strong, vibrant commercial centre is essential to attracting customers from within and beyond the neighbourhood catchment.

The 'big picture' spatial concepts help inform the actions and recovery framework required to improve the centre's economic and social performance in the future. The key 'big picture' themes that will help aid recovery are:

1. **Consolidation of the centre through rezoning of land;**
2. **Enhancing the flow of pedestrian and cycle routes to, through and around the centre;**
3. **Development of precincts, entertainment, retail/commerce and residential while encouraging mixed use activities; and**
4. **Reinforcing the river to sea link through the centre and connections to recreational spaces.**

The following diagram sets out the key influences behind some of the actions proposed. It depicts the residential red zone and the influence that this will have in terms of a loss of residential catchment. It shows the importance of key attributes of the centre, the sea and river and how the theme of water can help define the centre.

### 1. Consolidation of the centre

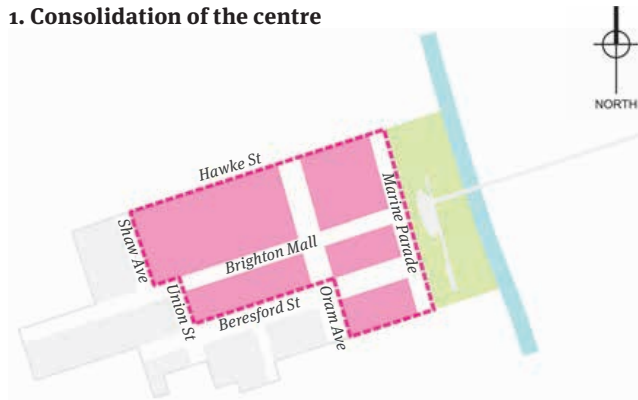


Figure 14: A plan indicating the consolidation of the centre closer to the sea

#### Description

As previously outlined, the New Brighton Centre has been underperforming for some time and has struggled to maintain viability. Following the earthquakes, this situation has deteriorated further. Not only are there a number of vacant premises but the earthquake has led to the demolition of buildings and the loss of further businesses.

The significant loss of residential catchment has increased the strain on the centre and may compromise its ability to perform as a Key Activity Centre within the retail hierarchy. The economic analysis that has been undertaken for New Brighton Centre indicated that the

centre is too large, and an area of between three and four hectares is considered to be sustainable for the centre to operate successfully. The centre currently contains 11 hectares of business zoned land.

The first step to achieve this would be through the rezoning of commercial land via a plan change to the City Plan. The figure 14 above shows the consolidation of the centre close to the sea front, with the land to the west of the centre, predominantly zoned Business 1, rezoned for other purposes. It is acknowledged that this change would not occur immediately and existing business owners retain their current development rights.

However, if the business owners could be encouraged to move into the core of the centre then the residential environment anticipated in the master plan could emerge over time. Additional residential land close to the centre is considered necessary to help support its function, while also helping to limit the impact of the loss of housing from the red zone.

Further studies would be required to identify the exact land use appropriate in this area, however it is thought that this land could predominantly be rezoned for residential use or potentially travellers accommodation.

## 2. Enhancing the flow of pedestrian and cycle routes to, through and around the centre

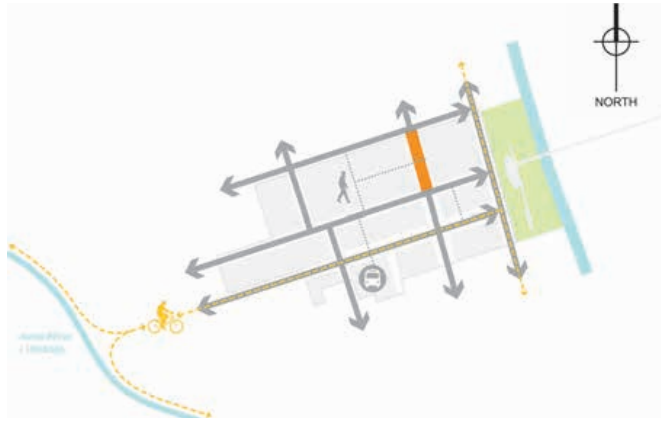


Figure 15: A plan showing existing and enhanced cycle and pedestrian links around and through the centre

### Description

It is evident that existing access to and through the centre is poor, and a need has been identified for this to improve, in particular the north - south connections between the mall and car parking areas. When observing pedestrian trends through the centre, the Hawkes Street car park is well utilised. However this does not correspond with pedestrian foot flow within the mall. This is exacerbated by the very long block between Marine Parade and Shaw Avenue.

A key action is to improve these connections where possible. Much of the land where connections can be made is in private ownership. The Council will provide planning and urban design advice to land owners in the redevelopment of sites to assist in the delivery of these goals.

A major change to the layout of the centre sees the introduction of a new road corridor that would run north-south from Hawkes Street to Brighton Mall, linking with Oram Avenue. This would aid vehicle traffic and would assist access to the mall for pedestrians and cyclists.

There are also opportunities to improve cycling and pedestrian links through and around the centre, making use of the existing road corridor by providing designated cycle lanes and walking routes. These will link into the cycle and pedestrian network and look to link with future strategic routes along the River and between North and South Brighton via the Jubilee walkway. The provision of improved cycle and walking facilities will help to create a safer network and can encourage linkages between existing community assets such as Rawhiti Domain and to Bottle Lake Forest to the north.

Links into and beyond the centre, could also be improved through signage and way finding materials built into buildings or streetscape features. One key concept of the Plan is to encourage the River to sea link which can be promoted through the use of materials built into the road, with the use of lighting or coloured paving to reflect the coastal location.

## 3. Development of precincts, entertainment, retail/commerce and residential while encouraging mixed use activities

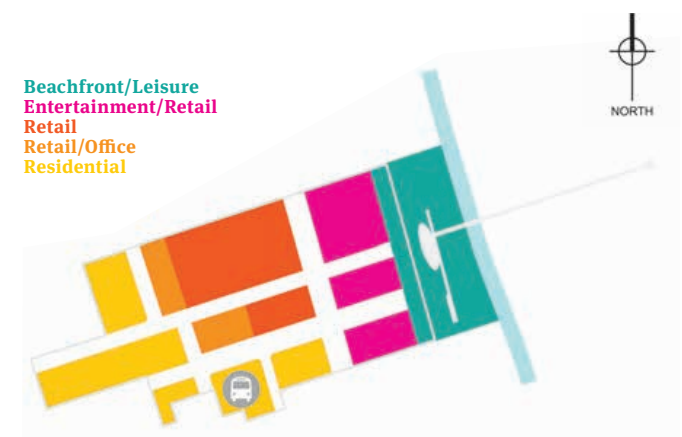


Figure 16: A plan showing the development of precincts within the New Brighton Centre

### Description

The diagram shows the desire to create precincts within the New Brighton Centre. This will help to focus activities within certain areas to maximise the land use and relationships between different uses.

**Entertainment precinct** Entertainment activities will be targeted towards the sea front so that connections between the beach and land uses within the mall can be improved. Cafés bars and restaurants would be encouraged to establish in this area, along with other entertainment venues such as a bowling alley, ice rink or a cinema. These activities could help to bring some vibrancy into this location, providing an indoor area that could still be utilised in adverse weather conditions.

Creating an entertainment precinct would also help to promote a night time economy that would make the centre more vibrant after dark. Currently many local residents feel unsafe at night in the centre and this is mainly due to a lack of social activity. If restaurants, bars and entertainment venues were to open later, more people would be present in the centre and this would help to alleviate the unsafe feeling by promoting active surveillance.

**Retail/commerce precinct.** The core of the centre would focus around the new road, linking the entertainment and retail/commerce precincts. A consolidation of the retail/commerce functions of the centre will help to promote healthy competition within the centre and be an attractive destination for shoppers to walk around. The central retail and commerce precinct would benefit from having a major anchor tenancy (potentially a larger, relocated supermarket) supported by a range of smaller footprint stores that can be more competitive and functional within the retail hierarchy.

Creating a compact, niche commercial centre should firstly ensure that it is functional to serve its catchment and should also help bring back visitors to New Brighton. It will help focus marketing and promotion programs, enabling the centre to become an attractive shopping destination once again.

**Residential precinct.** It is envisaged that the remainder of the existing centre would be converted to residential use over time. Within this residential area, there could be an option to identify land for travellers accommodation. A higher density residential environment which includes travellers accommodation would help to consolidate the centre and support the changes envisaged, and ultimately help New Brighton grow as a competitive centre.

Whilst a specific area is highlighted for residential development, the retail/commerce precinct could also contain mixed use retail and commercial activity with residential use above ground floor to help create a vibrant and ultimately safer environment for users.

#### 4. Reinforcing the river to sea link through the centre and connections to recreational spaces

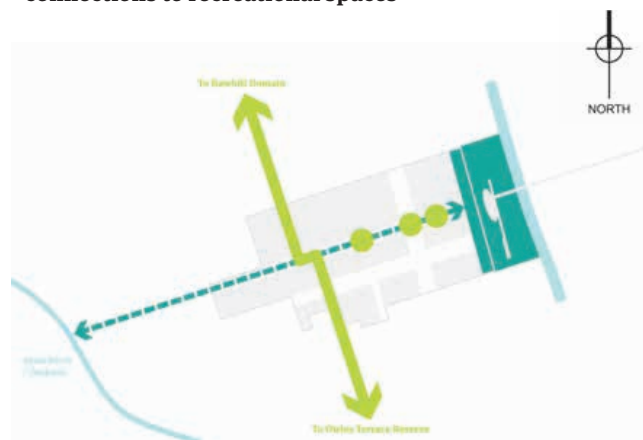


Figure 17: A plan showing connections between river, sea and recreational spaces

#### Description

New Brighton's natural environment is one of its greatest assets and this should be built on as a key action for the Master Plan. Its proximity to the coast and river corridor sets New Brighton aside from other centres. Promoting the theme of water through the centre will help to create a link between the river and the sea. This can be achieved through a number of design elements that reinforce 'water' in a number of places through the centre as a reminder of the unique location.

Within the centre there are existing references to the coastal theme. These include surf board seating, coastal plantings (palm trees) and the use of additional features such as water play equipment. These reinforce the importance of the environment by drawing on the coastal water theme.

Reinforcing the fun vibrant image is also a goal of the Master Plan; through the consultation process many people identified with New Brighton as the 'playground for the east'. This sentiment can be built upon by recognising the importance of key events and activities that take place on the beach and within the wider catchment, including Rawhiti Domain and Owles Terrace Reserve. Recreation and in particular the surf culture is prominent in New Brighton and this can help inform the character of the centre.



Figure 18: A selection of photographs showing current and proposed activities that could take place in New Brighton





# Actions

***This section outlines the key actions which will enable the vision for New Brighton to be implemented. The actions are grouped into the following project areas:***

- ***Public space***
- ***Private space***
- ***Recovery together***

The Integrated Recovery Themes (refer page 12) are evident in each of these project areas and these help to inform the individual actions set out in this section.

Each action is introduced and the rationale explained for its inclusion in the Plan. A concept drawing helps to portray the proposed changes and where applicable the staging for each action is outlined, including methods for implementation.

## Public space

### Summary

This is space directly controlled by the Council: the road corridor, parks and Council-owned land/assets. This Plan looks to build on previous projects to improve the road corridor and links to the beach.

In addition, the Christchurch Transport Strategic Plan and Proposed Change 1 to the Regional Policy Statement indicate the need for a transport interchange to be located within New Brighton. This planning process has explored options for the location of this and a preferred site is identified within this Draft Master Plan.



Figure 19: Annotated plan showing actions on public land

### Actions:

- |  |  |
|--|--|
| <b>A1</b> – New north–south road corridor                            | <b>A4</b> – Upgrade of Marine Parade         |
| <b>A2</b> – Continuation of the road through the pedestrianised mall | <b>A5</b> – General streetscape improvements |
| <b>A3</b> – Bus interchange  | <b>A6</b> – New public toilets               |

## Action A1 – New north-south road corridor

### Description

In order to address the poor north-south links through the centre, this action proposes a new road corridor to be developed that would extend from Oram Avenue (to the south) and link through to Keppel Street (to the north). This would help to break up the extensive block of commercial units and car parking within the block of land extending between Brighton Mall and Hawke Street, while also providing an important pedestrian and vehicle link through the centre.

A new road corridor would also help to ease vehicle movement along Marine Parade. Marine Parade currently serves as the main north-south link which prevents opportunity to unite the commercial-land use with the sea front, and give priority to pedestrians in this area.

Another advantage of creating a new north-south connection would be to provide some shelter from the prevailing easterly wind. Currently, Brighton Mall acts as a wind tunnel and this deters people from sitting outside in cafés and restaurants.



Figure 20: An image showing the potential layout of the new proposed road running through from Oram Avenue to Hawke Street



Figure 21: An image showing the potential built character form for the new road corridor

## Action A2 – Continuation of the road through the pedestrianised mall

### Description

This action responds to the current poor use of the pedestrianised part of Brighton Mall that adjoins Marine Parade. This area currently has a number of vacant premises, and some buildings are in a poor state of repair. The area is generally quieter than other parts of the centre and considering its prime location close to the seafront, it would be expected to be more vibrant than it currently is.

The western part of Brighton Mall was upgraded with the implementation of the slow road in 2006. This has brought new life to this area of the mall and has made it the most active area of the mall.

