

*Lucas Associates*





# THE MERIVALE PLAN

October - November 1995

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## 1. BACKGROUND

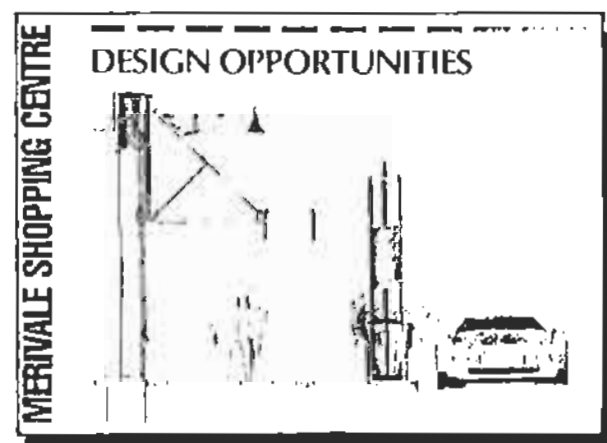
The Merivale Precinct Society (MPS) sought support from the Christchurch City Council to develop a plan for the Merivale Precinct through a community workshop process. The Society requested this be facilitated and documented by Lucas Associates. With Council agreement, the workshop was undertaken on Saturday 14 and Sunday 15 October, 1995. The agreed directions are to provide a basis for guiding change in Merivale, through statutory processes such as the City Plan as well as through voluntary methods. They are to guide those directly involved in activities in the Precinct as well as local government.

The area to be covered by the exercise was defined by the established coverage of the Merivale Precinct Society as an official residents' group

The workshop utilised as reference material :

- *Merivale Neighbourhood Study report on trends, issues and possible directions* prepared by the Council, the Society and Davie Lovell-Smith in 1987 (referred to as the Neighbourhood Study); and,
- *The proposed district plan for the City of Christchurch*, June 1995.

Following mention at the workshop, the *Merivale Shopping Centre. Commercial Improvement Plan. Design Opportunities* by the Council and Warren and Mahoney Architects (1991), were obtained. These guidelines have been followed in recent building and refurbishing projects in the commercial area.



### THE MERIVALE COMMUNITY

Demographic data (1991) indicated that half of Merivale households contained one family, with more than a third being one person households. Interestingly 55% of households were in multi-household buildings, that is, having two or more flats joined together. Whilst 58% of homes were occupier owned, some 37% were rented. Almost a third of residents were age 25 to 44. Some 22% are age 15 to 24, higher than the city-wide proportion, however, there are fewer children. The 16% of age 65 or older was somewhat greater than elsewhere. There were considerably fewer married residents than elsewhere in Christchurch, - only a third. Some 43% of the population lived as couples.

Thus although there may be a perception that Merivale is single-family-home territory, the figures suggest the community was much more diverse. More than 95% of the Merivale population was of European ancestry. More than half have tertiary qualifications. Regarding occupation, 42% are noted as administrators, managers or professionals, compared with 25% over the whole city. As is typical of Christchurch, about 20% are superannuitants. As compared with greater Christchurch, there are slightly more people resident in elderly persons homes as well as in hotels, motels and guest houses. (Source: Statistics New Zealand data compiled for CCC).

The Merivale Precinct Society has a current financial membership of some 400 members. The Society elects a Board at its AGM which actively pursues retention and enhancement of the neighbourhood, and protection of residents' interests. Specific objects of the Society include: "*stimulation of public interest in and care for the character beauty and history of the ... Precinct; preservation and harmonious development of the ... Precinct and the creation and improvement of features of general public amenity beauty or historical interest therein ... ; promotion of higher standards of architecture, building environmental design and town and ... planning within the ... Precinct*" and, "*To take a wider interest in the city and its development.*"

The Merivale Precinct Society Board asked to meet with Di Lucas of Lucas Associates, and to attend a meeting where they expressed their concerns to members of the Fendalton-Waimairi Community Board.

[illegible]

MPS board members talked with local schools, churches and commercial interests regarding their potential involvement in the workshop process.  
The Rastrick Residents Group was also involved.

**Participants included at least 31 on day 1 and 30 on day 2 (refer lists, sheet 31).**

**THE MERIVALE PLAN**

with 10 pages of 3.5 x 5.5 inch &  
5 x 7 inch photo prints

100 color photos, 100 pages

100 color photos, 100 pages

100 color photos, 100 pages

3

### 3. SUMMARY

Participants recognised Merivale as a well-established and well-treed residential precinct, with an important village centre, bisected by Papanui Road.

Key Points of *The Merivale Plan* are:

#### *VEGETATED CHARACTER*

1. Whilst having substantial green areas and being well-treed, most of this was private or institutional.
2. The streetscapes are valued for their established, vegetated character.
3. Vegetation that envelopes structures, rather than structures themselves, dominate the Merivale townscape. Provision needs to be allowed for such a framework to continue.

#### *STREET WORKS*

1. Re-organise and develop Papanui Road as a pleasant multi-use corridor with longer term planning for a dedicated lane for modern, efficient passenger transport.
2. Streetworks requested that recognise Merivale Village as a special node on Papanui Road.
3. Substantial traffic calming measures and street planting requested on other streets.

#### *OPEN SPACE*

1. Merivale has a serious deficiency of public open space.
2. To recognise the loss of private open space and the erosion of vegetated character through increased built density, a concerted effort to acquire and develop public open space is sought.
3. Opportunities sought as public open space additions included Blind Institute, connections, waterways, and retention of the visibility of private green space.
4. Waterway restoration and enhancement sought.

#### *HERITAGE*

1. The proposed recognition of heritage features and special amenity areas (SAm 11 and SAm 29) was supported. Extension of these mechanisms to other features and areas was sought.
2. Areas for expansion of SAm designation are shown, and their inclusion is sought in the City Plan. However, to allow for a more thorough exploration of the heritage resource, a review of criteria was considered necessary.
3. A non-statutory heritage management mechanism developed by the community was proposed, following a survey, and community discussion.

#### *COMMERCIAL*

1. Confine and compact the commercial village centre of Merivale.
2. Application of the Merivale Village Design Guidelines should be limited to the immediate village centre, and not encouraged beyond into the "community footprint", whether for residential or other activity.
3. That the "footprint" extend up the west side of Papanui Road to Heaton Street, and no further. That the built character of this commercial "footprint" be sensitive to residential context.
4. Confine the visitor accommodation alongside Papanui Road and extension into side streets prevented.

### *BUILT FORM*

The valued character of Merivale is perceived to be seriously threatened through inappropriate residential re-development. Variations to the proposed City Plan are sought with regard to density increase and re-development, for example:

1. Setting a maximum number of households per hectare.
2. Alterations to the maximum building height in L1 and L2 (Living 1 and Living 2 zones).  
Rather than an overall maximum height of 8m, have an overall maximum of 10.5m but with a maximum of 6m to the eave, maximum of 4.5 m roof of up to 45 °of pitch to recognise the Merivale character and potential for new developments to relate to this.
3. More adequate setbacks to retain character e.g. 5m for 1 storey, 8m for several.
4. Height limited by maximum of two storeys in L1 and L2, including garaging.
5. Recession planes allowing for intrusions for stairways of a maximum dimension of 3m and a minimum of 3m apart.
6. Projections into side yards for windows have a maximum of 3m width and 3m apart.
7. Yard requirements to allow joined houses and units.

An alternative development model is proposed. The boundary to boundary, or “atrium model”, is proposed to allow increased density along with high amenity (see sheet 30).

### *STREET FRONTAGES*

To retain the vegetated character that is essential to Merivale, controls and guidelines on boundary treatment are sought:

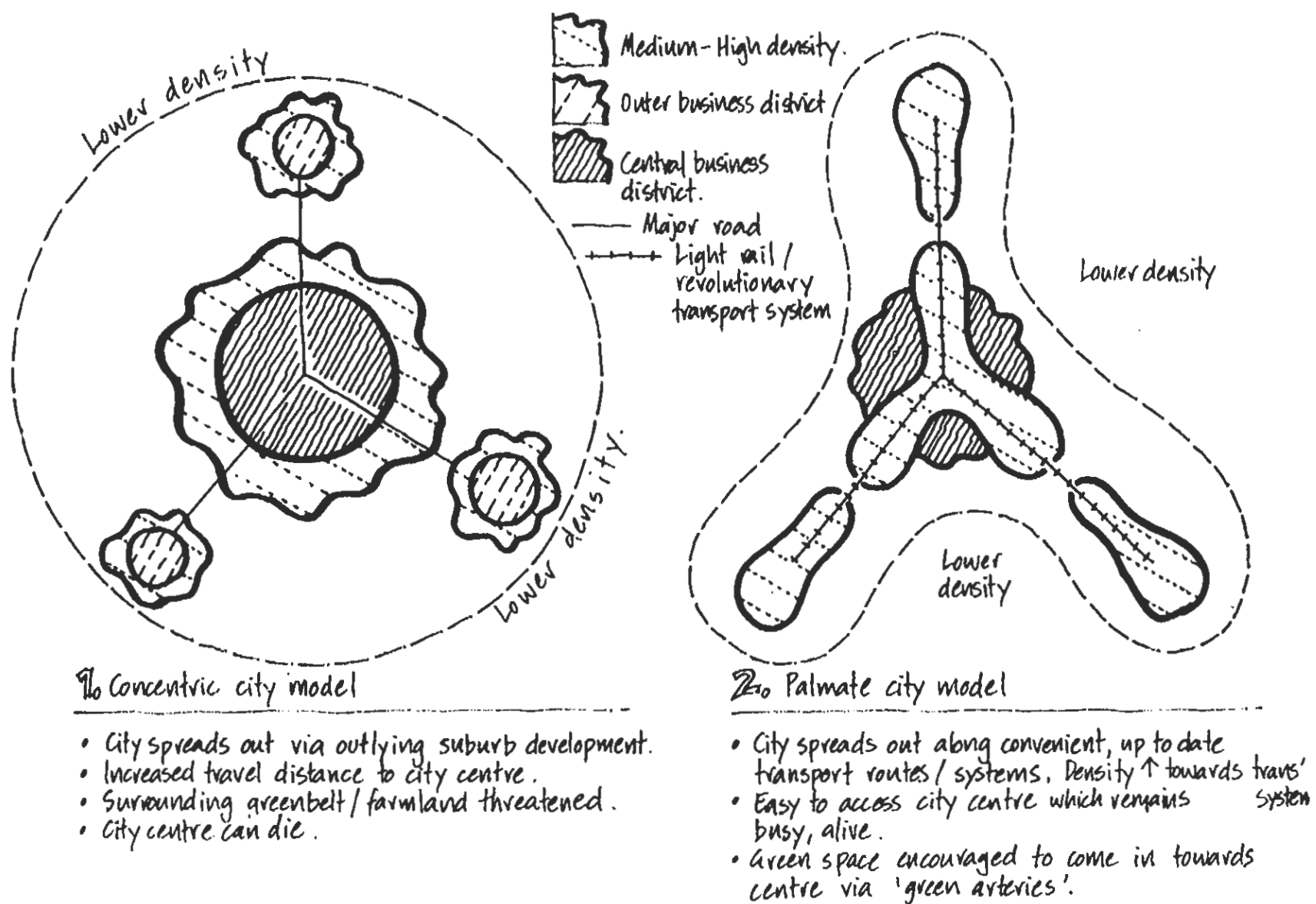
1. That at least 70% of the full width of street setback areas have no hard surfacing, be in living soil and have trees and/or shrubs established for a depth of at least 2m.
2. For 50% of the width of a frontage, there be no solid walls within 2m of front boundaries.
3. Live fences - shrubs, trees, hedges - be encouraged along boundaries.
4. Fences along any street frontage boundary be at least 25% permeable throughout their length.
5. That dull, darker and textured surfaces be encouraged in any frontage fencing.



