

Central City Plan

*Draft Central City Recovery Plan
For Ministerial Approval
December 2011*



*Changes to the
Christchurch City District Plan
and Global Stormwater Consent*

Note

In order to give effect to the draft Central City Plan the Council has identified a number of objectives and policies in the operative provisions of its District Plan that will require adding to, removal or amendment if the draft Recovery Plan for the Central City is to be effective.

Section 24(1) of the Canterbury Earthquake Recovery Act 2011 directs the Council to make such amendments, without using the process that will be in Schedule 1 of the Resource Management Act 1991 or any formal public process. Amendments may also be made by public notice under section 27(4) of the Act.

This volume sets out the proposed amendments. At this stage these are subject to the draft Central City Plan being approved by the Minister for Earthquake Recovery. The Minister may make any changes, or no changes, to the draft plan as he or she thinks fit.

If the draft is approved that decision will be publicly notified and the Central City Recovery Plan available for inspection.

Contents

Introduction

Introduction.....4

Overview of changes to the Christchurch City District Plan

Overview of changes to the Christchurch City District Plan6

Detailed Changes to the Christchurch City District Plan

Living Zones13

Central City Core and Fringe Zones 24

Central City Business 1 Zones..... 55

Central City Mixed Use Zone 67

Transport and Parking84

Conservation 5 Zone 127

Cultural 3 Zone..... 132

Heritage Provisions..... 133

Noise and Entertainment Provisions..... 146

Sustainable Buildings 160

Central City Temporary Buildings and Activities167

Central City Urban Design and Amenity 169

Changes to the Interim Global Stormwater Consent

Changes to the Interim Global Stormwater Consent.....174

Planning Maps

Planning Maps.....178

Introduction

The Christchurch City Council has determined that a number of changes are required to be made to the Christchurch District Plan (also referred to as the City Plan) in order to implement the Central City Plan. Changes are also required to the Interim Global Stormwater Consent. An overview of the changes to be made is described below. The changes to the City Plan and Interim Global Stormwater Consent will apply/have legal effect once this Recovery Plan is gazetted. Under the CER Act subsection 24(1) “... a council must amend an RMA document ... if a Recovery Plan directs so”. This Recovery Plan hereby directs that changes are made to the City Plan in accordance with this part of the Central City Plan.

The process for making the changes to the City Plan as set out in this Recovery Plan is subject to the CER Act provisions.

Showing the Changes

The changes to the City Plan are varied. In some instances it has been necessary to replace entire provisions with new provisions (for example the changes to the Business 3, Business 3B and Central City Edge Zone provisions). Whereas, in other instances changes have been able to be made to individual words or parts of existing provisions (for example the Living Zone provisions). In each instance the proposed deletions are described, or are shown as **struck through and bolded**, while the new provisions are **underlined and bolded**. Text before a changed provision and text after a changed provision are indicated by the use of “(...)”.

Every effort has been made to ensure that the changes specified in this part of the Central City Plan give the reader a full and fair understanding of the exact change proposed. For this reason, substantive changes have generally been shown in context, whereas consequential changes have generally been summarised and grouped. However, it should be noted that given the complexity of the changes proposed to the existing City Plan, readers are encouraged to view this part of the Central City Plan alongside the current City Plan, which is available online.

How to Apply the Proposed Rules

Readers are encouraged to read the introduction included in Volume 3 of the City Plan to understand how to use the rules when applying them to a specific activity. The introduction in the City Plan also includes an explanation of the categories of activity types e.g. the differences between Permitted, Controlled, Restricted Discretionary, Discretionary and Non-Complying activities.

Influences that May Cause Changes to the Provisions

Ministerial Changes to the CBD Recovery Plan (Known as the Central City Plan)

- The Minister may approve, modify or withdraw all or part of the draft Recovery Plan. Once the Recovery Plan is approved, the Minister will give notice in the Gazette and appropriate public notification.

Findings from the Royal Commission on Earthquake Building Failures

- The Commission is not expected to release its findings as to the cause(s) of building failures from the earthquakes until late in 2011. The findings of the Commission may necessitate changes to the Recovery Plan, and consequentially to the City Plan under direction in the Recovery Plan. Such changes are made under section 22(1) by the Minister, using the processes and consultation the Minister considers appropriate.

District Plan Review Programme

- Before the earthquakes of September 2010 and February/June of 2011 the Council had a programme in place to review the City Plan to begin in July 2011. It is now anticipated that the review will begin within the next calendar year once the majority of the work in establishing recovery policy is completed. The review will cover all of the zones within the City and Banks Peninsula but will not include those parts of the plan which are amended under direction in this Recovery Plan. However it will deal with issues that are contentious and which require updating and matters that were identified as part of the District Plan review programme. An example of such an issue is the matter of Special Amenity Areas or SAMs. The review is also an opportunity to further refine rules in this part of the Central City Plan. However under the CER Act the City Plan may not be changed to be inconsistent with the Recovery Plan (section 23(1)(f)).

Overview of changes to the Christchurch City District Plan

Living Zones

The majority of the Living 4 zone provisions that relate to the Central City are relatively current, having only recently been reviewed as part of Council-led Plan Change 53. As such, these provisions (adopted by Council 23 June 2011) are retained. Plan Change 53 was confined in its scope however, and hence some further changes are proposed to suit the context of the Central City Plan and its Guiding Principles.

The key changes include the following:

- Height limits are to be reduced in four locations: in the Living 4B zones fronting Hagley Avenue and east of Cranmer Square, in the Living 4C zoned blocks bounded by Rolleston Avenue, Cambridge Terrace and Montreal and Hereford Streets, and in the Living 4A and 4B zones east of Latimer Square. The proposed new height limits for these areas are consistent at 16 metres Development Standard and 18 metres Critical Standard (with bonus height as provided for in the definition of height). The changes fit with the overall “low-rise city” urban form and protect the existing character of these areas, while still allowing for significant increases in residential density in these areas.
- A new Living 5 zone on the land occupied by the Latimer Hotel east of Latimer Square, to reflect the use of that land (it was previously zoned Living 4B in the City Plan). The height limit of this new zone aligns with the proposed height limit in the adjoining Living 4B zone to the north and south as shown on Planning Map 3.
- There are three small corner sites in the Living 4C zone fronting Barbadoes Street that are changed to Central City Business 1 zoning in order to fix anomalies in the City Plan Maps and provide for neighbourhood centres in line with the vision of the overall Central City Plan.
- Amendments to a number of rules to better control non-residential activities in the living zones in the northern part of the Central City. These areas have historically experienced pressure for non-residential activities to locate there. This pressure is likely to increase following the Canterbury earthquakes, reducing residential populations and the coherence and character of established neighbourhoods. Hence some of the rules are amended to strengthen the protection of existing residential areas against the adverse effects of large-scale non-residential activities. An existing policy is also amended to support the rule changes.

Central City Core and Central City Fringe Zones

These zones are the heart of the Central Business District (CBD) of Christchurch. They cover what was formerly the Central City zone in the City Plan. A number of key changes have been made to these zone provisions as set out below:

Road frontage controls – Central City Core Zone

There are five main ‘frontage’ provisions in the core zone. These together promote a retail core, with an emphasis on pedestrian movement.

- Building setbacks

All buildings are to be built to road boundaries. This is an adapted street scene and containment rule that extended over the same area in the existing City Plan. It is reflective of nearly all of the built environment in the area of the Central City Core prior to the earthquakes of 2010 and 2011.

- Continuity of frontage

The full width (100%) of the front boundary of a site, at the ground floor only, must be built across. This is reflective of nearly all of the built environment in the area of the Central City Core prior to the earthquakes of 2010 and 2011.

- Verandas

Every new building in the Central City Core zone that has frontage to a road is to provide a veranda or other means of weather protection with continuous cover for pedestrians.

- Location of on site carparking

On site car parking is to be located to the rear, within, on top, or under buildings. At the ground floor only, it cannot be located within 10 metres of the road boundary. This is reflective of nearly all of the built environment in the area of the Central City Core prior to the earthquakes of 2010 and 2011.

Overview of changes to the Christchurch City District Plan

- Active Frontages

The first 10 metres of the ground floor of buildings, parallel to the front of the building, are to contain retail activities, commercial services (e.g. banks), places of entertainment, reception areas of hotels and travellers accommodation or entranceways for other activities (either behind the first 10m or on subsequent floors). Behind this first 10 metres and in the floors above, the rules are enabling of other activities such as offices and residential units.

Road Frontage Controls – Central City Fringe Zones

- Building Setbacks

All buildings are to be built to all road boundaries. On corner sites this will mean that the building is built to both road frontages.

- Continuity of Frontage

65% of the front boundary of a site, at the ground floor only, must be built across.

- Verandas

A number of streets in the Central City Fringe zone have been identified as requiring verandas or other means of weather protection with continuous cover for pedestrians. While they are not inside the Central City Core zone, the listed frontages are important pedestrian routes leading into or along side the retail core. It is important that these routes be as comfortable and protected for pedestrians as the other important pedestrian routes in the Core.

Office and Residential Activity

Except as required by the active frontage rules, offices and residential units can establish anywhere, on any floor, within the Central City Core zone and Central City Fringe zones.

Heights and Floors

The total allowable height limits for the Central City Core and Central City Fringe zones have been standardised to 31m in the Central City Core and 21m in the Central City Fringe. This allows for 9-10 floors and 6-7 floors respectively. Some lower height limits have been set for existing heritage and character areas like New Regent Street, High Street and Cashel Mall.

New maximum road wall heights of 21m and 17m operate in the Central City Core and Central City Fringe zones (apart from the heritage and character areas like New Regent Street, High Street and Cashel Mall). These replace compulsory minimum street façade heights in the existing City Plan. The minimum number of floors required for new buildings in the Central City Core Zone is 2. This reflects the vast majority of buildings that were in the Central City Core zone prior to the earthquakes.

While there has been a reduction in total allowable heights in some areas, there were few buildings in the former Central City Core that actually breached the new height limits prior to the earthquakes. The Council has removed the plot ratio requirement which previously limited the amount of development that could be undertaken on a site. Also, the Council has introduced a exceptions to the new height limits for existing over height buildings, provided that replacement is undertaken within 4 years of the gazetting of the plan.

Recession Planes

The recession plane rules have been changed. In combination with the road wall heights and total heights this will ensure that a sufficient amount of light to maintain amenity and attract people in the Central Business District results.

Urban Design and Amenity

Council has introduced a requirement for an urban design assessment for the majority of new buildings. Proposals will be assessed against a number of urban design criteria which are specified in the plan.

Overview of changes to the Christchurch City District Plan

Central City Business 1 zone

The Central City Business 1 zone is designed to enable the provision of local convenience retail, service and community service facilities close to existing residential areas. Two existing former Business 1 areas have been retained at:

A new Central City Business 1 zone has been created on the site of the former Wards Brewery at the corners of Kilmore Street, Fitzgerald Avenue, and Chester Street East.

The Key Changes include:

- Promotion of residential activities

Residential activities are permitted, except for within the first 10m of the ground floor as measured from the road boundary. This restriction is to promote a commercial use for this part of the building in the context of what the zone is primarily for – local convenience retail and service. There are provisions that are designed to ensure that residential units have a minimum level of amenity.

- Verandas

New buildings that have frontage to a road are to provide a veranda or other means of weather protection with continuous cover for pedestrians.

- Heights, maximum and minimum floors

Maximum height limit of 11m, which is complementary to the building height limits in the surrounding living zones.

- Building adaptability/flexibility

New commercial buildings are now required to provide ground floor ceiling heights of a least three metres to enable a range of future uses.

- Small scale retail

A restriction on the floor area of new retail uses has been introduced. This is to ensure that larger format retail and service activities that are better located in the Central City Core and Central City Fringe zone are dissuaded from trying to establish in these zones. These large format activities, in general, are not designed to meet the convenience day to day needs of local residents.

- Urban design and amenity assessment and Outline Development Plan approval

Council has introduced a requirement for an urban design assessment for the majority of new buildings. Proposals will be assessed against a number of urban design criteria which are specified in the plan.

Development on the Central City Business 1 zone at the corner of Kilmore and Barbadoes Street is subject to compliance with an outline development plan.

Development of the Central City Business 1 zone at the corners of Kilmore Street, Fitzgerald Avenue and Chester Street East is limited until an outline development plan has been approved.

Overview of changes to the Christchurch City District Plan

Central City Mixed Use Zone

A new zone has been created in six different Central City locations which replaces the Business 3, Business 3B and Central City Edge zones, and one Business 1 zone (Colombo Street/Bealey Avenue). The zone is designed to enable mixed business and residential activities and includes a number of rules from the Central City Edge and Living 4 zones from the existing City Plan.

Key changes include:

- Height

New maximum building heights of either 14 or 17 metres, depending on the particular location of the zone. This places limitations on height where previously no height limits were in place (height was previously controlled through plot ratio and activity controls which have now been deleted).

- Residential accommodation

Provision is now made for new medium/high density residential development subject to similar development standards as the existing Living 4 zones. The Plan contains a new requirement for acoustic insulation to mitigate noise nuisance.

- Offices

Offices in association with business activities will continue to be a permitted activity. New standalone office developments will also be permitted and a bonus floor area provided for where offices and residential accommodation are provided together.

- Urban design and amenity

A new emphasis on urban design quality with the requirement for a resource consent on significant new developments.

- Building adaptability/flexibility

New commercial buildings are now required to provide ground floor ceiling heights of a least three metres to enable a range of future uses.

- Retail activities

The existing Business 3 retail restrictions have generally be carried over into the new Mixed Use zone to complement and support the recovery of the Central City Core and Fringe zones. Small scale convenience retail is however now permitted throughout the zone along with one large supermarket in the northern part of the Central City to support new residential growth.

Transport and Parking

A number of the transport provisions in the City Plan have been amended to enable the implementation of the Central City Plan.

The road width standards have been removed to allow for the narrowing of carriageways to reduce the speed of vehicles and create more space for people. Greater controls on access and parking will ensure parking and access can be managed to produce a more people-friendly environment. A number of changes also encourage people to travel by walking, cycling or public transport. Other changes are designed to enable development and/or improve safety and design.

New Street Hierarchy

A key change to existing transport rules in the City Plan is the introduction of a new roading hierarchy. A road hierarchy system is an important planning tool used to manage the road network. The existing road hierarchy categorises roads in terms of the vehicle movement functions. Roads that carry higher volumes of traffic are generally given a higher status in the hierarchy. The new hierarchy recognises roads can also perform important “place” functions, with activities such as alfresco dining, outdoor markets, public art, etc.

The new road hierarchy not only categorises roads in terms of their vehicle movement function, but also their place function. Roads located in the Compact CBD have been classified with a higher “place” function than roads in the rest of the Central City. This will enable roads in the Compact CBD to be designed with wider footpaths with space for ‘place’ functions and narrower carriageways that encourage slower speeds.

The new roading hierarchy system is defined in a matrix whereby function is a product of link and place. There are five link types and two place types for the Central City resulting in ten categories.

Overview of changes to the Christchurch City District Plan

Parking

The existing minimum parking requirements have been removed for all activities (except for residential activities in the Living Zones).

Other changes to the parking standards include:

- Sites with a parking area greater than 50% of the Gross Leasable Floor Area of the buildings on the site require resource consent.
- New permanent car parking buildings and lots where car parking is the primary activity on the site will require resource consent as a discretionary activity.
- Temporary car parks provided for earthquake recovery where car parking is the primary activity on the site will require resource consent as a restricted discretionary activity. Consents will state the duration of the activity.

High Traffic Generator Rule

The City Plan currently has a rule that requires all developments generating more than 250 vehicle trips per day and/or providing more than 25 parking spaces to obtain resource consent. It means some developments must obtain resource consent when otherwise they would be permitted activities. While there is a need to manage high traffic generating activities, it has been identified that there are some areas that are more conducive to high traffic generating activities than others. So instead of retaining 'one size fits all' threshold for all developments, a number of different thresholds have been introduced. This will enable higher traffic generating developments located in areas that can cope with higher levels of traffic generation to be developed without the need to obtain resource consent under the High Traffic Generator Rule.

Other changes to the High Traffic Generator Rule include:

- The requirement for activities proposing more than 25 parking spaces to obtain resource consent has been removed; only the vehicle trip thresholds will apply.
- All consents applications under the High Traffic Generator Rule will have restricted discretionary activity status. The list of assessment matters has been expanded.
- Integrated Transport Assessments (ITAs) will be required to be submitted for consent applications under the High Traffic Generator Rule. ITAs will consider more matters than were generally considered under a traditional Traffic Impact Assessment.

Other Changes

Changes are proposed to the cycle parking standards to provide more clarity regarding how cycle parking should be provided and raise the importance of cycle parking. Minimum cycle parking standards will be retained, but they have been modified to distinguish between staff and visitor parking. Not providing cycle parking will now require resource consent as a non-complying activity.

In order to produce a more people-friendly Central City the Central City Plan proposes a number of new or modified rules to ensure accesses to new developments are formed in such a way that improves safety for pedestrians. For example, guidance has been provided for vehicles entering and exiting a building or private lane to ensure there are no obstructions to visibility.

A number of technical standards (such as queuing spaces and vehicle manoeuvring curves) have been amended to ensure new developments comply with the latest best practice and current industry standards.

Conservation 5 (Papawai Ōtakaro) Zone

Significant enhancements and geotechnical engineering works are planned for the Avon River/Ōtakaro corridor as one of the key earthquake recovery projects in the Central City Plan.

Given the complicated existing zoning pattern with two different Conservation zones, an Open Space zone and large areas of Special Purpose (Road) zone covering different parts of the river corridor in the City Plan, it is proposed to create a single new zone to cover the area – Conservation 5 (Papawai Ōtakaro).

This zone will replace the existing zones, providing a single, consistent and efficient land-use planning framework covering the whole park. The zone will include the 900-metre long Park Terrace frontage, as well as the 3200-metre length of river corridor from Christchurch Hospital to the Fitzgerald Avenue bridge. Protected trees or group of trees retain their current status.

Overview of changes to the Christchurch City District Plan

Key changes include:

- A zone description and purpose tailored to the planned enhancements for the Avon River/Ōtakaro corridor, while recognising the likely geotechnical constraints for new buildings set close to the riverbank.
- A package of rules that requires resource consent for new buildings, but is more enabling than the Conservation 1 and 2 zones. This is to ensure that enhancement projects to create the Papawai Ōtakaro during the earthquake recovery phase are not subject to such a rigorous resource consent assessment process.

Cultural 3 Zone

Following significant damage caused by the Canterbury earthquakes, the former Christchurch Girls' High School complex in Cranmer Square was demolished. With the loss of this complex of heritage buildings, the former Cultural 1 (Central City heritage precinct) zone required revision. The site was re-zoned to Cultural 3 to reflect the previous and proposed education use for the site. The new zone includes a Design and Appearance rule which requires that any new development must obtain a resource consent and that the development must be assessed against a number of urban design criteria.

Heritage Provisions

In recognition of the extent of damage to heritage items throughout the Central City following the Canterbury earthquakes, and the need for direction and guidance about anticipated and appropriate heritage outcomes, new policies are proposed for heritage items within the Central City.

These policies are:

- Earthquake Recovery
- Seismic and Building Code upgrades
- Adaptive and ongoing use of heritage buildings
- Alterations, additions, reconstruction and new buildings
- Incentives and assistance

New definitions are proposed for repairs (including maintenance) and for reconstruction. This is to differentiate these works from more standard alterations and additions. The definitions are to apply to Central City heritage items. Revision is proposed to the definition of demolition, to include both full and significant demolition where it applies to heritage items within the Central City.

For heritage items within the Central City, the proposed rules set out below are largely based on the existing provisions. Some amendments and new rules are proposed. These are related to the changes to the policies referred above.

It is proposed that the regulations are relaxed for repairs and reconstruction for all heritage items (Groups 1, 2, 3 and 4). These would be permitted activities.

Regulations are also relaxed for alterations for the primary purpose of implementing seismic, fire, or access Building Code upgrades. For Group 1 and 2 items these alterations would be a controlled activity. For Group 3 and 4 items these alterations would be a permitted activity.

It is proposed that internal alterations to Group 3 heritage items (where they are not covered by repair, reconstruction or code upgrade works above) are changed from a restricted discretionary activity to a controlled activity (as is currently the case for Group 4 items). External alterations to Group 3 heritage items would continue to be a restricted discretionary activity.

To enable a variety of uses within heritage buildings, exemptions are continued to be proposed to some zone standards for items within the Central City.

Changes are proposed to the assessment matters for resource consents and the reasons for the rules. These relate to the Central City heritage items and are to recognise the impact of the Canterbury earthquakes.

Overview of changes to the Christchurch City District Plan

Noise and Entertainment Provisions

Through Share an Idea, the community asked for more cafes, restaurants and nightlife, making Christchurch a vibrant place to be day and night. Coupled with this was a concern that the noise and behaviour associated with this activity would be a reason for people to not consider the Central City as a place to live.

As the City Plan currently has only one noise level limit for the Central City and Central City Edge zones (mixed use zones) – these areas being classified as not very noise sensitive – it is proposed to introduce a three-step system of noise control coupled with policies encouraging entertainment and hospitality uses to concentrate in particular locations. A greater concentration of entertainment and hospitality uses in precincts will enable the creation of a hierarchy of noise environments, as well as enabling safe and connected links between entertainment areas. Existing entertainment and hospitality uses outside these areas will still be able to continue.

A Higher Noise Level Entertainment and Hospitality Precinct is proposed to the south of Cathedral Square where new taverns, bars and nightclubs will be encouraged to locate. This is shown on Central City Planning Map 2. Significantly more noise will be allowed in this area than in other Central City areas, particularly at night-time, as an incentive for such uses to locate in these areas, with noise being focused inwards into the blocks.

Lower Noise Level Entertainment and Hospitality precincts will be located along the Avon River/Ōtakaro to take advantage of the amenity of the new river corridor. Here, there will be a focus on cafes, restaurants and takeaway food services.

Other Lower Noise Level Entertainment and Hospitality precincts will be located on the south side of the Square, on Colombo Street north of Kilmore Street and the Victoria Street precinct (also shown on Central City Planning Map 2). More moderate noise limits will apply in these areas. Lower noise level limits will apply for the rest of the Central City to ensure that noise levels are controlled at source to be more acceptable for residents.

Within all Central City zones, noise level limits will be backed up by acoustic insulation being required for new noise sensitive uses, to achieve specified internal noise reductions, via a Dtr measure. This will give certainty as to what standard of façade will be required.

Most Central City situations will require treatment of only one or two facades, so cost should not be prohibitive. This rule is consistent with acoustic insulation provisions already required for new noise sensitive activities in the Living 4 zones, and which may be required in the future via proposed revisions to the Building Code, and will give a high level of amenity and sleep protection.

The opportunity has been taken to update the City Plan noise standards to current best practice using the 2008 NZ Standards for noise. The L₁₀ measure with LA_{eq} which is more effective for measuring and assessing fluctuating sound, steady sound with fluctuations and cyclic sound, while being equally effective for steady sound. The new standards include a measurement penalty for tonal bass beat, one of the factors that can be most annoying to nearby residents.

The opportunity has also been taken to revise the noise rules for concerts and events in outdoor areas of the Central City and in Hagley Park. They provide for example, for extra days with more relaxed noise limits than currently apply under noise rules for Hagley Park, to reflect its increased usage for larger community entertainment events.

A new construction noise standard is proposed for the Central City, based on the NZ Standard for Construction Noise, with lower construction noise level limits where noise is received by noise sensitive activities. This is because construction noise will be a significant issue for central city residents during the rebuild of the Central City.

Overview of changes to the Christchurch City District Plan

Sustainable Buildings

Through Share an Idea, the community asked for more sustainable and resilient buildings. Sustainable buildings provide many social, economic and environmental benefits and will help to make Christchurch an attractive and enjoyable place to live, work and visit.

A new planning tool is proposed to ensure new buildings achieve a higher level of environmental performance within the central city. The tool will cover all new buildings used for office and retail purposes (including food and beverage outlets), and some types of new residential and traveller accommodation in all central city zones. Exclusions exist for existing and heritage buildings, changes of use within an existing building, hotels and for residential buildings that are two stories or less in height (to exclude small residential dwellings). Exclusions also exist where office, retail or apartment uses are ancillary to the main use of the building.

A building developer must provide to the Council a certificate from the New Zealand Green Building Council that their building achieves a pass score under the BASE (Building A Sustainable Environment) tool. Buildings can receive Permitted Activity status for this provision if they achieve a pass score. Where a building does not achieve a pass, a resource consent will be required. To achieve a pass, new building developments must achieve a good/base level of environmental sustainability as measured against criteria within the BASE tool contained within the City Plan.

New office, retail or apartment buildings with a total floor area up to 300 m² only need to meet the 'Required' credits contained within the BASE tool. Buildings with a total floor area over 300 m² must meet all of the 'Required' credits and achieve an additional 10 points (from a possible total of 20 points) to receive a pass score. Buildings that achieve a 4,5 or 6 Green Star rating from the New Zealand Green Building Council will receive an automatic pass under the BASE tool.

Temporary Activities and Buildings

Following the Central City devastation caused by the Canterbury earthquakes, the Council is looking to provide for a wider range of temporary buildings and a more diverse variety of temporary events to support the Central City through the rebuilding phase.

The new provisions will enable the establishment of temporary buildings on vacant sites up to April 2016 as a permitted activity. Where temporary buildings are required on a site for longer, a resource consent will need to be obtained.

Changes are proposed to the existing temporary activities rule to widen the range of temporary events permitted along with a longer period for construction/decommissioning of buildings.

The opportunity has also been taken to enable the display of temporary advertising in the Central City which provides information on the rebuilding and recovery. Temporary public artwork and recreational facilities are now permitted and permanent public artwork is now no longer subject to a number of the performance standards of the City Plan.

Living Zones

Amend Volume 2 Objectives and Policies as follows:

Section 11 Living : 11.3 Objective Non-residential activities

(...)

11.3.1 Policy : Local community facilities and services

- a. To provide for local community facilities and services to locate within living areas, subject to compatibility with the existing character of different parts of the living environment, and maintaining residential coherence and amenity.
- b. Within the Living 4 zones located in the Central City, to maintain their residential coherence and integrity by limiting non-residential activities to those that are small in scale, have frontage to the busier roads, and where the primary purpose of such activities is to serve the local residential community rather than having a metropolitan function or clientele.

Explanation and reasons

(...)

Unlike the outer suburban living areas where residents can be some distance from community facilities, residents in the Living 4 zones in the Central City are in close proximity to a wide range of services. The issue for these Living 4 zones is not so much a lack of access to such services, but rather the ongoing threat to residential coherence and integrity posed by non-residential activities seeking to establish in the Living 4 zones. Small scale community facilities are therefore only anticipated where their primary purpose is to serve their immediate residential catchment rather than serving a wider metropolitan function, and are limited to sites with frontage to the busier roads where effects on traffic generation and residential character are better able to be managed.

Amend Volume 3 Part 2 Living Zones as follows:

1.1 General zone description and purpose

(...)

The Living 5 Zone covers ~~eleven~~ **thirteen** major areas within the residential areas of the city, which are occupied by existing or proposed travellers' accommodation establishments. The zone allows travellers' accommodation, but generally reflects the standard applicable in the adjoining living zone.

~~The Central City Edge Zone covers the three inner city blocks bounded by Madras Street, Cashel Street, Barbadoes Street and St Asaph Street, as well as properties fronting the northern side of Cashel Street. Council is seeking to revitalise the Inner City, in order to create a vibrant environment and to this end has zoned the above inner city blocks for mixed use. The zone enables a mixture of activities including a continuation of existing business activities and new activities such as medium-high density residential development and other complementary activities. For a full description of the zone and the applicable rules, refer to Part 3 Business Zones, Section 2a -- Central City Edge Zone.~~

(...)

1.8 Living 4A (Central City - Diverse) Zone

Zone description and purpose

(...)

Environmental results anticipated

- a. A diverse range of residential buildings to medium-high densities and moderate heights (generally 1-5 storeys), consistent with the location of the zone adjacent to the central city **Business zones business core**.

(...)

Living Zones

1.9 Living 4B (Central City and North Beach - High Rise) Zone

Zone description and purpose

The Living 4B Zone covers only a small part of the central city living area. It occurs adjacent to Hagley Park along Carlton Mill Road and Hagley Avenue, east of Latimer Square and in a small pocket to the east of Cranmer Square. It also occurs in a small area at North Beach.

The zone anticipates high densities of residential development to heights not greater than about 10 storeys **at Carlton Mill Road and up to 6 storeys at the other three areas within** for the central city. The North Beach Living 4B Zone has a lower height limit and a greater setback to ensure that development does not overly dominate the surrounding Living 1 Zone. The density/height equation acknowledges both the strategic location of the Living 4B Zone adjacent to large areas of open space and the appropriateness of providing for this type of living environment in the central city area, and at North Beach (New Brighton). Environmental standards have been set at a level which will avoid, remedy or mitigate the adverse effects caused by high density, high rise development, particularly loss of spaciousness, privacy and sunlight for surrounding neighbours and ensure a compatible level of residential activity is achieved.

(...)

Environmental results anticipated

- a. A range of residential buildings to high densities and heights **(generally 1-10 storeys except in the North Beach Living 4B Zone)** in locations capable both of contributing to the overall city form, and absorbing the adverse effects of loss of spaciousness.

(...)

1.11 Living 5 (Travellers' Accommodation) Zone

Zone description and purpose

The Living 5 (Travellers' Accommodation) Zone covers ~~eleven~~ **thirteen** areas within residential areas. These areas are as follows:

1. Peterborough (bounded by Peterborough Street, Kilmore Street, Park Avenue and Montreal Street).
2. Avon (bounded by Willow Street, Oxford Terrace and Hurley Street).
3. **Latimer (east of Latimer Square)**

(...)

~~1.13 Central City Edge Zone~~

~~Updated 11 November 2005-~~

~~The Central City Edge Zone covers the three inner city blocks bounded by Madras Street, Cashel Street, Barbadoes Street and St Asaph Street, as well as properties fronting the northern side of Cashel Street. Council is seeking to revitalise the Inner City, in order to create a vibrant environment and to this end has zoned the above inner city blocks for mixed use. The zone enables a mixture of activities including a continuation of existing business activities and new activities such as medium-high density residential development and other complementary activities. For a full description of the zone and the applicable rules, refer to Part 3 Business Zones, Section 2a -- Central City Edge Zone.~~

4.0 Rules - Living 3, 4A, 4B and 4C Zones

(...)

Living Zones

4.1.5 Corner of Hagley Avenue and Moorhouse Avenue - other activities only

- a. Any other activity on the site located at 420-426 Hagley Avenue (being Lots 1 & 2 DP 7835 and Lot 1 DP 8570) shall comply with all the following development, community, critical and site specific standards.

(...)

Site Specific Critical Standards

- (xi) Retail activities and non-site related car parking of no more than 150m² of GLFA including any outdoor area.
- (xii) The hours of operation for any outdoor area associated with any retail activity shall be between 0700 hrs - 2200 hrs.
- (xiii) A maximum plot ratio of 1.3.
- (xiv) Lots 1 & 2 DP 7835 and Lot 1 DP 8570 are to be amalgamated.

~~(xv) Maximum height limit of 30m.~~

Where a proposal does not comply with the standards identified above, it shall be assessed as a restricted discretionary activity in terms of (i) - (vi), a discretionary activity in terms of (vii) - (viii), or a non-complying activity in terms of (ix) - ~~(xiv)~~. The relevant assessment of the L4B zone in relation to (i) - (vii) shall be applicable.

(...)

Note: Relevant provisions in Chapters 9, 10, 11, 13, 14 **and 15** are applicable to this site.

4.2 Development standards - Living 3, 4A, 4B and 4C Zones

Any application arising from the following clauses will not require the written consent of other persons and shall be non-notified:

- 4.2.3(a)(i), 4.2.3(a)(ii), and 4.2.3(a)(iii) Street scene - residential and other activities
- 4.2.4 Building overhangs - residential and other activities
- 4.2.7 Urban design, appearance and amenity - residential and other activities
- 4.2.8 Fences and screening structures - residential and other activities
- 4.2.9 Minimum unit size - residential activities
- 4.2.11 Outdoor living space - residential activities
- 4.2.12 Service and storage spaces - residential activities
- 4.2.13(b), 4.2.13(d), and 4.2.13(e) Landscaping and tree planting - residential and other activities
- 4.2.14 Screening of parking - residential and other activities

Note: See also Part 11 Health and Safety (Control of Noise) for noise insulation requirements, and Part 15 Sustainable Buildings, which contain rules that apply within all or part of the Living 3 and 4 zones. The Sustainable Buildings requirements apply only to residential activities in the Living 4 zones within the Central City (bounded by Bealey, Fitzgerald, Moorhouse, Deans, and Harper Avenues), while the noise insulation requirements apply to Living 3 and 4 zones, but depend on the classification and proximity of adjoining roads.

Living Zones

4.2.1 Building height - residential and other activities

Living 3 Zone - Sumner only:

The maximum height of any building shall be 8m.

For the Living 4 zones in four locations within the Central City: the Living 4B zone fronting Hagley Avenue; the Living 4C zoned blocks bounded by Rolleston Avenue, Cambridge Terrace and Montreal and Hereford Streets; the Living 4B zone east of Cranmer Square; and the Living 4A and 4B zones east of Latimer Square:

The maximum height of any building shall be 16m as shown on Planning Map 3.

(Refer also to critical standard for building height - clause 4.4.4.)

(...)

Reference to other development standards

(...)

Control of Noise

(refer Part 11)

Transport (parking, access and manoeuvring)
(refer Part 13)

Subdivision

(refer Part 14)

Sustainable Buildings

(refer Part 15)

4.3 Community standards (other activities only) - Living 3, 4A, 4B and 4C Zones

4.3.1 Scale of activity - other activities

- a. The maximum gross floor area of buildings plus the area of any outdoor storage, used for activities other than residential activities, shall be 40m² or 30% of the gross floor area of all buildings on the site, whichever is the larger;

except

- (i) in the Living 3 Zone for educational, spiritual, day-care or health facilities;
- (ii) in the Living 3 Zone for travellers' accommodation on a site with frontage and vehicular access exclusively from an arterial road (excluding Deans Avenue north of Blenheim Road and Rossall Street);
- (iii) in the Living 4A Zone for educational, spiritual, day-care, health facilities or travellers' accommodation on sites with access to **~~Bealey Avenue, Montreal Street, Durham Street North~~**, Colombo Street, Manchester Street (north of Salisbury Street) and the south side of Hereford Street between Madras and Barbadoes Streets.
- (iv) in the Living 4A zone for travellers' accommodation on sites with access to Bealey Avenue between Durham Street North and Madras Street.**
- (v) in the Living 4C Zone (Avon Loop) on Lot 1 DP 72062 or that part of Lot 2 DP 67014 with a 10m maximum building height, the maximum gross floor area of buildings plus the area of any outdoor storage used for activities other than residential activities, shall be 70m² or 30% of the gross floor area of all buildings on the site, whichever is the smaller.

(...)

Living Zones

- c. In the Living 4A and 4B Zones no more than one full time equivalent person, who permanently resides elsewhere than on the site, may be employed in undertaking any activity on the site except in the Living 4A Zone for educational, spiritual, day-care, health facilities or travellers' accommodation on sites with access to **Bealey Avenue, Montreal Street, Durham Street North**, Colombo Street, Manchester Street (north of Salisbury Street), and the south side of Hereford Street between Madras and Barbadoes Streets.
- d. In the Living 4C Zone (Avon Loop) on Lot 1 DP 72062 or that part of Lot 2 DP 67014 with a 10m maximum building height, the activity shall be located in a building except outdoor areas for a restaurant or tavern which shall occupy not more than 20m² outside of a building.

4.3.2 Site size - other activities

Maximum net area of any site for activities other than residential activities shall be:

Living 3 Zone	1100m ²
Living 4A, 4B and 4C Zones	800m ²

except that this site area may be exceeded:

(...)

- b. in the Living 4A, 4B and 4C Zones
 - (i) where the activity occupies not more than 40m² of floor space and the person(s) engaged in the activity reside permanently on the site; or
 - ~~(ii) for educational, spiritual, daycare, health facilities or travellers' accommodation on sites within the Living 4A zone with access to Bealey Avenue, Montreal Street, Durham Street North, Colombo Street, Manchester Street (north of Salisbury Street), and the south side of Hereford Street between Madras and Barbadoes Streets; or~~
 - (iii) for public reserves without buildings.

(...)

4.3.3 Hours of operation - other activities

(...)

- b. Hours of operation shall be limited to between the hours:
 - 0700 - 2300 Monday to Friday, and
 - 0800 - 2300 Saturday, Sunday and public holidays
 except
 - (i) in the Living 4C Zone (Avon Loop) on Lot 1 DP 72062 or that part of Lot 2 DP 67014 with a 10m maximum building height; or
 - (ii) where the activity occupies not more than 40m² of floor space; and
 - (iii) each person engaged in the activity outside the above hours resides permanently on the site; and
 - (iv) there are no visitors, clients or deliveries to or from the site outside the above hours; or
 - (v) travellers accommodation in the Living 3 Zone on a site with frontage to and vehicular access exclusively from an arterial road (excluding Deans Avenue north of Blenheim Road and Rossall Street); or
 - (vi) travellers accommodation in the Living 4A Zone on sites with access to Bealey Avenue (**between Durham Street North and Madras Street**), ~~Montreal Street, Durham Street North~~, Colombo Street, Manchester Street (north of Salisbury Street), and the south side of Hereford Street between Madras and Barbadoes Streets.

(Refer also to city rules - Part 11, Clause 1, noise.)

Living Zones

4.3.4 Traffic generation - other activities

a. Maximum number of vehicle trips per site shall be:

(i) Sites where access is shared with at least one other site:

Heavy vehicles 2 per week

Other vehicles 16 per day

(ii) Sites with frontage to ~~local~~ roads **classified as a local road, main street (Central City), people street (Central City), or local street (Central City)**, other than (i) above.

Heavy vehicles 2 per week

Other vehicles 32 per day

(iii) Other Sites:

Heavy vehicles 4 per week

Other vehicles 50 per day

except that

(...)

- for educational, spiritual, daycare, health facilities, and travellers accommodation in the Living 4A Zone on sites with access to ~~Bealey Avenue~~ Colombo Street, Manchester Street (north of Salisbury Street), and the south side of Hereford Street between Madras and Barbadoes Streets, **and for travellers' accommodation with access to Bealey Avenue (between Durham Street North and Madras Street)**, the maximum number of vehicle trips per site shall be ~~200~~ **100** per day.

(...)

4.3.6 Residential coherence - other activities

(...)

b. Living 4A and 4B Zones (except for apartment blocks greater than 3 storeys)

At least one person engaged in the activity shall reside permanently on the site except in the Living 4A Zone on sites with access to ~~Bealey Avenue~~ Colombo Street, Manchester Street (north of Salisbury Street), and the south side of Hereford Street between Madras and Barbadoes Streets, **and for travellers' accommodation with access to Bealey Avenue (between Durham Street North and Madras Street)**.

c. Living 4A and 4B Zones (apartment blocks over 3 storeys only) and Living 4C Zone except for Lot 1 DP 72062 or that part of Lot 2 DP 67014 with a 10m maximum building height in the Living 4C Zone (Avon Loop).

Only the person(s) residing permanently on the site shall be engaged in the activity.

(...)

4.4.4 Building height - residential and other activities

The maximum height of any building shall be:

(...)

Living Zones

(i)	Living 4A, 4B and 4C Zones (Central City)	in accordance with planning maps 3 (Central City Plan) 39B, 39D and 39G. <u>There is a Critical height Standard of 18m for those Living 4 zones shown with a 16m Development Standard height limit.</u>
(j)	<u>Living 4B zone (Carlton Mill Road)</u>	<u>30m</u>
(k)	Living 4B Zone (North Beach)	14m
(l)	Living 4C Zone (central New Brighton)	20m

Note: When assessing height in the Living 4 Zones refer also to the definition of 'Height' in Volume 3, Part 1, which provides an exception that allows the roof area to exceed the maximum height.

(Refer also to development standard building height - Clause 4.2.1 for Living 3 Zone at Sumner **and parts of the Living 4 zones in the Central City.**)

(...)

5.1 Categories of activities - Living 5 Zone

5.1.1 Residential activities and other activities (except travellers' accommodation) - all standards (Living 5 Zone)

All standards for the above activities shall be those for the zones specified below:

Peterborough	As for L4A Zone
<u>Latimer</u>	<u>As for L4B Zone</u>
Avon	As for L4C Zone

(...)

5.2 Development standards - travellers' accommodation activities - Living 5 Zone

Any application arising from clauses 5.2.6 and 5.2.7 (only on sites other than those adjoining or across a road from a living, cultural or open space zone) will not require the consent of other persons and shall be non-notified.

5.2.1 Site density

The maximum plot ratio per site shall be:

<u>Latimer</u>	<u>1.2</u>
Peterborough	0.8

(...)

Living Zones

5.4.3 Building height

The maximum height of any building shall be:

Peterborough, and Avon

In accordance with planning maps ~~3 39D~~ and 39G

Latimer

18 metres

Note: When assessing height in the Living 5 (Avon) Zone refer also to the definition of 'Height' in Volume 3, Part 1, which provides an exception that allows the roof area to exceed the maximum height. **Refer also to Development Standard 5.2.11 for the Living 5 (Latimer) zone.**

(...)

10.2.7 External appearance

(...)

- b. Specific matters for Special Amenity Areas.

In addition to the above general matters, the following specific matters shall apply where indicated.

Special amenity area 18

- (i) The extent to which the development maximises the potential for views and enjoyment of the sea and seafront.
- (ii) The extent to which the development enhances the attractiveness of the area by giving attention to detail which soften bulk, particularly roof line and pitch.

Special Amenity Area 33 – Living 5 zone (Latimer Hotel) only

The extent to which the proposed development is in accordance with the following characteristics of Special Amenity Area 33.

(iii) Latimer Square's heritage as the main sports and recreation ground for Christchurch in the 1850s and 1860s and as a key Inner City green space. As surrounding residential densities become more intense it will become more important for rest and recreation. The character of the square is also comprised of the mature exotic trees on its four edges. The special amenity area itself contains a mixture of building styles reflecting different eras. Key indicators of the desirable building character for this special amenity area are:

- **Balconies and large windows facing the street;**
- **Broken facades and rooflines;**
- **Predominantly small building setbacks;**
- **Oriented west to face the park;**
- **Domestic scale and modulation.**

And particularly in respect of these characteristics:

- (iv) **the strong connection between existing residential or originally residential buildings, the street and the park;**
- (v) **the orientation to the street and set back of existing residential or originally residential buildings within the special amenity area;**
- (vi) **the material and style of existing residential or originally residential buildings within the special amenity area;**
- (vii) **the domestic scale and modulation of existing residential or originally residential buildings within the special amenity area.**

Note: a modulated facade is one where the whole is made up from components which visually relate to each other even though they may be different sizes and/or materials.

(...)

Living Zones

10.4 Living 5 Zone

(...)

10.4.6 External appearance

The assessment matters under Clause **10.2.7(a) and (b)** ~~9.2.6(a) and (b)~~ except for the Living 5 Zone (Avon) the assessment matters shall be:

- a. The extent to which those sections of the building facing Willow, Bangor and Hurley Streets respect the residential character of those streets, including building colours and materials, planting, roof pitch, the effect and form of facade modulation, however, recognising the use and the functional nature of the hotel.
- b. The extent and manner in which the development provides the potential for views and enjoyment of the river and the Oxford Terrace frontage.

(...)

11.0 Reasons for rules

11.1 Living 1, H, RS, RV, TMB, 2, 3, 4A, 4B, 4C, and G Zones

(...)

11.1.7 External appearance

A rule relating to external appearance applies in those special amenity areas of particularly high street scene and/or heritage value. External appearance controls also apply to multi-unit developments within the higher density L3 and L4C zones in central New Brighton. Assessment as a discretionary activity is seen as necessary in order to provide some protection and/or enhancement of the existing characteristics which makes these areas particularly attractive and/or of social and historical importance and to avoid incompatible development. In the Living 5 Zone (Kilmarnock) an external appearance requirement applies to promote building design that is in sympathy with existing buildings on the site including roof pitch, exterior cladding and exterior colour. **In the Living 5 Latimer, Peterborough and Avon zones, an external appearance requirement applies because of the sensitive nature of these zones in close proximity to important public open space and on prominent street corners in special amenity areas.** In the Living G (Yaldhurst) zone the external appearance rules are intended to maintain or enhance visual amenity and the quality of the surrounding residential environment.

(...)

11.3 Living 5 Zone

11.3.1 Site density and open space

A site density standard has been included for those sites in the Living 5 Zone that are surrounded by the higher density living zones, Peterborough (Living 4A), **Latimer (Living 4B)**, Avon (Living 4C), Riccarton (Living 3), Kilmarnock (Living 3), Raceway (Living 3), Wigram - Sioux Avenue (Living 3) and Merivale (Living 3). The maximum site density reflects the standard for the surrounding zone. For those sites surrounded by the Living 1 and 2 Zones (Memorial Avenue, Papanui, Shirley, Russley, Wigram (Henry Wigram Drive) and Upper Riccarton) an open space requirements have been set to reflect the character of the surrounding area. The standards have been set at these levels recognising that the residential character of the surrounding zones must be retained and development contained at a level that does not adversely impact on the amenities of the adjoining living zones.

(...)

11.3.5 External appearance

(Refer to clause **11.1.7** ~~10.1.6~~.)

(...)

Living Zones

Amend Volume 3 Part 8 Special Purpose (Hospital) Zone Critical Standards for height as follows:

2.5.1 Height

The maximum height of any building shall be:

(...)

11m for:

Templeton Hospital, Lyndhurst Hospital (in accordance with **Planning Map 39D 3**)

14m for:

Southern Cross, Sunnyside, St George's, Burwood, Princess Margaret, and Mary Potter

19 14m for:

Former Christchurch Women's Hospital, **except for two parcels fronting Gracefield Avenue which shall be 8m. See Planning Map 3.**

40m for:

Christchurch Hospital

14m for:

Burwood, Princess Margaret and Sunnyside Hospitals

Central City Core and Fringe Zones

Insert the following paragraph at the beginning of Volume 1 Chapter 3 Clause 3.11 of the City Plan

The Canterbury earthquakes of 2010 and 2011 affected commercial and industrial activity in Christchurch City, in particular the Central Business District. The statements in this section should be read with this in mind. It is also noted the statistics used in this section do not reflect the last 9 years (at 2011) of economic change in the District.

