

DEVELOPED THROUGH A COMMUNITY PLANNING PROCESS,

Lucas Associates

[illegible]

SUMNER CONCEPT PLAN

PLAN FOR THE SUMNER VILLAGE AND ENVIRONS, CHRISTCHURCH,
DEVELOPED THROUGH
A COMMUNITY PLANNING PROCESS,
15-16 July 1995

Lucas Associates, landscape planners,
for the Sumner community and the Christchurch City Council.

September 1995



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2 : WORKSHOP PROCESS

Beginning the two-day workshop, participants together identified the **characteristics** of Sumner that are important. They defined what is **special** about Sumner. Also, they identified what characteristics they want retained and enhanced.

For the **built environment**, the **natural environment** and **open space**, and, for the **circulation/traffic** environment, participants identified **issues**, **opportunities** and suggested possible **solutions**.

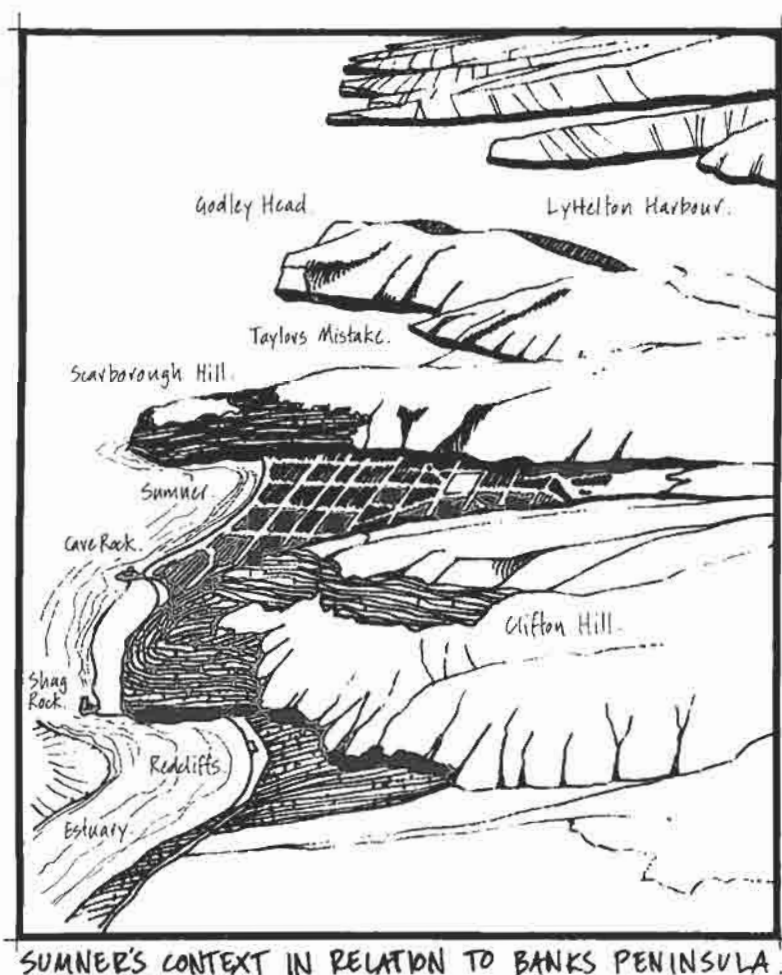
Participants identified what **change** is occurring now, both positive and negative. They also, predicted what change could occur.

The **desired character** of each of the **landscape units** was described - for the **hills** (**Clifton Hill**, **Richmond Hill** and **Scarborough**), the **beach**, the **Sumner Flat** including both the commercial area and the residential area, and, for **Sumner Valley** (see page 4).

The desired enhancement, management and maintenance was agreed for **public areas** in the **hills** (considering Scarborough, Richmond and Clifton separately), also that desired for public areas on the **flats** and **valley**.

Participants identified valued elements of Sumner's **heritage**. With maps and lists, the buildings, trees/plantings, precincts, tracks, landmarks and natural features of local heritage significance were recorded.

This document merely records the values, concerns and agreed desires of those interested in the future of Sumner, as expressed through workshop consensus, defined in words and drawings. It is a **community plan for their place**. It is **conceptual** only. For specific developments, further design workshops are required.



SUMNER'S CONTEXT IN RELATION TO BANKS PENINSULA.

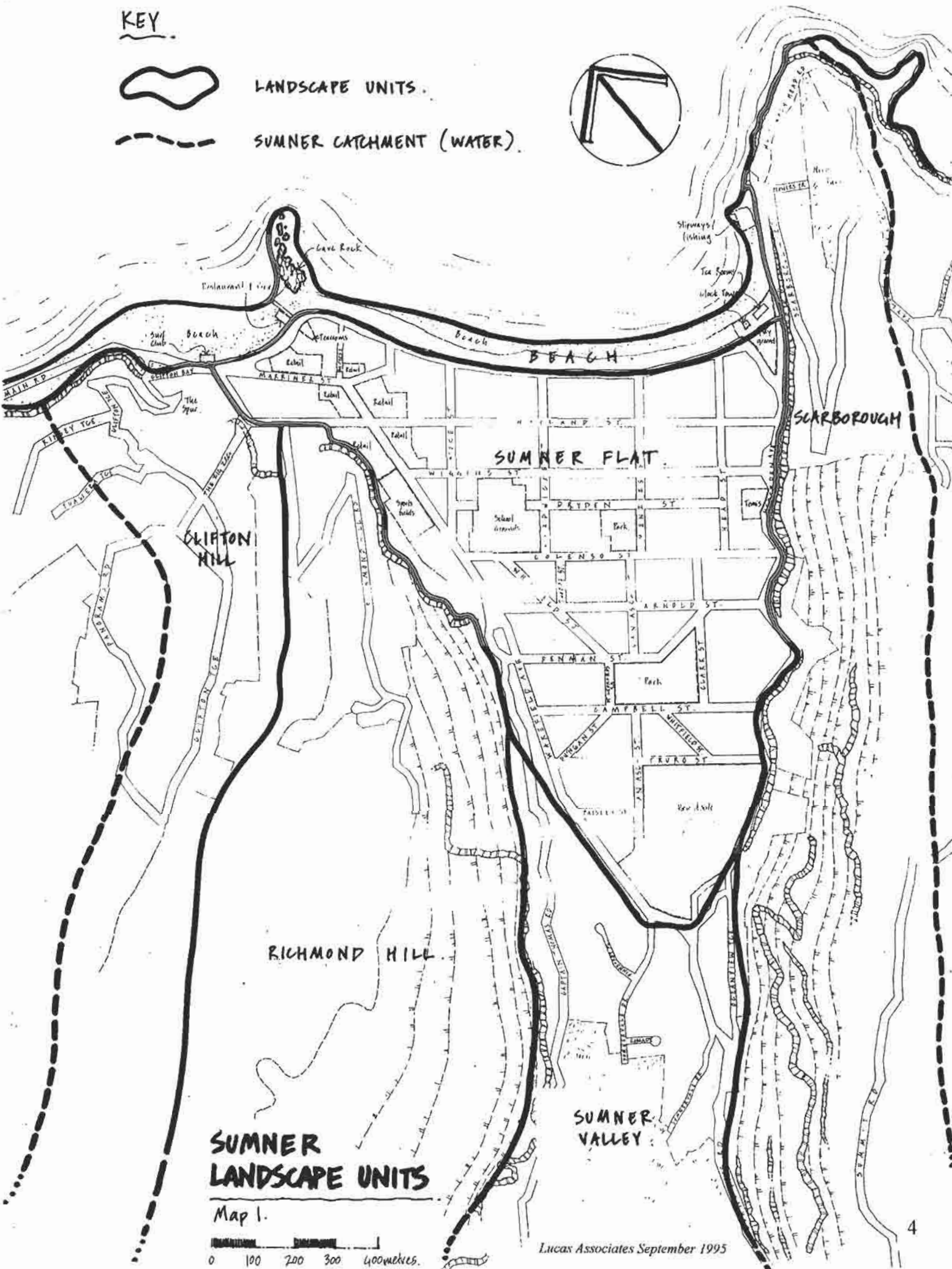
KEY



LANDSCAPE UNITS

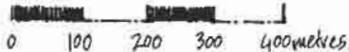


SUMNER CATCHMENT (WATER)



SUMNER LANDSCAPE UNITS

Map 1.



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3 : S U M M A R Y - T H E S U M N E R P R O T O C O L

1. Participants sought that the identity of Sumner as a **distinctive, relaxed and older, seaside village** be retained and enhanced through **controlled and directed development** sensitive to its social, built and natural heritage. The community wishes to have greater involvement in shaping Sumner's future. They sought an improved mechanism for being informed of proposed or possible changes, other than merely through the newspaper's Public Notices. They also sought a role in decision-making.
2. **Thus, recognition of a *Sumner Protocol* is sought to define the essential, appropriate and sustainable Sumner character, and to ensure change is directed and managed to achieve this character.**
3. Although a major ingredient, the workshop was not constrained by addressing the scope or proposals of the City Plan. Rather, possible futures were identified, and agreement reached on the **preferred future**.
4. Participants concluded that the **whole of Sumner** be recognised in the City Plan as a **special area requiring mechanisms to ensure sensitive management, change and development**. For example, they sought that any external built change require a resource consent and be assessed by a community body as part of a consent process.

4 : S U M N E R ' S P R E S E N T C H A R A C T E R

Key dimensions of the *Sumner Protocol* were perceived to be:

1. The **relaxed**, slightly "scruffy" character.
2. Bohemian, with a lack of conspicuous consumption.
3. **Socially diverse**, a good social cross-section (although overall statistics suggest Sumner is of slightly higher income, education, and age than overall Christchurch).
4. **Arts and crafts** community always well-represented. School for the deaf part of community.
5. **Friendly** place, accepting of new people.
6. **Stable community** - several generations of various families have lived there.
7. **Safe**. Neighbourly. People are known locally.
8. **Pedestrian-oriented** with a walkway network.
9. Car use avoidable.
10. Distances accessible.
11. A "commons" concept of hill walkways.
12. **Good public transport** to and from Sumner.
13. An easy pedestrian environment within the village, excepting to the further areas on the hills.
14. Village in an amphitheatre of tall hills, not tall buildings.
15. Not built to the skyline.
16. **Low rise, human scale** village. Open to the sun.
17. Ocean related, with good sea views.
18. **Nature is accessible** - hills, unbuilt rockfaces and coast.
19. Night light, night sky.
20. Dramatic headlands. Beautiful views over coast and to greater Canterbury.
21. A weekend and holiday visitor destination.

PACIFIC OCEAN



KEY

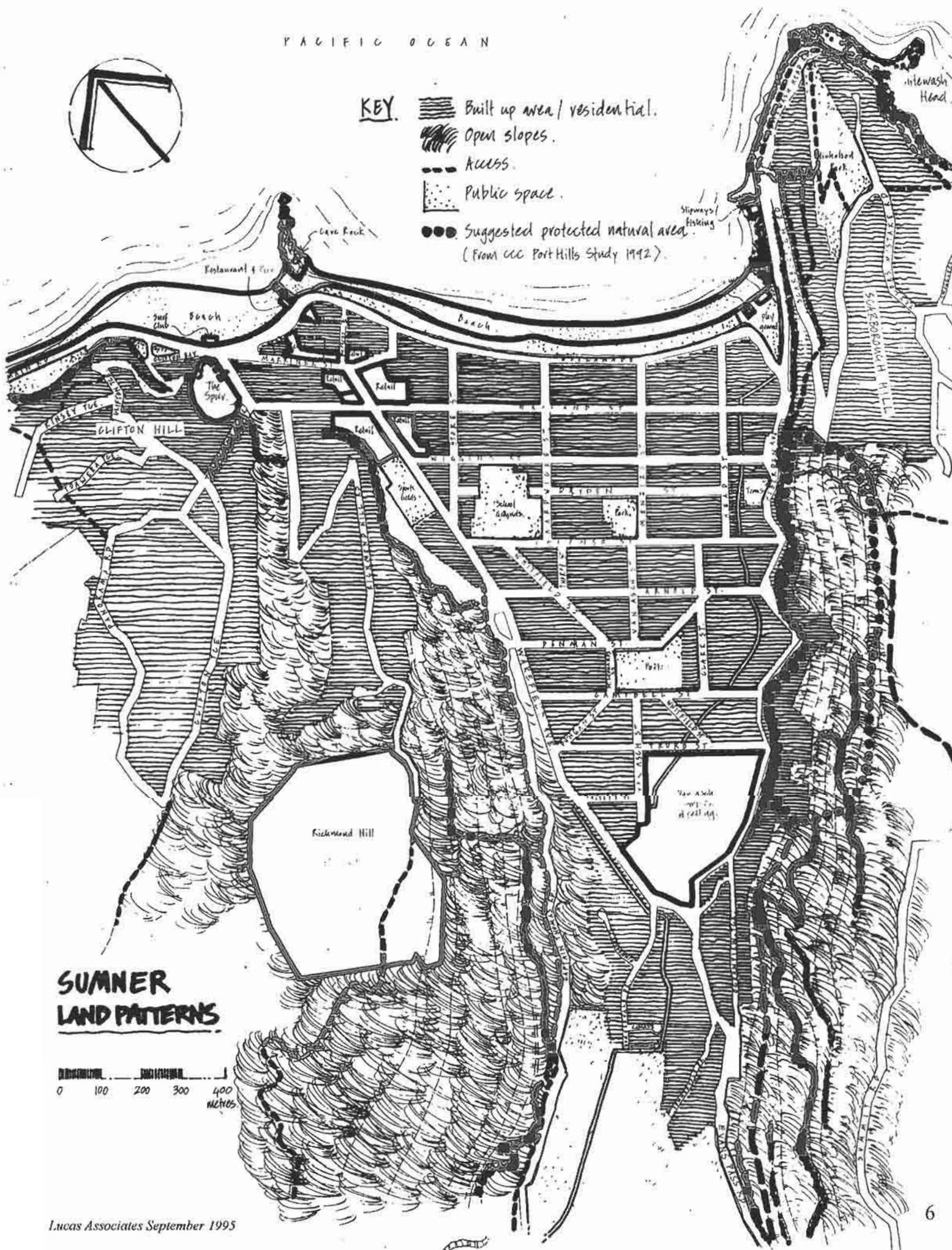
Built up area / residential.

