

This section presents the Central City Framework in more detail and explains the analysis behind it



strategic directions

SECTION 5

Strategic Direction:

1

A Liveable City

Strategies aimed at improving the liveability of the central city and its surroundings

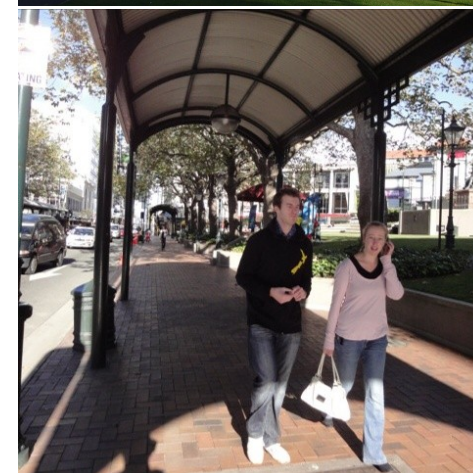
Increasing liveability will lead to a city centre with a balanced mix of activities, a place where people work, shop, visit civic and cultural facilities, come for entertainment and live.

The aim behind this strategic direction is to improve the central city as a friendly and comfortable place. Propositions presented under other Strategic Directions will contribute to this more generally well, but in the following Section the focus is on the experience of the centre seen from the perspective of specific user groups: families with small children, the elderly and students. Many of these rely on the city centre for their regular shopping and entertainment, and have specific needs. Special attention has been given to the experience of the central city at night. For the city to attract a wide range of people to use their facilities after business hours, the atmosphere around the places and facilities that people use should be pleasant, comfortable and, most of all, perceived as and actually safe. Both design and organisational aspects that increase this experience are considered.

A very effective way to increase safety and security outside business hours, is to encourage people to live in and around the central city, since residential activities result in the presence of people at all hours of the day. The central city accommodates many physical ingredients that already make it attractive for urban living. Increasing the liveability will lead to more residential development in the central city. The presence of increasing numbers of residents within the central city will in turn increase its attractiveness for more residential developments as well as other activities.

Initiatives under this Strategic Direction include:

- Measures aimed at improving community wellbeing.
- Measures aimed at improving the experience of the central city for elderly, families, students, and at night time.
- Encouraging more residential activity in the central city and in the Warehouse District.



5.1.1 Community wellbeing

A look at the wider social network provides a more complete picture of the central city in its context.

A successful social network facilitates community building, provides good accessibility to facilities and opportunities to participate. The provision of social infrastructure such as educational, healthcare and community facilities, and also the qualitative, less tangible aspects of community such as 'fostering a sense of place' and 'identity' in Dunedin were analysed against a range of criteria. This was done for all the different 'community catchments' of Dunedin as well as the central area. Refer to Figure 5-1 for the summary of this approach. The composite result is shown in Figure 5-2.

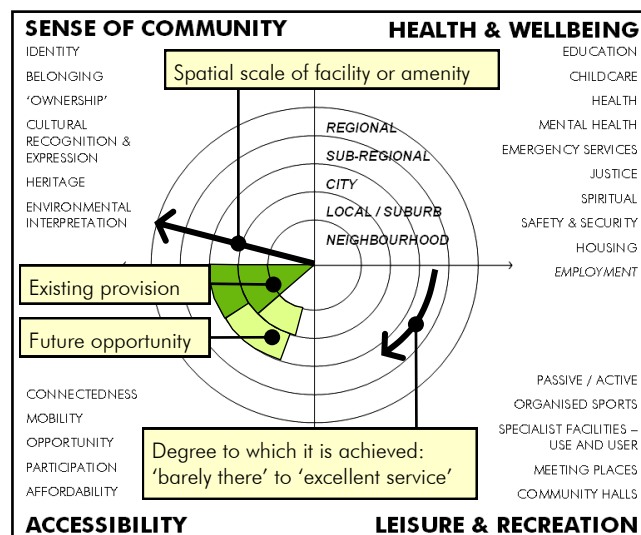
The central city circle depicts a high representation of physical community infrastructure on the right hand side of the circle. This is explained by the presence of the many facilities located in Dunedin (refer to Figure 5-3 overleaf) that cater not only for the city, but also for the wider district and even nationally. However, it is clearly shown that the city centre lacks the more intangible qualities, such as sense of community and accessibility. The areas south and west of the central city appear the least strong in this context. This might mean that special attention should be paid to connections between the city centre with all its facilities and the weaker areas to west and south of the city.