Amend Objective 12.1 in Volume 2 Section 12 of the City Plan

12.1 Distribution Objective: Distribution of Business Activity

A distribution, scale and form of business activity which meets the economic needs of businesses, provides the community with convenient access to goods, services and opportunities for social interaction, and which:

- (a) protects the role of the central city as the region's primary commercial area in the recovery following the Canterbury earthquakes of 2010 and 2011;
- (a b) is able to be efficiently serviced by infrastructure, including water, effluent disposal and roading;
- (b c) encourages in appropriate circumstances:
 - co-location of community services and facilities within the central city and district centres;
 - consolidation of residential development around selected consolidation focal points;
 - accessibility, by a variety of modes of transport, to centres providing a wide range of public and private services and facilities; and
- (c d) manages the adverse effects of business activities on the environment, including:
 - maintaining or improving the safety and efficiency of the road network and related systems for all users (including public transport, pedestrians and cyclists), and minimising unnecessary trip generation;
 - maintaining the amenity of residential and other sensitive environments (including local roads);
 - ensuring the function, vitality and amenity of those existing centres that provide a wide range of public and private services and facilities to the community will not be significantly affected by new retail activity; and
 - minimising contamination, pollution, odour, hazardous substances, noise and glare.

Explanation and reasons

(...)

Part (a) focuses on protecting the role of the Central Business District in the recovery from the Canterbury earthquakes of 2010 and 2011. The earthquakes destroyed or severely damaged a large proportion of the commercial building stock in the central city. The quantum of reinvestment in the infrastructure, including commercial building stock, of the Central Business District will be significant. How investment and growth in the suburban and other centres outside of the Central Business District will affect the recovery of the Central Business District is uncertain. However taking into account the severity of the earthquake damage and the important role the Central Business District should have in the region's future commercial hierarchy a precautionary approach in regard to how growth in commercial centres in Christchurch City outside of the Central Business District might slow recovery of the Central Business District is warranted.

Part (a b) of the objective focuses on the fundamental (...)

Part (b c) of the objective is of relevance to the distribution of (...)

Part (c d) of the objective recognises that there (...)

Part (e d) also includes as an aspect (...)

In referring to "function", Part (e d) acknowledges that (...)

The function, **and** amenity, **and** recovery of the central city, **following the Canterbury earthquakes of 2010 and 2011**, and **the function and amenity of the** district centres can be put at risk through the establishment of new retail activity which is similar in nature to that of the central city and district centres, and/or of significant individual or cumulative scale. Where this occurs, there can be:

Central City Core and Fringe Zones

- (i) significant adverse social and economic effects on people and communities that **will rely on a the recovery, and the important social and economic function of the central city commercial areas; and / or**
- (ii) **significant adverse social effects on people and communities that rely on** district centres **which that** declines as a consequence of the establishment of such new retail activity.

Particular aspects to consider are:

- the economic and consequential effects on the central city and district centres, where these are significant, **particularly whether these effects would undermine the recovery of the central city from the Canterbury earthquakes of 2010 and 2011; and**
- the ability for these centres to adapt their role and function to new circumstances; and
- the ability for a change in business distribution to continue to meet communities' needs for economic, social and environmental wellbeing. This wellbeing will be enabled in part by ensuring that new commercial centres are able to be accessed by a variety of modes of transport. While 'district centres' refer to terminology within this Plan, any generation of significant distributional effects affecting large commercial centres in other territorial authority areas will also need to be considered.

Amend Policy 12.1.2 in Volume 2 Section 12 of the City Plan (note this policy has been amended by Plan Change 22 which has references before the Environment Court for which no decision has been released). The amendments shown here are to the original policy.

12.1.2 Policy: Distribution of Commercial Activity

To provide for varying levels of commercial activity, both within and beyond identified commercial centres and areas, to meet the wider community's social and economic needs. This is to be achieved by:

- (a) encouraging consolidation of commercial activity, particularly retailing, at existing commercial centres while ensuring the maintenance and enhancement of the function and amenity of the centre;

and

- (b) managing local and strategic adverse effects of commercial activity in a way that:
- **supports the recovery of the central city as the region's primary commercial centre by avoiding commercial expansion outside of the central city that undermines that recovery;**
 - maintains the amenity of nearby living environments;
 - avoids reverse sensitivity effects;
 - sustains existing physical resources and ensures the continuing ability to make efficient use of, and undertake long-term planning and management for, the transport network and other public and private infrastructural resources, including parks and community facilities;
 - for retail activity, avoids adverse effects on the function and the efficient use of the central city and district centres;
 - for retail activity, limits adverse effects on people and communities who rely on the central city and district centres for their social and economic wellbeing and require ease of access to such centres by a variety of transport modes; and
 - for retail activity, maintains the amenity values of the central city and district centres.

Explanation and Reasons

(...)

Central City Core and Fringe Zones

Part (b) of the policy enables commercial activity to establish within and beyond identified commercial centres to varying degrees, depending upon:

- **the effect on the recovery of the central city following the Canterbury earthquakes of 2010 and 2011 and the extent to which new commercial development outside of the Central Business District undermines the recovery of the Central Business District;**
- the nature of the receiving environment; **and**
- the anticipated effects of the scale of the activity; **and**
- the Plan's intentions for that environment. For example, retail activity is permitted to an extent in airport, cultural, rural and industrial zones.

Chapter 12A of the Regional Policy Statement has reinforced the Central Business District as the primary centre in the sub-region's commercial centre hierarchy. It is important that growth outside of the Central Business District does not undermine the recovery of the Central Business District. Further, commercial activity outside of the other identified commercial centres has the potential to create adverse effects of both local and strategic (or wider) significance. These include effects on:

- **the recovery of the central city following the Canterbury earthquakes of 2010 and 2011; and**
- the transport network; **and**
- nearby living environments; **and**
- economic effects on existing commercial centres (where such effects are of scale that they affect the function and amenity of such centres); **and**
- consequential effects on people and communities that rely **on these** centres for their social and economic wellbeing.

(...)

Amend Policy 12.1.5 in Volume 2 Section 12 of the City Plan as follows:

12.1.5 Policy: New Commercial Centres

To provide for new commercial centres in locations that:

- (a) contribute to a distribution of centres with good proximity to living areas (particularly any areas of medium density housing), safe and efficient access appropriate to the classified road network, and which enable ease of access by a variety of transport modes (including public transport);
- (b) avoid strategic adverse effects, including adverse effects on:
 - the function and amenity of:
 - the central city **including its recovery following the Canterbury earthquakes of 2010 and 2011; and**
 - district centres;
 - existing and planned infrastructure (including the classified road network and public transport systems);
and
- (c) minimise local adverse effects, including effects on:
 - the safety and amenity of access to arterial roads, including any costs associated with necessary upgrading; **and**
 - the amenity of suburban areas, particularly any adjoining living areas.

Central City Core and Fringe Zones

Explanation and reasons

(...)

In addition, centres need to be located where adverse effects are avoided or minimised and costs readily addressed. Some adverse effects are indicated in the policy. Effects of a strategic nature are those received beyond the immediate environment, including:

- **recovery of the central city following the Canterbury earthquakes of 2010 and 2011; and**
- effects on distant centres and on roading networks.

(...)

Amend Policy 12.1.6 in Volume 2 Section 12 of the City Plan as follows:

12.1.6 Policy: Expansion of suburban centres

To provide for the outwards expansion of suburban centres which are suitable for growth in terms of their strategic and local environmental effects, in that they:

- are appropriate in terms of their location in relation to the existing distribution of business activity and population, in order to facilitate an efficient and sustainable distribution of such centres;
- provide access which is appropriate to the road classification and its function, limit increased adverse effects on the roading network and the public transport network, and provide for accessibility by means other than private cars;
 - avoid adverse effects upon the function and amenity of:
 - **the central city, including adverse effects that would undermine its recovery following the Canterbury earthquakes of 2010 and 2011; and**
 - district centres;
- are compatible with the nature and proximity of adjoining land uses;
- avoid expansion into areas identified for residential consolidation;
- maintain the amenity values and neighbourhood coherence of any adjoining living areas;
- maintain the safety and amenity of local residential streets and the safety and efficiency of access to arterial roads, particularly in relation to local effects of increased traffic generation, circulation and carparking;
- assist in the consolidation of the role and/or function of the suburban centre; and
- provide for a greater range of goods and services for the surrounding community.

Central City Core and Fringe Zones

Explanation and reasons

(...)

The Plan already provides for the expansion of some centres where a need for future growth in the locality is identified and where the adverse effects of such growth are mitigated. Nevertheless, additional outwards expansion of particular suburban centres could be supported following the favourable assessment of the suitability of expansion of the centre out of its current zone. This requires consideration of both strategic effects (which occur beyond the immediate environment) and local effects, as identified in the policy.

Suburban centre expansion could undermine the recovery of the Central Business District following the Canterbury earthquakes of 2010 and 2011. As such any proposed expansion outside of the current zone boundaries should be assessed for its potential adverse effect on the recovery of the Central Business District.

(Refer also Urban Growth policies and other objectives and policies within this section of the Plan, particularly 12.1 and 12.1.1)

Amend Environmental Results Anticipated for Objective 12.1 of Volume 2 Section 12 of the City Plan

Environmental results anticipated

Providing a diversity of business environments, and managing the location, scale and form of business activity in order to address adverse effects of these activities is expected to result in the following outcomes:

- **the recovery of the commercial areas in the central city is enabled and supported following the Canterbury earthquakes of 2010 and 2011;**
- a number of different commercial and industrial environments in which business activities are able to locate, having a range of potential effects;
- a distribution of business activity that reinforces strategic objectives and policies for the city, including the urban consolidation strategy and the transport statement and associated strategies;
- a distribution of business activity whose location, scale and form does not give rise to significant adverse effects on the environment;
- a central city and suburban centres that meet the needs of the community for social wellbeing by providing a focus for community activity and social interaction while enabling convenient access to a wide range of goods and services;
- retail activity beyond existing commercial centres establishing only where adverse effects are not significant, including effects upon the central city and district centres, and the transport network;
- industrial areas that are located in proximity to residential environments and the transport network and which reflect the sensitivities of surrounding environments in relation to amenity;
- limited rezoning of additional industrial areas, and redevelopment of existing industrial areas;
- new centres, primarily servicing substantial new areas of residential activity, which offer opportunities for the provision of an appropriate range of business and community services and facilities;
- outward expansion of suburban centres to meet the needs of areas they serve, where appropriate in terms of immediate locality

Central City Core and Fringe Zones

Amend Objective 12.2 of Volume 2 Section 12 of the City Plan (including the deletion of the diagram titled ‘Central City Concept Plan’) as follows: (note a new Objective 12.2(b) has been inserted by other changes relating to noise and entertainment.)

12.2(a) Central City Objective : Role of the central city Recovery of the central city from the Canterbury earthquakes of 2010 and 2011

To ~~maintain and enhance~~ ensure that in the recovery from the Canterbury earthquakes of 2010 and 2011 the central city is maintained as the principal focus for the City, ~~to~~ and that it provides for:

- ~~provide for the greatest diversity, scale and intensity of activities;~~ and to avoid, remedy or mitigate the adverse effects of such activity.
- a high standard of amenity including landscape and urban design;
- a high standard of safety;
- a strong built identity.

Reasons

Prior to the Canterbury earthquakes of 2010 and 2011 ~~T~~ the central city of Christchurch ~~has had~~ the largest concentration of commercial and administration activities in the City. ~~At the time of public notification of the Plan, June 1995, activities located in the central city employed 23% of the City’s workforce.~~ It ~~is was~~ also notable for important civic and cultural facilities, tourism features and heritage buildings. Following the earthquakes of 2010 and 2011 the intention is to ensure that the central city has:

- enhanced visual amenity – including a high standard of landscape values;
- enhanced built amenity – including a high standard of urban design;
- a high standard of safety – including Crime Prevention Through Environmental Design (CPTED);
- a strong built identity including sustainable and efficient buildings.

(...)

Relocate Policy 12.2.1 to Volume 2 Section 7 as Policy 7.9.9 (in accordance with the Volume 2 Section 7 changes) of the City Plan.

Amend Policy 12.2.2 in Volume 2 Section 12 of the City Plan as follows:

12.2.1 2 Policy: Consolidation Intensification and Mix of Activities

To encourage intensification and a mix of activities and development of sites within the ~~existing area of the~~ central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

~~The Council does not envisage any expansion of the existing area of the central city. Within the area identified as the central city, there is a large amount of land with significant development potential. Although much of this area is built up, there is scope for substantially increased density of development on many sites.~~

The Council envisages that as recovery from the Canterbury earthquakes of 2010 and 2011 progresses there will not be an expansion of the existing commercial core area of the central city. However there will be a greater mix of activities (e.g. retail, office, entertainment and residential) than before the earthquakes. There will be greater concentration of the retail at the ground floor of buildings towards the core of the central city with a more liberal mix of activities in the areas immediately surrounding the core.

(...)

Central City Core and Fringe Zones

Amend Policy 12.2.3 in Volume 2 Section 12 of the City Plan as follows:

12.2.2 3 Policy: Building density

To provide for the greatest concentration and scale of buildings to occur in the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

The scale and **diversity concentration** of built development will be greater in the central city than elsewhere in the City. Development is **able encouraged** to take full advantage of the potential provided, having regard to an appropriate urban shape and form **which distributes development** within the central city **for to ensure** maximum environmental benefit, and value in terms of city identity.

The Prior to the earthquakes of 2010 and 2011 the central city has had the highest land values and contained **s** the largest physical resources in the City with respect to buildings, which **are were** located there for civic, tourist, entertainment and business purposes. **At the time that these provisions were written in 2011 the picture as to land values and building stock was unclear. However the Council will Providing provide** for the greatest density and scale of building development to locate in the central city **in the recovery period following the earthquakes. This** will encourage efficient utilisation of existing services and infrastructure, and assist the establishment of activities requiring a central location. Achievement of a distinctive urban form promotes a strong physical focus for the central city and encourages the concentration of large buildings. This will attract businesses and people to the central city and support its many existing, **new, and recovering** activities.

Amend Policy 12.2.4 in Volume 2 Section 12 of the City Plan as follows:

12.2.3 4 Policy: Diversity

To provide for enable a wide range mix of activities within the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

(...)

Amend Policy 12.2.5 in Volume 2 Section 12 of the City Plan as follows:

12.2.4 5 Policy: Residential activity

To encourage a mix of residential activity with other activities within the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

~~Residential activity is provided for within the central city and is encouraged in both new purpose built residential apartment developments, and through the conversion of existing buildings. Mechanisms for encouraging these forms of residential developments include incentives such as remissions from development contributions for reserves where residential development is undertaken as part of, or in conjunction with, business development and/or subdivision in the central city and where at least the ground floor is in business use, lower carparking requirements compared to living areas, street and public space improvements in association with residential developments, and advice on property development and opportunities.~~

Residential activity is provided for as the dominant activity in the Living Zones inside the Four Avenues. However residential activity is also provided for in many of the other zones within the central city where such activity is compatible with the other mixes of activities. Chapter 12A of the Canterbury Regional Policy Statement requires the Council to encourage intensification of residential activity in the central area. This policy assists in giving effect to this requirement.

(...)

Central City Core and Fringe Zones

Delete Policy 12.2.6 in Volume 2 Section 12 of the City Plan and replace with new Policy 12.2.5 as follows:

12.2.5 Active Ground Level Frontages

To create a vibrant and lively environment by ensuring ground level frontages within the Central City Core Zone are activated.

Explanation and reasons

Active ground level frontages are a key component to ensuring that the Central City Core Zone becomes a vibrant location which people want to visit, shop, socialise and do business in, as it recovers from the Canterbury earthquakes of 2010 and 2011. Active ground level frontages contain things such as windows with displays of interest or through which people can see activity occurring; are locations where people are congregating or socialising; or are entrances to shops or lobbies. Blank, inactive, frontages can attract offensive and unsightly graffiti, detracting from the general amenity of the core commercial area.

The area identified for active frontages is the prime focus for, in particular, high order comparison retailing and entertainment in the central city.

Experience has shown that frontages where no activity occurs e.g. office space or car parks, have low pedestrian counts, lack vibrancy and have limited “street” appeal. People therefore avoid these areas and they tend to create a wider perception of a central city lacking coherence and vitality.

The objective of creating a pedestrian friendly and vibrant core environment which encourages people into the central city will only be achieved if there is reasonably continuous activity visible within buildings at street level. It is considered that focusing on high order pedestrian oriented activities on buildings at the street level will greatly contribute towards street level vitality and prosperous business activity. The area is of a compact size for the convenience of shoppers, and is also where the implementation of a wide range of enhancement activities and promotions will be focused to promote the pedestrian and retail environment and generate the interest of the public.

Amend Policy 12.2.7 in Volume 2 Section 12 of the City Plan as follows:

12.2.6 7 Policy : Leisure and recreation

To promote enable leisure and recreational activity within the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

(...)

The central city is **now seen as** a key area in Christchurch for recreational and leisure activities, **following the Canterbury earthquakes of 2010 and 2011**. Activities and facilities located in the area cater for many of the requirements of the local resident population, but are also vital for the range of interesting experiences available to visitors and tourists to the City. Many recreational facilities and activities **are will be** “one off”, often meeting metropolitan needs, and therefore gaining benefit from a central, accessible location in the City. Because of its size and the nature of its environment, the central city is able to absorb more easily, the environmental effects created by these activities.

A new entertainment Policy 12.2.7 has been inserted here as part of the new Noise and Entertainment provisions.

Amend Policy 12.2.8 in Volume 2 Section 12 in the City Plan as follows:

12.2.8 Policy : Visitor accommodation

To encourage visitor accommodation within the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Central City Core and Fringe Zones

Explanation and reasons

The Council is eager to support the **redeveloping and recovering** central city as a focus for tourism activity in Christchurch. The central city already ~~contains a significant concentration~~ **retains a number** of tourist facilities and attractions, **following the Canterbury earthquakes of 2010 and 2011, and new ones are likely to develop**, which **both help to** define the identity of the City for visitors; ~~and These will~~ contribute to the economic prosperity of the area and the City as a whole **as it recovers**. Encouraging visitor accommodation, ~~particularly large tourist hotels in~~ the central city, will enable the environmental effects of the buildings and facilities to be more easily absorbed into the **significantly built up environment which exists there which develops as the city recovers**. Sites within the central city have the greatest building development potential in the City, thereby enabling **large scale** hotel developments to more easily locate.

~~Incentives for the development of tourist and visitor accommodation within the central city include reduced carparking standards, physical enhancement programmes, and a plot ratio bonus. This incentive relates to the attainment of additional floorspace in those areas within the central city where bonus floorspace is available. These areas are the Frame, East Fringe and West Fringe areas as identified on the Central City Urban Form map in policy 12.4.6.~~

(...)

Amend environmental results anticipated for Objective 12.2 of Volume 2 Section 12 of the City Plan as follows:

Environmental results anticipated

Enhancing the central city as a focus for Christchurch, and providing for the greatest diversity, scale and intensity of activities, is expected to result in the following outcomes:

- Development of a convenient and cohesive central city environment aiding the efficient operation of the whole range of activities found there, and benefiting those visiting or employed within the central city.
- The progressive intensification of development within the existing area of the central city.
- A multi-functional central city with vitality and diversity and with a resident and transient population to support and enliven it.
- Some **significant** increase in the number of permanent central city residents, housed in a range of new residential development and refurbished existing buildings.
- The central city as a focus for visitor accommodation in Christchurch.
- **Core R** retail areas ~~in the central city~~ focused **on comparison shopping in a pedestrian friendly environment which provide opportunities for a wide range of retail activities to locate**.
- Increased patronage of recreational activities and facilities in the central city.
- An interesting and exciting environment for the central city.

Amend Implementation statement for Objective 12.2 of Volume 2 Section 12 of the City Plan as follows:

Implementation

Objective 12.2 and associated policies will be implemented through a number of methods including the following:

District Plan

- The identification of a Central City **Core Zone** and **Central City Fringe Zone** and associated zone rules, e.g. rules for maximum building heights **and floorspace**. ~~This These zones~~ provides for a wide range of activities to locate in this area.
- The zone rules encouraging a more pleasant pedestrian environment through the provision of verandahs and **shopping active** frontages.
- **Zone rules ensuring the ability of a core retail area to re-establish.**

Central City Core and Fringe Zones

- Zone rules encouraging a diversity of activity and building, ~~e.g. floorspace bonuses for travellers accommodation within parts of the central city.~~

Other methods

- Promotion of residential activity and development, e.g. promotional material and information on central city residential development.
- Provision of entertainment programmes, e.g. Summer Times, Spring Festival, which while focused city-wide, have benefit for the central city.
- City Centre Marketing.
- ~~Requirement for development contributions for, and provision of, works and services within the central city, e.g. Worcester Boulevard improvements and provision of public toilets.~~
- ~~Council acquisition of buildings and development of sites for Civic Facilities e.g. Grèche~~
- Strategic property purchases by the Council.
- Promoting and facilitating of activities and development through co-ordination of interested parties.
- Funding of the Canterbury Tourism Council.
- Development of specific plans. e.g. concept plans for major open spaces such as Cathedral Square.
- Council's Business Policy.
- Incentives to encourage developers, tenants, and shoppers into the central city e.g. free off street parking ~~on an hourly basis during the initial earthquake recovery period.~~
- Annual awards for excellent urban design.

Insert or Amend Policies under Objective 12.4 Volume 2 Section 12 of the City Plan as follows:

Amend Policy 12.4.1 in Volume 2 Section 12 of the City Plan:

12.4.1 Policy : Public open space

To improve and enhance the quality of public open spaces within the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

Public open spaces in the central city include streets, footpaths, malls, lanes, squares and riverbanks. The quality, utility, safety and amenity of these spaces is to be continually improved and enhanced by a range of programmes, particularly considering the needs of those people with restricted mobility. A number of significant open spaces such as Cathedral Square, Victoria Square, the Avon/Ōtakaro River environs, City Mall and High Street are identified in the Plan, and improving and enhancing these open spaces is particularly important in terms of the character of the City.

(...)

~~The central city is notable for the quality of its open spaces. This feature is~~ Quality open spaces are vital for the City's character and image, ~~which is determined from vantage points within the network of public spaces. Public~~ These open spaces should:

- contribute to health and well being; and
- cater for all groups in the community; and
- be attractive and functional; and
- ~~to~~ provide opportunities for passive and active relaxation and channels of movement for people through the central city. This is particularly relevant in open spaces where the quality of the space is well recognised, either by formal or natural landscape treatment.

Central City Core and Fringe Zones

Such ~~quality is~~ **qualities are** essential for portraying a desirable image and also to assist economic and social well-being in indirect ways by the enhancement of local amenity values and recreational opportunities. This is particularly of benefit to tourism activity in the City.

Amend Policy 12.4.2 in Volume 2 Section 12 of the City Plan:

12.4.2 Policy : Character of Central City

To ~~promote~~ **ensure** building development in the central city which respects the natural, cultural and historic character of the area as it recovers from the Canterbury Earthquakes of 2010 and 2011.

Explanation and reasons

The ~~design and~~ external appearance of ~~developments buildings is an aesthetic element which~~ contributes greatly to environmental quality, amenity values and character of urban streetscapes. ~~Central Christchurch has many important public open spaces often containing listed heritage buildings, which require delicate consideration as part of the design process for new buildings, or modifying existing ones within those areas.~~

Within the central city are a number of areas of particular quality which create a series of distinctive precincts and neighbourhoods areas and linked urban spaces. These areas contribute significantly to the sense of identity and historical continuity of the City, particularly central Christchurch. Following the Canterbury Earthquakes of 2010 and 2011, where a significant amount of existing character in the central city was destroyed, the potential for new developments to contribute to the character and sense of place is particularly important.

~~In addition, open spaces may also have specific qualities which should be recognised in the appearance of building development adjoining or fronting onto these spaces. These include matters relating to the sympathetic appearance of development in terms which allow flexibility for developers to consider innovative design concepts. Encouragement is given for appropriate design which is in context with the natural and historic character of the particular parts of the City, and follows basic principles as seen as vital to maintaining and enhancing the City's urban fabric.~~

Accordingly, provisions are included in the Plan relating to the design and external appearance of ~~developments buildings in significant areas~~. These include matters relating to the sympathetic appearance of development in terms which allow flexibility for developers to consider innovative design concepts. ~~Encouragement is given for appropriate design which is in~~ Designing in context with the natural, cultural and historic character of the central city particular parts of the City, and follows following good urban design basic principles is important in seen as vital to maintaining and enhancing the City's urban fabric and character.

~~The external appearance of buildings is an easily identified element having direct impact upon people's appreciation of their environment, and as such must have some degree of direction to ensure appropriateness of each design within the context of the wider built and natural environment in the particular area.~~

Open spaces may also have specific qualities which should be recognised in the appearance of building development adjoining or fronting onto these spaces. These are spaces which together with adjoining buildings form coherent spatial linkages through an area and which need special recognition and sympathetic treatment in terms of the appearance and continuity of the adjoining buildings. The appearance of adjoining buildings should acknowledge the specific character of the space and the location of the building site in relation to that space and its features. It is also important that where buildings adjoin significant open spaces like Cathedral Square, Victoria Square, Latimer Square, Cranmer Square and the Avon/Ōtakaro River environs, City Mall that they maintain a visual quality and continuity relative to one another.

(...)

Delete the diagram titled “the Amenity Links”

Amend Policy 12.4.3 in Volume 2 Section 12 of the City Plan:

12.4.3 Policy: Amenity Linkages

To recognise, develop and improve amenity linkages within the central city as it recovers from the Canterbury

Central City Core and Fringe Zones

earthquakes of 2010 and 2011.

Explanation and reasons

Amenity Linkages are areas, often pedestrian routes within the central city which connect significant features and open spaces, and which have high amenity value in themselves. Examples of **amenity** linkages **with high amenity** are Worcester Boulevard and the **Avon/Ōtakaro** River environs. ~~Important amenity linkages have been identified and developed in~~ **enhance their level of amenity**. Opportunities for additional **amenity** linkages ~~will be recognised in the future~~ have been **identified** and will be developed in a way which enhances the particular environmental features of the areas they connect, along with the quality of the linkage itself.

(...)

Amend Policy 12.4.4 in Volume 2 Section 12 of the City Plan:

12.4.4 Policy : Daylight and s Sunlight

To ensure a reasonable high level of sunlight access for daylight to public spaces, and ~~a maximum level of direct sunlight access to important pedestrian streets in the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.~~

Explanation and reasons

Generous amounts of daylight must be allowed into all public spaces in the central city throughout all seasons. Such access will be a factor determining built form as it relates to streets, lanes, malls, parks, squares, amenity linkages and pathways. Daylight levels are important for personal comfort, **health**, safety and amenity. This is especially so in the central city where large structures in a concentrated area can affect ambient daylight to a great degree in public places where people move and congregate.

~~Direct access for sunlight to many public spaces is not possible or necessarily required. However, where public open spaces are heavily pedestrianised, as is the case of Cathedral Square and City Mall, the Plan includes provisions to seek the maximum sunlight penetration achievable within criteria relating to the scale of development on surrounding properties.~~

Direct sunlight is important for such areas as it attracts people to use those important areas where it is available, notably in colder months of the year. It helps define a valuable public space and by making these spaces pleasant for people, particularly outdoor seating for food and beverage outlets, and ensures pedestrian use and appreciation. Direct sunlight will also enable sunlight to the ground floor of buildings.

Direct sunlight into these public spaces will be enabled by the height limits, the recession planes, maximum façade height rules for buildings in the Central City Core, Central City Fringe, and Central City Mixed Use Zones.

Amend Policy 12.4.6 in Volume 2 Section 12 of the City Plan (Including the deletion of the diagram titled ‘Central City Urban Form’):

12.4.6 Policy: Urban Form

- A.** To ensure that the shape, scale and physical form of the built environment in the Central City Core, Central City Fringe, Central City Mixed Use and the Central City Business 1 zones appropriately reflects the environmental qualities of the area a high standard of urban form as those zones recover from the Canterbury earthquakes of 2010 and 2011.
- B.** To ensure that the height of the built environment in the Central City Core, Central City Mixed Use, and Central City Fringe zones reflects a high standard of urban form including:
- A consistent spread of lower rise development that improves the continuity of the street edge and enhances activity in public spaces throughout the central city; and
 - Matching the capacity of a development to pedestrian accessibility and public transport provision, including good connectivity to the street for building occupants; and
 - Relationship to the existing context, particularly the relative height, scale and clustering of surrounding buildings, significant landmark features and public open spaces; and

Central City Core and Fringe Zones

- Improving the legibility of the central city at a pedestrian level, particularly on corners; and
 - Interaction and passive surveillance between people inside a building and public spaces; and
 - Lower heights that provide a built form in scale with the image of a garden city, particularly in relation to mature trees; and
 - Integrating sympathetically with what remains of the City's heritage items; and
 - Reduced adverse wind effects at ground level; and
 - Reduced overshadowing effects on neighbours and public spaces; and
 - Creating a point of difference between Christchurch and other major New Zealand city centres.
- C. To ensure that redevelopment in the Central City Core, Central City Fringe, Central City Mixed Use and the Central City Business 1 zones is designed in accordance with the principles of good urban design, appearance and amenity, including:
- That buildings create a strong continuous built edge by being oriented towards and enclosing streets and public spaces; and
 - That the design of pedestrian entrances and glazing enable active engagement with the street, particularly at the ground level, to ensure community safety, social interaction and visual interest; and
 - That development responds positively to the context of the site; and
 - That development on corner sites enhances the structure and legibility of the City and incorporates distinctive design treatments; and
 - That development minimises energy use and resource consumption and manages stormwater run-off at source in a way that is consistent with the requirements of the relevant regional rules; and
 - That buildings avoid excessive perceived bulk or repetition and are of a human scale, visually interesting, and use high quality materials; and
 - That development provides for safe and efficient movement and appropriate weather protection for pedestrians, cyclists and vehicles within the site and along adjoining streets; and
 - That the adverse amenity effects of the location of car parking, service areas plant and utilities are avoided or mitigated; and
 - That residential units have adequately designed internal and outdoor living spaces, levels of privacy, good levels of internal floor space, access to sunlight and insulation from traffic noise.

Explanation and reasons

Prior to the earthquakes ~~the~~ the central city contained ~~ed~~ ~~s~~ a highly varied environment where different areas existed with particular combinations of open space, natural features, buildings, and activities. Some of ~~the~~ these characteristics remain and define the environmental quality of areas within the central city, therefore it is important to reflect and respect these qualities by influencing the shape, scale and physical form of the built environment in these areas. Accordingly, development standards are set for new buildings to ensure that the development of sites over time defines and enhances an appropriate urban form for the central city. ~~The main areas identified for these purposes are as follows:~~

~~Gore~~

~~The traditional heart of the City, centred on the important public space areas of Cathedral Square, City Mall and the Avon River. It contains many of the important central city heritage buildings and pedestrian dominated precincts, as well as a substantial amount of the City's retailing activity.~~

Central City Core and Fringe Zones

The built form within the Core is characterised by a consistency of buildings along street frontages. While some exceptions do exist for sites or parts of sites, it is desirable that in respecting the predominant character of the built form in this area, consideration is given to the impacts of building removal and/or the creation of open space along the street frontage.

Frame

Surrounding the Core to the north, east and south, with fewer important open spaces and heritage buildings, and less emphasis on pedestrian and retail activities. The Frame is more significant for office activities and has emerged as an area where taller, bulkier buildings are located. While some exceptions do exist for sites or parts of sites, it is desirable that, in respecting the predominant character of the built form in this area, the creation of open space along the street frontage is generally avoided.

East Fringe

Located on the eastern side of the central city, the East Fringe is an area of transition from the intensive commercial development of the Core and Frame, to the adjoining central living areas. Development potential on sites is less than the Core and Frame areas, in recognition of a more open street environment. Consequently, pedestrian and retail activity is not as prominent.

West Fringe

Similarly an area of transition, this area of the central city to the west of the Avon River has a comparatively open character, where the scale of buildings is modest compared to the Frame and where there is greater scope for planting.

City South

An area of comparatively low scale, space extensive building development and few notable buildings or open spaces, the City South area has development opportunity to a lower scale and bulk than other areas in the central city.

The physical definition of the form of the central city is dependent upon the nature of built development. The public places and open space network, while of critical importance in themselves, are framed by the built environment. The quality of these spaces can be determined by the scale and shape of buildings that surround them. Therefore, the particular environmental qualities in different parts of the central city require recognition through appropriate guidance of building development. Over time, the shape of the central city's skyline will be enhanced, better reflecting the special features of areas within it.

Building height is closely associated with urban form, which links particular types of activities and their density with the physical layout and three-dimensional design of the City. Urban form and density should be matched to varying levels of accessibility and connections throughout an urban area.

Growth of higher density activities and shared community facilities are encouraged to locate around key nodes of higher accessibility. This increased density has recognisable building typologies and patterns of development associated with it, often including greater building heights and a harder-edged character, due to the tightly knit building forms and associated street-based retail functions.

Different height limits have been set for the Central City Core and Central City Fringe zones, and for specific heritage and character areas like New Regent Street and High Street, and retail streets like Cashel Street. The maximum permitted heights are not a response to concerns over the structural safety of buildings. The height limits proposed reflect the public's strong desire through consultation for a low rise city on urban design and heritage grounds balanced with the economic realities of attracting investment into the recovering Central City. More specifically:

- Foundation and building costs will increase as buildings get taller and this may be a financial constraint to constructing tall buildings on the types of soils found in the central city;
- Lower buildings make good neighbours. By ensuring lower more consistent heights the plan protects neighbouring properties including public spaces in terms of property value, visual cohesion, environmental conditions and pedestrian environment. A more even spread of development within the

Central City Core and Fringe Zones

core improves the value of the whole city rather than concentrating available development in a few tall buildings;

- Interaction and passive surveillance between people inside a building and public spaces is greatest in buildings up to six storeys. Lower building heights increase visual and pedestrian access to adjacent public spaces;
- Lower heights provide a built form in scale with the image of a garden city. Buildings are more visually balanced with the existing mature trees (many of which survived the earthquakes) and subsequent trees that will be planted as part of delivering the streetscape and open space improvements;
- A low-rise city will integrate more sympathetically with what remains of the City's heritage building stock. Heritage buildings will have an even greater significance for the city and tall, visually dominant buildings generally undermine their setting. Where heritage facades are to be retained, the overall urban design and visual amenity of the entire building is better where the height differential between the façade and the new building behind is within a few stories;
- Analysis of existing buildings that are likely to remain, following the earthquakes, indicated that their heights will largely be within those set in the City Plan;
- Lower heights will reduce adverse wind effects at ground level;
- Lower heights will reduce overshadowing effects on neighbours and public spaces;
- The lower heights in the Central City differentiate Christchurch from other major cities, such as Auckland and Wellington.

A recession plane will apply from the top of the maximum façade / wall height. This will enable sunlight to public spaces and the ground floor of buildings opposite and the 45° plane will aid in the function of solar panels for more sustainable energy generation.

In regard to urban design, appearance and amenity the Plan's rules package has been devised to ensure that, during extensive rebuilding in the Central City Core, Central City Fringe, Central City Business 1, and the Central City Mixed Use zones, a high standard of urban design, appearance and amenity is provided. Redevelopment within parts of the aforementioned zones will be subject to a consent mechanism to assess the urban design, function, safety and appearance of the proposed developments.

Many difficulties would be encountered if regulatory means were set in place to require a particular style of design, as experience has shown that it is difficult to regulate for "good taste". However specific design and appearance controls based on established urban design principles are considered to be necessary - these controls do not regulate 'style'. Good urban design is also able to be achieved through the use of non-regulatory methods such as preparation and promotion of design guidelines. Such guidelines can identify in broad terms, principles involved in designing compatible buildings, for the benefit of both developers, occupiers, neighbours and the general public.

Insert new Policies 12.4.11 and 12.4.12 in Volume 2 Section 12 of the City Plan:

12.4.11 A Safe Central City

To ensure that a high standard of safety, using Crime Prevention Through Environmental Design, is implemented in the rebuilt central city following the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

The Christchurch City Council is a signatory of the Ministry for the Environment's Urban Design Protocol (UDP). The Ministry of Justice' in its 'National Guidelines for Crime Prevention Through Environmental Design 2005' notes that local authorities, that are signatories of the UDP, will implement Crime Prevention Through Environmental Design (CPTED) using 'regulatory initiatives where appropriate'. Large areas of land within the Central City Business District were cleared of buildings following the Canterbury earthquakes of 2010 and 2011. In some instances almost entire city blocks were cleared. This has provided a unique opportunity for incorporating CPTED in the extensive rebuild of this area.

CPTED will enable the Christchurch community to provide for their health and safety during the rebuild. Specifically it will reduce the incidence and fear of crime and enhance the general quality of life. This, in turn, is likely to lead to:

- greater use of community facilities (such as parks, promenades and street malls) and a corresponding

Central City Core and Fringe Zones

increase in people's safety and wellbeing; and

- increased business as commercial areas become safer and more attractive to people; and
- an improvement in the late night entertainment economy as the entertainment precincts become safer and more attractive to people.

12.4.12 Comprehensive Central City Development

- A.** To enable the consideration of comprehensively designed developments that support a broad mix of activities, buildings, open space and accessways on large sites within the Central City.
- B.** To ensure that comprehensive redevelopment in the Central City Core, Central City Fringe, and Central City Mixed Use zones is designed in accordance with the principles of good urban design, including:
- An overall concept for the whole site is developed to enable coherent and coordinated staging of a development; and
 - Responding to the wider city context, particularly urban character and key features of the Central City (e.g. street grid and its diagonals, Avon/Ōtakaro River, Hagley Park and Cathedral, Cranmer, Latimer and Victoria Squares) and contribution to precincts and neighbourhoods; and
 - Achieving an even spread of density across the site; and
 - Respecting existing character and heritage items and special landscape features of the site; and
 - Complementing the historical fine grained, plot-based scale of central city developments and providing a pedestrian friendly environment; and
 - Providing a balanced mix of compatible activities within the development; and
 - Contributing to residential density targets for greater Christchurch with residential units having adequately sized and designed indoor and outdoor living spaces, access to sunlight and insulation from noise; and
 - Providing a variety of buildings and open spaces; and
 - Providing high quality urban design, including the overall integration of building and landscape designs; and
 - Enhancing the accessibility through the site, including provision for lanes and courtyards; and
 - Coordinating the integration and treatment of car parking and other services such as outdoor service, rubbish and recycling spaces, including communal provision of car parking; and
 - That the principles of Crime Prevention Through Environmental Design are integrated into the development; and
 - Minimising energy use and resource consumption and managing stormwater run-off at source in a way that is consistent with the requirements of the relevant regional rules.

Explanation and reasons

Large areas of land within the Central City Core, Central City Fringe, and Central City Mixed Use zones were cleared of buildings following the Canterbury earthquakes of 2010 and 2011. In some instances large parts of city blocks were cleared. This has provided a unique opportunity for single or multiple property owners and developers to work collaboratively to produce comprehensive designs for mixed use development of large areas in the Central City. The general zone rules and assessment matters that were designed to apply to smaller, individual sites may not be appropriate for the design of large comprehensive developments where there is greater flexibility to integrate a range of land uses, buildings, open spaces, and enhanced accessibility within or through large blocks. This could occur in a contiguous manner within blocks, on directly opposite sides of the same road, or around the edge of key public open spaces in the Central City. Rules in the Plan relating to comprehensive development provide an opportunity for all other Business Zone rules to be put aside in favour of the holistic and comprehensive assessment of the entire collective development against the outcomes sought in the Objectives and Policies of the City Plan and the Central City Recovery Plan. Nevertheless the rules that have been put aside in favour of this approach should be used as guidance to expected environmental outcomes when assessing resource consent

Central City Core and Fringe Zones

applications. Due to the potential significant size, density and public interface of such developments, it is especially important that it occurs in accordance with the principles of good urban design, appearance and amenity.

Amend Zone description 1.2 Central City Zone in Volume 3 Part 3 of the City Plan as follows:

1.2 Central City Core and Central City Fringe Zones

Zone description and purpose

The Central City Core and Central City Fringe Zones covers a large area of land in the centre of Christchurch. The area was extensively damaged in the Canterbury earthquakes of 2010 and 2011. The zone provisions have been designed to encourage and enable redevelopment and enhancement of the central city. These zones have replaced the former Central City Zone after the earthquakes. It generally extends from near Bealey Avenue in the north to Moorhouse Avenue in the south, east to Madras Street and west to Montreal Street. The boundaries of the zone to the north and west are somewhat irregular, reflecting the close proximity of established inner city living areas to the intensively developed business area.

A wealth of natural physical and heritage features which define much of the image and character of Christchurch, exist within the Central City Core and Central City Fringe Zones. The fabric of the zones involves a strong grid pattern of 20 metre wide streets intersected by two diagonal streets, the meandering Avon/Ōtakaro River, and many important open spaces. Within this fabric the substantial built environment represents the dominant built physical feature of the city.

~~Within the central city there are five distinctive areas exhibiting different physical characteristics. The Core area surrounds the important public spaces of Cathedral Square and City Mall, and contains many of the city's important heritage features and pedestrian-generating activities. The Frame area surrounds the Core to the north, east and south, and is typified by taller buildings and less emphasis on pedestrian activities. The East and West Fringes contain a mixture of office and retail developments, and the West Fringe area in particular is a generally more open environment. The City South area built environment is typically low scale and space extensive, with minimal open space and landscaping.~~

~~Within the Core area are three significant areas of open space – City Mall, Cathedral Square and Worcester Boulevard. These central city open spaces are important pedestrian areas and contribute to the retail focus and character of the central city. Those parts of these open spaces that are legal road have been excluded from the Special Purpose (Road) Zone, recognising that their primary focus is not the movement of vehicles and form part of the Special Purpose (Pedestrian Precincts) Zone (see Part 8). In addition to Council owned land, these areas also include the land containing the Christchurch Cathedral, which is a listed heritage building. A portion of Worcester Boulevard extends into the West Fringe. Activities within these areas are also controlled by other legislation and Council bylaws.~~

Prior to the Canterbury earthquakes of 2010 and 2011 ~~the~~ the Central City Zone ~~is~~ was the principal focus for commercial, cultural, administrative and tourist activities in Christchurch. It contained ~~ed~~ s a large proportion of the city's employment and investment. It also constituted ~~ed~~ s an exciting environment for people who for a variety of reasons wished ~~ed~~ to reside in the area zone, an important requirement for ensuring the vitality of the area. The purpose of the area zone is to allow a diverse range of activities and the most significant scale and intensity of activities, while preserving and enhancing the important underlying features of the environment in the central city. As the area recovers from the earthquakes the environment will change and zone environment changes, it will be necessary to exercise some control upon development to achieve desirable environmental outcomes relating to urban form, pedestrian amenity, traffic management, character enhancement and the preservation of heritage features. In addition, the zoning is intended to remain compact to encourage intensive development and easy pedestrian movement in the central city.

~~Within these zones Central City Zone, areas have also been identified where the external appearance of buildings will be a restricted discretionary activity controlled:~~

~~These areas comprise buildings or areas adjacent to significant open spaces, including the Square, City Mall, the Avon River corridor and other important spaces. These areas may also contain listed historic buildings.~~

The rules relating to listed historic buildings, both within the areas identified for external appearance control, and in other parts of the Central City Zone, are set out in Part 10 of the Plan.

~~A defined precinct (Part 11 Appendix 1) in the Cashel Street/Oxford Terrace area allows greater flexibility for noise levels reflecting the aggregation of inner city bars.~~

Central City Core and Fringe Zones

Environmental results anticipated

- (a) A **recovered, rejuvenated**, resilient and diverse central city having **efficiency**, prosperity, vitality and diversity, operating as the primary focus for community, business, tourism and culture in Christchurch and providing the most significant opportunities for those activities.
- (b) A successful, compact, safe and attractive primary pedestrian area.
- (c) Continuation and reinforcement of the central city as a densely built-up and compact urban environment, and the dominant physical built feature of Christchurch.
- (d) A coherent underlying physical pattern to the central city which derives from the original city layout, and which is reinforced by continued development.
- (e) A built shape and form to the central city that recognises environmental opportunities which determine the scale and placement of buildings within particular areas.
- (f) High levels of vehicle trips to the central city, but not throughout the core of the central city, managed in a way which ensures good accessibility, minimal congestion, and personal safety.
- (g) Well patronised and well located public transport facilities providing efficient access to, and having as their focal point, the central city.
- (h) A range of opportunities for residential living, accommodating a significant and growing resident population which reflects and accepts the diverse range of activities in the central city, and associated traffic, noise and lighting.
- (i) A significant number and varied range of tourist attractions and tourist accommodation within and close to the zone.
- (j) The maintenance and enhancement of central city open spaces.
- (k) Pleasant and safe public spaces and pedestrian areas of high environmental quality, which are supplied with generous levels of daylight, sunlight and weather protection.
- (l) Protection and preservation of important historic buildings, which continue to contribute to the identity of the city and which help to define its cultural tradition.
- (m) A built environment of high architectural quality and buildings of appropriate external appearance in relation to their neighbours and surroundings.
- (n) The maintenance and enhancement of the qualities of buildings adjacent to important open spaces.
- ~~(o) The identification of important open spaces as subject to additional measures to avoid adverse environmental impacts, (e.g., outdoor advertising).~~
- (o p) The reinforcement of an effective buffer between the intensively developed activity area of the Central City **Fringe** Zone and adjoining inner city living areas.
- (p q) Moderate to high levels of artificial lighting and high ambient levels of noise, recognising the large number and range of intensive activities, vehicles, buildings and people in the relatively confined area of the central city.

Central City Core and Fringe Zones

Amend 2.1 Categories of Activities - Central City Zone in Volume 3 Part 3 of the City Plan as follows:

2.1 Categories of activities — Central City Core and Central City Fringe Zones

2.1.1 Central City Core and Central City Fringe Zones

- (a) Any activity which complies with -
- all of the development standards under Clause 2.2; and
 - all of the community standards under Clause 2.3

shall be a permitted activity.

- (b) Any activity which complies with all of the community standards but does not comply with any one or more of the development standards under Clause 2.2, shall be a **restricted** discretionary activity with the exercise of the Council's discretion **limited restricted** to the **listed assessment** matter(s) **subject to for** that standard **and/or the reasons for rules and/or the subject of the rule itself**.
- (c) Any activity which does not comply with any one or more of the community standards under Clause 2.3, shall be a discretionary activity.
- (d) Clarification of categories of activities.

The standards may also specify that an activity is **restricted discretionary, or** discretionary (community or development standards).

In some cases assessment matters for restricted discretionary activities have been included along side, or under the applicable standard, or referenced to elsewhere in the City Plan.

See also Volume 3 Part 11 Health and Safety (Control of Noise) Part 15 Sustainable Buildings and Part 16 Urban Design, Appearance and Amenity – Central City which have rules that apply within these zones.

