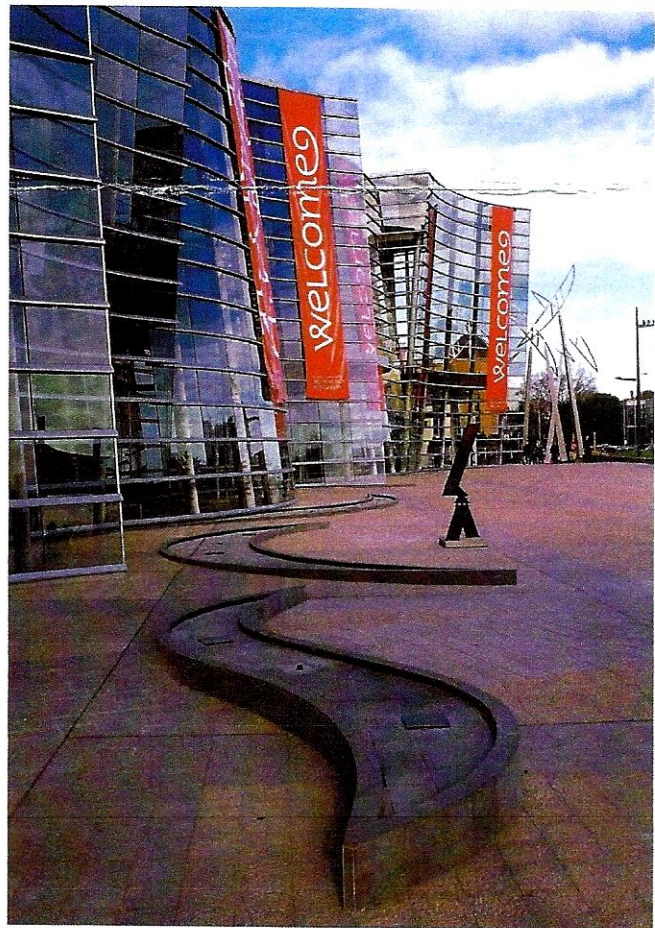


NEW HOME FOR CANTERBURY COLLECTION



All members and friends of the Civic Trust are cordially invited to attend our

Annual General Meeting

Tuesday 22 July 2003

**To be held in the The Hurst Seager Room
Christchurch Arts Centre, corner of Hereford St & Rolleston Ave**

*Light refreshments will commence
At 5.30pm for 6.00pm meeting*

And will be followed by an address by

*Mr Anthony Wright, Director of The Canterbury Museum.
"The Revitalisation of the Canterbury Museum"*

Bring a friend

The Concept of Optimum City Size

"Do we really want to get any bigger?" asked Brian Priestley in the Christchurch Star in January 2000. He suggested that we have a referendum to find out about something that directly affects us all. "Do we really want Christchurch to become a city of 500,000 people?" he asked. In November 1996, David Round, writing in the Press, alluded to the same problem and asked, "why should Christchurch grow any bigger?" He suggested that "it would make sense if our planning laws made provision for people on whom gardens are wasted, and who would prefer to live in a city rather than a garden suburb."

Both writers touch on an old age subject, "how do we limit the growth of our cities, and if so what is a desirable population?" This reminded me of the problem facing Auckland in 1970 when it was nearing a population of one million. It was proposed that it not exceed one million. However desirable the idealistic concept of limiting the size of a city may be, I believe that it is almost impossible to achieve for the following reasons: -