## CITY FORM

Concern was expressed at the overall city form which is being encouraged by city planning. The "concentric model" that forms the basis of the city plan was considered to have some conflict with community aspirations for differing built densities. High heritage and amenity values from vegetated character suffer from the infilling of buildings and vehicle space proliferation together substantially reduce the vegetated character potential.

The "palmate model" which allowed for fingers of greater density supporting an efficient passenger transport system was considered to have potential application for Christchurch. Alternative built form offering increased density along with high amenity (e.g. the atrium model) may enable a more acceptable future.



## 4. ESSENTIAL MERIVALE

Beginning by defining the local character, participants later worked through the local issues and opportunities to develop a plan for their area.

The character of the Merivale precinct was defined by participants overall as contributed by:

- age
- a well-established area, that has been coherent.
- residential in nature
- desirable for living
- close to the city

### *HOUSING:*

- older houses. 1900's architecture.
- cottages, villas and bungalows.
- bigger houses, 1920s onwards, give the area a reassuring, residential quality.



### *PUBLIC SPACE:*

- smaller streets
- quiet streets. Slow streets. Intimate narrow scale.
- good walking
- good to walk to Hagley Park.
- few parks



### *VEGETATION:*

- garden image
- treed - particularly on private property
- tree maturity

### *COMMERCIAL:*

- mall a focal point.
- convenient.
- small enough to have intimate scale.
- friendly.
- current size enjoyed.



### *COMMUNITY:*

- churches contribute - ringing bells, halls are community group centres.
- schools contribute, reinforce residential character
- close to city's main activities
- little crime
- an articulate community with a powerful voice.
- an effective Merivale Precinct Society



## 5. CIRCULATION

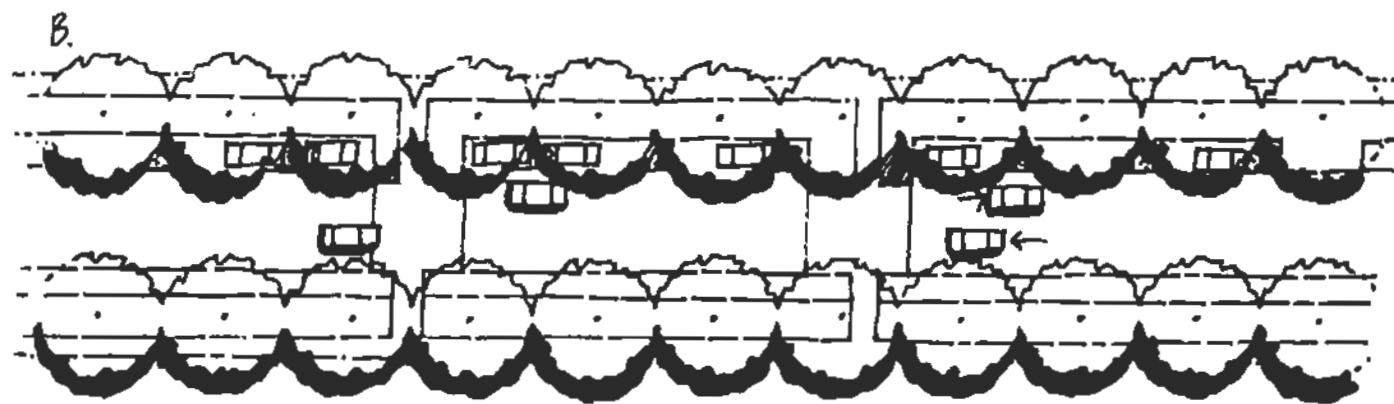
Workshop groups explored issues and opportunities for pedestrian, cycle and vehicle circulation.

### *GENERAL CIRCULATION ISSUES:*

1. Papanui Road imposes a barrier within the neighbourhood.
2. Cycle, pedestrian and vehicle traffic all conflict
3. Lack of corner dairies.
4. Lack of a general store.
5. Parking over driveways, close to corners, over yellow lines, etc.

### *GENERAL OPPORTUNITIES:*

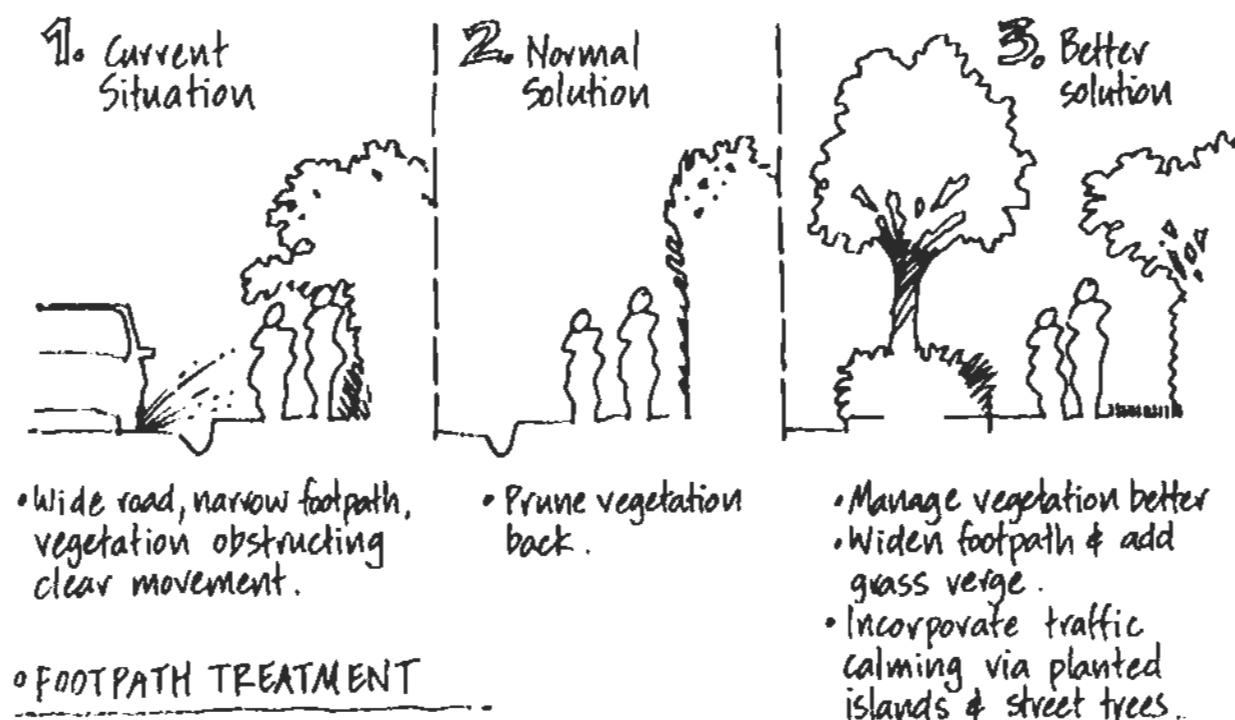
1. Keep commercial centre compact.
2. Focus the commercial centre on the west of Papanui Road in particular.
3. Co-operation between retailers and residents.
4. Change to a welcoming attitude to public transport.
5. Three physically separated circulation systems, for vehicle, cycle and pedestrian circulation.
6. Development of a major modern and efficient public transport system. Endorsement of the CCC/CRC aim for the future major public transport upgrade/investment over the entire city.
7. Minimise extent of impermeable surfaces.
8. Enhance wider street spaces through substantial avenue tree planting, wider grass berms and reduced dominance of the carriageway, e.g. Winchester Street.



- B. Wider streets eg. Winchester St. can have strong avenue planting. Narrower carriageway, grass berms, textured parallel parking surfacing on one side, cycle lane on other side, raised paved crossing points will all help to 'calm' traffic. Pedestrian paths remain adjacent to property frontages

### PEDESTRIAN ISSUES:

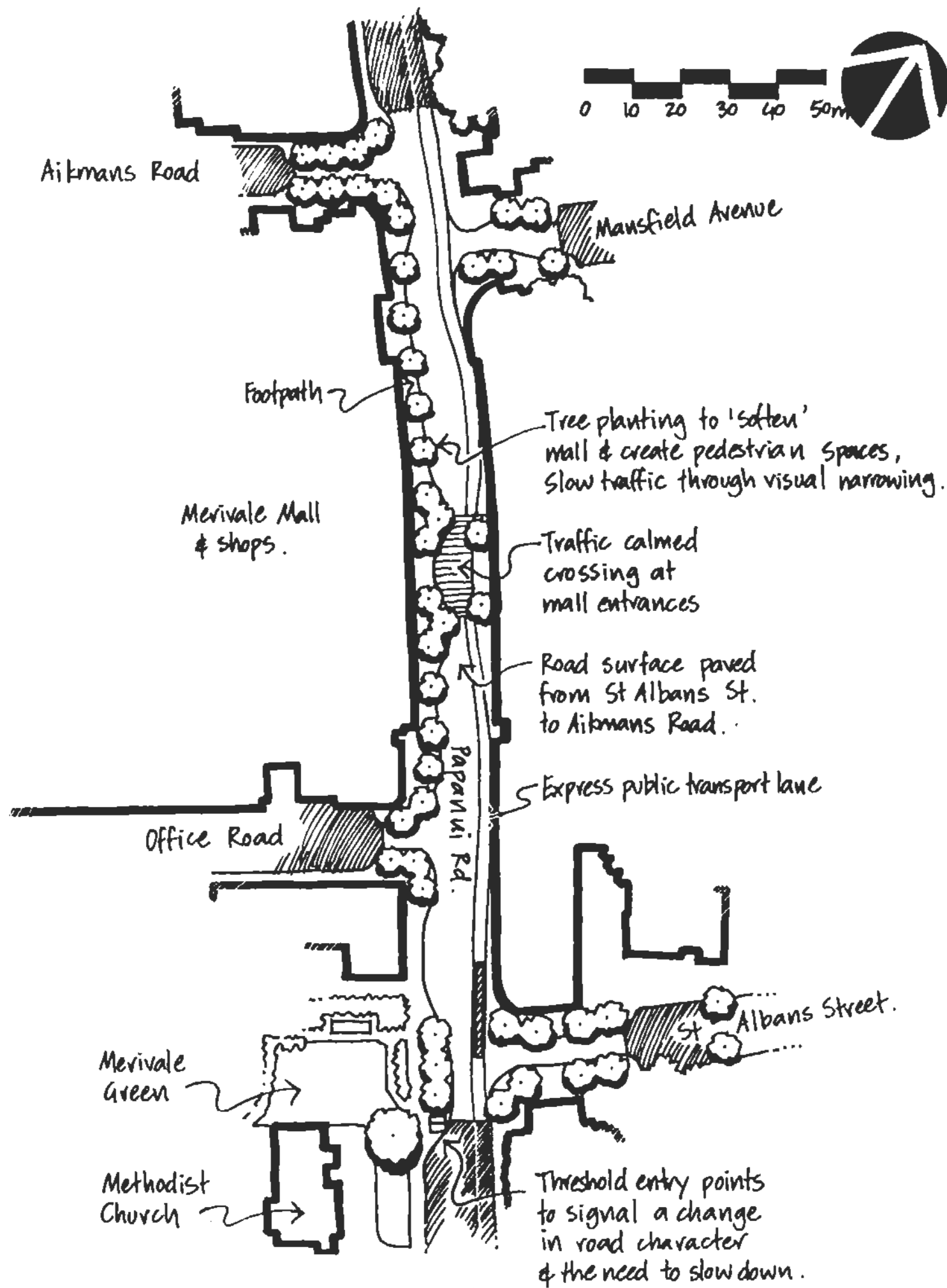
1. Wide vehicle-oriented streets and vehicle speeds.
2. Pedestrian-vehicle conflict, e.g. on Papanui Road.
3. Difficult crossing Papanui Road - the east-west link.
4. Local walking not encouraged with the lack of corner dairies.
5. Inadequate respect from other road users - lack of pedestrian priority. Easy pedestrian routes unclear.
6. Danger when vehicles reverse across footpath.
7. Available width reduced by overgrown footpaths, overhanging vegetation. Prevents walking side-by-side.