Extending the one-way road through the pedestrian mall will help to provide more activity in this area. Continuing the streetscape works with new surfacing, planting and seating will also help to bring new life to the area. This, in association with the vision of this area being the entertainment precinct, will transform the area into a vibrant, functional space in a prominent seafront location.

The palm trees, which have become an iconic feature of Brighton Mall, would be retained along the southern side of the street, complementing the pedestrian area. Opportunities to replant the surplus trees from the northern side of the road, in other parts of the mall would be explored.



Figure 22: An image showing the opening up of the pedestrianised part of Brighton Mall onto Marine Parade



Figure 23: An artists impression of the potential built character of Brighton Mall

## Action A3 – Bus interchange

### Description

There are currently issues with how buses operate within the centre, especially for lay-overs (times when buses need to wait) with New Brighton being at the end of route. Buses currently wait within the car parking area on the sea front, and there are no driver facilities provided. A bus interchange has been included in the Plan as appropriate for New Brighton. This will help create a central point for visits to, and from, the centre and assists in achieving the objectives of a Key Activity Centre.

Several options were considered for the location of the interchange, on both public and private space. However, in considering the existing bus routes and other proposed changes to the centre, the preferred option is to be sited within the existing Council car parking area on Beresford Street.

Observations show that this car parking area is currently underutilised and that there is a significant amount of car parking already located with the centre. Furthermore, a functional interchange could also encourage the use of public transport and limit the reliance on car use.

Figure 24 shows the location and potential layout of the bus interchange. Careful treatment would have to be given to the rear boundary of the site to provide a buffer for the residential properties beyond. Some car parking has been retained in this area to provide such a buffer and to mitigate parking losses elsewhere in the centre.



Figure 24: An image showing the new bus interchange on Beresford Street  
(It is noted that the development of the interchange would be subject to both building and resource consents)

## Action A4 – Upgrade of Marine Parade

An important aim of the Plan is to better integrate the centre with the seafront. The seafront is one of the main draw cards of the centre and the library is a major attraction for locals and visitors to New Brighton.

The ‘big picture’ rationale for the New Brighton Centre looks at reactivating land-use activity fronting onto Marine Parade. Action A4 – Upgrade of Marine Parade complements this ‘big picture’ concept through upgrading the road to act as more of a shared space, where pedestrians and cyclists would have priority over vehicles. This would help to facilitate improved movement between the centre and the foreshore.

In changing the priority to pedestrians and cyclists, the effect on private motor vehicles isn’t anticipated to be great, as the provision of the new north-south road (Acton A1) would help to redirect most vehicles through the shopping mall and would also take the majority of bus services off Marine Parade.

New Brighton holds a number of events and festivals, and by redirecting vehicles away from Marine Parade, this area could be temporary closed to traffic to unite the mall with the sea front activities.

Figure 25 shows how Marine Parade could, potentially be upgraded. The use of paving materials would help to define the road space from pedestrian activity, and an upgrade to landscaping can help draw together activities on both sides of Marine Parade.



Figure 25: An image of the proposed shared space along Marine Parade



Figure 26: An artists impression of the potential built form character for Marine Parade, integrating with existing buildings

## Action A5 – General streetscape upgrades

In order to provide a uniformed streetscape for New Brighton, and in light of other proposed actions, Beresford Street and Hawke Street in particular would require upgrading. Furthermore, these road corridors and associated landscape areas would be upgraded to integrate and compliment any new adjacent land-uses. For example, if the existing Business 1 zone were to be rezoned for residential use, the streetscape could be updated in this area to reflect the adjoining residential land.

Beresford Street cycle link – Streetscape enhancements along Beresford Street are proposed to provide a main cycle link to and from the centre. It is envisaged that Beresford Street would include a

segregated cycle lane in each direction which would act as the link between the River corridor and seafront and beyond to a potential cycle route along the Avon River corridor. This reinforces the concept of uniting the two important natural features either side of New Brighton Centre.

Beresford Street has been selected as the preferred route for cyclists in order to create a more user-friendly experience by being segregated from the road. This will mean that cyclists are not competing with cars and pedestrians through Brighton Mall. Furthermore, with the bus interchange, located on Beresford Street, could help to promote an integrated public transport system where bike users can use buses for longer journeys.

Brighton Mall renewal – It is noted that the recent street upgrade of Brighton Mall (2006) has helped to revitalise this part of the mall and

certain aspects of this upgrade could help to inform development in other parts of the centre (i.e. the street furniture and plantings).

However, it is acknowledged that this area would require upgrade and enhancements some time in the future. For the moment, there are opportunities to improve legibility and use of space to reflect the changes occurring throughout the rest of the centre.

Lighting is also a key consideration for future street upgrades to ensure spaces are well-lit and to encourage people into the centre at night time. Seating and planting areas are proposed to help improve pedestrian connections and legibility throughout the centre. It is envisaged that palm trees removed from the eastern part of Brighton Mall would be replanted through the Mall to help reinforce New Brighton's coastal identity.



Figure 27: One of several streetscape upgrades and indicative photos showing the concept ideas. This image shows Beresford Street with a new segregated cycle lane. Other streetscapes proposed to be upgraded include Hawke Street and Brighton Mall



## Action A6 – New public toilets

The two public toilet facilities for New Brighton Centre are currently located on the sea front and Shaw Avenue. The toilets are poorly located for users of the centre. It is proposed that a new, centrally located toilet within the centre be explored further. The position of the existing toilet blocks can be intimidating for users, particularly at night time, they have occasionally attracted minor vandalism and graffiti. Community feedback has highlighted the need for toilets to be centrally located.

A new toilet block would form part of an informal open space located adjacent to the new road corridor and the proposed supermarket/anchor tenant car park (Actions A1 and B1). The toilet would be located in a prominent position so as to maximise active surveillance and create a safer usable facility. It is possible that land would need to be purchased in association with the new road corridor to help provide this facility. The management of these toilets would be important to ensure a good quality facility is retained.

Given the prominent location of the toilet, there is an opportunity to provide a facility that is functional, well-designed and is a feature within the space. Figure 28 shows the potential location of the toilet and includes example photographs of other toilet facilities which are of a quality design.



Figure 28: View to the sea from Hawke Street car park, showing new open space and toilet block. Also a selection of toilet designs that could be applied to New Brighton





## Private space

This section looks at the private space within New Brighton. Many of the actions in this section will rely on the help of the land and business owners to help bring the Plans vision to reality. Although the Council has limited influence over the implementation of some of these projects, it is possible for the Council to enable some actions to be progressed through targeted strategic land purchase (refer Public Space Action A1 – New north-south road corridor).

Some existing private spaces within the New Brighton Centre contain vacant buildings that have been difficult to lease to businesses. Some of these spaces contain large footprint stores which are not considered sustainable or economic to meet current leasing needs. A finer grain of development with smaller scale stores containing essential local services could help to reinvigorate the centre, especially if anchored by a larger full service supermarket. Therefore, there is an opportunity for existing vacant land or buildings, and other sites which become available for redevelopment, to improve the vitality and viability of the centre through an improved functional layout.

A key issue for users of the centre is the poor pedestrian connections between existing car parking areas and the mall, especially north-south where there is limited access between the mall and Hawke Street Car Park. Improving links within the private space is important to create more activity through the mall and help create a more user-friendly pedestrian environment.



Figure 29: An annotated plan showing actions on private space

### Actions:

- B1** – Relocation of supermarket
- B2** – Develop an Indoor Entertainments Hub
- B3** – Car parking improvements

- B4** – Provision of new pedestrian links
- B5** – New residential development
- B6** – Design guide for New Brighton Centre

## Action B1 – Relocation of supermarket

The economic analysis (refer Appendix 4) highlights the need for the centre to retain an anchor tenant. The key anchor tenant currently is the supermarket, however the economic analysis highlights the need for a larger space for this business to be fully functional and effective as a key anchor tenant.

This Plan indicates a possible new location for the supermarket to establish within the core of the centre. The floor areas are indicative of what would be required for a fully functional supermarket with associated car parking and service areas. The supermarket would be accessed primarily via Hawke Street, but would also include strong linkages with the Brighton Mall as well as through to the proposed new bus interchange on Beresford Street.

There is the potential for smaller format stores to wrap around the supermarket building along Brighton Mall and Shaw Avenue to help maintain interaction with the street.

The car parking area for the supermarket would be located off Hawke Street in the same space that is currently the main car parking area for the mall. This car parking area is currently in multiple ownership, divided between the land parcels and associated businesses within the mall. This area is in a poor state of repair and does not operate to its best ability mainly due to the multiple ownership.

If the operation of the car parking area was to be controlled by one owner or via a collaborative agreement then there is potential

for this area to be upgraded and for improved connections to be created through to the mall. Opportunities arise to create a more pedestrian friendly environment and to install more planting to help soften and break up the spaces.

There are a number of constraints to the redevelopment of the supermarket in this location, primarily the fragmented land ownership of the parcels in this block. However, with the number of earthquake damaged properties there is the opportunity for land amalgamation to help make the concept deliverable.

Further discussions would also be required with potential operators to determine the feasibility of this option.



Figure 30: An image showing the potential location of the relocated supermarket on Hawke Street

## Action B2 – Develop an indoor entertainment hub

The Plan identifies the need for greater activity within the New Brighton Centre to provide for the local catchment and also to attract visitors to the centre.

This action is intended to encourage the development of an indoor entertainment hub that could be run as a private enterprise. A centre of this kind could be a major attraction for New Brighton,

particularly on bad weather days. This centre could cater for various community events, and potentially include a cinema, ice skating rink, children’s play centre, climbing wall and tropical gardens. These activities would work well with the outdoor activities outlined for the playground upgrade on the other side of Marine Parade, and help to develop the entertainment and recreation precinct further.

This land is currently occupied by the supermarket and this action is reliant of the relocation of the supermarket (Action B1). This hub could potentially be linked to retailers, cafes and bars that establish around the site and act as a functional entertainment hub that will attract people to the centre. This concept would require private investment and the potential amalgamation of land.



Figure 31: A close up of the New Entertainment Hub



Figure 32: Artist's impression of how the indoor space could be developed for various entertainment uses

## Action B3 – Car parking improvements

The Hawke Street car parking area is in fragmented ownership which makes maintenance and organisation difficult to manage.

This action looks to disperse private car parking areas around the centre in more manageable spaces that would serve the retail and commercial spaces in the centre. These car parking areas would be well landscaped and have better pedestrian links to the centre through the laneways identified in Action B4. Vehicle crossing would be rationalised to improve pedestrian safety.

These car parking areas need to be well lit and incorporate CPTED principles, creating safer and more legible spaces that interact with the centre.

Figure 33 shows the areas of car parking spread through the centre and in particular shows a strong pedestrian walkway connecting through the new road and square containing the public toilet (Action A6).

Whilst private car parking spaces are proposed to decrease overall under this concept, the centre will be consolidated into a much more compact area. Furthermore, the introduction of the bus interchange and improved cycle and pedestrian links should assist in promoting alternative means of transport to, and from, the centre.



Figure 33: The location of consolidated private car parking spaces spread throughout the centre

## Action B4 – Develop new pedestrian links

To help create improved permeability through the centre, sites where buildings have been demolished could provide opportunities to provide new linkages (laneways). Currently, the mall has large blocks with very few good quality links north and south to both Hawke Street and Beresford Street.

There exists the potential to create more linkages so that shops can open up on to laneways, providing a more intimate shopping experience and shelter from the easterly wind. These pedestrian linkages can help create a finer grain retail development opening onto laneways which is considered to be a more viable form of development for the centre.

This form of development would require commitment from land owners and developers. Benefits would include the creation of interesting spaces that would provide a strong entrance to the centre from areas such as the bus interchange and car parking spaces.

Figure 34 shows potential linkages that can be created through the centre linking public and private spaces. These spaces show the advantages that can be derived from outdoor seating areas for cafes and bars in sheltered, safe environments.



Figure 34: The location of new pedestrian links through private land creating a pedestrian friendly environment

## Action B5 – New residential development

As discussed within the ‘big picture’ section, if the centre were to be consolidated into a smaller compact area, a plan change will be needed to revert some of the surplus commercial land into residential. The loss of residential catchment to the red zone has had a significant impact upon the viability of the centre. The provision of additional residential space may help to combat this loss by providing vibrant residential accommodation close to the heart of the centre.

The proposed plan change would require analysis of the type of residential accommodation that would be appropriate within this area. Due to the close proximity to the centre, a higher density of development could be anticipated. Affordable housing could also be provided within, or close to the centre.

This accommodation could also, potentially, include retirement housing or affordable ‘first home’ units. This helps ensure that the area offers a range of accommodation, and is available to people who want to live close to the centre. It would, potentially, also help to attract new residents to the area.

Furthermore, the centre’s location near the coast is an obvious attraction for tourists. A rejuvenated centre has the ability to further attract visitors to the centre, which could mean a demand for additional travellers’ accommodation to be provided. Currently, there is a backpackers located within the centre which is very well patronised.

Therefore there is the potential for some of the surplus commercial land to be rezoned for this purpose or for traveller’s accommodation to be incorporated into redeveloped sites especially along the seafront.

Such examples of sites that could be rezoned for residential use are part of land Council owned Car Parking area along Beresford Street as well as the old supermarket site on the corner of Shaw Avenue and Brighton Mall. It is anticipated that the Council would undertake the rezoning of this land to enable the desired outcomes.