Amend 2.2 Development Standards in Volume 3 Part 3 of the City Plan as follows:

2.2 Development standards - Central City Core and Central City Fringe Zones

Any application arising from non-compliance with the standards in **Clauses Rules 2.2.1 - 2.2.16 inclusive and 2.2.3 – 2.2.5 (except clause 2.2.7 Building Interface with Living Zones)** will not require the written consent of other persons, and shall be non-notified.

Note:

Exceptions have been made to several development standards to enable the reconstruction of the Christ Church Cathedral and its Spire should existing use rights expire.

Central City Core and Fringe Zones

Delete Rules 2.2.1 – 2.2.5 inclusive and 2.3.1 – 2.3.2 inclusive, Assessment Matters under 6.2 Central City Zone inclusive, and Reasons for Rules under 7.1 Central City Zone inclusive, in Volume 3 Part 3 and insert New Rules 2.2.1 – 2.2.16, 2.3.1 and 2.3.2 and Reasons for Rules under 7.1 in Volume 3 Part 3 of the City Plan as follows:

2.2.1 Building Setbacks – Central City Core Zone and Central City Fringe Zone	
<p><u>All buildings shall be built to all road boundaries – for the purposes of this rule the definition of road excludes accessways and service lanes.</u></p> <p><u>Except that:</u></p> <p><u>(i) for Cambridge Terrace between Montreal Street and Cashel Street, buildings may be setback up to a maximum of 4.5m; and</u></p> <p><u>(ii) sites with a frontage to Latimer Square shall have a minimum setback of 4.5m.</u></p>	<p>Assessment Matters</p> <p><u>(a) The extent to which buildings are aligned with the street frontage, and are of sufficient height to enclose the street taking into account the scale of surrounding buildings.</u></p> <p><u>(b) Whether a setback is needed to enable high amenity private open space, preferably integrated with amenity on public open space.</u></p>
2.2.2 Continuity of Frontage – Central City Core Zone	
<p><u>100% of frontage of lot where it abuts all road boundaries – excluding accessways and service lanes. Except that one vehicle crossing may be located within each road frontage of the site.</u></p> <p><u>Note:</u></p> <p><u>This rule applies to the ground and first floor of buildings only.</u></p>	<p>Assessment Matters</p> <p><u>(a) The extent to which buildings are aligned with the street frontage, and are of sufficient height to enclose the street taking into account the scale of surrounding buildings</u></p> <p><u>(b) Whether a setback is needed to enable high amenity private open space, preferably integrated with amenity on public open space.</u></p>
2.2.3 Continuity of Frontage – Central City Fringe Zone	
<p><u>Minimum 65% of frontage of the site where it abuts all road boundaries – excluding accessways and service lanes.</u></p> <p><u>Note:</u></p> <p><u>This rule applies to the ground and first floor of buildings only.</u></p>	<p>Assessment Matters</p> <p><u>(a) The extent to which buildings are aligned with the street frontage, and are of sufficient height to enclose the street taking into account the scale of surrounding buildings</u></p> <p><u>(b) Whether a setback is needed to enable high amenity private open space, preferably integrated with amenity on public open space.</u></p>
2.2.4 Active Frontages Central City Core Zone	
<p><u>The use of the front 10 metres of the ground floor of every building or of any part of a site not undertaken in a building, fronting onto those roads (excluding accessways and service lanes) within the Central City Core zone shall be limited to retail activities, commercial services, places of entertainment, reception areas of hotels and travellers accommodation, or entrance ways only for other activities.</u></p>	<p>Assessment Matters</p> <p><u>(a) The effect of not providing for compulsory active frontage on the pattern of adjacent activities and the continuity of the shopping frontage.</u></p> <p><u>(b) Any adverse effects on pedestrians and street life of not providing a compulsory active frontage.</u></p> <p><u>(c) The visual impact of any activities not considered to form an active frontage upon the street facade of a building and street scene.</u></p>

Central City Core and Fringe Zones

<p>2.2.5 Verandas – Central City Core and Central City Fringe Zones.</p>	
<p><u>Every new building on land shown as subject to a veranda control on Central City Planning Map 4 shall provide a veranda or other means of weather protection with continuous cover for pedestrians.</u></p> <p><u>Note: The Council must give its consent for the intrusion of buildings or structures over the legal road.</u></p>	<p>Assessment Matters</p> <p><u>(a) The extent of footpath that may be exposed to adverse weather conditions if a veranda is not provided.</u></p> <p><u>(b) The volume of pedestrian movement in the vicinity of the building concerned.</u></p> <p><u>(c) The effect of not providing a veranda upon the use, design and appearance of adjoining buildings, the continuity of the veranda provision on the street and the continuity of the street facade.</u></p> <p><u>(d) In the case of a heritage building, the effects of a veranda on its heritage values.</u></p>
<p>2.2.6 Recession Planes - Central City Core and Central City Fringe Zones</p>	
<p><u>Operates from top of maximum road wall height – except New Regent Street Height Area. (see Community Standard 2.3 for standards on road wall heights)</u></p>	
<p><u>45°</u></p>	
<p><u>Except that this rule does not apply to accessways and service lanes.</u></p>	
<p>Exclusions to Recession Plane Rules</p>	
<p><u>On sites with buildings on them as at 3 September 2010 that breached the reversion plane provisions contained in rule 2.2.6 if any replacement building on that site is:</u></p>	
<p><u>A. of the same or lower height to the building that existed on 3rd September 2010; and</u></p>	
<p><u>B. of the same or lesser gross floor area to the building that existed on 3rd September 2010; and</u></p>	
<p><u>C. the over height element is centred on the same building platform on the site as the building that existed on 3rd September 2010.</u></p>	
<p><u>Sub clause (1) shall cease to apply after four years from date the Central City Plan is gazetted.</u></p>	
<p>Note: All proposed new buildings will remain subject to the other provisions of this Plan.</p>	

Central City Core and Fringe Zones

<h3>2.2.7 Building interface with Living Zones- Central City Fringe Zone</h3>	
<p><u>(a) Buildings shall not project beyond a building envelope constructed by recession planes as shown in Part 2, Appendix 1, from points 2.3 metres above any boundary with a living zone.</u></p> <p><u>Note: There is no recession plane requirement between sites located in the Central City Fringe zone or where a site in the Central City Fringe zone adjoins a site in another non-living zone.</u></p> <p><u>(b) Buildings shall be setback a minimum of 3 metres from any boundary with a living zone.</u></p> <p><u>(c) The level of site boundaries shall be measured from filled ground level except where the site on the other side of the internal boundary is at a lower level, then that lower level shall be adopted.</u></p>	<p><u>Assessment Matters</u></p> <p><u>(a) Any adverse impacts on the enjoyment of residential amenity within sites in adjoining living zones, particularly on outdoor living spaces or main living areas of residential units.</u></p> <p><u>(b) The effect in terms of the area of adjoining land affected by increased shadowing and the number of residential properties involved.</u></p> <p><u>(c) The visual effects of building height and scale on the amenity experienced by adjoining residential properties.</u></p> <p><u>(d) Any proposed landscaping provision adjacent to the boundary, and whether it would mitigate outlook from any affected residential property.</u></p> <p><u>(e) The nature of the activity proposed on sites or within any buildings or residential properties in adjoining living zones in terms of visual intrusion.</u></p>
<h3>2.2.8 Outdoor storage Central City Core and Central City Fringe zones</h3>	
<p><u>Any outdoor storage areas adjoining or visible from any public road shall be screened from the road by landscaping, or a solid fence not less than 1.8 metres high.</u></p>	
<h3>2.2.9 Location of on site Carparking – Central City Core Zone</h3>	
<p><u>(i) Parking shall be located to the rear of, on top of, within or under buildings.</u></p> <p><u>(ii) Parking provided within a building shall not be located on the ground floor within 10m of the road boundary.</u></p>	<p><u>Assessment Matters</u></p> <p><u>(a) The extent to which car parks:</u></p> <p><u>Do not dominate the streetscape;</u></p> <p><u>Do not disrupt the built edge continuity.</u></p> <p><u>(b) The extent to which driveways do not disrupt active frontages and pedestrian circulation.</u></p>
<h3>2.2.10 Airspace on lanes – Central City Core and Central City Fringes Zones</h3>	
<p><u>On the lanes shown on Central City Planning Map 4, which are also legal roads, no part of a building can protrude over or into a lane space. Except that this rule shall not apply to retractable awnings over pedestrian entrance ways of less than 2m² or balconies.</u></p>	

Central City Core and Fringe Zones

<p><u>2.2.11 Minimum Floor to Floor Heights on Ground Floor Central City Core and Central City Fringe Zones</u></p>	
<p><u>4.0m</u></p>	<p><u>Assessment Matters</u></p> <p><u>The extent to which a reduced floor to floor height would still enable future alternative commercial uses for the ground floor.</u></p>
<p><u>2.2.12 Outdoor service space - residential activities – Central City Core and Central City Fringe Zones</u></p>	
<p><u>(a) Each residential unit shall be provided with an outdoor service space contained within the net area of the site with a minimum area of 5m² and a minimum dimension of 1.5 metres, except that an indoor area or areas with a minimum volume of 3m³ may be provided in lieu of any outdoor service space.</u></p> <p><u>(b) Each outdoor service space shall be screened from adjoining sites, public spaces and adjoining outdoor living spaces.</u></p> <p><u>(c) Outdoor Service spaces shall be located to the rear of the principal building on the site.</u></p>	<p><u>Assessment Matters</u></p> <p><u>See Volume 3 Part 2 Assessment Matters 10.2.13 - to be read as applying to the Central City Core and Central City Fringe Zones.</u></p>
<p><u>2.2.13 On-site convenience - residential activities – Central City Core and Central City Fringe Zones</u></p>	
<p><u>(a) All outdoor living, service and storage spaces, shall be conveniently located in relation to each other and to the units they serve.</u></p> <p><u>(b) Facilities such as rubbish storage areas, letter boxes and electricity meter boxes, shall be readily accessible from outside the units and from a road.</u></p>	<p><u>Assessment Matters</u></p> <p><u>See Volume 3 Part 2 Assessment Matters 10.2.17 -to be read as applying to the Central City Core and Central City Fringe Zones.</u></p>

Central City Core and Fringe Zones

2.2.14 Minimum unit size - residential activities Central City Core and Central City Fringe Zones	
<p><u>The minimum net floor area for any residential unit shall be:</u></p> <p><u>Studio - 35m²</u></p> <p><u>1 Bedroom - 45m²</u></p> <p><u>2 Bedrooms - 70m²</u></p> <p><u>3 or more Bedrooms - 90m²</u></p> <p><u>The minimum unit area shall not include car parking, garaging, or balconies allocated to each unit.</u></p>	<p><u>Assessment Matters</u></p> <p><u>See Volume 3 Part 2 Assessment Matters 10.2 10 – to be read as applying to the Central City Core and Central City Fringe Zones.</u></p>
2.2.15 Outdoor Living Space - residential activities Central City Core and Central City Fringe Zones	
<p><u>Each residential unit without a habitable space on the ground floor shall have 10 m² of outdoor living space provided that:</u></p> <p><u>A minimum of 5m² of the area, with a minimum dimension of 1.5m, shall be provided as a private balcony located immediately outside and accessible from an internal living area of the residential unit; and</u></p> <p><u>The balance from the required 10m² not provided by private balconies can be provided in a communal area, with a minimum dimension of 4m, that is available for the use of all building residents.</u></p> <p><u>Balconies can be recessed, cantilevered or semi recessed.</u></p>	<p><u>Assessment Matters</u></p> <p><u>See Volume 3 Part 2 Assessment Matters 10.2.12 - to be read as applying to the Central City Core and Central City Fringe Zones.</u></p>
<p><u>Each residential unit with a habitable space on the ground floor shall have 10m² of outdoor living space immediately outside and accessible from an internal room of the residential unit;</u></p>	<p><u>Assessment Matters</u></p> <p><u>See Volume 3 Part 2 Assessment Matters 10.2.12 - to be read as applying to the Central City Core and Central City Fringe Zones.</u></p>

Central City Core and Fringe Zones

2.2.16 Fences and Screening Structures – Central City Core and Central City Fringe Zone

Fences and other screening structures within 4.5m of a road boundary, shall not exceed 1.2m in height

except that:

Where a fence or other screening structure is over 1.2m in height, then the whole of that structure shall be at least 50% visually transparent on each boundary. No screening structure shall exceed a height of 1.8m.

Note: For the purposes of this rule, a fence or other screening structure is not the exterior wall of a building or accessory building. This rule does not apply to fences or other screening structures located on an internal boundary between two properties zoned living and business.

Reference to other development standards

Clarification of rules
(refer Part 9)

Filling, excavation and building adjacent to waterways
(refer Part 9)

Financial contributions on land use activities
(refer Part 9)

Protected buildings, places and objects
(refer Part 10)

Protected trees
(refer Part 10)

Display of outdoor advertisements
(refer Part 10)

Relocated buildings
(refer Part 10)

Sale of liquor
(refer Part 10)

Health and Safety
(refer Part 11)

Control of Noise
(refer Part 11)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Central City Core and Fringe Zones

Sustainable Buildings

(refer Part 15)

Urban Design, Appearance and Amenity

(refer Part 16)

2.3 Community Standards

For the following heights standards refer to heights on Planning Map 3

<u>2.3.1 Maximum Heights</u>	<u>Central City Core Zone</u>	<u>Central City Fringe Zone</u>
<p><u>Maximum height – all areas except the New Regent Street Height area and as follows:</u></p> <p><u>Cashel Street Height area</u></p> <p><u>High Street Height area.</u></p>	<p><u>31m</u></p> <p><u>21m</u></p> <p><u>17m</u></p> <p><u>Except that this rule shall not apply to either the reconstructed Cathedral or its spire in Cathedral Square</u></p>	<p><u>21m</u></p>
<p><u>2.3.2 Maximum and Minimum Height New Regent Street Height Area</u></p>	<p><u>8m</u></p>	<p><u>n/a</u></p>
<p><u>2.3.3 Minimum number of floors – Central City Core Zone</u></p>	<p><u>2</u></p> <p><u>Except that this rule shall not apply to either the reconstructed Cathedral or its spire in Cathedral Square.</u></p>	<p><u>n/a</u></p>
<p><u>2.3.4 Maximum Road Wall height - except Cashel Street Height Area and High Street Height Areas.</u></p>	<p><u>21m</u></p>	<p><u>17m</u></p>

Central City Core and Fringe Zones

<p>2.3.5 Maximum road wall Height Cashel Street and High Street Height Areas.</p>	<p>17m</p>	<p>n/a</p>
<p>Exclusions to Height Rules</p> <p>(1) Sites with buildings on them as at 3 September 2010 that breached the height provisions specified in Rule 2.3.1, 2.3.4 and 2.3.5 are excluded from having to comply with the heights in that rule if: any replacement building on that site is:</p> <p>A. of the same or lower height to the building that existed on 3rd September 2010; and</p> <p>B. of the same or lesser gross floor area to the building that existed on 3rd September 2010; and</p> <p>C. the over height element is centred on the same building platform on the site as the building that existed on 3rd September 2010.</p> <p>(2) Sub clause (1) shall cease to apply after four years from date the Central City Plan is gazetted.</p> <p>Note: All proposed new buildings will remain subject to the other provisions of this Plan.</p>		

2.3.6 Comprehensive commercial or mixed commercial with residential developments – Central City Core and Central City Fringe Zones.

(i) The comprehensive development of a mix of commercial, or a mix of commercial with residential development within the Central City Core Zone that is:

- **On a contiguous block of land of 4000m² or more; or**
- **On land that has a cumulative total of 4000m² or more that is directly abutting and creating a contiguous edge along the same area of public open space; or**
- **On land that has a cumulative total of 4000m² or more that is on directly opposite sides of the same road.**

shall be a discretionary activity.

(ii) The comprehensive development of a mix of commercial, or a mix of commercial with residential development within the Central City Fringe Zone that is:

- **On a contiguous block of land of 7500m² or more; or**
- **On land that has a cumulative total of 7500m² or more that is directly abutting and creating a contiguous edge along the same area of public open space; or**
- **On land that has a cumulative total of 7500m² or more that is on directly opposite sides of the same road**

shall be a discretionary activity.

Any application for consent under rule 2.3.6(i) and 2.3.6(ii) shall not be fully publicly notified.

Note: Where an application is made under rules 2.3.6(i) or 2.3.6(ii) all development and community standards in part 3 (Business Zones) shall not apply to application side.

Land use and consent applications subject to rules 2.3.6(i) and 2.3.6(ii) are Discretionary Activities. As such Council has full discretion in accordance with Section 104B of the Resource Management Act 1991 to consider any matters. For the purposes of these rules, the Council will include in its considerations, but not be limited to the following:

Central City Core and Fringe Zones

- (i) If the proposed development is in excess of the permitted bulk and location provisions, the scale of development that existed on the site on 3 September 2010, and whether it is appropriate to reinstate that scale; and
- (ii) The relevant zone rules that would otherwise have applied as a guide to expected environmental outcomes; and
- (iii) Whether the applicant can demonstrate that he or she has legal authority from the owners and/or occupiers of all of the land in the block to develop over the entire block; and
- (iv) The extent to which public access is provided through the inside of the block by way of a lanes, accessways and court yards.

Reference to other community standards

Protected buildings, places and objects
(refer Part 10)

Protected trees
(refer Part 10)

Noise
(refer Part 11)

Glare
(refer Part 11)

Hazardous substances
(refer Part 11)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Reference to other critical standards

Filling, excavation and building adjacent to waterways
(refer Part 9)

Airport protection surfaces (Prohibited activity)
(refer Part 9)

Protected buildings, places and objects
(refer Part 10)

Protected trees
(refer Part 10)

Fortified sites
(refer Part 10)

Noise
(refer Part 11)

Central City Core and Fringe Zones

Hazardous substances (refer Part 11)

Subdivision (refer Part 14)

7.1 Central City Core Zone and Central City Fringe Zone

7.1.1 Street Edge Definition Rules

Building Setback, Continuity of Frontage, Road Wall Heights, Outdoor Storage, Recession Planes, and Verandas.

These interrelated rules have six main elements, including the setback of buildings from the street, continuity of frontage, minimum road wall heights, recession planes, required verandas and outdoor storage.

It is intended that the requirement to build to road boundaries reflects the dominance of buildings in the central city with the requirement that buildings be along the full length of street frontages within the Core and Fringe. An exception is made for Cambridge Terrace between Montreal Street and Cashel Street and adjacent to Latimer Square. In the Cambridge Terrace between Montreal Street and Cashel Street area a maximum setback is enabled in recognition of their status as a key nodes in the amenity linkage. The setback ensures adequate capacity for pedestrian movement in these areas while providing enhanced street and pedestrian amenity. For Latimer Square a minimum set back of 4.5m is required.

Provision for building up to the street frontage highlights the City's grid pattern and also reflects the existing character of the central city as the urban focus for Christchurch.

The maximum road wall heights reinforce other rules such as those relating to building height. The reason for these rules is to ensure that the key streets relating to the Core and Fringe, have maximum heights which enable adequate levels of sunlight at ground level.. These facade rules are expected to maintain urban scale in these streets and the maintenance of a strong emphasis on a vibrant built environment.

Where outdoor storage areas in the central city are likely to be physically visible from the street, provision is made for screening by landscaping or fencing in order to remove any visual detractor.

The incorporation of a recession plane angle in the Plan is intended to ensure that a sense of openness and a reasonable degree of sunlight admission to streets is maintained, whilst still allowing for large scale inner city buildings. The recession plane will also help:

- reduce the dominance of buildings on the street and maintain a human scale; and
- reduce the incidence of wind funnelling effects at the street level.

In order to facilitate recovery and not unfairly prejudice the development potential of owners of tall buildings that existed prior to the 2010 and 2011 earthquakes, the recession plane provisions apply for the specified period. This rule will enable a new building of equivalent or lesser height and floor area to that which previously existed to be constructed on the same building platform.

Provision is made in the City Plan for specified inner city streets to have verandas or other forms of weather protection, as a requirement when new buildings are constructed. The purpose of this rule is to enhance the attractiveness and convenience of the central city as a shopping environment, and as a place for visitors. These streets have been chosen because they have relatively high pedestrian movements.

7.1.2 Outdoor Living Spaces, Outdoor Storage, and Minimum Floor Areas Residential Units.

A minimum area and shape of outdoor living space has been required for residential units to ensure that an area for each unit is set aside which is sufficient to meet the outdoor living needs of current and future residents of the unit and to meet needs for access to sunlight and fresh air. The requirement for the outdoor living space to be designed to be readily accessible from living areas is intended to ensure that each area set-aside for outdoor living is pleasant, convenient, likely to be available and used by residents. The minimum area will allow for a small round table with four seats and sufficient extra open space.

A minimum area and shape outdoor service space has been required for residential units, to ensure that in these

Central City Core and Fringe Zones

higher density environments sufficient areas are set aside for rubbish storage and drying washing outside. Recognising that providing such areas in the highest density zones may not be practicable in every circumstance an alternative indoor area(s) will be considered acceptable.

The minimum floor size provision primarily seeks to ensure a minimum standard of amenity for occupants of residential units within the Core and Fringe. Minimum areas have been established for the range of unit from studio units to 3 or more bedrooms. This range of sizes also seeks to encourage a range of units to cater for different occupant demands.

7.1.3 Relationship with adjacent Living Zones

Where the Fringe zone directly abuts the Living Zones it is important that the general residential amenity of the adjacent residential zones is maintained. Additional height recession planes and setbacks have been included in the City Plan to maintain a basic level of residential amenity at these interfaces.

7.1.4 Active frontage

This rule relates to the area within the central city that is the focus for pedestrian orientated activities.

The rule limits the ground floor use of buildings and sites to retail activities and commercial services, places of entertainment, reception areas of hotels and travellers' accommodation, or entrance ways. The rule is intended to ensure that a pedestrian friendly and vibrant core commercial area develops which attracts people in the central city.

7.1.5 Location of on site car parking – Central City Core Zone

Parking is directed to the rear of, on top of, within or under buildings. At the ground floor parking cannot be located within 10m of the road boundary. If uncontrolled in the Central City Core zone car parking could have significant adverse visual effects on the streetscape and undermine the intention to ensure a high amenity pedestrian oriented retail core with active frontages. However car parks that are located away from the intended active edges will not create these adverse effects. The minimum 10m will ensure sufficient space, at the front of the building, for one of the intended commercial activities to establish.

7.1.6 Airspace on lanes

No part of a building can protrude over or into one of the identified lanes. Buildings that protrude into the lanes or are cantilevered over the lanes adversely affect the general amenity of the lanes including access to sunlight. Protrusions into the lanes can also affect access for emergency service vehicles – fire, ambulance, police etc. Some pedestrian entrances will require shelter from adverse weather conditions and an awning of 2m² is considered adequate without affecting the amenity of the lanes.

7.1.7 Heights

Different height limits have been set for the Central City Core and Central City Fringe Zones including specific lower height limits for the heritage and character areas like New Regent Street, Cashel Street, and High Street. The heights will:

- enable sufficient height for an economically efficient scale of development;
- ensure an adequate level of access to sunlight at street level and important open spaces like Cathedral Square;
- ensure a 'human scale' of development that does not dominate the street or open space;
- ensure that the important core retail area in Cashel Mall maintains a higher level of access to sunlight so that it remains an attractive place to visit – as it was before the Canterbury earthquakes of 2010 and 2011;
- ensure a low rise city that will integrate sympathetically with what remains of the City's heritage building stock following the Canterbury earthquakes of 2010 and 2011 – particularly around New Regent Street and High Street areas;
- provide a built form in context with the garden city image of Christchurch;
- reduce the potential for adverse wind effects at ground level.

Central City Core and Fringe Zones

In order to facilitate recovery and not unfairly prejudice the development potential of owners of tall buildings that existed prior to the 2010 and 2011 earthquakes, the height limits provisions apply for the specified period. This rule will enable a new building of equivalent or lesser height and floor area to that which previously existed to be constructed on the same building platform.

7.1.8 Comprehensive commercial and mixed commercial with residential developments

Refer to the Explanation and Reasons for Policies 12.4.12 A and B in Volume Section 12 of the City Plan.

7.1.9 Fences and Screening Structures

Solid, high screening structures such as fences and walls that are erected on road, conservation or open space boundaries of properties have the potential to cause adverse visual impacts along with other associated effects such as disconnection and reduction in the potential for passive surveillance. This provision seeks to ensure a minimum level of visual transparency where screening structures exceed 1.2m in height. There is consideration in the assessment matters for situations where a different provision of screening structure may be necessary or appropriate due to the location or orientation of the application site.

Delete from Volume 3 Part 3:

***Appendix 1 Cathedral Square sunlight admission to important pedestrian areas
(Part 3 Business Zones)***

Appendix 1 City Mall sunlight admission to important pedestrian areas (Part 3 Business Zones)

***Appendix 7 Central City Max Building Height West and North of Latimer Sq for New Buildings
and Alterations***

Amend 4.1 Activities not defined as tertiary education and research activities Cultural 4 (Tertiary education) Zone, Volume 3 : Part 7 Cultural Zones : as follows:

4.1 Activities not defined as tertiary education and research activities: Cultural 4 (Tertiary education) Zone

Any activities not defined as tertiary education and research activities shall be subject to the following provisions:

(...)

- (iv) Christchurch Polytechnic central site : as for ~~Central City Zone~~ Central City Fringe Zone
(~~City south - all activities~~):

(...)

Amend Development standard : 2.2.13 On-site manoeuvring

Volume 3 : Part 13 Transport as follows:

2.2.13 On-site manoeuvring

(...)

- (iii) Any site containing a non-residential activity has access to a major arterial, minor arterial or collector road; ~~other than within the Core and Frame of the Central City Zone~~; or

(...)

Delete sentences with references to the Central City Zone from 4.1 Parking space numbers ... Volume 3 Part 13 Transport.

Amend any other rule in Volume 3 of the City Plan that refers to the Central City Zone to refer to the Central City Core Zone and the Central City Fringe Zone

Central City Business 1 Zones

Insert new policies 12.8.15, 12.8.16, 12.8.17, 12.8.18 and 12.8.19 under Objective 12.8 in Volume 2 Section 12 of the City Plan as follows:

12.8.15 Policy: Provision of small local commercial centres in the Central City

- a. Enable small scale, mixed use, commercial activities in specific locations (via the Central City Business 1 zone), that provide for the day-to-day, convenience shopping, service and employment needs of the local community.
- b. Limit the size of gross leasable floor area of any single commercial tenancy in the Central City Business 1 zone to 250m² or less to ensure that larger scale commercial tenancies that would be better located in the central business district do not establish and that the Central City Business 1 Zones are able to fulfil their purpose of meeting the day-to-day convenience needs of local residents.
- c. To restrict new land uses in the Central City Business 1 zone at the corners of Kilmore Street, Fitzgerald Avenue and Chester Street East until an outline development plan for this site has been prepared and approved.

12.8.16 Policy: Limit expansion of Central City Small Local Commercial Centres

Avoid any future expansion of the Central City Business 1 Zones into residential areas.

12.8.17 Policy: Small Scale Community Facilities in Small Local Commercial Centres

Enable the establishment of small scale community facilities, co-located with potential neighbourhood reserves, within or adjacent to the Central City Business 1 Zones in the Central City.

12.8.18 Policy: Urban Design and Amenity of the Central City Small Local Commercial Centres

Ensure that development in the Central City Business 1 Zones is designed and developed in accordance with good urban design principles, and that they achieve a high standard of visual character and amenity.

12.8.19 Policy: Residential Activity in Central City Small Local Commercial Centres

Enable appropriate residential activity to establish in the Central City Business 1 Zones.

Explanation and Reasons Policies 12.8.15–12.8.19 inclusive

The purpose of the small local centres is to provide for local retail and service activities that meet the day-to-day needs of the community. Some of the existing Business 1 centres were severely affected by the Canterbury earthquakes of 2010 and 2011. Redevelopment and reconstruction following the earthquakes provides an opportunity for improved centres and a new centre on the land at the corners of Fitzgerald Avenue/Chester Street East and Fitzgerald Avenue/Kilmore Street. A suitable location and area of land for each centre has been identified to enable development to meet these needs.

These local centres are all located to the northeast of the central business district (CBD) where the residential areas can be some distance from the retailing and services provided in the CBD or the potential new supermarket in the Mixed Use Zone to the north of the CBD. Residential areas to the north and west are located a convenient walk from the CBD.

A maximum gross leasable floor area limit of 250m² per commercial tenancy will ensure that commercial activities that would be better located in the Central City Core Zone and Central City Fringe Zone, and contribute to the recovery of those zones, do not establish as of right in the Central City Business 1 Zones (CCB1). The CCB1 zones are intended to primarily serve the day-to-day convenience needs of local residents which is better delivered via several smaller tenancies providing a range of day to day goods and services rather than one or two large tenancies which tend to service a wider catchment. Further, the tenancy size limit ensures that CCB1 areas provide a ‘fine grained’ design and variety of buildings that is in keeping with the scale and form of the local residential catchment, and which can be difficult to achieve with large buildings containing a single tenancy.

The intention of the CCB1 Zone and rules for the site at the corners of Kilmore Street, Fitzgerald Avenue and

Central City Business 1 Zones

Chester Street East is to enable development of local retail and service activities on the site. However there are significant traffic and vehicle access, and existing heritage building challenges to developing this site. Fitzgerald Avenue is a major arterial road carrying a significant volume of traffic. Prior to the earthquakes there was limited vehicle access to the site from Fitzgerald Avenue (one crossing near the corner of Fitzgerald Avenue and Chester Street East). Special consideration must be given to vehicle access to and from the site so that the safety and efficiency of Fitzgerald Avenue is maintained.

This is the site of the former 'Wards Brewery' and contained significant heritage buildings prior to the Canterbury earthquakes of 2010 and 2011. Some of the heritage buildings and frontages remain. Development on the site should carefully consider the relationship of new buildings to these remaining important heritage items. This can only be achieved through comprehensive development of the site in accordance with an outline development plan.

The CCB1 zones will provide a community focal point for the re-establishing and new residential population. Accordingly the accompanying rules enable the construction of small scale community facilities such as community halls and meeting spaces. The Council has signalled in its Central City Recovery Plan the intention to acquire land and construct small meeting type facilities within these Central City Business 1 zones. It is envisaged that these community facilities will be co-located with small neighbourhood reserves of around 500m² in area, within or adjacent to the CCB1 zones.

The development of the CCB1 zones will be subject to a consent process to ensure buildings, landscaping, screening and car parking areas are comprehensively designed to a high design standard contributing to a built environment with a high level of amenity for residents, as well as contributing to an attractive and open street scene. Some residential activity may also be provided in these zones, above the ground floor level or behind commercial activity at the ground floor. This provides the opportunity for compatible mixed uses to establish on the site. High quality commercial centres, close to where people live, can create interesting and liveable neighbourhoods, reduce transport costs, and strengthen communities. Other rules ensure basic residential amenity in what is primarily a business zone is provided.

Insert zone description in Volume 3 Part 3 of the City Plan as follows:

1.4a Central City Business 1 Zone

These zones are dominated by small scale retail shops and service activities. They are not intended for extensive comparative retail shopping where a shopper may wish to walk between stores selling similar goods and compare prices, styles etc. This type of comparative shopping activity is best located in the Central City Core and Central City Fringe zones. Rather, the purpose of the Central City Business 1 Zone is to provide opportunities for local employment, community activities and convenience shopping within walking distance of residential activities.

The Central City Business 1 Zone standards control activities where the levels of effects would unduly impact on amenity, particularly in regard to immediately adjoining residential areas.

Rules have been included to ensure that the built outcomes for either redevelopment or new development within these zones meet principles of good urban design. It is expected that these centres will become focal points for communities as the earthquake recovery process progresses and the Central City residential population generally increases.

Some listed heritage buildings remain on the former Wards Brewery site at the corners of Kilmore Street, Fitzgerald Avenue, and Chester Street East. Heritage provisions elsewhere in the City Plan will look to retention and economic reuse of these buildings.

The land at the corner of Kilmore Street, Fitzgerald Avenue, and Chester Street East (the former Wards Brewery site) is an ideal location for local convenience retail, service, community facilities and small local recreation space. However there are significant vehicle access and existing heritage building challenges to the design of activities on this site. For this reason the land has a CCB1 zoning requiring completion of an outline development plan. The outline development plan must give particular attention to vehicle access to and from the site and development that is sympathetic to the remaining heritage buildings.

Environmental results anticipated

- a. A diversity of uses with generally small scale commercial buildings that provide convenience shopping and community service activities within easy walking distance of most residences.

Central City Business 1 Zones

- b. Retail activities at the ground floor with community and residential activities encouraged above ground floor level.
- c. Generally lower levels of on-site parking, access and manoeuvring than in larger commercial zones.
- d. Limitations on future expansion beyond the current CCB1 zone boundary where this would lead to a loss of residential housing stock, increased traffic generation that has adverse effects on traffic safety and efficiency, or increased pedestrian movements in inappropriate locations across arterial roads.
- e. Provision of neighbourhood shopping facilities in a mixed use setting that achieves a high standard of urban design and amenity.
- f. Provision of safe neighbourhood shopping facilities.

Insert new rules section in Volume 3 Part 3 of the City Plan as follows:

6 Rules Central City Business 1 Zones.

6.1 Categories of activities — Central City Business 1 Zones

- a. Any activity which complies with all of the development standards under Clause 6.2, all of the community standards under Clause 6.3 and all of the critical standards under Clause 6.4 shall be a permitted activity.
- b. Any activity which complies with all of the critical and community standards but does not comply with one or more of the development standards under Clause 6.2, shall be a restricted discretionary activity with the exercise of the Council's discretion restricted to the assessment matter(s) for that standard and/or the reasons for rules and/or the subject of the standard itself.
- c. Any activity which does not comply with one or more of the community standards under Clause 6.3, shall be a discretionary activity.
- d. Any activity which does not comply with one or more of the critical standards under Clause 6.4, shall be a non complying activity.
- e. Clarification of categories of activities.
The standards may also specify that an activity is restricted discretionary, discretionary and non complying (development, community or critical standards).

Note:

Any application arising from non-compliance with the standards in Rules 6.2.1, 6.2.2, 6.2.3, 6.2.4, 6.2.5, 6.2.6, 6.2.8, 6.2.9, 6.2.10, 6.3.1, and 6.3.3 will not require the written consent of other persons, and shall be non-notified.

See also Volume 3 Part 11 Health and Safety (Control of Noise), Part 15 Sustainable Buildings and Part 16 Urban Design and Amenity which have rules that apply within this zone.

6.2 Development standards — Central City Business 1 Zone

6.2.1 Outdoor living space Residential Activities.

Each residential unit without a habitable space on the ground floor shall have 20m² of outdoor living space provided that:

- A minimum of 10m² of the area, with a minimum dimension of 1.5m, shall be provided as a private balcony located immediately outside and accessible from an internal living area of the residential unit; and
- The balance from the required 20m² not provided by private balconies can be provided in a communal area, with a minimum dimension of 4m, that is available for the use of all building residents.

Each residential unit with a habitable space on the ground floor shall have 20m² of outdoor living space immediately outside and accessible from an internal room of the residential unit.

Balconies can be recessed, cantilevered or semi recessed.

Central City Business 1 Zones

6.2.2 Fences and Screening Structures

Fences and other screening structures within 4.5m of a road boundary, conservation zone, or open space zone, shall not exceed 1.2m in height

except that:

Where a fence or other screening structure is over 1.2m in height, then the whole of that structure shall be at least 50% visually transparent on each boundary. No screening structure shall exceed a height of 1.8m.

Note: For the purposes of this rule, a fence or other screening structure is not the exterior wall of a building or accessory building. This rule does not apply to fences or other screening structures located on an internal boundary between two properties zoned living and business.

6.2.3 Outdoor service space - residential activities

- a. Each residential unit shall be provided with an outdoor service space contained within the net area of the site with a minimum area of 5m² and a minimum dimension of 1.5 metres, except that an indoor area or areas with a minimum volume of 3m³ may be provided in lieu of any outdoor service space.**
- b. Each outdoor service space shall be screened from adjoining sites, public spaces and adjoining outdoor living spaces.**
- c. Outdoor service spaces shall be located to the rear of the principal building on the site.**

6.2.4 On-site convenience - residential activities

- a. All outdoor living, service and storage spaces, garages, carports and car parking spaces, shall be conveniently located in relation to each other and to the units they serve.**
- b. Facilities such as rubbish storage areas, letter boxes and electricity meter boxes, shall be readily accessible from outside the units and from a road.**

6.2.5 Ground floor residential activities

Residential activity shall not be established in the first 10m of ground floor area measured horizontally from the building frontage.

6.2.6 Sunlight and outlook for neighbours

- a. Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3 metres above the boundary with any Living zone as shown in Part 2, Appendix 1.**

Note: There is no recession plane requirement for sites located in the Central City Business 1 zones that adjoin sites also zoned Central City Business 1.

- b. The level of site boundaries shall be measured from filled ground level except where the site on the other side of the internal boundary is at a lower level, then that lower level shall be adopted.**

6.2.7 Separation from neighbours

The minimum building setback from the boundary of any Living zone shall be 3 metres. Except that where there is a shared wall with a building within the Living Zone no setback is required.

6.2.8 Verandas

Every new building located against a road boundary shall provide a veranda or other means of weather protection with continuous cover for pedestrians.

Note: The Council must give its consent for the intrusion of buildings or structures over the Special Purpose (Road) Zone as owner of land in that zone.

Central City Business 1 Zones

6.2.9 Screening

- a. Any outdoor storage area shall be screened by a 1.8m high fence and shall not be located within 4.5m of the road boundary.
- b. Where a service or car parking adjoins a Living zone, provision shall be made for planting, fence(s), wall(s) or a combination of these to at least 1.8m in height along the length of the zone boundary, excluding any areas covered by buildings with shared walls on the boundary and any road frontages. Where landscaping is provided it shall be for a minimum depth of 1.5m along the zone boundary.

6.2.10 Minimum unit size - residential activities

The minimum net floor area for any residential unit shall be:

<u>Studio</u>	<u>35m²</u>
<u>1 Bedroom</u>	<u>45m²</u>
<u>2 Bedrooms</u>	<u>70m²</u>
<u>3 or more Bedrooms</u>	<u>90m²</u>

The minimum unit area shall not include car parking, garaging, or balconies allocated to each unit.

6.2.11 Outline Development Plan Approval – Central City Business 1 Zone at the corners of Kilmore Street, Fitzgerald Avenue and Chester Street East.

Approval of an Outline Development Plan for the entire area that this zone covers shall be a restricted discretionary activity with the Council's discretion restricted to the matters set out in 6.8.12.

6.2.12 Development at the Central City Business 1 Zone at the corners of Kilmore Street, Fitzgerald Avenue and Chester Street East, where an outline development plan has been approved.

Where an Outline Development Plan for the entire area that this zone covers has been given consent in accordance with Rule 6.2.11 any new building, car park, vehicle circulation or pedestrian entrance in the zone shall be located in accordance with the Outline Development Plan.

Reference to other development standards

Clarification of rules

(refer Part 9)

Filling, excavation and building adjacent to waterways

(refer Part 9)

Financial contributions on land use activities

(refer Part 9)

Protected buildings, places and objects

(refer Part 10)

Protected trees

(refer Part 10)

Display of outdoor advertisements

(refer Part 10)

Relocated buildings

(refer Part 10)

Sale of liquor

(refer Part 10)

Hazardous substances

(refer Part 11)

Central City Business 1 Zones

Transport (Parking, access and manoeuvring)

(refer Part 13)

Subdivision

(refer Part 14)

Sustainable Buildings

(refer Part 15)

Urban Design and Amenity

(refer Part 16)

6.3 Community standards - Central City Business 1 Zone

6.3.1 Street Scene

All buildings shall be built to the road boundary, except in areas required for service and pedestrian access and public open space.

6.3.2 Maximum Floors and Height

(i) Floors

The maximum number of floors in any building shall be 3.

(ii) Height

The maximum height of any building shall be 11m.

6.3.3 Minimum Floor to Floor Height - Ground Floor

The minimum floor to floor height on the ground floor of any building shall be 3m.

Reference to other community standards

Protected buildings, places and objects

(refer Part 10)

Protected trees

(refer Part 10)

Noise

(refer Part 11)

Glare

(refer Part 11)

Hazardous substances

(refer Part 11)

6.4 Critical standards — Central City Business 1 zone

6.4.1 Gross leasable floor area

The maximum size of gross leasable floor area capable of being used for, or being converted into, a single commercial tenancy shall be 250m².

6.4.2 Activities in the absence of an Outline Development Plan – Central City Business 1 zone at the corners of Kilmore Street, Fitzgerald Avenue and Chester Street East.

Where an outline development plan for the entire area that this zone covers has not been given consent in accordance with Rule 6.2.11 the construction of any new building, car park, vehicle circulation, or pedestrian entrance shall be a non complying activity.

Central City Business 1 Zones

Reference to other critical standards

Excavation and filling of land
(refer Part 9)

Airport protection surfaces (Prohibited activity)
(refer Part 9)

Protected buildings, places and objects
(refer Part 10)

Protected trees
(refer Part 10)

Outdoor advertising
(refer Part 10)

Fortified sites
(refer Part 10)

Noise
(refer Part 11)

Hazardous substances
(refer Part 11)

Subdivision
(refer Part 14)

Insert new assessment matters for resource consents in Volume 3 Part 3 of the City Plan as follows:

6.8 Assessment Matters for Resource Consents Central City Business 1 Zone.

6.8.1 Sunlight and Outlook for Neighbours

- a. The visual impacts on adjoining living zones.**
- b. The extent of overshadowing and impact on the outdoor living spaces or main living areas of residential buildings.**
- c. The extent and quality of any landscaping proposed to mitigate any impacts of the building scale.**
- d. The nature of activities undertaken within any space affected by increased shadowing caused by any proposed building or alteration to a building.**
- e. The extent of any additional shadowing having regard to the time of year that the additional shadowing is expected to occur.**

6.8.2 Separation from Neighbours

- a. The use of any intervening space between the residential property and buildings in the business zone and its likely effects on properties in the living zone.**
- b. The extent and quality of any landscaping proposed.**
- c. Any adverse effects on any public space or recreation areas.**
- d. The visual impact of proposed buildings as seen from any residential property.**
- e. The relative size of the building which encroaches into the setback area required.**

Central City Business 1 Zones

6.8.3 Street Scene

- a. The visual and physical relationship of the building to adjoining buildings and others in the vicinity as well as the street environment more widely.
- b. Any adverse effects on privacy, outlook and safety of future residents where buildings are built up to the road boundary.

6.8.4 Verandas

- a. Whether there is sufficient protection from adverse weather conditions for pedestrians adjacent to commercial properties.
- b. The extent to which any uneven height or width between adjoining verandas causes adverse visual amenity effects or functionality of the pedestrian area.

6.8.5 Fences and Screening Structures

See Volume 3 Part 2 assessment matters 10.2.9 to be read as applying to the Central City Business 1 Zone.

6.8.6 Minimum unit size – residential activities

See Volume 3 Part 2 Assessment Matters 10.2.10 to be read as applying to the Central City Business 1 zone.

6.8.7 Outdoor Living Space

See Volume 3 Part 2 Assessment Matters 10.2.12 to be read as applying to the Central City Business 1 Zone.

6.8.8 Service and Storage Space

See Volume 3 Part 2 Assessment Matters 10.2.13 to be read as applying to the Central City Business 1 Zone.

6.8.9 On Site Convenience

See Volume 3 Part 2 Assessment Matters 10.2.17 to be read as applying to the Central City Business 1 Zone.

6.8.10 Ground Floor Residential Activities

- a. The effect of not providing commercial activities in the 10m space on the pattern of adjacent activities and the continuity of the shopping frontage.
- b. Any adverse effects on pedestrians and street life of providing residential activity in the 10m space.
- c. The visual impact of any residential activity upon the street facade of a building and street scene.

6.8.11 Maximum Heights, Floors, and Minimum Floor to Floor Heights

Non compliance with Rules 6.3.2 or 6.3.3 is a Discretionary Activity. As such Council has full discretion in accordance with Section 104B of the Resource Management Act 1991 to consider any matters. For the purposes of this rule, the Council will include, but not be limited to the following considerations:

- a. Any adverse effects of height on any adjoining residential properties in living zones, taking into account the bulk and dominance of the building.
- b. The design and appearance of the building, and the quality and scale of any landscaping and tree planting proposed to reduce the building impact of building height and scale.
- c. The relevance of, and extent to which, the additional building height may allow better use of the existing site and obviate any need for external expansion.
- d. The extent of that portion of the building which exceeds the height limit and its effect on sunlight admission to any living zone property and residential units within the Living Zones.

Central City Business 1 Zones

- e. The extent to which that part of the building exceeds the height standard is set back from any Living Zone boundary.
- f. The extent to which the building acts as a landmark in the urban form.
- g. The extent to which a reduced floor to floor height would still enable future alternative commercial uses for the ground floor.

6.8.12 Outline Development Plan - Central City Business 1 Zone at the corners of Kilmore Street, Fitzgerald Avenue and Chester Street East.

- a. The location of buildings, carparking and vehicle circulation should be shown on the outline development plan and should complement and not detract from adjacent or nearby listed heritage items or character buildings.
- b. Vehicle and pedestrian entrances to the site should be shown on the outline development plan taking into account:
 - The existing and potential number of vehicles, cycles, and pedestrians likely to be generated from, and moving past, the proposed access point(s).
 - The extent to which the vehicular traffic using the access, either alone or in association with other nearby activities, will adversely affect the traffic function and/or the safety of the surrounding road network.
 - The ability to gain access to an alternative road which has lesser transport and environmental impacts overall especially in respect of residential and pedestrian amenities where relevant.
 - The extent to which the noise, vibration and fumes of vehicles using the access would affect surrounding activities, particularly residences.
 - The adverse effects of extra traffic, particularly heavy vehicles, generated by the development on the amenity and safety of surrounding streets.
 - The extent to which the physical form of the frontage road may mitigate the adverse effects of the extra vehicle movements generated for example, the presence of a solid median to stop right hand turns or the design of pavement materials.
 - Any cumulative effects of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.
 - Whether the speed of vehicles travelling on the frontage road is likely to exacerbate the adverse effects of the access on the safety of road users.
 - The proximity of the access to other access points or intersections.
 - The extent to which any conflict may be created by vehicles queuing on the frontage road past the vehicle access.
 - The extent to which the traffic generated by the site will adversely affect the frontage road or intersections along the road, particularly at times of peak traffic flows on the road.
 - Whether the adverse effects of the traffic could be minimised/mitigated by on-street traffic management measures.
 - Whether the sight distances at the access are adequate to provide safe access/egress.
 - The relationship of parking, access and manoeuvring areas, including loading and servicing deliveries, in respect to the safety, accessibility and amenity of pedestrians and cyclists.
 - The effect of the provision of access on the surrounding amenity and environment of the surrounding road network.