Open slopes.

Access.

Public space.

Suggested protected natural area.
(From CCC Port Hills Study 1992)



SUMNER LAND PATTERNS

0 100 200 300 400
METERS

GENERAL NOTES.

* Busy intersection Difficult to get out of from side streets during busy times. Dangerous to cross on foot / bicycle etc.

Increasing infill housing / old houses replaced with new / loss of section size / green space / trees
Summer character altering / 'Scruffy' friendly appearance is being lost.

Threat of increase pressure to develop whilewash heads = erosion of walkway to Taylors Mistake.

'Treasures' being lost. Punga now replaced by lupins & marram grass.

Beach eroding through vegetation removal?

'Mr. Whippy' corner untidy

Shag Rock corner too cramped for non-motorists.

Appropriate planting?

Cave Rock being encroached upon. Access difficult.

Natural stream covered up. Loss of nature.

Vegetation blocks sea views. Planting spreading to seaward side of wall. Large trees being removed.

Cars dominate picnic area / fishing.

Walkway from promenade to slipway area.

Clock tower environs. Lack of bins / seating.

Parking probs / overflow in weekends. Bottlenecks in major events.

Walkways unclear.

SCARBOROUGH.

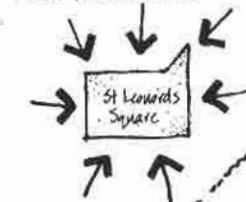
No emergency access if this road is blocked.

Council stockpiling

Future allowance for subdivision will put pressure on Scarborough Rd. and Summer itself. Already at maximum capacity.

The spread of weed species on the hills is reducing the tussocklands.

Lack of useable open space. Pressure on existing parks. Current use is expensive. What future uses?



Natural riparian corridor concealed.

Future of Van Asche College.

Lack of priority for non-vehicle users on Evans Pass Road.

Heavy / large / Dangerous vehicle route - possible accidents?

Summerdale Parks use for horse riding to be retained.

RICHMOND.

Captain Thomas walk vague.

Valuable green open space being eroded by development. Future subdivisions allowed for will put increasing pressure on roading in d to Summer.

CLIFTON



ISSUES HIGHLIGHTED BY SUMNER RESIDENTS.



THE COMMUNITY AGREED:

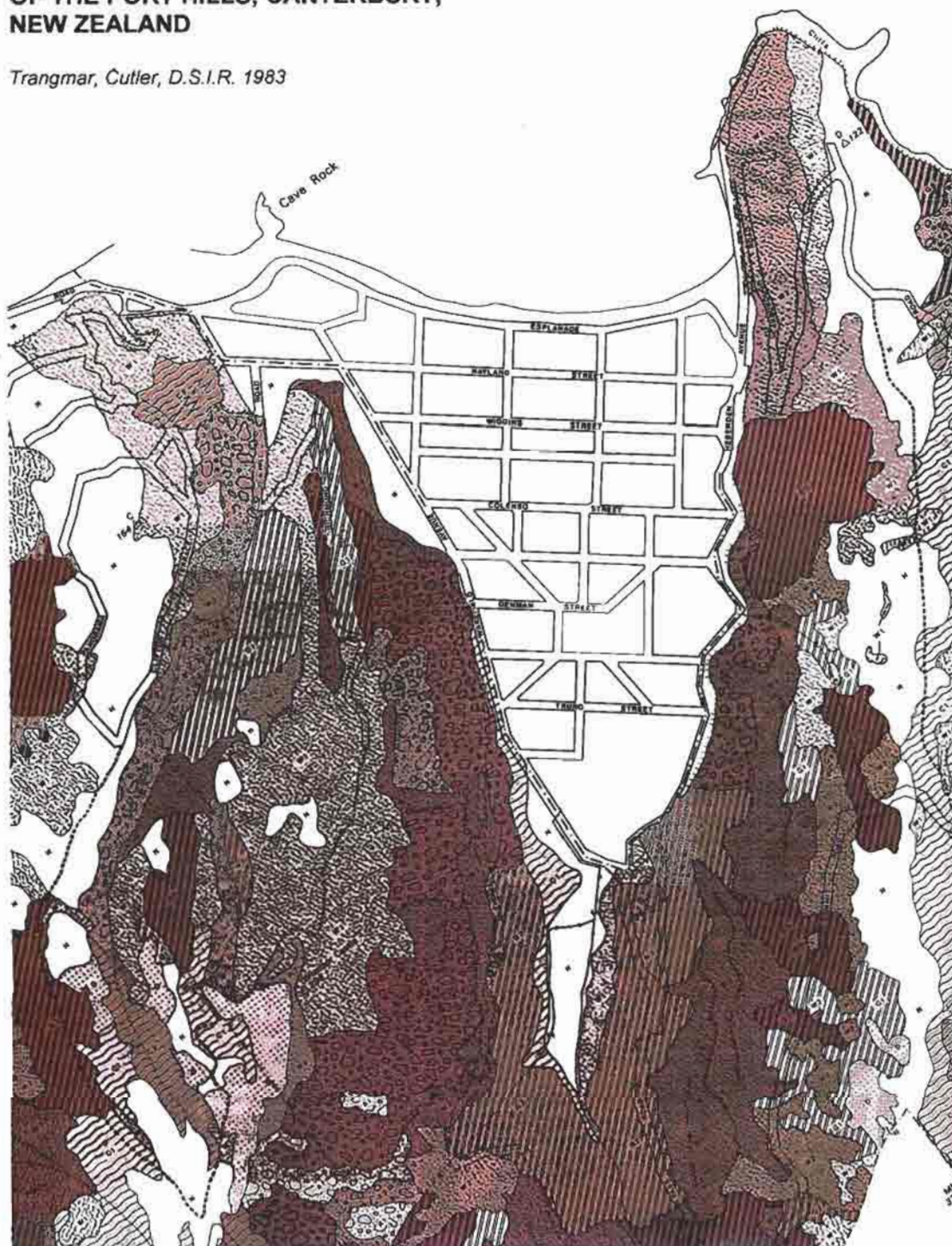
1. That the **rural context** as well as the resource and community sustainability aspects and opportunities of Sumner be maintained and enhanced **through not extending the residential development on Scarborough and Richmond and through securing open space on the slopes and hills enclosing the valley.**
2. The potential for **comprehensive residential redevelopment** be explored where this conforms with the character and expectations of the *Sumner Protocol*.
3. That the **population of Sumner be stabilised** to allow retention of the Sumner village character. That planning seek to retain the socio-economic diversity of Sumner.
4. That **through-traffic** in the village (Marriner Street to Scarborough and to Evans Pass) **requires calming** to recognise the village character sought for Sumner.
5. That there be **reorganisation of circulation patterns in the village centre**, to better manage and calm traffic, to enhance pedestrian experience, and, to encourage appropriate small-scale village centre re-development.
6. That there be improved pedestrian, visual and use **linkages between a commercial village centre and the beachfront.**
7. That **beach, cliff and waterway** development and management seek to protect and restore **natural characteristics and processes.**
8. That establishment of greater **indigenous biota** throughout Sumner be encouraged to recognise and restore local natural heritage. The development of an awareness programme be encouraged, with provision of information on local biota, local plant availability, management regimes, etc.
9. That the **low-key, rurally located, seaside village character be recognised as valued**, not only by residents, but by those from the city and beyond. Thus investing effort in maintaining and enhancing Sumner's special character contributes to maintaining and enhancing the specialness of Christchurch.
10. That Sumner, being confined and distinctive, provides an opportunity to implement and test an **urban village model for sustaining social, economic and environmental well-being.**
11. **Skyline** definition be **protected** and enhanced and not further encroached upon with built development.
12. Hill **subdivisions** (on Scarborough and Richmond) be limited to the existing approved area and **not extended** as proposed in the City Plan.
13. The **erosion potential** of hill slopes be recognised (page 9), and potential impacts from up-slope development through stormwater concentration.
14. That the Sumner population not be substantially increased.
15. That there be **no "L3" residential nor "B2" commercial** development permitted in Sumner.
15. That all Sumner development, whether for living, business or recreation, be no greater than **8m** in height.
16. That the **Community Centre** hall be recognised as an important facility and focus for the community, and that upgrading to improve comfort levels be pursued.

OPTIONS NOT ACCEPTED

1. Beachfront development proposal, including multi-level car park (concept presented to workshop).
2. 4-storey buildings anywhere in Sumner, including Esplanade, commercial area and near the cliffs.

EROSION MAP OF THE SUMNER REGION OF THE PORT HILLS, CANTERBURY, NEW ZEALAND

Trangmar, Cutler, D.S.I.R. 1983



TYPE AND SEVERITY OF EROSION

TYPE OF EROSION	Slight	Moderate	Severe
Tunnel-gully	G1	G2	G3
Rapid mass movements	M1	M2	M3
Soil creep	C1	C2	Not observed
Sheet wash	W1	W2	W3
Wind deflation	D		
No apparent erosion	N		

REFERENCE

Road	—
Track	- - -
Cliff	—
Stream	—
Drain	—
Survey boundary	- - -
Erosion boundary and symbol	G1

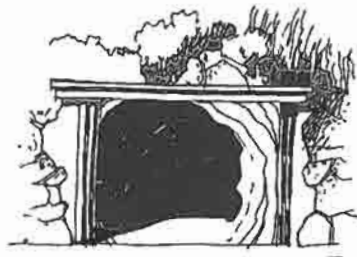
5: HERITAGE VALUES

In identifying what was of heritage value in Sumner, participants during and after the workshop, listed features whose conservation they sought. This is a suggestion list only. The lists are not all from consensus decisions to seek the protection of all these features. However, participants were unanimous that greater recognition is needed for a plethora of the heritage dimensions of Sumner.

Greater recognition is sought for cultural features such as numerous houses, trees, tracks and public structures, as well as natural features such as outcrops, caves, cliffs, beach, skyline, and native vegetation. Not the individual heritage feature, but the composite of a number of heritage features together providing character, was seen to require conservation management. Residents sought planning mechanisms to better address overall heritage character. The map of noted features (page 12) shows they are concentrated in particular areas of the village, dispersed far beyond the two SAMs (special amenity areas) of the City Plan - the Esplanade and The Spur. Careful management of all these noted features and their context is sought.

CULTURAL

Caves recognised by tangata whenua. Urupa.
Van der Veldens cave.
Substantial trees
Esplanade trees, Cave Rock Hotel trees.
Van Asch trees, grounds
Karaka
St. Leonards Square open space.
Nicholson Park



• Garage / Cave on Scarborough Road.

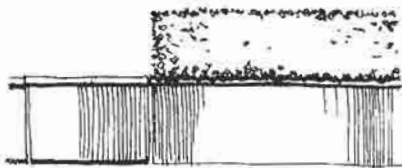
celebrating the geology of the area.

BUILT

Houses of particular local character.
All stone houses/structures.
All structures of basalt, timber.
Commercial street frontage. Marriner-Wakefield corner, verandah frontage - corner store. Also, opposite on Wakefield Ave.

Buildings specifically mapped (page 12) and/or suggested as requiring conservation consideration because of their contribution to the overall heritage character of Sumner include:

Heberden Avenue. Known as Wakefield House. Stone House built by Burrell Parkerson, surgeon.
Sumner Town Hall. Built by Eliza White (1907) who leased the building to the Borough Council.
Rock Villa and space around, Marriner Street, built for Mrs Eliza White. Used as St. Saviour's Orphanage from 1924.
Cadera Tea Room building, Wakefield Avenue.
Flats, Corner Burgess/Marriner Streets. George Vincent's Sumner Hotel.
The old bakery Burgess Street. Brick building (behind the house on the corner, half way along).
Cave Rock Hotel (1875) Known as Rule's Hotel.
George Humphrey's dairy, now a fine home in Sumnervale.
Cricket Pavilion. Originally the Sumner Surf Club (halfway along Sumner Bay, moved to St. Leonard's Square late 1940s)
Four Scarborough houses - 2 Flowers Track (Gerald Lascelles) and the wooden house behind it, Paterson's House at the first bend, and, the Stone house (Salverson's after WW2).
Wakefield Avenue (east) block of shops, Junk Shop to include restaurant and chemist shop.
Wiggins House (Mayor and School for deaf) at 73 Wiggins Street.
Masonic Lodge, Nayland Street.
all Hurst Seager houses, Clifton Spur.
"The Capt. Scott" house (Kinsey Tce.)
38 Kinsey Tce. (Hurst Seager)
McCombs Home (woman MP), Clifton Tce.
Scout House, corner Truro and Heberden Avenue.
Little English Cottage, 12 Heberden Avenue.
Stig Eldred, 114 Esplanade.
Captain Evans House. 136 Esplanade.
116 Esplanade.
110 Esplanade.
112 Esplanade.
100 Esplanade.
96 Esplanade.
76 Esplanade.
56 Esplanade.
Miss Pope, 38 Esplanade.
20 Esplanade.
16 Esplanade
4 Marriner Street
4 Nayland Street
The Rock, Nayland Street
24 Nayland Street
Marine Hotel, old exterior (new interior)



• clipped hedges
• Fine corrugated iron fences.



