

THE KAIAPOI TOWN CENTRE PLAN

2028 and Beyond



WAIMAKARIRI
DISTRICT COUNCIL

KAIAPOI, NEW ZEALAND'S BEST RIVERTOWN

Live. Shop. Dine. Relax.

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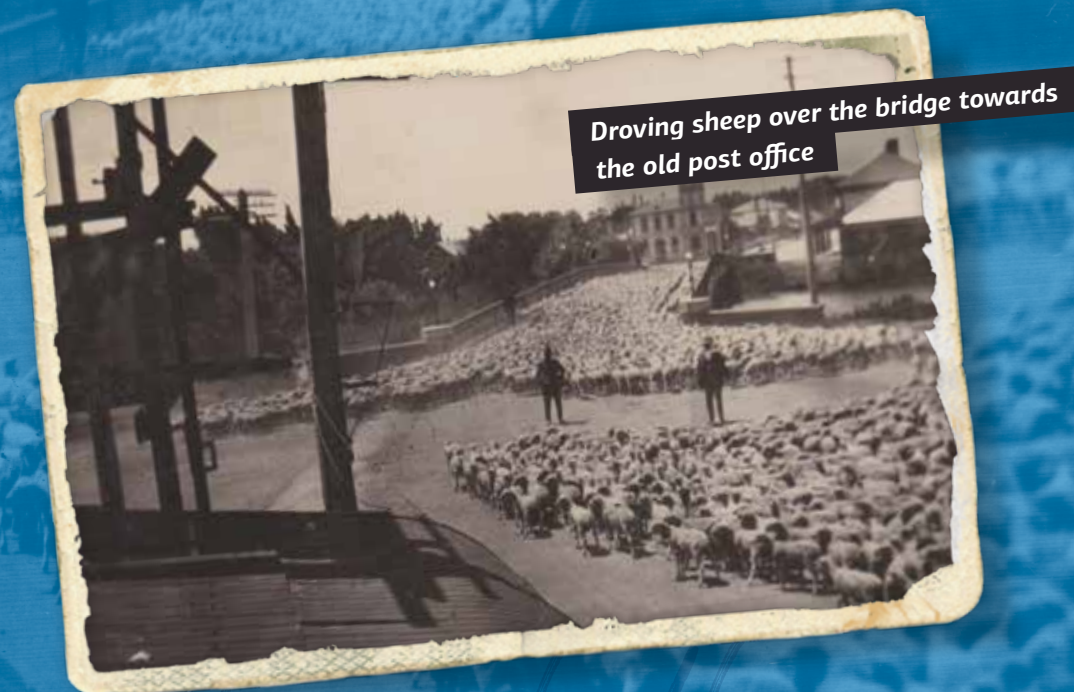
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Droving sheep over the bridge towards the old post office

Historical images researched and provided by Kaiapoi District Historical Society, view more photos from the town's history at Kaiapoi Museum.
Photography by Nicola Hunt.



AN INTRODUCTION

from the Mayor

Kia ora koutou

The Waimakariri District Council is pleased to present the updated Kaiapoi Town Centre Plan. This Plan presents a renewed vision for the future of Kaiapoi as 'New Zealand's Best Rivertown' and provides our community, the council and other stakeholders with a framework that will cultivate positive growth over the next 10 years and beyond. It represents the culmination of significant work that has gone into planning for the future of the Kaiapoi Town Centre and we are grateful to everyone who has contributed, both during the development phase and through the consultation process.

Our task is to maintain the regeneration momentum by building on the successful and unique elements that already exist in the heart of Kaiapoi, including projects that were completed as part the previous 2011 Kaiapoi Town Centre Plan.

For the first time, we can include master plans for the Mixed-Use Business Regeneration Areas that were established following the Canterbury earthquakes.

Given their location, they provide a unique opportunity to support growth of the town centre and we know residents will be excited to see a future use for these spaces.

Over the next few pages, we've outlined projects that will help achieve the renewed vision for Kaiapoi.

Ideas are easy; implementation is everything and, together with the community, businesses, developers and key stakeholders, we look forward to making it happen.

Ngā mihi

David Ayers

David Ayers

Mayor

Kaiapoi Town Centre - Through the years



KAIAPOI-TUAHIWI COMMUNITY BOARD

Chair Forward

Kia ora koutou

Kaipoi has a rich history, and throughout this Plan, you'll find many wonderful images of our town's early days. We have to acknowledge, however, that a lot of our historical buildings have now been lost, and while we value our heritage, it's time to look towards the future.

Amazing progress has been made in Kaiapoi. Seven years ago, we were reeling from damage caused by the Canterbury Earthquakes, but now of the 32 actions identified in the 2011 New Directions Kaiapoi Town Centre plan, 26 are complete and the rest are underway.

We've seen construction of the Ruataniwha Kaiapoi Civic Centre, a complete overhaul of Williams Street and the continuing renovation of the riverbanks. The majority of the Regeneration reserve projects will be completed in the next 2-3 years bringing amenities such as a dog park, BMX track and sportsfields to areas neighbouring the town centre. Many business owners we've talked to during the development of this document have described a growing buzz around the town centre and expressed optimism in our future.

So we believe we're on the right track, and taking into account the unique opportunities that the Mixed-Use Business Areas present, now is the time to set new goals.

This Plan's vision for Kaiapoi is for the long term. Many of the projects identified will occur in stages as the town grows over the coming decades. The success of the Plan relies on the Council working in partnership with private developers and other stakeholders and it relies on the community to support our local businesses.

We've seen how much we can achieve when we work together and I have the utmost confidence in our community and this Plan. I look forward to working with you in building 'Kaiapoi, New Zealand's Best Rivertown'.

Ngā mihi

Jackie Watson

Kaipoi-Tuahiwai Community Board Chair

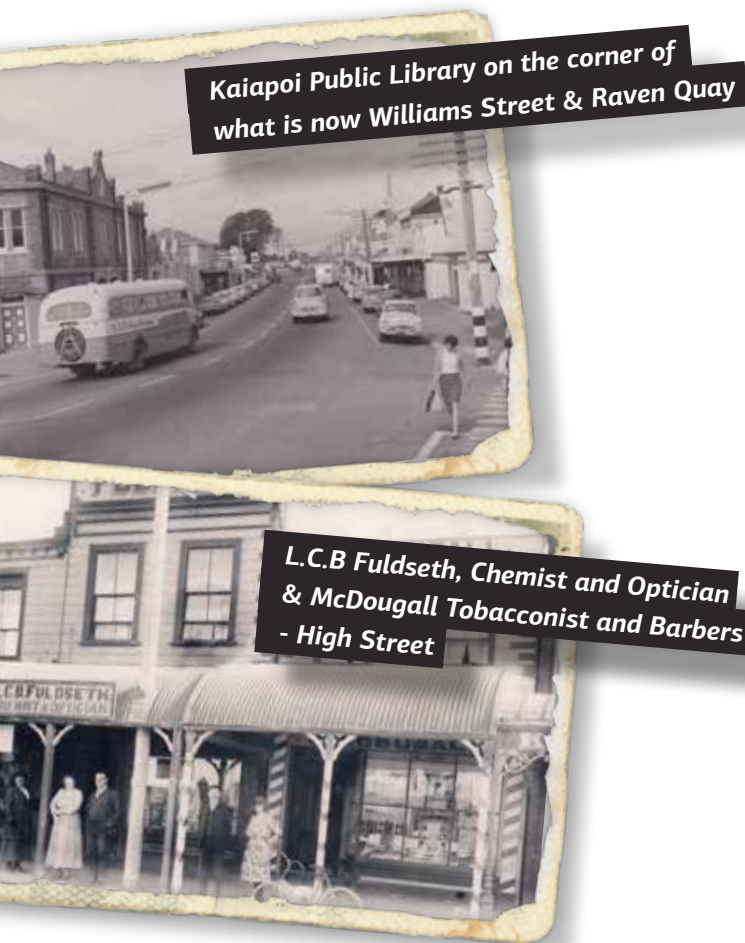
WHAT'S THE BACKGROUND for Kaiapoi Town Centre?



Workers from the early Blackwell's Store
delivering goods around the town

Kaipoi Town Centre - through the years

KAIAPOI TAKES ITS NAME FROM A MAORI PA THAT WAS ESTABLISHED AROUND 1700 ON THE ASHLEY RIVER, ABOUT 11 KILOMETRES NORTH OF THE TOWN. THE TOWN DEVELOPED IN THE 1850s ON WHAT WAS KAIAPOI ISLAND, BETWEEN THE SOUTH AND NORTH BRANCHES OF THE WAIMAKARIRI RIVER.



What is the Kaiapoi Town Centre Plan?

This Plan provides a framework for the future of the Kaiapoi Town Centre. The community, Waimakariri District Council and other stakeholders will be able to use the Plan to guide and make positive changes. The focus of the Plan is on the Kaiapoi Town Centre, acknowledging its role as the focal point for the Kaiapoi community and its catchments, including The Pines Beach and Kairaki. The Plan builds on the Kaiapoi Town Centre Revitalisation Plan under development since 2008 and the 2011 plan, which also responded to the effects of the Canterbury earthquake of September 2010 (the earthquake).

The Plan considers the Kaiapoi Town Centre as it stands today, refines existing issues that need to be addressed and sets out a renewed vision for the future. The Plan seeks to build on the successful and unique elements that make up the town centre, including the changes that have been made under the Kaiapoi Town Centre Plan 2011.

It also includes master plans for the regeneration areas which suffered damage in the earthquake. It outlines a number of projects that will help achieve the renewed vision and continue to shape the future of the town centre.

Ultimately, the future of the Kaiapoi Town Centre is dependent on the support, commitment and investment by the users, businesses, the Council, and the wider community.

Why do we need a Town Centre Plan?

Kaipoi is one of the two largest centres within the Waimakariri District and the town centre primarily provides for 'day to day' retail requirements and some office activities. The town centre features iconic commercial activities such as Blakeleys Fine Furniture and Blackwell's Department Store. These stores attract shoppers to the town from outside the Kaiapoi catchment.

The District has experienced sustained population growth for more than 20 years. This trend is expected to continue for the next 10 to 20 years and beyond. Kaiapoi has the opportunity to capitalise on this growth through enhanced and improved commercial, retail and hospitality / visitor offerings which draw on the strengths of the town, namely its location on the banks of the Kaiapoi River and its historic rivertown values.

For some time there has been community concern regarding the ongoing prosperity of the Kaiapoi Town Centre and its ability to continue to act as a community focal point. A significant amount of spending by Kaiapoi residents is occurring outside the town in areas such as Rangiora and Christchurch, encouraged by recent retail developments in northern Christchurch, for example, at Northwood.