Central City Business 1 Zones

Insert New Reasons for Rules in Volume 3 Part 3 of the City Plan as follows:

7.6 Reasons for Rules Central City Business 1 Zone.

7.6.1 Outdoor Living Space

A minimum area and dimension of outdoor living space has been required for residential units to ensure that an area within each site or on a balcony, or roof is set aside which is sufficient to meet the outdoor living needs of current and future residents of the site and to meet needs for access to daylight and fresh air. The outdoor space is designed to be readily accessible from living areas and intended to ensure that each area set aside for outdoor living is safe, pleasant and convenient. The assessment matters for outdoor living space clarify that some buildings or parts of buildings may be located within an outdoor living space without compromising the overall use of the space for outdoor living purposes.

The alternative provision of a balcony is offered for residential units in the zone without rooms or storage areas on the ground floor. This reflects the practical difficulties for residents of such residential units.

7.6.2 Fences and Screening Structures

Solid, high screening structures such as fences and walls that are erected on road, conservation or open space boundaries of properties have the potential to cause adverse visual impacts along with other associated effects such as disconnection and reduction in the potential for passive surveillance. This provision seeks to ensure a minimum level of visual transparency where screening structures exceed 1.2m in height. There is consideration in the assessment matters for situations where a different provision of screening structure may be necessary or appropriate due to the location or orientation of the application site.

7.6.3 Outdoor Service Space, Storage Space and On-site Convenience

A minimum area and dimension of outdoor service spaces has been required for residential units in the zone to ensure that in this higher density environment sufficient areas are set aside for rubbish storage and drying washing outside. Recognising that providing such areas in a higher density zone may not be practicable in every circumstance an alternative indoor area(s) will be considered acceptable.

On site convenience rules are applied to ensure that prior consideration is made of the layout of multi-unit developments to avoid confusion and unnecessary loss of privacy for residents.

The establishment of outdoor service and storage space to the rear of the principal building on the site will ensure that the street facade of the building is unobstructed, and may better address the street. This will in turn ensure that the urban character of this area is maintained.

7.6.4 Ground Floor Residential Activities.

A restriction has been placed on the location of ground floor residential activities to ensure that the frontage presented to the street is primarily commercial. Without the restriction there is the potential for these neighbourhood centres to be built out entirely by residential activity, thereby negating their primary purpose of local convenience retail and service.

7.6.5 Sunlight and Outlook for Neighbours

The reason for the recession plane requirements is to ensure that on the Living Zone, Living 4 zone interfaces, residential properties are able to maintain a sufficient standard of amenities comparable to those in the adjoining zones themselves. The recession plane also acts as a 'de facto' height control, as well as a means of protecting access to daylight. It also reinforces requirements for a setback to reduce impacts of building scale.

7.6.6 Separation from Neighbours

The standard required for the interface with the Living zones is sufficient to allow a landscaped strip to soften the visual appearance and maintain the amenities of adjoining residences.

Central City Business 1 Zones

The setback for residential activities adjacent to internal boundaries is intended to provide access to daylight for a living area and bedroom, where no other direct daylight is available, in order for the amenity of residents to be maintained.

7.6.7 Verandas

Provision is made in the City Plan for Central City Business 1 areas to have verandas or other forms of weather protection, as a requirement when buildings are constructed or reconstructed. The purpose of this rule is to enhance the attractiveness and convenience of these areas as a shopping environment, and as a place for visitors.

7.6.8 Street Scene

The location of the buildings on the street boundary is intended to ensure neighbourhood centres have a strong visual and physical relationship with the pedestrian environment of the street, and promote activity, personal safety and vitality of the neighbourhood centres. The requirement to build to the road boundary also reflects the traditional form of the CCB1 zones where buildings were built to the road boundary prior to the Canterbury earthquakes.

7.6.9 Gross Leasable Floor Areas

The Central City neighbourhood centres are intended to provide access for local residents to convenient retail and service needs to meet their day to day needs. Accordingly tenancies are expected to be relatively small so that a range of activities can establish and that no one or two larger format retail or service activities can establish within these areas. Dominance of one or two uses has the potential to undermine the intent of the zones.

8.6.10 Floors and Height

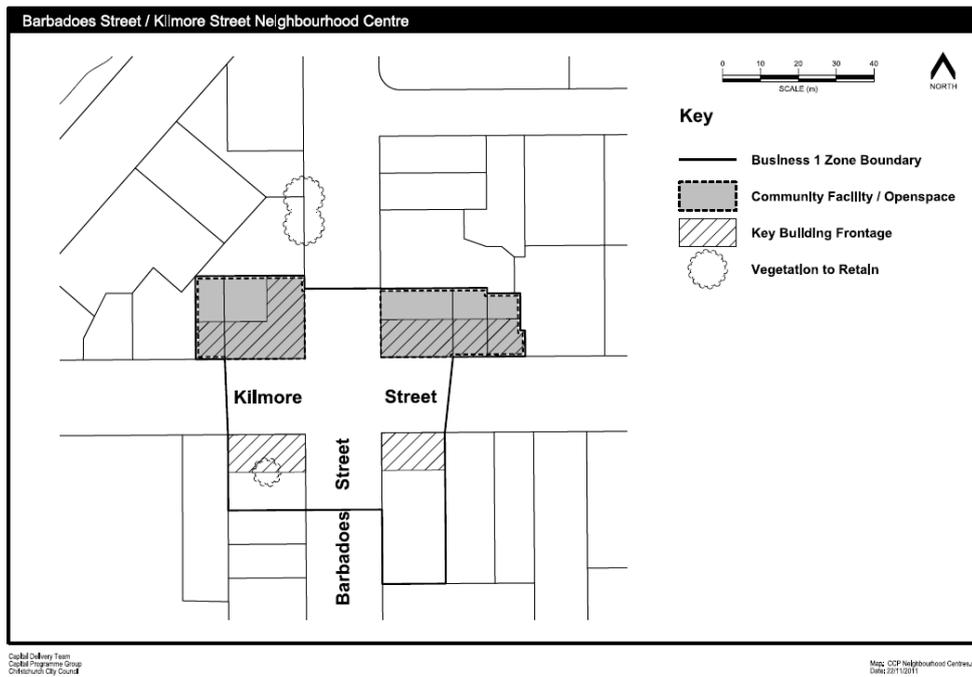
Maximum heights and floors reflect the scale of development envisaged in this area and the need to use land resources effectively. These maximums also reflect the zone's location in close proximity to the Living 4 Zones.

8.6.11 Outline Development Plan Central City Business 1 Zone at the corners of Kilmore Street, Fitzgerald Avenue and Chester Street East.

Fitzgerald Avenue is a major arterial road and there are significant vehicle access challenges to the development of this site for Central City Business 1 activities. Significant heritage buildings remain on the site following Canterbury earthquakes of 2010 and 2011. New development on the site should be sympathetic to these remaining heritage buildings. Design of the development on the site should be undertaken comprehensively. Accordingly development requires a resource consent as a non complying activity until such time as an outline development plan has been approved. When an outline development plan has been approved development of the site must be in accordance with the outline development plan.

Central City Business 1 Zones

Insert new Appendix 19 – Neighbourhood Centre – Outline Development Plan in Volume 3 Part 3 of the City Plan as follows:



Amend Volume 3 Parts 9, 11, and 14 to treat Central City Business 1 Zone the same as other Business 1 Zones.

Central City Mixed Use Zone

Delete Objective 12.5, Policy 12.5.1, Policy 12.5.2 contained in volume 2 of the City Plan and replace with the following

12.5 Objective: Role of the Central City Mixed Use Zone

The development of vibrant urban areas by enabling a diverse and compatible mix of land use activities in areas on the edge of the Central City.

Reasons

Council is seeking to revitalise and rejuvenate areas on the edge of the Central City in order to make these areas more vibrant, exciting, safe and sustainable areas to live, work and learn. Enabling the development of a mix of land use activities will enable people and communities to provide for their economic, cultural and social well-being.

The area is zoned for a mix of office, residential, servicing and light industrial activities to provide opportunities to assist in the enhancement and revitalisation of the area itself and also, in turn, the wider central city area. These areas are not to be “in competition” with the central business district (Core and Fringe areas), but rather, to complement and support its important role and function. The development of a zone containing a mixture and diversity of activities that attracts people into the area is but one tool to support urban rejuvenation and revitalisation.

Policy 12.5.1: Range of activities

To allow the establishment of a range and mix of compatible business, residential, and other complementary activities while avoiding the establishment of incompatible land use activities that will not achieve an urban environment that is attractive to work and live in or that will compete with the Central City.

Explanation and reasons

Despite being on the edge of the Central City, the quality of this urban environment largely remains reflective of its historic industrial character. It also contains underutilised sites with many vacancies. The policy seeks the better utilisation of land and buildings, and their revitalisation to create a vibrant urban environment, of high quality, and that is attractive to both work and live in.

To this end, this policy envisages a zone comprising a mix of land use activities having the following characteristics:

- **A continuation of existing business activities**
- **Enabling the establishment of a range of new activities**
- **Continuation of employment opportunities**
- **A high degree of compatibility with adjoining land uses and the avoidance of nuisance and reverse sensitivity effects.**
- **Increased demand for goods and services in the Central City**
- **Increased utilisation and intensification of land and building**
- **Increased pedestrian activity**
- **Improved urban amenity and quality of built form that contributes to the workability and liveability of the areas**
- **Opportunities for residential development, including student accommodation**
- **Opportunities for the establishment of medical research activities in the vicinity of Christchurch Hospital as part of the mix of land uses.**

A number of land uses are considered to be complementary and compatible with each other, posing a reduced risk of conflict resulting from associated nuisance effects such as noise, odour, hazardous substances, and the emergence of reverse sensitivity effects. It is considered that a particular range of land use activities will result

Central City Mixed Use Zone

in the more effective and better utilisation of land, buildings and infrastructure. In addition, the particular design characteristics and requirements associated with a number of land uses lends themselves to creating opportunities for achieving built form outcomes that are interesting, vibrant and of high quality.

Land uses anticipated to establish in the Central City Mixed Use Zone include, but are not limited to:

- Residential activities, including student accommodation
- Commercial offices
- Commercial service activities
- Education, health and research facilities
- Community facilities
- Travellers accommodation
- Places of entertainment
- Limited retailing (size, scale and use)
- A new supermarket in the Manchester, Salisbury and Madras Street block having a maximum GLFA of 4,000m²
- Light manufacturing activities having low nuisance impact on sensitive activities such as residential activities.
- Land uses not anticipated to establish in the Central City Mixed Use Zone include:
- Heavy or noxious industrial activities
- Small scale (boutique, comparison) retail activity and large format retailing

The mix of land uses is subject to limitations in order to maintain the support and primary function of the adjacent Central City. The provision of higher density residential development will also give effect to Council's urban growth strategy of promoting urban consolidation through inner city intensification.

Delete Objective 12.6, Policy 12.6.1, Policy 12.6.2 and Policy 12.6.3 and replace with the following:

12.6 Objective: Character and Amenity

To ensure that development contributes positively to the amenity values of the area in terms of streetscape appearance, pedestrian amenity, health and safety, and overall quality and enjoyment of living and working in an area.

Reasons

The overall improvement and enhancement of amenity values is important given the desired rejuvenation and revitalisation aspirations for the Central City Mixed Use Zone. Close proximity of residential activities and the range of business activities have the potential to create adverse effects on amenity. Business development, having the greatest impact on character and amenity, should therefore seek to avoid, remedy or mitigate effects on amenity values in terms of bulk and location, design and appearance, and nuisance effects such as emissions, noise and glare. At the same time, if people are to reside in an area, existing activities which are deemed suitable and new businesses need to have the confidence and certainty to operate and expand without the threat of complaints from neighbouring residents. Therefore, for a zone comprising a mix of business and residential activities to work well, compatibility issues need to be managed. These issues arise between different forms of development and also in relation to the effects of certain activities (noise, odour, traffic). The zone's provisions are designed to manage these issues while recognising that a mixed use environment offers different lifestyle choices than currently found in a suburban residential environment or an industrial environment.

Policy 12.6.1: Amenity

The provision of a level of amenity where business activities can operate with reasonable flexibility but without having a significant adverse impact on the amenities of more sensitive activities such as residential uses and the

Central City Mixed Use Zone

overall amenity of the area in respect of such matters as:

- Noise
- Glare
- Odour (emissions)
- Hazardous substances
- Building bulk and location
- Landscaping
- Design and appearance

Explanation and reasons

This policy recognises that businesses should be allowed to operate without undue and unnecessary restriction. However, at the same time business activities must recognise that some protection for more sensitive activities such as residential activities, and the quality of amenity of the surrounding area generally, is necessary, as a higher level of amenity contributes to the liveability and enjoyment of mixed use areas.

Mixed use developments should achieve a high standard of architecture and urban design. The quality of external appearance, building layout, use of colour and materials, and the provision of appropriate landscaping all contribute to establishing a high level of amenity which enhances the relationship of buildings with the street, public spaces and adjacent residential and commercial areas.

Policy 12.6.2: Pleasant living environment

The provision of a pleasant living environment for residential activities in the context of a mixed use environment by ensuring:

- The provision of open space for residential units.
- The provision of open space for the general public, where appropriate.
- Noise insulation of residential units from excessive noise.
- Access to daylight.
- An appropriate scale of buildings through bulk and location controls.
- A defined, attractive and interesting interface between built form and public spaces, where appropriate.
- Explanation and reasons

This policy is intended to ensure that the environment is an attractive one for residential activities in the context of a mixed use environment. It also recognises that a mixed use environment is generally a busier and noisier environment and therefore amenity standards will be lower than those for a low density or suburban residential development. However, achieving an appropriate level of amenity contributes to the vitality, liveability and enjoyment of a mixed use area.

Policy 12.6.3: New buildings and design and appearance

To ensure that new buildings and significant alterations to existing buildings occur in a manner that accords with principles of good urban design and appearance by ensuring that development:

- i. Avoids excessive bulk and repetition, is of an appropriate scale and street definition, is not dominated by car parking areas, hard surface areas and fencing, and is visually interesting.
- ii. Establishes a strong relationship and engagement with public spaces ensuring community safety, social interaction and visual interest.
- iii. Utilises appropriate tree and other landscape planting that contributes to amenity values while minimising any potential nuisance effects and/or safety concerns.
- iv. Provides accessible and integrated utility areas and accessible, useable and attractive outdoor living

Central City Mixed Use Zone

and service spaces.

- v. Achieves a mix of building form and activities and avoids the emergence of a single, homogenous built form and character on a street wide scale;

Explanation and reasons

The Central City Mixed Use Zone is designed to enable the development of an urban environment which contributes to the economic vitality of the city by increasing the diversity of services offered to employees during the day and residents at night. A high level of amenity which contributes to the liveability and workability of the areas will be achieved by requiring new development to achieve good urban design outcomes.

To achieve the environmental outcomes anticipated for this zone, it is important that a mix and variety of development, including the built form and activity, establish over time. Currently, land parcels are fragmented, small and in multiple ownership. It is unlikely that simultaneous redevelopment of land will occur throughout the zone, adopting the same built form and seeking to establish similar activities. However, it is anticipated that amalgamation of land parcels will occur which may result in significantly larger, comprehensive development. Such larger scale developments have the potential to dominate the character and amenity of a streetscape through the emergence of a single homogenous built form and/or activity. To avoid this outcome, it is appropriate for such developments to provide for a mix of building form and activities.

Delete Environmental results anticipated and replace with the following:

Environmental results anticipated

The objectives and policies relating to the provision of a mixed use zone in close proximity to the central business district are anticipated to result in the following outcomes:

- A revitalised area containing a mix of uses resulting in a vibrant urban environment.
- A zone environment that provides for a mix of commercial, service and light manufacturing activities, while introducing a residential element and complementary activities that avoids the emergence and dominance of a single land use activity.
- A built form environment characterised as follows:
 - A pleasant and interesting street frontage where the location and design of buildings on the street frontage shall incorporate where appropriate display glazing, windows and entries so that there is a good visual connection with the street. Large areas of blank walls should be avoided through the use of building articulation and architectural detail.
 - The height, bulk, scale and location of buildings should not adversely affect the amenities of adjacent sites or the amenity values of the streetscape.
 - Site area – encourage amalgamation to make more efficient and better utilisation of land and infrastructure.
 - Building flexibility for uses to change over time.
 - Building design – developments of a high standard of architectural and urban design, external appearance, materials and landscaping to achieve a high level of amenity and a strong relationship with public space.
 - Visual amenity – not dominated by a particular land use activity but is diverse and vibrant, with service and car parking areas screened or positioned away from public view.
- Light manufacturing activities limited to those with minimal impact on sensitive land use activities such as residential activities, particularly with regards to noise, traffic generation, odour, hazardous substances and visual appearance.
- A range of built residential forms of medium densities and moderate heights, including student accommodation in the vicinity of CPIT.
- Retail activities limited in type and size to enable the re-establishment, and maintain the integrity of, the Central City environment.

Central City Mixed Use Zone

- One supermarket of no greater than 4000m² GLFA in the Manchester, Salisbury and Madras street block with limitations on store size in order to avoid or mitigate any significant adverse effects on other grocery retail activities inside and outside the Central City.
- Residential amenity provided by good quality built form and landscaping, access to daylight, outdoor living space, and levels of on-site privacy consistent with medium-high density living, and pedestrian activities.
- Business and residential activities operating without significantly adversely impacting on each other.
- Buildings and streetscape compatible in design and appearance.

Amend Implementation as follows:

Implementation

Objectives 12.5 and 12.6 and associated policies will be implemented through a number of methods including the following:

District Plan

The identification of the Central City ~~Edge~~**Mixed Use** Zone.

Changes to Volume 3

Delete Part 3 Business Zones, 1.3 Central City Edge Zone, Zone description and purpose in volume 3 of the City Plan and replace with the following:

1.3 Central City Mixed Use Zone

Zone description and purpose

The Central City Mixed Use Zone covers six primary areas. The first area was previously Business 3 zoned land that adjoins Christchurch Hospital, which is an older, established industrial area currently dominated by light, warehousing and service industries on small sites. Some heavier industrial activity still exists. The second area also was previously land zoned Business 3 and adjoins the CPIT. It too is an older, established industrial area currently dominated by light warehousing and service industries on small sites. In addition, this area includes land previously zoned Central City Edge covering three inner city blocks. This area is also an older industrial area dominated by light industry, warehousing and service industries as well as a number of vacant lots. There are three areas containing land previously zoned Business 3B and located to the north of the Central City. This area is recognised as a transitional buffer area between the Business 3 Zone and medium density inner city housing areas. Activities are typically small scale light manufacturing, service and repair industry, warehousing and various community activities such as places of assembly. The final area is a small area previously zoned Business 1 at the northern end of Colombo Street. This location contains a range of community activities and office accommodation. While the six areas are identified as appropriate for the establishment of a mixed use environment, given their different locations, the make up of existing land uses, and the presence of key facilities such as the Christchurch Hospital and the CPIT, it is anticipated they will develop their own particular form of mixed development over time.

Despite being on the edge of the Central City, development and re-development of land and buildings away from historically established light industry, warehousing, and service industries, and in some locations offices to new, diverse and vibrant land use activities has not occurred. The quality of the urban environment, in turn, has not improved, and largely remains reflective of the historic industrial character and lower standard of amenity. This has resulted in sites remaining underutilised and, in many cases, vacant. The better utilisation of land and buildings, their revitalisation to create a vibrant urban environment of high quality, and one that is attractive to work and live in is an important goal.

Central City Mixed Use Zone

To this end, the Council proposes a mixed use zone that is envisaged to achieve:

- A continuation of existing business activities.
- The establishment of a range of new activities.
- Improved employment opportunities.
- Increased demand for goods and services in the Central City.
- Increased utilisation and intensification of land and building.
- Increased pedestrian activity.
- Improved urban amenity and quality of built form that contributes to the liveability of these areas.
- Opportunities for residential development.
- An enclave of medical and research facilities in the immediate vicinity of hospital and educational facilities, including student accommodation, in the vicinity of CPIT.

A number of land uses are considered to be complementary and compatible with each other, posing a reduced risk of conflict and the emergence of reverse sensitivity effects. In addition, the particular design characteristics and requirements associated with a number of land uses lends themselves to creating opportunities to achieving built form outcomes that are interesting and vibrant. Land uses anticipated to establish in the mixed use zone include:

- Residential activities, including student accommodation
- Commercial offices
- Commercial service activities
- Education, health and research facilities
- Community facilities
- Travellers accommodation
- Places of entertainment
- Limited retailing (size, scale and use)
- A new supermarket in the Manchester, Salisbury and Madras Street block having a maximum GLFA of 4,000m²
- Light manufacturing activities having low nuisance impacts on sensitive land uses such as residential activities.

Land uses not anticipated to establish in the mixed use zone

- Heavy or noxious industrial activities
- Small scale (boutique, comparison) retail activity and large scale large format retailing

Environmental results anticipated

- A revitalised area containing a mix of uses resulting in a vibrant environment.
- A zone environment that provides for a mix of commercial, service and light manufacturing activities, while introducing a residential element and other complementary activities.
- A built form environment characterised by:
 - A street frontage where the design of buildings at the street frontage shall incorporate appropriate display glazing, windows and entries so that there is a good visual connection and relationship with the street. Large areas of blank walls should be avoided through the use of building articulation and architectural detail.
 - The height, bulk, scale and location of buildings should not adversely affect the amenities of adjacent living zones, special purpose zones, conservation zones or cultural zones.

Central City Mixed Use Zone

- Increasing site area over time. Encourage amalgamation of smaller sites to make more efficient and better utilisation of land and infrastructure.
 - Building flexibility for uses to provide for change over time.
 - Building design incorporating a high standard of architectural and urban design, external appearance, materials, landscaping to achieve a high level of amenity.
 - Visual amenity not being dominated by a particular land use activity but is seen and perceived as a diverse and vibrant area.
- (d) Light manufacturing activities limited to those of a benign nature in terms of noise, traffic generation, odour, hazardous substances and visual appearance so to avoid the potential for reverse sensitivity effects on more sensitive activities such as residential activities.
- (e) A range of built residential forms of medium densities and moderate heights.
- (f) Retail activities limited in type and size to enable the re-establishment and maintain the integrity of the Central City environment while supporting new residential growth.
- (g) Residential amenity provided by good quality built form and landscaping, access to daylight, outdoor living space, and levels of on-site privacy consistent with medium-high density living, and pedestrian activities.
- (h) Business and residential activities operating without significantly adversely impacting on each other.
- (i) Buildings and streetscapes compatible in design and appearance.

Delete Part 3 Business Zone, 2a.0 Rules – Central City Edge Zone 2a0 to 2a3.2 Offices, and replace with the following:

2a.0 Rules – Central City Mixed Use Zone

Guide to using these rules

Step 1 : Check whether the proposed activity complies with all of the development standards in the zone.

If not, application will need to be made for a resource consent, assessed as a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

Step 2 : Check whether the proposed activity complies with all of the critical standards in the zone.

If not, application will need to be made for a resource consent, assessed as a non-complying activity.

Step 3 : Check any relevant city rules that apply to the proposed activity as cross referenced in the zone rules. If any one or more of these rules are not met, the activity will require consent in respect of those rules.

Then : If the proposal complies with all of the zone rules and city rules, it shall be a permitted activity.

2a.1 Categories of activities - Central City Mixed Use Zone

2a.1.1 Central City Mixed Use Zone

(a) Any activity which complies with -

- all of the development standards under Clause 2a.2;
- all of the community standards under Clause 2a.3; and
- all the critical standards under Clause 2a.4

shall be a permitted activity.

(b) Any activity which does not comply with any one or more of the development standards under Clause 2a.2 shall be a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

Central City Mixed Use Zone

(c) Any activity which does not comply with any one or more of the community standards under Clause 2a.3 shall be a discretionary activity

(d) Any activity which does not comply with any one or more critical standards under Clause 2a.3 shall be a non-complying activity.

Note: Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

Note: See also Volume 3 Part 11 Health and Safety (Control of Noise) for noise insulation requirements, and Part 15 Sustainable Buildings and Part 16 Urban Design and Amenity - Central City, which contain rules that apply within this zone.

2a.2 Development standards - Central City Mixed Use Zone

Any application arising from non-compliance with the standards in following Clauses will not require written consent from other persons and shall be non notified:

2a.2.4 - Visual Amenity,

2a.2.5 - Outdoor Living Space,

2a.2.6 - Fences and Screening Structures,

2a.2.7 - Outdoor service space,

2a.2.9 - Flexibility in building design

2a.2.1 Building Height

The maximum height of any building shall be in accordance the Central City Plan - Planning Map 3.

2a.2.2 Separation from neighbours

(a) Minimum building setback and landscaping

The minimum building setback from a boundary with a living zone shall be 3 metres.

(b) Residential activities

There shall be no minimum building setback from internal boundaries except that where a balcony or the window of any habitable space of a residential activity faces an internal boundary and there is no other direct daylight available to that habitable space, the balcony or window shall not be located within 3 metres of any internal boundary.

2a.2.3 Daylight and outlook for neighbours

(a) Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3 metres above the boundary with a Central City living, cultural, conservation or open space zone as shown in Part 2, Appendix 1.

(b)

(i) Where a site in the Central City Mixed Use Zone adjoins a site in the Cultural, Conservation or Open Space zone, Diagram D in Appendix 1 to Part 2, Volume 3 of the Plan shall apply to that boundary of the site that adjoins the Cultural, Conservation or Open Space zone.

(ii) Where a site in the Central City Mixed Use Zone adjoins a site in a Central City Living zone the appropriate Central City living zone recession plane shall apply along this internal boundary in accordance with the diagrams in Appendix 1 to Part 2, Volume 3 of the Plan.

(iii) There is no recession plane requirement for those sites located in the Central City Mixed Use Zone that adjoin other Central City Mixed Use, Core, Fringe or Business 1 zoned sites.

Central City Mixed Use Zone

- (c) The level of site boundaries shall be measured from filled ground level except where the site on the other side of the internal boundary is at a lower level then that lower level shall be adopted.

2a.2.4 Visual amenity

- (a) Internal boundary setback areas - landscaping

Any building setback area required under Rule 2a.2.2 (a), shall be landscaped for its full width and length and this area planted in a combination of shrubs, trees and grasses.

- (b) Street scene - landscaping

Where buildings do not extend to the road boundary of a site, a 2 metre wide landscaped strip shall be provided along the full frontage of the site, and this area shall be planted in a combination of shrubs, trees and grasses, except any areas required for access or outdoor courtyards in association with food and beverage outlets.

- (c) Landscaping requirements

- (i) For trees planted to meet clause 2a.2.4(a) and (b), a minimum of one tree shall be planted for every 10 metres of road or internal boundary length and any trees required by this rule shall be capable of reaching a minimum height at maturity of 8 metres and shall not be less than 1.5 metres high at the time of planting. Any trees listed in Part 3, Appendix 3 are deemed to comply with this rule.
- (ii) All landscaping shall be maintained, and if dead, diseased, or damaged, shall be replaced.

- (d) Location of outdoor storage areas

Any outdoor storage area shall be located to the rear of the principal building on the site and shall be screened from any adjoining site by landscaping, fence(s), wall(s) or a combination to at least 1.8 metres in height.

2a.2.5 Minimum unit size – residential activities.

The minimum net floor area for any residential unit shall be:

Studio - 35m²

1 Bedroom - 45m²

2 Bedrooms - 70m²

3 or more Bedrooms - 90m²

The minimum unit area shall not include car parking, garaging, or balconies allocated to each unit.

2a.2.6 Outdoor living space - residential activities.

- (a) Each residential unit without a habitable space on the ground floor shall have 20m² of outdoor living space, provided that:

A minimum of 10m² of the area, with a minimum dimension of 1.5m, shall be provided as a private balcony located immediately outside and accessible from a habitable space of the residential unit; and

The balance from the required 20m² not provided by private balconies can be provided in a communal area, with a minimum dimension of 4m, that is available for the use of all building residents.

- (b) Each residential unit with a habitable space on the ground floor shall have 20m² of outdoor living space immediately outside and accessible from a habitable space of the residential unit

Note: Balconies can be recessed, cantilevered or semi recessed.

2a.2.7 Fences and Screening Structures

Fences and other screening structures located between any building and the road boundary, conservation zone or open space zone shall not exceed 1m in height, except that where a fence or other screening structure is over 1m in height, then the whole of that structure shall be at least 50% visually transparent on each boundary. No screening structure shall exceed a height of 2m.

Central City Mixed Use Zone

Note: For the purposes of this rule, a fence or other screening structure is not the exterior wall of a building or accessory building.

2a.2.8 Outdoor service space - residential activities

- (a) Each residential unit shall be provided with an outdoor service space contained within the net area of the site with a minimum area of 5m² and a minimum dimension of 1.5 metres, except that an indoor area or areas with a minimum volume of 3m³ may be provided in lieu of any outdoor service space.**
- (b) Each outdoor service space shall be screened from adjoining sites, public spaces and adjoining outdoor living spaces.**
- (c) Outdoor Service spaces shall be located to the rear of the principal building on the site.**

2a.2.9 Flexibility in building design

All new buildings shall be designed to accommodate a business activity in the ground floor area, with the exception of buildings containing residential activities, including student accommodation, by providing:

- (i) minimum floor to floor height on ground floor of 3 metres;**
- (ii) a minimum depth of 10 metres for a ground floor that fronts the street.**

2a.3 Community Standards – Central City Mixed Use Zone

2a.3.1 Comprehensive commercial or mixed commercial with residential developments.

The comprehensive development of a mix of commercial, or a mix of commercial with residential development within the Central City Mixed use Zone that is:

- On a contiguous block of land of 7500m² or more; or**
- On land that has a cumulative total of 7500m² or more that is directly abutting and creating a contiguous edge along the same area of public open space; or**
- On land that has a cumulative total of 7500m² or more that is on directly opposite sides of the same road**

shall be a discretionary activity.

Note: Where an application is made under clause 2a.3.1 all Development and Community Standards in Part 3 (Business Zones) shall not apply to the application site.

Any application for consent under clause 2a.3.1 shall not be fully publicly notified.

An application for Land Use Consent under Clause 2a.3.1 is a Discretionary Activity. As such Council has full discretion in accordance with Section 104B of the Resource Management Act 1991 to consider any matters. For the purposes of these rules, the Council will include in its considerations, but not be limited to the following:

- (i) If the proposed development is in excess of the permitted bulk and location provisions, the scale of development that existed on the site on 3 September 2010, and whether it is appropriate to reinstate that scale; and**
- (ii) The relevant zone rules that would otherwise have applied as a guide to anticipated environmental outcomes; and**
- (iii) Whether the applicant can demonstrate that he or she has legal authority from the owners and/or occupiers of all of the land in the block to develop over the entire block.**
- (iv) The extent to which public access is provided through the inside of the block by way of a lanes, accessways and court yards.**

Central City Mixed Use Zone

2a.3.2 Offices

Shall only be ancillary to any business activity located on the site; or

Where standalone office tenancies are proposed, these shall not exceed 1,000m² GLFA. This limit may be exceeded where offices form part of a mixed use development comprising residential activities, in which case the offices shall not exceed more than 80% of the total GLFA of the overall development.

2a.4 Critical standards - Central City Mixed Use Zone

2a.4.1 Retail Activities

Any retail activity undertaken from a site shall only consist of one or more of the following:

- (i) The display and sale of goods produced, processed or stored on the site and ancillary products, up to 20% of the net floor area on the site used to produce, process or store those goods, or 350m² retail floorspace, whichever is the lesser.**
- (ii) Yard suppliers.**
- (iii) Trade suppliers.**
- (iv) Second hand goods outlets.**
- (v) Food and beverage outlets.**
- (vi) Small scale general convenience stores where grocery items are offered for sale with a maximum GLFA of 250m²**
- (vii) One supermarket of a maximum GLFA of 4,000m² located within the Central City Mixed Use Zone located in the Manchester, Salisbury and Madras Street block.**

2a.4.2 Other Activities

The following activities shall be non-complying activities:

Industrial activities that are unable to comply with the following standards of Volume 3, Part 11 Health and Safety:

- **Table 2 Category 3 Noise Standards;**
- **Glare standards for Group 2 Zones; and**
- **Hazardous substances standard for Group 3 Zones**

Note: Any commercial car parking buildings or lots require resource consent as a discretionary activity (see Section 13).

Amend Part 3 Business Zones, Assessment matters for resource consents, 6.3 Central City Edge Zone as following:

6.3 Central City EdgeMixed Use Zone

6.3.1 Site Density

6.3.2 1 Building Height

6.3.3 Street scene and containment

6.3.4 2 Separation from neighbours

6.3.5 3 Daylight and outlook for neighbours

- (b) The effect of any increased height on the relative building scale and privacy between the Central City **EdgeMixed Use** Zone and any adjoining living, cultural, conservation or open space zone.**
- (c) The scale, length and size of walls and buildings and their effects on amenities in any adjoining living zone, **cultural, conservation or open space zone.****

6.3.6 4 Visual amenity

Central City Mixed Use Zone

(...)

- (a) The extent and quality of landscaping to be provided and its relationship with other landscaping on adjacent sites, public spaces or roads, and the extent to which the type of landscaping may result in nuisance effects such as leaf litter, access to sunlight and security.
- (b) The nature of the activity itself and any proposed building, and any particular adverse visual impacts it may have.
- (c) The relative importance of landscaping on the particular site concerned, taking account of the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
- (d) The effect of any reduced landscaping in terms of the scale and appearance of the buildings in the zone.
- (e) The effect of any reduction in landscaping and screening on the visual impacts of outdoor storage areas and the extent, appearance and type of screening or landscaping proposed.
- (f) The visual impact of locating storage areas within any setback on the amenity values of the streetscape.
- (g) Any unusual aspects relating to the size and shape of site and/or buildings which might make it unreasonable to expect compliance.

6.3.7 — Landscaped areas

6.3.5 Minimum unit size – residential activities

- (a) The extent to which the area of the unit/s will maintain an appropriate level of amenity for residents and the surrounding neighbourhood.
- (b) The extent to which other on-site factors may compensate for a reduction in unit sizes e.g. communal facilities.
- (c) The nature and duration of activities proposed on site which may require a reduced unit size to operate e.g. very short term duration.
- (d) The balance of unit mix and unit sizes within the overall development such that a minor reduction in the area of a small percentage of the overall units may be warranted.
- (e) Whether the units are to be operated by a social housing agency and have been specifically designed to meet atypical housing needs.

6.3.8 6 Outdoor living space – residential activities

6.3.7 Fences and Screening Structures

- (a) The extent to which a reduction in visual transparency may be more visually appropriate or suited to the character of the site or area.
- (b) The extent to which a reduction in visual transparency or use of non-transparent materials may be appropriate to provide levels of privacy or security.
- (c) The extent to which the fencing is varied in terms of incorporating steps, changes in height, variety in materials, incorporates landscaping, and avoids presenting a blank, solid façade to the street.

6.3.9 8 Outdoor service and storage space – residential activities

6.3.9 Flexibility in building design

- (a) The extent to which building design remains future proofed to cater for a range of alternative activities to meet changing demands for land uses and buildings.
- (b) Any particular aspects of a proposed activity that necessitate a different floor to ceiling height.

Central City Mixed Use Zone

Amend Part 3 Business Zones, Reasons for Rules, 7.2 Central City Edge Zone and replace with the following:

7.2 Central City Edge Mixed Use Zone

7.2.1 ~~Site Density~~

7.2.1 ~~7.2.2~~ Building Height

The maximum building heights of 14 and 17 metres reflect the scale of development envisaged in this area and the need to use land resources effectively.

Building heights have been established to ensure an increase in height closer to the Core of the City and generally a graduation down in height out to the edges of the Central City. In locations adjoining or within residential areas, heights have been set to acknowledge and often reflect the permitted heights in these Living 4 zones.

(...)

7.2.3 ~~Street scene~~

7.2.3 ~~7.2.5~~ Daylight and outlook for neighbours

The reason for the recession plane requirements is to ensure that on the Central City **Edge Mixed Use** Zone interface, residential properties and other sensitive zones.

(...)

7.2.4 ~~7.2.6~~ Visual amenity

~~The standards on visual amenity are closely... screening of outdoor storage areas:~~

~~Usually the most visually pleasing aspect ...be located to the front of the site.~~

The landscape requirement is for shrub and grass planting and trees with relatively high canopies. This planting will serve the purpose of providing visual softening of built form, assist in connecting the built form with public spaces such as the street, thereby establishing a strong and integrated streetscape.

The landscaping provisions are aimed at enhancing the street scene to create a pleasant aspect and achieve gradual improvement in visual amenity of the area over time as it is redeveloped. Provision is also required for the protection of trees within defined areas or within strips to enhance their opportunity to flourish and to avoid damage.

Landscaping design and heights should also provide an open view between buildings and the street in order to ensure compliance with safety and Crime Prevention Through Environmental Design (CPTED).

Outdoor storage areas are required to be ... consistent with the city's "garden city image".

7.2.7 ~~Landscaped areas~~

7.2.6 ~~Fences and Screening Structures~~

Solid, high screening structures such as fences and walls that are erected on road, conservation or open space boundaries of properties have the potential to cause adverse visual impacts along with other associated effects, such as disconnection and reduction in the potential for passive security and social interaction. This provision seeks to ensure a minimum level of visual transparency where screening structures exceed 1.0m in height. There is consideration in the assessment matters for situations where a different provision of screening structure may be necessary or appropriate due to the location or orientation of the application site or any specialist requirements of the occupiers.

Central City Mixed Use Zone

7.2.7 Minimum unit size – residential activities

This provision primarily seeks to ensure a minimum standard of amenity for occupants of residential units within higher density areas. Minimum areas have been established for the range of units from studio units to 3 or more bedrooms. This range of sizes also seeks to encourage a range of units to cater for different occupant demands.

7.2.8 7.2.9 Outdoor service space and storage space

7.2.9 Flexibility in building design

The purpose of this rule is to ensure that the design of buildings provide the maximum flexibility with respect to future uses and avoids the inability for buildings to be reused or retrofitted for alternative uses in the future. The ability for a building to be adaptable to meet changing commercial needs broadens a development's market appeal and therefore its economic viability. Such flexibility will assist in improving the long term sustainability and usability of buildings in this zone.

7.2.10 Comprehensive mixed commercial and mixed commercial and residential developments

Large areas of land within the Central City have been cleared of buildings following the Canterbury earthquakes of 2010 and 2011. In some instances almost entire city blocks have been cleared. This has provided a unique opportunity for property owners and developers to work together to produce a comprehensive development for large areas of the Central City Mixed Use Zone. The rules that were designed to apply to individual sites may not be appropriate for the design of comprehensive developments spanning multiple ownerships. The rule provides an opportunity for all other rules to be put aside in favour of the holistic and comprehensive assessment of the entire collective development against the outcomes sought in the Objectives and Policies of the City Plan and the Central City Recovery Plan.

7.2.11 Offices

Stand alone office activities have been limited in size in order to protect the function and role of the adjacent Central City Core and Fringe Zones and to ensure new development is of an appropriate size and scale. Mixed use developments comprising both office and residential use are encouraged through the provision of floorspace bonuses for offices. This is intended to encourage the development of a diverse range of new uses in this zone and achieve higher residential densities in the Central City.

7.2.12 Retail and other activities

The Plan allows for The sale of goods produced, processed or stored on the site, which have been historically permitted within this area, will continue to be provided for in this zone. The retail floorspace threshold for such factory sales is set at a level to provide for the majority of bonafide industrial activities with ancillary retailing aspirations. Trade and yard based retail is also permitted in the zone.

The zone also enables the establishment of food and beverage outlets and small scale general grocery retail stores (e.g. dairies) in all Mixed Use zones and one supermarket in the Peterborough neighbourhood. These retail activities will provide food and other produce to local residents and employees.

The rules restrict ~~a dispersal of~~ general retail activities in order to avoid cumulative adverse effects on the roading network and on the amenity and functions of the Central City **Core and Fringe** zones and district centres, and to limit the potential displacement of permitted commercial activities (reverse sensitivity effects). There is no restriction on the establishment of commercial services but the extent of retail activity has been limited in order to reinforce a centres-based approach to retail distribution throughout the City **and ensure the primacy of the central city in terms of retail activity in the medium term as it seeks to re-establish itself.**

(...)

For a mixed use zone to work effectively, compatibility issues need to be managed. Some land use activities, such as the more noxious industrial activities, will have potential effects on other more sensitive activities and/or will have a significant adverse effects on the character and amenity of an area. Consequently, the establishment of new industrial activities that are unable to meet appropriate City Plan standards for noise, glare and hazardous substances is to be avoided.

Central City Mixed Use Zone

Amend Part 3 Business Zones, Appendix 8 – Minimum construction requirements – Central City Edge Zone as follows:

Appendix 8– Minimum construction requirements – Central City Edge Mixed Use Zone

Amend Part 9 General City Rules, 4.4 Community standards and critical standards, 4.4.2 Lines and support structures – non-complying activity as follows:

4.4.2 Lines and support structures - non complying activities

Erecting any support structure for overhead transmission lines..., Central City **Edge Mixed Use**, Rural Hills, ...

Amend Part 9 General City Rules, 5.5 Rules: Filling and excavation on other land, Rule 5.5.4 Exemptions from these rules, Table 1 – Filling and excavation – volume and depth of material as follows:

- (f) Business 2, 2P, 3, 4, 4PT and Central City **Edge Mixed Use** Zone (...)

Amend Part 10 Heritage and Amenities, 1.3 Specific Rules, 1.3.3 exemption from other standards as follows:

1.3.3 Exemptions from other standards

(...)

- (c) All development standards in Vol 3, Part 13 (Parking and Loading) as applicable to Business Zones, including the Central City Zone and Central City **Edge Mixed Use** Zone.

Amend Part 10 Heritage and Amenities, 3.4 Development standards, 3.4.1 Area and number as follows:

- (b) Business 1 Zone, Living 5 Zone, Central City, Central City **Edge Mixed Use** Zone and ...

- (i) The maximum total area of ...

(...)

Central City **Edge Mixed Use** Zone 5m

Amend Part 10 Heritage and Amenities, 3.4 Development standards, 3.4.3 Height as follows:

- (b) Central City **Edge Mixed Use** Zone, Business 1, 2 and 2P Zones, Living 5 Zone,

- (i) The maximum height of any outdoor advertisement shall be:

Amend Part 10 Heritage and Amenities, 5.3 Critical standards, 5.3.1 as follows:

5.3.1

The erection of a look-out platform ...is located on any site which is:

within a living, rural, central city, Central City **Edge Mixed Use**, Business 1, 2 ...

Amend Part 10 Heritage and Amenities, 5.6 Reasons for rules, fourth paragraph as follows:

Such structures are considered to have the greatest potential to adverse effects in zones with a high standard of amenity such as Living, Rural, Central City, Central City **Edge Mixed Use**, Business 1, 2 or 2P, Open Space, Cultural, Conservation or Special Purpose Zones.

Central City Mixed Use Zone

Amend Part 11 Health and Safety, 1.3 Specific rules – Noise Control, 1.3.2 Noise standards – Zone groupings and sites containing scheduled activities as follows:

- (a) Group 1 Zones (most noise sensitive zones) include:
(...)
- (b) Group 2 Zones (moderately noise sensitive zones) include:
- Living 5 Zone
 - **Central City Mixed Use Zone**
- (...)
- (c) Group 3 Zones (least noise sensitive zones) include:
- **Central City Edge Zone**
- (...)

Amend Part 11 Health and Safety, 2.3 Specific rules – Control of glare, 2.3.3 Glare standards – Group 2 Zones (including scheduled activities) as follows:

2.3.3 Glare standards - Group 2 Zones (including scheduled activities)

Group 2 Zones include:

- Rural Quarry Zone
- **Central City Mixed Use Zone**
- (...)

Amend Part 11 Health and Safety, 2.3 Specific rules – Control of glare, 2.3.4 Glare standards – Group 3 Zones as follows:

2.3.4 Glare standards - Group 3 Zones

Group 3 Zones include:

- (...)
- **Central City Edge Zone**

Amend Part 11 Health and Safety, Schedule 2 – Zone groupings for hazardous substances as follows:

Group 3 **Central City Mixed Use Zone**

Amend Part 14 Subdivision, 4.3 Critical standards – Allotment sizes and dimensions, 4.3.3 Minimum standards – Business zones as follows:

4.3.3 Minimum standards - Business zones

Every allotment to be created by a subdivision shall comply with the minimum standards specified for each zone below, **except** as provided for in Clauses 4.3.8, 4.3.12 and 4.3.13.

Zone	Minimum Net Area
(...)	(...)
Business 3, 3B, 4, 4P, 4T, Retail Park, 5, <u>Central City Mixed Use</u>	500m ²
(...)	(...)

Central City Mixed Use Zone

Changes to Planning Maps

Amend Introduction, Designations as follows:

Map Notation	Zone
(...)	(...)
<u>CCEMU</u>	Central City Edge Mixed Use

Amendments to be shown on Planning Maps 39A and 39C.

Transport and Parking

There are currently a number of different Central City transport-related objectives and policies in different sections of the City Plan. It is proposed to delete the various existing objectives and policies and create one new set of Central City transport-related objectives and policies, in order to avoid repetition and make it clear for the earthquake recovery what transport-related objectives and policies apply to the Central City.

Delete all of Policy 7.2.7 - Central City Access from Volume 2 Section 7

Amend Policy 7.6.1 in Volume 2 Section Part 7.

7.6.1 Policy: Parking requirements outside the Central City

To set minimum parking requirements for each activity and location, **outside the Central City**, based on parking demand for each landuse, while not necessarily accommodating peak requirements.

Explanation and reasons

Off-street parking is required for each activity, **outside the Central City**, to minimise the adverse effects on road safety and efficiency of cars parking and manoeuvring on-street. In addition, the extensive parking of vehicles on residential streets can detract from the amenity of these streets and adjoining areas, especially within the lower density living environments. Within the Living 3 and 4 Zones a degree of on-street parking by residents and their visitors is anticipated given the more intensive use of those areas, with on-street parking an accepted element of the urban character and amenity of these areas. The amount of parking required for each activity should be adequate for normal demands, including the provision of staff parking. However, certain landuses have high peak demands (such as retail uses at Christmas time) which would not be practical to provide for, as these demands occur for only a few days of the year. Similarly, other activities such as playing fields, reserves and schools will not necessarily be required to provide for the full anticipated demand of the activity as it may be inappropriate to provide large areas of parking at the expense of the open spaces involved. Some of these activities in the past have not had to provide parking, but new activities of these types will now be required to do so. The availability of public transport in the vicinity is a further factor influencing parking requirements.

Through setting minimum parking requirements, the Council will seek to maintain the traffic function and safety of the road network and the amenity of, in particular, residential streets.

7.6.2 Policy: Cash in lieu

To make provision for a cash contribution in lieu of parking.