• Bungalow style.
• Shady eaves
• Weatherboards.

58 Nayland Street, corner Stoke & Nayland east.
 62 Nayland Street, Dr. Thompson's Residence.
 80 Nayland Street
 88 Nayland Street
 106 Nayland Street
 118 Nayland Street
 120 Nayland Street
 80 Wiggins Street
 76 Wiggins Street
 46 Wiggins street
 14 Wiggins Street
 45 Wakefield Street
 59 Colenso Street
 8 Colenso Street
 10 Colenso Street
 38 Heberden Ave, cnr Colenso St.
 21 Denman Street
 4 Denman Street
 107 Wakefield Street
 11 Truro Street
 74 Heberden Avenue
 Edith Cavell Home (old part), Head Street
 Old Tram Houses, 23, 25 and 27 Head Street.
 24 Head Street
 10 Head Street
 3 Menzies
 5 Menzies
 1 Hardwicke Street
 3 Hardwicke Street
 2 Stoke Street

4 Stoke Street
 7 Stoke Street
 24 Stoke Street
 42 Stoke Street
 4 Dryden Street
 29 Dryden Street
 31 Dryden Street
 26 Dryden Street
 43 Dryden street cottage (1870)
 56 Dryden Street
 62 Dryden Street
 63 Dryden Street
 88 Wiggins Street
 Paisley Street, old colonial cottage.
 Sumner Foreshore memorials, walls, mast.
 Clock Tower
 Star of Sea Church
 Lifeboat Station and Slipway
 Stone bus shelter at foot of Clifton Hill



PARTICULAR ROADS AND TRACKS:

Scarborough Road, Flowers Track, Capt. Thomas Track, Mulgans Track, Walkways & tracks on Scarborough, Richmond and Clifton Hills.

NATURAL

Natural beach

Rock outcrops:

Rapanui, Shag Rock (the great sternpost, an important landmark at the estuary mouth)
 Cave Rock, and context.

Caves

Richmond Hill caves

Rock/Cliff faces protected, and minimally obscured by structures.

Hill skylines - Scarborough, Richmond and above.

Open grassland cover on hillsides.

Evans Pass native vegetation.

Main (Drain) waterway.

Scarborough, cliff bird colony.

Birds resident in rocks. Clay banks important habitat for kingfishers.

Waterfall and cave opposite Colenso Street-Heberden Avenue.

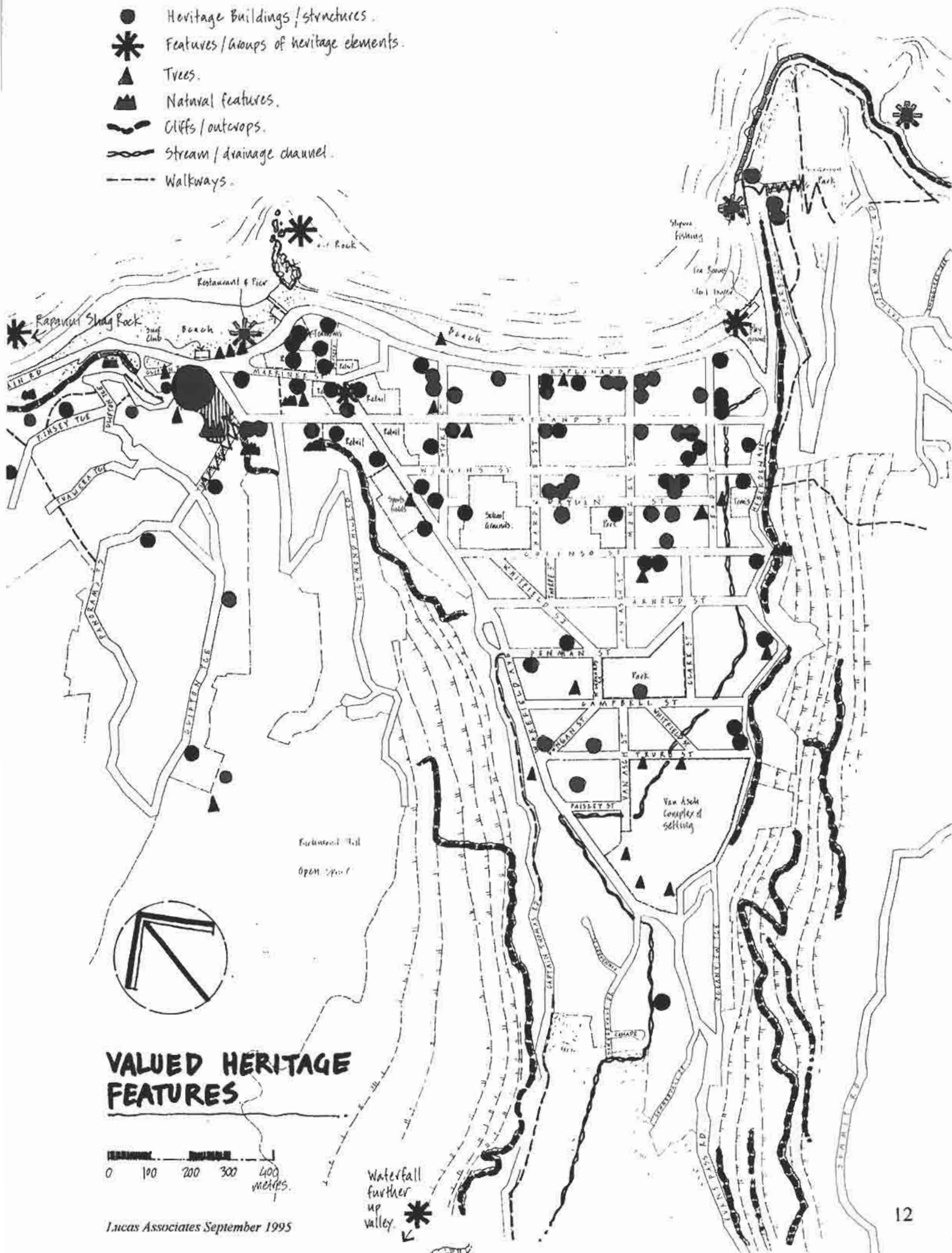
To indicate the underlying natural character of the area, vegetation occurring naturally on the various landform types is noted. A mosaic of forest, woodland, shrubland and grassland systems is evident.

Lost natural heritage includes the last remnant of pingao.

Participants sought increased use of local native vegetation. Therefore further identification of this is needed to indicate appropriate species that have belonged and that could again belong in these locations.

KEY

- Heritage Buildings / structures.
- * Features / Groups of heritage elements.
- ▲ Trees.
- ▲ Natural features.
- ~ Cliffs / outcrops.
- ~ Stream / drainage channel.
- - - Walkways.



VALUED HERITAGE FEATURES

0 100 200 300 400 metres.

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KEY TO VEGETATION SYSTEMS.

Th. } Short tussock flaxland fernland shrubland woodland
ThH. } podocarp hardwood forest.

Wu. old dune bracken manuka - kanuka - Cordyline matagouri
woodland & duneslack sedge-rush-reed-flax-grass-tussock
manuka-fern-mikimiki - Cordyline woodland.

CaH. } Rock herb-shrubland & short tussock fernland shrubland
Ca. } mixed podocarp - hardwood forest.

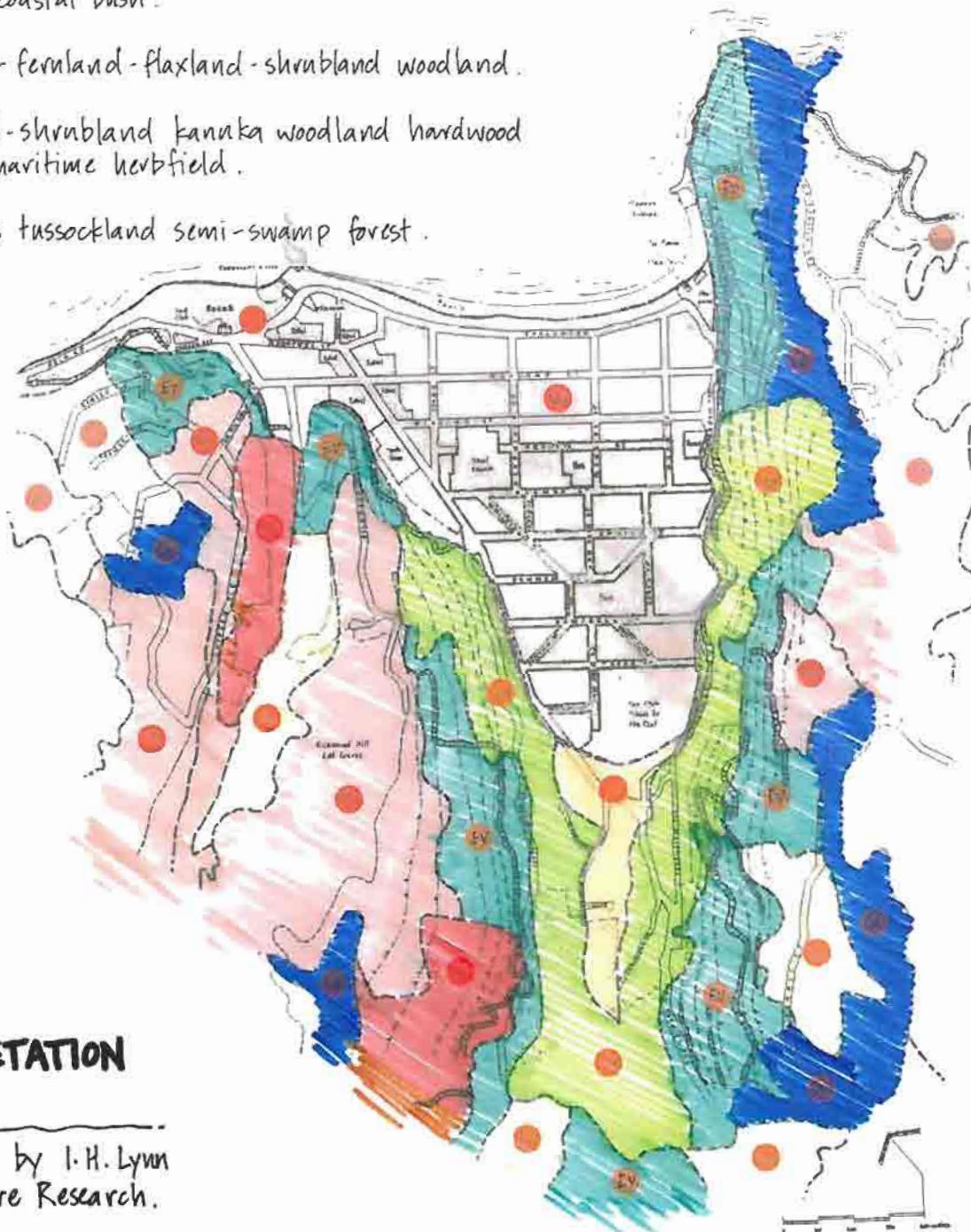
Ev. Rockland herb-shrubland & bunch grassland-short tussockland
fernland shrubland woodland podocarp-hardwood forest.

Cf. Short tussock grassland flaxland-shrubland (podocarp)
hardwood forest-coastal bush.

Kw. Short tussockland - fernland-flaxland-shrubland woodland.

ScH. Short tussockland-shrubland kanuka woodland hardwood
coastal bush & maritime herbfield.

Ho. Rush-sedge-grass tussockland semi-swamp forest.



INDIGENOUS VEGETATION SYSTEMS

Based on data compiled by I.H. Lynn
Manaaki Whenua Landcare Research.

HERITAGE CHANGE

Loss of space between buildings.

Threat/loss of context for heritage features.

Threatened disruption of heritage precincts.

Altered building character:

- from people-friendly arts and crafts, and bach, styles,
- to more dominating -and severe styles.

Loss of trees.

Loss of walkways and throughways on hill.

Increased vehicle and decreased pedestrian activity.

Garage encroachment on walkways.

Main drain concreted.

Richmond drain piped out at Cave Rock.

HERITAGE PROPOSALS

In the City Plan, **SAM's** (special amenity areas) are identified, being "*blocks of streets or blocks which, because of the age, condition and appearance of the buildings and streetscapes, are worth enhancing to maintain the city's character and identity*" ("City Scene" CCC Newsletter June 1995). For the SAMs proposed in Sumner, **The Spur** and the **Esplanade**, their extent and their criteria, along with the listed **protected objects, places, buildings and trees**, are together considered inadequate to address the community's desire for greater heritage conservation of Sumner.

The community therefore seek:

1. That the **whole of the Sumner area recognised as a special area** in the City Plan, requiring a process to ensure sensitive change and development e.g. Resource consents for external built change passed before a community body as well as immediate neighbours. A **Sumner Village Zone** is suggested. Alternatively, perhaps all of Sumner as a type (or types) of **SAM**.
2. Development of design and appearance criteria for all Sumner development and alterations.
3. Re-establishment of local native vegetation encouraged.
4. Re-naturalised waterways.
5. Developments named to reflect the history of the area.
6. Community interest in the retention of Van Asch grounds (space, trees, buildings, etc.) recognised.
7. St Leonard's Square enhancement - perimeter, and street linkages.
8. Walkways and throughways secured.
9. Secure open space on the hills above the village.