1. **Convenience** - A town or city exists because it is more convenient than other forms of settlement.
2. **Employment** - Greater opportunities exist for the employment of skilled labour, not only for the employee but also the employer.
3. **Climate** - People tend to gravitate to areas where there is an agreeable climate all year round.
4. **Social and cultural advantages** - Cities attract population growth because an entire range of social activities can be offered.
5. **Recreational advantages** - proximity to all forms of active and passive recreation and other attractions also influence growth.
6. **International Trade** - Ready access to an international airport and seaport will provide easy access to world trade.
7. **Increase in technology** - Improved farming and manufacturing techniques have, together with increase in information technology, lead to a swing towards commerce and manufacturing.
8. **Educational facilities** - opportunities and convenience for greater education tend to occur in or close to large cities.
9. **Economic factors** - The costs of running a city can be shared between a larger number of users. There appear to be definite economic and social advantages in continuing concentration of urban growth but little is known of the costs and benefits associated with towns of various sizes in New Zealand. It is doubtful whether a city such as Washington with one million people functions any better than London with eight million.
10. **Free choice of where to live** - The movement of people to the city is one of free choice largely influenced by all or some of the above factors. I doubt whether people will ever reach the stage of complete regimentation, especially on matters that control their work and play and how they generally conduct their lives. Only the Totalitarian State would tell people where to live.

11. **Lack of political wills** - No government has yet succeeded in curbing urban development.

Edward L Ullmann offered three explanations as to why large cities keep on growing at a greater pace than smaller ones.

1. **Size attracts size** - The larger the centre the more factors there are to influence growth.
2. **External economies** - a greater range of facilities can be provided by the larger city.
3. **Improvement in urban transport** - short haul advantages from source to market.

Ullmann concluded that the larger the city the more self contained it became, and therefore more efficient, because it could trade within itself and transport costs to and from other places could be saved.

Decentralisation - The only points I have been able to find which favour decentralisation from the city environment relate to escaping from smoke, noise, and traffic congestion, crime and other factors associated with overcrowding.

Conclusions

For the above reasons it will be evident that some exceptionally strong political forces, both at Local Government and at National level, would have to be introduced to limit city size to a fixed figure.

Professor R T Kennedy once said, "no country has yet of its own volition succeeded in stopping urban growth, and only a few have partially succeeded in restraining it and directing where it should go and the form it should take. Urban growth is a phenomena that even the most dictatorial of Governments have been unable to prevent."

Jane Jacobs, in writing on the subject said, "because we are faced with the fact of big city and metropolitan populations, big ones that will get bigger, we are faced with the job of intelligently developing genuine city life and increasing city economic strength. The task is to promote the city life of city people, housed, let us hope in concentrations both dense enough and diverse enough to offer a decent chance at developing city life."

For these reasons the efforts being made by Ted Pryor, and the Civic Trust, to have the City Council and Environment Canterbury identify areas for future urban development, are to be applauded. Perhaps we can get some good 'town planning'.

Let us bring some sense back into the law instead of the unplanned, ad hoc approach permitted under the RMA at present. Unless some good basic common sense is introduced by the decisionmakers now future generations will live to curse us.

Bruce Alexander – Dip TP, MNZIS.

"A NEW FRAMEWORK FOR CHANGE AND GROWTH IN AND AROUND METROPOLITAN CHRISTCHURCH"

Key Points from The Christchurch Civic Trust Seminar Workshop – 17 June 2003

A New Initiative by the Christchurch Civic Trust

This Seminar Workshop held under the banner of the Christchurch Civic Trust put a bright spotlight on the need for a long-term, broad development strategy for the greater Christchurch area. About 120 people from a wide cross section of professional and community bodies attended this landmark event under the direction of Peter Dyhrberg, Chairperson of the Trust. Six speakers of renown made convincing graphic presentations of the need for an inter-territorial approach to create a spatially defined strategy that should, *inter alia*, set limits for general urban and semi-urban growth. It should also provide a robust frame-work for the timely provision of strategic infrastructure networks and facilities. Such a framework is needed to enable, *inter alia*, district territorial authorities and sectoral service providers to formulate and implement their own respective plans in a better co-ordinated way.

Key Points by Six Speakers

Morgan Williams – Parliamentary Commissioner for the Environment

The stocks and flows that make up the basic elements of city growth need to be considered jointly in order to achieve long-term sustainable outcomes. Strategic planning processes need to be applied to provide a common pathway to achieve such out-comes. For that purpose, there is a need for better research data and carefully co-or-di-nated multi-disciplinary studies that embrace inter-related environmental, econ-omic, social, cultural and political parameters. Future planning solutions may be different to those, which were accepted in the past.