Concerns relating to the accessibility of the town centre for pedestrians, traffic congestion at peak

times and the availability of adequate car parking have also been expressed.

In response to these concerns and sub-regional planning policy, the need for a Kaiapoi Town Centre Plan was identified by the Council in 2008. The earthquake created additional significant challenges, but also opportunities for the Kaiapoi Town Centre. The key direction in response to the earthquake was provided by the 2011 Kaiapoi Town Centre Plan and most of the actions identified in that Plan have been implemented by the Council and Community. There is, therefore, a need to identify new projects that will help achieve the renewed vision and shape the future of the town centre. In addition, the Town Centre Plan is the vehicle to drive the regeneration of the Mixed-Use Business Areas.

Many in the community see an opportunity to promote Kaiapoi as an attractive destination and there is a strong desire both by residents and stakeholders to support vitality and vibrancy in the Town Centre by encouraging more people to spend time there.



"WE'D LOVE TO SEE A TOWN CENTRE THAT'S NOT JUST WELL SUPPORTED BY LOCALS, BUT ALSO MARKETING AS A DESTINATION."

Marilyn Yosores & David Gaughan
Eagle Brewing

Mixed-Use Business Areas

The Waimakariri Residential Red Zone Recovery Plan 2016 identified three areas adjacent to the current Kaiapoi Town Centre as 'Mixed-Use Business Areas' (see Figure 1). The Recovery Plan noted that mixed-use business activities would help support a vibrant town centre, with the riverside as a focal point. The Recovery Plan identified activities such as commercial and retail developments, a public transport interchange, and/or public car parking and a motor caravan park as examples of mixed-use business activities.

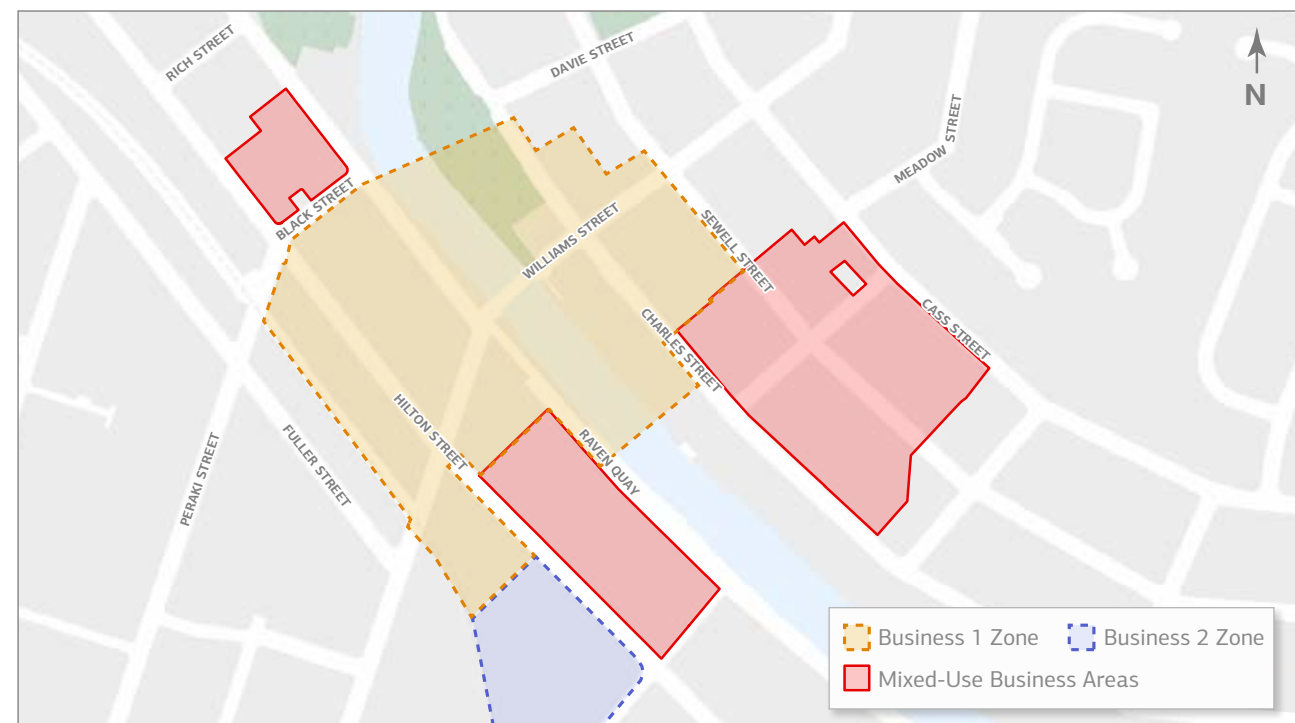
The Council has responsibilities as the planning authority to give effect to the Recovery Plan. This requires the Council to work with the community over the short to medium term to determine the best uses for the Mixed-Use Business Areas and to develop District Plan provisions in the context of an overall integrated 'concept plan' for the two areas (the existing Kaiapoi Town Centre and the new Mixed-Use Business Areas). Because of this, the future use of these areas is considered as part of this Plan.

It is very unusual that town centres have significant vacant land areas in single ownership on their 'doorstep'. Usually, as is the case for the Rangiora town centre, existing town centres expand by encroaching into adjacent, often residential or industrial zoned land.

Alternatively, new business areas establish that are geographically separate from the town centre, for example the new business area at Smith Street.

While not part of the current town centre, the Mixed-Use Business Areas are immediately adjacent and provide a significant opportunity to support the town centre now and provide town centre expansion opportunities as Kaiapoi grows over the next 30 years.

Figure 1 - The Kaiapoi Town Centre



How has the Town Centre Plan been developed?

This Plan has been developed by the Council with specialist urban design, market, transport, geotechnical and flood assessment input. It has been informed by technical reports and background information, including those used to inform the 2011 Plan and also the award-winning Waimakariri Residential Red Zone Recovery Plan 2016. This Plan was overseen by the Regeneration Steering Group, comprising members of the Kaiapoi-Tuahiwi Community Board and other representatives of the wider community.

The development process included assessing the status of the current 2011 Plan, identifying challenges and opportunities for the Mixed-Use Business Areas and holding three 'Inquiry by Design' sessions with Regeneration Steering Group members and other representatives of the wider community (including the Kaiapoi Promotions Association, Enterprise North Canterbury, local businesses and local developers). These important and well attended sessions helped recast the Plan's vision, confirm its objectives, identify new actions and develop master plans (contained in the Appendices) for how the Mixed-Use Business Areas could be developed.

The Draft Kaiapoi Town Centre Plan was opened for public consultation throughout August 2018. Community feedback and submissions were then considered, revisions made and the final plan was adopted by the Council in November 2018.

Where is the Town Centre?

For the purposes of this Plan the town centre is generally defined as incorporating all of the Waimakariri District Plan Business 1 Zone (as identified in Figure 1 on the previous page).

The town centre area is approximately 16 hectares in extent and includes retail premises, commercial services, and community facilities. It also includes some residential properties either side of the Kaiapoi River between Hilton Street and Charles Street.

The Waimakariri District Plan Business 1 Zone, which provides for business, administrative and cultural activities, is intended to:

- Help ensure an effective and efficient business sector by concentrating activity;
- Enhance the centre's role as the community focal point;
- Retain nominated areas as more appropriate for pedestrian-related activity; and
- Retain business activity that can support public services, facilities and amenities that will provide for the needs of workers, residents and visitors, in a quality, safe environment.



During the development of this plan 3 'Inquiry by Design' sessions were held





“I WOULD LIKE TO SEE SPACES IN THE TOWN CENTRE SET ASIDE FOR COMMUNITY EVENTS SUCH AS MARKETS AND THE KAIAPOI CARNIVAL.”

Sherie McKinlay
Craze Fashion

What makes a Good Town Centre?

A good town centre is not just a shopping centre; it has many functions. Business activities (shops and offices) when co-located with community, civic, recreational and entertainment facilities, create a place where people like to go.

Business has a pivotal part to play in attracting people to a town centre. They may then use that centre for other reasons such as visiting the library, having a coffee, meeting friends or, in Kaiapoi's case, going for a walk along the river. The reverse is also true. People can come for other reasons and then visit the shops and businesses.

Urban design has an important role to play in making a good town centre. It has been shown that good urban design has economic and social benefits. For example, making it easy to travel to and around a place in a vehicle or on foot increases the viability of local services and shops, encourages walking and cycling for non-work trips, and enables better traffic flow and easier parking.

This can lead to enhanced economic performance, higher participation in community and cultural activities, increased use of public space and a greater sense of personal safety. Public art also contributes to greater community engagement with public space.

The Kaiapoi Town Centre Plan is, therefore, not just about business as usual. Kaiapoi's point of difference is the river and its iconic river setting. Visiting the Kaiapoi Town Centre needs to be a

pleasurable experience; this will have spin-off benefits for the economic vibrancy of the centre and Kaiapoi as a whole.

To this end, it will be necessary to ensure that the Kaiapoi Town Centre has:

- An appealing outdoor setting, incorporating natural features, landmark buildings and public spaces to promote enjoyment;
- Buildings that provide for attractive and active ground floor uses;
- Accessibility from all directions by various modes of travel;
- A pleasant pedestrian environment that encourages people to walk alongside stores and to shop, as well as to linger in cafés;
- Attractive and consistent landscaping that includes the planting of trees, shrubs and flowers;
- Opportunities and spaces set aside for Public Art and sculpture; and
- A wide range of facilities, activities and services, both commercial and community, that bring people together and add to the vitality and vibrancy of the town centre.



Charles Edward Alexander
in the Alexanders Bottling Plant
which opened in 1880

KEY CHALLENGES

and opportunities

Kaipoi Town Centre - through the years

Transport, Access and Utilities

Traffic Flow

Williams Street is an arterial road that carries up to 18,000 vehicles per day (based on 2017 figures). Williams Street functions as both a through road and as an access road to businesses in the Kaiapoi Town Centre. This dual function can result in conflicts between through vehicles and those accessing businesses along the road. Population growth and residential developments nearby, such as Sovereign Palms, will continue to result in increased traffic in the future. This traffic growth however, has been balanced to an extent, by the abandonment of the Residential Red Zone following the Canterbury earthquakes.

Traffic congestion, particularly along Williams Street between Hilton and Charles Streets at peak times, has been expressed as a concern for the Kaiapoi community, leading some to call for an exploration of options for a second vehicle bridge crossing the river.