8. Green berms for public planting sometimes limit footpath use.
9. Footpath surfacing regarding appropriateness for pedestrian, wheelchairs and prams.
10. Associated facilities inappropriate/inadequate - seats, bins, covered bus stops.
11. Vehicles in conflict with school-children on foot.
12. Lack of dog discipline.
13. Gutter maintenance.

### PEDESTRIAN OPPORTUNITIES:

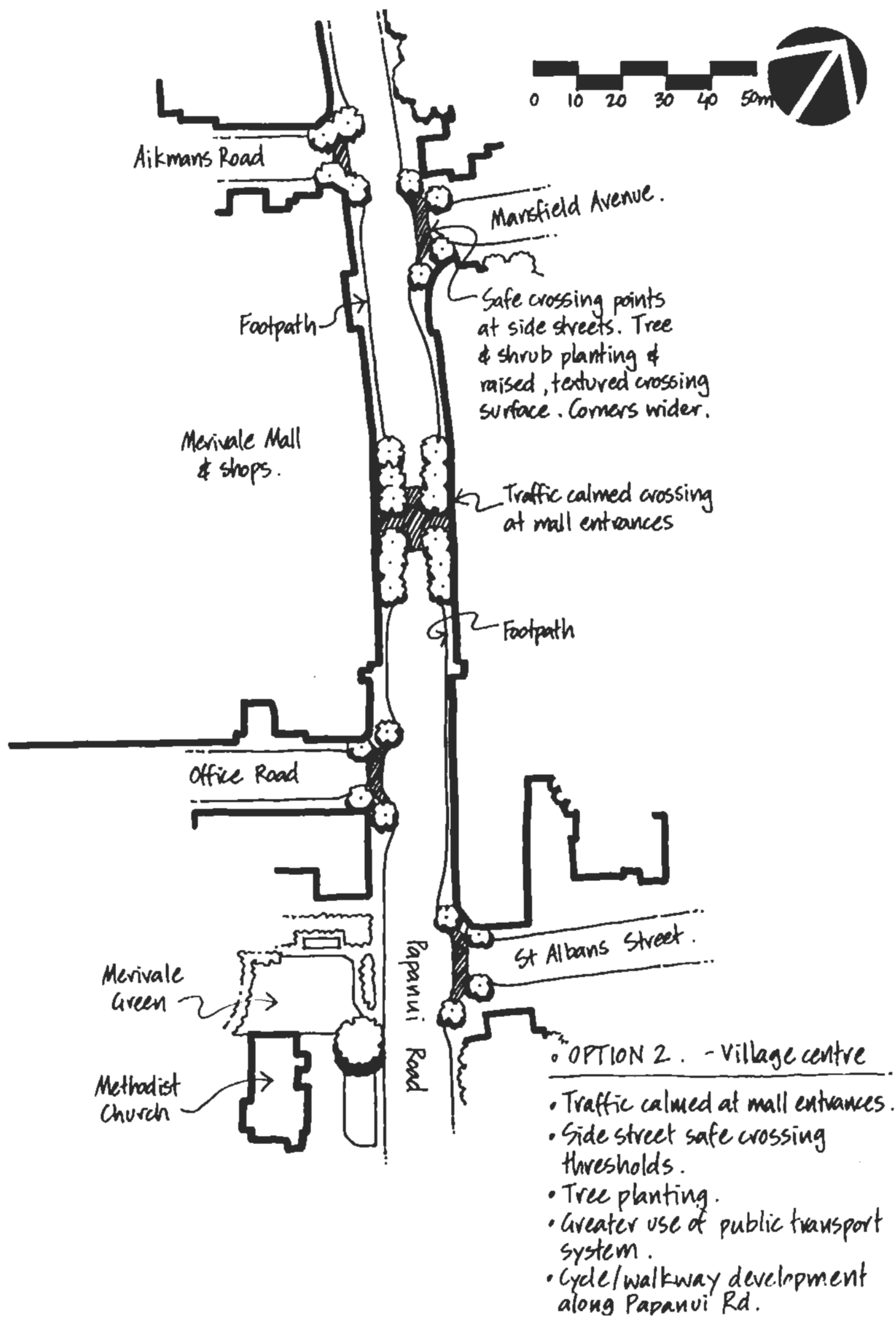
1. Enhance pedestrian priority and remove/manage conflicts.
2. Separate cycle and pedestrian facilities.
3. Traffic calming.
4. Footpath on just one side of some streets may be appropriate.
5. In lieu of grass berm, widen footpath for pedestrian use.
6. More pedestrian crossing opportunities, e.g. safe islands.
7. Improved pedestrian link across Papanui Road in Merivale Village (see sketches).
8. Vegetation management and follow-up, to clear pedestrian routes (see sketches).
9. Pedestrian linkages through open spaces, waterways (see maps, sheets 12,13).
10. Walkway link involving Mansfield Gardens and stream, St. Albans Creek
11. More adequate and appropriate facilities - seats/bins/covered bus stops.
12. Shuttle service around Merivale to provide collective transport for resident shoppers, etc. perhaps provided by Mall/retailers) also a social benefit.
13. Retain mobile library as an asset and attraction.



- Convenient, express public transport.
- Large scale traffic calming.
- Cycle / walkway development along Papanui Road.

## OPTION 1. - VILLAGE CENTRE





## OPTION 2. - VILLAGE CENTRE

### *CYCLE ISSUES:*

1. Cycles were considered separately from other vehicles.
2. Merivale involves a complex network of cycle traffic.
3. Cycle conflict with vehicle traffic especially with school children before 9am, and after 3pm. Cars backing out of properties, etc.
4. Cycle conflict with pedestrians on footpaths.
5. Fumes and safety .
6. Competition for roadway space.
7. Cycle stands inadequately provided/located.
8. Cycles not lit after dark.
9. Inadequate cycle encouragement.
10. Inadequate cycle safety encouragement.
11. Too many cars. Car density relates to travel distances e.g. work to home, as reduced distance reduces car use.
12. Intense cycle activity between Circuit street and Elmwood Park on north footpath.

### *CYCLE OPPORTUNITIES:*

1. Make cycling more attractive.
2. Schools area major captive audience for cycle encouragement, and for modelling extensive cycleway development.
3. Separate both cycles and pedestrians from cars.
4. With discipline, cycles and pedestrian circulation on shared/adjoining surfaces.
5. Define cycle routes.
6. Where appropriate, allow for two-way cyclists on one pavement, pedestrians on the opposite.
7. Car number reduction and car pollution reduction.
8. Increased cycle parking at key destinations.
9. Community education and image change (e.g. via walking groups)
10. Schools should discourage footpath cycling and encourage safe cycling.
11. Cycleway development from Heaton Intermediate and St. Andrews College to Elmwood Road, east-west along the waterway/drain.
12. Cycleway establishment, St. Albans St. and Merivale Lane.

### *VEHICLE ISSUES:*

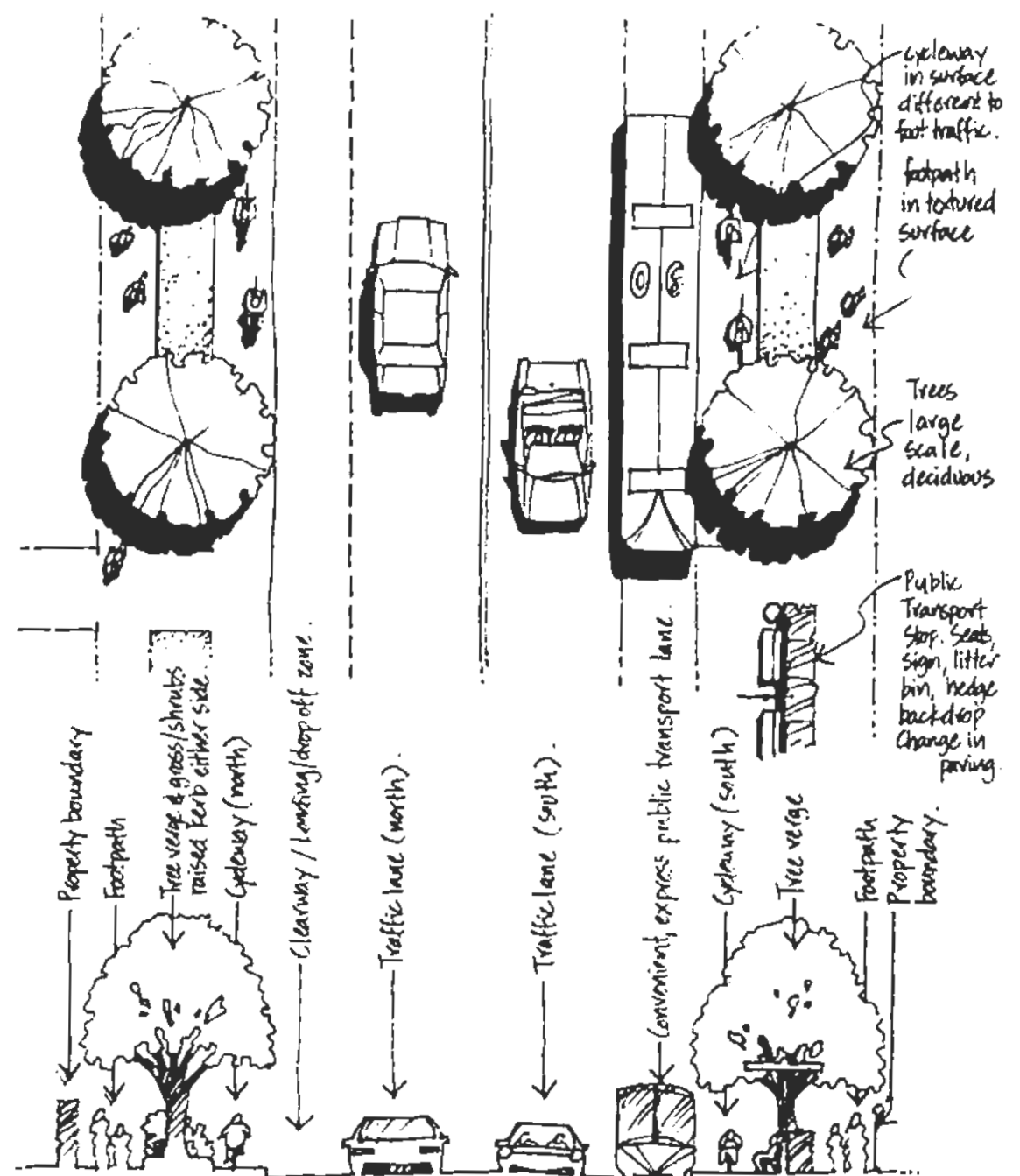
1. High traffic density. Surfaces for cars occupy a high percentage of the Merivale area.
2. Increased car use.
3. Excessive vehicle speed.
4. Families having four or five cars.
5. Residential parking on streets.
6. Vehicle-cycle-pedestrian conflict.
7. Public transport superb to city centre, but difficult for other destinations.
8. Potential conflict between improving public transport and calming traffic.
9. Road-centre located passenger transport uninviting for alighting.
10. Papanui Road traffic divides the Merivale Mall and shops, inhibiting pedestrian movement.
11. School student parking on streets.
12. School pick-up traffic congestion.
13. Parking at school pick-up points - built up to the corners, inconvenient.
14. Drive-in food outlets encourage anti-social behaviour.