Figure 35: The location of potential new residential development



Figure 36: Image showing the potential built character form of residential development around the centre

## Action B6 – Design guide for New Brighton Centre

This action is intended to help provide additional advice for land owners and prospective developers looking to rebuild and redevelop within the New Brighton Centre.

The design guide would build upon the concepts and actions set out in this Plan and provide additional detail that would help to inform the character of the centre as it is redeveloped. The design guide would explore the existing built and natural character in more detail. This will help to create a stronger vision of how New Brighton could be redeveloped.

The design guide would include examples of building character styles and features that make the most of the centre’s prominent position between river and sea, and examples of how to develop the vision of a fun, creative and lively centre, while also being functional for locals and visitors.



Figure 37: Potential built character form that the design guide can help develop further

## Recovery together

### Summary

This section focuses on the role of the local community in the recovery of the centre. It is recognised that the recovery of the centre is not just about physical resources but also relies on a passionate local community who are willing to provide time, effort and commitment into ensuring that New Brighton Commercial Centre can fully recover and grow to be the heart of the community.

The Council has a role to support the community and to facilitate a collaborative approach to achieving their goals.

The actions within this section recognise the importance of existing community groups and looks at tools to ensure their success in achieving their goals. Existing community services are prominent in the centre, with the library and church groups being prominent assets. It is essential to build on these and explore opportunities for future growth.

The plan also introduces tools to aid businesses and landowners with the rebuild and recovery of the centre. If local business owners work together to help the recovery of the centre, a collective team effort is more effective than isolated attempts to attract business. Creating a brand for New Brighton and a marketing campaign can help to attract local custom as well as attract visitors from beyond Christchurch. It can also go a long way to 'kick starting' activity and creating a much needed point of difference when competing for investment and custom from other centres around the City.

### Actions:

- C1** – A stronger, active business association
- C2** – Provision of additional Council Customer Services
- C3** – A graffiti action plan
- C4** – Transitional projects and events
- C5** – Appoint New Brighton Centre case manager



Figure 38: Photograph of volunteers tackling graffiti in the centre



## Action C1 – Develop a stronger, active business association

There is an existing business association operating in New Brighton, however, it has with limited participation from local business owners and operators. A strong and active business association, where businesses can work together for the overall benefit of the centre, is key to its future success and recovery.

As discussed, there are numerous community events that take place in the New Brighton Centre throughout the year, and there are opportunities for businesses to work collaboratively to gain success from holding events within the centre.

Holding regular meetings will allow businesses to communicate and share ideas for marketing and attracting customers to the centre. Business owners and the community can work together to create a brand for New Brighton Centre that will help to give the centre an identity that is instantly recognisable by locals and people throughout wider Christchurch.

There are examples of successful business associations in other parts of Christchurch, particularly following the earthquakes. The Council could play a role in initiating discussions with other business communities to find out how they have been successful in encouraging participation and promotion of their centre.

## Action C2 – Investigate providing additional Council services

This action seeks to investigate the options for the provision of additional Council services to be located within the New Brighton Centre. The library is a fantastic facility for locals and also attracts visitors and tourists from outside of the neighbourhood catchment due to its unique location on the seafront.



Figure 39: Photograph of the New Brighton Library

The centre also contains the Burwood/Pegasus Community Board Room, which is available for hire by community groups for meetings when it is not required by the Board.

However, the nearest service centres for local residents to access Council services is at The Palms in Shirley and the Linwood Service Centre. This results in people having to leave the New Brighton area to access key Council services. It also means that

people may shop and do business in other centres rather than staying local to New Brighton.

As suggested by the local community, there is potential to investigate expanded Council services in New Brighton as part of the next LTP (2013 -2022). This would most likely be co-located with the library, and might comprise a self-help kiosk or additional staffing.

### Action C3 – Prepare a graffiti action plan

Graffiti has been identified as a big issue within the New Brighton Centre. Whilst it is a long-standing issue, the closure of buildings and presence of derelict/vacant sites has seen an increase in the incidence of graffiti. The CPTED (Crime Prevention Through Environmental Design) report (appendix 5) highlights the issue of graffiti and associated crimes in greater detail and discusses the key issues which lead to this activity occurring more frequently.

The community is already very active in reporting and cleaning up graffiti (as witnessed in figure 38); there are many volunteers who offer their time to paint over walls and fences where it has occurred.

This Master Plan action seeks to enable the community to work with the Council and the police to formulate a plan to proactively manage the occurrence of graffiti in the New Brighton Centre. The community will take the lead role and responsibility for its implementation.

Furthermore, there is an opportunity through the rebuild of buildings to ensure that spaces are well designed and that good lighting is integrated into buildings. This will help to limit opportunities and spaces where graffiti can take place. These principles would form part of pre-application advice with applicants and would also inform the contents of a design guide (Action B6).

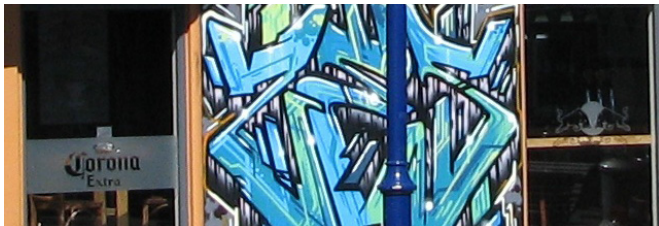


Figure 40: Photograph of graffiti in the centre

### Action C4 – Undertake transitional projects and events

There are a number of vacant sites and spaces that have become available following the demolition of buildings. This number is expected to rise. The rebuilding process can take time, and it is possible that some sites may remain vacant until insurance and rebuilding plans are resolved.

It is important for retailers and businesses trading within the centre that these sites are made safe and cleared, and rubble, that can attract graffiti and crime, is removed. Preferably, these cleared sites would be transformed into functional spaces or sown with wild flowers.

New Brighton also has a very creative and artistic community who could be given more expression within the centre. Since the demolition of some buildings in the centre, there has been a greater presence of murals on vacant sites, which help add colour and character to the centre. Ideas like these, can be built upon and incorporated into the design of buildings to help create a stronger identity for New Brighton.

The community, led by Renew Brighton, have collaborated with a land owner and other agencies to construct a creative pop up precinct within Brighton Mall. Such ventures create appealing outcomes for locals and can also act as an attraction for visitors to the centre.

Another demolished building site, on the corner of Oram Avenue and Beresford Street, has been transformed by Greening the Rubble into a 'community garden'. Volunteers gave their time to transform a vacant site into an attractive garden environment that is both visually interesting and also a play space for younger children.

The lead for transitional projects like this will remain with the local community, however, there is a role for Council officers to liaise with other Council units to provide advice for the design and layout of sites and any consenting process that may be required.

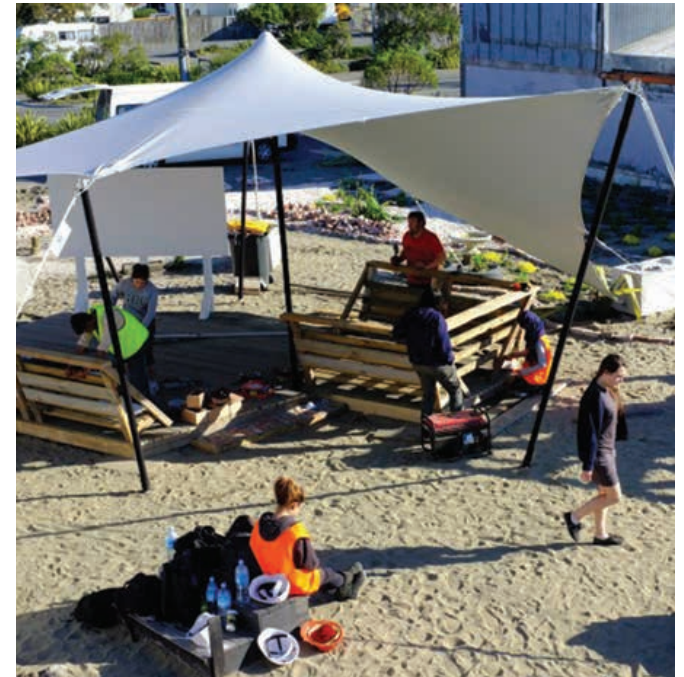


Figure 41: Photograph of the transitional project in Brighton Mall

## Action C5 – Appoint a New Brighton case manager

As part of the Suburban Centres Programme, the Council has provided an ongoing case management service to all centres that have suffered earthquake damage and disruption.

This Council's case management service is intended to be a short term service, however, the recovery and rebuild of the suburban centres will extend for some time. Therefore, the appointment of a dedicated case manager for New Brighton will continue to provide a 'single face' point of contact for commercial property owners, developers and businesses to ensure they have access to available services.

A case manager will help to liaise with different parts of the Council to assist with repair/rebuild options and to provide assistance and support through the Council's consenting processes. The case manager will help obtain urban design advice and provide contact details for key agencies involved in the rebuild .

This approach would provide the local community with a single point of contact and ensure a degree of consistency when dealing with matters relating to the Master Plan and the future direction of New Brighton. It will help to achieve a collaborative approach to the rebuild of the centre, enabling land owners and businesses to communicate with one another to ensure 'joined-up' thinking and sharing of resources where possible.



Figure 42: Photograph of the site located on the corner of Oram Avenue and Beresford Street developed by Greening the Rubble



# Master Plan implementation

***The Implementation Plan is important for giving effect to the Master Plan’s vision, goals and actions. This section sets out the responsibilities, priorities and potential dates for each actions described above.***

Each action within the Plan aligns with the goals for redevelopment of New Brighton Centre and one or more of the themes for Integrated Recovery Planning: natural environment; community wellbeing; culture and heritage; movement; economy and business and built environment. The Implementation Plan also identifies anticipated timeframes, lead and support partners and potential funding requirements (for instance, if a project is to be funded from Council capital or operational budgets).

Earthquake recovery and master planning implementation involves working with multiple partners and key stakeholders involved in the recovery process – including the Council, local residents, property and business owners, associations, organisations and other government and non-government agencies. It is recognised that the recovery and future development of New Brighton Centre will take time and, in some instances, it will be complex and challenging.

## **Timeframes**

The timeframes for achieving projects and actions are difficult to determine. In some instances, factors relating to ground stability and insurance are still being resolved. Property owners are continuing to work through a range of issues that are specific to their sites and circumstances.

The pace of implementation will be influenced by a range of factors, many of which are yet to be fully determined. Wherever possible, it is desirable to achieve some quick wins to boost community confidence in the rebuild and to create momentum for its rebuilding and recovery.

The actions set out in the Plan are divided between public and private space. It is easier to provide timeframes on the development of public land, however, much of the required is still to be secured. Development on private space is much less certain and some of the larger projects will require further investigation and collaboration between stakeholders. Others may require the staging of development to optimise coordination efforts.

Despite the uncertainty surrounding funding and timing, the actions in this Draft Master Plan are organised into two streams:

1. short to medium-term actions to facilitate the rebuild and recovery process; and
2. longer-term actions to achieve a broader vision for improvement.

The Plan’s short to medium-term actions are designed to build relationships between the public and private sector. They aim to help get businesses back up and running, and people back shopping, working, living and socialising in the centre. Many of these actions are driven by the community with support from the Council.

Longer-term actions seek to give effect to a strategic vision for more comprehensive regeneration of the centre. The intention is to identify opportunities which will enhance aspects of the centre that work well, and opportunities to upgrade some areas so they perform even better.

The Implementation Plan should be considered as a work in progress and will be subject to ongoing review due to internal and external influences affecting the centre. Timeframes are indicated in Figure 43 and the Implementation Table (on page 43). However these should be considered a general guide only:

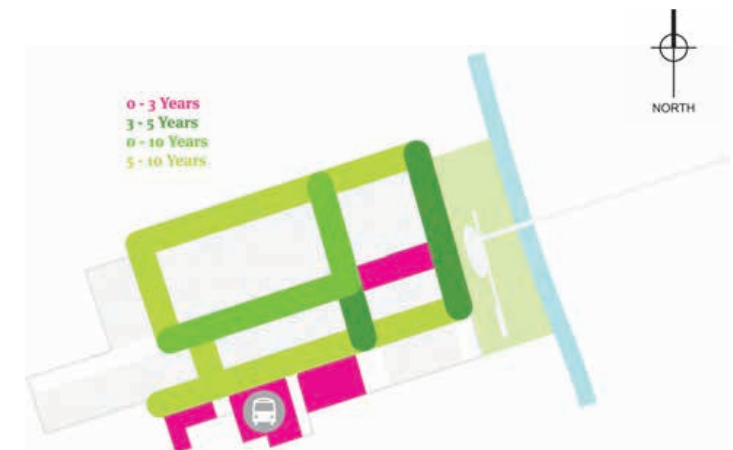


Figure 43: Potential Staging diagram for public and actions

### **Council costs**

Council budgets are shown as Opex (operational costs) indicating staff/consultant time and Capex (capital costs) which relate to physical works such as street upgrades, open space enhancements or development of Council land/assets. Capex costs must be secured through the Council's Annual Plan process, unless they are deemed to be minor works which can be funded through budgets already allocated in a current Annual or Long Term Plan.

It is noted that the figures shown within the implementation table are preliminary costings. The Council will still need to complete detailed costings in conjunction with the Council's Annual and Long Term Plan. Council activities and priorities change over time and therefore the projects will be contestable as part of the review of the Long Term Plan. This review involves the identification and prioritisation of projects across the whole city and is undertaken three yearly. The next three year review of the Long Term Plan is currently underway.