Factors that contribute to congestion include:

- Through traffic (traffic using Williams Street but not stopping in the town centre) - commuters travelling to and from Christchurch make up some of this traffic. Much of the traffic travelling through the town centre, however, is likely to be accessing the business and residential areas to the north and south of the town centre;

- Traffic accessing businesses in the town centre - this is likely to result in delays caused by vehicles parallel parking along Williams Street; and
- Heavy vehicles - these may have difficulty navigating the Hilton Street/Williams Street roundabout and generally accessing businesses in the town centre.

There have been some improvements recently in traffic flow – 50.6% of respondents to the Council's 2016 Customer Satisfaction Survey were satisfied with traffic flow in Kaiapoi (see Figure 2). This was a significant improvement from the 33.2% satisfaction result obtained in the 2013 survey. While traffic flow has improved, there are still opportunities to upgrade the directional signage leading into and within the town centre, including signage with respect to car parking areas.

The Christchurch Northern Corridor (CNC) motorway within Christchurch is currently under construction. This route connects to the Christchurch Northern motorway south of the Waimakariri River Bridge and runs more or less parallel with Main North Road and Marshland Road within Christchurch. It is expected that this route will be more attractive for many drivers than the Williams Street / Main North Road / Old Waimakariri River Bridge / Marshland Road route. This may result in a reduction in the number of vehicles passing through, but not stopping in the town centre.

Figure 2: Parking Satisfaction by Year

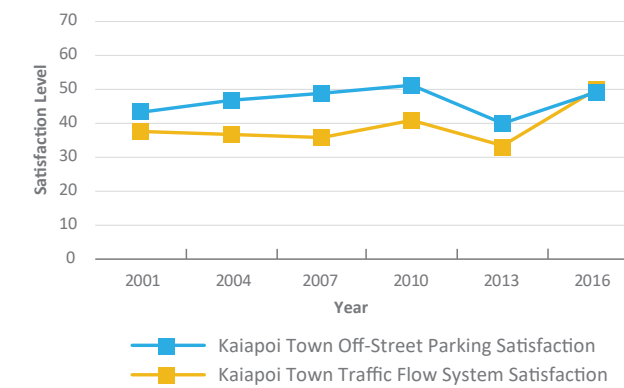


Figure 3: Parking Occupancy Across the Entire Day

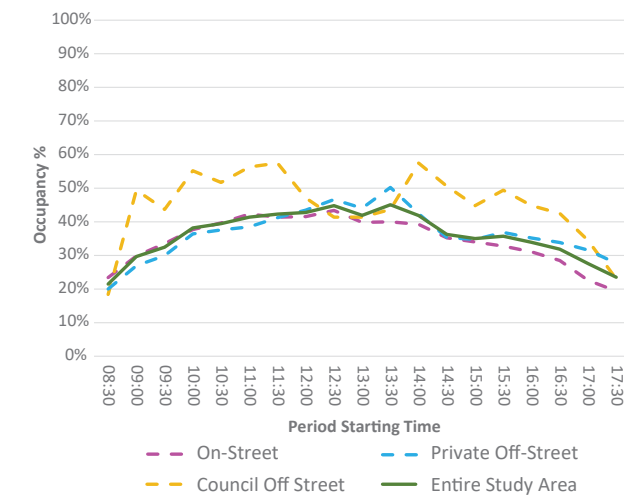


Figure 4: Average Parking Occupancy Per Area



Parking

Car parking is a priority issue for the town centre, particularly if additional car parking demands are experienced in association with the regeneration of the wider area. Parking has been reviewed regularly, with the last study occurring in 2017. The town centre currently offers approximately 650 on-street car parks and 87 off-street Council car parks. There are also approximately 665 privately owned off-street car parking spaces, for example in The Crossing. The 2017 parking study indicated that on-street parking did not exceed 50% occupancy throughout the survey period, while the peak occupancy for all parking was 45% between 1.30pm and 2.00pm (see Figures 3 and 4 for occupancy and locations). The 2016 Customer Satisfaction Survey indicated 50% satisfaction (12% dissatisfaction) with the standard of off-street car parking in Kaiapoi. This was a significant improvement from the 2013 satisfaction result of 39.4% (see Figure 2).

For on street parks, more efficient use of car parking has resulted from a reduction in the maximum permitted parking time in Williams Street; ensuring that spaces close to retail premises are not occupied all day by those working in the town centre. This may also encourage more people to visit the shops on foot or by bicycle instead of in a car.

Despite the improving results, there are still some issues associated with parking including poorly defined parking 'search routes', insufficient

signage for car parking areas, including parking locations and duration and the ability to find a car park in close proximity to the main business area. There are, therefore, further opportunities to reconfigure the car parking and implement parking management changes to improve park turnover. In addition, the car park east of Williams Street behind the Council library is an awkward shape. The possibility of obtaining more space around the edges of the car park could be considered as part of implementing the master planning for the Mixed-Use Business Areas.

Pedestrian Environment

The 2010 Neighbourhood Accessibility Plan, which included a Community Street Review, identified pedestrian concerns relating to safety associated with the Williams Street south pedestrian crossing and the crossing refuges on the north side of the bridge and at the Hilton Street intersection. These issues have been largely addressed as part of the Kaiapoi Town Centre upgrade work undertaken since 2011. Raised platforms were installed north of the Williams Street Bridge to provide better pedestrian access in this area and platforms were added at the bridge where the riverbank walkways intersect with Williams Street. South of the bridge between Raven Quay and Hilton Street, the old mid-block pedestrian crossing has been removed and replaced with two new raised pedestrian crossings at either end of the block to provide better and safer connectivity.



“WE THINK THE TOWN CENTRE NEEDS TO RETAIN A FOCAL POINT, WHICH SHOULD BE AROUND THE KAIAPOI RIVER.”

Andrew & Michael Blackwell
Blackwell's Department Store

The Community Street Review also revealed that participants found the footpath on the Williams Street Bridge too narrow, the kerb too steep and the surface uneven. Suggestions were made to remove the car parks on the bridge, widen the footpath and enhance the bridge with seats and plantings. These changes have been made.

The recent improvements have provided a much better pedestrian environment in the town centre and this is supported by the findings of the 2016 Customer Satisfaction Survey where 83.5% of respondents were satisfied or very satisfied with Kaiapoi and Woodend footpaths.

Despite these improvements there are opportunities for further pedestrian environment enhancement involving the lane connecting Hilton and Williams Streets, exploring a new pedestrian connection linking the Kaiapoi East and South Mixed-Use Business Areas and improving pedestrian connectivity mid-block between the Kaiapoi South Mixed-Use Business Area and Williams Street.

Public Transport

The Government Policy Statement on Land Transport (GPS) sets out the Government's priorities for expenditure from the National Land Transport Fund over the next 10 years. The draft 2018 GPS was released in March 2018, with the final document expected to be released by 30th June 2018.

Amongst other things, the draft document indicated a change in emphasis towards active transport modes and public transport. A second GPS (GPS2) is anticipated in 2019, including significant funding for rapid transit programmes in Auckland, Wellington, and Greater Christchurch.

Previous investigations by the Greater Christchurch Partners (Christchurch City, Selwyn District, Waimakariri District, Environment Canterbury, and the New Zealand Transport Agency) has indicated that the two corridors within Greater Christchurch which are most likely to be viable for rapid transit are south west from the Christchurch Central Business District to Rolleston, and north to Rangiora. No decisions have yet been made on the nature of rapid transit, or on the location of a corridor, however the route to Rangiora is expected to pass through Kaiapoi.

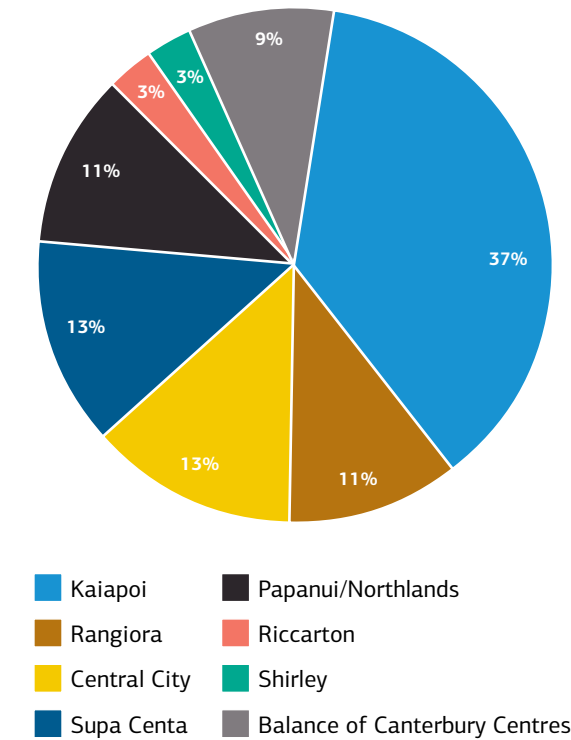
A key opportunity therefore exists to explore the provision and location of public transport infrastructure in Kaiapoi (for example in West Kaiapoi – see Figure 8 on page 20) with our Greater Christchurch Partners. This infrastructure could potentially including a rapid transit corridor and a future public transport interchange.

Utilities

There is a need to work in close partnership with utility providers, especially when developing the Mixed-Use Business Areas. Enabling the straightforward provision and ongoing maintenance of essential services such as power

and telecommunications will be critical, and early collaboration with these agencies can help insure infrastructure is planned and installed in a way that does not negatively impact the high quality of urban design envisioned by the plan.

Figure 5 – Retail Spending by Residents in the Kaiapoi Catchment via Destination



Source: Property Economics, MarketView

Business Activity

Kaiapoi is home to around 10,300 people (2017 figures). Based on population projections for the Kaiapoi urban area, and taking into account anticipated growth elsewhere in the District and in Christchurch City, it is estimated that by 2048, the Kaiapoi Town Centre could be providing goods and services for approximately 15,000 people.

The town centre is seen as a local service centre by the wider catchment of Kaiapoi including The Pines Beach and Kairaki Beach and other nearby localities such as Clarkville. Based on 2015 data the Kaiapoi Town Centre has 15,600m² of net retail floorspace and a similar amount of commercial office space.

The largest retail sectors in terms of net retail floor space are supermarkets, food and beverage services and 'other goods' retailing such as second-hand retailers.

Food and beverage and other goods retailing are the largest sectors by store numbers. A high proportion of food and beverage and food retailing is not unusual for centres, however the large proportion of 'other goods retailing' is sometimes a concern as this category includes smaller, second hand and unbranded store types that have less 'pulling power' than national banner brands.