Professor David Thorns – Sociology Department, University of Canterbury

Whilst there are forecasts that the trajectory of population growth is likely to curve downwards over the next 50 years, decreasing household sizes, other demographic fac-tors, changes of lifestyle aspirations, consumerism, leisure trends et alia will create additional urban space demands. Planning strategies need to be more inclusive with greater participation by the "planned for," taking account of the need for environ-men-tal management processes to deal with complex and inter-related social and spatial systems.

Dr. Ted Pryor – Strategic Planner

The population in a commuter zone within 30 – 40 minutes of downtown Christchurch could rise from about 390,000 in 2001 to over 450,000 by 2021. By 2031, there could be a further 35,000 people in the same broad area. Under the Resource Management Act, oppor-tunistic development at a local level has become widespread in and around Christchurch, creating uncertainty as to the scale and distribution of associated demands for various community services. Co-ordinated planning is essen-tial, requir-ing a forum of key stakeholders to provide policy guidance. This should include a well resourced team of specialists to undertake a programmed series of studies; district support teams and sectoral service providers both to provide inputs to such studies and to carry forward detailed projects within the broad framework of an agreed spatially-defined development strategy.

Malcolm Douglass – Independent Planning and Transportation Consultant

Effective regional planning requires an institutional system and technical investigations that facilitate a balanced interaction between national, regional and district levels of government. Urban growth pressures are at present being considered on an ad hoc basis at a district level with decisions being made by the Environment Court on a case-by-case basis. Such a bottom-up approach, which is often litigious, time consuming and expensive, is clouding perceptions of broader regional issues. We need to re-establish regionally a creatively proactive role for spatially-defined stra-tegic planning. On that account, new opportunities are available under the provisions of the Resource Management Act 1991 and the Local Government Act 2002 for closer integration between medium and long-term planning and the co-ordination of regional and district development programmes.

Associate Professor Peter Skelton – Lincoln University.

The Resource Management Act 1991, supported by case decisions by the Environment Court and the Courts, have made it clear that regional policy statements can be specific in their objectives and policies and also that such statements can be spatially defined and require implementation through district plans, which can have rules. Therein lies a statutory and clear way forward for regional councils, district territorial authorities and sectoral service providers to formulate, pursue and achieve compatible sustainable development goals in participation with other public and private enterprises.

Jo Brosnahan – Chief Executive, Auckland Regional Council

The Auckland region is facing exponential growth pressures, with the population expected to climb from 1.2 million in 2001 to about two million over the next fifty years. Fragmented territorial jurisdictions have hitherto impeded the timely provision of inter-territorial infrastructure systems. To tackle long term planning needs on a broader basis, a Regional Growth Forum was established in 1999 as a subcommittee of the Auckland Regional Council. The Forum comprises elected representatives from each of seven district councils and three Councillors from the ARC. A broad growth strategy has been produced to provide certainty for infrastructure development; a focus on long-term strategic outcomes; and a framework for co-ordinated development. The strategy has widespread support from the government, the councils and infrastructure agencies.

What Next?

In response to the following key question addressed to all six speakers:

If there were one thing you could do to promote relevant authorities to advance metropolitan growth management for the greater Christchurch area, what would that be?

It is perceived by the Christchurch Civic Trust – on the basis of comments by the six speakers – that for the greater Christchurch area as a whole:

- key territorial and sectoral stakeholders first need to agree a collective approach from which reach agreement on the need for a broad spatially defined framework to cope with long-term future urban growth and strategic infrastructure needs. This will have to take account both of wider regional policy matters and the outcome of initiatives under the "Future Path Canterbury" and other relevant programmes; and —
- a well resourced institutional system to produce a spatially defined development strategy needs to be established through the Canterbury Regional Council in association with all relevant key stakeholders. This needs to be facilitated using the Resource Management Act 1991, the Local Government Act 2002, and other agreed mechanisms.