### **Implementation Plan**

The funding, timing and scope of a Council-led project or action is subject to Council processes and approvals, whether it is through the Long Term Plan and/or the Annual Plan process; and/or resource and/or building consent process. There may also be a need for further public/stakeholder consultation and land owner consent. It is also possible that some Council-led projects may be implemented through existing Council work programmes and budgets.

## Implementation plan for the Draft New Brighton Centre Master Plan

Recovery theme / goal <sup>1</sup>	'Big picture'	Public Space Actions	Timeframe	Lead	Support Partner	Council cost? <sup>2</sup>
M, B, E	Enhancing the flow of pedestrian and cycle routes to, through and around the centre	A1 – New North South Road Corridor	0 – 10 years	Council		CAPEX / OPEX
M, B, E		A2 – Continuation of road through pedestrian mall	0 – 3 years	Council		CAPEX / OPEX
M		A3 – Bus interchange	0 – 3 years	Council		CAPEX / OPEX
M, B, N, E	Development of precincts	A4 – Upgrade of Marine Parade	3 – 5 years	Council		CAPEX / OPEX
M, B	Reinforcing the River to sea link through the centre	A5 – General streetscape upgrades	0 – 10 years	Council		CAPEX / OPEX
B, C		A6 – New public toilets	0 – 10 years	Council		CAPEX / OPEX
B, E	Consolidation of the centre	B1 – Relocation of supermarket	5 – 15 years	Private land owner / developer		OPEX / CAPEX
B, E, C		B2 – Develop indoor entertainments hub	5 – 15 years	Private land owner / developer		
B, E, M	Enhancing the flow of pedestrian and cycle routes to, through and around the centre	B3 – Car parking improvements	0 – 15 years	Private land owner / developer	Council	
M, B		B4 – Provision of new pedestrian links	0 – 15 years	Private land owner / developer	Council	OPEX
B, E	Development of precincts	B5 – New residential development	0 -15 years	Private land owner / developer	Council	OPEX
B, E, N		B6 – Design guide	0 – 3 years	Council		OPEX
E	Consolidation of the Centre	C1 – A stronger, active business association	0 – 3 years	Business Community	Council / Recover Canterbury	OPEX
C		C2 – Investigate providing additional Council Services	3 – 5 years	Council		OPEX / CAPEX
N	Enhancing the flow of pedestrian and cycle routes to, through and around the centre	C3 – Prepare a graffiti action plan	0 – 3 years	Community group (Renew Brighton)	Council	OPEX
B, E, C		C4 – Undertake transitional projects and events	0 – 3 years	Community, businesses / landowners	Council	OPEX
B, E, N, C, M	Reinforcing the River to sea link through the centre	C5 – New Brighton Case Manager	0 – 3 years	Council		OPEX

<sup>1</sup> B = Built environment, E = Economy and business, N = Natural environment, C = community wellbeing, M = movement.

<sup>2</sup> (OPEX) refers to operational costs. (CAPEX) refers to capital costs.





# Appendix 1

## **Appendix 1 – The broader strategic planning and earthquake recovery context for the New Brighton Centre Master Plan**

The New Brighton Centre Master Plan is linked to a wider framework of local government and planning legislation, policy and strategy. Some of this legislation and policy was in place prior to the earthquakes and some has been put in place as a result of the earthquakes. The information below provides a broad overview of the planning context for the New Brighton Centre Master Plan.

### **Canterbury Earthquake Recovery Act 2011 and Recovery Strategy**

The Government has prepared a Recovery Strategy under section 15 of the Canterbury Earthquakes Recovery Act to provide a vision, goals and a road map for the earthquake recovery in Greater Christchurch. The aim of the Recovery Strategy is to coordinate an efficient and effective recovery work programme and to establish principles to guide how CERA and other agencies will work together. It sets out recovery priorities and identifies six components of recovery: integration and leadership; social; economic; cultural; the built environment; and the natural environment. Of particular note to New Brighton are the social goals encourage local communities to take responsibility for their recovery. This Master Plan has been prepared with the views of the local community at the forefront, furthermore some key actions in the plan encourage the local community to take the lead for implementation. To read the Recovery Strategy see this web link: [cera.govt.nz/recovery-strategy/overview](http://cera.govt.nz/recovery-strategy/overview).

### **Long Term Council Community Plan**

The Long Term Plan (LTP) is the Council's ten year business plan which brings together all the Council's planning and legislative activity, specifying the services to be provided and how they will be funded. The current LTP contains nine Community Outcomes,

a collection of aspirations relating to life in our City. These were developed through community consultation. Work is already underway to prepare the next LTP for the 2013-2023 period, which will involve a revision of the current Community Outcomes.

This process provides an opportunity for key projects within this Draft Master Plan to be included for funding, however it is noted that any funding for the New Brighton Centre will be contestable.

Related to the ten year LTP is the Council's Annual Plan, which explains how the Council intends to finance the activities and services it provides during the applicable year. To view the 2012/2013 Annual Plan see this link: [www.ccc.govt.nz/thecouncil/policiesreportsstrategies/annualplan/index.aspx](http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/annualplan/index.aspx)

### **Greater Christchurch Urban Development Strategy**

The Greater Christchurch Urban Development Strategy (UDS) uses integrated planning to achieve efficient land and energy use to achieve a broad settlement pattern for the next 35 years. It sets out a long-term vision, guiding principles and strategic directions and an action plan to encourage vibrant centres throughout the greater Christchurch area which are connected by efficient and sustainable infrastructure. The UDS promotes higher density housing along transport corridors to support public passenger transport.

The UDS discusses the role of Activity Centres. New Brighton is identified as a Key Activity Centre within the draft change 1 to the Regional Policy Statement).

Earthquake recovery has not changed the UDS long-term vision for greater Christchurch, or the strategic directions and general areas identified for growth. To read the Greater Christchurch Urban Development Strategy see this web link: [www.greaterchristchurch.org.nz/Strategy/](http://www.greaterchristchurch.org.nz/Strategy/).

### **Proposed Change 1 to the Regional Policy Statement (RPS)**

Proposed Change 1 to the Regional Policy Statement (RPS) provides the sub-regional policy framework under the Resource Management Act 1991 to implement the Greater Christchurch Urban Development Strategy. The purpose of Change 1 is to provide for development in a way which achieves quality outcomes and takes a sustainable development approach to managing growth.

With respect to commercial activity, Chapter 12A limits commercial activity outside the Key Activity Centres (which includes New Brighton) that could restrict the ability of these Key Activity Centres to achieve their intended functions. Key activity centres are located at strategic points along regional, area or district arterial roads and are generally well served by public passenger transport and surrounded by higher (low-medium and medium) density living zoning. The RPS identifies that they will serve as focal points for important public and private services facilities by providing for the efficient grouping of mixed business and community activities. For more information on Chapter 12A of the RPS, see this link: [ecan.govt.nz/publications/Plans/canterbury-regional-policy-statement-chapter-12a.pdf](http://ecan.govt.nz/publications/Plans/canterbury-regional-policy-statement-chapter-12a.pdf).

### **Christchurch City Plan**

The Christchurch City Plan provides a framework for the management of land use and subdivision, and is prepared under the Resource Management Act 1991. The Plan addresses the effects of land use, subdivision, and building activities on the environment, and on neighbours. It comprises three Volumes: Volume One identifies development issues, Volume Two sets out development objectives and policies and, Volume Three sets out development rules and matters for assessment.

When evaluating long term size and function of the New Brighton Centre, relevant policies in the City Plan for the distribution of commercial activity and consolidation of suburban centres apply. Appendix 2 provides extracts from the City Plan for activities within the New Brighton Centre.

**Christchurch Transport Strategic Plan**

The purpose of the Draft Christchurch Transport Plan is to create a city that is easier to move around, provides travel choice, supports a vibrant economy and creates stronger more healthy communities. To achieve this the draft Transport Plan has identified four goals and a range of actions for implementation over the next 30 years.

Some general provisions of the plan are of relevance to the New Brighton Centre:

- improvements to public transport infrastructure and services;
- investigations into park and ride facilities connected to the core public transport network for access to the central city;
- improvements to the allocation of road space through the re-allocation of on-street car parking, especially in core walking and cycling streets;
- the protection of the strategic freight network; and
- investment in green infrastructure and enhancements in road renewals;
- a cycle link along the Avon River Corridor.

**Facilities Rebuild Plan**

The Facilities Rebuild Plan assesses all earthquake-damaged Council owned assets around the City that may need to be demolished, rebuilt or repaired. Decisions on the assets around New Brighton which includes the Children's whale pool on the seafront, the library and public toilets etc must take place within the context of all 1600 damaged Council-owned facilities across the City and in Banks Peninsula. All major decisions are made by elected members, initiated by a full report which includes Council staff recommendations. The Council anticipates that it could take until 2014 for decisions to be made about all the facilities included in the project, due to the length of the DEE assessment process and other considerations such as the insurance process.

At least five possible scenarios apply to buildings that are part of the Facilities Rebuild Plan. They include:

- a building is repaired to the same level;
- a building is repaired to a higher standard;
- a building is demolished and replaced with the same type of facility;
- a building is demolished and replaced with a different facility; or
- a building is demolished and not replaced.

A lot of public consultation has already occurred as part of key Council strategies around its facilities and the services. Further public consultation is likely to take place for major facilities. More information on the Council's Facilities Rebuild Plan is at this link: [www.ccc.govt.nz/thecouncil/councilfacilities/index.aspx](http://www.ccc.govt.nz/thecouncil/councilfacilities/index.aspx)

**Libraries 2025 Facilities Plan**

The Libraries 2025 Facilities Plan is a framework to guide the future development of the Christchurch City Libraries network through to 2025. The Plan contains a framework comprising principles, tactics and criteria for the provision of a libraries' network in Christchurch. To view the Libraries 2025 Facilities Plan see this link: [christchurchcitylibraries.com/2025/](http://christchurchcitylibraries.com/2025/)

The 2010 and 2011 earthquakes have necessitated an early review of the Libraries 2025 Facilities Plan, to reconsider the timing and/or sequencing of rebuilding and new development. The results of this review will help inform the Council's Facilities Re-Build Plan, which provides options, priority and the scheduling of repairs and rebuilds for all 1600 earthquake damaged Council facilities.

This is particularly relevant where we would be looking at providing additional Council services within the existing library building at New Brighton.

**Stronger Christchurch Infrastructure Rebuild Team**

The Stronger Christchurch Infrastructure Rebuild Team (SCIRT) has initiated a large scale work programme for repairing and rebuilding infrastructure damaged by the earthquake, including roads and Council-owned assets. SCIRT's role is to replace damaged infrastructure, including sewer and water pipes and roads, generally on a like-for-like basis, with the Council adding value to that work where possible. A significant amount of this work is being undertaken in the eastern suburbs and decisions are still to be made over the status or upgrade of access points to the Centre e.g. New Brighton Road and Owles Terrace adjacent to the river as well as to the bridge that provides access to New Brighton from Pages Road. The impact of any decision on the future of this land could have implications on the way people travel to New Brighton.

**Christchurch Visitor Strategy**

The Christchurch Visitor Strategy was developed through a collaborative partnership between the Christchurch City Council, Christchurch and Canterbury Tourism, Canterbury Development Corporation, visitor industry representatives and Ngai Tahu. The strategy contains a vision and five strategic goals for the greater Christchurch area. New Brighton has the attributes to attract visitors from within and beyond Christchurch and therefore the principles set out within the strategy are of relevance when considering the future potential of the New Brighton Centre. The principles within the policy have helped influence some of the goals in creating a fun and attractive seaside destination that would attract visitors to the centre. The strategy can be read by following this link: [www.ccc.govt.nz/thecouncil/policiesreportsstrategies/strategies/christchurchvisitorstrategy.aspx](http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/strategies/christchurchvisitorstrategy.aspx)

## Appendix 2 – City Plan summary

***This appendix summarises the parts of the City Plan that are most relevant to the New Brighton Centre, including the provisions that will influence how the centre will be rebuilt or changed. It also outlines the proposed Plan Change 56 and the possible influence this will have on the rebuild process.***

### ***Objectives, policies and methods of the plan (Volume 2)***

Objective 12.1 and its associated policies are concerned with the distribution of business activity. The provisions seek to have a distribution, scale and form of business activity that provides the community with access to goods, services and opportunities for interaction.

Objective 12.7 specifically concerns the role of suburban centres in enabling people to meet their needs for goods, services and social interaction. There is recognition within this objective that suburban centres provide for these needs at convenient levels to local populations. There is also an expectation of change over time with some centres growing while others decline in significance in response to a changing commercial market; this could be considered directly relevant to the New Brighton Centre. Within this changing environment commercial centres should possess the ability to change within a framework of acceptable environmental limits, including the commercial, cultural and employment functions of the Central City.

Objective 12.8 seeks a high standard of amenity, design and layout for suburban centres. Good design and layout should be promoted at every opportunity to maintain an acceptable level of amenity and maintain the suburban centres' role as important servicing points for the residential areas of the city.

### ***Rules of the Plan (Volume 3)***

The rules of the City Plan are the detailed means of implementing the objectives, policies and methods contained within Volume 2 of the City Plan. Outlined below are the specific rules that apply to the Suburban Centres and the zones of activity found within the New Brighton Centre (i.e. Business 1, 2, and 2P).