### VEHICLE OPPORTUNITIES:

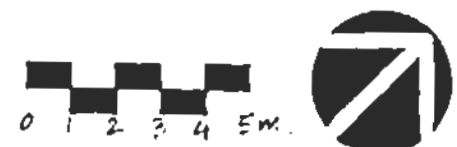
1. Proximity of Merivale to city, therefore easy to cycle or walk to work.
2. Discourage through traffic.
3. Reduce the pressure on Papanui Road.
4. With proposed Mall crossing development, heavy traffic encouraged to avoid the Village.
5. Slow streets and narrow streets. Easy to further calm with islands, planting, etc.
6. Good present public transport to inner city. Change attitude to increase usage and convenience.
7. Improved public transport information e.g. electronic bus stops.
8. Install efficient, convenient, passenger transport in a dedicated lane along Papanui Road, supported by increased population accommodated along route and linkages to radial transport services, and cycleways.
9. Design to allow for long term development of a carriage passenger transport system, e.g. light rail or more flexible options.
10. Provide priority for alternatives to private vehicles, particularly for cycles, pedestrians and passenger vehicles.
11. Provide co-operation between retailers in village centre and residents e.g. retailers provide shoppers shuttle bus.
12. Penalise residential parking on streets.
13. Encourage schools in responsible transportation programmes.

### ACTIVITY LAYOUT CONCEPT

To manage the Papanui Road traffic in to the future, a re-shaping of activity layout and density was sought. A suite of changes were seen as necessary concurrently. Along Papanui Road, providing for an efficient, modern public transport system, such as light rail or a more flexible "carriage system" without rails, overhead reticulation, noise or any other pollution. Allowing and encouraging greater density of activities associated with this transport system, is proposed to support it. That is, greater density of housing and commercial associated with transit stations - particularly within 400m of a station.



Papanui Road  
Circulation System

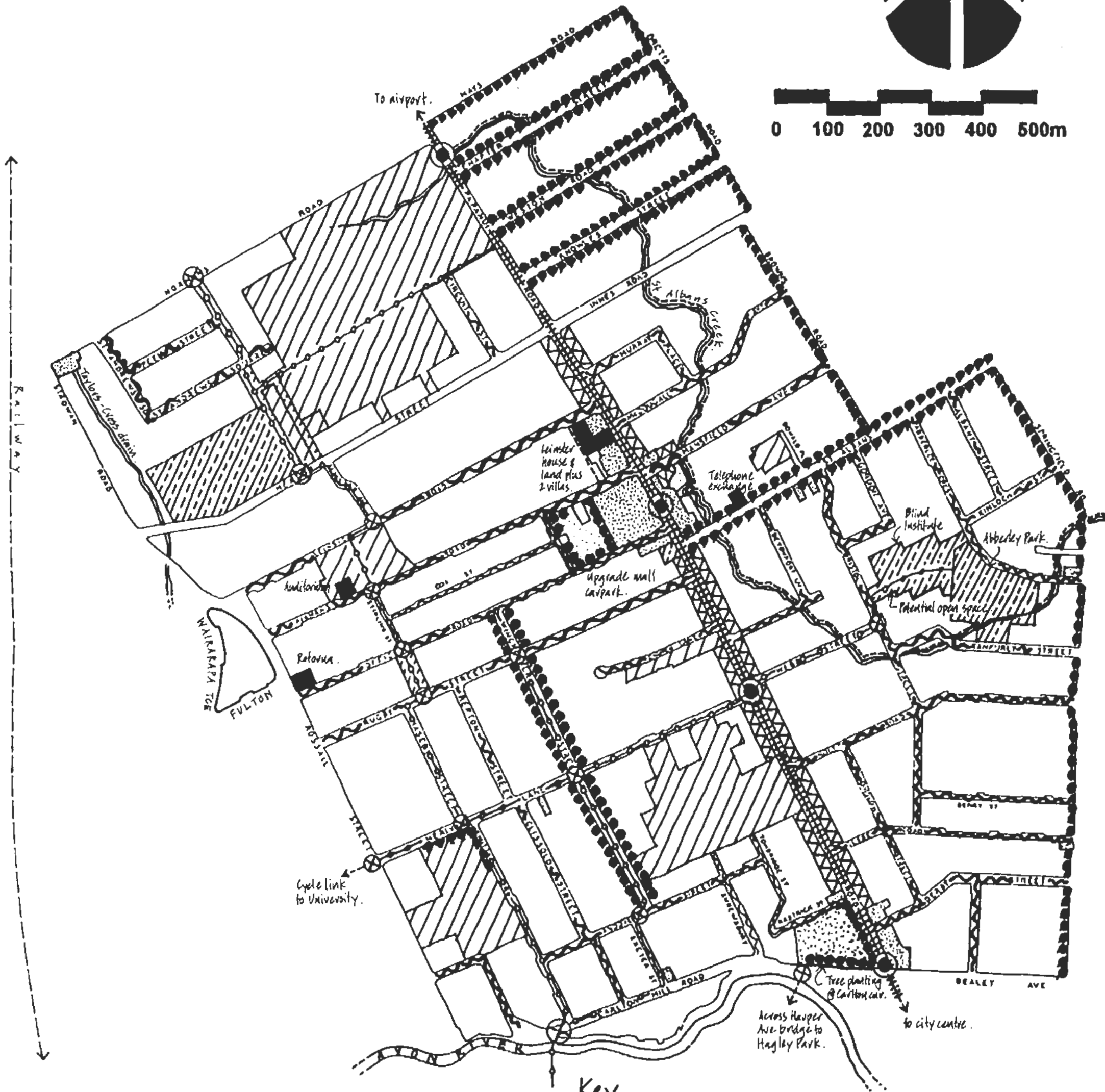








0 100 200 300 400 500m



## MERIVALE PRECINCT

### Proposed Circulation & Open Space

#### Key

- Express public transport.
- Light rail 'stations'.
- Cycleway / Walkway.
- Cycle / pedestrian crossing.
- Calmed / narrow street.
- Stream. (position indicative only).
- Walkway.
- Avenue tree planting.
- Public open space.
- Private open space.
- Limit of commercial growth.\*
- Opportunities for community centre, open space.

\* 'Commercial' includes business activity, visitor accommodation & community footprint.

## 6. OPEN SPACE

### *CONTRIBUTIONS:*

1. Only two main public open spaces in the whole precinct - Elmwood and Abberley Parks.
2. Merivale Village Green a positive recent addition, as is the extension into the pond.
3. Council responsibility to address the provision of public open space.
4. Abberley Park - valued for recreation, dogs, scented garden, and, the hall.
5. Elmwood Park - valued for sports, stream, children's play, dogs, landscape and view from street.
6. School grounds and other private land are limited contributors.
7. Many streets contribute green open space, added to by private gardens.
8. Wider streets with grassed verges (e.g. Rugby Street) contribute pleasant public space.
9. Considerable railway land.