Explanation and reasons

The provision of off-street parking is a normal requirement for any development in the City. This lessens the need for on-street parking, with its associated adverse effects on the safety and efficiency of the road.

However, within ~~the central city and~~ older business areas of the City some sites can be small and restrictive to development. In these circumstances it can be more practical for the Council to accept a cash contribution in lieu of the provision of parking. These funds will be collected as a financial contribution under the City Plan and will then be held and used to develop parking in the area.

The flexibility available to developers and the Council in accepting cash contributions in lieu of parking can lead to improved development of areas of the City.

Insert New Transport Objective 7.9 in Volume 2 Section 7

The following objective and policies form a new section in the City Plan, but some of the new text is based on existing objectives and policies. So in order to show how the existing objectives and policies have been modified to create this new section, the words that have been underlined and struck through show the additions and deletions, respectively.

Transport and Parking

7.9 Central City Transport Objective

An effective and accessible Central City for people and all forms of transport.

Reasons

It is crucial that the Central City is accessible for private and public forms of transport from all parts of the urban area of the City. This is assisted by the radial pattern of roads centred upon the Central City, and reinforced by the continuing development of walkways, cycleways, roads, traffic management plans and public transport networks.

Accessibility to activities and facilities within the Central City is determined by the adequacy of the pedestrian environment, the transport system, and the availability of adequate vehicle parking provision. The pedestrian environment must provide a high level of direct access to and between buildings and public space. Car parking, both on-street and off-street, must be well placed in relation to activities and managed to ensure integration with other components of the transport system. The management of the traffic network in the Central City must allow relative ease of movement for pedestrians, cycles, public transport and vehicles within the area.

Objective 7.9 and its associated policies apply to all the zones within the Central City.

Insert new Policy 7.9.1 in Volume 2 Section 7

7.9.1 Policy: Road Hierarchy for the Central City

To continue to plan, build, maintain, and manage the operation of the roads in the Central City as a network comprised of roads of different classifications, and to recognise the different functions and roles of roads and their environmental impacts within those classifications.

Explanation and reasons

A road hierarchy classification system is an important planning tool. The traditional focus of the classification system was to prioritise the “link” (movement or access) function. However, a key component of the Central City Recovery Plan is to ensure the streets within the Compact CBD of the Central City are also attractive “places” for people to visit. The classification system now also considers the environment where the street is located, by identifying the “place” function of streets. It is essential to change the classification system to recognise the “place” function of streets, in order to create an exciting and vibrant Compact CBD as part of the Central City’s recovery.

The classification system is defined in a matrix whereby function is a product of link and place. There are five link types and two place types for the Central City resulting in ten categories. Some combinations of link and place do not exist in the Central City and these are shaded out in the table.

<u>Link Types</u>	<u>The Compact CBD – (high ‘place’ demands)</u>	<u>Remainder of Central City – (i.e. outside of the Compact CBD) (lower ‘place’ demands)</u>
<u>People Streets</u>	<u>1-A</u>	<u>1-B</u>
<u>Main Streets</u>	<u>2-A</u>	<u>2-B</u>
<u>Local Streets</u>	<u>3-A</u>	<u>3-B</u>
<u>Distributor Streets</u>	<u>4-A</u>	<u>4-B</u>
<u>Avenues</u>	<u>5-A</u>	<u>5-B</u>

A map showing the Central City Road Hierarchy Classification system can be found in Volume 3 Part 8 Appendix 4b.

Place Types

The two place types for the Central City reflect the different land use density and concentration of people activity in the Central City. The Compact CBD will have important place demands due to the high numbers of people resulting in the use of the street as a public space and high demands for outdoor seating. Vehicle speeds will be reduced to 30 km/hr or less in the Compact CBD creating a safe and pleasant environment for people to walk, cycle, and importantly, socialise and play. Vehicles will not be prohibited from accessing the Compact CBD, however the environment will be designed in a way that reflects that the Compact CBD is a people-friendly environment. Some streets in the Compact CBD may be designed as Shared Space Streets where vehicles and people walking or

Transport and Parking

cycling can safely mix in the same space as there is little or in some cases no delineation between traffic lanes or any areas for walking and cycling. The Compact CBD will be bounded by Manchester Street to the east, Lichfield Street to the south and the Avon River/ Ōtakaro to the north and west. The Compact CBD is the same area that is defined as the Slow Core and Compact CBD in the Central City Recovery Plan. Outside the Compact CBD the place demands will be lower.

Link Types

To avoid confusion, most of the link types in the Central City have been given names that are different from the link types in the road hierarchy for the rest of the City.

Avenues

The Avenues (Deans, Harper, Bealey, Fitzgerald and Moorhouse) are the highest order link type roads. Vehicular traffic that does not have an origin or destination within the Central City will be encouraged to use these Avenues to travel around the Central City. The Avenues are mostly median divided. To enable the through movement function to be prioritised some access across and parking on the Avenues may be restricted.

Distributor Streets

Distributor Streets are the second highest order link types in the Central City. These streets form the key movement corridors into the Central City from surrounding areas. They include some of the existing one-way streets and some of the key public transport streets. All of the existing one-way streets will be converted to two-way operation. Given the relatively high movement function of Distributor Streets there are no Distributor Streets within the Compact CBD.

Local Streets

Local Streets form the bulk of Central City streets. These streets function almost entirely to provide property access and are not intended to act as through routes for motor vehicles but can act as through routes for walking and cycling. Many of these streets are located in the residential areas of Central City.

Main Streets

Colombo, Worcester, Victoria, and High Streets as well as Ferry Road are classified as Main Streets. These streets provide iconic approaches to the heart of the city from the Avenues, particularly for pedestrians and cyclists. Traffic will still be able to move along these streets at slower speeds reflecting the increased number of pedestrians and activity. Main Streets will have a high standard of landscaping treatment, wider footpaths, some on-street parking, and in most cases separated cycle lanes.

People Streets

A 'People Street' is a category that includes the following streets:

- River Promenades,
- Lanes, and
- Malls.

People Streets will generally prioritise people ahead of vehicular traffic. It is therefore necessary to distinguish them from other streets so that they can be treated and managed differently in order to reflect their people priority function. However this does not necessarily mean vehicle access will be prohibited. Some of these streets will be designed to provide an environment where people can safely mix with vehicular traffic so that the street becomes a shared space. Some will also be designed to facilitate public transport (including Trams) while also retaining a key pedestrian and cycling focus. People Streets may allow for servicing vehicles although there may be service restrictions depending upon the other needs of the street and specifically walking, cycling and public transport interactions.

Traffic management, landscaping, and urban design are used to support and reinforce the street function. Traffic

Transport and Parking

management can include the allocation of road space for such things as vehicles, public transport, cycling, and walking and the activities associated with those modes of transport such as loading, unloading, parking, and dwelling. The way in which Council prioritises these activities depends upon the function of the street within the road hierarchy.

On-street parking will only be removed where there is a need to use the space for another use (i.e. cycle lanes, bus lane, footpath widening, landscaping). Where on-street parking is removed Council will endeavour to replace the parking space in an off-street location (i.e. car parking building or lot).

Insert new Policy 7.9.2 in Volume 2 Section 7

7.9.2 Policy: Walking in the Central City

To encourage walking within the Central City, by:

- developing a comprehensive, safe network of pedestrian linkages.
- encouraging developments to maintain active pedestrian frontage to the site;
- providing pedestrian circulation that is direct, legible, prioritised, safe, comfortable, has high amenity and is free from encroachment;
- ensuring that footpaths are of an appropriate width and are built with high quality materials to a high standard of finish and detail;
- ensuring access for the mobility impaired through inclusive design with high quality general pedestrian circulation;
- designing publicly accessible places in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).

Explanation and reasons

Convenient and well placed pedestrian routes linking areas of activity are vital for the successful operation of the Central City, particularly where retail activity is focused. The design of any pedestrian linkage should consider the needs of those with impaired mobility, including people with disabilities. The Central City is an urban environment where often the pedestrian, particularly in the Compact CBD, will have precedence over motor vehicles, and the facilitation of easy and pleasant movement between activities such as shopping, recreation, employment and tourism is essential. In order to enhance street life most links will be at street level.

Insert new Policy 7.9.3 in Volume 2 Section 7

7.9.3 Policy: Cycling in the Central City

To provide a more safe and separated cycle network in the Central City, including conveniently located cycle parking facilities, and to actively encourage cycling as a means of transport.

Explanation and reasons

A network of high quality, continuous safe cycle paths will be developed in the Central City. Where possible, these paths will be separated from traffic. The cycle paths will link to the city-wide cycle network to provide improved access to the Central City. Appendix 4c in Part 8 Volume 3, shows the proposed Central City cycle path network. On these streets, where necessary, the provision of cycle paths will take precedence over providing on-street parking spaces.

Transport and Parking

Insert a copy of the first paragraph of reasons to policies 7.4.3 - 7.4.4 in Volume 2 Section 7 and amend.

Cyclists, as with all other road users, require parking facilities which are located close to their destination. The cycle parking facilities also need to provide for the ability to secure cycles adequately to prevent theft. If plentiful, **and** safe **cycle** parking is supplied in and around the **Central** City it may promote the use of the bicycle as an alternate means of transport to the private motor car. **Increased cycling has a range of benefits, including health, environmental, social and economic.**

The most commonly used cycle parking is typically located within 30m of a building entrance that is the rider's destination. Short-term cycle parking is typically closer while longer-term cycle parking provides a higher quality parking facility and hence cyclists will be prepared to walk further to the building entrance. For buildings with multiple entrances, it may be preferable to locate visitor cycle parking close to each entrance.

Typically, location and security are primary considerations for all types of cyclists whilst long stay users seek a greater level of weather protection.

Insert new Policy 7.9.4 in Volume 2 Section 7

7.9.4 Policy: Public Transport in the Central City

To promote the use of public transport to and within the Central City.

Explanation and reasons

Insert a copy of the third paragraph of reasons to objective 7.3 in Volume 2 Section 7 and amend.

Public transport provides a means of transport which has the potential, if fully utilised, to ease congestion, reduce accidents and also reduce pollution and energy usage. It also provides a relatively **inexpensive cheap** form of transport for those people in the City who do not have **access to the advantage of owning** private transport or those who cannot, or choose not to drive, walk or cycle. **Some public transport systems can also stimulate urban regeneration, which is especially pertinent during the earthquake recovery period and into the future. Improvements are continually being made to the public transport system to make it more attractive. Appendix 4c in Part 8 Volume 3, shows an indicative Central City bus route network. Where necessary, the provision of bus stops, bus priority lanes, and rail or tram infrastructure will take precedence over providing on-street parking spaces.**

Insert new Policy 7.9.5 in Volume 2 Section 7

7.9.5 Policy: Car Parking provided by activities in the Central City

To enable activities to provide vehicle parking and loading facilities to support the recovery of the Central City in such a way that minimises any negative effects on the efficiency of the transport system, protects the amenity of the Central City, minimises effects on water quality and encourages greater use of walking, cycling and public transport.

Explanation and Reasons

Car parking can have positive and negative impacts on communities. Oversupply of car parking can discourage walking, cycling and public transport use. High provision of car parking can also reduce the true cost of car travel, making it easier to drive compared with using other forms of transport. Large parking lots, especially in front of shopping centres, can also make it difficult and dangerous for people to walk or cycle through the parking lot to reach the shopping centre entrance. Oversupply of both on and off-street car parking can also adversely affect visual amenity, as parked cars can block views and detract from the attractiveness of an area.

However, parking also plays a very important role in maintaining the commercial viability of the Central City. Parking spaces are used by visitors, shoppers, workers and residents. These people provide significant income for central city activities Through setting parking standards in the Central City, the Council will seek to maintain the traffic function and safety of the road network, whilst supporting sustainable economic development and providing travel choices.

The runoff from parking areas can have an adverse effect on water quality. Council will encourage permeable paving, rain gardens and swales to be considered to improve the water quality of storm water runoff from car park surfaces.

Transport and Parking

Insert new Policy 7.9.6 in Volume 2 Section 7

7.9.6 Policy: Commercial Car Parking Buildings and Lots

To manage the development of Commercial Car Parking Buildings and Lots so that they:

- support the recovery of the Central City
- are easily accessible for businesses in the Central City
- will not significantly increase traffic volumes within the Compact CBD and on streets identified as Main Streets or People Streets
- are easily accessible from the Avenues and Distributor Streets
- minimise any negative effects on the efficiency of the transport system,
- protect the amenity of the Central City
- minimise effects on water quality
- encourage a greater use of active and public transport; and
- reduce the need for activities to provide their own on-site parking.

Explanation and Reasons

The shared use of car park facilities by a number of activities leads to a higher degree of utilisation and hence an efficient use of land.

Ideally commercial parking facilities would be provided in advance and instead of activities providing their own parking.

Short-term car parking of less than half an hour is more suited to being provided in areas where there is a high demand for short duration stays. Short-term car parking needs to be located close to or easily accessible to the destination. The long-term use of a car park by one vehicle is not the best use of the parking resource in high demand areas.

In contrast, longer term parking can be located some distance from the destination because people are generally prepared to walk further to the long term car park as they will be accessing the car park less often.

Pricing is an important component to the demand for car parking. Cheap long-term car parking can discourage walking, cycling and public transport use and encourage private car use and the consequential negative effects from excessive car use.

Car park areas should be located close to a Distributor Street or Avenue. Given car park areas are high traffic generators they should not be accessed from Main or People Streets. The use of variable message signs will be encouraged so as to improve the opportunity for car park utilisation and reduction in vehicle circulation.

The runoff from parking areas can have an adverse effect on water quality. Council will encourage permeable paving, rain gardens and swales to be considered to improve the water quality of storm water runoff from car park surfaces.

Insert new Policy 7.9.7 in Volume 2 Section 7

7.9.7 Policy: Temporary Car Parking for Earthquake Recovery

To allow for temporarily vacant sites to be used for car parking during the Central City recovery period to 18 April 2016.

Explanation and Reasons

Temporary car parking facilities may provide an important interim parking resource during the Central City recovery period and until the initiatives within the Central City Recovery Plan are fully implemented. To ensure that temporary car parking facilities are integrated with the overall parking strategy for the Central City, conditions of consent will determine the duration of consent, which is expected to be no longer than the duration of the Canterbury Earthquake Recovery Act 2011 (which expires on 18 April 2016).

Transport and Parking

Insert new Policy 7.9.8 in Volume 2 Section 7

7.9.8 Policy: Central City Lanes

To require the formation of new lanes and upgrading of existing lanes, where appropriate, to provide for walking and cycling linkages and public spaces.

Explanation and Reasons

Prior to the 2010 and 2011 earthquakes, a number of Central City Lanes were upgraded to provide attractive public spaces for people and safe walking linkages. More lanes will be upgraded and additional lanes created particularly when large, cleared blocks are redeveloped, to provide vibrant, safe spaces that are important attractors of people to the city.

Relocate Policy 12.2.1 in Volume 2 Section 12 to new policy 7.9.9 in Volume 2 Section 7 and amend.

7.9.9 Policy: Compact People Focused Pedestrian area Central Business District

To ensure that Establish a people focussed and slow vehicle pedestrian area is provided Central Business District in the heart of the Central City which is compact, convenient and safe for workers, shoppers, visitors and tourists as it recovers from the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

A compact ~~primary pedestrian~~ **people focused Central Business District area** in the Central City ~~will~~ ensures that activities meeting the needs of workers, shoppers, visitors and tourists are easily accessible and within comfortable walking distance from each other. **Vehicle speeds will be reduced to 30 km/hr or less in the Compact CBD creating a safe and pleasant environment for people to walk, cycle, and importantly, socialise. Full utilisation of development opportunities is encouraged within a compact, defined area of the Central City for the convenience of all users, particularly at ground floor level.**; This promotes a convenient, safe **pedestrian and enjoyable environment for the whole community** within the **Compact CBD** of the Central City, **where people are given priority over vehicles.**

A compact **pedestrian people focused Central Business District area** in the Central City also provides opportunities and advantages for many business activities. Compactness provides convenience, which is essential for attracting people to the Central City and promoting street life. The economic and social welfare of the City as a whole is promoted by providing a compact **pedestrian people focused** area in the Central City. **This Compact CBD area will be bounded by Manchester Street to the east, Lichfield Street to the south and the Avon River/ Ōtakaro to the north and west. This core-pedestrian area is located around the City Mall, Cathedral Square and Colombo Street area which contains existing resources orientated towards pedestrian activities.** This environment is reinforced by requirements for “shopping frontages”, verandahs and enhanced pedestrian amenities. (Refer also to **Retail areas – Policy 12.1.6.) Policy 12.2.5 Active Ground Level Frontages.**

Environmental results anticipated

An effective and accessible Central City for people and all forms of transport is expected to produce the following outcomes:

- **Safe and effective access to and within the Central City for people and all forms of transport.**
- **Central City parking which is an integrated part of the transport system.**
- **A functional, pleasant and convenient Central City pedestrian environment, including pedestrian routes and linkages.**
- **Enhanced amenity and urban design outcomes.**
- **An increased use of walking, cycling and public transport modes.**

Transport and Parking

Methods

Objective 7.9 and associated policies will be implemented through a number of methods including the following:

District Plan

- **The identification of the Special Purpose (Road) Zone with the purpose of enabling travel and transportation, as well as a wide range of other activities that customarily take place on roads.**
- **Establishing a pattern of land uses (through zoning) supporting accessibility and the viable operation of public transport in the City.**
- **City rules regarding Transport, e.g. for parking, access and manoeuvring.**
- **Implementation of the Central City Road Hierarchy.**

Other Methods

- **Provision and operation of car parking areas and buildings.**
- **Provision of on-street parking, including disabled parking, and enforcement of parking provisions.**
- **Inner City Traffic Management Programmes.**
- **Provision of Public Transport Infrastructure.**
- **Provision of a cycle network, cycle education and promotion, as well as cycle parking.**
- **Provision of capital works to improve the pedestrian environment (i.e. Slow Core, traffic calming, street trees).**
- **Appropriate design of pedestrian areas for those people with mobility problems.**
- **Travel Demand Management Programmes.**
- **Implementation of the Central City Recovery Plan.**

Delete all of Objective 12.3 and its Policies, Explanations, Reasons, Environmental Results anticipated and Implementation, and renumber.

Insert the following new definitions in Volume 3 Part 1:

Central City Lane

A narrow road in the Central City which is laid out or constructed either by the authority of the Council or the Minister of Transport for the purpose of providing access and is pedestrian focused above all other modes of transport including servicing. However this does not necessarily mean that vehicle access will be prohibited. It is identified as a People Street in the road hierarchy. It may also be a Shared Space Street.

Compact Central Business District (Compact CBD)

The area bounded by Manchester Street to the east, Lichfield Street to the south and the Avon River/ Ōtakaro to the north and west. The Compact CBD is the same area that is defined as the Slow Core and Compact CBD in the Central City Recovery Plan.

Shared Space Street

A street where there is no delineation between traffic lanes or any areas for walking and cycling. The street is designed so that vehicles and people walking or cycling can safely mix in the same space.

Transport and Parking

Vehicle Access Intersection

A Vehicle Access Intersection is an access way which impedes the footpath or cycleway so that the form of construction encourages pedestrians to give way to vehicles, and:

- **Between the footpath and the access there is a change in colour and texture, tactile paving, and a kerb ramp at a kerb crossing, and/or;**
- **The vehicle path is kerbed and continuous with the road surface with no change in colour and texture, and/or;**
- **The road kerb does not continue across but returns to follow the access.**

Amend existing definition in Volume 3 Part 1:

Vehicle Control Point

Vehicle control point means a point on a vehicle access route **at which the flow of traffic is** controlled by a barrier, or similar means, **or the location of the first of any spaces on a parking aisle at which a manoeuvring vehicle may cause traffic flow to be impeded. at which a vehicle is required to stop.**

Insert a new sentence in Volume 3 Part 8 Section 4.2.

Transport — related structures within the Special Purpose (Road) Zone in the Central City are a permitted activity.

Insert a new sentence in Volume 3 Part 8 Section 4.4.1

(d) Clauses 4.5.1 and 4.5.2 do not apply to the Special Purpose (Road) Zone within the Central City.

Insert new clause in Volume 3 Part 8 Section 4.5

4.5.6 Road Cross sections - All Zones within the Central City

Any construction or reconstruction of a roadway in the Central City shall comply with the following:

(a) Footpaths must be provided on both sides of the road, unless the legal width of the road is less than 10 metres or the road is designed as a Shared Space Street or is a Central City Lane.

(b) Cycle lanes must be provided on those roads identified as having Cycle lanes in Appendix 4c.

Guidance on street cross-section design (e.g. footpath, cycle way and traffic lane widths) can be obtained from Christchurch City Council's Infrastructure Design Standard June 2010.

Insert new sentences in Volume 3 Part 8 Appendix 3

For Central City roads, apply the Road Hierarchy shown in Appendix 3a, rather than the Road Hierarchy shown in Appendix 3. As the Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues form the boundary of the Central City, these roads have a dual classification of 'Avenue' in the Central City Road Hierarchy and 'Major Arterial' in the wider City Road Hierarchy. For accesses on the Central City side of these roads, use the 'Avenue' standards and for the accesses on the other side of these roads, the 'Major Arterial' standards apply.

Transport and Parking

Insert new appendix (Appendix 3a) in Volume 3 Part 8

Appendix 3a - List of classified roads in the Central City

<u>Armagh Street (Montreal Street-Cranmer Square(east side))</u>	<u>Distributor Street</u>
<u>Ash Street</u>	<u>People Street</u>
<u>Barbadoes Street (Moorhouse Avenue-Bealey Avenue)</u>	<u>Distributor Street</u>
<u>Bealey Avenue (Park Terrace -Fitzgerald Avenue)</u>	<u>Avenue</u>
<u>Cambridge Terrace</u>	<u>People Street</u>
<u>Cashel Street (Oxford Terrace-High Street)</u>	<u>People Street</u>
<u>Cashel Street (Manchester Street-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Cathedral Square</u>	<u>Main Street</u>
<u>Colombo Street (Moorhouse Avenue-Cathedral Square)</u>	<u>Main Street</u>
<u>Colombo Street (Cathedral Square-Bealey Avenue)</u>	<u>Main Street</u>
<u>Cranmer Square (Armagh Street-Kilmore Street) (east side)</u>	<u>Distributor Street</u>
<u>Deans Avenue (Moorhouse Avenue-Harper Avenue)</u>	<u>Avenue</u>
<u>Durham Street North (Gloucester Street-Bealey Avenue)</u>	<u>Distributor Street</u>
<u>Durham Street South (Lichfield Street-Moorhouse Avenue)</u>	<u>Distributor Street</u>
<u>Ferry Road (St Asaph Street-Fitzgerald Avenue)</u>	<u>Main Street</u>
<u>Fitzgerald Avenue (Bealey Avenue-Moorhouse Avenue)</u>	<u>Avenue</u>
<u>Gloucester Street (Manchester Street-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Gloucester Street (Montreal Street-Durham Street)</u>	<u>Distributor Street</u>
<u>Hagley Avenue (Moorhouse Avenue-Riccarton Avenue)</u>	<u>Distributor Street</u>
<u>Harper Avenue (Deans Avenue-Bealey Avenue)</u>	<u>Avenue</u>
<u>Hereford Street (Madras Street-Latimer Square east side)</u>	<u>Distributor Street</u>
<u>High Street (Hereford Street-Cashel Street)</u>	<u>People Street</u>
<u>High Street (Cashel Street-Madras Street)</u>	<u>Main Street</u>
<u>Kilmore Street (Montreal Street-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Latimer Square (east side)</u>	<u>Distributor Street</u>
<u>Lichfield Street (Durham Street South-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Madras Street (Moorhouse Avenue-Hereford Street)</u>	<u>Distributor Street</u>
<u>Madras Street (Gloucester Street-Bealey Avenue)</u>	<u>Distributor Street</u>
<u>Manchester Street (Moorhouse Avenue-Bealey Avenue)</u>	<u>Distributor Street</u>
<u>Mollett Street</u>	<u>People Street</u>
<u>Montreal Street (Moorhouse Avenue-Armagh Street)</u>	<u>Distributor Street</u>
<u>Montreal Street (Kilmore Street-Bealey Avenue)</u>	<u>Distributor Street</u>
<u>Moorhouse Avenue (Deans Avenue-Ferry Road)</u>	<u>Avenue</u>
<u>New Regent Street</u>	<u>People Street</u>

Transport and Parking

<u>Oxford Terrace</u>	<u>People Street</u>
<u>Park Terrace (Armagh Street-Bealey Avenue)</u>	<u>People Street</u>
<u>Poplar Street</u>	<u>People Street</u>
<u>Rolleston Avenue</u>	<u>People Street</u>
<u>Riccarton Avenue</u>	<u>Distributor Street</u>
<u>Salisbury Street (Montreal Street-Barbadoes Street)</u>	<u>Distributor Street</u>
<u>Salisbury Street (Barbadoes Street-Cambridge Terrace)</u>	<u>People Street</u>
<u>St Asaph Street (Hagley Avenue-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Struthers Lane</u>	<u>People Street</u>
<u>Tramway Lane</u>	<u>People Street</u>
<u>Tuam Street (Hagley Avenue-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Victoria Street</u>	<u>Main Street</u>
<u>Woolsack Lane</u>	<u>People Street</u>
<u>Worcester Street (Boulevard) (Rolleston Avenue-Cathedral Square)</u>	<u>Main Street</u>
<u>Worcester Street (Cathedral Square-Latimer Square (West))</u>	<u>Main Street</u>
<u>Worcester Street (Latimer Square (East)-Fitzgerald Avenue)</u>	<u>Main Street</u>

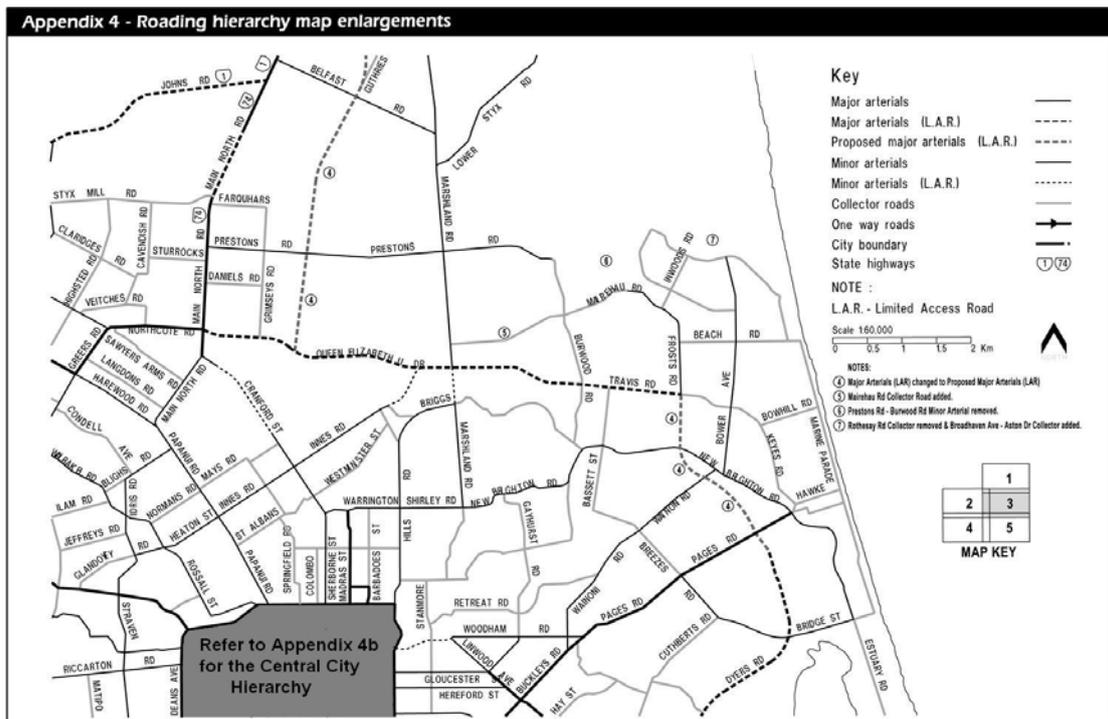
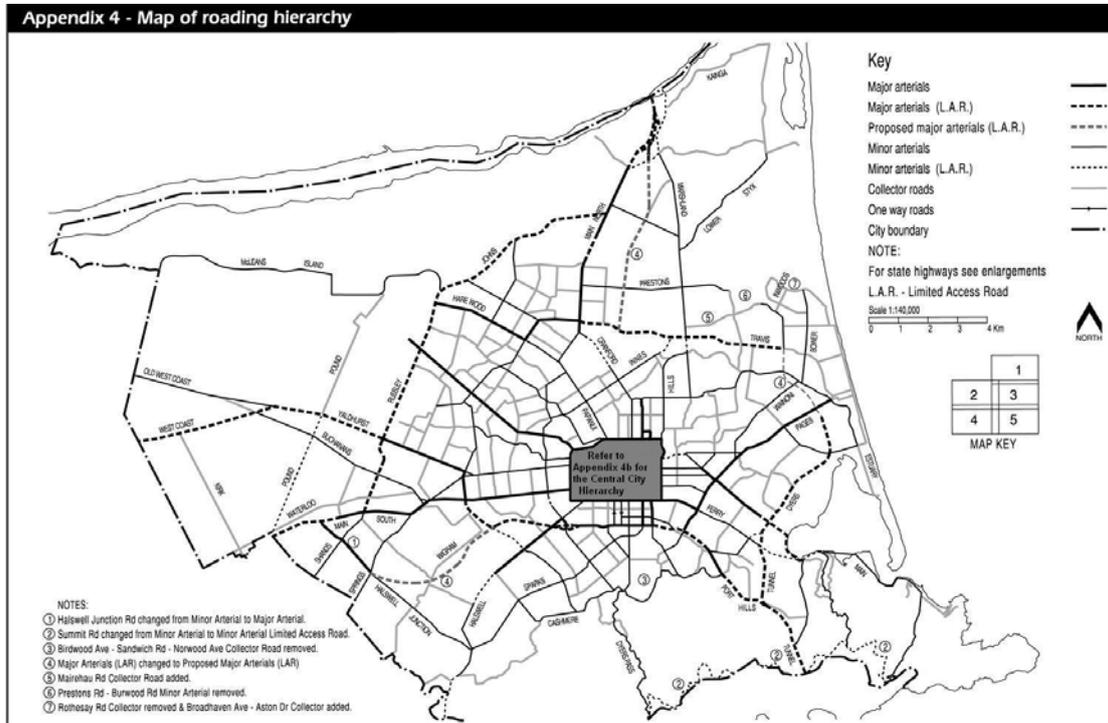
All other Central City Roads are classified as Local Streets.

Insert new sentences in Volume 3 Part 8 Appendix 4

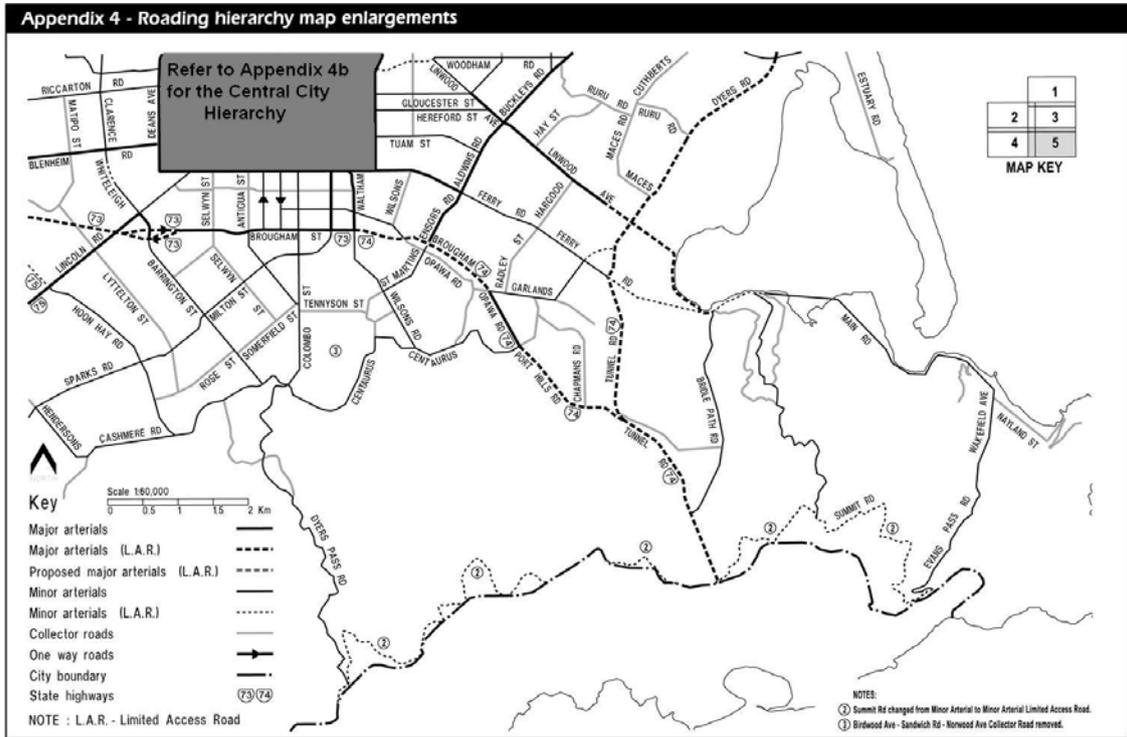
For Central City roads, apply the Road Hierarchy shown in Appendix 4b, rather than the road hierarchy shown in Appendix 4. As the Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues form the boundary of the Central City, these roads have a dual classification of 'Avenue' in the Central City Road Hierarchy and 'Major Arterial' in the wider City Road Hierarchy. For accesses on the Central City side of these roads, use the 'Avenue' standards and for the accesses on the other side of these roads, the 'Major Arterial' standards apply.

Transport and Parking

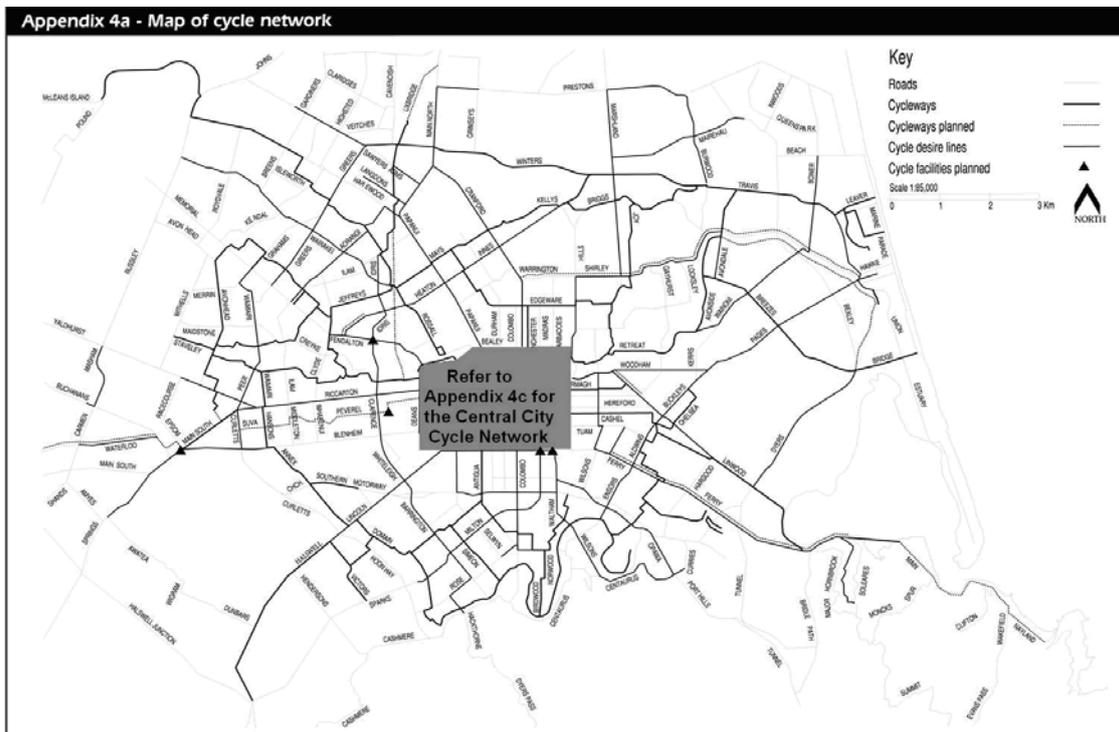
Amend the existing Main Map and Maps 3 and 5 of Appendix 4 in Volume 3 Part 8



Transport and Parking



Amend the existing Appendix 4a in Volume 3 Part 8



Transport and Parking

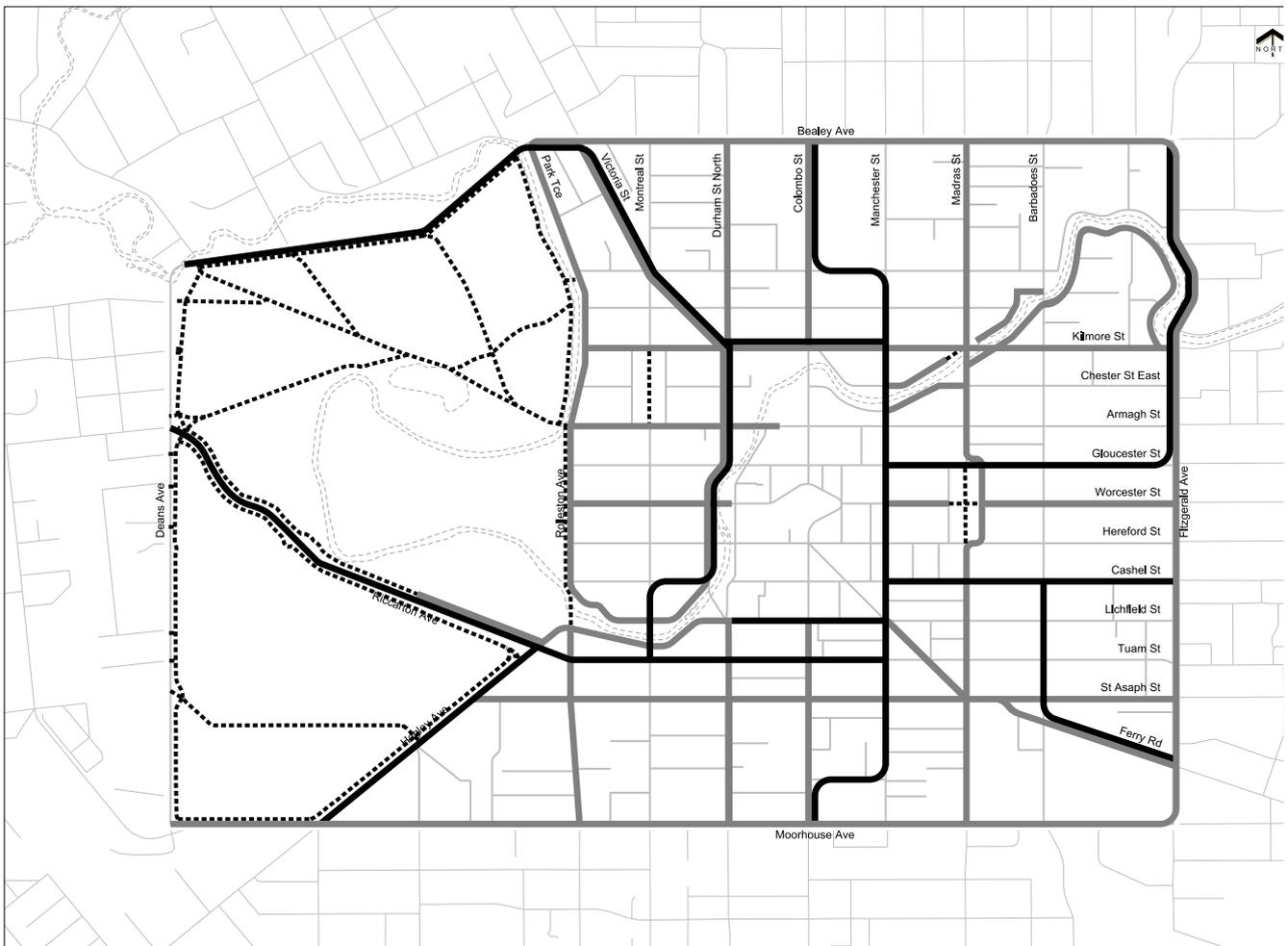
Insert new appendix (Appendix 4b) in Volume 3 Part 8

Appendix 4b - Map of Central City roading hierarchy

(Map can be found at the end of this document referred to as 'Planning Map 5')

Insert new appendix (Appendix 4c) in Volume 3 Part 8

Appendix 4c - Map of Central City Cycle and bus network



Christchurch
City Council 
Central City Plan
Bus & Cycle Network

Scale 1:12,000 Date 15/11/2011
0 100 200 300 400

Key
— Bus Streets (Indicative)
- - - Cycle Lanes
..... Off Street Cycle Paths

Transport and Parking

Amend Clause 1.5 in Volume 3 Part 8

1.5 Special Purpose (Pedestrian Precincts) Zone

Zone description and purpose

The Special Purpose (Pedestrian Precincts) Zone covers ~~five significant pedestrian precincts within the city identified as Cathedral Square, City Mall, Worcester Boulevard, New Regent Street and~~ New Brighton Mall.

~~With the exception of the latter, these precincts are generally surrounded by the Central City Zone and are important pedestrian areas which contribute to the retail focus and character of the Central City. In addition to Council owned land in these areas, also included is the land containing the Christchurch Cathedral, which is a listed historic building (refer Part 10).~~ The New Brighton Mall serves a similar pedestrian function in relation to the New Brighton commercial area.

~~At the time of notification (24 June 1995), New Regent Street has unrestricted vehicle access. However, it is proposed that it will become pedestrianised during the period of the Plan in conjunction with the tramway development. The tramway is also a feature of Worcester Boulevard.~~

Environmental results anticipated

- (a) The maintenance and enhancement of important pedestrian areas within ~~the city~~ **New Brighton**.
- (b) A safe and pleasant pedestrian environment with ease of mobility.
- (c) Restricted vehicle movement within parts of the zone, sufficient for servicing purposes and deliveries of goods.
- (d) Limited development of generally small buildings and structures at a scale compatible with the pedestrian focus of the zone, and the amenities of the surrounding environment.
- ~~(e) Recognition of the heritage importance of the Cathedral.~~
- ~~(f e)~~ The presence of compatible street activities which add interest and vitality to these pedestrian environments.
- ~~(g) The operation of tourist and public transport in Worcester Boulevard, the Square and New Regent Street.~~

Amend Clause 12.5.1 in Volume 3 Part 8.

12.5.1 Scale of building and height

- (f) The scale of the building in relation to other buildings, including ~~the Christchurch Cathedral and~~ those in adjoining zones.

Amend Clause 13.4 in Volume 3 Part 8.

13.4 Special Purpose (Pedestrian Precincts) Zone

This zone has been specifically identified as distinct from the road zone for two specific reasons:

- it contains an open spaces of major importance to ~~the city~~ **New Brighton** and its identity;
- it contains land which although “legal road” is dominated by pedestrian movements, rather than vehicular traffic.

~~The zone also includes Christchurch Cathedral and its surrounds which is private land.~~

The zone does not contain a significant emphasis on rules to regulate development, because there are powers under the Local Government Act to regulate development within the zone, as is the case for the road zone. However, the zoning enables the clear intent and specific purpose of the land in which it is to be established.

Land in the zone may be subject to occasional pressures for buildings, and accordingly a rule has been incorporated to enable any buildings (except small structures) to be subject to public scrutiny through a resource consent process. ~~This also complements rules in the plan relating to special amenity areas, which have rules which specifically relate to building design and siting adjoining parts of the Special Purpose (Pedestrian Precincts) Zone.~~ While the Council exercises “ownership” control over most the land in the zone, it is important that any buildings, albeit for specific public use, be carefully designed and located to enhance it. ~~the amenities of these vitally important city spaces and public access to them.~~

Transport and Parking

Insert New Sentences in Volume 3 Part 13 Clause 2.1.1

- (a) Any activity which complies with:
- all of the development standards under Clauses 2.2 ~~and~~, 2.3, and 2.4,
 - community standard Clause 2.5.1, and
 - all of the critical standards under Clause 2.6
- shall be a permitted activity .
- (b) Any activity which does not comply with any one or more of the development standards under Clauses 2.2, ~~or 2.3 or 2.4~~, but complies with the community standard under Clause 2.5.1 and the critical standards under Clause 2.6, shall be a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard.
- ~~(c) Any activity that does not comply with community standard Clause 2.5.1, but complies with the critical standards under Clause 2.6, shall be a discretionary activity~~
- ~~(d) Any activity which does not comply with any one or more of the critical standards under Clause 2.6 shall be a non-complying activity.~~
- ~~(e e)~~ Clarification of categories of activities
- The standards may also specify that an activity is controlled (development standards) with the exercise of the Council's discretion limited to the matter subject to that standard.
- ~~(f) The development standards under Clauses 2.2 and 2.3 do not apply to activities in the Central City, except for 2.2.9, 2.2.11, 2.2.12, 2.2.15, 2.3.1, 2.3.2, 2.3.3 and 2.3.4. For the other transport standards for activities in the Central City, refer to Clauses 2.4, 2.5 and 2.6.~~
- ~~(g) Clauses 2.4 – 2.6 only apply only to activities in the Central City.~~

Delete Table 1a, and any reference to it, in Volume 3 Part 13 Clause 2.2.1, and renumber.

Insert New Section of Development Standards 2.4 in Volume 3 Part 13

Readers' Note: The following Clauses 2.4 - 2.6 form a new section in the City Plan, but it is mostly based on existing standards. So in order to show how the existing standards have been modified to create this new section, the words that have been underlined and struck through, show the additions and deletions, respectively.

2.4 Development standards — Parking, loading and access — All Zones within the Central City

Please note: Development Standards 2.2.9, 2.2.11, 2.2.12, 2.2.15, 2.3.1, 2.3.2, 2.3.3 and 2.3.4 also apply to activities within all zones in the Central City.

2.4.1 Car Parking space numbers — All Zones within the Central City (new rule)

- ~~(a) The Parking Area of a site shall be no greater than 50% of the GLFA of the buildings on the site.~~
- ~~(b) Clause 2.4.1(a) does not apply to residential activities in the Living Zones within the Central City.~~
- ~~(c) The minimum parking standards in Clause 2.2.1 (Volume 3, Part 13) apply for residential activities in the Living Zones within the Central City.~~
- ~~(d) All car parking is to be constructed in compliance with the dimensions in Appendix 8.~~

NOTE: Where the parking standard results in a fractional space, any fraction under one half shall be disregarded. Any fraction of one half or more shall be counted as one space.

For requirements for loading areas see clause 2.4.4.