#### ***Part 3 Business***

With its Business 1 and Business 2 Zones, New Brighton Centre comprises 'Local' and 'District' centre activity. These zones are designed to meet the daily convenience shopping needs of its immediate catchment.

##### ***1.4 Business 1 – local centre general description***

The purpose of these zones is to supply local opportunities for employment and small retail shops. The B1 zone is typically characterised by blocks of small and often older commercial buildings. The description recognises that these centres will often have poor physical layout and parking arrangements. A number of environmental results are anticipated for such centres which generally reflect the small scale and local appeal of the centres that adjoin residential areas. Residential activity is anticipated in B1 centres either in conjunction with commercial activity (for example on the upper floors) or displacement of commercial activity. B1 zones therefore provide for a degree of mixed-use activity to be established in the centre.

##### ***1.5 Business 2 – district centre general description***

The purpose of these zones is to provide for building development greater in scale and intensity than the Business 1 zone, and to provide for a supermarket business and one or more community facilities. The B2 zone component identifies the focal point of the centre.

### ***3.2 Residential activity in the Business 2 and 1 Zones***

Residential units may be built in the B2 zone and in the B1 zone adjoining an L3 zone. Residential units in these zones must comply with the standards applicable to L3 zones in addition to the relevant Business zone standards. Residential activity is anticipated to higher density in commercial business.

### ***3.4 Development and community standards***

The rules around the building form in B1 and B2 zones are generally more permissive than for Living zones except where Living zones adjoin the B1 or B2 zone. Here the building must comply with the Living zone recession plane (3.4.1) and there must be a three metre set-back (3.4.2). Screening and fencing are also required (3.4.3). Large extents of blank façades are not permitted unless set-back three metres from the street and landscaped (3.4.5 and 7.3.7). The maximum building size for B1 is eight metres in height with a 1.0 plot ratio (3.5.1 and 7.3.9, 3.5.2 and 7.3.10).

### ***Part 12 - Transport***

A separate set of rules addresses transport matters. Issues around access location, type and manoeuvring space are assessed on a case by case basis as part of the assessment matters for resource consent (if required). Most relevant to the redevelopment of New Brighton Centre are the rules around minimum parking standards.

### **Part 12, 2.2.1 Parking Space Numbers**

Parking requirements are activity rather than zone based. The general requirement for car parks for retail activity depends on floor area of the activity. A typical example that would apply to the bulk of retail units in New Brighton Centre requires four car parking spaces per 100 square metres of Gross Leasable Floor Area (GLFA) where less than 750 square metres. Cycle parking is set at one space per 100 square metres GLFA.

Other activities will attract greater or lesser parking requirements. Another typical activity in the two centres would be food and beverage outlets. The Plan requires four car parking spaces per 100 square metres Public Floor Area (PFA) for the first 150 square metres PFA and 19 spaces per 100 square meters PFA thereafter. Cycle parking is set at one space per 100 square metres PFA.

### **Business 2P (Parking Zone)**

This specialist zone applies to some suburban centres including New Brighton. It is intended to secure parking provision and to act as a buffer for residential areas. It aims to provide adequate ground level carparking in association with the identified district centres, where the scale of development and associated carparking is potentially significant to surrounding residential areas.

The rules applicable to any activity located within the Business 2P Zone are those for the Living 2 Zone, except that all or part of the Business 2P Zone may be used for carparking in association with the adjoining district centre, and such carparking provided at ground level only. The rules for any development within this zone also have a specific requirement for tree planting (Rule 3.4.3(c)).

### **Flood Management, Variation 48**

The western half of New Brighton Centre is located within a Flood Management Area. The Centre is identified within this area not solely due to the proximity to the river but also due to stormwater issues. Both the City Plan and the Building Code contain requirements for minimum floor levels.

Development standard 5.3.3 provides a method to manage and address developments within flood management areas.

There are exemptions to this rule for small additions and accessory buildings to properties, however in the majority of cases building work will be required to address issues of flood risk and incorporate methods in developments that seek to minimise or control the impact of this.

The City Plan also identifies two community footprints located on the Northern side of Hawke Street as well as within the western part of Beresford Street. This enables key community services to establish with living zoned land. The City Plan shows part of Beresford Street to be closed. However, this is now not scheduled to take place. The New Brighton Clock Tower is scheduled as a Group 4 Heritage item within the City Plan

### **Plan Change 56 (Proposed)**

The Council is currently proposing a change to the Business 1 and 2 parts of the City Plan to guide future development of suburban centres. Research and consultation conducted in 2008 revealed significant issues with the quality of new buildings in the suburban centres. New developments need to be of higher quality with better consideration of urban design. Plan Change 56 seeks to address these matters.

It is anticipated that Plan Change 56 will amend some of the Objectives, Policies and Methods of the Plan along with a number of its rules. The content of these changes is still in development.

## Appendix 3 – Natural hazards

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***As is the case for many towns and cities across New Zealand, New Brighton is at risk from the adverse effects of natural hazards. These include earthquakes, flooding, tsunami and sea-level rise. The Resource Management Act requires the City Council to control the effects of the use of land for the avoidance or mitigation of natural hazards (s31 and s106 of the RMA 1991).***

### ***Earthquake***

In terms of earthquake risk, specific foundation and building design would be required for all structures. This will help to minimise damage from liquefaction/subsidence and ground shaking. Furthermore, construction of critical facilities and infrastructure near river and other watercourses should be avoided if possible, and development on other unsupported ground should be controlled to avoid lateral spread effects.

### ***Tsunami***

The key issues around tsunami risk relate predominantly to the public awareness and education required to prepare for such an event. This is particularly important for visitors to the area and will include such measures as Civil Defence Emergency Mat (CDEM) siren warnings, and evacuation procedures which can be displayed in prominent locations.

In the looking at the design and redevelopment of buildings, consideration of potential tsunami impacts can be addressed. The design, orientation and location of critical structures can be very valuable in the reducing damage in the case of an event.

The maintenance and enhancement of natural coastal defences (beach profile and dunes) is critical in reducing risk factors associated with tsunami.

### ***Sea-level rise and flooding***

New developments in New Brighton should allow for an expected rise in sea levels as well as the risk of flooding in close proximity to the river. This can be achieved through the design and location of structures, particularly critical facilities, and structures which are likely to be 'habitable' in excess of 50 years.

Again, the maintenance and enhance of the natural coastal defences (beach profile and dunes) can help to limit the impact of sea level rise as well as coastal erosion and flooding.

# Appendix 4 – New Brighton economic assessment – summary

***The following text is a summary of a report prepared by PropertyEconomics for Christchurch City Council in October 2012. The full document is available upon request.***

## **Overview**

Overall, the picture painted by the PropertyEconomics report for New Brighton Centre is bleak, although it identifies significant potential for New Brighton to become more compact and improve its current retail offer.

New Brighton previously played a 'district / town centre' role, with it being one of the first centres to adopt Saturday morning shopping. This resulted in the centre being developed for a market well beyond its current trade catchment. In essence 'demand' was artificially high relative to the size of its local catchment, which led to the centre being vulnerable to changes in shopping patterns and 'overdeveloped' for today's retail environment.

Changes within New Brighton itself (i.e. removing traffic flow from a portion of the main street) and elsewhere in the city (most notably the shopping mall developments at The Palms, Eastgate, Riccarton and Northlands) have led to New Brighton's role being reduced. As the 'normalisation' of weekend trading occurred across all centres, the inflow of shoppers and retail spending into New Brighton rapidly decreased.

The function and retail status of New Brighton Centre has dropped to that of a 'supermarket-based neighbourhood' centre. It now primarily performs a convenience and supermarket type function (with some recreational / tourism retailing given its unique beachside location), along with some core commercial and community services. Its reduced role has meant a lot of the retail floorspace that was previously 'in

demand' is no longer occupied or commercially viable.

In effect, New Brighton has been in a downward spiral in terms of attractiveness, environment, retail store quality and offer over this period, which has flowed onto significant reductions in:

- shoppers being attracted to and utilising the centre;
- retailer productivities; and
- sales performance of the centre as a whole.

## **Current residential catchment**

PropertyEconomics has identified a residential catchment with a current population base of approximately 16,060 residing in around 7,000 households. Part of this catchment includes red-zoned properties in South Shore. Areas within Bexley were not included given the substantial area of red-zoned properties.

This catchment is projected to increase to around 16,150 people and 7,400 households over the forecast period to 2031. This represents a stagnant population base and household growth of only around 8%. In essence, the catchment size is projected to 'flat line' and experience no material growth over the next two decades. This equates to an average growth rate of only around 22 'new' households per annum, excluding rebuilds as a result of the earthquakes.

## **Retail expenditure**

Overall, the catchment is forecast to experience a low level of retail growth in 'real' terms over the period, largely due to the almost stagnant growth in population within the catchment.

There is a substantial 81% outflow of retail dollars currently leaving New Brighton (i.e. typically termed 'retail leakage'). The principle reason is the lack of quality retail offer and environment at the local level. While there is a reasonably large area of retail floorspace, the

quality and goods being sold is not meeting the requirements of the community.

Pak'N Save supermarket in Aranui is capturing 10 percent of total New Brighton expenditure, representing a very high proportion of New Brighton spend. The Pak'N Save is clearly a very popular supermarket for New Brighton residents.

If supermarket expenditure is excluded from the data, a substantial 88% (i.e. nearly \$9 out of every \$10 spent on retail) of retail spending by New Brighton residents is made outside of the New Brighton catchment. In retail leakage terms, PropertyEconomics considers this a torrent rather than a trickle. This spending is very evenly dispersed across other centres in the city, particularly the larger 'higher order' centres. New Brighton residents appear comfortable travelling further and utilising a variety of both centre and non-centre destinations to fulfil their retail requirements.

This data highlights the potential for increased performance and productivity with New Brighton if a better quality centre offer and environment were provided, as at this stage New Brighton is struggling to attract even an appropriate proportion of the catchment's convenience expenditure at the local level.

## **Retail employment**

There has been a 23 percent net drop in retail employment within the residential catchment since 2000. The New Brighton Centre accounts for 70 percent of the wider catchment's fall in retail employment over the period, showing a centre in sustained decline. To give these figures some relevant context, New Brighton Centre's 23 percent net fall in retail employment from 2000-2011 was at the same time the wider Christchurch retail employment market grew by a net 14 percent.

### Vacancies

A retail audit was undertaken in September 2012. Over a fifth of stores in New Brighton (22 stores or around 21% of GFA) are currently vacant. This is one of the highest vacancy percentages Property Economics has come across in the last 10 years of undertaking retail centre audits around the country. Current operating stores encompass approximately 14,700sqm Gross Floor Area (GFA) and equate to around 80 stores, albeit the quality of many of these stores is considered by PropertyEconomics to be low, compounding the 'vacancy' problem.

The high proportion of vacant stores can be partly attributed to the effects of the downturn in the current economic climate and damage resulting from the Canterbury Earthquakes. Even factoring in these issues, the New Brighton market is still comparatively high in term of vacancy levels and is a reflection of an underperforming retail offer.

### Principal store types

Food and Beverage services (i.e. cafes, restaurants, and takeaways) make up the largest proportion of the centre composition by store type, representing 25% (30% including pubs, taverns and bars) of stores. A high proportion of Food and Beverage, and Food Retailing stores is not unusual for convenience centres, and is in fact desirable for such centres to play their role and function successfully in the market. What is important is the quality and scope of the offer.

'Other Stores' retailing (i.e. \$2 shops, op shops, variety stores, etc.) represents the second largest proportion of the market in terms of store count with 13 stores, or 12% of the market. This proportion is of some concern as 'Others Stores' typically represent smaller low quality, second hand and unbranded

store types that do not perform or generate the same level of retail productivity as stores in other sectors. These store types can affect the long term vitality and 'health' of the centre. The trading productivity per sqm is generally lower for 'Other Stores', requiring lower rental rates for sustainability while lowering overall attractiveness and amenity of a centre. As this happens, rental rates for other locations can fall as a result, leading to more 'Other Stores' and causing a snowballing downward effect.

### Business land requirements

The Business zones of New Brighton Centre currently comprise around 11 hectares. PropertyEconomics has determined that this size is not sustainable and have recommended a reduction, as shown in Table 9 of their report, reproduced below: Source: Property Economics

#### Table 1: New Brighton Retail Centre land requirements (2031)

Additional to the considerations above, and that would add further land requirements to the centre, is community facilities and or light industrial and trade activity that might be appropriate to include in or around the centre. This may add a further 1 - 1.5 hectares depending on the exact facilities or activities (new or redeveloped) required in New Brighton.

This would give a total 'efficient' land requirement in the order of 3.5-4.0 hectares.

Given the reduction in business zone requirements in the New Brighton Centre, compared to the existing provision of around 11 hectares, there should be ample opportunity to integrate retail, commercial and community activity in the 'new' New Brighton Centre.