One of the striking components of Kaiapoi retail expenditure is the 'leakage' or outflow of retail spending to Christchurch. Figure 5 illustrates the 2015 composition of retail spending by 'destination' made by residents residing in the

Kaiapoi core catchment (this includes The Pines Beach, Kairaki, Clarkville and Ohoka). Only 37% of all centre retail expenditure generated by these residents is being spent within Kaiapoi, while over 50% is being spent outside of the Waimakariri District.

The reasons for this leakage are varied, but overall reflect changing patterns in retailing, particularly with the advent of large-format retailing in and around Christchurch. A further contribution to this leakage is that approximately half of Kaiapoi's employed residents work in Christchurch.

The impact of leakage is evident through lengthening shop vacancies, occupancy turnover and a shift in retail offerings towards 'Other Goods Retailing' and services.

Studies undertaken in 2008, in early 2010 and 2015 suggest that for Kaiapoi to prosper in the future and reclaim spending lost due to retail leakage, it must do all it can to reinvigorate and build upon its unique setting and lifestyle attributes. It must also offer a quality environment for retail and commercial services, which will attract both residents and visitors to spend time and money in the town centre.



“LET’S CREATE AN ENVIRONMENT FOR FUNKY, CREATIVE, BOUTIQUE BUSINESSES LIKE THE TANNERY IN WOOLSTON.”

Donna Somervail
Not Just The Red Ones

While the current amount of retail floorspace in the Kaiapoi Town Centre is 15,630m² net, it is estimated it could be in the order of 20,700m² to 26,000m² by 2043 if the effects of leakage were minimised. Additional industrial land may be required in the long term but this is currently uncertain and will require ongoing monitoring.

Projected future growth in commercial floorspace can be accommodated within the existing Business 1 Zone or Mixed-Use Business Areas. Parts of the Business 1 Zone are relatively undeveloped and could be redeveloped to accommodate more commercial floorspace. A prominent development opportunity exists to the west of Williams Street South, bounded by Black Street, Hilton Street and Raven Quay. This underutilised area, referred to as the ‘Western Precinct’ in the 2011 Plan, could be redeveloped more intensively to accommodate retail, office and residential premises as well as car parking and public spaces should the owners wish to. This would create the opportunity for a greater variety of additional business activities in the town centre.

Recent office trends show an increase in alternative working arrangements such as communal or co-located workspaces that offer a range of benefits to small businesses, which are unable, or do not wish to, access traditional office arrangements. There are opportunities to adaptively re-use existing underutilised existing buildings for office co-working opportunities.

The Council currently provides a number of mechanisms to support developments in Kaiapoi through Enterprise North Canterbury and the Council’s Business and Centres Manager. A key opportunity is continuing to work with the private sector to support new developments in Kaiapoi that support the achievement of the Plan’s vision. These could include opportunities to provide subsidised market / work spaces for small and start-up enterprises and new destination activities that help to capture retail leakage.

Urban Form and Character

Kaiapoi has developed around Williams Street, the river and the railway line and has a unique character built on its historic rivertown identity. There are many buildings and structures that help to give Kaiapoi its distinctive character and rivertown atmosphere, both on the north and south sides of the river.

Unfortunately many of the listed heritage buildings were damaged by the earthquake and a number have subsequently been demolished. Key buildings demolished include:

- Blackwell’s Department Store;
- The Riverside Christian Fellowship Church (former theatre);
- The Bridge Tavern;
- The Mandeville Tavern;

- Kaiapoi Museum (Former Court House);
- The Kaiapoi Library and Service Centre;
- Riverside Centre;
- New World Supermarket; and
- Various other shops including Bell’s auction house and the Kaiapoi Brass Band building.

While many buildings have been replaced or renewed, the low rise character of Kaiapoi has generally been maintained by the replacement buildings, such as the Blackwell’s Department Store.

Williams Street south has a traditional character, with a continuous line of buildings at their front property boundary. Shops open onto the footpath, verandas extend over it and there is a direct relationship between the pedestrian and the shop.



Footpath design and street furniture along Williams Street

Enhancing this direct relationship are large windows and narrow shop frontages, creating a traditional environment of relatively small-scale and height.

Williams Street north is typified by a different built form with buildings separated individually, or in small clusters. Many buildings are set back from the front boundary, creating a different spatial character in relation to the roads and footpaths.

The District Plan contains provisions requiring buildings with a road frontage to Williams Street between Hilton and Charles Streets to:

- Be built up to the road boundary;
- Occupy the full frontage of the site;
- Contain clear glazing for the display of goods and services on the ground floor;
- Not have any individual area of unglazed wall exceeding a length of 1.5m; and
- Include a veranda on the road frontage the full width of the building.

It also contains urban design requirements which were prepared in response to the 2011 Plan.

Historically, commercial activity within the town centre was focused on Williams Street between Hilton and Charles Streets, but it has spread out along Williams Street south of the railway line, to the east between the railway line and Hilton Street and between Charles and Sewell Streets. As a consequence, the town centre lacks some

definition and a concentration of activity. The Williams Street Bridge remains roughly in the centre of the town centre and there is now the opportunity to refocus the town around its river and central area, including the Mixed-Use Business Areas.

Currently, Kaiapoi Town Centre entrances are inadequately defined with poor sign-posting to the town centre and the absence of entrance or gateway treatments (for example landscaping) to define the town centre area.

The recent street improvements undertaken as part of implementing the 2011 Town Centre Plan have improved the street environment significantly and contributed to achieving a more cohesive and defined appearance.

There are some remaining earthquake damaged buildings yet to be repaired / replaced, such as the former BNZ building located at the corner of Williams and Charles Street and vacant sites, this includes the Council-owned site at 137 Williams Street. These present opportunities for town centre enhancement.

There are opportunities for feature lighting on significant structures and to review street lighting generally. A landscape plan could be developed to ensure consistent and targeted landscape design in Council spaces such as streets and parks and improved gateway treatment (landscaping and signage) to ‘announce’ Kaiapoi and the Kaiapoi Town Centre.

The River

Directly related to the urban form and character of the town centre is the relationship that the town centre has with the Kaiapoi River. The river is an important part of historic and present day Kaiapoi. However, it operates as a barrier to an integrated and compact town centre due to limited cross river accessibility and the stopbanks limiting development along the riverbanks and views to the water. In addition, the quality of the river water is commonly considered poor.

As a consequence, except for open space and recreational offerings, development has tended to focus away from the river. This has created separate retail areas north and south of the river without a defined focal point.

During previous and current engagement, the community has identified the river as a key point of difference and focal point of Kaiapoi and wants to see the river better addressed to strengthen Kaiapoi's rivertown identity. This would also help to integrate and unite the north and south sides of the river. In addition, it would have the effect of turning the river into a unique asset for Kaiapoi and the District, particularly if carried out to support the recent improvements as part of the Kaiapoi Marine Precinct Plan (see Figure 6). Significant opportunities exist on the Mixed-Use Business Areas to better respond to and reinforce the river as Kaiapoi's centrepiece.

Proposals such as the replacement of the former Bridge Tavern, riverbank enhancement and introducing canal and house boats are important to activate and address the river edges, bringing vibrancy and interest, and a point of difference to the area.

Figure 6: The Kaiapoi Marine Precinct Plan



The majority of the landscaping shown is now complete, with the construction of the Riverview Terraces and adjacent private development expected to be completed late 2018.

The Mixed-Use Business Regeneration Areas - Challenges and Opportunities

As indicated earlier, specific planning has been undertaken for the Mixed-Use Business Areas. The challenges and opportunities are outlined in the sections that follow.

Urban Design

The key site challenges are:

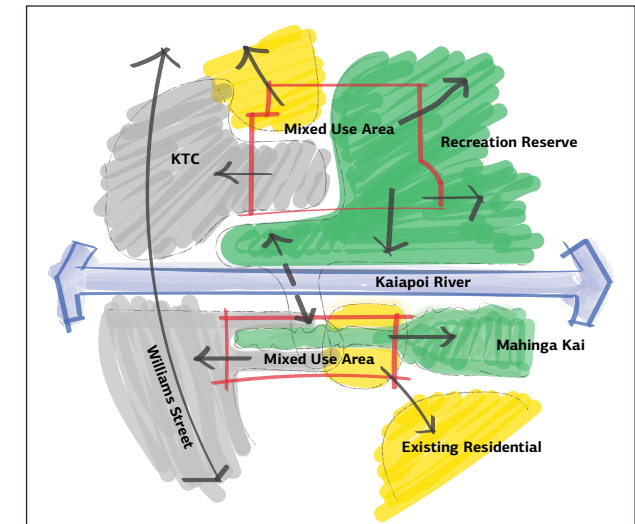
- The lack of a direct relationship with the river because of the stop banks;
- Achieving connectivity and integrating with the existing town centre area and other regeneration areas, both physically and in a design sense (see Figure 7); and
- Managing east-west growth of business activities into the Mixed-Use Business Areas.

Development that better addresses and integrates with the river will improve the town's river connections and character and provide a new design narrative for the town. A key opportunity is achieving greater connectivity between the Kaiapoi South and Kaiapoi East Mixed-Use Business Areas through a new pedestrian bridge or other connection that still enables river navigability. Better east-west pedestrian access is also needed between the Kaiapoi South Mixed-Use Business Area and Williams Street.

Other considerations include:

- Achieving finer grain development close to the existing retail / commercial core;
- Creating a connection from the adjacent Heritage and Mahinga Kai Regeneration Area through into the Kaiapoi South Mixed-Use Business Area;
- Enabling larger scale development within the Kaiapoi East Mixed-Use Business Area that support the recreation reserve activities;
- Creating a new town square or key public space within the Kaiapoi South Mixed-Use Business Area facing towards the river and aligned with a new river connection / crossing;
- Creating a pedestrian promenade along the southern river frontage;
- Providing for additional family-friendly environments and spaces for public art;
- Attracting more people to the Town Centre, to create a sense of vibrancy and vitality; and
- Ensuring that private residences are able to remain.

Figure 7 - Integrating the MUB Areas



An early sketch from the 'Inquiry by Design' sessions illustrating how the Mixed-Use Business Areas can integrate into the surrounding commercial, residential and greenspace areas.



**“WE WANT PLACES THAT
ARE INVITING FOR PEOPLE
TO MEET UP AND HELP
THE COMMUNITY TO STICK
TOGETHER.”**

Olivia Silby & Jacob Harford
Waimakariri Youth Council

Transportation

The key site challenges are:

- Different parking demands depending on proposed activities and location;
- Managing vehicle movements within a mixed-use environment (i.e. residential sensitivities versus commercial requirements); and
- Intersection impacts from new higher traffic-generating activities.