For sites within the Compact CBD, please note that under Clause 2.6.2 activities that do not comply with clause 2.4.1(a) are non-complying activities.

Transport and Parking

2.4.2 Parking area location — All Zones within the Central City (*new rule*)

Parking for an activity may be provided on a physically adjoining site, or on a site within 200m of the site on which the activity is undertaken, provided that the Parking Area complies Clause 2.4.1(a) (Volume 3, Part 13) (i.e. the total Parking Area for the activity shall be no greater than 50% of the GLFA of the buildings on the site where the activity is undertaken).

2.4.3 Parking spaces for people with disabilities – All Zones within the Central City (*modified from Rule 2.2.5 in Part 13 Vol. 3*)

- (a) All required parking areas shall include spaces for people with disabilities provided at the rate of 1 for up to ~~40~~20 spaces provided, 2 for up to ~~40~~50 spaces provided plus 1 more for every additional 50 spaces or part thereof. These parking spaces for people with disabilities shall be provided at the closest possible point to the entrance to the activity with which they are associated and the most direct route from the disabled parking spaces to the activity shall be accessible for mobility impaired persons.
- (b) The dimensions of all spaces shall comply with the appropriate dimensions in Appendix 48.
- (c) All buildings with a Gross Floor Area of 1500m² or higher are required to provide parking spaces for people with disabilities, even if no other parking spaces are provided. If no other parking spaces are provided, the amount of disabled parking spaces required shall be calculated by determining how many disabled parking spaces would be required if 1 normal parking space per 75sqm GLFA were provided.

2.4.4 Loading areas – All Zones within the Central City (*modified from Rule 2.2.7 in Part 13 Vol. 3*)

- (a) For all activities in all zones within the Central City minimum loading and unloading requirements shall be provided as per Table 1b in Clause 2.2.1 (Volume 3, Part 13) except where:
- no on-site parking (apart from disabled spaces) is provided, in which case no loading spaces are required; or
 - a suitable on or off-street loading facility is provided within 50m of the site and the route between the loading facility and the site does not require crossing any road. Use of an off-street loading facility on a separate site by an activity must be protected for the use of that activity (and any future activity on the site) by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to Council for its records.
- (b) All loading areas shall be sufficient to accommodate the largest vehicle that is expected to use the loading space, provided that all loading spaces shall have the following minimum dimensions:
- (i) HGV bay - 3.5m x 7.5m, with associated manoeuvre areas to accommodate a 90 percentile design two axle truck, as shown in Appendix 6; or
- (ii) A car bay, with associated manoeuvre areas to accommodate a 99% percentile design motor car, as shown in Appendix 11. The space shall be a minimum of 0.5m wider than the standard space for angle spaces and a minimum of 2.0m longer for parallel spaces

2.4.5 Manoeuvre areas — All Zones within the Central City (*modified from Rule 2.2.8 in Part 13 Vol. 3*)

All on-site manoeuvre areas shall be designed to accommodate at least a ~~85~~90 percentile design motor car, as shown in Appendix 4 10. The main route from the vehicular access to the parking area or areas shall be designed to accommodate at least a 99 percentile design motor car as shown in Appendix 11.

2.4.6 Access type and design — All Zones within the Central City (*modified from Rule 2.2.10 in Part 13 Vol. 3*)

All vehicular access to and within a site, shall be in accordance with the standards set out in Table ~~2~~ 5b below.

Transport and Parking

Table 2 5b — Requirements for Accesses

Activity	Potential number of units or traffic generation	Legal Width (m)	Formed Trafficable Width (m)	Turning area	Passing area	Sealed and drained	Height (m) (4 3)
Residential	1 to 3 <u>units</u>	3.0	2.7	(1)	No	(2)	3.5
Residential	4 to 8 <u>units</u>	4.0	3.5	Yes	Yes	Yes	4.0
Residential (Living 4A, 4B and 4C zones)	4 to 8 <u>units</u>	3.5	3.0	Yes	Yes	Yes	4.0
Residential	9 to 15 <u>units</u>	6.0	5.0	Yes	Yes	Yes	4.0
Residential (Living 4A, 4B and 4C zones)	9 to 15 <u>units</u>	5.0	4.0	Yes	Yes	Yes	4.0
Other <u>All activities except residential activities with 15 units or less</u>	<u>All Less than 250 vehicles trips per day</u>	<u>3.0–6.0m (5)</u>	<u>4.5 2.75–5.5m (5)</u>	(1)	Yes (4)	Yes	4.0m
<u>All activities in the Compact CBD, except residential activities with 15 units or less</u>	<u>251 to 1000 vehicle trips per day</u>	<u>6.0 – 8.0m</u>	<u>5.5 – 6.0m (5)</u>	(1)	<u>No</u>	<u>Yes</u>	<u>4.0m</u>
<u>All activities in the Compact CBD except residential activities with 15 units or less</u>	<u>More than 1000 vehicle trips per day</u>	<u>Access shall be designed as a Vehicle Access intersection</u>	<u>Access shall be designed as a Vehicle Access intersection</u>	(1)	<u>N/A</u>	<u>Yes</u>	<u>4.0m</u>
<u>All activities outside the Compact CBD, except residential activities with 15 units or less</u>	<u>251 to 500 vehicle trips per day</u>	<u>6.0 – 8.0m</u>	<u>5.5 – 6.0m (5)</u>	(1)	<u>No</u>	<u>Yes</u>	<u>4.0m</u>

Transport and Parking

<u>All activities outside the Compact CBD, except residential activities with 15 units or less</u>	<u>More than 500 vehicle trips per day</u>	<u>Access shall be designed as a Vehicle Access intersection</u>	<u>Access shall be designed as a Vehicle Access intersection</u>	(1)	N/A	Yes	4.0m
All	Service-Lanes	6.0	4.0	(3)	No	Yes	4.5m
All	Pedestrian access – private	1.5	1.5	N/A	N/A	Yes	2.5
All N/A	Cycle and Public access ways	4.0 min 5.5m	Min 2.0	N/A	N/A	Yes	2.5

Clarification of Table 5b:

- (1) See Clause ~~2.2.13~~ 2.4.7 for when turning area required.
- (2) See Clause 2.2.12(d).
- ~~(3) — Turning area required where the Service Lane has a blind end~~
- ~~(4 3) Height refers to the minimum clear height from the formed access.~~
- ~~(4) For vehicular access ways that are less than 5.5m wide and generate more than 50 vehicle trips per day, passing opportunities of at least 5.5 metres wide and 6.0 metres long must be provided at least every 30 metres along the access way.~~
- ~~(5) — Reducible to a minimum of 3.0 metres for one-way access where no more than 30 vehicle movements occur in any hour~~
- ~~(5) The access shall be designed for a continuous pedestrian footpath along the site’s road frontage where priority is afforded to pedestrians before vehicles using the access. The length of the on-street fully dropped kerb shall be a maximum of 1m wider than the formed access width.~~

Note: All service lanes, pedestrian accessways and cycle accessways are to be constructed to the standards specified in the Code of Urban Subdivision.

2.4.7 On-site manoeuvring — All Zones within the Central City (modified from Rule 2.2.13 in Part 13 Vol. 3)

- (a) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:
 - (i) Any site has vehicular access to ~~a major or minor arterial road~~ an Avenue or Distributor Street (refer Part 8, Appendix 3a); or
 - ~~(ii) Any site has vehicular access to a Local Street, a Main Street or a People Street and will generate more than 50 vehicle trips per day; or~~
 - ~~(iii) Any site has vehicular access to a road located within the Compact CBD.~~
 - ~~(ii) — Any site has access to a collector road and requires three or more parking spaces; or~~
 - ~~(iii) — Any site containing a non-residential activity has access to a major arterial, minor arterial or collector road, other than within the Core and Frame of the Central City Zone; or~~
 - ~~(iv) — Any access to a site serves six or more parking spaces; or~~
 - ~~(v) — Any residential activity provides tandem parking.~~

Transport and Parking

- (b) **With the exception of parallel parking spaces (either parallel to a road or an internal circulation route), all parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any required parking spaces. This requirement does not apply to loading spaces.**
- (c) Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required parking or loading space.

2.4.8 **Queuing spaces — All Zones within the Central City** ***(modified from Rule 2.2.14 in Part 13 Vol. 3)***

Queuing space shall be provided on site for all vehicles entering or exiting a parking or loading area. The length of such queuing spaces shall be in accordance with Table 35c below. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage. Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise, except that for residential development within the Living 3 and Living 4 Zones which is served by an access onto a Local Road, **a People Street, a Main Street or a Local Street**, queuing space length shall be measured from the kerb face, or edge of the nearest traffic lane where no kerb is provided, to the nearest vehicle control point or point where conflict with vehicles **or pedestrian pathways** already on the site may arise.

Table 35c Queuing space lengths

Number of parking spaces	Minimum queuing space length (m) for vehicular access from Avenues or Distributor Streets	Minimum queuing space length (m) for Residential Activities within the L4 Zones with access onto a Local road Street, Main Street or People Street¹	Minimum queuing space length (m) for access from Local Streets, Main Streets or People Streets
1 - 20	5.5	6.7	0
21 - 50	10.5	6.7	5.5
51 - 100	15.5	11.7	10.5
101 - 150	20.5	11.7	15.5
151 or over	25.5	16.7	20.5

¹ Includes for vehicle queuing space plus a further 1.2m to allow pedestrians to pass a waiting vehicle.

2.4.9 **Surface of parking and loading areas — All Zones within the Central City** ***(modified from Rule 2.2.16 in Part 13 Vol. 3)***

The surface of all parking, loading, and associated access areas (except parking areas for residential activities **requiring providing** less than three spaces) shall be formed, sealed and drained and parking spaces permanently marked.

2.4.10 **Maximum number of vehicle crossings — All Zones within the Central City** ***(modified from Rule 2.3.5 in Part 13 Vol. 3)***

The maximum number of vehicle crossings permitted to any site or comprehensive development shall be in accordance with Table 5d 4 below.

Please note: For sites that front more than one street and have a total frontage length less than 100m then Rule 2.4.13 describes on which street frontage access(es) are to be located.

Transport and Parking

Table 5d 4 Maximum number of vehicle crossings

Frontage length (m)	Type of road frontage		
	<u>Main Streets, People Streets or any street in the Compact CBD</u>	<u>Local and Distributor Streets outside the Compact CBD</u>	<u>Avenue</u>
	<u>Local and Collector</u>	<u>Minor Arterial</u>	<u>Major Arterial</u>
0 - 16	1	1	1
> 16 - 60	1	1	1
> 60 - 100	2 1	2	1
>100	3 2	2	2

2.4.11 Distances of vehicle crossings from intersections — All Zones within the Central City (modified from Rule 2.3.6 in Part 13 Vol. 3)

Any part of any vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 5e below.

Table 5e Minimum distances of vehicle crossings from intersections

Intersecting road Type (Distance in Metres)

Frontage Road	Urban				Rural			
	Major arterial	Minor arterial Avenue	Collector Distributor Street	Local and Service Local Street, Main Street or People Street	Major arterial	Minor arterial	Collector	Local and Service
Major arterial	60	45	30	25	265	265	170	170
Minor arterial Avenue	45	45	30	25	170	170	80	80
Collector Distributor Street	30	30	30	10	80	80	50	50
Local and Service Local Street, Main Street or People Street	45	15	15	10 6	80	80	50	50

1. Use figure 5f to measure the distances between the vehicle crossings from intersections, 'y' is the distance stated in Table 5e. Distances shall be measured along the boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed edge, of the intersecting road.
2. Where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 5e.

Transport and Parking

3. Rural roads refer to those roads where the speed limit is 100km/hr. Urban roads refer to all other roads

Note: The classification of roads is contained in Part 8, Appendix 3a.

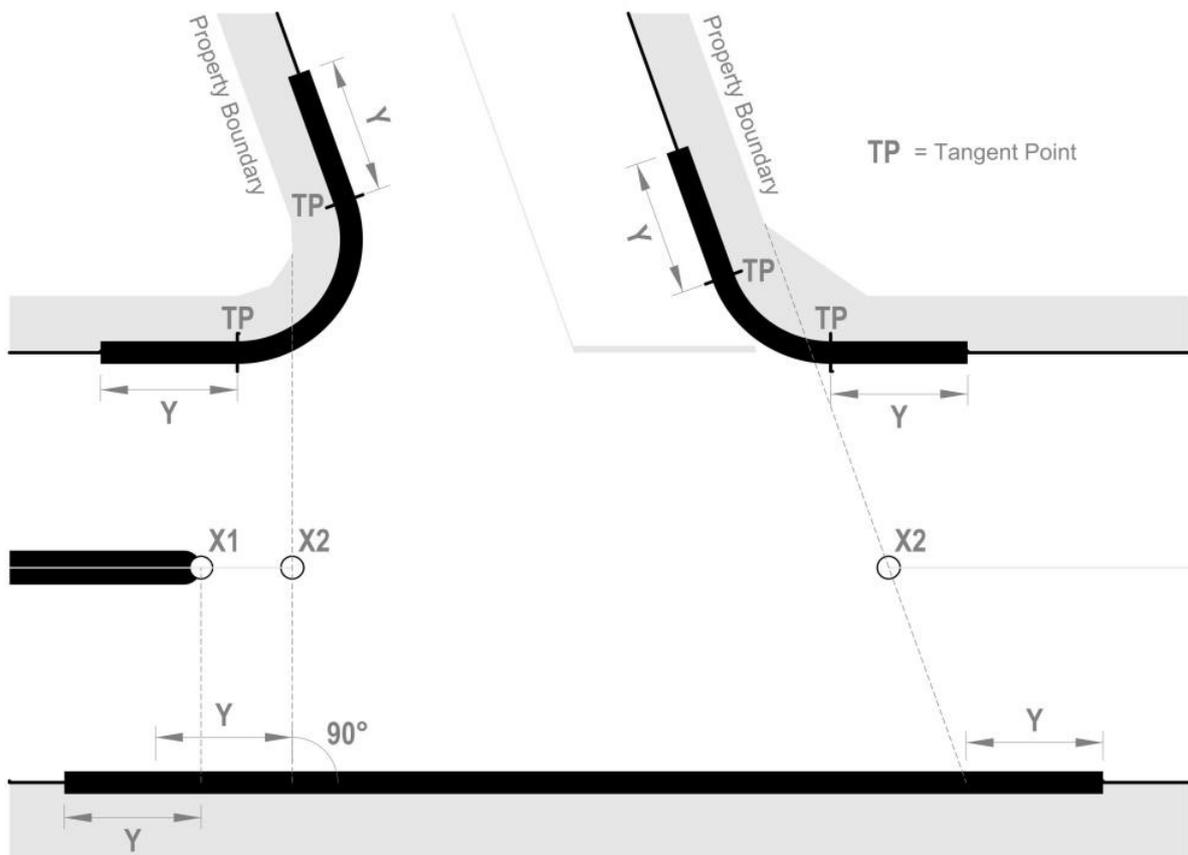


Figure 5f — Distances of vehicle crossings from intersections

For roads with a raised median, the 'y' dimension is measured from the end of the median as marked by x_1 . For roads without a raised median, the 'y' dimension is measured from the point marked x_2 which is the intersection of the frontage road centreline and the extensions of the intersecting road property boundaries shown as dashed lines.

2.4.12 High traffic generators — All Zones within the Central City (modified from Rule 2.3.8 in Part 13 Vol. 3)

- (a) Any activity on a site which is not in the Central City Zone which generates more than 250 vehicle trips per day and/or provides more than 25 parking spaces (with the exception of the land within the Living 3 and Business 1 zone bounded by Madras Street, Canon Street, Packer Street and Purchas Street which is subject to the development plan contained in Part 3, Appendix 14) shall be a discretionary activity with the Council's discretion limited as follows:-
- retail activities in B3, B3B, B4, BRP, Central City Edge, and Special Purpose (Wigram) (Area B) zones:- matters associated with any traffic effects of the activity.
 - other activities and other zones: matters associated with vehicular access.
- (b a) Any activity on a site in the Central City Zone which generates more vehicle trips than those identified in Table 5g (based on the street which the activity has primary access) than 250 vehicle trips per day and/or provides more than 25 parking spaces shall be a controlled restricted discretionary activity with the exercise

Transport and Parking

of the Council's discretion limited to ~~vehicular access to the assessment matters in 3.2.26. An Integrated Transport Assessment must be undertaken for a high traffic generating activity. Guidance on preparing an Integrated Transport Assessment may be obtained from the New Zealand Transport Agency Research Report 422.~~

Table 5g: High traffic generator thresholds

<u>Street that vehicular access is gained from</u>	<u>Traffic generation threshold (vehicle trips per day) onto Streets in the Compact CBD</u>	<u>Traffic generation threshold (vehicle trips per day) onto Streets outside the Compact CBD</u>
<u>Avenues</u>	<u>N/A</u>	<u>500</u>
<u>Distributor Streets</u>	<u>250</u>	<u>400</u>
<u>Local Streets</u>	<u>250</u>	<u>300</u>
<u>Main or People Streets</u>	<u>250</u>	<u>250</u>

Guidance on calculating trip generation can be obtained from the trip generation tables in Development Contributions Policy in Christchurch City Council's Long Term Council Community Plan 2009-19.

2.4.13 Vehicle Access to sites fronting more than one street — All Zones within the Central City (*New rule*)

If a site fronts more than one street and the combined frontage length to all streets is less than 100m then vehicular access shall only be gained from the most preferred street that the site has frontage to, as shown in Table 5h.

Table 5h: Location of access (priority ranking)

<u>Rank</u>	<u>Street type</u>
<u>Most Preferred</u>	<u>Local Street (outside the Compact CBD)</u>
<u>2nd choice</u>	<u>Local Street (in the Compact CBD)</u>
<u>3rd</u>	<u>Distributor Street</u>
<u>4th</u>	<u>Avenue</u>
<u>5th</u>	<u>Main or People Street (outside the Compact CBD)</u>
<u>Least preferred</u>	<u>Main or People Street (in the Compact CBD)</u>

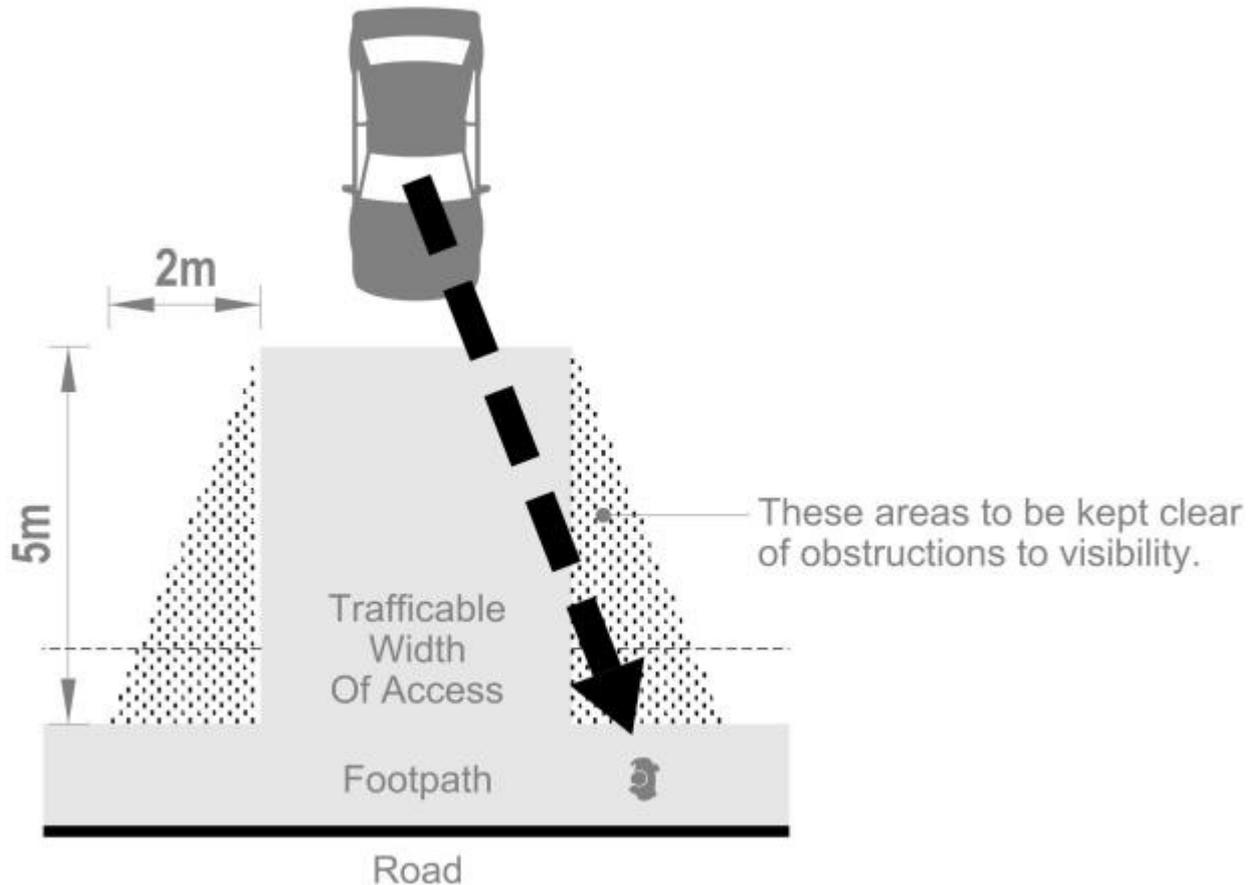
If complying with rule 2.4.13 (Vehicle access to sites fronting more than one street) causes the activity to become a high traffic generating activity under rule 2.4.12 then the appropriate location for access can be assessed under the high traffic generator rule. This assessment may result in the activity gaining access off a road with a higher traffic function if this is considered to minimise the impacts of the activity.

2.4.14 Pedestrian Safety — All Zones within the Central City (*new rule*)

Where more than 200 vehicle trips per day or more than 10 heavy vehicle trips per day will be generated through a vehicle access an audio and visual method warning pedestrians of the presence of vehicles actively approaching the access point shall be provided. Where this can not be provided a visibility splay shall be provided to the pedestrian footpath as shown in Figure 5i.

Transport and Parking

Figure 5i — Visibility Splay — All Zones within the Central City



2.4.15 Temporary Car Parks during the Earthquake Recovery period — All Zones within the Central City (new rule)

Any site temporarily supplying car parking where car parking is the primary activity on that site shall be a restricted discretionary activity with the exercise of the Council's discretion limited to the assessment matters for this standard.

Any Resource Consents granted under this rule will need to set the duration of the consent. The duration of the consent should not exceed a period that is reasonably necessary to support the recovery of the surrounding area from the earthquakes. It is intended that the duration of consents under this rule will be no longer than the duration of the Canterbury Earthquake Recovery Act 2011 (which expires on 18 April 2016).

2.4.16 Central City Lane Formation — All Zones within the Central City (new rule)

Any new Central City Lane will be created with a minimum legal width of 6m and a minimum height clearance of 4.5m.

Transport and Parking

Insert New Section of Community Standards 2.5 in Volume 3 Part 13

2.5 Community Standards — Parking, Loading and Access — All Zones within the Central City

2.5.1 Commercial Car Parking Buildings and Lots — All Zones within the Central City (*new rule*)

Any permanent car parking buildings or lots upon which car parking is the primary activity on that site shall be a discretionary activity.

Insert New Section of Critical Standards 2.6 in Volume 3 Part 13

2.6 Critical Standards — Parking, Loading and Access — All Zones within the Central City

2.6.1 Cycle parking — All Zones within the Central City (*new rule*)

- (a) For any activity the owner, occupier or developer shall make provision for visitor and staff cycle parking in accordance with Table 5j except that for any activity where the building has no road frontage setback for the entire length of the site visitor cycle parking is not required.**
- (b) Visitor cycle parking shall be located within 30 metres of at least one pedestrian public entrance to the activity.**
- (c) Staff cycle parking shall be located so it is easily accessible for staff of the activity and could be provided off-site.**
- (d) The design of cycle parking facilities shall meet the following criteria:**

Visitor cycle parking shall consist of stands that:

- **Are securely attached to an immovable object such as a wall or the ground;**
- **Support the bicycle frame;**
- **Are clearly signposted or visible to cyclists entering the site;**
- **Comply with the lighting requirements in Clause 2.2.15 (Volume 3 Part 13);**
- **Are able to be detected by the visually impaired in areas where the public have access; and**
- **Can be easily used by cyclists.**

Staff cycle parking shall consist of a stand or enclosed space that:

- **Allows the bicycle to be secured;**
- **Is covered;**
- **Can be easily used by cyclists;**
- **If a stand is provided, it meets the visitor cycle parking requirements.**

Transport and Parking

Table 5j. Minimum Cycle Parking Standards in all Zones within the Central City

Activity	Visitor Cycle Parking	Staff Cycle Parking
Retail	1 space/ 350m² GLFA	1 space/ 200m² GLFA
Food and Beverage	1 space/ 125m² PFA	1 space/ 400m² PFA
Office	1 space/ 500m² GFA	1 space/ 150m² GFA
ACCOMMODATION:		
Travellers Accommodation (except Hotels)	1 space/ 20 beds	1 space/ 80 beds
Hotels	1 space/ 30 bedrooms	1 space/ 80 bedrooms
EDUCATION:		
Pre-school/Primary	1 space/ 5 pupils	1 space/ 100 pupils
Secondary	3 spaces/ 4 pupils	1 space/ 100 pupils
Tertiary	1 space/ 4 FTE students	1 space/ 100 FTE Students

For all other activities, the cycle parking rates in Clause 2.2.1 Table 1b apply. At least 25% of these cycle parks must be provided as staff cycle parks, 25% must be provided as visitor cycle parks, and the remaining 50% of cycle parks can be provided as either visitor or staff parks. However if less than four cycle parks are required then it is up to the discretion of the owner, occupier or developer, whether these cycle parks are provided as visitor or staff parks.

If an activity is required to provide 50 or more staff cycle parking spaces, then showering facilities and lockers must be provided on-site. Note this requirement to provide lockers and showers is a minimum standard, it is recommended best practice to provide one locker for every staff cycle parking space and at least one shower for every 12 staff cycle parking spaces.

Where the cycle parking requirement results in a fractional space, any fraction under one half shall be disregarded. Any fraction of one half or more shall be counted as one space.

NOTE: Appendix 9 provides guidance of how cycle parks could be designed to allow easy cyclist manoeuvring.

2.6.2 Exceeding the Parking Standard in the Central City's Compact CBD (*new rule*)

It shall be a non-complying activity to exceed the parking standard in Clause 2.4.1(a) (i.e. the Parking Area of a site is greater than 50% of the GLFA of the buildings on the site), in the Compact CBD (within the area bounded by Manchester Street to the east, Lichfield Street to the south and the Avon River/ Ōtakaro to the north and west).

ASSESSMENT MATTERS

Insert New Assessment Matters 3.2.16 - 3.2.32 in Volume 3 Part 13

3.2.16 Parking space numbers; Parking area location; Parking spaces for people with disabilities — All Zones within the Central City

For residential activities in the Central City Living Zones that do not provide the required minimum parking spaces in Clause 2.2.1 (Volume 3, Part 13), please refer to the assessment matters in 3.2.1 (Volume 3, Part 13)

Where the required number of disabled car parking spaces will not be provided, the following assessment matters apply:

- (a) Whether the equivalent number of disabled parking spaces can be provided on a separate site which:
 - (i) is sited within a suitable distance for disabled persons from the development; and/or
 - (ii) is clearly associated with the development through signage or other means;
- (b) Whether the parking can be provided and maintained in a jointly used car parking area;
- (c) The extent to which the parking demand occurs at a different time from an existing land use, with which a parking area could be shared without adverse effects for on-street parking;

Transport and Parking

- (d) The extent to which the nature of the particular activity is such that it will generate less disabled parking demand than is required by this Plan;
- (e) Whether the required parking can physically be accommodated on the site;
- (f) The extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by extra parked and manoeuvring vehicles on these roads;
- (g) The visual effects of vehicles parked on the street;
- (h) The extent to which the safety of disabled people will be affected by being set down on-street.

Where the Parking Area of a site is greater than 50% of the GLFA of the buildings on the site, or car parking is not constructed in compliance with the dimensions in Appendix 8, or parking is located greater than 200m from the site on which the activity is undertaken, the following assessment matters apply:

- (i) The extent to which people's safety will be affected by the design or location of parking spaces;
- (j) Whether the design or location of the parking spaces will disrupt pedestrian traffic;
- (k) Whether the design or location of the parking spaces will disrupt active frontages;
- (l) Whether the design or location of the parking spaces will detract from streetscape amenity;
- (m) Whether the materials used for the car park surface and the car park's storm water management system will sustainably manage storm water;
- (n) The extent to which the Parking Area could be easily converted into another land use in the future;
- (o) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;
- (p) The extent to which the provision of the parking spaces will discourage people from travelling to the site by walking, cycling or on public transport;
- (q) The extent to which the nature of the particular activity is such that it will generate significantly more parking demand than permitted;
- (r) The extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by provision of the additional parking spaces;
- (s) The effect of the Parking Area on the surrounding amenity and environment of the area;
- (t) The extent to which the safety and amenity for pedestrians and cyclists, particularly children, will be affected by the provision of the additional parking spaces;
- (u) The potential activities that may use the additional parking spaces and the degree to which the car park will be utilised;
- (v) Whether the additional car parking spaces are needed to meet existing unsatisfied parking demand or are being provided due to anticipated future need;
- (w) The extent to which any pricing structure of the car parking spaces will support the use of other transport modes, effect the amount of traffic generated, and the ability to operate in a coordinated way with other car park areas;
- (x) The extent to which the car parking spaces have been designed to prevent crime.

3.2.17 Loading areas — All Zones within the Central City (modified from Assessment Matters 3.2.3 in Part 13 Vol. 3)

- (a) The extent to which the nature of the particular activity will require loading facilities of a particular size, number and frequency of use;
- (b) Whether an off-street loading area can be safely and efficiently provided in conjunction with an adjacent development;
- (c) The extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by extra parked and manoeuvring vehicles on these roads;

Transport and Parking

- (d) The extent to which loading and service functions disrupt pedestrian traffic, disrupt active frontages, or detract from streetscape amenity.**

3.2.18 Manoeuvre areas — All Zones within the Central City
(modified from Assessment Matters 3.2.4 in Part 13 Vol. 3)

- (a) Whether there would be any adverse effects on the safety, amenity, and/or function of the frontage road;
- ~~(b) Whether a lesser provision would potentially reduce the number of available parking spaces.~~
- (eb)** The extent to which the safety of pedestrians and other users of the site would be affected.

3.2.19 Access type and design — All Zones within the Central City
(modified from Assessment Matters 3.2.7 in Part 13 Vol. 3)

- (a) Whether the driveway serves more than one site and the extent to which other users **of the driveway** may be adversely affected.
- (b) The extent of any adverse effects on the safety, amenity and/or function of the frontage road.
- (c) The effect on the safety and security of people using the facility.
- (d) The extent to which the safety of pedestrians and cyclists, (both on and off site) may be adversely affected.
- (e) The effect on the amenity and safety of neighbouring properties.
- (f) The extent to which the access disrupts active frontages and pedestrian circulation.**

3.2.20 On-site manoeuvring — All Zones within the Central City (refer to Assessment Matters 3.2.8 in Part 13 Vol. 3)

3.2.21 Queuing spaces – All Zones within the Central City
(modified from Assessment Matters 3.2.9 in Part 13 Vol. 3)

- (a) Whether there would be any adverse effects on the safety, amenity and/or function of the frontage road.
- (b) The effect of queuing vehicles on the safety of pedestrians **and cyclists.**
- ~~(c) The extent to which the safe circulation of vehicles on-site will be affected.~~

3.2.22 Surface of parking and loading areas — All Zones within the Central City (refer to Assessment Matters 3.2.11 in Part 13 Vol. 3)

3.2.23 Maximum Number of Vehicle Crossings, Vehicle Access to sites fronting more than one street — All Zones within the Central City (modified from Assessment Matters 3.2.12 in Part 13 Vol. 3)

- (a) The extent to which the extra crossing(s) will adversely affect the safety and efficiency of the road.
- (b) Any cumulative effects of the introduction of extra access points in conjunction with access for other activities in the vicinity.
- (c) Whether the physical form of the road will minimise the adverse effects of the extra access, for example the presence of a solid median to stop right hand turns.
- (d) The impact of the access on the amenity and environment of the area.**

3.2.24 Distances of Vehicle Crossings From Intersections — All Zones within the Central City
(modified from Assessment Matters 3.2.12 in Part 13 Vol. 3)

- (a) The extent to which any extra conflict may be created by vehicles queuing across the vehicle crossing; confusion between vehicles turning at the crossing or the intersection; and the need for drivers to assimilate information thereby adversely **affecting** concentration and **consequently** the safety of the road.

Transport and Parking

- (b) The extent to which the traffic generated by the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
- (c) Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the access on the safety of road users.
- (d) Whether the geometry of the road will mitigate the adverse effects of the access.
- (e) The number and type of vehicles using the crossing.
- (f) The present, or planned, traffic controls **at the intersection along the road corridor where vehicular access is proposed.**
- (g) The proposed traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures.

3.2.25 Pedestrian Safety — All Zones within the Central City *(New Assessment Matters)*

- (a) The extent to which vehicles exiting the access way, cyclists and pedestrians on the footpath or frontage road will be aware of each other in time to avoid conflicts.
- (b) Whether the speed and volume of vehicles exiting the access way will exacerbate the adverse effects of the access on the safety of road users.

3.2.26 High Traffic Generators — All Zones within the Central City *(modified from Assessment Matters 3.2.14 in Part 13 Vol. 3)*

- (a) The **actual or existing and** potential **level number** of vehicles, cycles, and pedestrians likely to be generated from, and moving past, the proposed access point(s).
- (b) The extent to which the **vehicular** traffic using the access, either alone or in association with other nearby activities, will adversely affect the traffic function and/or the safety of the surrounding road network.
- ~~(c) Whether the present and projected vehicle, cycle and pedestrian flows along the frontage road will exacerbate any adverse effects created by extra on-street parking and manoeuvring associated with the site.~~
- ~~(dc)~~ The ability to gain access to an alternative road which has lesser transport and environmental impacts overall especially in respect of residential and pedestrian amenities where relevant.
- ~~(de)~~ The extent to which the noise, vibration and fumes of vehicles using the access would affect surrounding activities, particularly residences.
- ~~(fe)~~ The adverse effects of extra traffic, particularly heavy vehicles, generated by the development on the amenity and safety of surrounding **residential** streets.
- ~~(gf)~~ The extent to which the physical form of the frontage road may mitigate the adverse effects of the extra vehicle movements generated for example, the presence of a solid median to stop right hand turns **or the design of pavement materials.**
- ~~(hg)~~ Any cumulative effects of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.
- ~~(ih)~~ Whether the speed of vehicles travelling on the frontage road is likely to exacerbate the adverse effects of the access on the safety of road users.
- ~~(ji)~~ The proximity of the access to other high traffic generating **landuse** access points **and or** intersections.
- ~~(kj)~~ The extent to which any **extra** conflict may be created by vehicles queuing on the frontage road past the vehicle **crossing access.**
- ~~(lk)~~ The extent to which the traffic generated by the site will adversely affect the frontage road **or intersections along the road,** particularly at times of peak traffic flows on the road.
- ~~(ml)~~ Whether the adverse effects of the traffic could be minimised/mitigated by on-street traffic management measures **including the installation of signals or pedestrian refuges or deceleration and acceleration lanes.**

Transport and Parking

- ~~(n) The actual or potential effects on the safety and efficiency of the state highway.~~
- ~~(om) Whether the sight distances at the access are adequate to provide safe access/egress with reference to “Road and Traffic Standards Guidelines for Visibility at driveways”.~~
- ~~(pn) For retail activity in the B3, B3B, B4 and BRP zones, the relationship of parking, access and manoeuvring areas, including loading and servicing freight deliveries, in respect to the safety, accessibility and amenity of pedestrians and cyclists;~~
- ~~(o) The extent to which the proposed activity is designed or operated to minimise the need to travel to the activity by private motor cars;~~
- ~~(p) The effect of the provision of access for the high generating activity on the surrounding amenity and environment of the surrounding road network;~~

3.2.27 Temporary Car Parks during the Earthquake Recovery period — All Zones within the Central City (New Assessment Matters)

- (a) The future development plans for the site and whether work is being undertaken to achieve those plans;
- (b) The ease by which the car park can be converted into other activities in the future;
- (c) The extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by the car park;
- (d) The effect of the car park on the amenity of the site and the surrounding area;
- (e) The extent to which the safety and amenity for pedestrians and cyclists, particularly children, will be affected by the car park;
- (f) The extent to which the provision of the car park will discourage people from travelling by walking, cycling or on public transport;
- (g) The design and layout of the car park;
- (h) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;
- (i) The length of time that the car park is proposed to be operating for;
- (j) The extent to which the pricing structure of the car park area will support the use of other transport modes, effect the amount of traffic generated, and the ability to operate in a coordinated way with other car park areas;
- (k) Whether the materials used for the car park surface and the car park’s storm water management system will sustainably manage storm water.

3.2.28 Central City Lane Formation — All Zones within the Central City (New Assessment Matters)

- (a) The extent to which the width and height of the lane will adversely affect the amenity of the lane and the safety and efficiency of the lane for all users.

3.2.29 Commercial Car Parking Buildings and Lots — All Zones within the Central City (New Assessment Matters)

Clause 2.5.1 (Commercial Car Parking Buildings and Lots) is a discretionary activity. As such Council has full discretion in accordance with Section 104B of the Resource Management Act 1991 to consider any matters including but not limited to the following:

- (a) The extent that the car park area meets the outcomes expected for the transport system in the Central City Recovery Plan and how the car park helps to better achieve those outcomes;
- (b) The potential activities that may use the car park and the degree to which car park utilisation will be supported;

Transport and Parking

- (c) The need for the car park considering the amount of car park spaces already provided in the surrounding area;
- (d) Whether the car parking spaces are needed to meet existing unsatisfied parking demand or is being provided due to anticipated future need;
- (e) The size of the car park relative to other car park areas;
- (f) The integration of the car park area with existing car park areas to operate in a coordinated manner;
- (g) The extent to which the pricing structure of the car park area will support the use of other transport modes, effect the amount of traffic generated, and the ability to operate in a coordinated way with other car park areas;
- (h) The legibility of the car park and the way in which the location of car park is communicated to motorists;
- (i) The extent to which the car park will have a negative impact on the efficiency or safety of the road network;
- (j) The extent to which the car park has been designed to prevent crime;
- (k) The quality of the car and cycle parking including manoeuvring space;
- (l) The extent to which pedestrians and cyclists will be able to travel safely through and past the car park;
- (m) Whether the materials used for the car park surface and the car park's storm water management system will sustainably manage storm water;
- (n) The extent to which people's safety will be affected by the design or location of the car park;
- (o) Whether the design or location of the car park will disrupt pedestrian traffic;
- (p) Whether the design or location of the car park will disrupt active frontages;
- (q) The extent to which the car park could be easily converted into another land use in the future;
- (r) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;
- (s) The extent to which the provision of the parking spaces will discourage people from travelling to the site by walking, cycling or on public transport;
- (t) The extent to which the safety and amenity for pedestrians and cyclists, particularly children, will be affected by the provision of the car park;

3.2.30 Cycle parking — All Zones within the Central City *(modified from Assessment Matters 3.2.2 in Part 13 Vol. 3)*

Clause 2.6.1 (Cycle Parking) is a non-complying activity. As such Council has full discretion in accordance with Section 104B of the Resource Management Act 1991 to consider any matters including but not limited to the following:

- (a) The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance.
- (b) Whether the parking can be provided and maintained in a jointly used cycle parking area.
- (c) The extent to which cycle parking facilities are designed and located to match the needs of the intended users.

Transport and Parking

3.2.31 Exceeding the Parking Standard in the Central City's Compact CBD (*New Assessment Matters*)

Clause 2.6.2 (Exceeding the Parking Standard in the Central City's Compact CBD) is a non-complying activity. As such Council has full discretion in accordance with Section 104B of the Resource Management Act 1991 to consider any matters including but not limited to the following:

- (a) The extent to which people's safety will be affected by the design or location of parking spaces;**
- (b) Whether the design or location of the parking spaces will disrupt pedestrian traffic;**
- (c) Whether the design or location of the parking spaces will disrupt active frontages;**
- (d) Whether the design or location of the parking spaces will detract from streetscape amenity;**
- (e) Whether the materials used for the car park surface and the car park's storm water management system will sustainably manage storm water;**
- (f) The extent to which the Parking Area could be easily converted into another land use in the future;**
- (g) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;**
- (h) The extent to which the provision of the parking spaces will discourage people from travelling to the site by walking, cycling or on public transport;**
- (i) The extent to which the nature of the particular activity is such that it will generate significantly more parking demand than permitted;**
- (j) The extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by provision of the additional parking spaces;**
- (k) The effect of the Parking Area on the surrounding amenity and environment of the area;**
- (l) The extent to which the safety and amenity for pedestrians and cyclists, particularly children, will be affected by the provision of the additional parking spaces;**
- (m) The potential activities that may use the additional parking spaces and the degree to which car park will be utilised;**
- (n) Whether the additional car parking spaces are needed to meet existing unsatisfied parking demand or is being provided due to anticipated future need;**
- (o) The extent to which any pricing structure of the car parking spaces will support the use of other transport modes, effect the amount of traffic generated, and the ability to operate in a coordinated way with other car park areas;**
- (p) The extent to which the car parking spaces have been designed to prevent crime.**

Reasons for Rules

Insert New Reasons for Rules 4.16 - 4.31 in Volume 3 Part 13

4.16 Parking space numbers; Parking area location; Parking spaces for people with disabilities — All Zones within the Central City (*New Reason for Rule*)

Parking can have a significant impact on the traffic volumes, travel choices, amenity and the economic activity of an area, so it needs to be managed carefully. Parking controls are set to ensure that the effects of providing parking can be assessed. Both under-supplying and over-supplying parking can have negative effects. Parking controls have been set at a level which broadly reflects the demand for parking for that activity to ensure that the plan does not produce negative economic outcomes by forcing activities to under-supply parking, whilst restricting activities from over-supplying parking.

The parking provision for disabled persons reflects the need to cater for a specific group of the population dependent on vehicles and lacking mobility.

Transport and Parking

4.17 Loading areas; Manoeuvre areas – All Zones within the Central City (modified from Reasons for Rule 4.3 in Part 13 Vol. 3)

The design of the parking ~~and loading~~ areas are based on ~~9085~~ percentile design vehicles. The dimensions of these vehicles and their associated turning circle requirements are such that ~~9085~~ percent of the vehicles in New Zealand comply with their requirements. The dimensions for 85% design vehicles have been used to align with New Zealand Standard 2890.1 Appendix B. The design of the loading areas are based on 90 percentile design trucks. The dimensions of these trucks and their associated turning circle requirements are such that 90 percent of the 2 axle trucks in New Zealand comply with their requirements. Critical manoeuvre areas are designed to allow 99 percent of vehicles to use them. These areas are bounded by immovable objects such as walls and columns and it is therefore important to provide the space to allow vehicles to manoeuvre easily.

4.18 Access type and design — All Zones within the Central City (modified from Reasons for Rule 4.4 in Part 13 Vol. 3)

The requirements for access design for activities in the Central City are is based on the expected traffic generation of the site number of units which can potentially be built on the sites serviced by the driveway. ~~Within the urban area of Christchurch each household unit generates about ten vehicle trips per day. Therefore as the number of units increase~~ As the number of vehicle trips per day increases the potential for vehicles meeting on the access increases and the number of pedestrians and cyclists increase. The length of the access also affects the design requirements with longer drives increasing the probability of vehicles meeting and passing or requiring to reverse out. The increased probability of meeting another vehicle, pedestrian or cyclist is reflected in the increased requirements for turning areas, and passing bays ~~and footpaths~~.

4.19 On-site manoeuvring — All Zones within the Central City (New Reason for Rule)

On-site manoeuvring is required in particular situations to improve the efficiency and safety of roads by minimising the number of vehicles required to reverse onto or off a site, which is a cause of accidents at driveways. The Avenues and Distributor Streets have the most protection applied to them as their function is to carry the largest volumes of traffic at the highest level of service. Streets located within the Compact CBD are also afforded a high level of protection due to the high level of pedestrian activity on these streets and the pedestrian accidents that are more likely if a vehicle reverses out of a driveway.

4.20 Queuing spaces — All Zones within the Central City (modified from Reasons for Rule 4.6 in Part 13 Vol. 3)

Queuing space lengths are required at the entrance to car parking areas to provide an area separate to the general traffic lanes for vehicles off the road for cars to queue while waiting for manoeuvring vehicles, a parking space or for other vehicles to negotiate a vehicle control point. This protects the safety and efficiency of the frontage road from the effects of vehicles requiring to queue on the street, blocking traffic lanes. The safety of pedestrians is also paramount as cars queuing across the footpath can force pedestrians out onto the roadway. The length of the queuing space varies according to the number of parking spaces catered for in the parking area and the frontage road type. This is because as the number of cars in the parking area increases the potential number of arrivals ~~and departures~~ rises, increasing the probability of vehicles having to queue. As the Avenues and Distributor Streets have a higher movement function it is more important that queuing does not form back into the traffic lanes. This is recognised by requiring longer queuing space lengths for vehicular accesses from these street types.

4.21 Surface of parking and loading areas — All Zones within the Central City (copied from Reasons for Rule 4.8 in Part 13 Vol. 3)

The appropriate surfacing of parking and loading areas ensures that the neighbours are not adversely affected by dust and/or noise created by manoeuvring vehicles. These areas also require drainage to ensure that run-off does not cause inundation or scouring on the property or adjoining properties.

Transport and Parking

4.22 Maximum number of Vehicle Crossings, Vehicle Access to sites fronting more than one street — All Zones within the Central City (New Reason for Rule)

Each access point on a road tends to increase the crash rate and reduce the efficiency of the road. The number of vehicle crossings and access points is controlled to maximise the safety, efficiency and amenity of Central City streets while still enabling vehicular access to car parking areas and developments.

Sharing of access points among sites through the use of rights-of-way and easements is encouraged as this reduces the number of access points in the Central City and will result in improved safety, efficiency and amenity for vehicles and pedestrians. If a site has frontage to more than one street, then the street with the lower order link type is the preferred location for the vehicular access, as the street with the lower order link type will have a greater access function than the higher order link.

Rule 2.4.13 (Vehicle access to sites fronting more than one street) does not apply to sites which have a frontage greater than 100 metres, because otherwise these sites could have a reasonably long frontage without any access.

If complying with rule 2.4.13 (Vehicle access to sites fronting more than one street) causes the activity to become a high traffic generating activity under rule 2.4.12 then the appropriate location for access can be assessed under the high traffic generator rule. This assessment may result in the activity gaining access off a road with a higher traffic function if this is considered to minimise the impacts of the activity.