Specific projects outside the scope of this project could help address these issues as well.

High level proposals include:

West

- Social development programme (already underway with Department of Internal Affairs funding).
- Public space improvements.
- Provide more informal meeting places.
- Increase the number of playgrounds.



ABOVE FIG. 5-1: Base for the radial plots for each individual catchment

Coastal

- Improve interpretation (heritage features, history of place).
- Encourage use of the community facilities in South Dunedin to strengthen their viability.

South

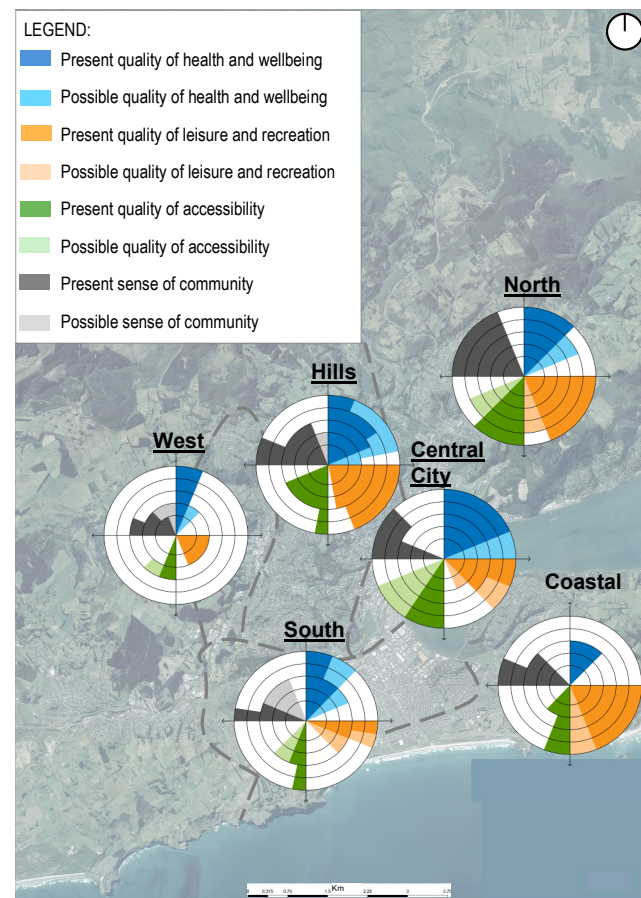
- Keep bus route (Normanby to St. Clair).
- Micro access/ mobility.
- Keep and strengthen local retail.
- Ensure that changes to the inner city will not lead to negative impacts on the southern activity centre.

North

- Improve the standard of housing.
- Retain the bus connections to and from the north.
- Retain movement connections to the CBD.

Hills

- Improve social cohesion.
- Retain and enhance pedestrian connections to the city.



ABOVE FIG. 5-2: Present and projected quality of community wellbeing

Proposals targeted at improving community wellbeing in the central city are outlined in more detail in the remainder of this report.

5.1.2 Elderly experience

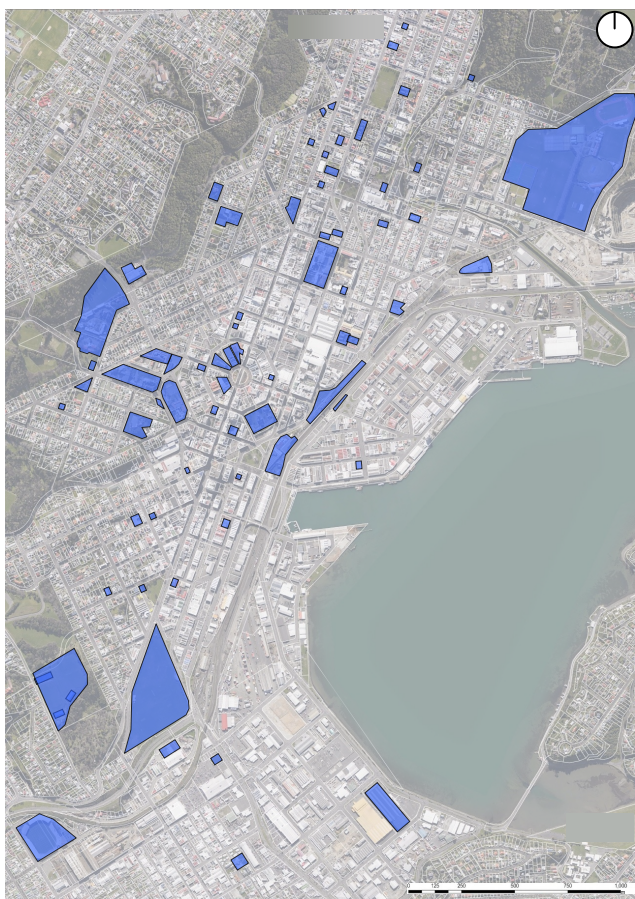
With the strong presence of community facilities in the central city (Figure 5-3) this area is widely used by the elderly.