Development proposals and network management that ensures continued multimodal accessibility will support both the Mixed-Use Business Areas and greater Kaiapoi.

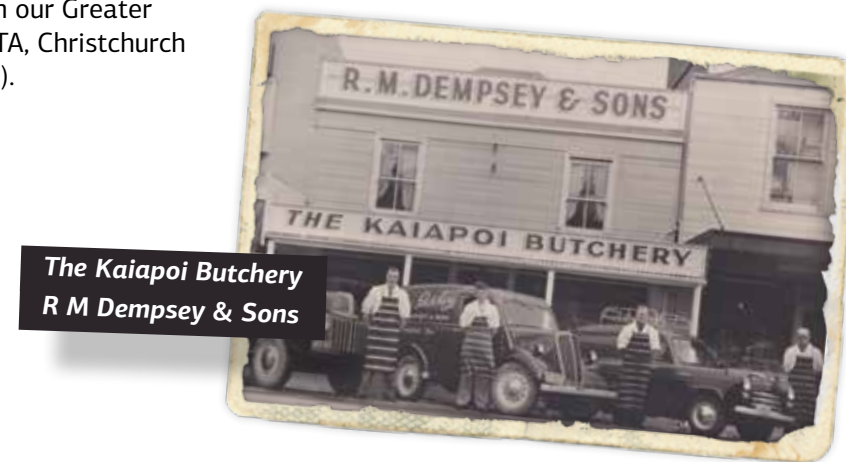
A key opportunity involves providing a future public transport interchange which may connect with the rail corridor. Opportunities exist to support this in the Kaiapoi West Mixed-Use Business Area (see Figure 8). Final decisions on the location and nature of a public transport interchange will be made in collaboration with our Greater Christchurch partners (ECAN, NZTA, Christchurch City, and Selwyn District Councils).

Figure 8 - Public Transport Opportunities



This diagram shows the connection between a proposed bus exchange facility on Hilton Street and a possible future rail platform.

Additionally, space could be set aside in the Mixed-Use Business Area West for a park and ride facility.



*The Kaiapoi Butchery
R M Dempsey & Sons*

Geotechnical and Flooding

The geotechnical and flooding hazards were thoroughly identified and assessed in the Residential Red Zone Recovery Plan and its supporting documents.

For the Mixed-Use Business Areas, the key challenges remain:

- Liquefaction and lateral spread: large-scale ground improvement works will be required before the land would be suitable to rebuild typical permanent structures on;
- Flooding: most of the area has been identified on the planning maps as high flood hazard areas. Proposals will therefore need to demonstrate how flooding will be managed;
- The cost of the land repair works for liquefaction, lateral spread and flooding could be significant and potentially result in many development proposals being deemed uneconomic to pursue; and
- Uncertainty of the building footprint and type of development which will influence the land repair requirements.

The opportunity exists to remediate the area to manage the impacts of future natural hazard occurrences through a standard land repair approach (see Figure 9a). Alternatively, geotechnical and flooding issues can be mitigated against through novel and innovative building responses such as temporary lightweight structures or locating less flood-susceptible

activities (e.g. carparking and storage) at ground level underneath new residential / commercial buildings (see Figure 9b). Flood tolerant activities such as yard-based business, recreation and market activities could also occur. As the areas are vacant (apart from the few remaining residential activities), area-wide land repair is possible, as is staging of land repair to support staged development.

Figure 9a: Standard Land Repair and Building Typologies

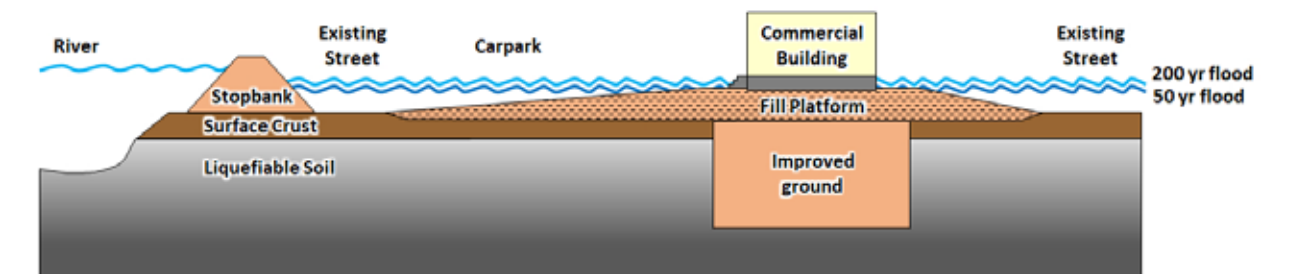
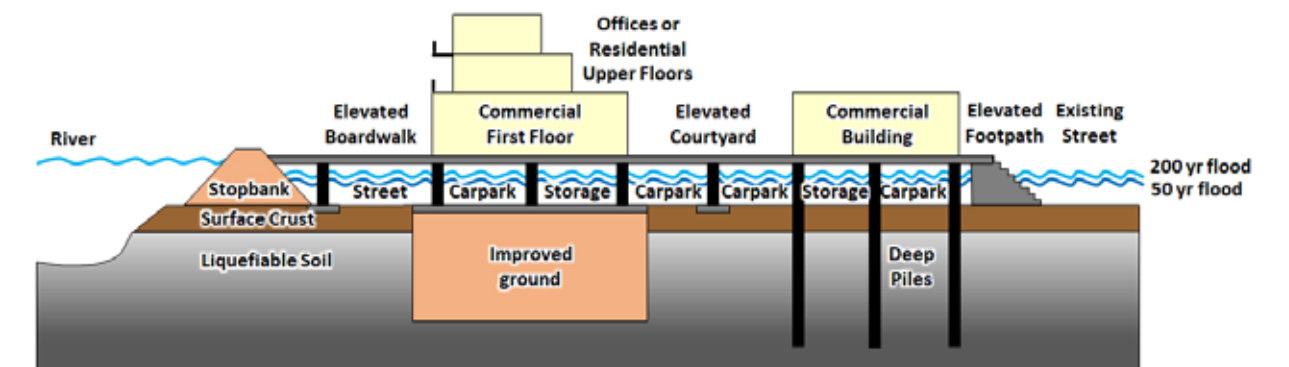


Figure 9b: Innovative Responses to Land Deformation and Flooding



Property and Market Economics

The Mixed-Use Business Areas will suffer from the same economic issues and challenges felt by the wider town centre, such as retail leakage. A key challenge will be to deliver activities that do not undermine the character and economic viability of the existing town centre, but rather support it.

Other key considerations are:

- The cost of land repair relative to the likely commercial return;
- How best to trigger or incentivise private development; and
- The need for new activities to have a point of difference in order to capture some of the retail leakage and create new destination activities.

Currently the amount of land available outweighs the existing and medium term projected demand for new commercial floor space. As such the development of the regeneration areas will need to be staged, ideally building out from the existing retail core/ town centre and incorporating catalyst or anchor projects in the first tranche, with staged land repair if cost effective (see the proposed staging plans in the appendices). What is cost effective may change over time as engineering technology evolves and land values change.

While there are difficulties in delivering activities that meet the challenges outlined above, the Mixed-Use Business Areas also present a significant opportunity due to their size, single ownership and location immediately adjacent to the existing town

centre and river to provide niche developments and large-scale destination activities.

Through the 'Inquiry by Design' sessions the following possible mixed-use business activities were identified:

- Retail / food and beverage;
- Residential – medium density / apartments;
- Commercial indoor 'pay-to-play' sports facilities in Kaiapoi East;
- Cinema / theatre / museum type development;
- Commercial offices;
- Educational opportunities involving international students;
- A covered market;
- Public transport improvements;
- Visitor accommodation / motor caravan park in Kaiapoi East;
- Studio spaces;
- A town square / amphitheatre;
- A child care centre; and
- Cultural activities that leverage off and support activities proposed in the adjacent Heritage and Mahinga Kai area to the east.

There are also opportunities to deliver interim activities and buildings to provide activation (active use) of these areas.



Williams Street, Kaiapoi



The Riverview Terraces currently under construction, with floating pontoons and adjacent retail/dining

AN OVERVIEW of the plan

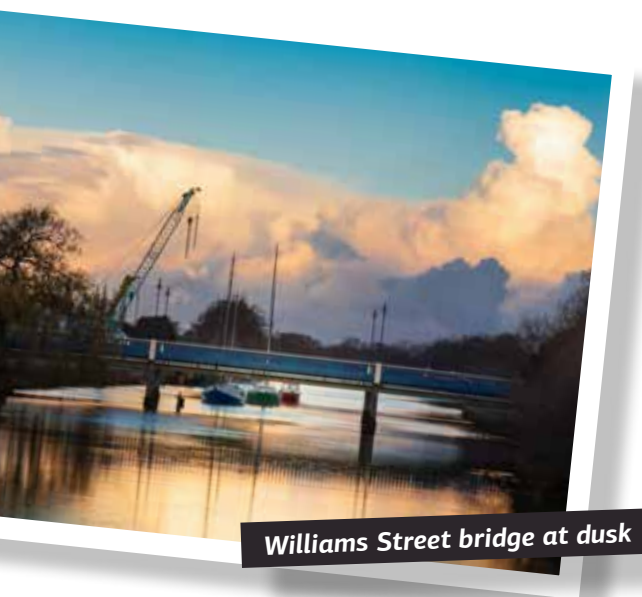


Kaiapoi's first traffic bridge, which has been replaced twice since this photo

Kaiapoi Town Centre - through the years

IT IS IMPORTANT TO HAVE A CLEAR VISION FOR THE FUTURE. DRAWING ON THE KEY ISSUES, CHALLENGES AND OPPORTUNITIES FACING THE TOWN CENTRE, THE VISION FOR KAIAPOI TOWN CENTRE IS:

"Kaiapoi, New Zealand's Best Rivertown - Live. Shop. Dine. Relax."



Williams Street bridge at dusk

Objectives

The future Kaiapoi Town Centre will be:

- An economically viable centre where both residents and visitors want to spend time and money;
- A centre with a strong community feel;
- Attractive, with a rivertown charm and a high quality environment, which reflects and enhances Kaiapoi's heritage;
- Identified by its river and riverside attractions;
- Well defined;
- Diverse with a good variety of shops, cafes and restaurants, leisure and entertainment activities for all ages;

- Easy to get around, by foot, bicycle or mobility vehicle, with a variety of spaces to sit, meet and play; and
- Accessible by vehicle and easy to park in.