### *ISSUES:*

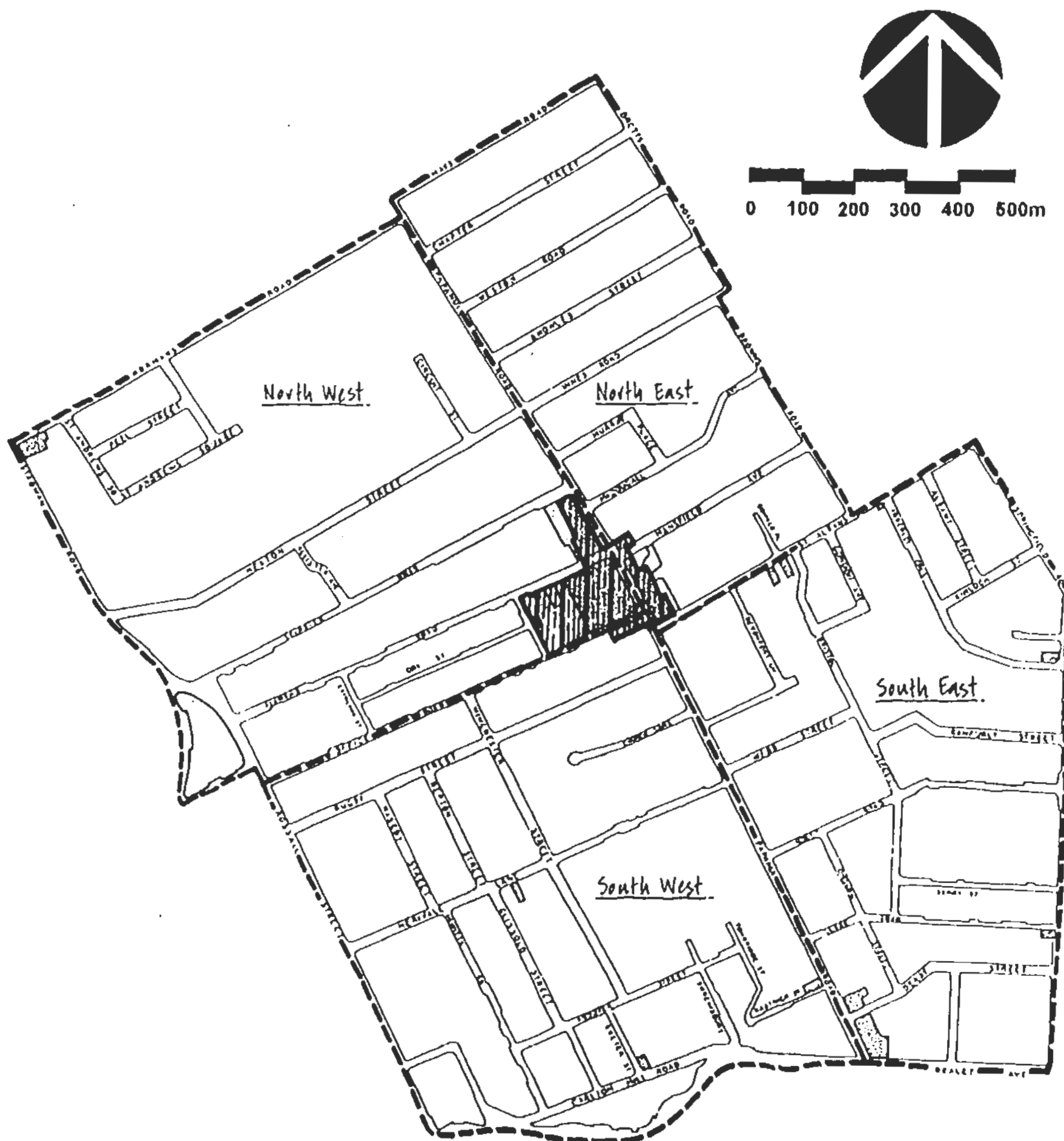
1. Inadequate spread of public open space.
2. Private open space diminishing with infill.
3. Inadequate open space relative to the infill housing occurring.
4. A casual perception of extensive open space, through school grounds, etc. Most is private and unavailable.
5. Large development not wanted, but smaller spaces, character houses, and, outdoor green space.
6. Blind Institute green space under threat.
7. Opposition to purchase of "Rotorua" (cnr. Rossall St. & Office Rd.) as potential public place.
8. Lack of reserve contributions from cross-leases.

### *OPPORTUNITIES:*

1. A rule requiring reserve contribution in all developments, spent in the community where collected.
2. Provide communal open space in multi-unit developments.
3. Acquire and develop pocket parks in commercial and residential areas.
4. Acland House (Girls High hostel).
5. Area behind McDonalds - for outside eating. Leinster House (potential Merivale community centre) and two old villas. Provide an opportunity for a good pedestrian area and accessway avoiding Papanui Road.
6. Lease old St. Albans telephone exchange building for community.
7. Schools encouraged to allow grounds to be publicly visible as green open space.
8. Potential for school ground utilisation out of hours.
9. Development of a balance between cycleway and pedestrian.
10. More street trees and grass verges will contribute to the park-like character.
11. Public access through large school grounds, walkway along Dudley Creek/Strowan Stream. Utilisation of this space.
12. Augment Abberley Park with Blind Institute land.
13. Extensive waterway complex, only parts are utilised. Retrieve public streamside strips from perceived privatisation/alienation. Support proposed stream setbacks.
14. Enhance stream corridor character and ecology. Restore streamside vegetation.
15. Potential for cycleway/walkway link along waterways.
16. Wide rail reserve has cycle/walkway potential.



To avoid over-generalising, for each topic, groups of participants each considered a particular area of the Merivale Precinct. Generally a group considered a particular "quarter" of Merivale. The map below indicates the north-west, north-east, south-west and south-east quarters considered.



## MERIVALE PRECINCT

Workshop 'Quarters'

Key

--- Workshop Group boundaries



Merivale Mall 'centre'

## 7. BUILT CHARACTER

Participants identified what epitomises the built character of various parts of Merivale. The diversity within Merivale is demonstrated, between and within areas, both in approach taken and in the content of comment:

### *NORTH-WEST:*

The residential built character was considered as:

1. Great diversity of ages - not merely the "villa".
2. Weatherboard, gables, two-storey buildings.
3. "Grand" family homes.
4. Large (private) trees.
5. New development and infill of many new styles.



The commercial built character was considered as:

1. Mix of old and new.
2. New lack consistent style.
3. St. Georges Hospital has very mixed styles.



### *NORTH-EAST:*

The built character was considered as:

1. Very residential character - intact.
2. Northern houses predominantly 1910 - 1930, the southern houses being post-1930.
3. Cohesive residential character
4. Integrity of Mansfield Avenue being lost with intrusion of Nurse Maude. Protection of numbers 35 to 67 is necessary.
5. Murray Place integrity threatened with character house removal. Prevention is sought.
6. Large trees, well-vegetated sections.
7. Houses well set back.
8. Large wide streets require planting, would accommodate large avenue scale planting.
9. St. Albans Creek an asset. Restoration desirable.
10. Larger, older properties back on to stream.
11. Innes Road, the first "eco-road" with trees extending out into the street space, woven with interesting footpaths, etc.
12. Mansfield Gardens - Jacobean.
13. Nurse Maude.
14. Papanui Road shops with very strong frontage.
15. Lower key cottagey shops.



### *SOUTH-EAST:*

The built character was considered as:

1. Contrast between busy peripheral road areas, around a residential oasis.
2. Larger and smaller villas.
3. Rental investment.
4. Townhouse development.
5. Sausage flats.
6. Rehua Marae
7. An impression of smaller houses.
8. Trees and gardens a major contributor to image.
9. Historic subdivision pattern remains evident. Many old villas remain intact.
10. Less 1980s and 1990s development than to west.
11. Highest proportion of pre-1910 houses in whole of Merivale precinct.

### *SOUTH-WEST:*

The built character was assessed street by street and considered as:

- Rugby Street:
  - 1920s-1930s villas on south side.
  - Quality town houses, on north side.
  - Conventional slow street treatment.
  - [more tree planting is desirable]
- Winchester Street
  - Fast traffic.
  - No cohesion. A visual mess.
  - 1990s two-and-a-half storey boxes.
- Repton Street
  - Fairly intact 1910 - 1920s character.
  - [a potential SAm (special amenity area)]
- Naseby Street
  - Substantial residences.
  - High visual quality.
  - Lots of trees.
  - Cohesive scale.
  - [a potential SAm]
- Church Lane
  - Genteel.
  - Desirable residential.
  - A SAm.
- Merivale Lane
  - A well-loved street.
  - Papanui Road entrance a disaster.
  - Public walkway to Church Lane.





- Clissold Street
  - Early town houses.
  - Mainly smaller villas.
  - Trees.
  - Attractive street.
- Hewitts Road
  - School west side.
  - Cottages east side.
  - Front gardens given over to cars.
- Rhodes Street
  - A cul-de-sac.
  - New development could improve views to Rangi Ruru open space.
- Andover Street
  - A good mix of old and new housing.
- Cheltenham Street
  - Tired old and new housing
- Shrewsbury to Rastrick St
  - Good street works.
  - Old brick villas and new development in scale gives cohesion.
- Carlton Mill-Bealey Avenue
  - Genteel decay.
  - CBD/residential fringe.
  - Fast roading has destroyed the quality.
  - High rise acceptable.
  - Carlton Mill Lodge & Carlton Hotel car parks need trees.
  - Requires more trees.



## 8. HERITAGE, SPECIAL AMENITY, VEGETATION

Specific recognition is sought for:

### *NORTH-WEST*

1. A style of living.
2. A slightly run-down character.
3. Containment.
4. Tranquillity.
5. Retention of section pattern and density in good quality L1 areas.
6. Preservation of scale, proportion, and texture even in re-developed L2 areas.



### *NORTH-EAST*

1. Fitzroy, McDougall Avenue. Context jeopardised.
2. Chippenham, Browns Road.
3. Mansfield Gardens, Mansfield Avenue. Retain original appearance and character, a heritage feature. Trees contribute to the street.
4. McLachlan, Residential home and trees, a heritage feature.
5. Murray Place, a villa in good condition, contributes to the streetscape.
6. Trees north side of Innes Road, Liquidamber.
7. Trees corner of Murray Place and McDougall Avenue.

### *SOUTH-EAST*

1. Hey Jude, 18 Papanui Road
2. W.Holliday & Sons, 20 Papanui Road.
3. Three cottages, corner of Berry Street and Springfield Road.
4. Both sides, corner Springfield Road and Bealey Ave.
5. Early 20<sup>th</sup> century houses, south side Webb Street.
6. Bristol Street.
7. Stanton, 24 Ranfurly Street.
8. Plinkney (Heathcote Helmore), 12 Holly Road.
9. Judges House, 43 Bristol Street.
10. Brick house adjacent Blind Institute, Bristol Street.
11. Barry Holliday new house, 19 Derby Street, and frontage, 15 Derby Street.
12. SAM for Abberley Crescent, Kinley's Lane, to preserve cottage scale and format.

## ***SOUTH-WEST***

1. Major groups of buildings in Rangi Ruru and St.Margarets Schools.
2. Naseby-Repton-Andover-Rastrick-Clissold Streets.

*Recognise these values through:*

1. Listing as heritage features for protection through City Plan  
e.g. Rotorua (Rossall St.-Office Rd.).
2. Listing as SAmS in City Plan.  
e.g. Naseby-Repton-Andover-Rastrick-Clissold Streets.
3. SAm designations recognise the coherence of the north-east areas, the design and appearance of the south-east, and, the setback as well as design and appearance of north-east and north-west areas.
4. CCC incentives, not penalties.
5. Discretionary powers.
6. Notification.
7. Manage/protect the context of heritage feature as well as the feature itself.
8. Acland House together with land and trees.
9. Assist in finding new uses for old buildings.
10. Encourage redevelopment of interiors only.
11. Guidelines, "bluff".
12. Neighbourhood watch for developers and show them the positive aspects of the area and context.
13. Listing buildings becoming a marketing asset.
14. Incentives for green screening.
15. CCC incentives to retain vegetation and to plant trees.
16. Incentives for keeping existing woody vegetation in new developments, particularly on frontage.
17. Penalties for unauthorised tree removal, freezing the use of the site.
18. Tree replacement policy.
19. Heritage garden style encouragement, e.g. in SAm areas.
20. Street tree establishment programme - e.g. Winchester Street major avenue.
21. Encouragement of tree establishment around school grounds.
22. Substantial planting at Carlton Corner.
23. Disincentives to clear vegetation off development sites.
24. Establish a biomass audit annually. Provide a rates incentive.
25. Regularly survey trees and shrubs (photo and overlay with sizes, names).
26. Cycle-pedestrianways to enjoy special areas.
27. Strategic purchase e.g.
  - Blind Institute land, add to Abberley Park.
  - Leinster House. 3 houses as public asset OR protect visual contribution to public.
  - Old Telephone Exchange building, as a community facility.