Table 1: New Brighton Retail Centre Land Requirements (2031)

	GFA (sqm)	LAND AREA (sqm)	LAND AREA (ha)
Supermarket	6,930	17,325	1.73
Less 40% Leakage (Approximate)	-2,680	-6,700	-0.67
<b>Supermarket Sub-Total</b>	<b>4,250</b>	<b>10,625</b>	<b>1.06</b>
Convenience Retailing	5,067	10,134	1.01
Less 50% Leakage	-2,533	-5,067	-0.51
<b>Convenience Sub-Total</b>	<b>2,533</b>	<b>5,067</b>	<b>0.51</b>
All Other Retailing	1,870	3,740	0.37
<b>Retail Total</b>	<b>8,653</b>	<b>19,432</b>	<b>1.94</b>
Commercial Services (sqm)	2,533	5,067	0.51
<b>Total</b>	<b>11,187</b>	<b>24,499</b>	<b>2.45</b>

# Appendix 5 – CPTED report



***CPTED Improvement Report – September 2012***

Lisa Speight  
Crime Prevention Advisor





## Brighton Mall CPTED Improvement Report

### 1 Introduction

This Crime Prevention Through Environmental Design (CPTED) report has been prepared for Marcus Blayney, Planner, Suburban Centres Team, in response to the projected improvements to the Brighton Mall and surrounds.

The assessment has been conducted in accordance with the principles and processes recommended in the National Guidelines for Crime Prevention Through Environmental Design in New Zealand.<sup>1</sup>

The National Guidelines state that:

CPTED is a crime prevention philosophy based on proper design and effective use of the built environment leading to a reduction in the incidence and fear of crime, as well as an improvement in quality of life. CPTED reduces criminal opportunity and fosters positive social interaction among legitimate users of space. The emphasis is on prevention rather than apprehension and punishment.

The assessment has been guided by the four overlapping principles of CPTED:

1. **Surveillance** - people are present and can see what is going on.
2. **Access Management** – methods are used to attract people and vehicles to some places and restrict them from others.
3. **Territorial Reinforcement** – clear boundaries encourage community ‘ownership’ of the space.

4. **Quality Environments** – good quality, well maintained places attract people and support surveillance.

### 2 Description of Study Area

The study area is comprised of the Brighton Mall and surrounds, situated in the suburb of New Brighton, on the east coast of Christchurch City.

The Brighton Mall is located along the eastern end of Seaview Road. The study area runs eastward from the corner of Shaw Avenue and Seaview Road to Marine Parade, where the Mall terminates. The study area includes Hawke Street to the north and Beresford Street to the south, and the two blocks along Marine Parade that fall within this area.

<sup>1</sup> National Guidelines for Crime Prevention Through Environmental Design Part 1: Seven Qualities of Safer Places; and Part 2:

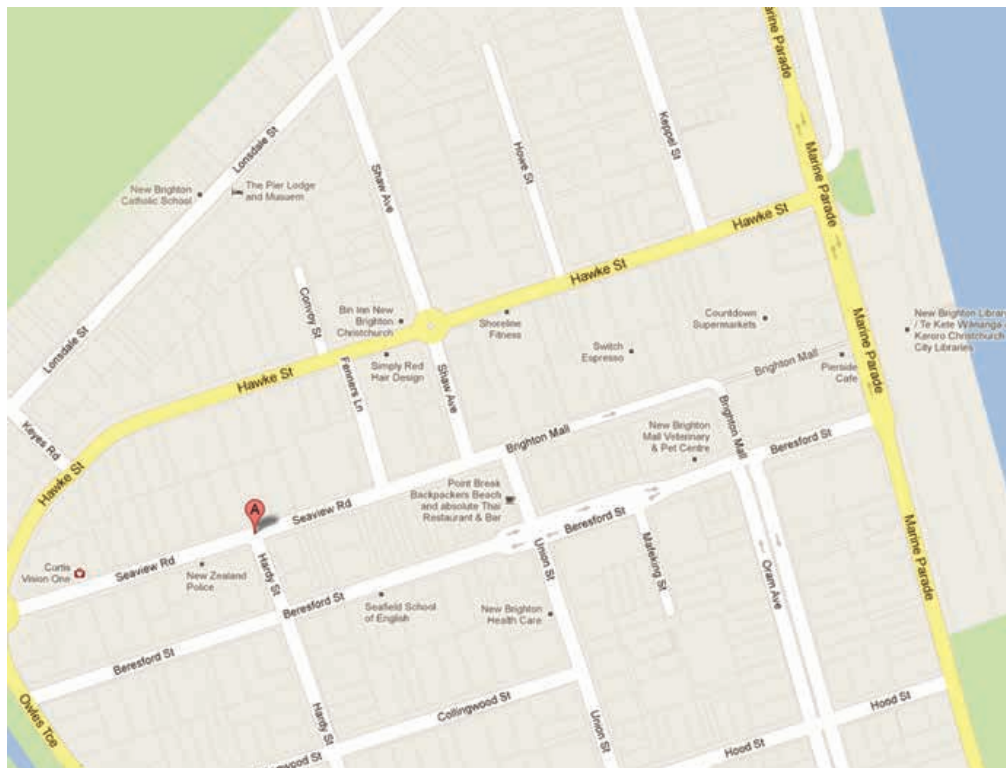


Figure 1: New Brighton

The Mall is a mixed-use pedestrian and vehicle traffic area. The western end of the Mall features single lane traffic access with limited on street parking, and high amenity public spaces along the footpaths, featuring seating, planting, appropriate lighting and space for pedestrians to gather

Through-traffic has been excluded from the final block of the Mall as it approaches Marine Parade, instead being diverted to the south and onto Beresford Street. However, traffic can access the no-through traffic area of the Mall off Marine Parade, and this area is used by service vehicles and for parking as well as for pedestrian access.



Figure 2: Brighton Mall

### 2.1 Goals

New Brighton commercial centre has been negatively impacted by the 2011 earthquakes and no longer has the character of a destination shopping centre. The retail precinct has been fragmented by the loss of buildings and businesses, and compromised by the resultant decline in customer numbers. It is the goal of this assessment:

- 1) to identify issues that may negatively impact on the safety, and perceptions of safety, of legitimate users of the area, and to suggest potential remediations to those issues;
- 2) to highlight those positive attributes that exist in the environment and could be exploited or emphasised to create a place that looks and feels safe and attractive to its intended users while discouraging anti-social behaviour in the area;
- 3) to consider the proposed redevelopment of New Brighton and identify positive features, issues and remediations inclusive of planned changes; and
- 4) to offer observations and remediations as part of a holistic design approach to benefit the redevelopment of New Brighton and increase use and enjoyment of the area.

### 3. Assessment

The following assessment criteria was developed by Dr Frank Stoks, pioneer in CPTED research. For purposes of this document, these criteria have been expanded to include a series of questions to be considered as part of the assessment.

#### Formal and informal surveillance

- Where are you most likely to be seen? By whom?
- Where are views obscured?
- Are there surveillance cameras?

#### Safe movement and connections

- Where are people moving from?
- Where are they going?
- Do they stop? Why?
- How many people use the area? When?
- Who are likely offenders and victims?
- Clear and logical layout
- Can you see where you want to go?
- Are there areas you want to avoid? Can you avoid them?
- Does the space have a clear purpose?
- Sense of ownership – personal space and territoriality
- Who are the legitimate owners of the space? How do you know? Can you tell?
- Is the space used by people it is not intended for?

#### Quality environments – standard of presentation

- Poor quality materials give permission for poor behaviour.
- How do the materials in the area compare the materials of the surrounding area?
- What do they say about the value of the place?

#### Activity mix – ‘eyes on the street’

- What activities occur in the area?
- What times are people around?
- Are there residential properties?
- Do they have windows looking in to the area?



Figure 3: Shared space, Brighton Mall

### 3.1 Site Assessment

Assessments were carried out by members of the Christchurch City Council CPTED Group. One day time and one night time assessment were carried out.

- Monday 24 September 2012, 1230 hrs to 1430 hrs. The weather was fine and clear with a cool and gusty easterly wind. The following activity was noted:
  - A small number of pedestrians walking along Brighton Mall, patronising stores (of note, the second hand stores along Brighton Mall seemed to attract more patronage than other stores).
  - A cyclist riding up the footpath of Brighton Mall, window shopping.
  - A small number of people using the public seating, perhaps on a lunch break from nearby employment.
  - A moderate amount of cars using the one-way traffic system down Brighton Mall.
  - A graffiti artist producing legitimate mural art with permission of the land owner.
  - Small groups of people outside the bars at the Marine Parade end of the Mall, most smoking.

- Steady pedestrian and vehicle traffic frequenting the Countdown supermarket on Hawke Street.
- Significantly more pedestrian and vehicle traffic on the Hawke Street car park side of the Mall than in the Mall itself.
- Steady low level use of the Metro bus stops on Beresford Street.
- Monday 25 September 2012, 1830 hrs to 1930 hrs. The weather was fine and clear with a cool wind. The following activity was noted;
  - A number of people visiting takeaway shops along Brighton Mall and surrounds.
  - Two people walking dogs.
  - Steady pedestrian and vehicle traffic frequenting the Countdown supermarket on Hawke Street.
  - People coming and going from the gym at the western end of the Hawke Street car park.
  - Two people using the Metro bus stops on Beresford Street, waiting for buses.

### 4. Observations – Day

The site assessments revealed that during the day there was a low number of people in Brighton Mall, and those that were there, with the exception of smokers in pub doorways, did not pause and linger. Most of the activity seemed to be occurring by the bars at the Marine Parade of the Mall, and in the Countdown car park on Hawke Street. There were a handful of pedestrians towards the western end of the Mall. Activity levels were low.

Significant levels of graffiti vandalism were observed. ‘Tags’ were seen on most buildings, and also on shop windows (etching), on the Metro shelters, and on lighting standards.

Public spaces in Brighton Mall featured high amenity value, with plantings, landscaping and street furniture creating a pleasant environment. High quality materials were in evidence, indicating that the area is valued.



Figures 4, 4a, 4b, 4c – New Brighton graffiti vandalism, examples.



5



5a

However, these public spaces were surrounded by low amenity value buildings and empty lots, with high levels of graffiti and areas where rubbish had gathered. This has the effect of lowering the overall amenity value of the area. This makes the area less inviting to legitimate users and sends signals to anti-social elements re lack of ownership and expectations on behaviour.

Activation of edges in Brighton Mall is low. Many shops in the Mall are empty. Of those that are trading, a good number face away from the main street of the Mall, either turning their frontages out to Beresford and Hawke Streets with a focus on

vehicle traffic, or being positioned in one of the small arcades that run perpendicular to the main street of the Mall. This results in low territorial oversight, reducing both formal and informal surveillance of the area.

The last block of the Mall as it approaches Marine Parade is specifically lacking in activation of edges. This area has been designed as a shared space, with large feature trees and seating provided. Its current primary use seems to be service vehicle access and car parking. Two bars flank this space, with minimal interface with the street.



5b

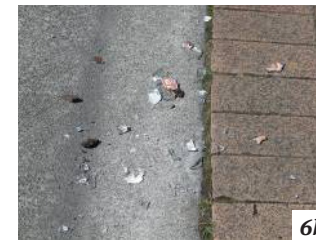
Figures 5, 5a, 5b – Public space showing quality materials, high amenity value.



6



6a



6b



6c

Figures 6, 6a, 6b, 6c – An empty lot and a boarded up shop, broken glass and fire damaged building. Contributors to low amenity value.



7



7a



7b



7c

Figures 7, 7a, 7b, 7c – Low activation of edges due to shops facing away from the Mall, shared space areas being used for car parking, small arcades reducing interface with the street.

The empty lot on the south side of Brighton Mall features gap filler ‘furniture’ and significant amounts of graffiti, some of which appears to be legitimate street art. The murals and the gap-filler furniture lend a sense of playfulness to the area, and are a positive feature in the environment. The graffiti art reflects the character of the area and a sense of ownership and community.

However, while efforts have been made to raise the amenity value of this area, it remains problematic. There are a number of possible entrapment areas and unsecured buildings, and this area is poorly lit at night, within close proximity to several drinking establishments and with poor formal and informal surveillance.

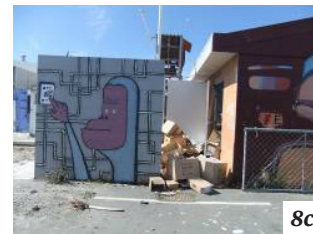
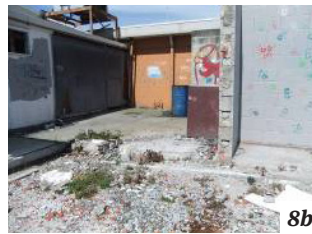
The second, and more serious, area of concern is the rear car park of the Coupland’s Bakery building in Hawke Street. This is an area with very poor levels of surveillance. High walls disrupt the line of sight; it is simple for victims or offenders to remain unseen. The area has been heavily targeted by graffiti ‘taggers’. The area is poorly lit during the day and not lit at all at night. Rubbish collects in the walkway, creating a feeling of neglect. The walkway leads out to Brighton Mall and is used by pedestrians cutting through to the Mall from the north.

#### 4.1 Observations – Night

Brighton Mall’s night time activity is limited to the use of take-away bars, restaurants, and the several licensed establishments in the area. This results in low edge activation and low levels of informal surveillance in the Mall and surrounds. Bar security staff provide some surveillance at the eastern end of the Mall.

Lighting in the area is good, with pedestrian level lighting installed along the Mall. However, the street lighting does not extend to the empty lots along the Mall, and the pedestrian lighting does not continue down the open arcades off the Mall. This creates areas of darkness and concealment with very little oversight and low levels of activity.

Lighting in the car park on the Hawke Street side of the Mall is poor. There is not sufficient lighting for the space, resulting in uneven pools of light and dark. This is somewhat mitigated by the consistent levels of foot and vehicle traffic frequenting the Countdown supermarket, providing a level of informal surveillance that is lacking elsewhere in the Mall.