The challenges and opportunities identified earlier have informed this Plan's proposed projects and the Mixed-Use Business Area guiding principles and master plans.

Mixed-Use Business Area Guiding Principles

Through the 'Inquiry by Design' sessions the seven guiding principles below were identified. The actions and master plans / outline development plans contained in this Plan seek to achieve these.

Principle One

Create a destination

Principle Two

Attract a range of new activities and businesses

Principle Three

Acknowledge existing and previous residents

Principle Four

Include new riverside attractions

Principle Five

Promote a distinctive character and innovative and quality design solutions

Principle Six

Create a unique sense of place and public pride

Principle Seven

Ensure better visual and physical access to the river

The Projects

The Plan comprises 26 projects covering the Mixed-Use Business Areas, transport, landscape design, the riverbanks and the central business district. These are identified in the concept plan overleaf and in the implementation table in the appendices. These projects respond to the challenges and opportunities identified and the Mixed-Use Business Area Principles. Together, these projects address issues which have been identified by the community and in technical reports before and after the earthquake.

The 26 projects are highly visible and while many can be driven by the Council, others will require collaboration between the public and private sector in order to achieve the vision and outcomes envisaged by the Plan.

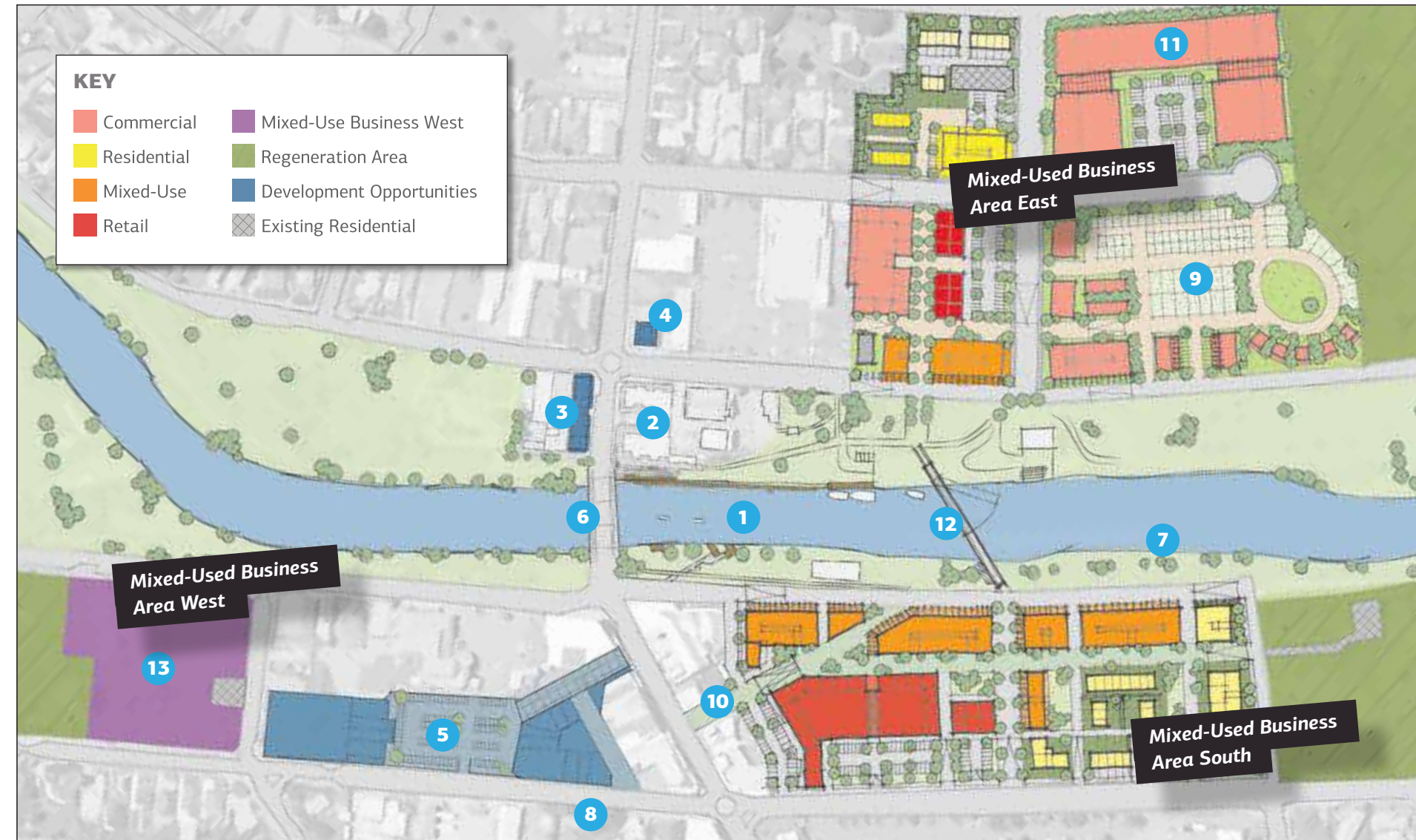
In combination, these projects help to realise the vision for the Kaiapoi Town Centre. Investment and confidence in the town centre, which is inspired through redevelopment and development opportunities, can act as a catalyst for other projects, further supporting the vision.



"THE WELCOME WE'VE RECEIVED AS A NEW BUSINESS FROM BOTH OTHER BUSINESSES AND CUSTOMERS IS JUST AMAZING."

Suzie Lambert
Kaiapoi Florist & Gifts

Kaiapoi Town Centre Concept Plan



Town Centre Area

- 1 Continue to progress the development and enhancement of the riverbanks
- 2 Continue to work with the developers of the (former) Bridge Tavern
- 3 Progress the development of 137 Williams Street
- 4 Work with the owners of the former BNZ building
- 5 Support the “Western Precinct”
- 6 Progress the painting of the Williams Street Bridge
- 7 Work with partner organisations and the private sector to deliver canal /house boats on the Kaiapoi River
- 8 Investigate a new public transport interchange in Kaiapoi

Mixed Use Business Areas (MUB)

- 9 Progress the development of the motor caravan site
- 10 Improve pedestrian connectivity between Kaiapoi South and Williams Street
- 11 Progress the establishment of a ‘pay-to-play’ recreational facility in the Mixed-Use Business Area East
- 12 Better connect Kaiapoi South and Kaiapoi East Mixed-Use Business Areas
- 13 Identify Kaiapoi West Activities

Area Wide Mixed-Use Business Projects
(Not shown on map)

- 14 Establish a Master Plan Implementation Delivery Mechanism
- 15 Begin planning and design for the public spaces identified in the master plans
- 16 Progress District Plans changes for the Mixed-Use Business Areas

Area Wide (Not shown on map)

- 17 Develop an activation strategy and programme, including the Mixed-Use Business Areas
- 18 Support adaptive re-use of existing underutilised buildings for co-working and subsidised market / workspaces for small and start-up enterprises
- 19 Continue to reconfigure car parking and implement parking management
- 20 Continue to update directional signage leading into and within the town centre, including signage for car parking areas
- 21 Develop a landscaping plan for the wider Kaiapoi area, including gateway treatment to ‘announce’ Kaiapoi and the town centre and incorporate the consistent planting of trees, shrubs and flowers
- 22 Continue to work with the private sector to support new commercial and residential developments, including the repair or replacement of damaged buildings
- 23 Design and implement town centre amenity features and decorations
- 24 Undertake a street lighting review and upgrade
- 25 Explore opportunities for additional public amenities along the riverbank
- 26 Improve pedestrian activity



**“WE THINK KAIAPOI IS MOVING
IN THE RIGHT DIRECTION, IT’S
ONWARDS AND UPWARDS!”**

Sheryl & Charlotte Johnson
Paris For The Weekend



**“I’D LIKE TO SEE ART AND
HERITAGE FIND ITS PLACE ALONG
THE RIVER AGAIN, AND THE
RESTORATION OF THE OBELISKS.”**

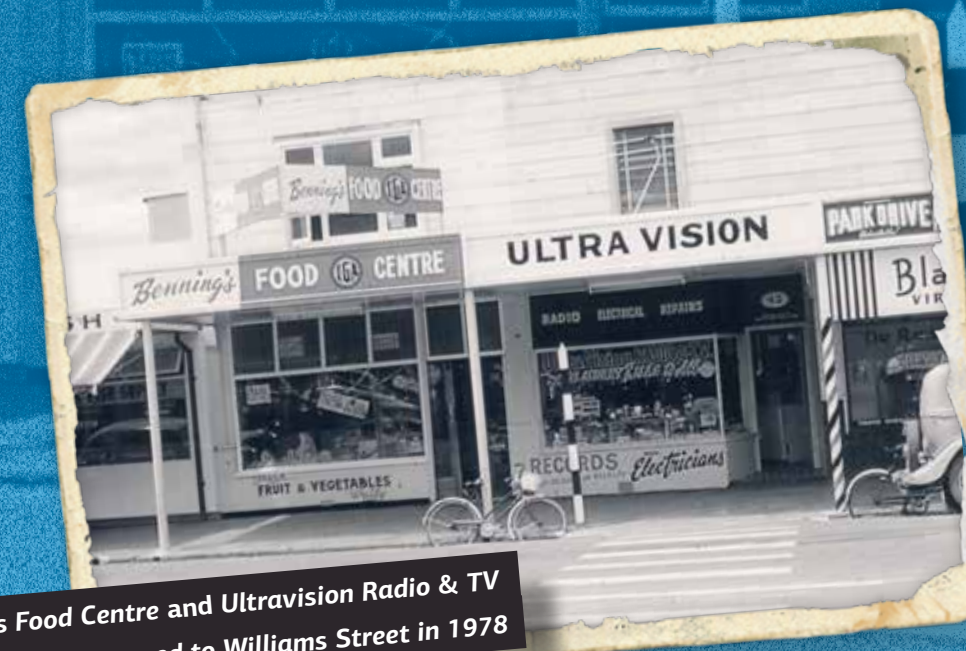
Jackie Watson
Kaiapoi Tuahiwi Community
Board Chair



**“WE NEED MAKE SURE WE
CONTINUE TO SUPPORT THE
ONGOING RECOVERY AND
GROWTH OF THE KAIAPOI
COMMUNITY.”**

Shane Scott
New World Kaiapoi

IMPLEMENTING *the plan*



Benning's Food Centre and Ultravision Radio & TV
High Street - renamed to Williams Street in 1978

Kaiapoi town - the through the years

THE TOWN CENTRE PLAN, THROUGH PROJECTS 1 TO 26, LOOKS TO PUT IN PLACE A CO-ORDINATED AND COMPREHENSIVE FRAMEWORK FOR THE TOWN CENTRE OVER THE MEDIUM TERM.