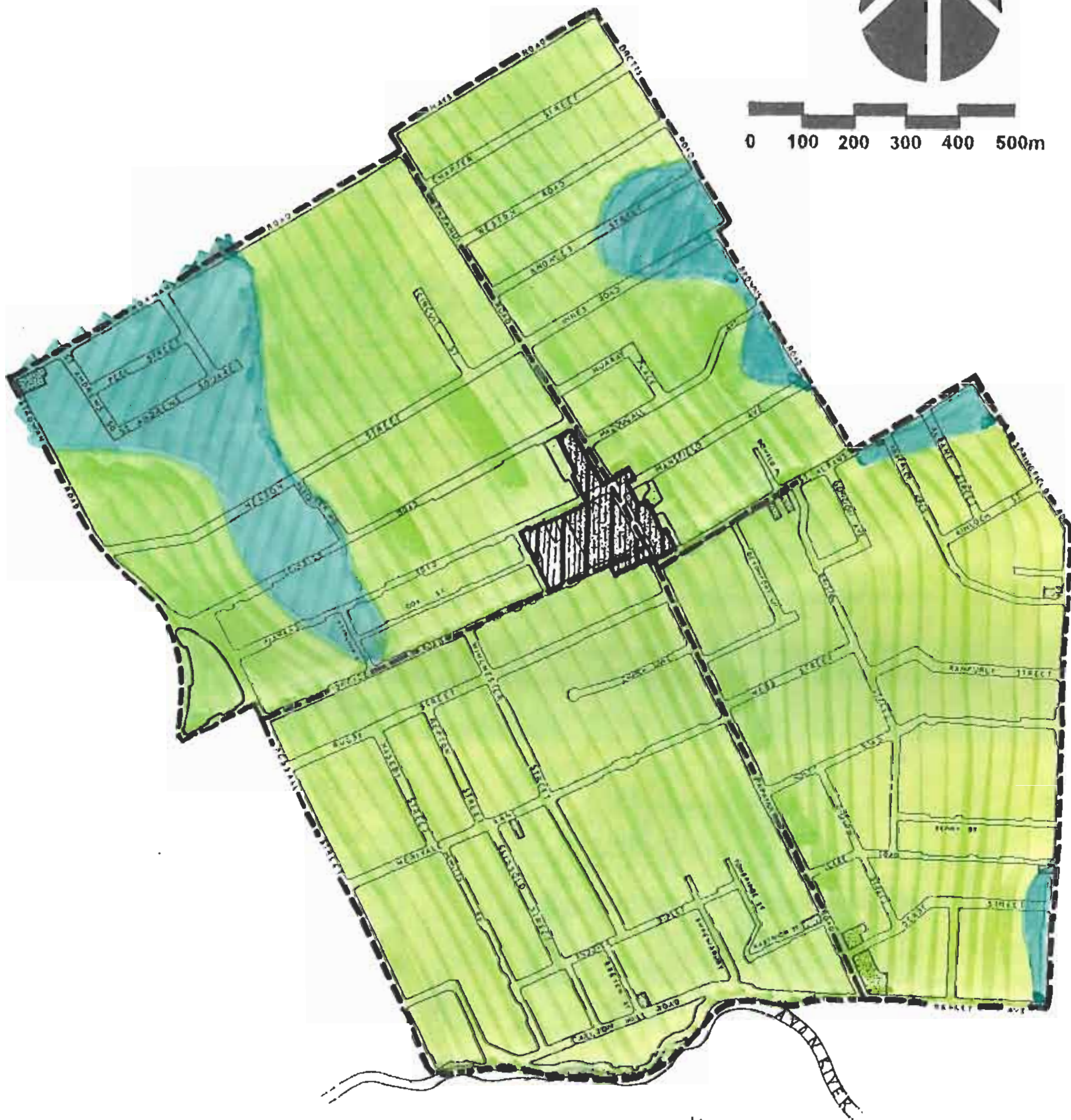




As proposed in new City Plan and  
sought during Merivale Charrette.

- SAms as per City Plan
- SAm extensions (Merivale Charrette).
- Controlled development allowed and change with increased density.






## MERIVALE PRECINCT

### Indigenous Ecosystems.



From 'Indigenous Ecosystems of Otago' Christchurch  
Lucas Associates 1995

#### Key

--- Workshop Group boundaries

 Merivale Hall "centre".

#### Indigenous Plains Ecosystems.

-  Totara, bellbird, matai, broadleaf, elder plains ecosystem.
-  Kahikatea, kereru, manatu, lush older plains ecosystem.



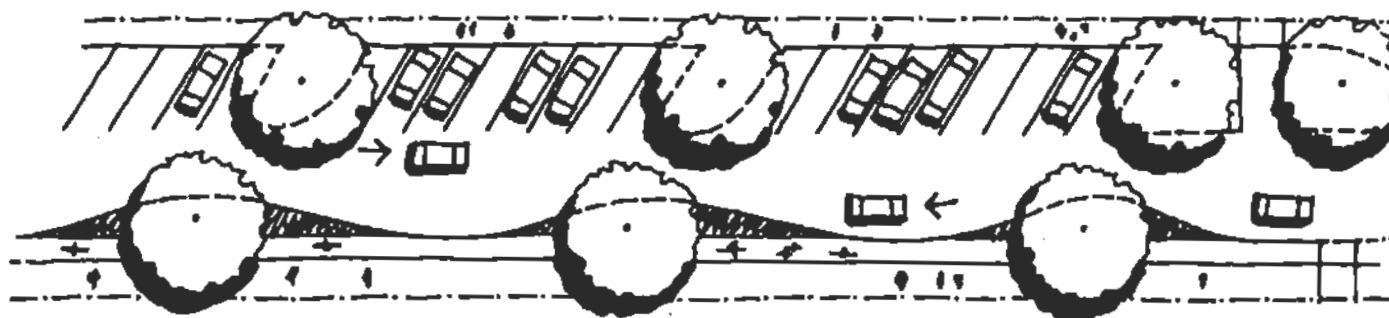
## 9. BUILT CHANGE

Participants assessed what and where built change is and is not desirable in Merivale:

### DESIRABLE CHANGE:

1. Ensure north-eastern Merivale remains entirely residential.
2. Begin beautifying Papanui Road, with plantings to slow traffic in Merivale village centre.
3. Pedestrian development between St Albans Street and Aikmans Road.
4. Traffic calming, with road alignment adjustment, parking bays, etc. is desirable on Mansfield Avenue.

A.



A. In the areas where parking 'spill over' is a problem along sidestreets ie. Mansfield Ave, angle parking in discreet intensive sections will alleviate the probs of street congestion. Planted islands & 'slow' points will also help to 'calm' traffic.

5. Along Mansfield Avenue, near Nurse Maude, some built change was considered appropriate. Off-street parking needs to be provided.
6. Except in the village centre, as first preference, encourage re-conversion of old houses from business uses back to residential use.
7. Where residential use is not viable, encourage heritage and character building retention through conversion of old residences to Lodge or Bed & Breakfast use. Such re-use is preferable to site re-development.
8. Redevelopment of existing "sausage flat" sites.
9. Plantings on street boundaries.
10. Buildings of scale appropriate to context.
11. Greater built detail and interest.
12. City Plan rules and guidelines to encourage appropriate built scale, form and style, particularly regarding architectural interest of new development (e.g. tilt slab facades).
13. For all built change, the gable roof character is sought, pitched appropriate to it's built context, e.g. villa roof pitch versus bungalow roof pitch.
14. Larger, grander residential-scale buildings sought, accommodating a number of users, rather than suites of individual, broken roofs.



Comprehensive developments that take up 2 or more sections have the ability to 'blend' into the 'grander' suburbs more-through the ability to be large & contained rather than long & narrow or broken up multi-units. By combining titles & developing comprehensively, better green space, tree framework & pedestrian linkages can be planned for, through flexibility offered with larger land parcels.

### UNDESIRABLE CHANGE:

Conversion to non-residential use in side streets.

Smooth, large scale "tilt slab" built exteriors.

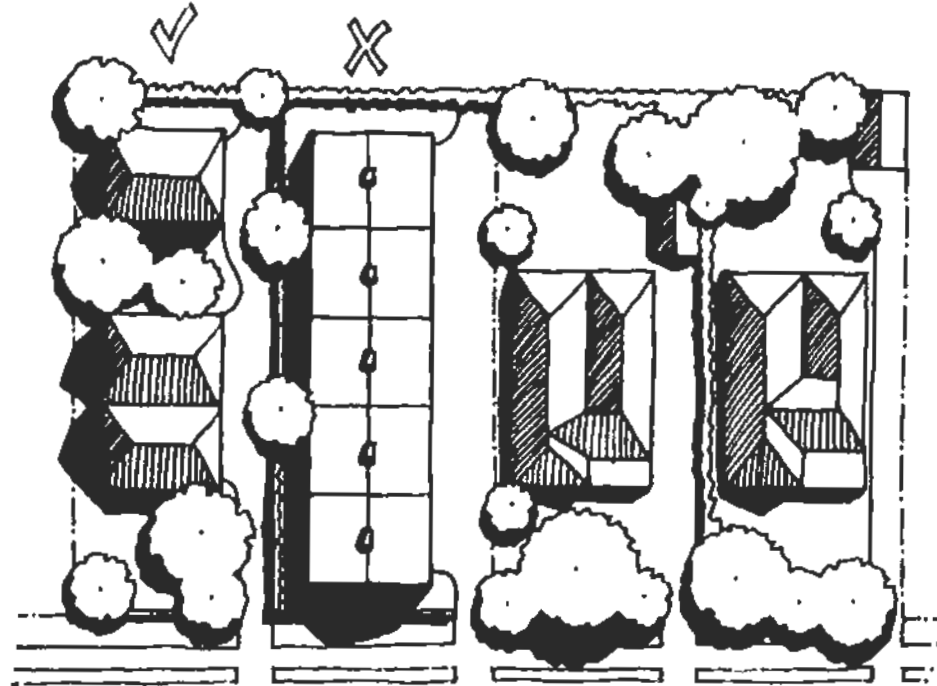
Tree loss.

Insensitive building colour, bulk and design.

Loss of privacy.

Lack of subtlety and detail.

Concrete block boundary fences which preclude views of gardens and disrupt the vegetated streetscape.



Better medium density development  
• 3 units instead of 5.  
• Existing tree frame work retained / replaced.  
• Good setback.  
• Built form (ie roof lines) more consistent with street.

'Sausage' flat conversion  
• Bulky form  
• Modified street setback pattern  
• Density (built & people) too high.  
• No integration into landscape  
• Built form not in harmony with existing architecture.  
• Open to street (no containment).

Existing properties.