The next step is thus seen for the Civic Trust to bring such proposals to the attention of the Regional Council, relevant district councils and other involved stakeholders. It is seen that a primary aim should be for the Regional Council to initiate an early review of the Regional Policy Statement, focussing on producing a spatially defined urban growth strategy through the combined support of city and district councils.

NEW CHRISTCHURCH ART GALLERY

This new building was always going to be a project that would attract public debate – it is such a major new city feature in a conspicuous central city location. The Civic Trust is whole-heartedly in favour of having an enlarged and more suitable building for our city's Art Gallery. Those of us who have visited it have been impressed with the well balanced, spacious galleries that have been organised to allow easy public circulation while allowing others to quietly view the paintings. The works of art are generally displayed to their best advantage.

Other features include the gallery shop and restaurant, a 180-seat auditorium, reference library, education centre, boardroom and workrooms. An underground carpark is a welcome facility in this busy location.

The exterior design remains contentious. The gallery design brief spoke of the philosophy behind the architectural competition – including a sense of Christchurch's identity reinforcing this cultural precinct. However, the judges appear to have chosen the winning design determined by 'big is best' principle. The Montreal Street frontage was described as a 'sinuous silky wall' – a five stories high undulating glass 'lean-to' a city block wide. In front of this, to one side, is a sculpture consisting of seven 18.5 metre high angled poles topped with metal canoe-shaped moving pieces. The 'wow factor' it certainly has, but as acclaimed Christchurch architect and Civic Trust foundation member Peter Beaven comments, it is alien to the character of Christchurch. The Worcester Street frontage has a bleak intimidating presence, which the surface fripperies do little to change.

The opening exhibition includes a loan exhibition of world famous paintings from the National Gallery of Victoria. A major retrospective of the works of one of Canterbury's notable artists, W. Sutton, is also highlighted. This will boost the promotion of outstanding regional painting – with as much pride taken in the Canterbury Collection as in the opening of the new Art Gallery.

Adapted from article by Norman Barrett

REHUA MARAE VISIT

Members may recall that one of The Civic Trust Awards of 2002 went to Rehua Marae. Several members expressed the view that they would be very interested to see the award-winning project on this historic site. If you are interested in joining a group of Trust members, please advise our Secretary, Mr Lindsay Carswell (389 4819).

It has been suggested this may occur in October or during Heritage week.

NEWS IN BRIEF

Victoria Square Height Limits. The Civic Trust supported ICON in its Environment Court Reference which sought to obtain a 14 metre maximum permitted height limitation on buildings on the south and east sides of Victoria Square. This followed a proposal for a 60 metre tall building to be built on the "Vic and Whale" site on Colombo Street.

Turners and Growers site redevelopment. The City Council has obtained this site and has included the Civic Trust in its consultations with other community groups in the city. A mix of residential, including a social mix of students and others, plus a recreational space is envisaged which would assist in the revitalisation of the central city. The Trust favours the concept.

Urbanisation of areas in proximity to airport. The continuing breakdown of previous well considered land use plans, is of great concern to the Trust. With applications now placed for residential and retailing to be established under the northwest flight path, there is reason to be concerned for public safety and well being. Also, there is the risk of the airport being subject to a curfew on night operations at some future time. This is a real threat to the viability of this conveniently located community asset on this site.

Nurses Memorial Chapel. New memorial stained glass windows, designed by Stephen Balenger-Taylor, to commemorate all army nurses were installed for ANZAC Day 2003. The Chapel is included in the New Zealand Historic Places Trust online register – www.historic.org.nz/register.html.

Retirements from the Civic Trust Board

It with great regret that we received notice from Joe Ashworth and Graeme Breach, that they must retire from the Board. Both men have been most helpful and conscientious. Our gratitude and best wishes go with them.

URGENT NOTICES TO MEMBERS

If any member interested in the following information, would you please advise the Civic Trust urgently.

JOHN HENDRY MEMORIAL HERITAGE TRUST (INC)

The John Hendry Memorial Heritage Trust, which was launched in February 1988, now invites applications for the current year's grants.