The following issues have been identified (Figure 5-4):
→ Lack of toilets required in accessible areas.

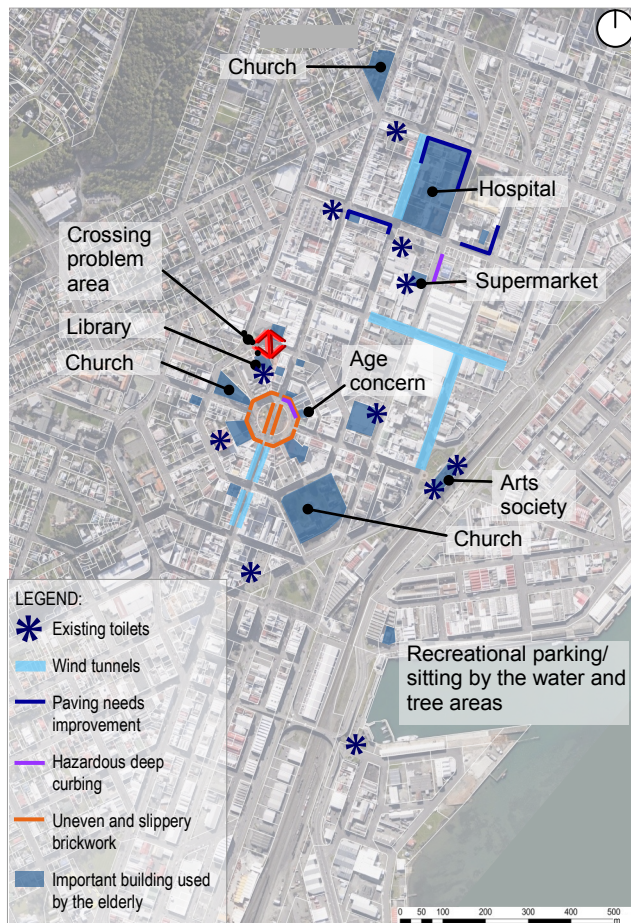
- Poor accessibility of public parking close to facilities.
- Poor quality of on-street seating and several of their locations.
- Uneven and slippery brick-paved surfaces, protruding manhole covers, pavement clutter (e.g. tables and street furniture).
- Safety issues at night (refer to night time experience).

The following propositions will enhance the experience for elderly in the central city (Figure 5-5):