6 : C I R C U L A T I O N

Traffic management options for Sumner are constrained by the requirement to provide minor **arterial routes** through the village; - the Wakefield Avenue - Evans Pass alternative port route; and, the Marriner - Wakefield - Nayland Street (east) arterial route to Scarborough, on which side streets have been managed to make them subservient to the arterial.

All recent traffic "improvements" have deliberately channelled the major flows into the one central commercial street - the village centre. Although these works (refer CCC's *"Sumner Open Spaces & Streets Plan"* 1987) have relieved The Esplanade, they have created major "speedways" on the two arterial routes.

PERCEIVED CHANGE:

Traffic increasing.

Increased population has generated increased traffic.

Pedestrian crossings become unsafe.

Esplanade traffic reduction.

Vastly increased traffic volume in Nayland Street (east).

Increased traffic speed in Nayland Street (east) with clear sight lines and intersection controls allowing uninterrupted route.

Reduced neighbourliness, as at least half the residents leave Sumner in daytime.

ISSUES PERCEIVED:

VEHICLE TRAFFIC:

High traffic speed encouraged on arterial roads.

Marriner - Nayland - Wakefield high traffic speed. Nayland Street (east) a major speed strip.

Traffic management and Scarborough development have concentrated and increased traffic.

Scarborough Road nearing its design limit.

Fast heavy traffic encroachment on the village environment.

Dangerous goods and oversize loads on trucks to Lyttelton.

Major events create bottlenecks.

Richmond traffic junction with Nayland Street (west). Increased loading feared.

Weekend traffic density and parking pressures.

VEHICLE PARKING:

Limited parking in town centre.

Dominating parking beside Beachcomber Restaurant on esplanade reserve.

Parking problems with visitors at weekends - overflow into side streets.

Locals inhibited from town centre at busy times.

PUBLIC TRANSPORT:

Bus Service is perceived as convenient.

CYCLE TRAFFIC:

Cyclists not catered for in street upgrading within Sumner.

Painted line cycle route to Sumner inadequate.

PEDESTRIAN TRAFFIC:

Pedestrian environment not adequate within commercial area.

Traditional hill walkways and throughways being lost from general use or knowledge.

KEY

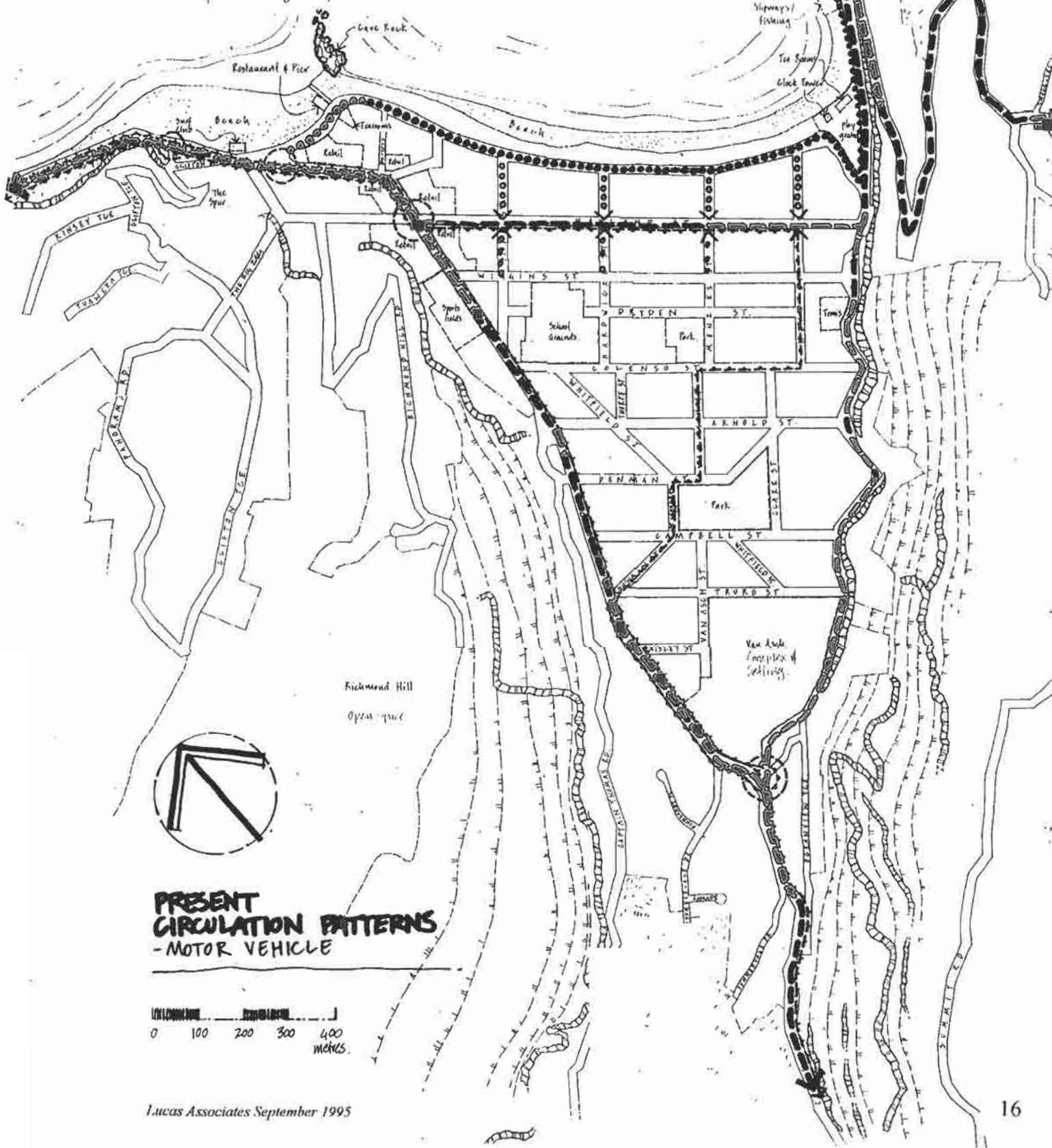
- Alternative route for heavy loads etc. (alternative route to & from Lyttelton)
- Main traffic flows
- Bus route
- Areas where parking becomes a problem during busy times
- Areas of parking overflow



Busy / Dangerous intersections



Compulsory stop controls on side streets increasing traffic speeds along Nayland St



PRESENT CIRCULATION PATTERNS - MOTOR VEHICLE

0 100 200 300 400 meters

CIRCULATION MANAGEMENT PROPOSALS

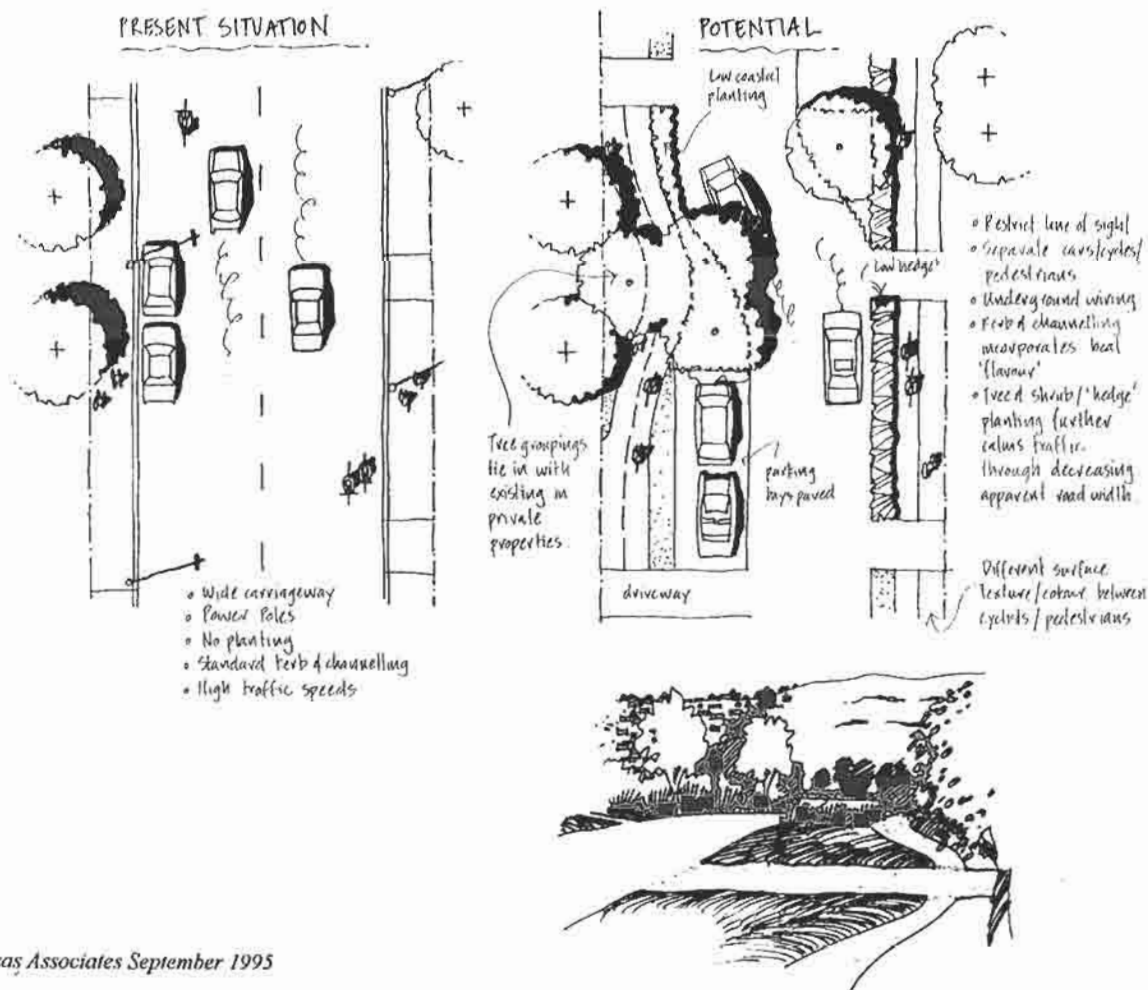
INTEGRATED MANAGEMENT:

Shift emphasis from vehicle domination of village centre and street spaces, to **increased pedestrian, cycle, and public transport emphasis**, with **private vehicles slowed and dispersed**. Workshop consensus for complete **removal of vehicle traffic from Marriner Street** section of village centre. The Nayland Street (west) alternative is, however, incapable of carrying two-way arterial traffic. Two further options are therefore suggested for consideration.

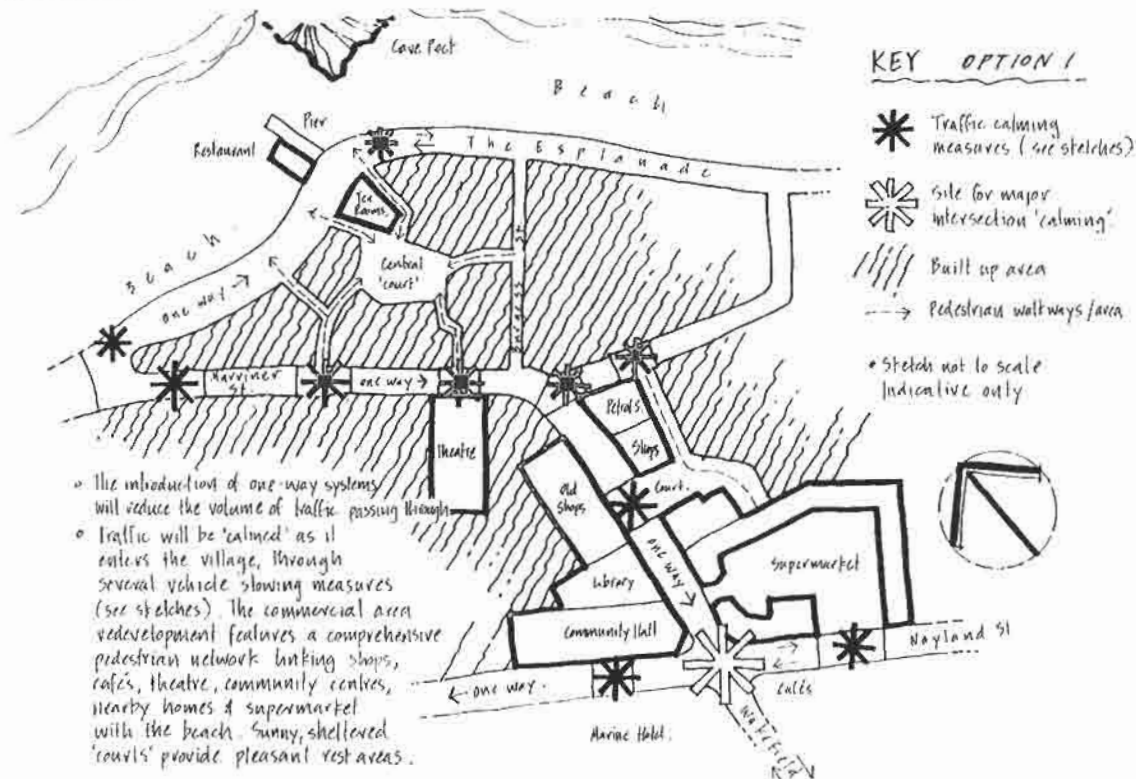
(A workshop is suggested to further develop the integrated circulation planning following consideration of the whole concept plan.)