Figures 8, 8a – Gap-filler and graffiti art in empty lot. Note the unsecured buildings in 8a.

Figures 8b, 8c – Entrapment and concealment areas, build up of rubbish.



Figures 9, 9a, 9b, 9c – Showing car park at rear of Coupland’s Bakery with heavy tagging, poor surveillance. Ally to Mall is narrow, unsignposted and attracts rubbish.



Figures 10, 10a, 10b, 10c – Low levels of lighting across the Hawke Street car park, with no lighting along the pedestrian walkway from rear car park to Mall.

## Appendix 6 – List of annual events held in New Brighton (September 2012)

<i>Date</i>	<i>Time</i>	<i>Subject</i>	<i>Venue</i>
1 and 3 Saturday of the month	9–2pm	Community Market	Mall Area
8 September	10am–2pm	3 on 3 Basketball Comp (There's a Better Way)	New Brighton Basketball Court and Ampitheatre
15 September	9am–2pm	Community Market with Pirate entertainment and activities (New Brighton Project)	Mall
21 September	5.00pm til late	Get Your Skates on! Roller Disco launch event for the Body Festival	New Brighton Pier
21 September	5pm–8pm (TBC)	Twilight Market (New Brighton Project)	Beach end of the Mall (TBC)
1 October	2pm	Library Holiday Activities (Youth Alive)	New Brighton Library
6 October	9am–2pm	Smile! Community Market (New Brighton Project)	Mall
13 October	10am	The Great Christchurch Spring Clean (Student Volunteer Army)	Owles Tce
13 October	10–12am	Beach Clean Up (South Brighton Residents Association)	Meet South Brighton Surf Club
20–23 October (Labour Weekend)	Various	Spring River Festival (Avon Otakaro Network)	Various Around Brighton and the River. including concert in the evening
20 October	8–10pm	B-Town Rock Steady (Carnaby Collective)	Behind Couplands Bakery
20 October	9am–2pm	Community Market- Youth Focus (New Brighton Project)	Mall
28 October	11am–2pm	New Brighton Catholic School Fete (New Brighton Catholic School)	100 Lonsdale St New Brighton
31 October	5pm	Family Fun Night – Halloween Alternative event (Youth Alive Trust)	Grace Vineyard Church Seaview Road
29 Sept – 7 October	Various times	The Breeze Walking Festival (Council)	Various venues throughout the east including New Brighton
1–7 November	All the time!	Carnival	Village Green
3 November		New Brighton Heritage Museum Open Day	New Brighton Museum
3 November	Daytime	Community Gardens Open Day	Community Gardens
3 November	9am–1pm	St Faiths Fair	St Faiths
3 November	4pm	Pop Up Precinct (SHAC, Renew Brighton, Ministry of Awesome)	Brighton Mall

<i>Date</i>	<i>Time</i>	<i>Subject</i>	<i>Venue</i>
3 November	10am–2pm	Great New Brighton Picnic (New Brighton Project)	Mall and Ampitheatre (TBC)
3 November	9am–2pm	Community Market (New Brighton Project)	Mall
3 November	12pm–3pm	Children’s Fishing Day (Council/Community Board)	Pier
All of November	Various	Mural Madness	Various
5 November (Guy Fawkes Day)	Evening	Fireworks (Council – Events Team)	Pier
5 November (Guy Fawkes)	6pm–9pm	Entertainment and Food Vendors (New Brighton Project)	New Brighton Ampitheatre
17 November	11.30am	Whale Pool Opening (Council)	Childrens’ Playground
17 November	9am–2pm	Strawberry Fair Market(TBC) (New Brighton Project)	Mall
23 November	10am–12pm	Burwood Pegasus Community Networking Forum	North Beach Surf Club
1 December	Daytime	Christmas Parade, Market & Concert (New Brighton Project)	Mall Area
1 December	Daytime	Rockinghorse Rd Children’s Fun Day (Residents)	End of Rockinghorse Rd
15 December	10am–2pm	Christmas Carols in the Mall & Market (New Brighton Project)	Mall
December 24	7pm ??	Christmas Event (Grace Vineyard)	Grace Vineyard Church Seaview Road
19 January (TBC)	9am–2pm	Community Market (TBC) (New Brighton Project)	Mall
26 and 27 January 2013	Various	The World Buskers Festival	New Brighton Ampitheatre
26 January	9am–2pm	Community Market and Open Mic Day (New Brighton Project)	Mall
January 2012	Daytime	Kite Festival (Council – Events Team)	New Brighton Beach
2 February	9am–2pm	Water Festival and Market (TBC) (New Brighton Project)	Mall and Beach area (TBC)
16 February	9am–2pm	Community Market (New Brighton Project)	Mall
23 February 2013	11am–3pm	I Love New Brighton (Council/Community Board)	Thomson Park
Jan or Feb (TBC)	Daytime	Sand Castle Competition (Pegasus Bay Charitable Trust)	New Brighton Beach







# Appendix 8 – A selection of feedback received from public consultation workshops and drop in sessions.

## Strengths

- Can the market in the mall be enhanced with better selection of stalls/merchandise
- Library Area is Awesome - connect rest of New Brighton to this with the same style and design. Currently you have the great library .... And then the dive mall that is old, un-inviting & gives people NO REASON to enter it
- Shrink retail area, smaller specialised boutique. Create a buzz/hype instead of empty / vacant / run down sites.
- Take the library theme & extrapolate along the whole area - create continuity in the theme
- Palms down the mall are attractive
- Lots of fun
- I like the street furniture we have in the mall especially the 'surfboard seats'
- Have artists use their skills & create points around which are interesting to view, interact with
- Play to strengths - Beach / Community / Café Culture
- I like the way Brighton has got a huge open mall (e.g. Eastgate / Nothlands). It is it's point of difference. The Commercial area needs to be smaller & denser.
- Shrink retail area, smaller specialised boutique. Create a buzz/hype instead of empty / vacant / run down sites.
- Have artists use their skills & create points around which are interesting to view, interact with
- Boardwalk area
- The wind - great for kites, kitesurfing, blow carts
- Surfing and skating culture
- Beach side atmosphere encourage the beachside lifestyle
- with diy workshops or community fix up days et
- Seaside, surf , people, nature
- Rawhiti domain, beach, sand dune, whale pool
- Good community spirit - Santa parade etc
- Think boating and sailing
- Recreation
- Facilities that are clean and safe (toilets and baby change)
- The village atmosphere
- Art gallery
- Make it an events area attraction
- Hot water salt water swimming pool
- Surf reef
- Encouragement for Peter Donnelly's art that attracts lots of people to the pier
- Awesome location and seaside façade
- Youth programmes
- Mix of shops coffee shops, salt water pools
- Shop frontages need replacing modernising. Needs coherency. Street appeal. Upgrading. A shopping destination ethnic/philosophy
- Umbrellas and seating along beach front
- A great seaside commercial area not be wasted. To be grasped, by the Council and city as a while.
- Business and land owners to talk and plan together for a united outcome for the Business Zones re developments
- Family restaurant not expensive
- Covered mall from Union St
- Need tourist attractions and accommodation for tourists that is family friendly.
- Please, we need a nice chemist
- Create environment that overlooks the sea by library with cafes and funky shops
- Stop listening so much to the hippie/surfie people that have lived here 30-50 years and want Brighton to stay as it is the developers were here but the council and the above prevented new buildings high rise. Years later just renewing can now build but they all went bust. More high-rise more people more money better shops and improved areas.
- Too many bars opposite library area. Not enough small craft shops etc. Too many derelict shops
- Make New Brighton the venue of sports events such as city to surf and the weatabix triathlon. This will help make Brighton more popular and make more business
- Opening hours of the shops all the same.
- Turn the rest into residential and native planting, good waling and cycling infrastructure

## Issues

### Business and Economy

- Condensed shopping centre
- Good shops, not posh shops, souvenir shops
- More residential
- Farmers Market in the Centre
- No second hand junk shops. They do not belong in malls. Outlet shops great.
- New Brighton has some lovely shops and business that have been let down by others.

- Concentrate on having a nice shopping and restaurant area at the seaside end of the mall and do away with the shops on the river end
- Keep sports facilities east. Water fun park etc and create shops/cafes/attractions to support. Surf shops, sports shops, health etc
- Food court. At present there is no area to sit in and eat together if you buy from different shops.
- Guest Houses and Bed & Breakfast places
- Bike corrals outside cafes, so many recreational cyclists patronize cafes that cater for them
- We'd be lucky to get a McDonalds and would bring people of all ages in. That should be on side pier to give good view.
- Fish shop selling only fresh fish. Aquarium, salt water pools
- Shop owners need to lift their game. Painting etc. Graffiti removal should be enforced by council
- Need a study to realistically determine what shops could bring people. How well did the Master Plan slow road fix things?
- Bright vibrant colours like container mall had. Make NB funky
- Need more unity amongst landowners. Now that there are so many gaps in the mall we need to come together to plan. To think as we rebuild how our investments will work together
- Form a business panel based on business success stories. How do we encourage more entrepreneurs and creative's. Community grants for new business.
- Limit the number of fast food outlets. Make it easy for people to buy food that is good for their house.
- Accommodation above shops / apartments in New Brighton Centre and surrounding streets
- More outlets a venue for the East
- Create a destination! Enclose the mall - seaside crystal palace - put in plants, cafes & art galleries
- Weekend markets as large as Riccarton Market
- Art deco styled movie theatre n 50's style icecream parlours etc
- Parking lots & current buildings tired & broken
- Aquarium / Cinema / Swimming Pools
- Get landowners to work together
- Model on Auckland Street (St Kilda Melbourne) Deli's / specialist coffee shops / cafes - Sunday Markets @ St Kilda Arts and Craft
- Brighton shops are too spread out, zoning should be changed to make the retail zone more friendly trendy exciting & confined to a smaller intimate, safe area, beach end. Build an opening
- Container shops in the meantime
- A covered way over part of the mall maybe similar to cathedral junction
- Pull down and start again glass roof over open at ends lock at night quality residential above shops
- Hot water pools
- Café above surf club
- Reopen back entrances to shops through to Beresford St or separate shops so that buses and car parks on Beresford St can be used
- Knock down empty shops and tidy up
- The Frank Gracie playground was more used than the current fish
- Residential accommodation along Sea view rd
- Make a plaza like Timaru
- Block wind
- No more tacky hippy Brighton stuff
- Type sculptures
- A museum so people can see how nz used to be like and it will help kids learn about history
- Flower baskets
- Aquarium
- Pop up mall
- A swimming pool that is earthquake proof
- Focal point with a couple of squares and smaller lanes
- Need evening night environment
- Music bars
- Graffiti vandalism

**Built Environment**

- Do up the old infrastructure or replace it
- Reseal carparks
- Encourage the northern side of the mall
- Public toilets are disgraceful
- Poor state of buildings even before earthquake
- Entrances to some shops and buildings made clearer
- Cafes with views of the sea like aussie
- Trees don't do so well so colour up columns and archways with paint

- Timber rather than prefab concrete
- Building heights only 3-4 stories
- Design for people
- Tsunami evacuation
- I'd love to see more niche retail e.g. galleries, boutiques
- Need apartment living above shops
- Not safe - need ctv cameras and more police patrols
- Why are there so many car parks in New Brighton?
- More litter control / more shrub / plant care
- Need more street lighting for safety
- Regulations needed on same style architecture, businesses having to open into the mall not the carpark
- Police Station to be open at least on weekends
- "Modernize the Mall"
- Salt Water Pool !! Keep the emphasis on the water, would attract tourist buses to come to New Brighton, like the idea of using Marine Parade more to restrict shops to blocks
- More shelter from the wind a covered area maybe pier end
- Landscaping - Wellington waterfront is awesome. A great mixture of native plants, boardwalks, sculptures, art boards & more. It has cohesion. New Brighton needs a common theme that embraces our surroundings. Make locals & other Christchurch folk want to come to the beach
- Taxi Stand required
- CCTV for graffiti & vandalism
- More street lighting needs to feel safer
- More side malls to combat easterly
- Fewer bars
- I would like to see the area west of Shaw Avenue & Union Street re-zoned residential
- The savemart frontage in the mall is very off putting
- Brighten up Brighton
- More public seating (like the existing surf board seats)
- Daily cleaning of area - not by just one person, but a team
- Would not like to see any more bars
- Different building set backs with court yards
- More open nooks and crannies to shelter in (a la pop up mall), Shop fronts moved back, more integration, back & forth between mall and carpark.
- Movement - Issues
- One Transport Hub Plus Toilets
- Public Transport Interchange
- Tram from City to Central Brighton
- Marine parade needs to be kept as a road from south to North. Pedestrian over bridge. Access shops to beach
- Create commercial/residential environment that's not linear. More open/Sunny
- Car Parking needs to be more user friendly for the elderly.
- Don't think one way adds much activity.
- Can not see water - view the sea More connections between beach NB centre
- More trees - central Brighton lacks trees.
- Cycle Ways
- Integrate the Avon River/Park with Brighton. Commercial Residential Environment. Great to bike to Brighton for Breakfast.
- Orbiter to be on New Brighton Route. The rest of the busses and the routes are good. Trees in Council carpark need attention, especially the big one growing out of central corner of union st & Beresford St.
- Highlight natural stuff-walkway from river to beach. Could include a public art walk or info or NB history or info on Godwits, Oyster, Catchers
- Bikes to hire. Tidy up and reduce carparks. Build bike tracks and bike lanes, tidy beach carpark. Better lighting, better walking tracks. Native planting. Use library area as town hub.
- Pedestrian priority linking in the library with the commercial area. This is good, but needs to be engineered to be wonderful.
- Hawke St carpark - ugly, northfacing.
- Few trees planted in carparks for shelter for cars on very hot days. Parking area a darn disgrace - fill pothole up.
- New Bus Stop at Countdown on Hawke Street.
- Free bus from city to Brighton. Ferrying tourists and local Cantabs.
- The Hawke Street Carpark will never get the facelift it needs if left to Private individuals. CCC should sell some of Beresford St Carparking. Build another retirement village. Were desperately short on the east side. Easy access to shops for elderly. Acquire Hawke St Carparking landscaping and dedicated pedestrian walking and seating in sunshine.
- Hope to see some cycle lanes and if the on street parking is removed it makes it safer.
- Ban trucks over 3 ton using Brighton Roads.
- A transport interchange is needed for safety for people waiting for their bus or waiting to be picked up.
- Fix access roads into New Brighton