4.23 Distances of vehicle crossings from intersections — All Zones within the Central City (modified from Reasons for Rule 4.12 in Part 13 Vol. 3)

In order to simplify the driving task by reducing potential conflict points and areas of distraction there is a requirement to locate entrances ~~at varying distances from~~ clear of intersections ~~depending on the function of the road. Further, high traffic generating access points located on the Avenues or Distributor Streets have the potential to adversely impact on the efficiency and safety of these streets and therefore are subject to more scrutiny to ensure the access point is located and designed to mitigate any traffic effects on the corridor and intersections along the corridor. Arterial roads typically carry the highest traffic volumes at higher operating speeds. Distances therefore need to be greater on these roads to allow for driver reaction times and also for longer queuing distances at intersections. It also reduces confusion for drivers who may not otherwise be able to tell whether an indicating vehicle is intending to turn at the driveway or the intersection.~~

4.24 High traffic generators — All Zones within the Central City (modified from Reasons for Rule 4.14 in Part 13 Vol. 3)

This is a particularly important rule, which is fundamental to the planned effectiveness of roads within the roading hierarchy. High traffic generators ~~(more than 250 vehicle movements per day or requiring the provision of 25 or more parking spaces)~~ can have a major impact on ~~Central City streets arterial and inner city roads with the development of large retail and vehicle oriented land uses.~~ The vehicle generation and potential associated adverse effects on the road network and surrounding land uses can be major if the siting is inappropriate or the access is not well located or designed. ~~Therefore the~~ Roads in the Central City with the most important traffic functions (arterial roads Avenues and Distributor Streets) should be able to carry the most traffic and therefore a higher threshold for high traffic generating activities with access to these roads is permitted. Conversely, streets that are lower in the hierarchy will tend to be more susceptible to adverse effects from high traffic generating activities and therefore the thresholds are lower for these streets. need to have the highest degree of protection. By requiring high traffic generators on these roads to be discretionary activities (or controlled within the Central City zone), each development can be considered in terms of its particular character, location, and levels of traffic effects and ways to mitigate these effects where possible, through the use of appropriate traffic management and design conditions. Most zones restrict the limit of discretion to matters associated with access. However, retail activities in the BRP, B3, B3B and B4 zones have retained a broader level of discretion, regarding any traffic effects. This acknowledges the dispersed location of these zones and the ability to undertake retail activity, which can generate potentially significant effects on the road network and surrounding landuses.

An exception from this rule has been provided for the land within the Living 3 and Business 1 zone bounded by Madras Street, Canon Street, Packe Street and Puchas Street which is subject to the development plan contained in Part 3, Appendix 14, as consideration of vehicular, cycle and pedestrian access matters is specifically provided for within the zone rules relating to development of this area.

Transport and Parking

By requiring developments that trigger this high traffic generation rule to produce an Integrated Transport Assessment each development can be considered in terms of its particular character, location, levels of traffic effects, impacts on the wider transport network and ways to mitigate these effects where possible, through the use of appropriate travel planning, traffic management and design conditions.

4.25 Pedestrian Safety — All Zones within the Central City (*New Reason for Rule*)

Vehicles using vehicular access ways have the potential to conflict with pedestrians on the footpath. At vehicular accesses that will generate more than 200 vehicle trips per day, the provision of audio/visual cues to warn pedestrians of an approaching vehicle will help improve safety. Alternative methods such as visibility splays are acceptable solutions in situations where audio or visual cues are not provided.

4.26 Temporary Car Parks during the earthquake recovery period — All Zones within the Central City (*New Reason for Rule*)

The earthquakes of 2010 and 2011 have destroyed a number of car parks in the Central City. In order to assist in the recovery of the Central City a number of temporary car parks will need to be quickly established. However the effects of these car parks will still need to be assessed to ensure the negative effects of these car parks are avoided, mitigated and managed. It is intended that the duration of consents under this rule will be no longer than the duration of the Canterbury Earthquake Recovery Act 2011 (which expires on 18 April 2016).

4.27 Central City Lane Formation — All Zones within the Central City (*New Reason for Rule*)

Width and height standards for new Central City Lanes are provided to ensure the safety, amenity and efficient use of Central City Lanes for all users.

4.28 Commercial Car Parking Buildings and Lots— All Zones within the Central City (*New Reason for Rule*)

Parking buildings and parking lots that are not associated with activities are usually quite large, to ensure that they are commercially viable, and thus can generate significant amounts of traffic and can produce significant effects on the environment and transport system. It is critically important that the effects of these facilities are managed and minimised.

However, if the parking buildings and parking lots are appropriately located, they can produce significant positive effects for the Central City. In some locations, on the edge of or outside of the Compact CBD, it will be appropriate to locate some parking buildings and parking lots to ensure there is adequate access to the Central City. However, the location and effects of these facilities will need to be closely scrutinised.

4.29 Cycle parking — All Zones within the Central City (*modified from Reasons for Rule 4.2 in Part 13 Vol. 3*)

Due to the many benefits which can accrue from the use of cycles, the Council actively encourages their use in and around the city. The provision of ~~safe covered stands is just one means of encouraging people to use cycles as an alternative to the private motor vehicle~~ secure, appropriately located cycle parking facilities that are designed to meet specific cycle user needs is critically important to encourage people to use cycles.

4.30 Exceeding the Parking Standard in the Central City's Compact CBD (*New Reason for Rule*)

Parking can have a significant impact on the traffic volumes, travel choices, amenity and the economic activity of an area, so it needs to be managed carefully, especially in the Compact CBD where an over-supply of parking could generate traffic volumes that do not produce the people-friendly environment that is desired in the Compact CBD.

Transport and Parking

Amend Appendix 2 Volume 3 Part 13

Appendix 2 - Cash in lieu of parking

A financial contribution by way of a cash payment may be made in lieu of part, or all, of the parking requirement in the following areas of the City:

Area	Zone	Percentage of value required
Central City	Central City Edge	90%
Core Area	Central City	70%
Frame	Central City	90%
East Fringe	Central City	90%
West Fringe	Central City	90%
New Brighton	Business 2	100%
Papanui	Business 1	100%
Church Corner	Business 2	100%
Sydenham	Business 2	100%

The basis of the cash payment in lieu of parking is to be :

- (a) The area of land per required parking space is to be 25m²;
- and
- (b) The rate at which cash in lieu is charged will be calculated at the current market value of the land. The market value of the land will be the average market value of the entire site on which the land is located;
- and
- (c) The funds obtained from the cash in lieu of parking shall be used solely and exclusively for providing parking in the area from where the funds are gathered.

Insert new Appendix 8 in Volume 3 Part 13

Appendix 8 — Parking space dimensions — Central City Zones ***(modified from Appendix 1 in Part 13 Vol. 3)***

All car parking spaces shall be laid out in accordance with Table 6a ~~and the attached diagram~~.

Manoeuvre areas shall be designed to accommodate the ~~90~~**9085** percentile design motor car as set out in Appendix ~~4~~ **10**.

Critical manoeuvre areas such as aisles in or between major structures, or changes in grade shall be designed to accommodate the 99 percentile design motor car as set out in Appendix ~~511~~.

Transport and Parking

Table 6a — Car park dimensions — All Zones within the Central City

Type of user	Parking angle	Stall width (m) ⁽⁵⁾	Aisle ⁽⁷⁾	Stall depth (m) ⁽⁶⁾
Long term ⁽¹⁾	90° (Perpendicular)	2.4	6.2	5.4
	60°	2.4	4.9	5.4
	45°	2.4	3.9	5.4
	30°	2.1	3.1	5.4
Medium term ⁽²⁾	90°	2.5	5.8	5.4
	60°	2.5	4.6	5.4
	45°	2.5	3.7	5.4
	30°	2.3	3.0	5.4
Short term ⁽³⁾	90°	2.6	5.4 5.8	5.4
	60°	2.6	4.3	5.4
	45°	2.6	3.5	5.4
	30°	2.5	2.9	5.4
Disabled parking ⁽⁴⁾	All	3.6	8.0 see note 4	5.4
All users	Parallel	2.5	3.73.3 (one-way)	5.4 6.1
			5.5 (two way)	5.4 6.1

See the following diagram for car parking space layout.

Notes:

For more information on how to apply these car park dimensions, refer to the car parking space layout diagram in appendix 1. However, please note where the dimensions in the car parking space layout diagram conflict with the dimensions in table 6a, the dimensions in table 6a take precedence.

These car park dimensions do not apply to on-street parking spaces.

Notes:

- (1) Tenant, employee and commuter parking, **universities tertiary education facilities** (generally all day parking).
- (2) Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, **airport** visitors (generally medium term parking).
- (3) Short-term city and town centre parking, shopping centres, department stores, supermarkets, hospitals and medical centres (generally short-term parking and where children and goods can be expected to be loaded into vehicles).
- (4) Car parking spaces for people with disabilities shall be as close as practicable to the building entrance. The spaces shall be on a level surface and be clearly **signed identified. The additional width for disabled parking can be shared between two adjoining spaces. Aisle widths shall be the same as applicable to adjacent other user spaces or in the absence of such spaces, 5.8m minimum.**
- (5) Stall widths shall be increased by 300mm where they abut obstructions such as a wall, column or other permanent obstruction.
- (6) 5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas. **The spaces may be marked to 5.0m however there shall be no consequential reduction in the combined length of space and width of parking aisle.**
- (7) Aisle widths allow for one-way operation for 30, 45 and 60 degree parking with forward entry to spaces and two-way operation for 90 degree parking.

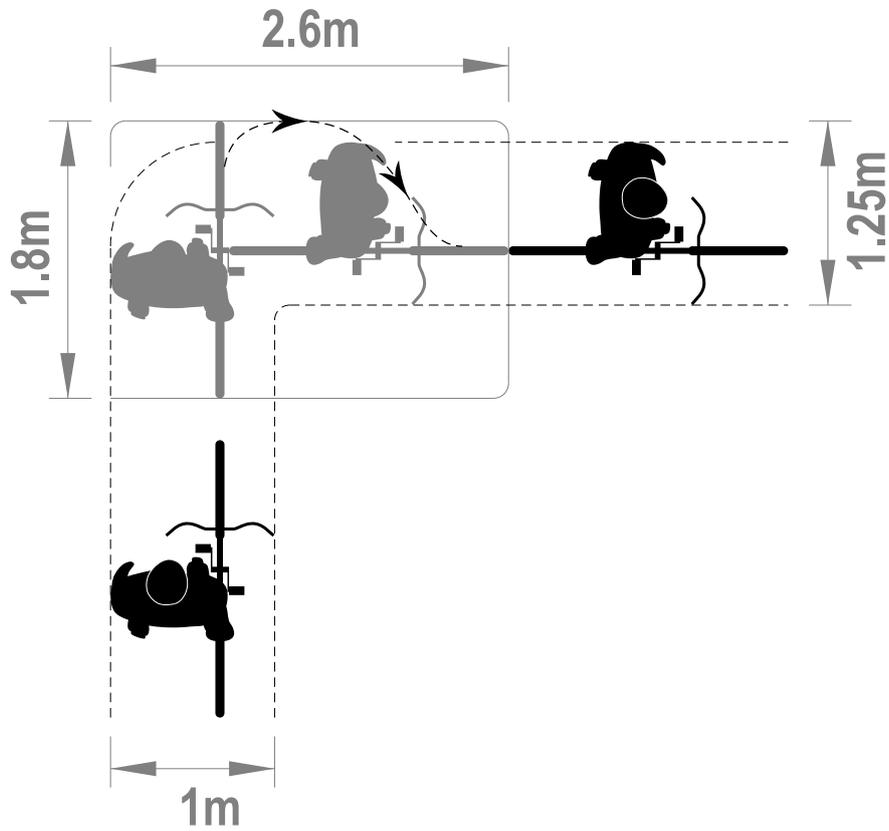
In addition design guidance for parking areas may be obtained from the New Zealand Building Code D1/AS1: Access Routes or Australian/New Zealand Standard Off-street Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004.

Transport and Parking

Insert new Appendix 9 in Volume 3 Part 13

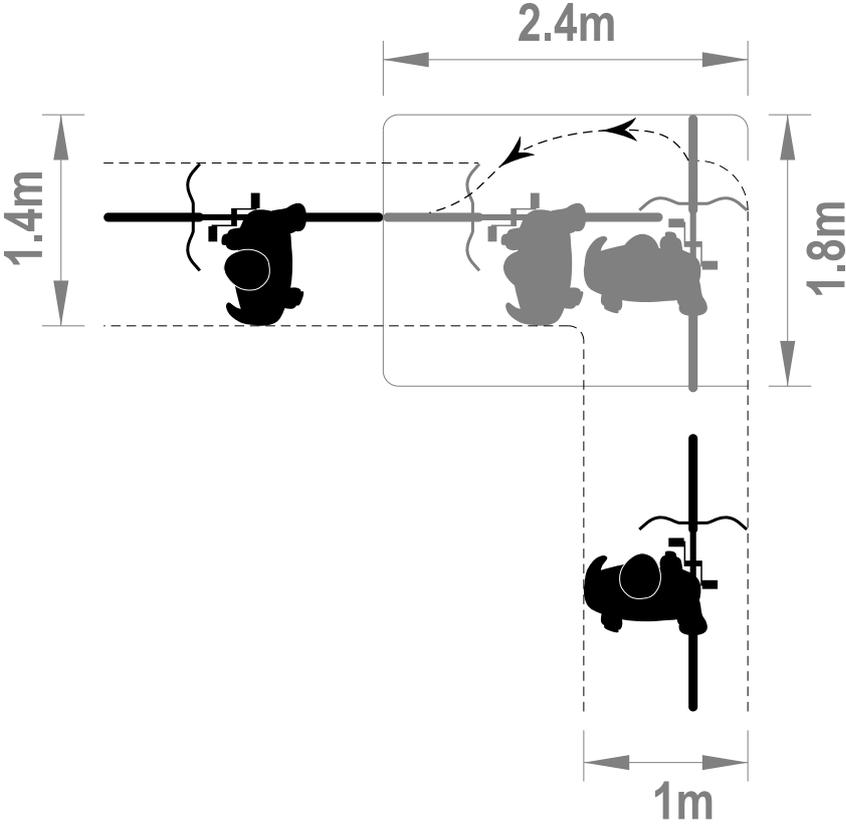
APPENDIX 9 — Cycle Parking Dimension Guidance — All Zones within the Central City

A9.1 Cyclist Standing on Left of Cycle Turning Right



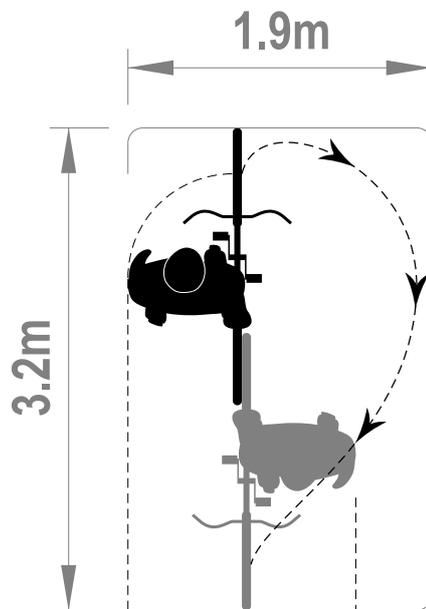
Transport and Parking

A9.2 Cyclist Standing on Left of Cycle Turning Left



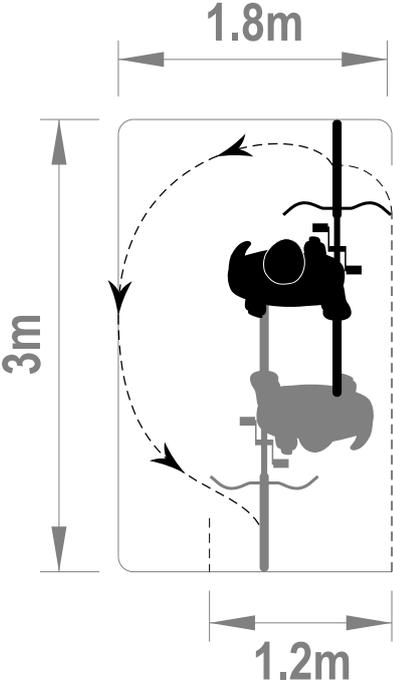
Transport and Parking

A9.3 Cyclist Standing on Left of Cycle Turning Right Through 180 Degrees



Transport and Parking

A9.4 Cyclist Standing on Left of Cycle Turning Left Through 180 Degrees



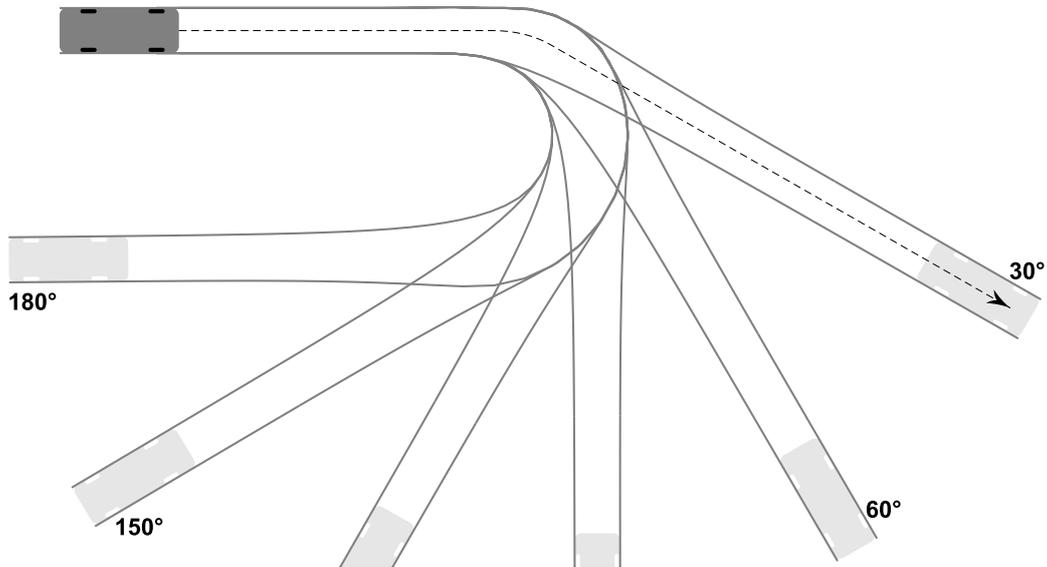
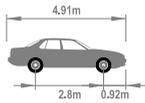
Transport and Parking

Insert New Appendix 10 in Volume 3 Part 13

APPENDIX 10 — 85 percentile design motor car manoeuvring curve — All Zones within the Central City

85 Percentile Car @ 5km

Width 1.87m
Track 1.77m
Lock to Lock Time 6m
Steering Angle 34m



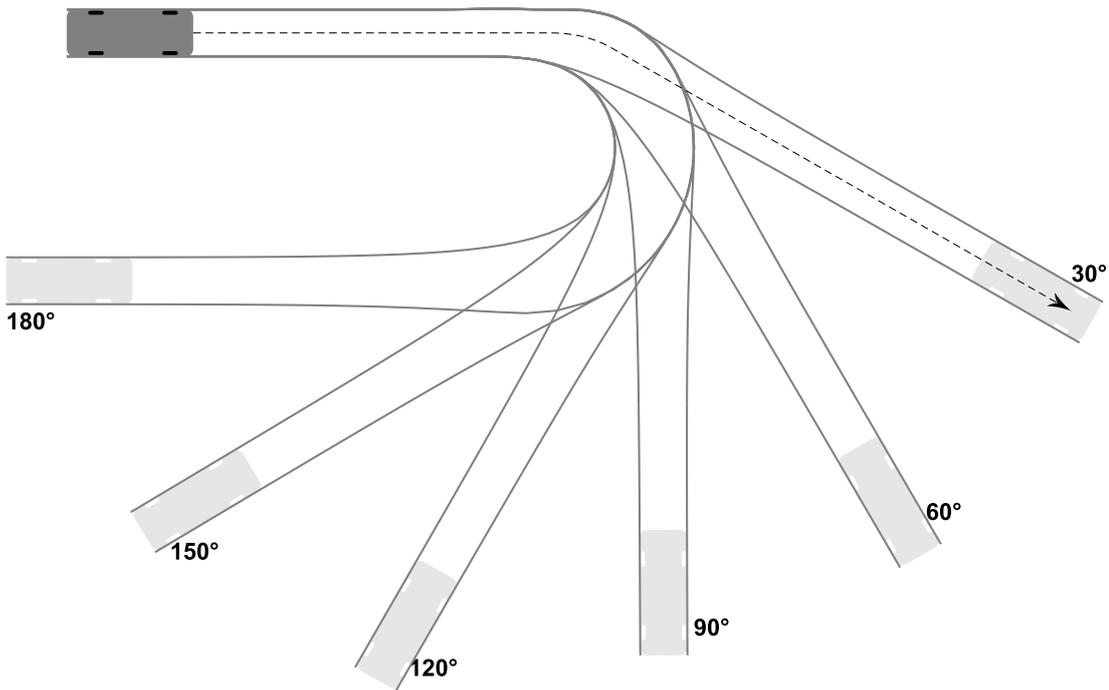
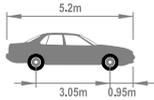
Transport and Parking

Insert new Appendix 11 in Volume 3 Part 13

APPENDIX 11 — 99 percentile design motor car manoeuvring curves — All Zones within the Central City

99 Percentile Car @ 5km

Width 1.94m
Track 1.84m
Lock to Lock Time 6m
Steering Angle 33.5m



Insert New Sentence in Volume 3 Part 14 Clause 5.2.1

(e) For sites within the Central City refer to Clause 2.4.6 for access standards.

Conservation 5 Zone

Consequential changes are required in the implementation section of some objectives. Firstly, reference will need to be made to the Conservation 5 (Papawai Ōtakaro) zone in the first bullet point under “District Plan” in the implementation section of Objectives 2.2 (Water), 2.4 (Natural Features and Habitats), and 4.1 (Form).

New bullet points will need to be added under the Implementation of Objective 12.4 (Central City Amenity) as follows.

Implementation

Objective 12.4 and associated policies will be implemented through a number of methods including the following:

District Plan

(...)

- Identification of the Conservation 5 (Papawai Ōtakaro) zone to highlight the importance of the river corridor becoming the new “riverfront” for the central city during the earthquake recovery phase and beyond.

(...)

Other methods

(...)

- Strategic purchase of additional land by Council where it adjoins the Conservation 5 (Papawai Ōtakaro) zone, has significant geotechnical constraints, and/or is considered desirable in order to further enhance the park.

Amend Volume 3 Part 5 Conservation Zones as follows:

1.0 Zone descriptions

1.1 General description and purpose

(...)

The Conservation 5 zone has been specifically created to provide for the creation of the Papawai Ōtakaro during the post-earthquake recovery phase and beyond. It covers the 900 metre long Park Terrace frontage from Harper Avenue to Armagh Street, as well as the 3200 metre length of river corridor between the Special Purpose (Hospital) zone at the southern end of Rolleston Avenue and the Fitzgerald Avenue bridge.

(...)

1.9 Conservation 5 (Papawai Ōtakaro) Zone

Zone description and purpose

Within the four avenues the Avon River/Ōtakaro corridor is to be enhanced through substantial new capital investment in amenity spaces as part of the implementation of the Recovery Plan for Central City. Furthermore, geotechnical engineering works are required to repair and remediate land adjacent to the river where the earthquakes have caused damage through lateral spread and liquefaction. Papawai Ōtakaro is to be celebrated as the largest area of greenspace between Hagley Park and Fitzgerald Avenue, serving a wide range of functions. The zone provisions enable Council to continually enhance the river corridor, while still requiring resource consent for major projects that can be assessed in terms of their effects on the environment. It should be noted that much of the zone covers legal road, and these areas of road retain their underlying legal status and hence they fall within the definition of ‘road’ in this City Plan.

Conservation 5 Zone

Environmental results anticipated:

- a. Protection of land within the zone for its landscape, ecological, botanical, cultural and heritage value to the city.
- b. Remediation of land in some parts of the zone in order to mitigate against natural hazards such as lateral spread and liquefaction. This may involve significant engineering works.
- c. Improved priority for non-motorised transport modes at all vehicle bridge crossings.
- d. Activities on the surface of waters which are of a low impact and non-motorised nature.
- e. Any new bridge crossings to be designed for exclusive use by pedestrians and cyclists rather than motor vehicles.
- f. The provision of new buildings, structures and areas of hard surfacing where these enable increased use of the river corridor for passive and active recreation, community events, temporary markets, and public art.
- g. Major earthworks along some parts of the river in order to provide more usable amenity space with predominantly soft landscaping rather than for impervious surfaces such as road carriageway and car parking.
- h. Recognition of existing and former heritage sites throughout the zone.
- i. Improvements to water quality and aquatic habitats by providing planted riparian buffers and treatment of major stormwater inputs where space allows.

2.0 Rules

(...)

2.2 Development standards

2.2.1 Street scene

Conservation 1, 1B, 2 and 4 Zones

The minimum building setback from a road boundary shall be 5 metres.

Conservation 5

There shall be no setback requirement.

2.2.2 Height of buildings

The maximum height of any building shall be:

- a. Conservation 1, 2 **and 5** Zones : 5m

(...)

2.2.4 Sunlight and outlook for neighbours

Conservation 1, 1B, 2, 4 **and 5** Zones

- a. No building shall project beyond a building envelope constructed by recession planes from points 2.3 metres above the boundary with a living zone as shown in Part 2, Appendix 1.

Note: There is no recession plane requirement for sites located in the Conservation zones that adjoin only sites that are not zoned Living.

(...)

Conservation 5 Zone

2.3 Community standards

2.3.1 Site coverage

(...)

f. Conservation 5 Zone

The erection of any building shall be a discretionary activity except for boardwalks, bus shelters and light poles where they are part of the implementation of the Papawai Ōtakaro project in the Central City Recovery Plan.

Refer also to Development Standard 5.2.4 in Part 9 General City Rules for restrictions on work within 30m of the bank of the Avon River/Ōtakaro.

(...)

2.3.3 Activities on the surface of waters

- a. Conservation 3 Zone - Styx River (between Kainga and Marshland Roads):
Motorised craft shall only use the surface of the Styx River at speeds not exceeding 5 knots.
- b. **Conservation 5 zone**, Conservation 3 Zone - Styx River (above Marshland Road), and other rivers. Motorised craft using the surface of any river in the above zones, shall only be for emergency, safety or maintenance purposes, or in association with rowing events at Kerrs Reach (Avon River).

(...)

3.0 Assessment matters for resource consents

(...)

3.2.3 Site coverage

- a. The amount of land required to be taken for the construction or maintenance of the building and its surrounds, and any relevant impacts on natural or heritage values or the degree to which the land is able to be enjoyed by the general public.
- b. Disturbance caused to vegetation or features on the site associated with construction of the building or access to it.
- c. The visual impacts of the building in terms of its height and scale, and any consequent impacts on the natural values or heritage values of the area concerned.
- d. Any necessary functional relationship between the building and its intended use, with regard to the purposes and outcomes expected for the zone concerned.
- e. The proposed use of the building, the numbers of people or vehicles that may be generated, and the suitability of the building for the site.
- f. The colour, style and materials proposed in the design of the building.
- g. The quality, type and effectiveness of any landscaping proposed for screening purposes.
- h. Where relevant, the extent to which the proposed building adds to the number and coverage of buildings already on site.
- i. Any effects on public access to or through the area, and appreciation of its values, particularly in the **Conservation 3 and 5 Zones**.
- j. With respect to the Conservation 1 and 1A Zones and ecological heritage sites 15.21 and 5.01, the assessment matters under Part 4, 4.2.7 (a) and (d).
- k. Any adverse effects the buildings may cause on waterway and floodplain management and functions including erosion.

Conservation 5 Zone

- I. In the Conservation 5 Zone, whether the proposed building or structure forms an integral part of the new Papawai Ōtakaro being created as part of the implementation of the Central City Recovery Plan, in which case any approved park master plan will be taken account of.**

m. The assessment matters under 3.2.1 and 3.2.2.

(...)

4.0 Reasons for rules

(...)

4.4 Site coverage

(...)

In the Conservation 1A, 3, 3W **and 5** Zones, which apply to the coastline, waterways, and their margins, there is no provision for buildings as of right because of their potential to obstruct public access or affect the natural values of waterways. Buildings may be appropriate, but will be subject to a resource consent procedure, to ensure their location, scale and suitability can be assessed according to local circumstances. Building activity on river margins in parts of these zones is also inappropriate because of flooding or erosion hazards, particularly in the Conservation 3W Zone adjacent to the Waimakariri River. In the Conservation 1A Zone, at South Brighton, south of Tern Street, an exception has been made to allow for the reconstruction or replacement of an existing residential unit where it is destroyed or damaged by the sea or otherwise, provided that enough of the site (at least 450m²) remains available for building. This exception is in addition to any rights that may be conferred under Section 10 of the Resource Management Act and provides for a situation where the building is not able to be located on the same footprint on which it originally stood prior to being destroyed by the sea due to erosion.

Buildings are allowed up to 200m² in the Conservation 4 Zone, in view of the specialised function of cemeteries.

4.5 Vegetation removal

This provision applies to all conservation zones except the Conservation 3W, 4 **and 5** Zones. This particular control is important in terms of the management of natural areas and heritage parks, because any significant removal of native vegetation indigenous to the site could have major visual and ecological impacts on these areas. Control over the area of vegetation removal (with a resource consent) is appropriate given the fragile nature of these environments. A further reason is the very limited extent of such remaining areas, especially close to a large city, particularly where any removal of native vegetation could be detrimental to the long-term viability of any of these sites.

(...)

The Conservation 5 zone is not subject to this rule because of the additional regulation it would impose over the extensive works required within the zone during the implementation of the Central City Recovery Plan.

(...)

Amend the Special Purpose (Road) zone rules in Part 8 to include reference to the Conservation 5 Zone as follows:

1.4 Special Purpose (Road) Zone

Zone description and purpose

The Special Purpose (Road) Zone covers all land in the city which is legal road, within the meaning contained in the Local Government Act 1974, except those parts of roads identified as pedestrian precincts (refer Part 8, Clause 5), **the Conservation 5 zone** and land comprising the parking area for the Bishopdale Shopping Centre. All existing roads are shown on the planning maps, but other areas of road will come within the Road Zone during the life of this Plan by being vested in the Council as road on subdivision, or being acquired by the Council and being vested as road. For practical reasons, roads are not shown as zoned on the planning maps.

(...)

Conservation 5 Zone

4.3 Extent of the zone

- a. The Special Purpose (Road) Zone shall be deemed to apply to all land that is legal road, within the meaning of the Local Government Act 1974, excluding that land shown on the planning maps as Special Purpose (Pedestrian Precincts) Zone, **Conservation 5 Zone**, and land comprising the carparking associated with the Bishopdale Shopping Centre. **With regard to the Conservation 5 zone, the large areas of legal road within this zone retain their status as legal road.**

(...)

Amend the Utilities rules in Part 9 to include reference to Conservation 5 Zone as follows:

4.4.4 Other utility structures

Any utility structure (other than those subject to clauses 4.4.1, 4.4.2 and 4.4.3 above) except for an underground facility shall be a discretionary activity in the following cases:

- a. Where it is located in the Conservation 1, 1B, 2, 3 **or 5** Zones and exceeds a gross floor area of 5m² , or a height of 3 metres;

(...)

Cultural 3 Zone

Amend Part 7 Cultural Zones 1.2 Zone description and purpose

1.2 Cultural 1 (Central city heritage precincts) Zone

Zone description and purpose

This zone comprises areas outside the Central City Zone containing significant heritage buildings and their surrounds, containing a range of associated and compatible activities.

The zone includes:

- (a) The Arts Centre on Worcester Boulevard, Montreal/Hereford Streets and Rolleston Avenue;
- (b) The Canterbury Museum, and Robert McDougall Art Gallery, Rolleston Avenue;
- ~~(c) The Granmer Centre on Montreal and Armagh Streets;~~
- ~~(d) The Peterborough Centre on Peterborough and Montreal Streets;~~
- (e)(c)** The Roman Catholic Cathedral, Cathedral House, and the Music Centre of Christchurch on Barbadoes Street (excluding Cathedral College).

Add new school site to Part 7 clause 3.6.1 List of schools

3.6.1 Secondary or composite

Column A	Location	Map	Column B
(...)			
<u>Former Christchurch Girls' High School (also known as the Cranmer Centre</u>	<u>Montreal Street, City</u>	<u>Map 1</u>	<u>Living 4C</u>

Heritage Provisions

Changes to Volume 2

Volume 2: Section 4 City Identity

4.3 Objective : Heritage protection

Insert new policies as follows:

4.3.2 Policy: Earthquake Recovery — Central City heritage items

To recognise and provide for the retention, repair, maintenance, and reconstruction of heritage items in the Central City following the Canterbury earthquakes of 2010 and 2011.

Explanation and reasons

There are many listed heritage items located within the Central City. These items make a strong positive contribution to the character and sense of identity of the City. The Canterbury earthquakes have resulted in the loss of, or damage to, a significant number of these listed heritage items. There is therefore a need to facilitate the repair and reconstruction, as well as ongoing maintenance, of those remaining items that are able to be economically restored, to ensure that they can continue to make an important contribution to the recovery of the Central City.

The protection of historic heritage from inappropriate subdivision, use, and development is identified in Section 6(f) of the Resource Management Act as a matter of national importance. The loss of a large number of heritage items makes the retention of those surviving all the more important to ensure the heritage values of the Central City are maintained to the extent that is reasonably possible. The demolition of relatively undamaged items is not therefore anticipated. Relocation of relatively undamaged items can also result in a significant loss of heritage values through separating items from their historical context. However, the relocation of some items to alternative sites within the Central City may be appropriate where it would enhance the retention of heritage items and where the new site provides a suitable setting and context for the item.

Policy 4.3.3: Seismic and Building Code upgrades — Central City heritage items

To recognise the importance of seismic and building code upgrades and to encourage and facilitate seismic and building alterations to heritage items in the Central City to enable them to be brought up to meet Building Code standards. Such upgrades are necessary to heritage items to enable them to:

- be safely and economically used;
- increase their ability to withstand future earthquakes; and
- balance the economic costs of such upgrade works, with the need to retain heritage values and to minimise the loss of heritage fabric.

Explanation and reasons

For heritage buildings to provide an ongoing safe, functional and economic use it is necessary for them to be upgraded and for additional new works to meet relevant code standards, including seismic strengthening, building code access and fire safety standards. Major seismic strengthening works are likely to be required to meet relevant code standards. This, in particular can necessitate significant alterations to building fabric and the introduction of new materials. The design of such works needs to be carefully undertaken to, as much as is economically possible, retain existing heritage fabric and minimise the loss of heritage values whilst meeting, and where possible, exceeding relevant code requirements.

The policy recognises that in addition to enhancing the ability for buildings to be safely used and to generate economic activity, building code upgrades also improve the ability of the building and associated heritage values to survive future earthquakes. The installation of such works, therefore, can result in a trade off between the loss of some heritage fabric and values with a significant improvement in the ability of heritage buildings to survive into the future.

Heritage Provisions

It is recognised that there are other regulatory controls, policy and guidance which control matters relating strictly to the safety and structural integrity of heritage buildings. Compliance with relevant standards is to be achieved when carrying out repairs, reconstruction and new building works to heritage items, including alterations and additions. This policy, whilst recognising that there are other controls around such works, seeks to highlight the importance of seismic strengthening in particular for safety and ongoing economic use. In addition, it seeks to emphasise that where such works do occur that they should be carefully designed and carried out so that they minimise the impact on heritage fabric and heritage values, thereby ensuring the ongoing protection of the heritage item.

Policy 4.3.4 Adaptive and ongoing use of heritage buildings — Central City heritage items

To encourage the ongoing use and economic viability of listed heritage buildings within the Central City by enabling alterations where such works do not result in significant adverse effects on the heritage values of the buildings and their settings.

Explanation and reasons

This policy recognises the importance of protecting heritage items from inappropriate development, and moreover, that there are often constraints facing owners of heritage items to enable them to be economically used. Enabling the ongoing economic viability and use of listed heritage items is important if they are to be retained and maintained over time. This can be encouraged through enabling heritage buildings to be altered and adapted so that they can continue to be used and to better meet the needs of owners and occupants.

Changes in the use and ownership of buildings will often necessitate some alterations to buildings and the sites in which they are contained. Internal and external alterations, and new buildings on the site of heritage items need to be considered on their merits on the extent to which they provide for the protection of historic heritage from inappropriate development. However, such works should also be considered in the wider context of the benefits that they could provide in enabling buildings to be brought back into continued use as well as the wider social, cultural, economic and environmental benefits of the retention of heritage items.

Policy 4.3.5: Alterations, additions, reconstruction and new buildings — Central City heritage items

- a. To enable the ongoing use of heritage items in the Central City through alterations and additions where such works do not have a significant adverse effect on that item's heritage fabric and heritage values. These values are most likely to be maintained when alterations and additions are subordinate to and compatible with the heritage item, whilst also being identifiable as new work.
- b. Reconstruction may be appropriate where it maintains heritage values, is based on historical evidence, and where remaining heritage values are protected. Reconstruction is more likely to be appropriate where it restores part of a damaged building or complex, rather than simply replicating a heritage item that has been completely demolished. Reconstruction should where possible seek to maximise the reuse of retrieved heritage fabric.
- c. The retention of heritage facades with the erection of new buildings behind is not generally accepted as an appropriate heritage outcome. Following the Canterbury earthquakes, this may however be an acceptable approach where:
 - i. the balance of the building needs to be demolished as a result of earthquake damage; and
 - ii. the integrity of the original facade is maintained, including existing architectural elements are retained or reinstated, and repairs are carried out in appropriate materials; and
 - iii. the new building work does not project significantly above the height of the retained façade, or if it does that the higher element is set well back from the facade; and
 - iv. the size and design of new sections is informed by what remains of the retained facade but appears distinct or separate to it; and
 - v. the internal floor plates align with window openings in the retained façade; and
 - vi. materials in the new sections do not dominate or detract from the retained facade; and
 - vii. the retained façade elevation is the predominant elevation that is readily visible from the public realm.

Heritage Provisions

- d. The removal of later intrusive alterations and additions that negatively impact upon heritage values may be appropriate.
- e. To ensure that the design, scale, and form of new buildings on the same or adjacent site to a heritage item, are compatible with that item and do not detract from the item's heritage values.

Explanation and reasons

The ongoing economic use of heritage items is important if these items are to be retained in the long term, and not decline through lack of maintenance or be placed under pressure for partial or full demolition due to redevelopment plans for sites. To help ensure such economic use, there may be a need to adapt or alter heritage items. Alterations and additions that do not have a significant adverse effect on the heritage fabric or heritage values of that item are therefore anticipated by the Plan.

The heritage values of a heritage item are generally best able to be maintained if additions and alterations are identifiable as new work rather than replication, provided that such new work is informed by and in keeping with the heritage item.

Replica buildings or copies can detract from heritage values by disguising what is a genuine heritage item or part of a heritage item. Reconstruction of fabric that once existed is most likely to be appropriate where the additions or alterations are based on a high level of historical evidence, and where the reuse of retrieved heritage fabric is able to be maximised.

The retention of facades has not generally been encouraged as a good heritage outcome relative to the retention of the building as a whole. Following the Canterbury earthquakes, in circumstances where the balance of a building needs to be demolished but the façade is able to be repaired, the retention of the façade may be appropriate. The retention is likely to be more appropriate where the new building behind the facade is of a similar height and form as the façade, so that a discordant contrast between old and new fabric and form is avoided. The replacement building visible together with the retained facade should respect and appear sympathetic to the retained facade. Replication of the design, materials and proportions of the retained facade is unlikely to be appropriate.

For heritage buildings to provide an ongoing safe, functional and economic use, it is necessary for new building and works relating to their retention, including facade retention, and general repair and reconstruction to meet relevant building code standards, including seismic strengthening. Seismic strengthening works in particular can necessitate significant alterations to building fabric and the introduction of new materials. The design of such works for alterations, additions and reconstruction and retention work relative to the retention of facades needs to be carefully undertaken to, as much as is economically possible, retain existing heritage fabric and minimise the loss of heritage values.

Heritage places often evolve over time, with different stages of building being in evidence. Additions or alterations can make a valuable contribution to the heritage values of the item, however, where such works are out of keeping with, and detract from, the heritage values of the item, then their removal may have a positive effect on heritage values.

New buildings on the same site or an adjacent site to a heritage item can have a detrimental effect on that item's heritage values if their design, siting, form, or proportions are incompatible with the item or obscure key views of the item from a public space. The erection of such buildings is therefore controlled to ensure that they do not detract from the heritage values of items and their settings.

Any consequential numbering changes to the next remaining policies.

Insert the following to the policy as follows:

4.3.59 Policy: Assistance — Outside of the Central City

To provide assistance to owners of heritage items.

(...)

Heritage Provisions

Insert a new policy as follows:

4.3.10 Policy: Incentives and assistance — Central City heritage items

To provide a range of non-regulatory incentives, advice, and support to heritage building owners to assist with the protection and enhancement of heritage items in recognition of the public benefit that such items provide to the City's cultural heritage and identity.

Explanation and reasons

The Council has acknowledged that the ongoing economic viability and use of heritage items is important if they are to be retained and maintained over time. The Council therefore provides some assistance to owners of heritage items listed in the Plan to support their conservation and enhancement. This assistance can take the form of grants, the offering of services or advice, the remission or waiving of resource and building consent fees, the remission of Development Contributions, or in exceptional circumstances the possible acquisition of property or buildings.

The Council acknowledges that the ownership of heritage items incurs both costs and benefits for owners. Their retention nonetheless contributes to city character and identity. The Council therefore intends to play an active role in balancing the costs to property owners, with the public expectation of protection of heritage items as a method for fulfilling its responsibility to recognise and provide for the protection of historic heritage as a matter of national importance.

Insert new wording under District Plan and Other Methods as follows:

Implementation

Objective 4.3 and associated policies will be implemented through a number of methods including the following:

District Plan

- City rules for Heritage and Amenities, e.g. for protected historic buildings, places and objects, and protected trees.
(...)
- Financial contribution rules for heritage conservation contributions outside of the Central City.

Other methods

- (...)
- Within the Central City, provision of funds for grants and the provision of advice to assist in the repair, reconstruction and alteration of heritage buildings (including for seismic strengthening) particularly as a result of the Canterbury earthquakes, to be carried out to meet, and where possible exceed building code and seismic standards.
- Within the Central City, in the case of partial demolition or full demolition, discussions with owners to enable the retrieval of valued fabric and elements of heritage items.

Volume 2: Section 12 Business

Amend policy as follows:

12.4.10 Policy: Heritage items in the Central City

To encourage the protection, retention, repair and ongoing adaptive re-use of heritage items within the Central City, whilst also ensuring the protection of heritage fabric and heritage values.

Heritage Provisions

Explanation and reasons

The ~~e~~Central ~~e~~City of Christchurch contains many of the City's identified heritage buildings and structures. These buildings make a strong positive contribution to the character and identity of the Central City. The repair, retention and ongoing use of remaining heritage buildings, where possible, is important especially in the context of the Canterbury earthquakes that have resulted in widespread damage and loss of heritage fabric and values. This is also an area of considerable redevelopment potential where a wide range of activities are encouraged to locate. This policy therefore, seeks to support policies elsewhere in the ~~p~~Plan regarding the protection of heritage items, by encouraging the retention of these items and their ongoing economic use and Building Code upgrades the features as redevelopment occurs throughout the Central City.

~~This will be achieved through the mechanism of plot ratio bonuses, and in addition the requirement of a financial contribution associated with new building development in parts of the central city for the purposes of purchasing, compensating or restoring historic buildings, or developing public spaces within the central city itself. The Council is also committed to providing a range of incentives and assistance to help facilitate the~~ These mechanisms are in support of others in the plan regarding the protection and restoration of listed heritage items in the Central City.

Changes to Volume 3

Volume 3, Part 1 Definitions

Insert new text and definitions as follows:

Demolition

In relation to a protected building, place or object, means its destruction in whole but not in part, where that item is located outside of the Central City. For heritage items located within the Central City it means the destruction in whole or of a large part of a listed heritage item which results in the complete or significant loss of the heritage form, fabric and heritage values of the item.

Repairs

In relation to a protected building, place, or object located within the Central City, means making good any decayed or damaged fabric to a documented earlier form and design. It can include the use of retrieved heritage fabric, original materials and/or new materials. It may also include building code upgrades which are likely to be needed to meet relevant standards, as part of the repaired area.

The use of different materials is appropriate where the new material is able to provide significantly better performance and where it will retain heritage values. Repairs also include general maintenance and regular protective care such as cleaning or preparing and repainting already painted surfaces.

Where the listed item is a park, garden, or setting, repair and maintenance includes general grounds maintenance and pruning. For the avoidance of doubt it does not include the establishment of new paths, driveways, fencing or garden structures or the removal of mature specimen trees that are in a healthy condition.

Reconstruction

In relation to a protected building, place, or object located within the Central City, means to rebuild a portion of a damaged heritage item to a documented earlier form, scale and design. Reconstruction can include the use of both retrieved heritage fabric, original materials and/or new materials. It may also include building code upgrades which are likely to be needed to meet relevant standards, as part of the reconstructed area. Minor changes to the scale, form, design and footprint of the original building can be included as a component of reconstruction.

Heritage Provisions

Volume 3, Part 9 General City Rules

7.0 Financial Contributions

Insert new text as follows:

7.1 Statement

The Local Government Act enables Councils to require development contributions (cash and/or land) to be paid for reserves (for open space and recreation), network infrastructure and community infrastructure, at the time of a resource consent (land use or subdivision), a building consent or a service connection. The Council has decided to require these contributions under the Local Government Act, rather than under the financial contribution provisions of the Resource Management Act.

(...)

Where resource consent has been granted for demolition or alteration, of a protected heritage item under Part 10, Appendix 1, involving the erection of a new building and/or additional floorspace being added to an existing building(s), a heritage conservation contribution may be appropriate for heritage items dependent upon the value of the development (where the building consent value exceeds \$200,000.00). **This provision shall only apply to listed heritage items outside of the Central City.**

(...)

Insert new text as follows:

7.3 Development standards: 7.3.3 Heritage conservation contributions

Where any land use activity is proposed on a site **outside of the Central City** where a resource consent has been granted for the demolition or alteration of a protected building, place or object listed in Part 10, Appendix 1 and involves:

- (a) the erection of a new building; and/or
 - (b) additional floorspace being added to an existing building(s);
- and

the building consent value exceeds \$200,000, a cash contribution shall be made to the Council towards purchasing, compensating owners or restoring heritage items listed in Part 10, Appendix 1. This cash contribution shall be assessed at 0.5% of the building consent value.