STREET RE-VAMPS:

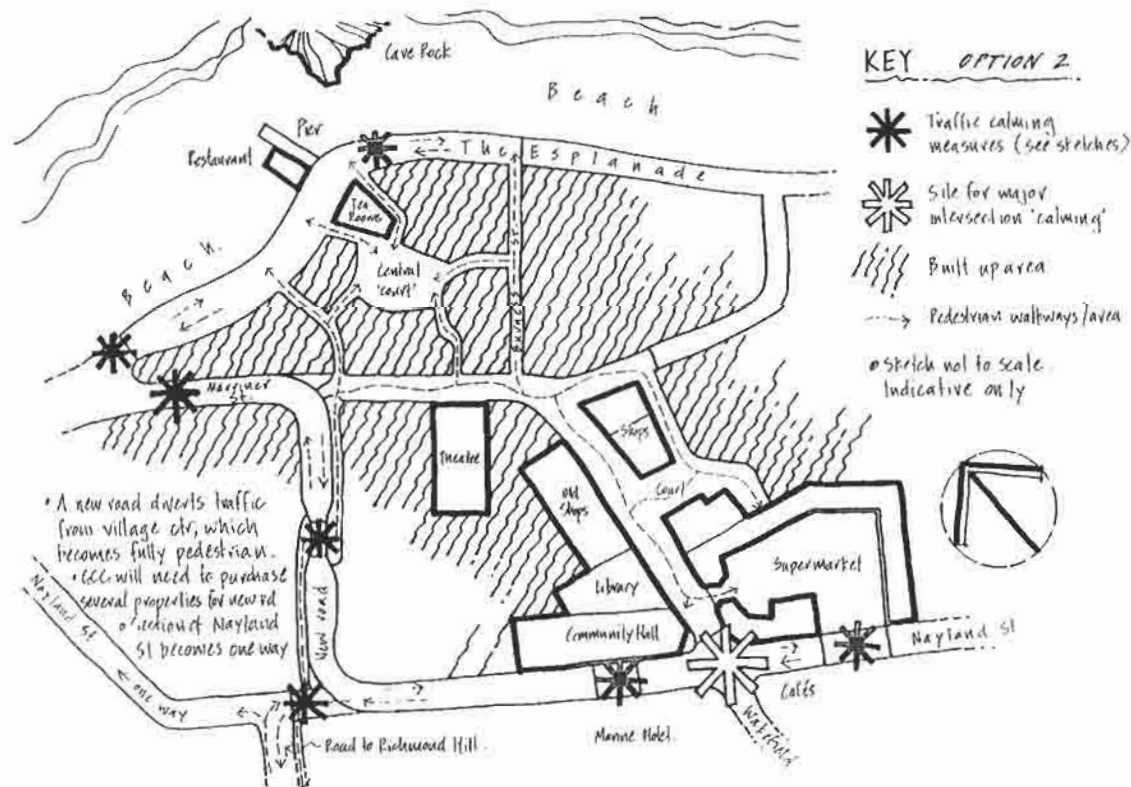
1. **Traffic calming** measures required in **village centre**, and in **streets on flat**.
2. On the flat, the wide roadway corridors allow provision for traffic calming measures, median refuges, plus, separated cycleway, planting and a footpath - even along by Peacocks Gallop toward Shag Rock, plus in commercial and in residential streets.
3. Neither just a round-about nor just a series of raised crossings are seen as solutions for the village centre traffic.
4. **Reorganisation** of street spaces is needed.
5. On the flat, streets at **right angles to the shoreline** be **very quiet** street, oriented to **pedestrian and cycle use**, people places, and merely slow resident-vehicle use. Youth-friendly spaces and facilities may be able to be incorporated - e.g. for roller blading. These street spaces can contribute hills-to-sea **greenways**. (see Sumner Concept Plan, page 29)
6. Investigate closing a/some through-residential streets to provide people/children spaces but allow for cycle and pedestrian through-traffic.
7. Streets on the flat **parallel to the shoreline** are proposed to have greater vehicle use, but with **traffic calming measures** and pedestrian friendly development.
8. Redevelop street spaces on the flats with tight **visual enclosure** of carriageway, **interrupted line of sight**, enclosing **plantings**, altered road surfacings, separated **cycle lanes**, pleasant pedestrian routes, and **street space development** with sitting areas, outdoor cafes, shrub screens, etc.
(refer sketch below)



9. Reduction of traffic volume and change in village centre is sought through, perhaps, (**option 1**) a reduction of traffic to a **one-way circuit**, Marriner Street to Nayland Street (west). However, this will increase the traffic through the narrow Nayland Street (west).



10. **Traffic re-routed (option 2)**, perhaps, to avoid village centre. This is envisaged to require removal of several houses for construction of a link from Marriner to Nayland Street, allowing the village centre to become pedestrian-oriented and vehicle-free.



11. Marriner Street to be reorganised to be predominantly a people-place with provision for service and perhaps public transport vehicles only.
12. Power pole removal to assist road corridor opportunities and prevent perceived invitation to speed.
13. Street re-vamp works require careful design undertaken with the community.

TRAFFIC PRESSURE:

1. Maximise tunnel route. Investigate possibilities to discourage, reduce or regulate truck through-access. Perhaps limit truck access times (e.g. before 8 am, after 6pm).
2. Stabilise population to stabilise traffic loading.
3. Avoid further subdivision on Scarborough to avoid extra vehicle pressure.
4. Invite vehicles to not enter Sumner - e.g. with car park for visitors at Peacocks Gallop with good beach access, plus perhaps a shuttle to far end of beach, Scarborough and Taylors Mistake, to allow visitors to take a one-way beach, hill and/or headland walk. (refer sketch page 21)
5. Retain land for parking at Peacocks Gallop.
6. Discourage parking within residential areas e.g. meters; residents' permit parks.

PUBLIC TRANSPORT:

1. Develop an advocacy strategy to encourage public vehicle use and reduce private vehicle use.
2. Ensure a convenient and comfortable public transport system operates, serving residents travelling away from the village, and others in visiting Sumner.
3. Ensure bus stops well-linked in to activity and access patterns.
4. Ensure stops associated with pedestrian and cycle networks. Provide cycle stands at bus stops to encourage bike-and-ride use. Perhaps seek car parking near bus stops to encourage hill dwellers to park-and-bus to the city.
5. Provide for a central pleasant transit station - e.g. associated with cafe, bookstore, cycle hire, cycle stands, etc. - in the commercial re-development to encourage residents and visitors to bus to and from Sumner.
6. Trial a shuttle service - door to door transport - administered through Canterbury Regional Council.
7. Explore possible novelty public transport e.g. a free double decker; a surfie bus; a Ferrymead package.

CYCLES:

1. Establish a pleasant cycleway system to and within Sumner, particularly on the flats.
2. Seek to separate cycleways from vehicles, particularly on arterial routes.
3. Provide pleasant and convenient cycleways through street spaces.
4. Particularly where near pedestrian ways, indicate the presence of cycleways through a contrast in surfacing (e.g. red-brown coloured asphalt).
5. Ensure secure cycle stands at bus stops, by hill and headland track entrances, beach entrances, and at commercial and public venues - shops, community centre, library, etc.
6. Replace cycle barriers on walk track.
7. Develop a cycle-friendly strategy, guide and promotion.
8. Encourage provision of convenient cycle-stands and cycle hire .

PEDESTRIAN:

1. Improve pedestrian ways - given greater presence, status and use options.
2. Improve pedestrian character of village centre.
3. In comprehensive commercial development from Marriner Street through to Esplanade, ensure pedestrian oriented, and well-linked to the beach front. (see sketch options, page 18)
4. Enhance walkway system, design to encourage people to park and walk into and through the village centre, open space areas, and residential precincts.
5. Provide pleasant sitting areas in association with pedestrian ways.
6. Council purchase land and continue hill walking track, perhaps to link to Summit Road (e.g. along sewer easement).
7. Maintain naturalness of walkways as far as is practicable.
8. Construction details for pedestrian environment should follow the *Sumner Protocol* in design - low tech solutions, retain the local vernacular in materials, colours, low key, informal, etc.
9. Provide a walkers' guide to Sumner, for new residents and for visitors.
10. Encourage responsible dog management - provide "dog bins", rubbish bins.

MONITORING:

1. Identify targets, community aspirations and incentives to decrease private vehicles and increase pedestrian, cycle and public transport use.
2. Provide recognition of the role of circulation management in achieving a sustainable community.
3. Provide an ongoing forum for creative and constructive suggestions for addressing circulation management.

7 : SUMNER'S DESIRED CHARACTER

PERCEIVED CHANGE:

Identifying perceived change, participants noted:

1. Change in both built character and social character. A lifestyle change is occurring.
2. Developer purchase of family homes, and their removal and replacement by new units, multiple units. A changing preference of retired people for smaller places.
3. There is a change in built site coverage; less open space and more built space; larger interior spaces and reduced outdoor spaces; tree removal; pressure from outside to subdivide.
4. Further modification of drainage patterns.

GENERAL CONCEPTS:

1. With the change to smaller sections, a compensation is sought through providing more open and green space dispersed through the residential area.
2. Improve visual and pedestrian connections of open spaces, cycleways and pocket parks.
3. Retain and enhance visual and pedestrian connections from hills to the sea.
4. Accept greater population density, providing built scale is retained and neither local character is jeopardised nor microclimate, outlook or privacy are significantly affected.
5. Enhance modified drainage ways through ecological enhancement and restoration.

Proposals are noted for the Beachfront, Sumner Flat (including commercial area) and Hills.

BEACHFRONT PROPOSALS

GENERAL

1. Retain existing character.
2. Beach kept clean but **without grooming**.
3. Promenade important.
4. Formal, structural beach front. A celebration of the beach.
5. Tree presence important to people.
6. No more buildings.
7. No more intrusions on beach.

SPECIFIC

1. Near Shag Rock, reorganise the Peacocks Gallop area as the entrance to Sumner.
2. Enhance Memorial entrance area, as entrance to Sumner village centre.
3. Continue to protect sand in Clifton Bay.
4. Commend Parks Department, CCC, for maintenance of Esplanade.
5. Enhance Esplanade as people-friendly open space, and cycle-friendly space. Further careful works required to maximise this important space, enclose and slow traffic, and, to add cycleways.
6. Increase sand area in front of sea wall.
7. Establish native vegetation.
8. Remove rocks in front of Clock Tower.
9. Improve penguin habitat at rocks with rat removal.
10. Tree removal/retention requires public consultation.
11. Further the proposal for an artificial kelp reef.
12. Enforce dog control.

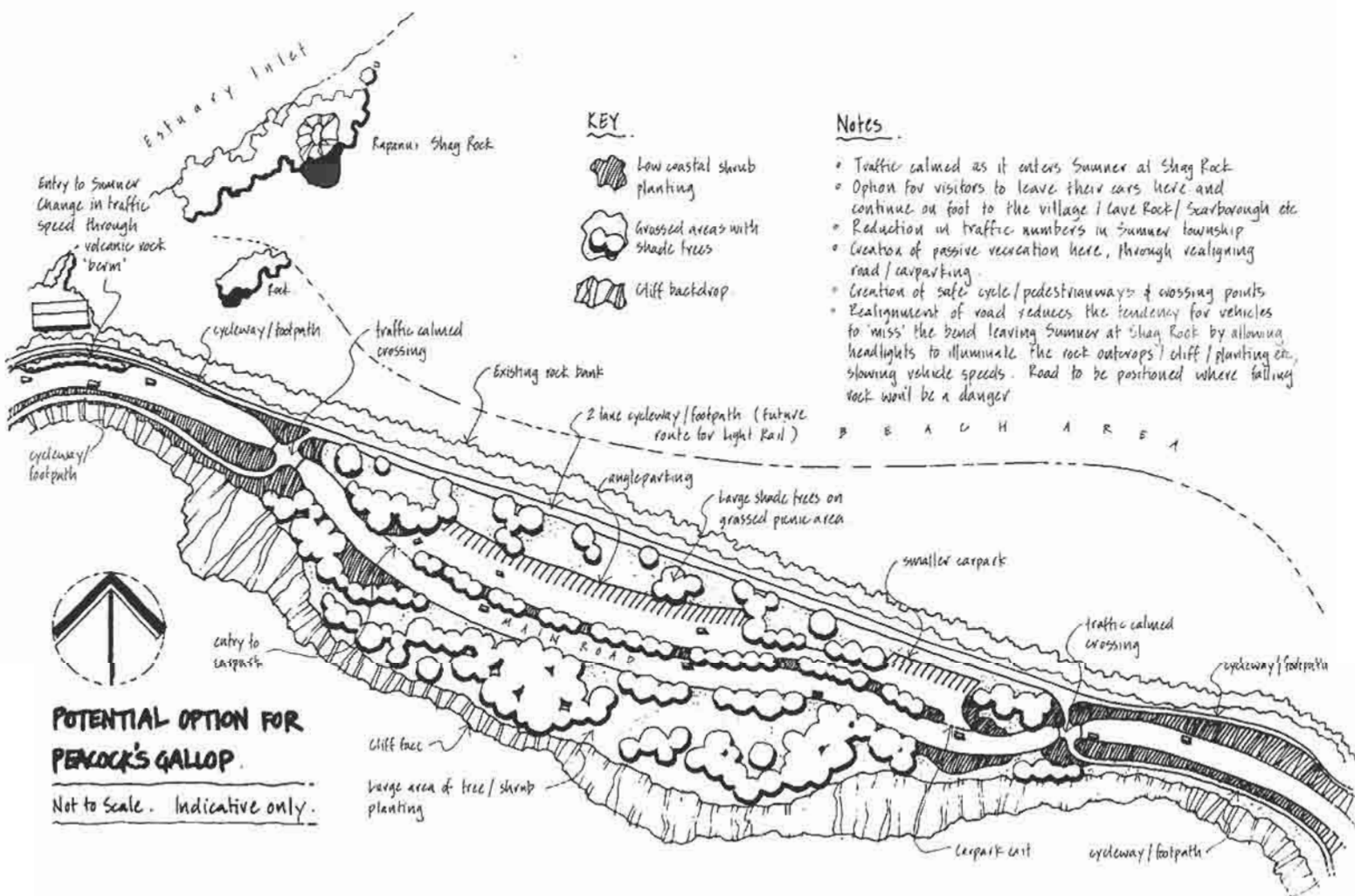
OPEN SPACE:

Clifton Bay Park/old road

1. Forms the entrance to Sumner village centre.
2. Redesign to provide better open space. Low planting required along main road boundary (just 1-1.5 m. high). Traffic issues at Clifton Terrace intersection with Main Road.