### DESIRABLE CHANGE FOR:

#### MERIVALE VILLAGE CENTRE:

1. Papanui Road traffic is a major problem. Participants considered options:
  - Redevelopment of the retail area was considered, and the appropriateness of straddling the busy road.
  - A substantial slowing mechanism is sought, preferably narrowed, cobbled, trees, wide crossing, etc.
2. A village character is sought, with a cohesive and personable feel.
3. A small scale village with a consistent style, a cohesion of styles, or varied reflecting its history.
4. Existing design guidelines have instigated a substantial change in character for the retail centre. The classic Italianate style of the commercial development under these guidelines contrasts strongly with Merivale residential styles. The contrast is, however, rather traditional, in place, and, provides a legibility and logic in making a village statement on Papanui Road.
5. Enhancing the cohesiveness of the retail core is supported.
6. Confining the extent, the area covered, by retail activities is a priority. Spread into residential areas is to be discouraged.

7. The “villa” scale and style predominates outside the immediate centre, in the “community footprint”, which forms the transition to residential activity. This villa character is seen as appropriate, and to be encouraged but the extent of conversion to business use needs to be confined. The existing design guidelines are not considered appropriate for the community footprint transition zone.
8. Prevent business activities expanding up Papanui Road to the Papanui-Harewood complex.
9. Not necessarily rebuild, but in key areas expand non-retail, small-scale uses into existing houses, and require garden retention.
10. Prevent non-residential change in side streets.
11. Some buildings extend right to the street boundary. Where this is in context, retain the lack of setback..
12. Beyond the retail core, domestic scale or respect for residential context, is necessary in new development.
13. Styles need to be limited by maximum height requirements.
14. Trees are an essential component of each site. Improve existing developments.

#### **SCHOOL FACILITIES:**

1. Limits on expansion of school development required.
2. Existing architectural styles acceptable - courtyards, verandas, etc.
3. Tree retention and replacement essential.
4. Off-street parking provision for students undesirable as encourages car use. Results in increased pressure on street parking.
5. Discourage student parking on streets.
6. Encourage schools to provide transport - buses etc.
7. Support sensitive developments, e.g. Aspiring Language School, deliberately located on a bus route.



### VISITOR ACCOMMODATION FACILITIES:

1. Limit the spread of visitor accommodation along Papanui Road, to prevent northward spread beyond Heaton Street and Innes Road.
2. Establish design and appearance controls to establish appropriate built character.
3. To enable their retention, visitor accommodation uses integrated into old residences, particularly villas and large mansions, with hedges, trees and gardens retained, and Home Stay; Bed & Breakfast; Lodge, etc. accommodation introduced..
4. Strict control to prevent loss of residential character.
5. Controls on frontage vegetation retention/re-instatement.
6. Design controls on signage.
7. Parking controlled.
8. Confining visitor accommodation zoning (L5) is recognised as putting pressure on residential zones beyond. This is unavoidable.
9. Integrated planning desirable for visitor accommodation re-development along with public transport re-development and Papanui Road upgrade (see sketch, page 13).

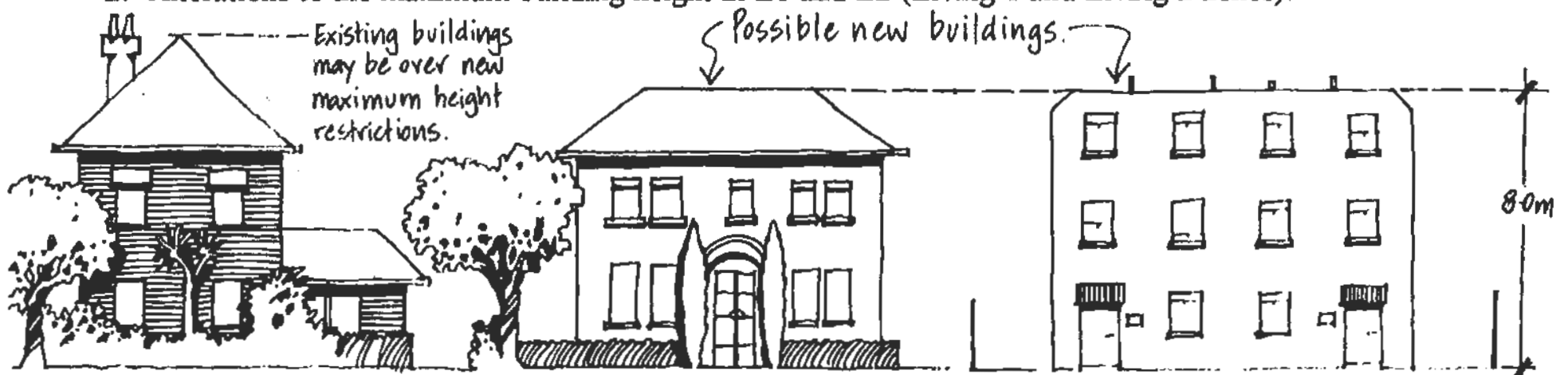
### RESIDENCE-BASED COMMERCIAL:

1. Small home-based business allowed/encouraged for lively neighbourhoods.
2. Expansion in scale of particular home businesses threatens community coherence, through traffic, signage, etc. Limit the scale and effects permissible.
3. Mix light commercial and residential activities in the south-west.
4. Dairies, etc. in residential areas require a residential character appropriate to the context.
5. Corporate signage, colours and advertising to be excluded or very minimal.

### RESIDENTIAL:

Interpreting the concerns and desires expressed at the workshop, along with the need to incorporate further households, residential development models have been defined as having:

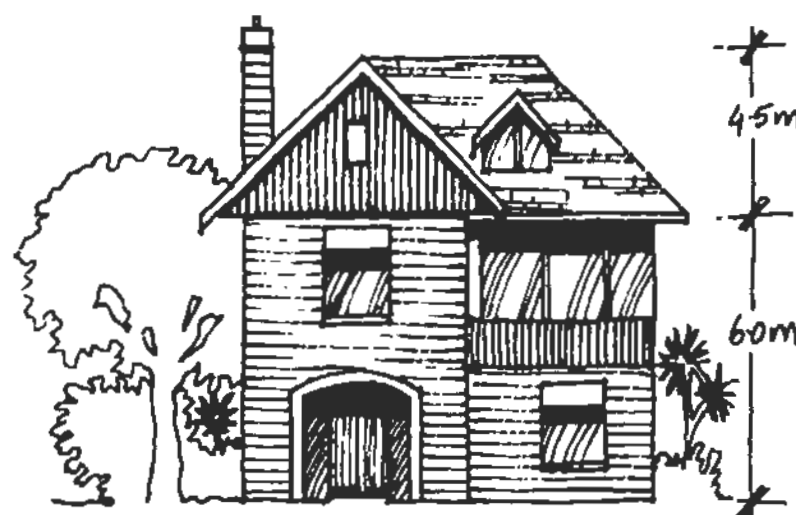
1. A maximum number of households defined per hectare, to retain amenity.
2. Alterations to the maximum building height in L1 and L2 (Living 1 and Living 2 zones).



The proposed City Plan lower height restrictions may not necessarily ensure current built character / rooflines are protected / enhanced.

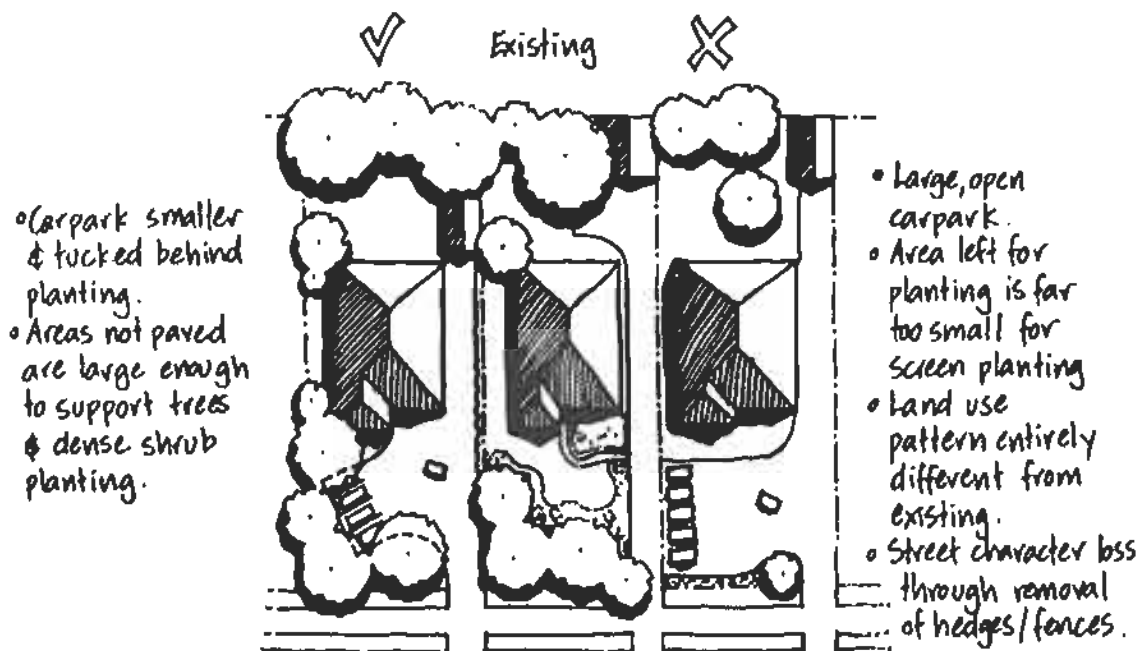
Rather than an overall maximum height of 8m, have an overall maximum of 10.5m but with a maximum of 6m to the eave, 4.5 m maximum roof height.

3. Maximum of 45 ° of roof pitch to recognise the Merivale character.
4. Up to 65 ° roof pitch discretionary (requiring a resource consent).



Roof lines 45° or less. (Can go to 65° with resource consent).  
Maximum height 10.5m.

5. More adequate setbacks to retain character e.g. 5m for 1 storey, 8m for several.
6. Height limited by maximum of two storeys in L1 and L2, including garaging.
7. Recession planes allowing for intrusions for stairways of a maximum dimension of 3m and a minimum of 3m apart.
8. Projections into side yards for windows have a maximum of 3m width and 3m apart.
9. Yard requirements to allow joined houses and units  
(see also section 10. INCREASED DENSITY).
10. To retain the vegetated character that is essential to Merivale, particular controls and guidelines on street frontage treatment are sought.
11. That at least 70% of the full width of street setback areas have no hard surfacing, be in living soil and have trees and/or shrubs established for a depth of at least 2m.



12. For 50% of the width of a frontage, there be no solid walls within 2m of front boundaries.
13. Live fences - shrubs, trees, hedges - be encouraged along boundaries.
14. Fences along any street frontage boundary be at least 25% permeable throughout their length.
15. That dull and darker surfaces be encouraged in any frontage fencing.
16. Impermeable ground surfacing be minimised. Permeable surfaces encouraged and wall to wall asphalt/concrete limited.

## 10. INCREASED DENSITY

The City Plan proposes a range of residential densities that were assessed by participants. The City Plan proposes the area north of Heaton Street-Innes Road be the least dense, the L1 zoning. South to Merivale Lane and Webb-Ranfurly Streets be L2. Down to Carlton Mill - Bealey Avenue is predominantly L3, with some L4B pockets.