- Toilet needs to be in centre of complex - lockable at night.
- A coordinated approach is needed for the parking area. Needs to have smarter use of space and fewer access ways.
- Takeaway the on road car parking on Hawke Street and inside Brighton Mall.
- Brighton Mall should be made a pedestrian priority area during day time. Retractable bollards can allow car back in at sundown. This works well overseas.
- Now with demolitions foot access to Beresford St parking area could be purchased.
- To a cyclist the rush of motor traffic out of seven exits from the Hawke Street. Car Parks is a continual menace. As soon as a car zooms out of the carparks, the car immediately has the right of way in Hawke Street.
- Shelter from Easterly, Places to Sit
- New Brighton is a destination. Could work as the end of the City to Sea cycle way through the proposed river green corridor
- Please make the playground equipment in the mall more interesting with slides/swings
- Better taxi service is urgently required. Nobody wants to go out in an areas where it takes an hour can a good day. To 2 hours to wait for transport. Anecdotally taxi drivers don't want to come out this way.
- Wide boardwalk on top dunes. Such a beautiful beach and great view from top dunes. City to Sea cycle walk track following river like Melbourne
- I think New Brighton has a good bus service I wouldn't like to see services reduced.
- The top of Oram has been made noisy for those residents because it became a bus terminal. That bus terminal needs to be in the carpark on Beresford St.
- Community Wellbeing / Culture, Heritage - Issues
- More grassed areas. There is too much concrete
- Big Clamp down on crime/graffiti drunks etc. Presence of police reassuring
- Full time presence of the police
- Trees Planted in car parks on Hawke Street.
- New Brighton will become an island due to Bromley bulldoze. Opportunity for parks and bike/walking tracks with beach and refreshment stop in New Brighton. How to capitalise on post earthquake changes to the area.
- Involvement of local Iwi (Tangata Whenua) Marae in New Brighton near the sea
- Repair and expand the Whale Pool and add new features to it.
- Enforcement of Liquor Ban
- Make more recreation areas to attract people. Think outside of the square around the world for ideas.
- Celebrate history of New Brighton - surfing early weekend shopping, close to city but distinct leisure atmosphere.
- More events for families - encourage, tourists etc.
- Focus on outdoors activity - walking and cycle tracks. Good lighting, tidy up bridges.
- Marine parade - tidy up.
- Give new Brighton a brand? It has heaps of potential but needs a huge tidy up - "Brighton Up"
- Rawhiti Domain to be uses if QEII not suitable for sports complex
- Need dedicated community centre/space
- Need to mix commercial environment with Residential. Well Designed apartment. Design Codes. Sensitive to environment Energy efficient buildings.
- Needs of elderly or disabled not well catered for.
- Stop the second rate entertainment/events. Eg carnivals puppet shows
- Make the most of NB unique character and artists quarter.
- Young people need to be more involved to take ownership rather than vandalism.
- We need to have a decent place for the Brighton Project to do their work. This is valuable.
- Walkway/cycleway through the commercial area combined with well designed tables for picnics/eating - could be through carparks.
- Sports facilities. Decent community hall.
- More seating to accommodate the elderly. Please communicate to the foundation for the blind to avoid street furniture that causes tripping hazards.
- Pier Bungy
- Recreation centre - with bikes, surfboards, fishing gear etc. Indoor and outdoor pools, aquarium visitor centre, kitesurfing. Hot pools (artificial powered but would still be great) Better playground, skatepark, venues for concerts.
- More things to do in the evening
- Design lodes to guide building design.
- Kids need to have swimming pools close to hand. Key in coastal area.
- Swimming pool nearer to NB
- Skate Park
- A civic square and meeting place. Art precinct entertainment area.

- A really good playground like the existing but also like the one at the Ellerslie Flower Show.
- A Promenade.
- A mini golf course with obstacles. Could be in a vacant section or indoors in one of the large vacant buildings. Could be open on weekends and school holidays. Something to attract families down here.
- Need elderly housing. Think outside the box. It is just as easy to build something attractive and lasting as it is ugly.
- Needed to be looked at. If a central space goes ahead. Decent attractive shops need to be attractive as a central area does. No shops to steer close of right in the centre of the mall. Backs need to be put on the seats and more seats. Good variety of shops crafts etc to keep residents and visitors interested.
- Need to have new toilets. Hand wash etc. Rebuild toilets - main area.
- A community/cultural centre.
- Bicycle Speedway Track. Built in Rawhiti Domain.
- Aquatic Play area. Beach front. Make excellent venues for young people to be actively involved in the community.
- Can we find a way to ask Young People what they would like.
- More public/free events like buskers/fireworks
- Permanent facility for Farmers Market and arthouse cinema community run.
- Need to build a community. Community programmes regularly at the beach. Ie BBQ 1st Saturday evening of the month on local bands playing Sunday at the Bball courts.
- Night policing 24/7 patrols. CCTV Surveillance. More Volunteers for Nbrighton Museum.
- Encourage Development and Renovation of Residential properties to reflect Brighton's character (In a good way)
- Anti Graffiti initiative perhaps fun by youth.
- Bus Exchange
- Community Centre
- Retirement units for local elderly who are very loyal to New Brighton.
- Public toilets in the middle of the mall.
- Help support retaining st Faith Church. It has beautiful acoustics is excellent for concerts, choirs theatre and is a gem of history.
- Entertainment venue. For Youth growth and experience. Exterior sound shell. Grass Paved terrace. Helps to build community.
- Make the mall amenable to a combined craft/ecomarket.
- Choose a theme and follow it through all the way - no itsy bitsy mishmash. Same signage/benches planting for whole area.
- Use the wind become a centre for windsports
- Rawhiti Domain Exercise Track and Trail. Exercise Stations along path. Packed gravel path. Path to connect Avon Trail to Beach.
- Rest home/hospital villa, studio units complex in the old countdown site. People can walk to the shops eating places, the beach.
- Need to mix commercial environment with Residential. Well Designed apartment. Design Codes. Sensitive to environment Energy efficient buildings.
- Swimming pool (whale) has been out of action since Sept quake - far too Long
- Need Aquarium.
- Whale pool repair please. Plus small salt water pool. Separate to QE2 replacement.
- Needs of elderly or disabled not well catered for.
- Stop the second rate entertainment/events. Eg carnivals puppet shows
- Make the most of NB unique character and artists quarter.
- Young people need to be more involved to take ownership rather than vandalism.
- We need to have a decent place for the Brighton Project to do their work. This is valuable.
- Walkway/cycleway through the commercial area combined with well designed tables for picnics/eating - could be through carparks.
- Sports facilities. Decent community hall.
- More seating to accommodate the elderly. Please communicate to the foundation for the blind to avoid street furniture that causes tripping hazards.
- Salt Water (tepid) baths vicinity of foreshore.\
- Needs more shops. Its like a ghost town.
- Pier Bungee
- Choose a theme and follow it through all the way - no itsy bitsy mishmash. Same signage/benches planting for whole area.
- Natural Environment - Issues
- Use waterfront to a to attract people to NZ
- Café culture enhance sandhills
- Nature reserves

- 
- Relocate aquarium
  - Surfing water sports/surfs attract them back with disposable
  - Retail art, craft - upper end
  - Bring in or build replica shop fronts
  - Seaworld/Kelly tarltons
  - Seating along tops of sand dunes
  - Heated salt water pools
  - Connect beach with commercial area via pool complex
  - Find a way to reduce the impact of the easterly in summer on the mall
  - Esplanade or boardwalk on waterfront
  - Piped music in the mall
  - Sand dunes lowered to correct height and a board walk on top (a wide boardwalk)
  - More restaurants on the waterfront
  - Space for farmers markets
  - Utilise council land along the shore
  - More tree planting especially of species such as Kowhai more colourful and interesting
  - Better rubbish tins on beach and mall
  - The pubs to keep patrons inside their premises not on the footpath
  - Permanent kites flying
  - Bright colours and flower baskets in the mall
  - Wind shelters and breaks
  - Courtyards, side entrances, decorative walls
  - More beach plantings
  - More green spaces in the mall please
  - River wall - successful wall built in Greymouth by river
  - Designs and plans are woefully ignorant about new brighton as a naturally arid area. Plantations are made with no thought about who is going to water them afterwards.
  - Bigger playground by the sea
  - No fishing from the pier
  - Community centre
  - Set up nature centre for conservation awareness and marine biology
  - flood risk, different tsunami risk exit
  - Make this place green
  - Cater for all ages and abilities
  - User friendly village
  - Retirement village or rest home close to the mall



# Submission form

## How to make a submission

A submission form is provided here. However, you can make a submission in a number of different ways:

- **Online**, using the form provided on the Council's website at: [www.ccc.govt.nz/haveyoursay](http://www.ccc.govt.nz/haveyoursay)
- **By mail**, post to:  
 Freepost 178  
 Draft New Brighton Centre Master Plan  
 Strategy and Planning  
 Christchurch City Council  
 PO Box 73012  
 Christchurch 8154

- **By email**, email your submission and any attachments to: [NewBrightonMP@ccc.govt.nz](mailto:NewBrightonMP@ccc.govt.nz)
- **In person**, drop your submission off:
  - At any open Council libraries and service centre;
  - At the drop-in sessions where you can view the Draft New Brighton Centre Master Plan, discuss the contents of the plan with Council staff and make your submission (see the details of times and locations below).

*If you choose to email or write a letter please be sure to include the topic e.g. Draft New Brighton Centre Master Plan, what you are supporting or opposing, your reasons, your views and your contact details, including:*

*Your name; organisation (if representing); postal address; postcode;*

*Telephone; home / work / mobile; email (if applicable)*

**Drop-in sessions will be held at the Burwood/Pegasus Community Board Rooms, Corner of Beresford Street and Union Street, on:**

- Saturday 26 January 10.30am – 2pm
- Wednesday 30 January 3.30pm – 7pm

Please make sure that your comments arrive before the consultation period closes at 5 pm on 18 February 2013.

*NB: No anonymous submissions will be accepted.*

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

## Submission form

The Council is seeking feedback on the Draft New Brighton Centre Master Plan and would like to hear from you.

Submissions and comments are sought during the consultation period from Monday 17 December 2012 – 5pm, Monday 18 February 2013.

### 1. Overall, do you support the direction of the Draft New Brighton Centre Master Plan?

Yes  No

### 2. Please write in the tables below. Please indicate how much you agree or disagree with the ‘big picture’ themes and specific actions that are included in the Draft New Brighton Centre Master Plan.

‘Big picture’					
Theme	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
1. Consolidation of the centre through rezoning of land.					
2. Enhancing the flow of pedestrian and cycle routes to, through and around the centre.					
4. Development of precincts: entertainment, retail/commerce and residential while encouraging mixed-use activities.					
5. Reinforcing the river to sea link through the centre and connections to recreational spaces.					

### Public space actions

Theme	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
A1 – New north-south road corridor					
A2 – Continuation of road through the pedestrianised mall					
A3 – Bus interchange					
A4 – Upgrade of Marine Parade					
A5 – General streetscape improvements					
A6 – New public toilets					

### Private space actions

Project reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
B1 – Relocation of supermarket					
B2 – Develop an indoor entertainment hub					
B3 – Car Parking improvements					
B4 – Provision of new pedestrian links					
B5 – New Residential development					
B6 – Design guide for New Brighton Centre					

### Recovery together

Project reference	Strongly agree	Agree	Neither agree or disagree	Disagree	Strongly disagree
C1 – A stronger, active business association					
C2 – Investigate providing additional Council services					
C3 – Prepare a graffiti action plan					
C4 – Undertake transitional projects and events					
C5 – Appoint a New Brighton Case Manager					



### Contact details

Name \_\_\_\_\_

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

Organisation Role: \_\_\_\_\_

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

\_\_\_\_\_

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

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

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

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

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

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

(a) Yes, I wish to assist with the implementation of the following actions: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

(b) I wish to assist as:

- An individual
- A member of the following organisation: \_\_\_\_\_

NB: No anonymous submissions will be accepted.

Please note: Upon request, we are legally required to make all written or electronic submissions available to the public, including the name and address of the submitter subject to the provisions of the Local Government Official Information and Meetings Act 1987. If you consider there are compelling reasons why your contact details and/or submission should be kept confidential, you should contact the Council's Consultation Manager, telephone 941-8999.