Earthquake Recovery

The Kaiapoi Town Centre Plan is identified in the Residential Red Zone Recovery Plan 2016 as a vehicle to progress the planning of the Mixed-Use Business Regeneration Areas. A key component of the Plan is the master plans for these areas. This Plan is also cognisant of the other Kaiapoi regeneration areas, seeking to support the realisation of the Recovery Plan’s aspirations for these areas. The Mixed-Use Business Area master plans have been developed to ensure the private residents in the Residential Red Zone are able to remain.

Realisation of the Plan

The Kaiapoi Town Centre Plan is effectively a ‘master plan’ and a collection of projects. It is not a detailed plan. It has been developed on the basis of various technical assessments and feedback from stakeholders. It is designed to be flexible, but at the same time indicates the direction in which the community and Council wish to see the town centre develop over the coming years.

It is recognised that some of the actions proposed can be undertaken relatively easily by the Council; other changes that can be made by the Council will require varying amounts of additional funding. The full cost of implementing the Kaiapoi Town Centre Plan is not yet known.

A whole range of initiatives across transport, town planning, urban design and more will be needed to achieve the vision and projects set out in the Kaiapoi Town Centre Plan.

Some actions can, or should only, be considered after others are progressed and some initiatives need to be closely interrelated to be successful. This schedule makes some assumptions for future developments and opportunities outside the Council’s immediate role. Hence, this schedule provides an initial indication of timing that is subject to review and change.

Implementation

The delivery of the Mixed-Use Business Area project will be challenging and multifaceted involving District Plan changes (the area is currently zoned for residential purposes) and various projects as identified in this Plan. Implementation may benefit from being driven by a specific entity with a clear mandate and appropriate accountability to oversee the ongoing regeneration of the Mixed-Use Business Areas in accordance with the outline development plans and this Town Centre Plan (including the master plans). This entity may sit within the Council or external to it (such as a Council controlled organisation or Trust).

High Level Implementation Schedule

PROJECT – TOWN CENTRE AREA					
Key Action	Scope / Description	Timing			Responsibility / Resources
		Short (1-3 yrs)	Medium (4-10 years)	Long (10+ years)	
1. Development and enhancement of the riverbanks	Continue to progress the Council’s existing riverbanks enhancement programme.	✓			Council and partner agencies
2. Work with the developers of the (former) Bridge Tavern	Continue to work with the developers of the (former) Bridge Tavern to help facilitate good outcomes for the town centre.	✓			Council / private sector
3. Progress the development of 137 Williams Street	Progress the development of this Council-owned site in accordance with the rivertown theme. <ul style="list-style-type: none">Confirm private sector partner, undertake planning and design.Undertake construction.	✓	✓		Council / private sector
4. Work with the owners of the former BNZ building	Work with the owners of the former BNZ building at the corner of Williams and Charles Streets to facilitate the restoration or redevelopment of the building and site.	✓			Council / private sector
5. Support the ‘Western Precinct’	Continue to work with landowners of the underutilised land between Hilton Street, Black Street, Raven Quay and the rear of properties on the western side of Williams Street (this project was identified in the 2011 Plan) to be more intensively redeveloped.	✓	✓	✓	Council / private sector
6. Painting the Williams Street Bridge	Progress the planned painting of the bridge.	✓			Council
7. Canal boats / house boats on the Kaiapoi River	Work with partner organisations / private sector to deliver and manage canal boats / house boats on the Kaiapoi River. <ul style="list-style-type: none">Identify planning, infrastructure and Agency requirements.Respond to requests from the private sector.	✓	✓		Council / ECAN / LINZ / private sector
8. New public transport interchange in Kaiapoi	In conjunction with wider regional transport planning, investigate the development of a public transport interchange, preferably in West Kaiapoi. Consider how the Mixed-Use Business Areas and other land could support emerging transport technologies and future modes of public transport.	✓	✓		Council / ECAN / Central Government

PROJECT - MIXED-USE BUSINESS AREAS					
Key Action	Scope / Description	Timing			Responsibility / Resources
		Short (1-3 yrs)	Medium (4-10 years)	Long (10+ years)	
9. Development of the motor caravan site	Continue to work with the motor caravan community to develop a site in Kaiapoi East for overnight motor caravan parking. <ul style="list-style-type: none"> Determine planning, design and property requirements. Undertake physical works. 	✓			Council / Motor Caravan Association
10. Improve pedestrian connectivity between Williams Street, Kaiapoi South and Kaiapoi East.	Explore opportunities to improve pedestrian connectivity between Kaiapoi South, Kaiapoi East and Williams Street to provide greater accessibility and visibility from Kaiapoi's main street.	✓	✓		Council
11. Investigate 'pay-to-play' recreational facility opportunities	Work with commercial recreation providers to explore the development of commercial 'pay-to-play' facilities such as for indoor soccer, netball and cricket, climbing, archery, etc in Kaiapoi East. <ul style="list-style-type: none"> Determine interested parties, site requirements, etc. Undertake planning and design. Undertake physical works. 	✓	✓	✓	Council / Sporting Organisations / Private Sector
12. Better connect Kaiapoi South and Kaiapoi East	Explore opportunities to provide improved pedestrian and cycle connections between the Kaiapoi South and East Mixed-Use Business Areas. This could be provide an on-river crossing or a new pedestrian / cycle bridge. <ul style="list-style-type: none"> Identify river crossing options and cost estimates, including the impacts on vessels navigating the river. If proposal is viable, undertake planning, design and physical works. 		✓	✓	Council
13. Identify Kaiapoi West Activities	Work with Council staff and stakeholders / private sector to determine short and long term uses for Kaiapoi West. <ul style="list-style-type: none"> Undertake planning, design and property requirements. Initiate physical works once appropriate activities and project partners are confirmed. 	✓	✓		Council / Stakeholders / Private Sector
14. Establish a Master Plan 'Delivery Mechanism'	Establish a delivery structure with a clear mandate and appropriate accountability to oversee the ongoing regeneration of the Mixed-Use Business Areas in accordance with the principles, master plans, and identified projects.	✓			Council

PROJECT - MIXED-USE BUSINESS AREAS CONTINUED					
Key Action	Scope / Description	Timing			Responsibility / Resources
		Short (1-3 yrs)	Medium (4-10 years)	Long (10+ years)	
15. Planning and design of public spaces.	Create the public spaces identified on the master plans. These will include inclusive family friendly environments and opportunities for public art. <ul style="list-style-type: none"> Begin planning and design, including costings. Create the spaces, depending on the progression of related private sector development. 	✓	✓		Council
16. Progress District Plan changes	Review the District Plan and where necessary, prepare District Plan Change(s) to enable the types of development envisaged by the master plans. These are to be progressed under the Resource Management Act or Greater Christchurch Regeneration Act as appropriate.	✓	✓		Council

PROJECT - GENERAL					
Key Action	Scope / Description	Timing			Responsibility / Resources
		Short (1-3 yrs)	Medium (4-10 years)	Long (10+ years)	
17. Develop an activation strategy and programme	The strategy will identify activities and events such as art installations, recreation areas, markets and shows that will occur in Kaiapoi, including the Mixed-Use Business Areas, throughout the year. This could also include temporary buildings and other structures. It will be developed with support from key stakeholders.	✓			Council / Stakeholders
18. Adaptive re-use of exiting underutilised buildings and sites	Work with building owners to adaptively re-use underutilised existing buildings for office co-working opportunities and explore opportunities to provide affordable market / work spaces for small and start-up enterprises in existing Council buildings / sites and in the Mixed-Use Business Areas.	✓	✓	✓	Council / Private Sector

PROJECT – GENERAL CONTINUED					
Key Action	Scope / Description	Timing			Responsibility / Resources
		Short (1-3 yrs)	Medium (4-10 years)	Long (10+ years)	
19. Reconfigure car parking and implement parking management	Continue to monitor car parking usage and reconfigure where required, including implementing parking management changes. <ul style="list-style-type: none"> Consider parking restrictions to make parking closer to key destinations available for visitors rather than all day parking. Consider the provision and location of new parking facilities. Review District Plan parking requirements to ensure they promote the objectives of the Town Centre Plan. 	✓	✓	✓	Council
20. Upgrade directional signage	Continue to upgrade directional signage leading into and within the town centre, including signage for car parking areas.	✓			Council
21. Develop a landscaping plan	Identify consistent and targeted landscaping in Council spaces such as on streets and parks and improved gateway treatment (landscaping and signage) to 'announce' Kaiapoi and the Kaiapoi Town Centre. Beautify the Town Centre through the consistent planting of trees, shrubs and flowers.	✓			Council
22. Support new commercial and residential developments	Continue to work with the private sector (through ENC and the Council's Business Centres Unit) to support new residential and commercial developments, including the repair / replacement of damaged buildings.	✓	✓		Council / Private Sector
23. Design and implement Town Centre amenity features and decorations	Explore amenity improvement options which could include feature lighting on significant structures, landscaped areas and other decorations.	✓			Council
24. Street lighting review and upgrade	Continue to progress the upgrade of street lights, including north of Williams Street Bridge, in conjunction with appropriate developments and matching with the south of the bridge upgrades.	✓			Council
25. Additional Riverside Public Amenities	Explore opportunities for additional public amenities along the riverbank, and support further on-river activities. <ul style="list-style-type: none"> Encourage the use of the Kaiapoi River for activities such as kayaking and punting. Support the development of more public amenities on the riverbank, such as seating and shelters. 	✓	✓		Council / Private Sector
26. Improve pedestrian connectivity	Continue to work with building owners and occupiers bordering the lane connecting Hilton and Williams Street to improve this pedestrian environment. Also explore other opportunities as they arise.	✓	✓	✓	Council / Private Sector



THE PLAN
appendices

Kaiapoi Town Centre – through the years

Appendix 1 – Mixed-Use Business Areas Master Plans and Outline Development Plans

Responding to the challenges, opportunities and guiding principles, two master plans have been developed through an ‘Inquiry by Design’ process to identify how the areas could develop over time.

These master plans are a guide only of what could occur and where. They are intended to support decision making by the Council, the Crown, the community and developers.

It is anticipated that the outline development plans (ODPs) derived from these master plans will become part of the reviewed District Plan. These ODPs indicate such things as required access, building lines and infrastructure requirements.

Staging

It is anticipated that the Mixed-Use Business Areas will be developed in stages, starting with the western end of Kaiapoi South which is closest to the existing town centre and the motor caravan park proposal (see maps on the following pages).