Peacock's Gallop (see sketch below)

1. Move Main Road formation toward scarp to allow angle parking on seaward side on previous carriageway. It is desirable that cars be encouraged to stop and park here for visitors to beach walk.
2. Alternatively, to indicate the village entrance, slow traffic, provide a safer alignment following the natural land rather than the straight causeway line, to better separate vehicles from the beach, and, to encourage visitors to park here to walk the beach, **realign Main Road** further toward scarp with parking toward the beach. Provide a separated cycle route above the beach
3. Retain pedestrian-way.
4. Encourage local native plantings
5. Address sewage smell near Shag Rock.



STRUCTURES:

1. No more buildings to be permitted on beachfront.
2. No car park building.
3. No more intrusions on the beach.
4. Sea wall a big issue that needs to be addressed.
5. Investigate bio-engineering solutions to reduce walling.
6. Artificial kelp reef sought.
7. Investigate shore break for sand retention.
8. Remove rocks in front of clock tower.
9. Maintenance of Cave Rock access steps.
10. Complete walkway to life boat sheds.
11. Extend concrete ramps to beach - especially to assist disabled access.
12. Further seats at Scarborough end of Promenade from Hardwicke on.
13. Provide additional litter bins on promenade.
14. That on the leased beach property (the **Beachcomber**) there be no opportunity to increase the building's size, either through additions or replacement.
15. That it be recognised there are three distinct opinions as to the future of the **Beachcomber building** after the lease expires in 1997:
 - that the building then be **removed** to allow a full public beach space;
 - that the building remain but **not be improved**, so that it can be removed when it deteriorates; or,
 - that the building be maintained and allowed to be **upgraded** within the current form, with no additions permitted.Workshop opinion was divided between these three views. The participants were clear, however, that there should be no increase in the size of the building.

VEGETATION:

1. Review Norfolk Pines
2. No more planting on natural sea side of esplanade wall. Limit street side of wall to low shrubs - occasional tall trees (e.g. macrocarpa).
3. Divided opinion on the retention of the few remaining beachfront trees.
4. Primarily native vegetation on beach. e.g. re-establish pingao, native sand sedge, at Clifton Bay.
5. Retain all sand-holding plants.
6. Establish appropriate vegetation to protect the beach.
7. Tidy away broom and other introduced plants only once native vegetation secure and holding sand in place.
8. Retain views over promenade plantings - shrubs replaced with low-growing forms or kept trimmed low.

VEHICLES:

1. Restrict vehicles from parking next to Beachcomber restaurant, by Cave Rock.
2. Restrict motorised recreation vehicles on beach and water.

ANIMALS:

1. No dogs permitted on beach. By-laws enforced e.g. dog droppings collection or fined. Provide more "dog bins". Peer pressure on dog-walker offenders.
2. Remove rats from rocks to enhance bird habitat and penguin survival.

SUMNER FLAT PROPOSALS

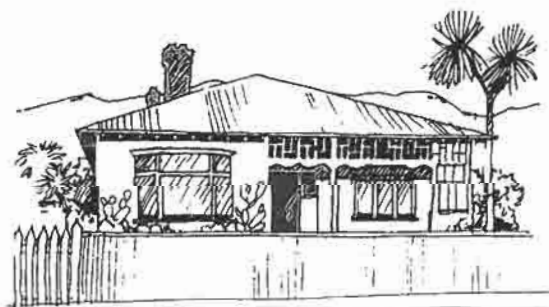
1. Quality of infill building of concern.
2. Pocket parks - small recreation spaces desirable with erosion of section spaces.
3. Placement of electrical reticulation underground.
4. Council Yard to be returned to open space when lease expired.

DESIRED CHARACTER:

1. Existing character retained - of built, streets and sections.
2. Add cycleways and walkways.
3. Social character to involve:
 - A safe environment, through people knowing each other.
 - Children walking to school.
 - Fire brigade & life boat being voluntary.
 - A community assessment mechanism for proposed changes.
 - Commercial and residential activities integrated.
4. Residential street spaces to be re-organised to provide better neighbourhood character.
5. Substantial plantings, cycleways, play spaces, and develop narrowed non-linear and/or discontinuous vehicle carriageways. Develop improved pedestrian networks.
6. Within the residential flat, ensure pleasant neighbourhood green spaces, easily accessible, and to provide friendly resident retreats during visitor influxes.
7. Ensure public transport continues to provide a convenient and pleasant service.
8. A suggestion to encourage home-based work, such as office, cottage industry, cafe or boutique within houses to reduce the loss of people from the neighbourhood during the day, assist the diversity of street life, reduce transportation demands, and, to provide increasing assets for both local and visitor enjoyment. Ensure commercial activities are non-vehicle generating, and preferably workers are Sumner residents.
9. Buildings to house commercial activities to comply with residential design criteria, with strict limitations on signage, noise, parking spaces, etc., to ensure residential character of streets and neighbourhoods is not eroded. Commercial activities not to have adverse effects on neighbourhood amenity, e.g. increased street traffic or street parked vehicles to be avoided; front gardens retained.
10. (Not support allowing full non-residential use for two properties per block on collector and arterial roads - rule 2.3.1. Instead, retain non-residential within "community footprint".)

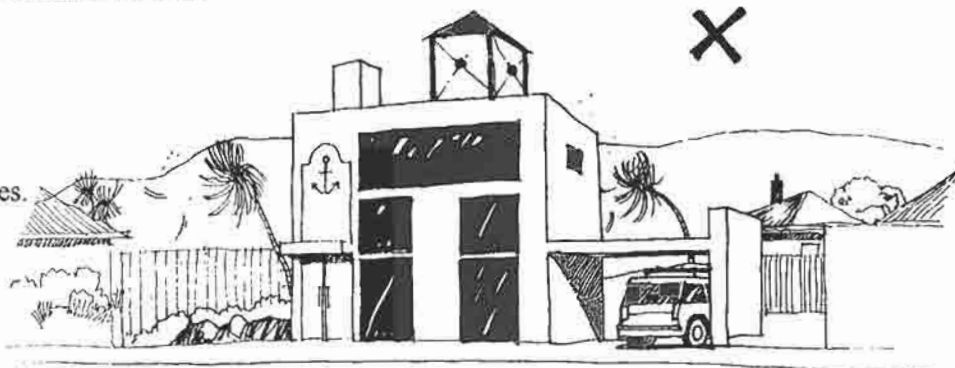
DESIRED ARCHITECTURAL CHARACTER:

1. Low rise (1-2 storey) buildings
2. Space around buildings - nestled in gardens.
3. Individual or semi-detached.
4. Relaxed, casual style. Unpretentious.
5. Arts and crafts style influence.
6. Gabled or hipped roofs.
7. Textured surfaces. Light and shade patterns.
8. Outdoor living space - community/shared space.
9. Comprehensive residential development.
10. Eclectic within broad theme.
11. Street spaces and private spaces vegetated to soften and screen, and to encourage birdlife.



ARCHITECTURAL CHARACTER TO BE AVOIDED:

1. Row housing.
2. Simple box forms.
3. Foreign or ornate styles.
4. Replica styles.
5. Buildings greater than two-stories.
6. Smooth white, light or bright surfaces.
7. Reflective or dark glass surfaces.
8. Large roofs.



COMMERCIAL AREA PROPOSALS

The commercial area is a major problem, "it lacks planning".

Bisection by arterial routes is disruptive.

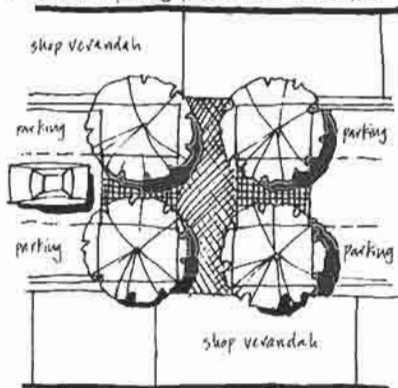
Much is vehicle oriented, and thus not inviting and not very people-friendly.

A serious re-vamp and extension of the commercial area is sought. (see sketch below)

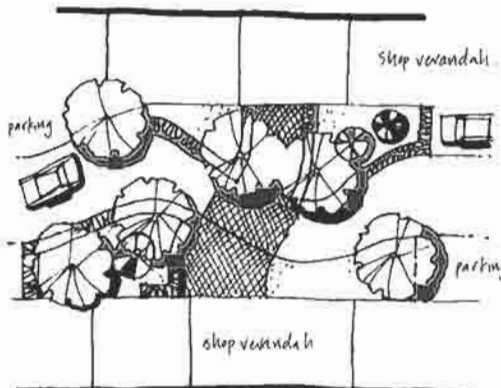
1. A "community footprint", an identified area in which to locate non-residential development.
2. **Small-scale commercial buildings.**
3. Recreational areas within the commercial complex.
4. A shopping mall with furniture and features including tables, fountains, sculpture (resident friendly), umbrellas, and unit paving.
5. Commercial development oriented to provide easier pedestrian access to the beach.

2 OPTIONS FOR CALMING TRAFFIC THROUGH VILLAGE CENTRE.

- Road narrowed, paved to slow traffic.
- Trees out on planted islands narrow road width physically & visually.
- Crossing paved in pattern that stimulates pedestrian movement.
- Vehicular paving pattern will slow traffic.



- Road curved & planted to break lines of sight.
- Areas 'gained' can be grassed or paved, with low 'hedges' separating the vehicular traffic.
- Opportunity for outdoor tables/umbrellas etc, all contributing to pedestrianising Summer village.



• Sketches not to scale

DESIRED CHARACTER:

1. Low key, casual style businesses. Attract people, but not congest.
2. Low rise commercial development - cued to **bungalow scale and style** - 2 storey maximum.
3. NOT a "Brighton" - more "Parnell". ie small cottage scale, eg Devonport.
4. No large supermarket or mall building. No towers.
5. Consistent style through development of design guidelines.
6. Lower development toward beach.
7. Commercial well-linked to beach front through pedestrian-ways and visual cues (see sketch options, page 18)
8. Comprehensive redevelopment within Marriner-Burgess-Esplanade triangle.
9. Improved streetscapes.
10. Courtyards, sunny spaces throughout commercial.
11. Pleasant pedestrian-oriented spaces and linkages throughout.
12. Street design to reduce vehicle numbers and speed, perhaps just one-way traffic (refer sketch option 1, page 18)
13. Alternatively, vehicles preferably removed from Marriner Street (refer sketch option 2, page 18)
14. Encourage shops which service village residents.
15. Include a modern public toilets facility.
16. Provide pleasant public transport facilities, associated with cafes, etc.
17. Develop a design guide for commercial area spaces, for street furniture, signage, colours, etc. from the Sumner Protocol but provides a range of opportunities for interesting development.
18. Conserve and continue stone bus shelter vernacular.
19. Retain local stone construction details.

To further address the re-development of the commercial area, a comprehensive design exercise is required, preferably involving the business community as well as residents in a community workshop.

HILLS PROPOSALS (including SCARBOROUGH, RICHMOND & CLIFTON)

1. Retain essential ENCLOSING HILL CHARACTER
2. Open tussock character to be retained and enhanced.
3. Plantation forestry not to be permitted in the visual catchment of Sumner.