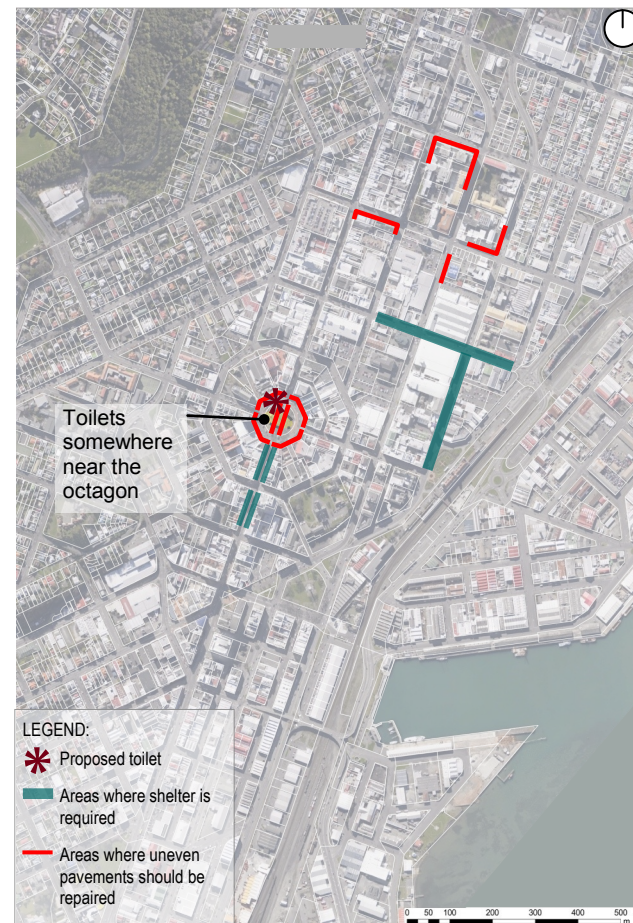
- Public toilets in an accessible location somewhere in The Octagon.
- Improve paving/ footpath in The Octagon, near the hospital, and various other areas.
- Provide shelter in Princes, St Andrew and Castle Streets to reduce wind impacts.
- Manage / clear pathways past restaurants and bars.



ABOVE FIG. 5-3: Existing community facilities



ABOVE FIG. 5-4: Existing elderly experience in the city centre



ABOVE FIG. 5-5: Proposed changes to the elderly experience in the city centre

5.1.3 Family experience

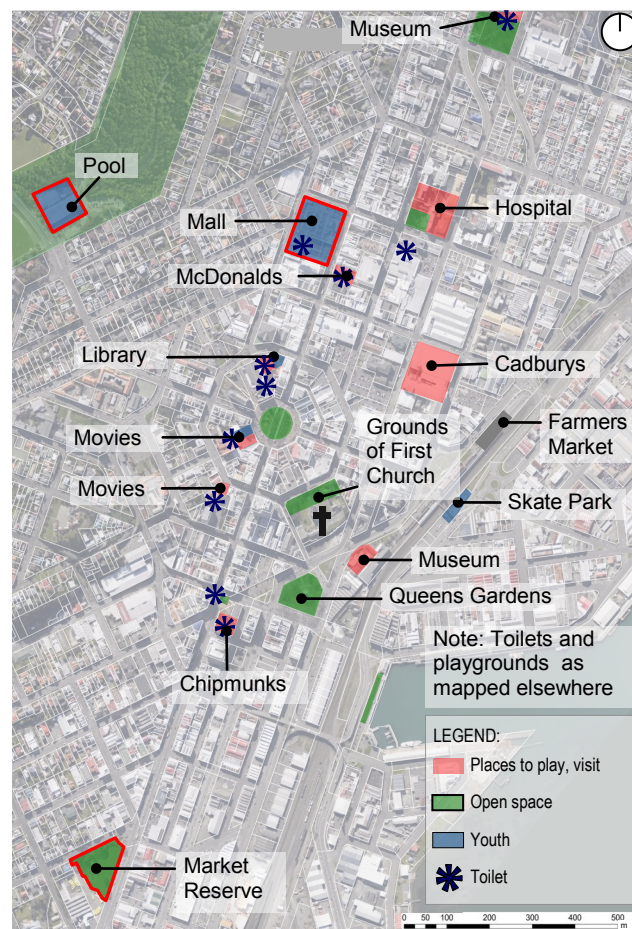
The experience of central city from the perspective of families with children was mapped in order to define propositions aimed at enhancing it.

The following issues are identified (Figure 5-6):