As an architect, John Hendry (1913-1987) was committed to preserving Christchurch's architectural heritage. He wrote two books and was a member of historical associations. He also acted as a guide for historic books and was involved in local theatre.

John Hendry had a rich and full life, which inspired many.

Continued pg.4

InterCity Bus Exchange

It is clear from statistics that the current growth area in overseas visitors is the backpacking fraternity. These people frequently prefer to travel overland using bus and rail services. But there is a price to pay for travelling this way – at least in Christchurch. That price is inconvenience, and an unwelcoming attitude toward our visitors. An unacceptable, primitive arrangement has arisen, perhaps, by the fragmentation of the larger bus companies and the introduction of many small bus operators. Up to eighty such firms are licensed with Environment Canterbury to operate in the city. At least some of these could benefit from a suitable bus exchange. Certainly, their passengers would.

The Civic Trust has been examining the situation and believes there is a very good case for an intercity bus exchange in the city. The needs of intercity passengers are somewhat greater than passengers using our Metro system. Shelter, luggage, toilet and refreshment issues together with an information office and convenient connections to accommodation and other bus services should be provided – not the “hole-in-the wall” office with baggage and passengers cluttering the dark, cold, windy public footpath currently provided in Worcester Boulevard by some larger companies. Smaller companies provide absolutely no facilities and are scattered around the Cathedral Square.

Hamilton City has recently constructed a simple bus interchange in the city centre. A modern structure houses

the facilities, while buses angle-park up to an outdoor, purpose-built, low platform covered by a verandah.

Ted Pryor has managed to obtain details of the Hamilton Transport Centre. This has provision for forty passenger pickup and drop-off car-parks, seven taxi stands, airport and twenty-two bus-docks for inner city shuttle buses, rural, urban and Intercity buses.

Meantime, I made a flying visit to the facility while in Hamilton recently. Clearly, all the major issues have been addressed by the Hamilton City Council. Passengers have a purpose-built space for ticketing, information, phones and toilets. Even bicycle storage is provided.

The only shortcomings of the facility I observed were the inadequate weather protection for passengers when boarding or alighting from their buses and seeming lack of a refreshment counter. With 22 buses tightly packing the docks, there could be some difficulty in finding the right bus without a user-friendly system being implemented. Loading bulky luggage might also be a struggle in such a limited space between angle-parked buses. The Christchurch bus exchange may be a better prototype to base our Intercity bus exchange upon.

The Civic Trust is to recommend to the City Council and to Environment Canterbury that they seriously consider setting up a similar facility in our city. Like the airport, it could be organised so that it recovers its costs and probably make a profit.

R. L. Fussell

Continued from pg.3

JOHN HENDRY MEMORIAL HERITAGE TRUST (INC)

The Canterbury Regional Committee of the Historic Places Trust wishes his life to be remembered.

The John Hendry Memorial Heritage Trust was established to raise and disburse funds to assist with the conservation and restoration of listed historic buildings in Canterbury, and to foster research into the province's architectural past.

The New Zealand Guardian Trust Company Limited act as Trustee with a panel of historical and architectural advisors.

Written applications must be received by the advisory trustees by 31 July 2003.

Additional information or a form of guidelines for applicants is available by contacting Gary Andersom, Guardian Trust, Phone (03) 379 06645 or write to P.O.Box 9, Christchurch.

*The John Hendry Memorial Heritage Trust
C/- Trust Manager
Guardian Trust
P.O. Box 9 Christchurch.*

Annual Lincoln University State of the Nation's Environment Address

“Our Environment: from where we were to where we are going”

by Barry Carbon,

CEO, Ministry for the Environment.

Thursday 31 July 2003 4.30 – 6.00 pm

Stewart Lecture Theatre 1, Stewart Building,

Lincoln University.

Drinks 4.00 – 4.30 pm.

THE CHRISTCHURCH CIVIC TRUST INC.

P.O. Box 1927, Christchurch, New Zealand

The views expressed in this publication are not necessarily those of the Christchurch Civic Trust Inc.