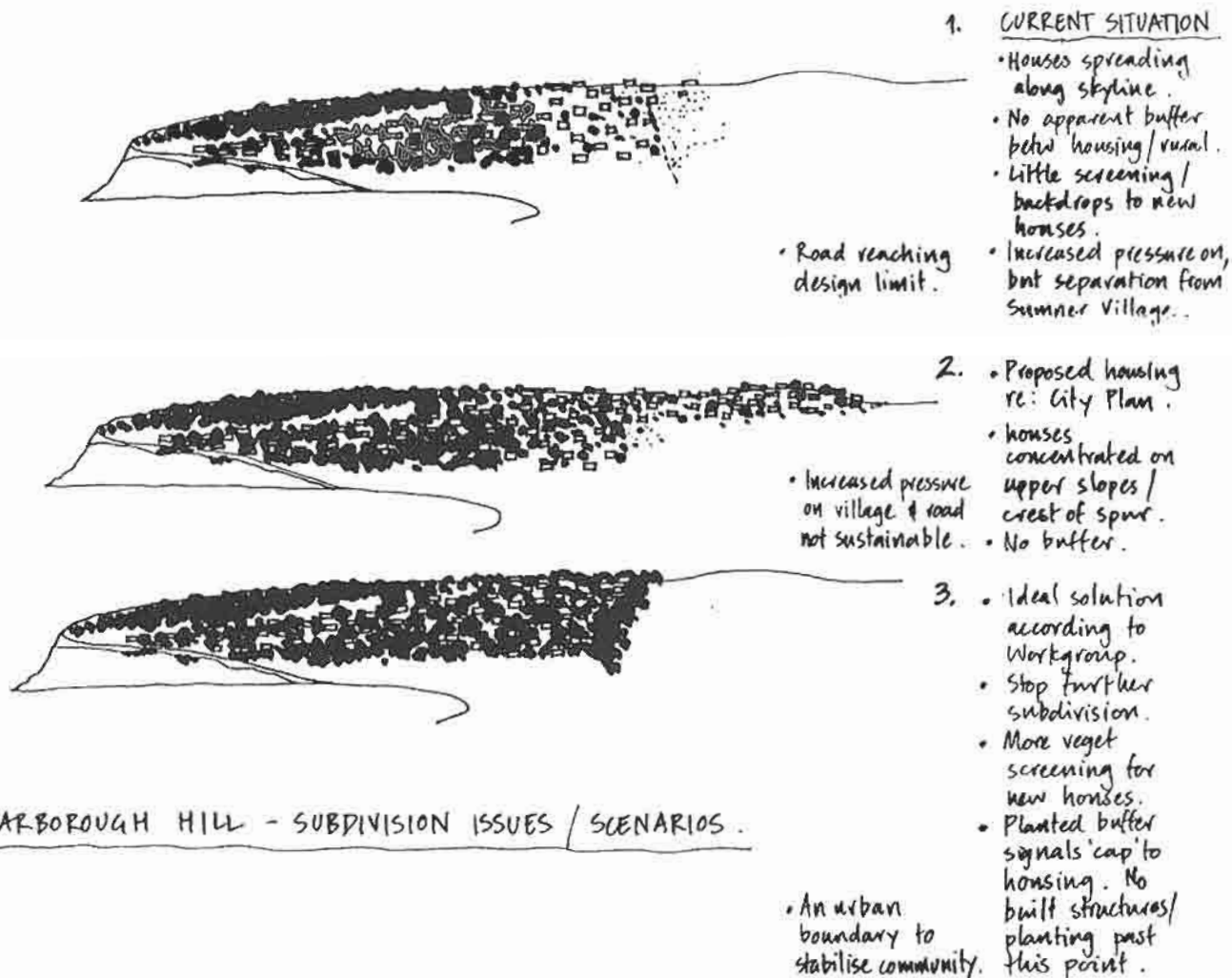
SCARBOROUGH, RICHMOND & CLIFTON CHARACTER

To enable the village character of Sumner to be retained, it is essential there not be further subdivision and infill on the hills. Reasons include:

1. Impacts on hill skyline - change from open to built and treed.
2. Loss of rural enclosure and context.
3. Pressure on hill roads threatening survival of existing road character.
4. Increased population increasing the traffic loading in the town.
5. Increased scale of town, threatening village character.
6. Higher hill development less pedestrian oriented.

SCARBOROUGH PROPOSALS:

1. No further areas zoned for residential use
2. No buildings permitted above the existing limit.
3. Council purchase land and extend Heritage Track onward from Scarborough
4. Additional green reserve in new Scarborough development for dual purpose, including play/skating/BMX.
5. Improvements sought to Nicholson Park track drainage, and to planting.
6. If possible, non-renewal of communication tower lease in Park.
7. Footpath Evans Pass to Ocean View.
8. Footpath up to first Scarborough bend.



RICHMOND HILL PROPOSALS

1. No further areas zoned for residential use
2. No buildings permitted above the existing limit.
3. Special views retained from open space ('golf course') area.
4. Secure golf course area as public open space, through protected status recognising open space importance e.g. designation or reserve status (Perhaps leased to golf club).
5. Formalise tracks, negotiate links to secure public access. Improve track safety.
6. Develop walkway network potential.
7. Establish a 'heritage walkway' on Richmond Hill up valley to 'Golf Course', Gethsemane Gardens, & Captain Thomas walkway. (Similar to Scarborough network).
8. Assist private owners in their maintenance of public use of their walkways - allocate from rates.
9. Develop track from Sumnervale to Captain Thomas Track . Captain Thomas Track extended to Sumner on paper road.
10. Track behind bowling club made public/enhanced/repaired.

CLIFTON PROPOSALS

"The Spur" is listed as a SAM (special amenity area) number 35 in the City Plan, with rules applicable being (Vol.3 2/14; 15; 40):

1. *The extent to which the development compliments the original site layout as designed by Samuel Hurst-Seager (particularly orientation and views) and the overall philosophy of a garden city hill suburb.*
2. *"Street scene" - minimum building setback 4.5m; or 5.5m for garage; parking & outdoor storage screened from street with landscaping (at least 1.5m deep), walls, fences, or a combination , minimum 1.2m in residential; 1.8m high for other activities.*
3. *"External appearance", new buildings and additions or alterations are discretionary regarding "visual impact as viewed from a public place".*
4. *To retain the integrity of this pedestrian oriented heritage hill complex, extend the SAM to include all the Seager houses. Encourage management to retain the overall integrity. It is suggested heritage management guidance be offered for structures, walkways or vegetation. Further refine the design and appearance criteria for the SAM.*

OPEN SPACE

Brownlee Reserve

Encourage native plantings on steeper parts.

Useful for provision of unusual play opportunities.

Check people safety and children's use.

Starwood (opposite off Panorama)

Retain. Kids play there.

Track State:

Aranoni (private in need of repair)

Mulgans (public. nice.)

Spur (Private. recently repaired)

Zig Zag (Public. In very good shape)

Panorama to Kinsey (recently repaired)

"Hat" Track (recently redone at top)

Comprehensive track management and recognition is sought.

Proposals For New Tracks:

Revelation Road to Summit Road - conserve as public access.

Revelation/Hurst Seager Lane to Redcliffs.

Clifton to Richmond Hill track.

BUILT PROPOSALS

THE VALUED SUMNER HILLS BUILT STYLE IS:

Houses nestled into hills.
Traditional scale. Horizontal form.
Gabled or hipped roofs.
Short roof spans.
Shingled gable ends.
Small scale, natural materials (e.g. stone, timber)
Rock buttresses. Rock facings.
Weatherboard cladding.
Tactile, friendly buildings.
Penetrated surfaces, relief from varied sun and shade.
Window hoods.
Outdoor living - verandahs and decks.
Informal character (with eccentricity).
Arts & crafts style influence. Also, cottage styles.
Short roof runs.
Locations pedestrian related - walkways, meandering tracks, passways, steps, shortcuts.
Roof forms to echo contours of hills.
Colours to fit the landscape.
Views out, and views of integrated hills.

THE VALUED SUMNER HILLS BUILT STYLE IS NOT:

Houses contrasting with hills landscape.
Formal and severe styles.
Vertical form.
Showy/pretentious styles. Ornate styles.
Simple box forms with sheer walls.
Large roofs. Long roof runs.
Large flat roofs.
Foreign styles e.g. Mediterranean.
Smooth, hard and reflective surfaces.
Dark glass.
White surfaces.
Closely spaced - one house looking at another.
Vehicle-oriented housing - not drive-on sections.

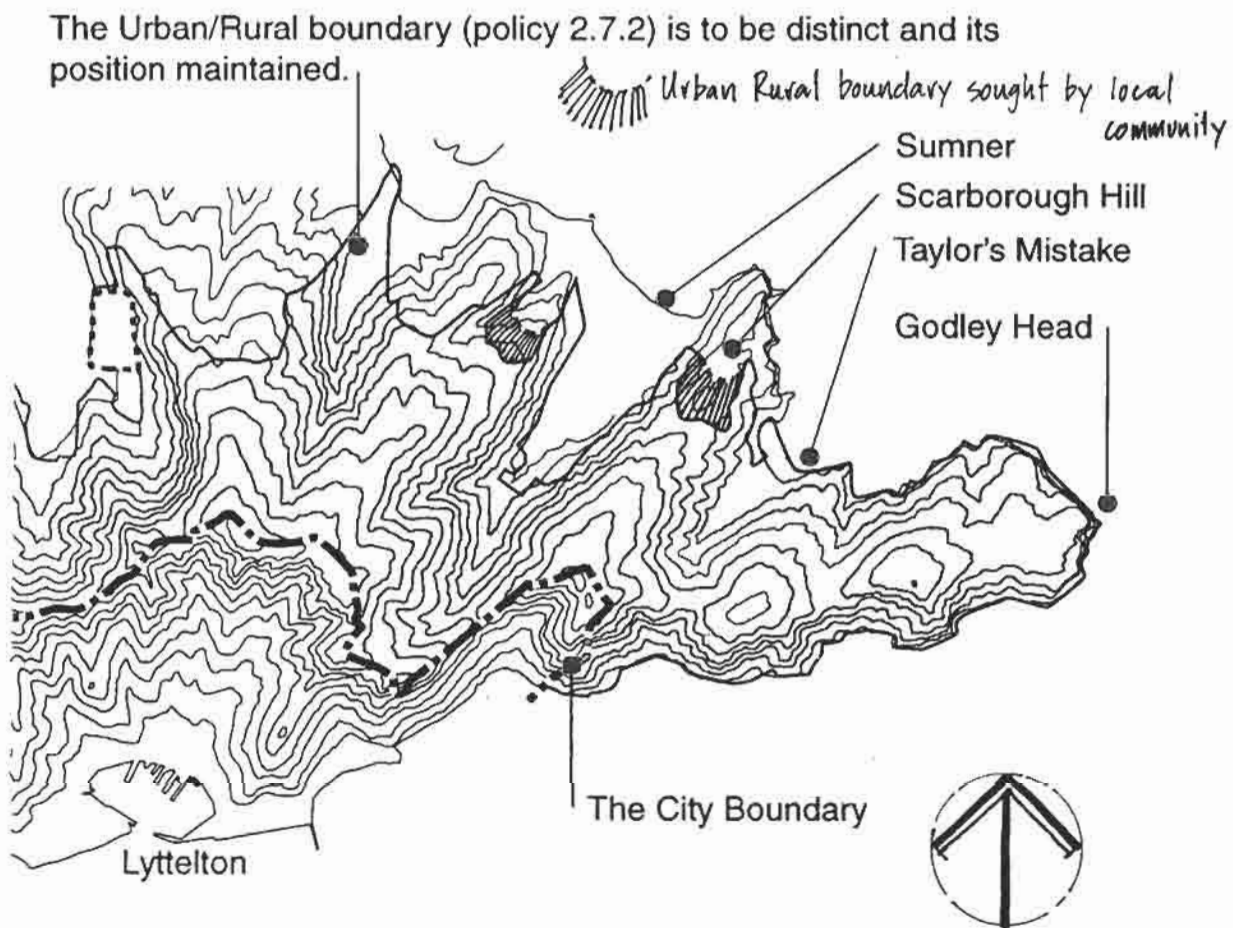
STRUCTURAL WORKS:

Avoid dominant and diverse walling designs. e.g. avoid an array of concrete, crib, stone, and timber.
Plant out "interlocking" retaining walls.
Bare loess bank a visual asset.
Leave established stable bare banks that do not threaten properties or roads.
Remove power poles.
Develop a design code for adequate and aesthetic hillside drainage, stormwater disposal.

OPEN SPACE PROPOSALS

Legally protect public open space on hills around town.
 Lease for grazing if/when appropriate.
 Provide public access on open hills. Encourage tussock covered open land.
 Manage inappropriate vegetation e.g. boneseed/saltbush, gorse, broom, lupin.
 Avoid houses exposed on skyline - skyline of vegetation and land.
 Encourage native vegetation in gullies, & native birds.
 Provide native vegetation to sensitively screen existing and any new houses.
 Protect and develop integral walkways, tracks.

As participants wished to see the track network secured, it is suggested a consultation process be set up to explore with landowners, and the community, the tracks' status and the desirability of any changes. Some residents wish private tracks to remain private.



GENERAL NOTES.

- Pedestrianised street (vehicles subservient to foot traffic/cycles)
- Pedestrian walkway
- Formed cycleway.