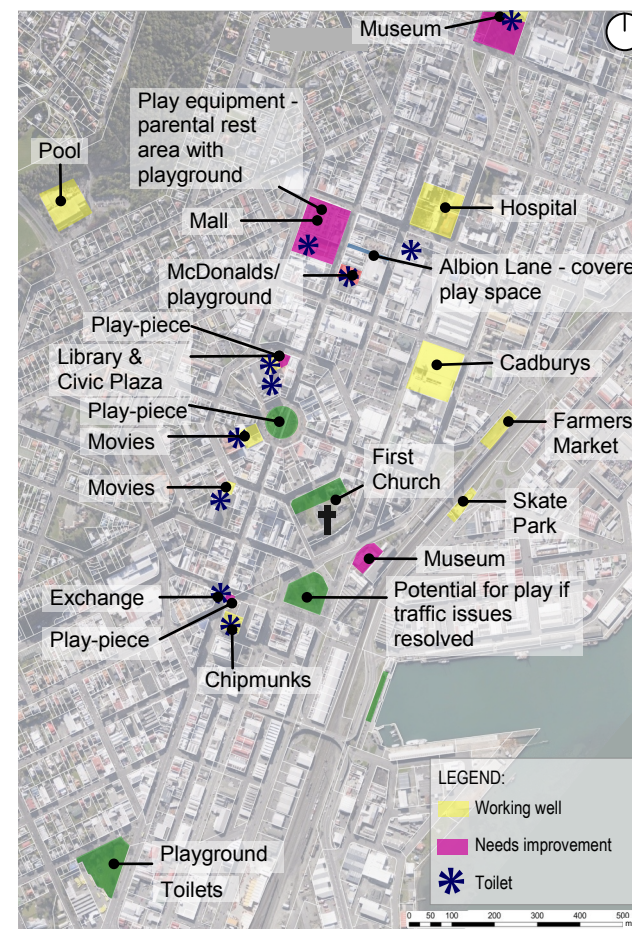
- There is a lack of public toilets and baby change facilities.
- There is a lack of family friendly public places.
- There is a lack of playgrounds in the central city.
- Difficulty of road crossings in popular shopping areas.
- Several areas/ facilities that could be improved for families with children.

The following propositions will enhance the experience for families in the central city (Figure 5-7):

- Investigate various options for play spaces (for proposed locations refer to public open space improvements in Section 5.5).
- Introduce play equipment combined with artwork or art that children can play with / on.
- Design public open spaces as places where parents can have coffee while children play.
- Increase and improve public toilets and baby change facilities.
- Introduce more cover in public spaces.
- Ideas for improvements to specific areas and facilities include:
 - Play equipment and parental rest area with playground in the mall.
 - Play equipment in the Library Plaza.
 - Covered play space in Albion Lane.
 - Queens Gardens has potential for play opportunities if the surrounding traffic could be calmed and the space be made more accessible.
 - Public toilets and baby changing facilities in Market Reserve.



ABOVE FIG. 5-6: The existing family experience in the central city



ABOVE FIG. 5-7: Proposed changes to the family experience in the central city

5.1.4 Student experience

The experience of central city from the perspective of students was mapped in order to define propositions aimed at enhancing it.

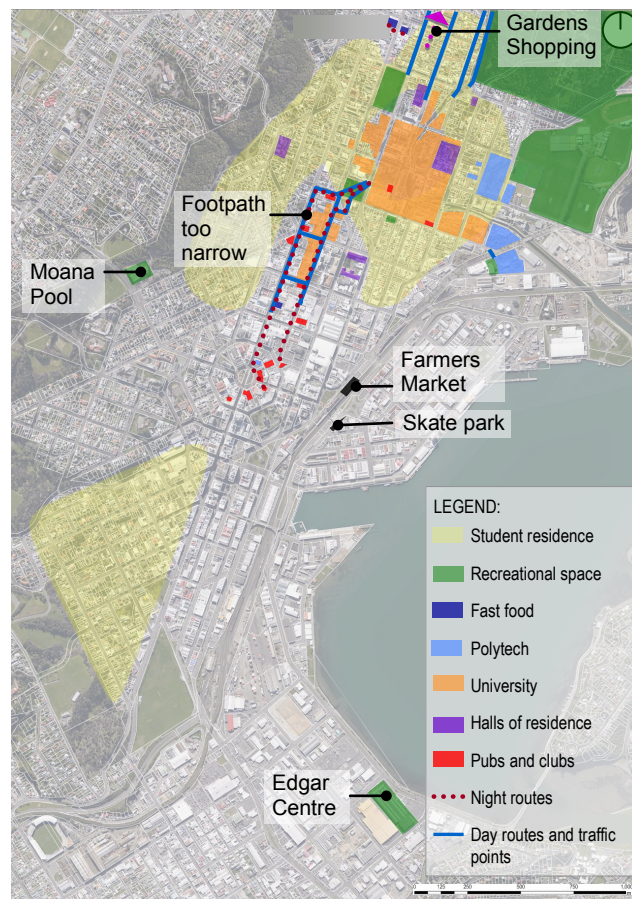
All buildings and routes are extensively mapped in the University Master Plan and the Tertiary Development Plan. The mapping in this report is only limited to those with the most relevance for the Central City Framework.