Participants developed a somewhat different pattern for increasing residential density, some are outlined in section 9, BUILT CHANGE, others include:

### *NORTH-WEST RESIDENTIAL*

*Given that:*

1. A mix of household size is sought.
2. Households/families may in future have a lesser need for gardens/trees etc.

Considering the densities proposed in the City Plan -

#### *For the area zoned L1:*

1. No increase in density is desired, if cross-leased with existing residences. With regard to the necessity for open space provision, no increase in housing density is seen as appropriate.
2. Wholesale redevelopment of an area could be acceptable.
3. Manage for retention of character through extension of the Heaton Street SAm.

#### *For the area zoned L2:*

1. Family housing should be promoted, even with smaller gardens.
2. Single person households not assumed.
3. Higher proportion of rental accommodation.
4. Fewer children, but more schools (sourced from L1).
5. Screening is important to allow privacy.
6. Density controls and design guidelines.
7. Multiple units. No greater than 2 (or 3) storeys.
8. Tree planting incentives.

### *NORTH-EAST RESIDENTIAL*

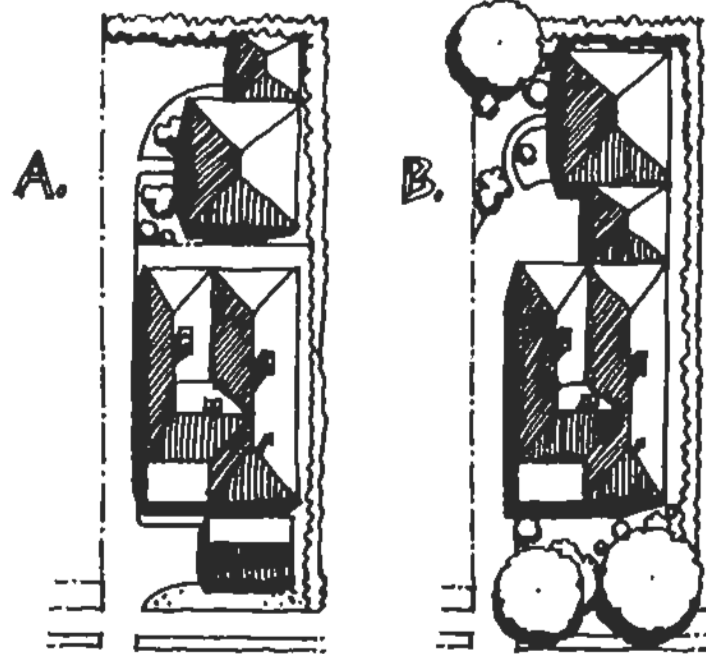
1. Retention of neighbourhood character is crucial in the north-east.
2. Retain street frontage - first row of older houses, gardens, etc.
3. Infill needs to address appropriate density per. section.
4. Group sections for re-development to allow coherent style and density.
5. Require amalgamated sections to allow greater density.
6. Develop design criteria and density limits to enable acceptable development.
7. Juxtapose this predominantly intact north-east area with taller, denser development in the south-east.
8. L1 area is intact, address all as a SAm to control design.

### *SOUTH-EAST RESIDENTIAL*

1. Preserve contributions to streetscapes from existing houses.
2. Increase the area covered by the SAM, to encompass clusters of character houses.
3. Design parameters require definition to enable change and increased density.
4. Criteria definition required to ensure architectural appropriateness to the surrounding Merivale context.

5. Discourage "burrowing" through the front row to build on back sections.
6. Reduce requirement for car parking, encourage planting instead.

7. Amalgamate titles for appropriate comprehensive re-development (excepting for Abberley Crescent).
8. Encourage soft outdoor space rather than hard/asphalt.



Discourage this 'burrowing' type of development where houses spring up on small back yards forcing tree removal & garage relocation to front lawns.

This is an improvement. The garages for the two homes are combined - and there is no change to the street frontage.

### *SOUTH-WEST RESIDENTIAL*

1. Because of potential adverse effects of L3 zone on both neighbourhood character and household amenity, expand L2 to reduce extent of L3.
2. no minimum section sizes will result in significant loss of character and amenity. Plot ratio sets density.
3. Encourage comprehensive development of several sites - higher density of improved design.
4. Ensure diverse households.
5. Provide for a balance in design between individual freedom of expression and coherent expression.
6. Ensure provision for gardens and plantings.
7. Ensure higher density balanced by public space - planting, open space, walkways.

### *NORTH-WEST COMMERCIAL*

1. Normans/Strowan corner community shops developing acceptably.
2. Further community shop developments may be desirable.
3. Increased vegetation needed.

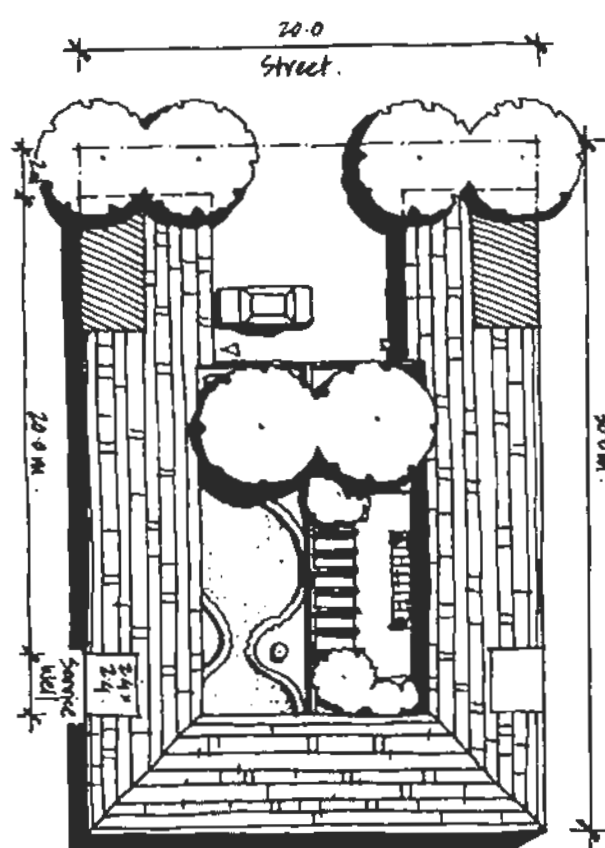


### ALTERNATIVE OPPORTUNITIES

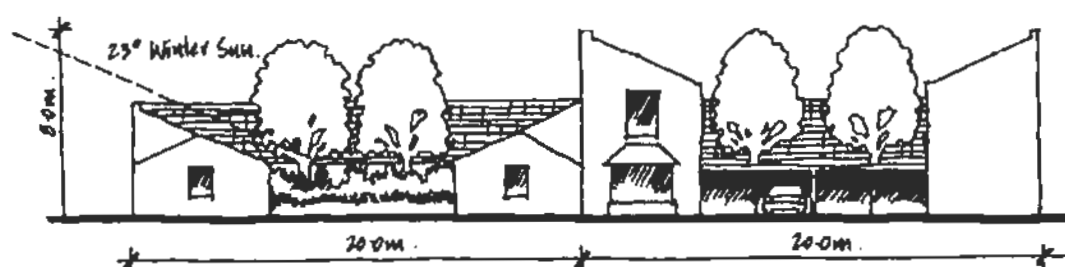
Traditional means of increasing density were found rather unacceptable because of the loss of amenity - sun, privacy, trees, etc. People's well-being as well as the garden city character are considered under threat. The zoning which proposes continuing increases in density with such amenity effects is not therefore supported. Recognising the need to attempt to incorporate greater density, rather than juggling the L1, L2 and L3 boundaries, alternative planning scenarios were investigated.

### ATRIUM HOUSING

Rather than unusable side yards and taller housing towering within, housing could be built boundary to boundary with internal open spaces. With just a planted street setback and all other boundaries built to, even with a single-storey development, the L2 density opportunity can be doubled. Where adjoining traditional side-yard housing, the boundary walls of atrium housing can be accommodated within the 2.3m side boundary height limit and recession plane. This increased density appears to be able to be accommodated with few adverse effects for the neighbourhood.



Where adjoining other atrium housing, two storeys may be accommodated with few adverse effects. As the atrium model appears to have potential to both increase density and retain amenity, admittedly a different amenity to the traditional. Following further analysis, objectives and methods are sought to enable its implementation.



Similarly, in investigating the adverse effects of medium density housing permitted under L3 zoning, alternative models were investigated. The atrium model again has potential, and could merely be limited to an 11m height limit. Therefore this is considered an idea to be explored for areas of amalgamated titles, perhaps up to a quarter of a residential block, or for sites with no potentially-affected residential neighbours.

Thus, it seems that there are major problems with the approach of allowing greater density without addressing the sense of the layout. The boundary-to-boundary or atrium model provides an opportunity to re-address approaches to density vs. Amenity in residential Merivale - and perhaps elsewhere.

Single (or perhaps double) storey atrium units, boundary to boundary

## 11. PARTICIPANTS

Participants to both days of the workshop were invited to note their names on arrival, those who did so included:

### *DAY 1*

Jim Allan  
 Julie Anderson  
 Mark Bachels - CRC  
 Noeleen Bain  
 Diana Bradley - MPS  
 Noela Claydon  
 John Claydon - MPS  
 Arnold Cuselli  
 Jeremy Foate  
 Ken Gimblett - CCC\*  
 Elizabeth Gregory  
 Bill Gregory  
 Bill Hall - MPS  
 Jeremy Head \*  
 Lorna Johnston  
 Peter Kent Architect\*  
 Di Lucas \*  
 David Lynch - MPS  
 Ian McChesney - CRC  
 Robert McKeown  
 Ken Nichol  
 Keith Nuttall  
 Michael Poff  
 Paul Quinlan \*  
 Barbara Stewart, Community Board  
 John Thacker - MPS  
 Paul Thomas  
 Lyndsey Treleaven - MPS  
 Jeff Vesey - MPS  
 Isabel Walker - MPS  
 Mr Weston

Day 1 total, 31 people



### *DAY 2*

John Allison  
 Noeleen Bain  
 Jackie Barrow - Rastrick Group  
 Diana Bradley - MPS  
 Noela Claydon  
 Stephen Cohen  
 Barbara Cottrell  
 Jeremy Foate  
 Ken Gimblett - CCC\*  
 Bill Greenwood - CCC  
 (Alexander Gregory)  
 Bill Gregory  
 Elizabeth Gregory  
 Bill Hall - MPS  
 Jeremy Head \*  
 Ann Hindman  
 David Hinman  
 Lorna Johnson  
 Phillip Kennedy Architect \*  
 (Claudia Kent)  
 Peter Kent  
 David Lynch  
 Di Lucas \*  
 Rob McKeown  
 Michael Poff  
 Paul Quinlan \*  
 John Thacker - MPS  
 Paul Thomas  
 Jeff Vesey - MPS  
 (Oliver Vesey)

Day 2 total, 30 people

\* denotes Lucas Associates facilitation team  
 MPS denotes Merivale Precinct Society Board member