A conceptual image showing a possible implementation of the master plan for Mixed-Use Business Area East. The cover of this document shows a similar visualisation for Mixed-Use Business Area South.

Mixed-Use Business Area South

This site benefits from a north facing aspect to the Kaiapoi River. The masterplan proposes a mix of activities fronting the river with retail and residential activities behind.

Other key features include a public open space and ‘greenway’, with a connection through to Williams Street. Development at the eastern end will need to respond to and support the adjacent Heritage and Mahinga Kai area. A future pedestrian linkage over the river to Kaiapoi East has also been identified as desirable.

Parts of the site, for example the shared space along the river, are proposed to be raised to respond to flood issues and provide better river visibility and connectivity.

Landscaping will be a key component of the Mixed-Use Business Areas; attractive public spaces will be created through the consistent planting of trees, shrubs and flowers.

During the public consultation, we received a lot of support for a dedicated public market space. There is provision made in both the Master Plan and the Outline Development Plan for a covered market space in the Mixed-Use Business Area South, this could be situated with supporting retail or hospitality development.

KEY

Mixed Use

Retail

Residential (Medium Density)

Community Facilities

Public Space

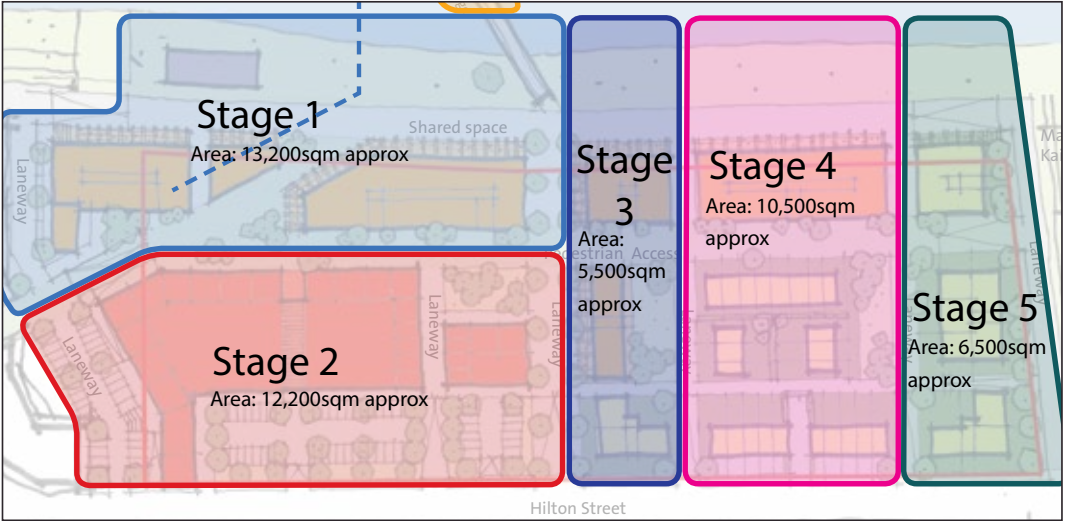
Private Courtyard

Pedestrian access (Including swale network)

Regeneration area boundary

Key views

Change in elevation



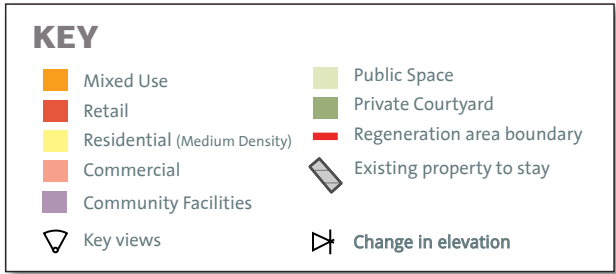
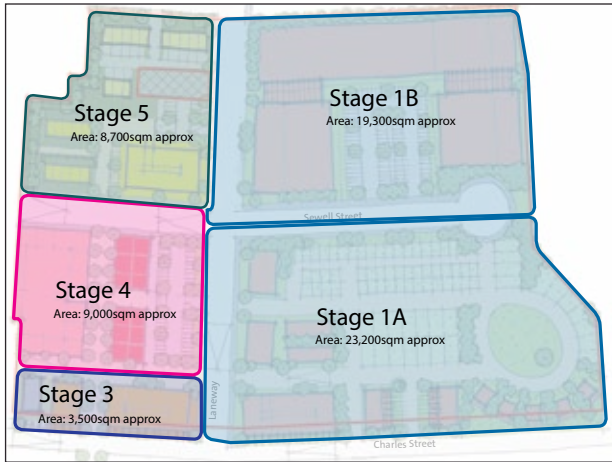
Mixed Use Business Area East

This is the largest of the three areas. The masterplan proposes higher intensity activities to the west and lower intensity activity to the east that benefit from or support the proposed sport and recreation areas in the adjacent Regeneration Area.

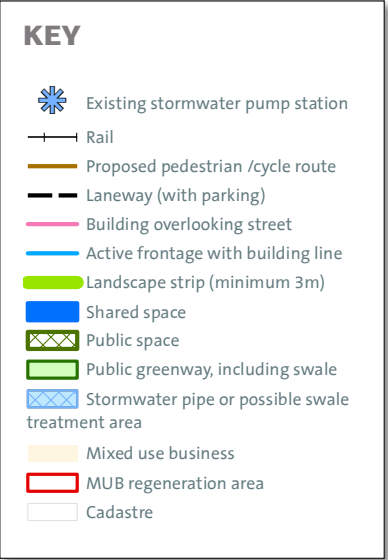
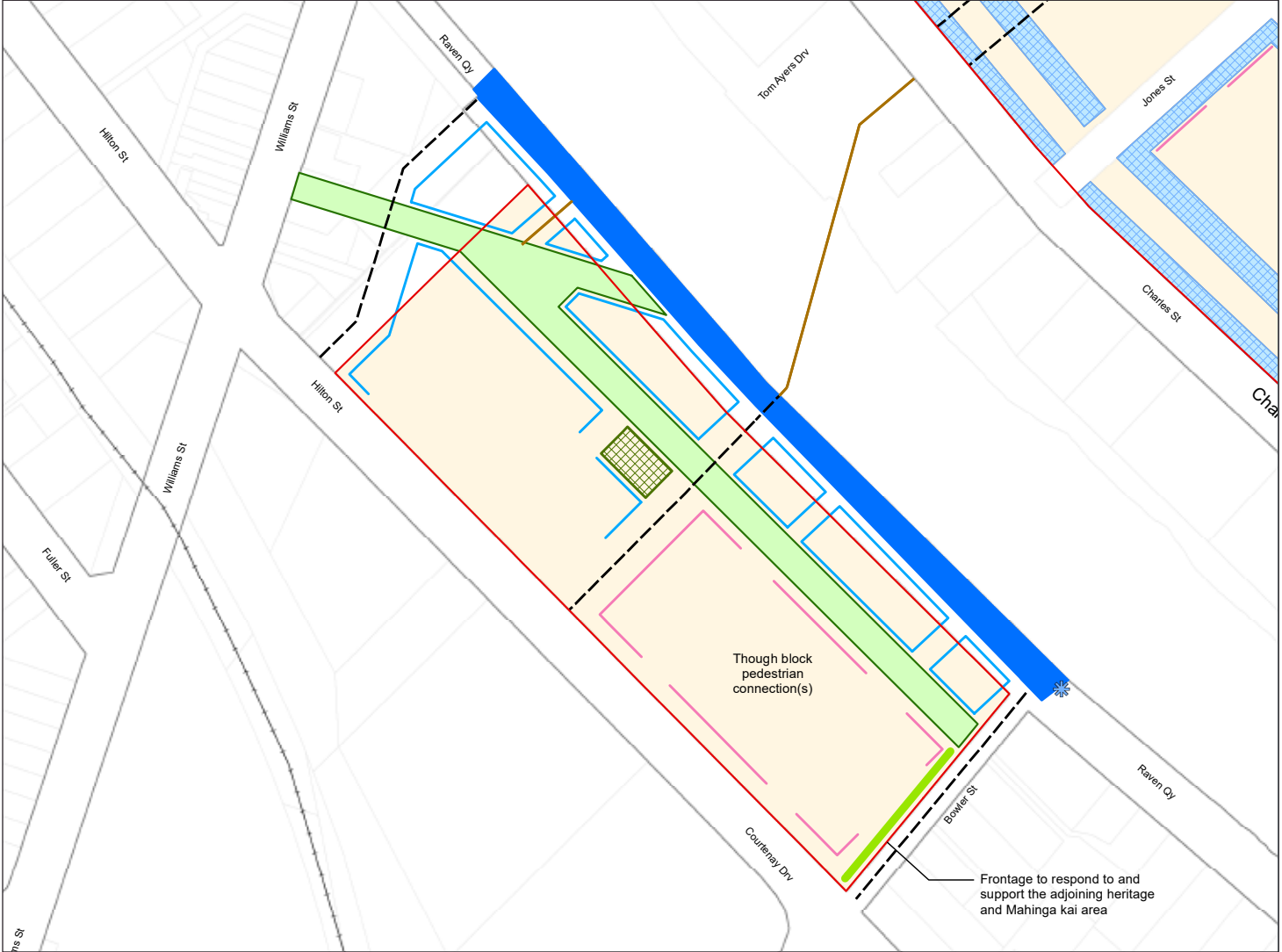
Key activities include a motor caravan park, residential, commercial and ‘pay-to-play’ commercial recreation.

Parts of the site, for example the western portion, are proposed to be raised to respond to flooding issues and provide better river visibility and connectivity.

Landscaping will be a key component of the Mixed-Use Business Areas; attractive public spaces will be created through the consistent planting of trees, shrubs and flowers.

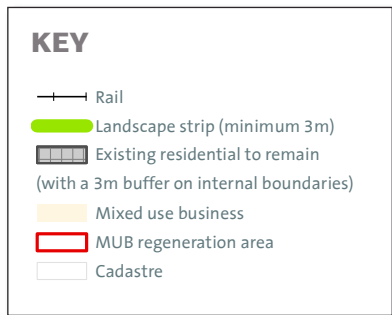


Mixed-Use Business Area South - Outline Development Plan





A map of a residential area with streets labeled: Rich St, Revere St, Charles St, Raven Ct, Black St, Hilton St, Fuller St, and Pinck St. A large yellow polygon is outlined in red, and a small grey hatched rectangle is located within it.



KAIAPOI NEW ZEALAND'S BEST RIVERTOWN
Live. Shop. Dine. Relax.