The following issues are identified (Figure 5-8):

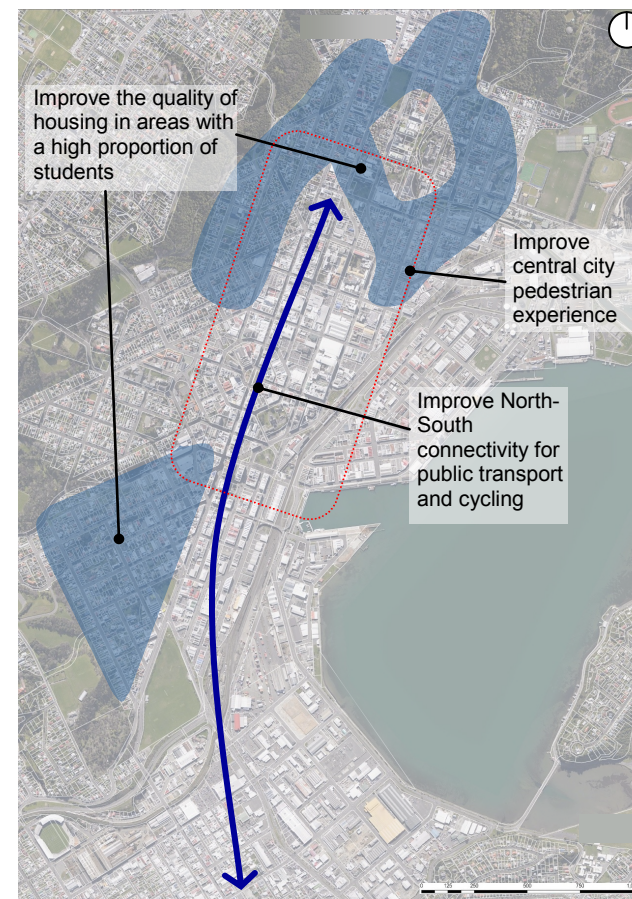
- The quality of housing in areas with a large student proportion is generally poor.
- The accessibility of central city facilities from the Tertiary Education area north of the centre could be improved. This includes several detailed issues pertaining to pedestrian, cycle, bus, and skateboard linkages between the central city and the University and the Polytechnic.

The following propositions will specifically enhance the experience for students in the central city (Figure 5-9):

- Measures aimed at improving the student housing stock should be considered.
- Proposals aimed at improving the pedestrian experience along routes between the campus and The Exchange that make central city facilities more accessible from the Tertiary Education area should be considered.
- Public Transport connectivity through the wider city should be improved. The route between Saint Clair and the University should be retained.
- The accessibility of the Tertiary Education area by bicycle could be improved. Refer to Section 5.4.8 for details.
- Other propositions presented under the Night time experience (Section 5.1.5).