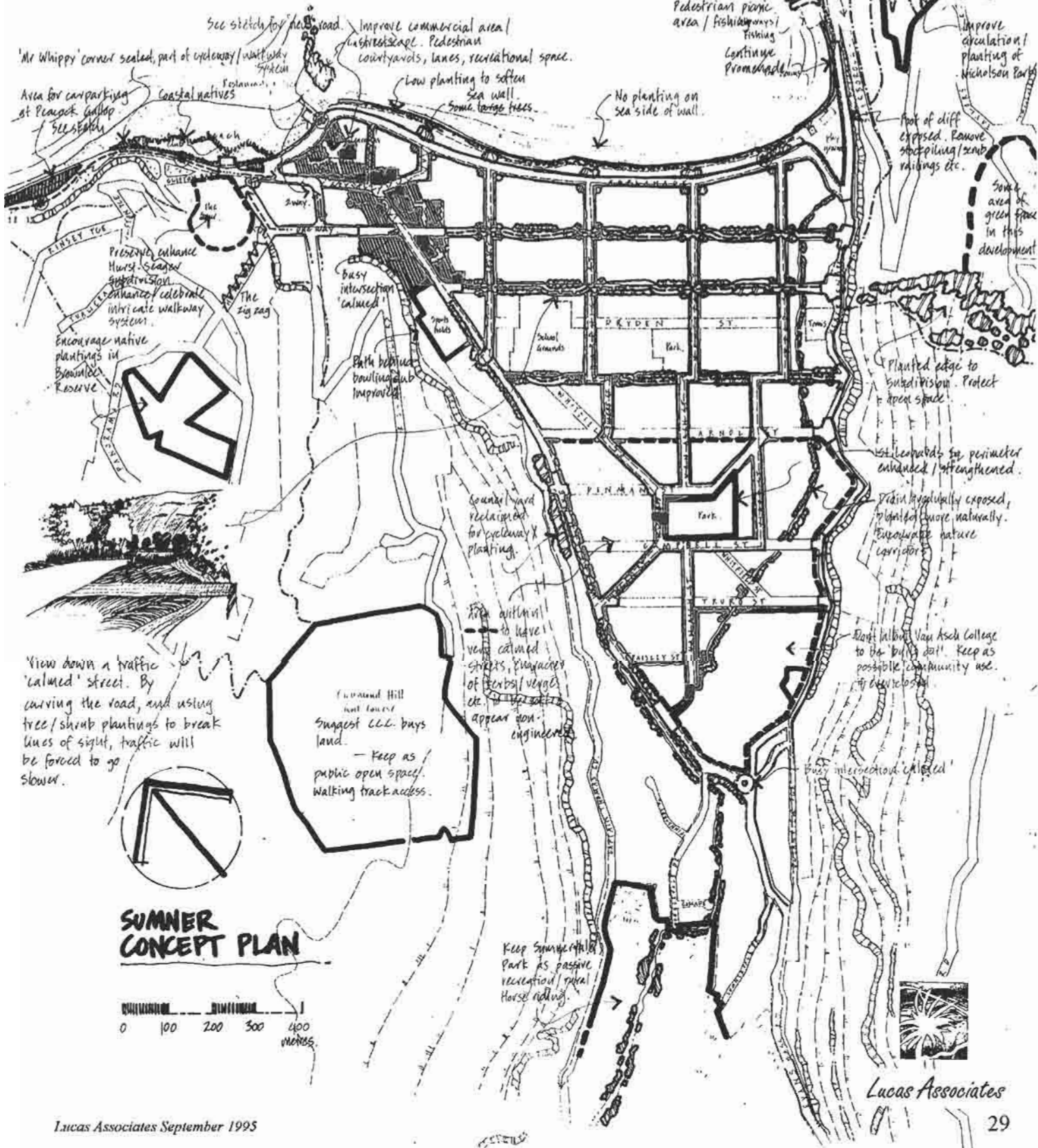


Streets running east-west 'calmed' through breaking the line of sight incorporating tree/shrub planting on road islands in informal groupings. Road narrowing in places.

Streets running down the valley to become pedestrian/cycle links from the valley to sea. Streets narrowed, paved in places, traffic 'calmed' considerably. Parking bays allowed for.

- Artificial help reef to protect & enlarge beach from Cove Park - Scarborough.

- ⊛ Drop off / pick up points for public transport / shuttle service.



A colour range is provided resulting from the desired design style identified by the community. Excepting for appropriate natural materials (e.g. local stone and weathered timber), this colour range is suggested for the exterior surfaces of all structures in Sumner - for buildings as well as fences, seats, bins, etc.

The more reflective, lighter or brighter tones (particularly the blues, golds and off-whites) are for very limited use only, and where predominantly in shadow.

The darkest tones are for roofs and small areas of trim.

White and primary colours are not recommended for Sumner.

Colours from BS 2660, BS 5252, Total Colour System ranges (Resene)

"volcanic" colours in ranges:	1-017 to 1-018 and 1-024, 2-027 to 2-029 and 2-032. 1 RO 10 to 3 RO 10. 2 RO 20 to 3 RO 20, 1 RO 30 to 2 RO 30 and 1 RO 50, 02 C 37 to 02 C 39, 04 C 37 to 04 C 40, 06 C 33 to 06 C 40,, 08 C 33 to 08 C 39.
browns in the ranges:	2 BO 20 to 6BO 20, 04 B 21 to 04 B 27, 08 B 17 to 08 B 27, 1 BO 10 to 5 BO 10, 1 BO 60 to 4 BO 60, 2 BO 30 to 7 BO 30, 2 BO 40 to 5 BO 40, 2 BO 50 to 4 BO 50, 06 D 43 to 06D45, 08 D 43 to 08 D 45.
grey-greens in the ranges:	3-035 to 3-038, 4-047 to 4-050, 5-058 to 5-060, 1 GO 10 to 6 GO 10, 2 GO 20 and 6 GO 20, 3 GO 50 to 7 GO 50, 10 B 17 to 10 B 27, 12 B 23, to 12B 27.
yellow-greens in the ranges:	1 YO 10 to 3 YO 10 and 6 YO 10, 1 YO 20 to 3 YO 20, 1 YO 30 to 3YO 30, 10 C 39, 10 D 44 to 10 D 45, 12 D 45.
grey-blues in the ranges:	3 B 60 to 4 B 60, 1 V 60 to 2 V 60, 7-076 to 7-078, 8-087 to 8-089, 16 C 35, 18 C 33 to 18 C 37.
greys in the ranges:	9-093 to 9-097, 9-099 to 9-101, 1 GR 10 to 6 GR 10, 1 GR 20 to 6 GR 20, 2 GR 30 to 4 GR 30, 2 GR 30 to 6 GR 40, 2 GR 50 to 5 GR 50, 2 GR 60 to 5 GR 60; 10 A 05 to 10 A 09. 18 B 17 to 18 B 25.



**SUMNER
PROTOCOL
COLOUR
SWATCH**

Note: Colours may not have
copied accurately. Refer to
original colour charts.
See colour references on overlay.

8 : M A N A G I N G C H A N G E

Graded from 1 to 4, from mere local suggestion to Council requirement, groups of participants rated the status of each criterion. That is, the 'Sumner Protocol' seeks that:

- 1 = suggestion - desired local practice.
- 2 = encouragement - local guideline that invites community support.
- 3 = request - Council request
- 4 = requirement - Council requirement
- = suggested status unclear

OPEN SPACE

- 4 Sections adequately spacious to enhance structures.
- 4 Respect for views from neighbours' living spaces.
- 4 Respect for neighbours' privacy and sunlight - by buildings and accessory structures including decks, walls, fences, trellis, etc.
- 4 Clear views along beach frontage.
- Hill plantings planned to respect views.
- Trees to frame views, not block them.
- 4 Structures to respect the existing streetscapes
- 4 specialness of place/locality considered in any streetworks design - not use same designs as use in very different suburbs (e.g. Revelation Drive treated similarly to Westmorland).
- 1 Some/parts of streets closed off as people space.
- Pocket parks allocated from a green space area/person ratio.
- 4 People spaces in commercial area.
- 4 Cycle parking space in commercial area.

BUILT CHARACTER:

- 2 Vernacular architecture.
- 3 Respond to geology.
- 4 Skyline not disrupted.
- 1 Conform to the ambience of Sumner. Sumner's roots are in individualism.
- 3 Low-density population.
- 2 Welcoming to visitors, passers-by.
- 3 Provide nature-based attractions.
- 4 Sun and views retained in residential, commercial and public space.

BUILDING SCALE:

- 4 Human scale.
- 4 Heights relate to surrounding:
 - landforms
 - existing architecture
- 1 Hill homes utilise contours to integrate well; nestle into slope.
- 4 Public/commercial buildings of human scale - people friendly.
- 4 7m height on hills, 8m on flat as maximum building height.

BUILT FORM:

- 4 Roofline and pitch to be sensitive to the aesthetics of the environment.
- 1 Rooflines/heights sympathetic to neighbours near and far.
- 1 Rooflines/heights sympathetic to landforms/streetscapes.
- 1 Roof shape/height to retain sun and views.

MATERIALS:

- 1,2 natural materials wherever possible.
- 3 All paved tracks to be surfaced with naturally sourced local materials - not grey asphalt that are more visually and environmentally pleasing.
- 1 Fences sympathetic to overall streetscape.
- 1 Accessory structures, including fences, to be of materials as on or sympathetic to the house.
- 3 No reflective surfaces.
- 4 No large, reflective metal surfaces.
- 4 No smooth white, very light or bright surfaces.

COLOURS:

- 1,2 Applied colour to be sensitive to surrounding landscape and architecture.

SERVICES:

- 3 Underground Reticulation.

LIGHTING MANAGEMENT:

- 3 Management of artificial lighting is sought to protect valued darkness, night sky, aesthetics and natural processes. Improved street lighting is sought. Careful design of any flood-lighting, e.g. of Norfolk pines. No "twinkly" lights wanted, excepting perhaps to mark brief events.

COMMUNICATION FACILITIES:

- 4 Participants unanimously seek that any communications installations be greater than 300m from residences, and be addressed through a notified consents procedure.

ENERGY MANAGEMENT:

- Environmentally Sensitive Structures, providing solar heating, etc.
- 1 Energy efficiency - e.g. maximise sun.
 - Convenient public transport maintained, and weekend options explored, e.g. shuttles from Ferrymead, shuttles to Taylors Mistake.
 - 2 Built environment, whilst wishing to retain the bungalow character of the village, sustainable management principles are also sought.

NATURAL ENVIRONMENT:

- 2 Plan and design to integrate with local ecology.
- 2 Respect shapes, colours and textures of geology.
- 2 Relate to natural boundaries.
- 2 Relate to ocean, hills, cliffs, ridges.
- 2 Retain beach access.

PLANTING:

- 1 provision for planting in development - provide fruiting trees to encourage birds.
- Tree planting to soften visual effects of new buildings and fences e.g. Whitewash Head cliff (Searidge)
- 2 Encourage use of drought and salt tolerant plants.
- 2 Native plant use encouraged, providing character and food for fauna.
- Use plants local to the different land units of Sumner.
- Identify what has been grown successfully in Sumner.
- Use trees to provide shelter and to frame views, not screen them.
- 3 Provide option of groundcover planting instead of grass covered berms.
3. Soften the sea wall with planting.
2. Planting selected to encourage a "non-need-to-spray" policy.
- Allow for fire hazard in hill areas.

PROCESS:

- 4 Greater consultation
- 4 Council-community communication before planning new areas.
- 4 Use an arbiter when appropriate - architect in commercial settings; an appointed resident regarding residential use. Avoid all going through resource consent process, and avoid straining neighbourly relations.
- 3 Provide opportunity for every resident to input ideas and meet to plan commercial area.

ENFORCEMENT:

- 4 Monitoring to ensure plans approved by neighbours are those that are built.
- Neighbours to be informed of, or consulted, regarding even slight alterations to the (exterior) of plans.

WASTE MANAGEMENT:

The 'Neighbourhood Recycling Centre' structure being trialed by CCC was presented as a possibility. The establishment of such a facility was supported by participants.

Dog droppings management enforced.



A Christchurch Service Centre's
Neighbourhood Recycling Station

9 : PARTICIPANTS

Although not all people were recorded, those people participating in preparatory meetings, workshop days and written contributions, included:

Day 1

Ainslee MacDonald
Robin MacDonald
Elaine MacFarlane
Joan Allard
Peter Allard
Kees Bruin
Heather Brown
Betty Dixon
Dick Ezendam
Peter Foster
John Freeman
John Fry
Ken Gimblett**
Kit Gressin
Kevin Griggs
Bernard Hansen
Jeremy Head*
Isabella Holland
Margaret Joblin
Eric Johnson
Viv Langabeer
Di Lucas*
Beverly McDowell
Ken McDowell
Jill Maunsill
Nancy Meherne
Steve Miles
Penny Mower
Stephanie Myerscough
M. A. Parry
R. O. Parry
Jean Porteous
Alec Saunders
Diana Shand
Ines Stager*
Ralph Traber
Eileen Witherford

On Day 2:

Margaret Austed
Ian Barr
J. Barr
D. Barrick*
E. Barrick
Mike Baxter
Heather Brown
Roger Buck
Peter Bulm
Betty Dixon
Ian Edwards
Dale Every
Peter Foster
John Freeman
Ken Gimblett**
R. Gosset
L. Hadfield
Bernard Hansen
J. Hansen
Peter Hansen
Jeremy Head*
Margaret Joblin
Eric Johnson
Viv Langabeer
Di Lucas*
Roger Lusby
Don Meldrum
Ainslee MacDonald
Elaine MacFarlane
T. MacFarlane
Beverly McDowell
Ken McDowell
Judy Meldrum
Nancy Meherne
Steve Miles
R. Montgomery
Astrid Neumann

Marie O'Brien
Jeldrick Oorthuys
P. M. Pellet
Charles Satherthwaite
Jason Seat
Diana Shand
Colin Simpson
Ines Stager*
Dulcie Stocker
E. Stuart-Jones
Molly Tait
Ralph Traber
Eileen Witherford

Written comment made prior to the workshop, was received from:

Bob (cnr Nayland & Mariner Streets)
Joan Allard
Peter Allard
W. J. Baguley
Jane Barr (suggestions from children & adults)
Roger Buck
A. P. Evison
John Freeman
H. Gallagher
W. Gallagher
Mike Knox, Secretary, Sumner & Redcliffs Business Association
Elizabeth McKelvey
Jeldrick Oorthuys
Jon. O. Renant
Dulcie Stocker
Ian Tomlinson
Jan Tomlinson
plus a number of unsigned comments.

and post-workshop from:

Margaret Austed
D. E. Hansen
Eric Johnson
Ainslee MacDonald
J & A Newton
Dulcie Stocker
Mike Knox, Secretary, Sumner & Redcliffs Business Association
plus a number of unsigned comments.

Post workshop evaluation forms have been positive, with comments such as:

- "An excellent way of consulting the community."
- "A great opportunity to discuss Sumner's problems."
- "It expresses the wishes of a great number of Sumner residents."
- "A wonderful project."
- "Should become a regular event - yearly?"

(* denotes member of Lucas Associates facilitation/technical/design team;
** denotes Council staff)