ABOVE FIG. 5-8: Existing student experience in the central city



ABOVE FIG. 5-9: Proposed changes to the student experience in the central city

5.1.5 Night time experience

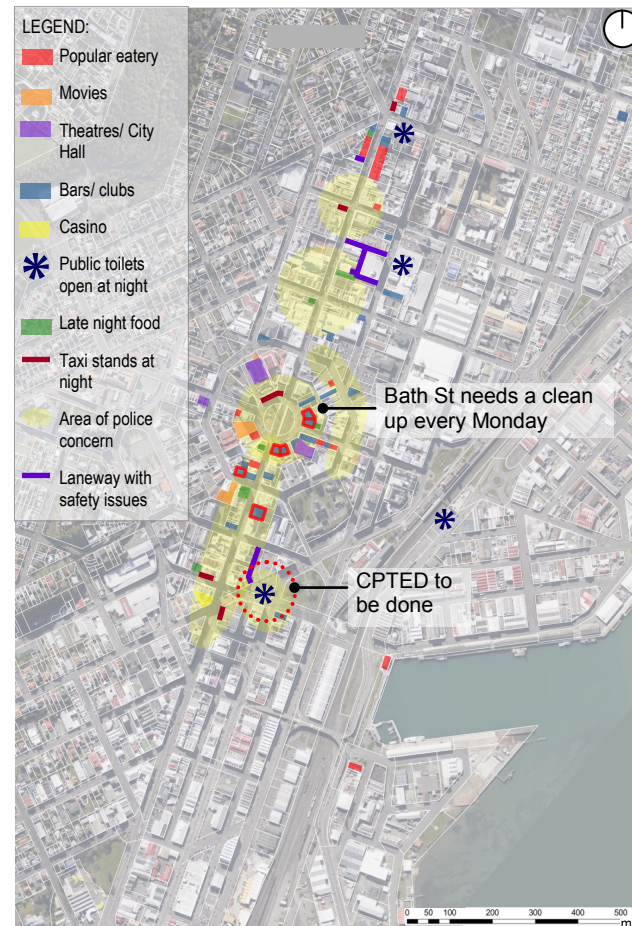
The experience of central city from those using it at night was mapped in order to define propositions aimed at improving it.

The following night time related issues are identified (Figure 5-10):

- Security in Bath Street and in The Octagon, especially the atmosphere around the taxi stands in The Octagon late at night.
- Security two blocks out from Octagon - hidden corners and lack of lighting.
- Security around Queens Gardens and the Museum Reserve.
- No buses after 11pm, lack of late night transport options.
- Very few music venues and no small to medium capacity venues, halls / theatres too big for kiwi / local acts.
- Safety issues in the wider city centre, due to drunkenness, antisocial behaviour and speeding.

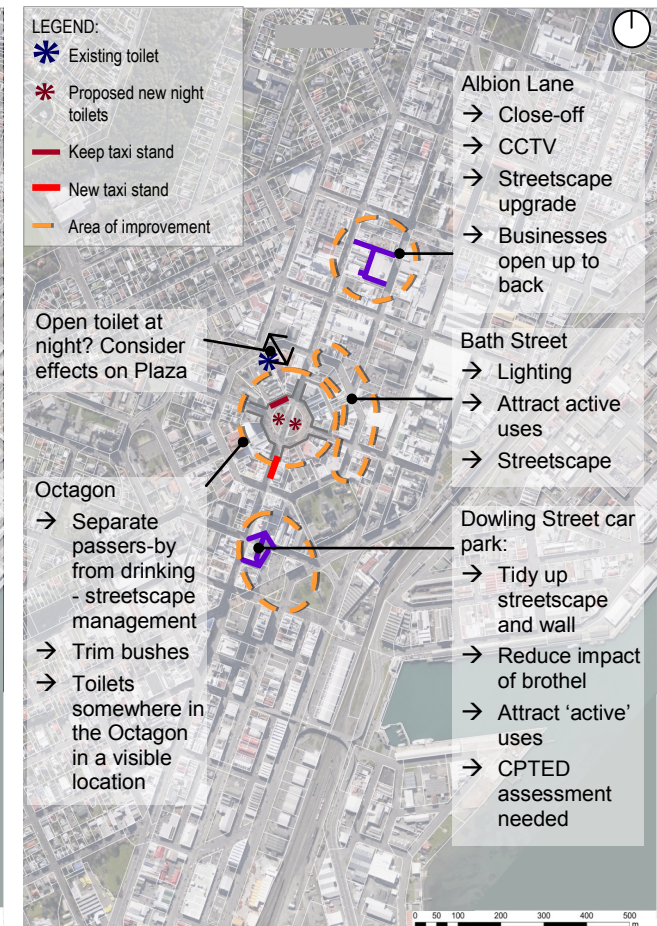
The following propositions will enhance the night time experience in the central city (Figure 5-11):

- Albion Place/ Lane:
 - Close-off at night.
 - Install CCTV.
 - Undertake a streetscape upgrade.
 - Encourage businesses to locate active uses towards the back as well.
- The Octagon:
 - Increase the public space outside bars and separate passers-by from drinking activities.
 - Help manage the streetscape with bar operators to reduce conflict between clientele and users of the public space.
 - Trim some bushes to discourage urinating in public places.
 - Locate public toilets in a visible and accessible location.
 - Locate a south-bound taxi stand in the northern part of Princes Street and remove it from the north-eastern part of The Octagon.



ABOVE FIG. 5-10: Existing night time issues in the central city

- Bath Street:
 - Improve lighting.
 - Attract active uses.
 - Undertake a streetscape improvement.
- Dowling Street car park and surrounding area:
 - Tidy up streetscape and wall.
 - Investigate ways to reduce the negative effects of the brothel on the public space.



ABOVE FIG. 5-11: Proposed improvements to the night time experience in the central city

- Attract buildings with active edges.
- Undertake a CPTED assessment.
- Consider opening the public toilets near the library Plaza at night.
- Improve the lighting in alleyways along George and Princes Street.

5.1.6 Living in the central city

A 'chicken and egg' situation exists regarding the liveability of the central city and residential development. If the liveability in the centre were increased, it would attract more residential development, and conversely, more residential activity in the central city would lead to an increase in liveability too. The central city will always remain the primary business, retail and community centre of Dunedin. However, the presence of an extensive infrastructure of community facilities (refer to Figure 5-3) as well as commercial and employment facilities indicates that the centre has opportunities to attract residential development.

THE CENTRAL CITY

The benefits of residential activity in the central city include the following:

- It provides a greater range of housing choices;
- It adds to the vibrancy of the central city;
- It results in greater security through the presence of people at all times;
- It capitalises on adaptive re-use opportunities;
- It helps the viability of central city amenities;
- It helps the increase the viability of public transport;
- It leads to efficiencies through Live - Work - Play in one location; and
- It contributes towards reduced reliance on cars and oil.

Possible demand for central city living would exist from:

- Students;
- Young Urban Professionals;
- Baby Boomers;
- Local business owners; and
- The elderly.

Barriers to residential development include the following:

- Lack of parking for private cars;
- Not enough purpose built buildings;
- Lack of demand, due to negative perceptions:
 - Exposure to inner city noises (bars / people / traffic);
 - Limited solar access;

- Lack of neighbourhood feel;
- Poor quality of existing apartment offers;
- Costs of retrofitting older buildings;
- Low height limit of 9-11m in the District Plan;
- Lack of demand due to low population growth; and
- Reverse sensitivity from surrounding businesses.

The following proposals are aimed at attracting more residential development in the central city:

- District plan changes:
 - Cater for additional building height in some areas (Filleul and Great King Streets);
 - Develop design codes;
- Work with building owners on redevelopment opportunities; and
- Supply incentives for development.

THE WAREHOUSE DISTRICT

As the Warehouse District is a slightly distinct precinct within the central city specific analysis of benefits and barriers of residential activity has been carried out.

The benefits of residential activity in the Warehouse District include the following:

As per those listed above, with additionally:

- It enables the retention and enhancement of heritage buildings; and
- It results in the potential to create a neighbourhood feel in the Warehouse District.

Possible demand for residential activity in the Warehouse District would likely exist from:

- Students;
- Young Urban Professionals;
- Baby Boomers; and
- Local business owners.

Barriers to residential development in the Warehouse District include the following:

As those in the rest of the central city, with additionally:

- The (perceived) safety and security until critical mass achieved;
- The somewhat negative image of the area;
- Negative effects from business activities;

- Lack of street amenity and public open space;
- Parking issues:
 - Lack of on-site safe and allocated parking and the ability to provide it;
 - Conflict with existing users of the area for street parking or leased parking;
- Reverse sensitivity complaints from existing users of the area (not as significant as in the rest of the central city);
- Lack of access to local convenience stores;
- Lack of viability of a ground floor activity; and
- Lack of demand due to low population growth.

The following proposals are aimed at attracting more residential development in the Warehouse District:

- District Plan:
 - Remove parking requirement for residential development;
 - Set the maximum building height as the existing predominant height;
 - Prepare design code to protect character and provide for residential amenity;
- Supply Council incentives for earthquake strengthening;
- Allow staging of earthquake strengthening and a clear process for doing it;
- Carry out streetscape improvements;
- Supply incentives for residential development;
- Investigate the development of a parking building; and
- Supply generous on-street parking.



Example residential development appropriate for the central city