Insert new text as follows:

7.5 Reasons for rules

(...)

In addition, these rules contain a rule relating to cash contributions towards purchasing, compensating or restoring listed heritage items. This rule recognises the importance of these features to the heritage of the city and impacts on the cultural wellbeing and amenity values of the city which would result from their loss. Although there are rules in Part 10 of the Plan which aim to protect listed heritage items, it is recognised that their protection can restrict the ability of the owner to realise what would otherwise be the full potential of their land and buildings. Accordingly, it may not always be possible to protect an item and have it remain in private ownership without compensating the owner. The reason for this rule is to provide a source of funds from which the Council, if necessary, may provide compensation to owners, purchase the item, or contribute towards restoration. **This provision does not apply to sites located within the Central City, in the interest of promoting the recovery of the Central City and the facilitation of new building development that is replacing or adding floorspace to heritage items that have been destroyed in the Canterbury earthquakes.**

Heritage Provisions

Volume 3, Part 10 Heritage and Amenities

1.0 Protected buildings, places and objects

Insert text as follows:

1. Protected buildings, places and objects

Guide to using these rules — heritage items outside of the Central City

Step 1 Establish whether the site is shown on the planning maps as containing a listed historic building, place or object.

Step 2 Check the lists in Appendix 1 to determine what Group the building, place or object is listed under (i.e. Group 1, 2, 3 or 4).

Step 3 If a listed building, place or object is located on the site, and demolition, alteration or removal is proposed, and/or the erection of any additional building(s) is proposed on a site containing a listed building, place or object, application will need to be made for resource consents as follows :

	Demolition	Alteration or removal	Additional buildings
Group 1	Non-complying	Discretionary	Discretionary
Group 2	Non-complying	Discretionary	Discretionary
Group 3	Discretionary	Discretionary	Controlled
Group 4	Discretionary	Controlled - alteration Discretionary - removal	Controlled

Guide to using these rules - heritage items within the Central City.

Step 1 Establish whether the site is shown on the planning maps and/or listed in Appendix 1 as containing a listed historic building, place or object.

Step 2 Check the lists in Appendix 1 to determine what Group the building, place or object is listed under (i.e. Group 1, 2, 3 or 4).

Step 3 If a listed building, place or object is located on the site, and demolition, alteration or removal is proposed, and/or the erection of any building(s) is proposed on a site containing or adjacent to a listed building place or object, application will need to be made for resource consents as follows:

Heritage Provisions

	<u>Group 1</u>	<u>Group 2</u>	<u>Group 3</u>	<u>Group 4</u>
<u>Repairs</u>	<u>Permitted</u>	<u>Permitted</u>	<u>Permitted</u>	<u>Permitted</u>
<u>Reconstruction resulting from the Canterbury earthquakes.</u>	<u>Permitted</u>	<u>Permitted</u>	<u>Permitted</u>	<u>Permitted</u>
<u>Alterations necessary for the primary purpose of implementing seismic, fire, or access Building Code upgrades.</u>	<u>Controlled</u>	<u>Controlled</u>	<u>Permitted</u>	<u>Permitted</u>
<u>Alterations</u> <u>Includes all other alterations not covered by repairs, reconstruction or alterations (as set out above).</u>	<u>Restricted Discretionary</u>	<u>Restricted Discretionary</u>	<u>Restricted Discretionary – external alterations</u> <u>Controlled - internal alterations</u>	<u>Controlled</u>
<u>New buildings on the site of a listed heritage item.</u>	<u>Restricted Discretionary</u>	<u>Restricted Discretionary</u>	<u>Controlled</u>	<u>Controlled</u>
<u>Removal / Relocation</u>	<u>Restricted Discretionary</u>	<u>Restricted Discretionary</u>	<u>Restricted Discretionary</u>	<u>Restricted Discretionary</u>
<u>Demolition</u>	<u>Non-complying</u>	<u>Non-complying</u>	<u>Discretionary</u>	<u>Discretionary</u>

Note : Refer also to Volume 3, Part 9, General City Rules : 9.0 Canterbury Earthquake Recovery for works exempted from the usual requirements to obtain resource consent.

Note : The above table is for purposes of information only. Refer to applicable rules.

1.1 Statement

Insert text as follows:

Environmental results anticipated

(...)

- (k) The avoidance of incompatible new buildings on sites **(and for the Central City on sites and adjacent to sites)** containing listed heritage items, where such buildings may detract from the setting, quality or visibility of the listed items.

Heritage Provisions

1.2.3 Clarification of terms in these rules

For the purposes of these rules (including assessment matters) refer to Part One (Definitions) for the definition of the terms "additional buildings", "alterations", "demolition", "heritage fabric", "heritage values" "removal" **and, "repairs", "reconstruction" and "setting"**.

1.2.5 Deletion of listed items

Amend and insert text as follows:

Where a listed building, place or object has been fully demolished **or fully deconstructed in its entirety and no part of the item remains** (with approval of the Council, **the National Controller or the Canterbury Earthquake Recovery Authority**) or completely lost through an event such as fire, it shall be **deemed to have been** deleted from the list, **associated Planning Maps, and associated points of reference elsewhere in the Plan** without further formality.

The construction of a new building (or replica) on the site of a completely demolished or deconstructed heritage item is not, therefore, subject to the heritage provisions of the City Plan, where the listing has been removed, provided the site does not contain any other listed heritage items or listed gardens or settings.

Where a listed building or object has been **removed relocated** to another site within the City (with approval of the Council, **National Controller or the Canterbury Earthquake Recovery Authority**) the list shall be amended to show the new site, without further formality.

1.2.7 Buildings in special amenity areas and in the Cultural 1 Zone

Special amenity areas are identified on the planning maps, as are buildings adjoining important public open spaces. The assessment matters applicable to considering the external appearance of new buildings, or exterior alterations to existing buildings, are set out in the relevant parts of the living zone, Cultural 1 Zone and Central City **Business** Zone rules. It should be noted that any alterations to listed heritage items in these areas are only subject to the separate rules contained in this section of the Plan, rather than the external appearance of building rules elsewhere in the Plan, **where these items are located outside of the Central City.**

1.2.11 Non-notification

Insert new text as follows:

An application for:

(...)

(b) any internal alterations to a Group 1 or 2 building, place or object; **or**

(c) Within the Central City, alterations for the primary purpose of implementing seismic, fire, or access Building Code upgrades to Group 1 and 2 items.

will not require the written consent of other persons for notification, and shall be non-notified. However, the Council shall consult with the NZ Historic Places Trust in respect to any consent required under these clauses.

Note: within the Central City, a broad spectrum of earthquake-related repairs and rebuilding, and seismic, fire or access Building Code upgrades are permitted under rule 1.3.3 and therefore no resource consent (or associated notification or consultation) is required.

Heritage Provisions

1.3 Specific Rules

Insert text as follows:

Note: Refer also to Volume 3, Part 9, General City Rules: 9.0 Canterbury Earthquake Recovery for works exempted from the usual requirements to obtain resource consent.

(a) Development standard

1.3.1 Group 1 and Group 2 Buildings, places and objects (Listed in Appendix 1) outside of the Central City

Any alteration or removal of a Group 1 or Group 2 building, place or object, or the erection of any additional building(s) on a site containing a Group 1 or Group 2 building, place or object, shall be a discretionary activity, with the exercise of the Council's discretion limited to matters concerning the heritage values of the protected building, place or object.

(b) Critical standard

Any demolition of a Group 1 or Group 2 building, place or object shall be a non complying activity.

1.3.2 Group 3 and Group 4 Buildings, places and objects (Listed in Appendix 1) outside of the Central City

(a) Community standard

Any demolition of a Group 3 or Group 4 building, place or object shall be a discretionary activity.

(b) Development standard

Any alteration or removal of a Group 3 building, place or object, or any removal of a Group 4 building, place or object shall be a discretionary activity, with the exercise of the Council's discretion limited to matters concerning the heritage values of a protected building, place or object.

(c) Development standard

Any alteration of a Group 4 building, place or object, or the erection of any additional building(s) on a site containing a Group 3 or Group 4 building, place or object shall be a controlled activity, with the exercise of the Council's discretion limited to matters concerning the heritage values of a protected building, place or object.

Insert new text as follows and any consequential cross referencing changes:

1.3.3 All buildings, places and objects (Listed in Appendix 1 and/or shown on the planning maps) located within the Central City

(a) Development standard

(i) Any repairs or maintenance shall be permitted.

(ii) Reconstruction resulting from the Canterbury earthquakes shall be permitted.

(iii) Alterations, other than work carried out as repairs or reconstruction, necessary for the primary purpose of implementing seismic, fire, or access Building Code upgrades to Group 1 and 2 items shall be a controlled activity, with Council's discretion limited to consideration of potential effects on heritage values, and to Group 3 and 4 items shall be permitted.

(iv) Any alterations that are not subject to (i), (ii), or (iii) above are a discretionary activity for Group 1 and 2 items, a discretionary activity for external alterations to Group 3 items, a controlled activity for internal alterations to Group 3 items, and a controlled activity for Group 4 items, with Council's discretion limited to consideration of potential effects on heritage values.

(v) The erection of a new building on the site of a listed heritage item is a discretionary activity for Group 1 and 2 items and a controlled activity for Group 3 and 4 items, with Council's discretion limited to consideration of potential effects on heritage values.

Note: Clause 1.2.5 above regarding rebuilding on sites that once contained listed heritage items.

Heritage Provisions

- (vi) The removal (relocation) of any heritage item is a discretionary activity, with Council's discretion limited to consideration of potential effects on heritage values.

(b) Community standard

The demolition of any Group 3 or 4 heritage item is a discretionary activity.

(c) Critical standard

The demolition of any Group 1 or 2 item is a non-complying activity.

Insert new text and delete text as follows:

1.3.3(4) Exemptions from other standards

Sites outside of the Central City: That in respect of any activity on any site involving any heritage building, place or object, any activity in or upon the same site shall not be required to comply with any of the relevant standards specified below:

- (a) Scale of activities (Living Zones)
- (b) Retailing (Living Zones)
- (c) All development standards in Vol 3, Part 13 (Parking and Loading) as applicable to Business Zones, ~~including the Central City Zone and Central City Edge Zone.~~

This rule shall only apply as long as the protected building, place or object is retained on the site.

Sites within the Central City: That in respect of any activity on any site involving any heritage building, place or object, any activity in or upon the same site shall not be required to comply with any of the relevant standards specified below:

- (a) Scale of activities and residential coherence (Living Zones)
- (b) Retailing (Living Zones)
- (c) The following car parking and cycle parking standards in Vol 3, Part 13 Central City Zones:
 - 2.4.1 (a)
 - 2.4.1 (c)
 - 2.6.1
- (d) The following standards in Vol 3, Part 3:
 - Building Setbacks, Continuity of Frontage, (Central City Core and Central City Fringe Zones)
 - Street Scene (Central City Business 1 Zones)
- (e) The following standards in Vol.3, Part 3, Part 15 and Part 16 for alterations to heritage buildings only:
 - Verandas, Minimum Unit Size, Outdoor Living and Service spaces (Central City Core and Central City Fringe Zones, and Central City Business 1 Zones)
 - Sustainable Buildings (Central City Core , Central City Fringe, Central City Business 1, and Living Zones)
 - Acoustic insulation (Central City Core and Central City Fringe Zones, and Central City Business 1 Zones)
 - Gross Leasable Floor Area (Central City Business 1 Zones)
- (f) The following standards in Vol 3, Part 16 for reconstruction and alterations necessary for the primary purpose of implementing seismic, fire or access Building Code upgrades:
 - Urban Design and Amenity (Central City Core, Central City Fringe, and Central City Mixed Use Zones and Central City Business 1 Zones).

The above exemptions shall only apply as long as the protected building, place or object is retained on the site. Where a large part of the protected building, place or object has been demolished (with the exception of retained facades of heritage buildings) or where the protected building, place or object has been demolished in full, then this rule shall not apply.

Heritage Provisions

And any consequential numbering changes to the next remaining clauses and any consequential cross referencing changes.

1.4 Assessment Matters for resource consents

Insert new text and renumber existing clauses as follows:

1.4.1 Assessment matters — Demolition, removal or alteration of any protected buildings, places or objects

(m) Within the Central City, the extent to which the protected building, place or object and its associated land has been damaged as a result of the Canterbury earthquakes of 2010 and 2011 and the associated impact on the heritage fabric and heritage values of the protected building, place or object.

(m)(n) The importance of, and the cost of, upgrading the building to current seismic standards and for adequate fire protection where this is required; and the effect of such work on the heritage fabric of the building.

(n)(o) In respect of maintenance, whether:

(...)

(o)(p) In the case of any additional buildings, whether these would detract from the setting or quality of the listed item, or reduce visibility of that item from any road or public place. **Furthermore, for sites within the Central City, whether the proposed building's siting, design, scale, proportions, and form is compatible with and complements the heritage values of the listed item.**

(q) Within the Central City, the extent to which any alteration or addition enables the repair, reconstruction, seismic strengthening, conservation or maintenance of any heritage building, place, or object.

(p)(r) Outside of the Central City ~~T~~the likelihood that any heritage conservation contribution, which could be used for purchasing or compensating owners or restoring heritage items, will be paid as a result of the erection of a new building or additional floor space on the site.

1.5 Reasons for Rules

Insert new text as follows:

1.5 Reasons for Rules

(...)

In accordance with the weighting given to particular items, and their related group category, the strength of rules in the city plan has been devised on the following basis, **for heritage items outside of the Central City. It is noted that for items within the Central City there is a different set of provisions that seek to recognise and provide for the retention, repair, and reconstruction of a large number of heritage items in the Central City following the Canterbury earthquakes.**

(...)

Within the Central City, there has been considerable loss and damage to heritage items resulting from the Canterbury earthquakes. The rules therefore seek to facilitate the ongoing maintenance, repair and reconstruction of remaining items that have suffered damage, and the upgrading of existing items to better meet current Building Code requirements. Reconstruction of a portion of an item that has been demolished or deconstructed is to be of the same general scale and form, and design as the original building (however it does not have to cover the exact footprint of the original item). Reconstruction of badly damaged sections of buildings also anticipates design changes necessary for improving seismic performance and consistency with current Building Code standards for the area being reconstructed. Reconstruction that is not of the same general scale, form, design, and footprint as the original item is to be assessed as an 'alteration' rather than 'reconstruction' so that the effects of that alteration on heritage values are able to be fully considered.

Seismic and Building Code upgrades that are not part of 'reconstruction' are permitted for Group 3 and 4 items and controlled for Group 1 and 2 items. This is to facilitate such upgrades, and acknowledges that there is often a trade off between retaining original heritage fabric and associated values which can be lost or damaged through

Heritage Provisions

works necessary to achieve improved Building Code performance, and the long-term benefits that Building Code upgrades bring in terms of public safety, enabling ongoing economic use of the item, and improving the ability of the item to withstand future seismic events. Whilst such works are to be primarily for implementing Building Code upgrades, ancillary alterations that are incidental to the works are also anticipated by the rule. Such works are controlled for Group 1 and 2 items in recognition of the significant heritage values of these items and the need for Building Code upgrade works to be carefully designed and undertaken in order to maintain these heritage values where possible. It is noted that controlled activities cannot be declined, which is consistent with the Plan's policy approach of encouraging Building Code upgrades to heritage items.

It is accepted that the ongoing economic use of heritage items is important if these items are to be retained in the long term and not decline through lack of maintenance or pressure for redevelopment of sites. To help enable such economic use, there may be a need to adapt or alter heritage items to better meet the needs of occupants. Alterations and additions that do not have a significant adverse impact on the heritage values of that item are therefore anticipated by the Plan.

Following the Canterbury earthquakes, the Canterbury Earthquake Recovery Authority has the authority to permit the demolition of heritage buildings where they have been substantially damaged by the earthquakes. It is therefore anticipated that the Plan will continue to control the demolition of heritage buildings where such demolition is sought for non-earthquake related reasons. Given the substantial loss of heritage items within the Central City, and therefore the heightened importance of retaining the items that remain, their demolition is not anticipated by the Plan.

Heritage values are often linked to an item's role in the growth, development, and location of the surrounding area and they are often seen as a notable landmark. The relocation of a heritage item can therefore have significant adverse effects on the heritage values associated with that item and can likewise adversely affect the sense of identity that the community derives from that item. However, relocation to a new site can sometimes be acceptable where it continues to provide for the protection of heritage values of the item, and the new site in which it is located provides an appropriate new context or setting for the heritage item.

Noise and Entertainment Provisions

Changes to Noise Provisions including for Entertainment and Hospitality Activities. New Construction Noise Standards.

Objectives and Policies in Volume 2, Section 12, Business, City Plan

Insert new Objective 12.2(b) in Volume 2 Section 12 of the City Plan

12.2(b) Central City Objective: Encourage Entertainment and Hospitality Activities

To encourage entertainment and hospitality activities to locate in and around the core of the Central City, to assist in attracting people to enjoy and spend leisure time in the Central City, strengthen the role of the Christchurch Central City as a visitor destination, and to provide for a safe and vibrant night-time economy in the centre of Christchurch.

Reasons

(...)

Enhancement of the Central City will include encouraging vibrancy for residents, workers and visitors alike, by providing for more entertainment and hospitality uses such as cafes and restaurants, and bars, taverns and nightclubs. This must be subject to a high level of safety being maintained, and also to an enhanced level of noise amenity for central city residents.

Insert new Policy 12.2.7 Policy Entertainment and Hospitality Precincts and explanation and reasons in Volume 2 Section 12 of the City Plan

12.2.7 Policy: Entertainment and Hospitality Precincts

To identify two main types of Entertainment and Hospitality precinct, and to encourage entertainment and hospitality activities to concentrate within them as follows:

- (i) Higher Noise Level Entertainment and Hospitality (Category 1) Precincts – Concentration of bars, taverns and nightclubs**
- (ii) Lower Noise Level Entertainment and Hospitality (Category 2) Precincts - Concentration of cafes, restaurants and takeaway food services**

Explanation and Reasons

Locational concentration of entertainment and hospitality uses will enable easy choice between offerings, facilitate the provision of safe and connected pedestrian links between the various entertainment and hospitality areas, and better enable the control of adverse effects associated with these uses, principally night-time and especially late-night noise. Some of the Category 2 locations take particular advantage of the amenity of the Avon/Ōtakaro River.

Areas identified as Lower Noise Level Entertainment Precincts will include Oxford Terrace on the eastern side of the Avon/Ōtakaro River from the Christchurch Hospital to Manchester Street, including the section of Worcester St between Oxford Tce and the Square and the southern side of the Square; and two separate concentrations of restaurants/cafes/bars: on Colombo St north of Kilmore St, and the Victoria St precinct.

The Lichfield Lanes precinct to the south of Cathedral Square is identified as a Higher Noise Level Entertainment Precinct. This area comprises three subareas as follows: (i), Around Tuam St between Durham and Colombo St (ii) Around Tuam St in the vicinity of Sol Square and the former CCC building. (iii). Between High Street and Madras centred around Cashel and Lichfield Streets.

Noise and Entertainment Provisions

Insert new Policy 12.4.3(b) Policy: Safety Linkages within and between Entertainment and Hospitality Areas and explanation and reasons in Volume 2 Section 12 of the City Plan

12.4.3(b) Policy: Safety and Linkages within and between Entertainment and Hospitality Areas

To promote safe and connected pedestrian links within and between entertainment and hospitality areas.

Explanation and Reasons

The Lower Noise Level Entertainment Precincts should be connected by pedestrian walkways along the Avon River, and the Higher Noise Level Entertainment Precinct area connected by a network of lanes.

Where entertainment and hospitality activities involve congregations of people, entrances and exits of buildings used for those activities, and courtyards for congregation and entertainment, should front onto lanes where possible, rather than onto adjoining Distributor Streets and Avenues. This is to minimise spillover of people onto streets and into traffic.

Amend explanation and reasons to Policy 12.4.9 Policy : Effects on Amenity of Volume 2 Section 12 of the City Plan

12.4.9 Policy: Effects on Amenity

To control the adverse effects of development and activity within the central city, consistent with maintaining amenity values.

Explanation and reasons

(...)

Standards for noise and glare are set at an appropriate level for the intensively built up nature of the central city. **Noise standards have been included for construction work in the Central City, as this will be a significant issue for central city residents during the rebuild of the central city as a result of the Canterbury Earthquakes of 2010 and 2011.**

Shadowing on public spaces and living areas from building development is controlled by recession planes to limit the scale of buildings in relation to these areas.

(...)

Insert new Policy 12.4.10 Policy : Noise Associated with Entertainment and Hospitality and explanation and reasons in Volume 2 Section 12 of the City Plan

12.4.10 Policy: Noise Associated with Entertainment and Hospitality

To ensure that both indoor and outdoor noise levels generated by and associated with entertainment and hospitality activities, and acoustic insulation standards for noise-sensitive uses both in the entertainment precincts and beyond, are consistent with :

- (a) Maintaining an appropriate level of indoor noise for residential and other noise-sensitive uses in all central city mixed use areas including entertainment precincts.**
- (b) Maintaining a high standard of amenity within adjoining predominantly residential areas.**

Explanation and Reasons

Rules controlling emission of noise in Entertainment and Hospitality precincts and noise levels which may be received internally within these precincts or outside in any other adjoining area, have been drawn from considerable experience in monitoring entertainment venues that previously operated on Oxford Terrace, in and around Lichfield Street, and other locations and also in monitoring concerts and events in Hagley Park , Cathedral Square, City Mall, and Victoria Square.

The Standards controlling noise in external environments represent general limits of acceptability as indicated by the responses of complainants, and are generally consistent with WHO Guidelines for Community Noise

Noise and Entertainment Provisions

and recommendations for the protection of community health and amenity in NZS 6802: 2008 Acoustics – Environmental Noise.

The standards for noise received by noise-sensitive activities within the Entertainment and Hospitality precincts are consistent with NZS2107:AS/NZS 2107: 2000 Acoustics – Recommended design sound levels and reverberation times for building interiors; and the Department of Building and Housing’s proposed amendments to Building Code G6.

Consideration has been given to the potential mix of activities that would occur in the two categories of entertainment and hospitality precincts, and the balancing of appropriate noise limits with business and community expectations as to the encouragement and efficient operation of entertainment and hospitality activities. Beyond this in the rest of the Central City, the proposed noise limits include a lower night-time noise limit, giving a high level of protection to amenity and sleep for noise sensitive activities in mixed use areas as well as residential precincts. The proposed LAeq limits are the same as the existing City Plan Group 1 zone Leq limits.

Some revisions are also proposed for the current noise provisions applying to outdoor amplified music concerts and events in the Central City and in Hagley Park.

Insert new implementation methods for Objective 12 of Volume 2 Section 12 of the City Plan

Implementation – Crime and Safety in the Central City

Other methods

- Alcohol Accord/one-way door policy signed between licensees, agencies etc.
- Periodic revision of Council’s Alcohol Policy to reflect any changes in legislation relating to liquor licensing and control.
- Promotion of management plans to deal with on and off-site problems.

Implementation – Noise Limits and Acoustic Standards

District Plan

- The application of NZS 6801:2008 Acoustics - Measurement of Environmental Sound and NZS 6802:2008 Acoustics – Environmental Noise for measurement and assessment of environmental sound in accordance with current best practice.
- Application of external noise limits expressed as LAeq and LAFmax for noise generated within Entertainment and Hospitality precincts, with noise levels measured at or within the boundaries of any other premises or site within the same precinct and in other precincts in Central City.
- A minimum acoustic insulation standard expressed in Dtr, 2m, nT for noise-sensitive activities establishing within Entertainment and Hospitality Precincts.
- A noise level control for outdoor amplified music concerts and events.

Rules in Volume 3 Part 11 Health and Safety, City Plan

Amend Rule 11.1.3.1 in Volume 3 Part 11 of the City Plan

11.1.3.1 Standards for the control of noise on zone boundaries

The provisions in 11.1.3.2 and 11.1.3.3.1 apply only to noise standards in **Table 1** in Clause 11.1.3.3 that are specified for groups of zones according to the zone environment and its sensitivity to noise. **There are They do not apply to** special standards for quarry zones, **to standards for the Central City, or to and** exceptions for **a group of** land use activities generating **particularly higher** noise levels.

(...)

Noise and Entertainment Provisions

Amend Rule 11.1.3.2 in Volume 3 Part 11 of the City Plan

11.1.3.2 Noise standards - Zone groupings and sites containing scheduled activities for all zones outside the Central City

- (a) Group 1 Zones (most noise sensitive zones) include:
- All living zones except the Living **4A, 4B and 4C and 5 Zones in the Central City**
 - (...)
 - All conservation zones **except that part of the Conservation 3 zone within the “Entertainment Precinct” shown in Part 11, Appendix 1**
 - All cultural zones **except the Cultural 4 zone (Christchurch Polytechnic – Central City Site only)**
 - Special Purpose (Hospitals) Zone **except Christchurch Hospital**
 - (...)
- (b) Group 2 Zones (moderately noise sensitive zones) include:
- (...)
- (c) Group 3 Zones (least noise sensitive zones) include:
- ~~Central City Zone~~
 - ~~Central City Edge Zone~~
 - Business 3, 5 and Retail Park Zones (Moorhouse Central only, being the area bounded by Moorhouse Avenue, the railway corridor, Antigua Street and Colombo Street)
 - Business 7 Zone
 - Special Purpose (Airport) Zone
 - ~~Cultural 4 Zone (Christchurch Polytechnic – Central City site only)~~
 - Any part of the Special Purpose (Road) or Special Purpose (Rail) Zone which is more than 50m from a living or rural zone boundary
 - Special Purpose (Wigram) Zone - Areas A and B
 - Cultural 3 zone **(only that part within the “Entertainment Precinct” shown in Part 11, Appendix 1).**
 - Conservation 3 Zone **(only that part within the “Entertainment Precinct” shown in Part 11, Appendix 1).**

Amend title of Rule 11.1.3.3 of Volume 3 Part 11 of the City Plan.

11.1.3.3 Noise Standards for all zones outside the Central City

Insert new rule as follows:

11.1.3.3.1 Acoustic insulation – Living 3 and 4 Zones outside the Central City

Any new habitable space within any residential unit, traveller’ accommodation, or elderly persons’ housing complex:

- (a) **Within 20 metres of the edge of the nearest marked traffic lane of a Collector Road, or**
- (b) **Within 40 metres of the edge of the nearest marked traffic lane of a Minor Arterial, or Major Arterial Road**

shall achieve a minimum external to internal noise reduction of 30 dBA (Dtr, 2m, nT).

Note: Compliance with this rule may be achieved by ensuring any construction is in accordance with the acceptable solutions listed in Part 11, Appendix 1. In the Living 3 and Living 4 Zones outside the Central City no alternative

Noise and Entertainment Provisions

ventilation is required in situations where the rule is only met with windows closed. Alternatively, compliance with the rule can be achieved through certification by a qualified acoustic engineer that the design is capable of achieving compliance with the performance standard.

Where no traffic lane is marked, the distances stated shall be measured from 2m on the roadward side of the formed kerb. The location of Collector Roads and Minor and Major Arterial Roads is identified in Appendices 3 and 4 to Part 8.

Insert new rule 11.1.3.4 Noise Standards for Central City in Volume 3 Part 11 of the City Plan.

11.1.3.4 Noise Standards for all zones within the Central City

- (a) Any activity which complies with any relevant development standards specified in Table 2 shall be a permitted activity.
- (b) Development Standards
Any activity which does not comply with any relevant development standards specified in Table 2 shall be a discretionary activity, with the exercise of the Council’s discretion limited to matters related to noise.
- (c) “Daytime” means 0700 - 2200 hours (7:00 am to 10:00 pm)
- (d) “Night time” means 2200 - 0700 hours (10:00 pm to 7:00 am)
- (e) “Sunday” means any Sunday or other day defined in New Zealand law as a Sunday.
- (f) “Discrete” means not directly associated with a premises or site.
- (g) For the purposes of these rules, the measurement point for noise shall be at the premise or site boundary at the far side of any road, open space or conservation zone, or combination of these zones.

TABLE 2 – Central City Noise Standards

Category 1:			
Higher Noise Level Entertainment and Hospitality Precincts			
Noise emitted by any activity within a Category 1 precinct shall not exceed the following levels when received at or within the boundary of any other premises or site within each of those precincts.			
(i) <u>Activities other than discrete outdoor entertainment events</u>	<u>L_{Aeq} (15 min)</u>	<u>60 dB</u> <u>(24 hour assessment period)</u>	
	<u>L_{AFmax}</u>	<u>Daytime</u> <u>85 dB</u>	<u>Night-time</u> <u>75 dB</u>
(ii) <u>Discrete outdoor entertainment events</u>	<u>L_{Aeq} (15 min)</u>	<u>65 dB</u> <u>(24 hour assessment period)</u>	
	<u>L_{AFmax}</u>	<u>Daytime</u> <u>85 dB</u>	<u>Night-time</u> <u>85 dB</u>

Noise and Entertainment Provisions

<u>Category 2:</u>			
<u>Lower Noise Level Entertainment and Hospitality Precincts</u>			
<u>Noise emitted by any activity in a Category 2 precinct shall not exceed the following levels when received at or within the boundary of any other premises or site within each of those precincts.</u>			
<u>Activities other than discrete outdoor entertainment events</u>	<u>LAeq (15 min)</u>	<u>0700-2300 hrs</u> <u>55 dB</u> <u>(1 hour assessment period)</u>	<u>2300-0700 hrs</u> <u>50 dB</u> <u>(1 hour assessment period)</u>
		<u>0700-2300 hrs</u> <u>85 dB</u>	<u>2300-0700 hrs</u> <u>75 dB</u>
	<u>LAFmax</u>		
<u>Protection of Noise Sensitive Uses within Either Category 1 or 2 Precincts, and within all other areas of the Central City Core and Fringe zones</u>			
<u>Any new habitable space within any residential unit, travellers' accommodation, education activity, hospital, health facility, elderly persons housing unit or elderly persons' housing complex shall achieve a minimum external to internal noise reduction of 30 dBA (Dtr, 2m, nT).</u>			
<u>Note: Compliance with this rule may be achieved by ensuring any construction is in accordance with the acceptable solutions listed in Part 11, Appendix 1.</u>			
<u>Category 3:</u>			
<u>Central City Zones other than Category 1 and 2 Entertainment Precincts</u>			
<u>Noise received at any premises or site from</u>			
<u>(i) any other activity in the same zone; or</u>			
<u>(II) from any activity located in any other zone or in the Category 1 and 2 Entertainment Precincts;</u>			
<u>shall be controlled at source so as not to exceed the following levels</u>			
	<u>LAeq (15 min)</u>	<u>Daytime</u> <u>55 dB</u> <u>(1 hour assessment period)</u>	<u>Night-time</u> <u>45 dB</u> <u>(1 hour assessment period)</u>
	<u>LAFmax</u>	<u>85 dB</u>	<u>75 dB</u>

Noise and Entertainment Provisions

Advice Note:

Compliance with the noise limits in Table 2 relating to entertainment and hospitality activities may require assessment of the ability of individual site design and building construction to attenuate noise to the required level e.g. noise lobbies, “sound ceilings” or other means, or certification by an experienced acoustic consultant.

(h) Central City Mixed Use and Central City B1 Zones - Protection of Noise Sensitive Uses

The building within which any:

- (i) residential activity (including but not limited to, housing, hotel, motel, hospital, retirement complex, student accommodation or other accommodation where people live day and/or night), or
- (ii) educational activity, which operates between the hours of 7pm and 6am is situated

shall meet the acoustic insulation requirement set out in the rule below:

Any habitable space in a building used for the above listed activities within the zone shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the following minimum performance standard: Dtr, 2m, nT >30dBA*. Compliance with this performance standard shall be achieved by:

Conformance with the schedule of typical building construction set out in Appendix 1 to Part 11;

or,

An acoustic design certificate signed by a suitably qualified acoustic engineer stating the design proposed is capable of achieving compliance with the above performance standard.

(* Refer to Vol. 3, Part 1, Definitions: External Sound Insulation Level)

(i) Living 4A, 4B and 4C and Living 5 Zones – Protection of Noise Sensitive Uses

Any new habitable space within any residential unit, travellers’ accommodation, or elderly persons’ housing complex within 40 metres of the edge of the nearest marked traffic lane of a road classified as a Distributor Street, or Avenue (i.e. Bealey, Fitzgerald, and Moorhouse Avenues)

shall achieve a minimum external to internal noise reduction of 30 dBA (Dtr, 2m, nT).

Note: Compliance with this rule may be achieved by ensuring any construction is in accordance with the acceptable solutions listed in Part 11, Appendix 1. In the Living 4A, 4B and 4C and Living 5 Zones no alternative ventilation is required in situations where the rule is only met with windows closed. Alternatively, compliance with the rule can be achieved through certification by a qualified acoustic engineer that the design is capable of achieving compliance with the performance standard.

Where no traffic lane is marked, the distances stated shall be measured from 2m on the roadward side of the formed kerb. The location of Distributor Streets and Avenues is identified in Planning Map 5 - the Central City Plan Roading Hierarchy.

(j) Development Standards – Construction Noise

At any site in the Central City, the development standards in Tables 3a and 3b shall apply to construction work as defined in NZS 6803:1999 Acoustics- Construction Noise (“the Standard”), when measured and assessed in accordance with the Standard.

All construction noise shall be managed in general accordance with the Standard. For construction work that is carried out at any location for longer than 14 consecutive days, a Construction Noise Management Plan (CNMP) shall be implemented which follows the recommendations of Section 8 and Annex E of the standard.

Any activity that does not comply with the relevant development standards specified in Table 3a or 3 b shall be a discretionary activity, with the exercise of the Council’s discretion limited to matters related to construction noise. (refer to 11.1.4.2).

Noise and Entertainment Provisions

TABLE 3a

Limits for construction noise received at any other site which contains a residential activity, travellers accommodation, education activity, hospital, health facility, elderly persons housing unit or elderly persons housing complex

Time of week	Time period	Duration of work					
		Typical duration (dBA)		Short-term duration (dBA)		Long-term duration (dBA)	
		L_{eq}	L_{max}	L_{eq}	L_{max}	L_{eq}	L_{max}
Weekdays	0630-0730	60	75	65	75	55	75
	0730-1800	75	90	80	95	70	85
	1800-2000	70	85	75	90	65	80
	2000-0630	45	75	45	75	45	75
Saturdays	0630-0730	45	75	45	75	45	75
	0730-1800	75	90	80	95	70	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75
Sundays and public holidays	0630-0730	45	75	45	75	45	75
	0730-1800	55	85	55	85	55	85
	1800-2000	45	75	45	75	45	75
	2000-0630	45	75	45	75	45	75

TABLE 3b

Development standards – limits for construction noise received at any occupancy or activity not controlled by Table 3a

Time period	Duration of work		
	Typical duration	Short-term duration	Long-term duration
	L_{eq} (dBA)	L_{eq} (dBA)	L_{eq} (dBA)
0730 – 1800	75	80	70
1800 – 0730	80	85	75

Noise and Entertainment Provisions

In Tables 3a and 3 b, “Duration of Work” is defined as follows:

- (a) “Short-term” duration means construction work at any one location for up to 14 consecutive days**
- (b) “Typical” duration means construction work at any one location for more than 14 consecutive days but less than 20 consecutive weeks**
- (c) “Long-term” duration means construction work at any one location for more than 20 consecutive weeks**

Renumber and amend Rule 11.1.3.4 Special Exceptions to these Rules in Volume 3 Part 11 of the City Plan as follows:

11.1.3.5 Special Exceptions to these rules

- (b) ~~Entertainment Precinct (Durham Street/ Cambridge Terrace/Oxford Terrace between Hereford and Lichfield Streets).~~**

~~Development Standard~~

~~In the case of the Entertainment Precinct, shown in Part 11, Appendix 1 of these rules, the sound level from public entertainment activities measured or assessed on an hourly basis at the boundaries of the precinct shall not exceed 60dBA L 10 at any time.~~

- (c) Outdoor amplified music concerts and events**

Community standards

Any activities which exceed the standards specified below, shall be a discretionary activity

- (i) (...)**
- (ii) Notwithstanding the provisions of Clause 1.3.3 and 1.3.4 and Tables 1 & 2, the following exceptions shall apply to outdoor concerts and events held in the following venues:**

~~Hagley Park, City Mall, Victoria Square, New Regent Street, and Cathedral Square. and the Entertainment Precinct (as shown in Part 11, Appendix 1 of these rules). For the purpose of this rule City Mall shall exclude that area which falls within the Entertainment Precinct.~~

Noise from events shall not exceed the following limits when measured or assessed at any other property or place beyond the boundaries of the venue:

Hagley Park

- i. On up to 30 days per year, of which only 5 days may include music events extending beyond 10:30pm. In any case, no event shall commence before 9:00am or finish later than 11:30pm, except for New Years Eve which shall finish at no later than 12:30am on New Years Day.**
 - a. Events on 5 days which may extend beyond 10:30pm:**
 - 75 dB LAeq (15 min) 1 hour assessment period, and**
 - 85 LAF max**
 - b. Events on the further 25 days:**
 - 70 dB LAeq (15 min) 1 hour assessment period, and**
 - 85 LAF max**

Except that fireworks which are part of any event shall be exempted from the LAFmax limits.

- ii. Any other event shall not exceed the following limits when measured or assessed at any other property or place beyond the boundaries of the venue:**

Noise and Entertainment Provisions

- a. **Daytime:**
50 dB LAeq (15 min) 1 hour assessment period, and
85 dB LAFmax
- b. **Night-time:**
41 dB LAeq (15 min) 1 hour assessment period, and
75 dB LAFmax

Cathedral Square and Victoria Square

On up to 120 days per year for Cathedral Square and 20 days for Victoria Square, provided that any event shall not commence before 9:00 am or finish later than 10:30pm on any of those days:

70 dB LAeq (15 min) 1 hour assessment period, and
85 LAF max.

City Mall and New Regent Street

On up to 80 days per year for City Mall and 20 days for New Regent Street, provided that any event shall not commence before 9:00 am or finish later than 10:30pm on any of those days:

55 dB LAeq (15 min) 1 hour assessment period, and
85 LAF max.

Outside these days and times the levels shall meet those for the rest of the appropriate zone, **~~except in the case of the Entertainment Precinct where the levels of rule 1.3.4(b) shall apply.~~**

For the purpose of this rule, any reference to “days” shall mean “days in any calendar year”.

(...)

Clarification of clause 1.3.4(c):

For the purposes of this rule, “outdoor amplified music concert or event” means any activity for any purpose, and undertaken outside any buildings, which principally involves the use of musical amplification which is clearly audible at any other site or place, and includes any amplification system checks but excludes events at which music or music amplification is incidental to the primary activity, or is absent

(...)

Amend assessment matters in 11.1.4.2 of Volume 3 Part 12 of the City Plan

11.1.4.2 Assessment matters for all zones including those within Central City area

In considering any application relating to exceeding specified noise levels or duration of noisy events, the Council shall, in deciding whether or not to grant consent or impose conditions, have regard to the following assessment matters.

- (a) The location of any nearby residential units, and the degree to which the amenities of residents may be adversely affected.
- (b) The nature of the zone within which the noise generating activity is located and its compatibility with the expected environmental results for that zone.
- (c) The nature of any adjoining zone, (where applicable) and the compatibility of the noise generating activity with the expected environmental results for that zone.
- (d) The length of time for which specified noise levels will be exceeded, particularly at night, with regard to likely disturbance that may be caused.

Noise and Entertainment Provisions

- (e) The likely adverse impacts of noise generating activities both on and beyond sites, on a site, on visitors, users of business premises, or on public places in the vicinity.
- (f) The extent to which the noise may detract from enjoyment of any recreation or conservation area.
- (g) The maximum level of noise likely to be generated, and the disturbance this may cause to people in the vicinity.
- (h) The nature, character and frequency of the noise likely to be generated, and the disturbance this may cause to people in the vicinity.
- (i) Whether the noise generated would be of such a level as to create a threat to the health or well-being of persons living or working in the vicinity.
- (j) The proposals made by the applicant to reduce noise generation, including:
 - reduction of noise at source;
 - alternative techniques or machinery which may be available;
 - insulation of machinery or cladding used in the building;
 - mounding or screen fencing/walls;
 - hours of operation.
- (k) The presence of planting as a means of visually screening the noise source, and reducing “perception” of noise.
- (l) The value and nature of entertainment activities and their benefit to the wider community, having regard to the frequency of noise intrusion and the practicality of mitigating noise, or utilising alternative sites.
- (m) For the Central City only, the **level of noise from the activity in relation to ambient noise in its vicinity.**
- (n) For the Central City only, **the reasonableness of the noise in terms of recommendations and guidelines for community health and amenity and sleep protection in terms of NZS 6802:2008 “Acoustics – Environmental Noise and the World Health Organisation’s Guidelines for Community Noise.**
- (o) The adequacy of information provided by the applicant.
- (p) Any relevant standards, codes of practice or assessment methods based on sound acoustic principles, including, when appropriate, NZS 6802:1991 “Assessment of Environmental Sound” **for all areas except the Central City and NZS 6802:2008 “Acoustics – Environmental Noise” and NZS 6803:1999 “Acoustics – Construction noise” for the Central City.**

Additional Assessment Matters for Central City Core, Fringe, Mixed Use and Central City B1 Zone – Protection of Noise Sensitive Uses

- (a) **The impact of any residential accommodation or educational activity that does not provide the required noise insulation on the ability of existing or future permitted business activities to operate or establish without undue constraint.**
- (b) **The location of any nearby business activities and the degree to which the amenities may be adversely affected.**

Additional Assessment Matters for Living 4A, 4B and 4C and Living 5 Zones- Protection of Noise Sensitive Uses

- (a) **The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise impacts through other means, e.g. screening by other structures, or distance from noise sources.**
- (b) **The ability to meet the appropriate levels of acoustic insulation through alternative technologies or materials.**
- (c) **The provision of a report from an acoustic specialist which provides evidence that the level of acoustic insulation is appropriate to ensure the amenity of present and future residents of the site.**

Noise and Entertainment Provisions

Amend title of 11.1.5 Reasons for Rules in Volume 3 Part 11 of the City Plan

11.1.5 Reasons for Rules - Noise Standards for all Areas outside Central City

Amend these reasons for rules as follows:

(...)

There are specified exceptions in unavoidably high noise environments (e.g. motor sport venues) and for outdoor events such as concerts. (see also Central City noise provisions with regard to concerts and events). A third exception relates to a defined precinct in the Cashel Street/Oxford Terrace area where high noise levels are associated with an aggregation of inner city bars.

Insert new 11.1.6 Reasons for rules in Volume 3 Part 11 of the City Plan

11.1.6 Reasons for Rules – Noise Standards for all areas within the Central City

Adopting NZS 6801 and 2:2008 is consistent with MFE guidance and current best practice. These are now the accepted standards for measurement and assessment of environmental sound and provide the following improvements on former noise provisions for the Central City:

- dB LAeq (15 min) replaces dBA L10 – LAeq is more appropriate for assessment of fluctuating noise which characterises entertainment
- NZS6802:2008 allows a reliable objective method for correction (i.e. penalty) for special audible character e.g. tonal bass beat which characterises entertainment noise. Previous versions of the standard relied on subjective judgement.
- The new terminology e.g. Lmax to LAFmax, Leq to LAeq are consistent with international standards and current best practice.

The proposed hierarchy of noise limits allows higher noise levels in the Category 1 entertainment and hospitality precincts, which are expected to attract “core” entertainment activities such as night-clubs and bars. Provision is included for discrete outdoor entertainment events in open areas within those precincts to operate at more relaxed levels.

In the Category 2 precincts, lower limits apply to promote quieter ambience for outdoor dining at cafes and restaurants. Note however that in the Category 2 precincts on Oxford Terrace, and any other entertainment and hospitality sites adjoining a road, or open space or conservation zone, the measurement point for noise will be on the far side of that road, open space or conservation zone, or combination of these zones. As noise attenuates significantly with distance, this means for example that bars with frontage to Oxford Terrace which are required to meet a night-time noise level of 50 dBA Leq, are likely to be able to generate 85 dBA LAeq immediately outside bars on the footpath, without infringing this limit. However it should be remembered that for rebuilds resulting from the Canterbury earthquakes, compliance with the noise limits in Table 2 relating to entertainment and hospitality activities may still require assessment of the ability of individual site design and building construction to attenuate noise to the required level. In all other zones, the lowest night-time limits apply to avoid sleep disturbance and protect reasonable residential amenity.

The proposed limits for the Category 1 and 2 precincts are intended to balance the needs of entertainment and hospitality operators and their customers with the expectations of residents, educational activities, commercial offices and other noise-sensitive activities in the Central City.

The new limits are more stringent and will be more acceptable to affected parties than the limits that existed in the City Plan prior to the Canterbury earthquakes, which have no provision for correction of tonal characteristics, i.e. “bass beat” which is a common cause of complaints. The limits will also give certainty to entertainment and hospitality operators that they can operate at any time of the day, without being unreasonably restricted.

The proposed Category 3 limits give a high level of protection to amenity and sleep for individual activities in mixed use areas with noise-sensitive activities including residential, travellers accommodation, offices, education as well as in living zones. The proposed LAeq limits are consistent with guidance in NZS 6802:2008 for the protection of residential amenity and sleep protection.

A 24 hr assessment period has been adopted for Category 1 precincts, recognising that night-clubs may operate continuously throughout the day or night. For all other areas of the Central City, the current 1 hr assessment period

Noise and Entertainment Provisions

has been retained, as this has been found to be generally acceptable for avoidance of annoyance in residential and other noise-sensitive environments.

Compliance with the new limits will more effectively satisfy the duty of operators under s16 of the RMA to avoid unreasonable noise emissions, and fulfil the Council's function under s31(d) to control and mitigate noise effects in its area.

The preparation of the new limits has included consideration of the Council's previous noise monitoring of entertainment and hospitality activities in the Central City, and associated complaints, with regard to guideline levels in relevant New Zealand Standards and international guidelines, in particular NZS 6801 and 2:2008, NZS 2107: AS/NZS 2107:2000 *Acoustics – Recommended design sound levels and reverberation times for building interiors*, the Department of Building and Housing's proposed amendments to Building Code G6 relating to environmental noise intrusion, and the World Health Organisation's *Guidelines for Community Noise*. Existing methods in the City Plan which control intrusion from traffic noise in the Living 3 and 4 Zones have been adopted. The Dtr measure used is consistent across the whole central city including the Central City Core, Fringe, Mixed Use, Central City Business 1 and Living zones, which will give certainty as to what standard of façade will be required. Most central city situations will require treatment of only one or two façades, so cost should not be prohibitive. In conjunction with the proposed limits using NZS 6802:2008 that allows tonal character of entertainment noise to be taken into consideration more effectively, this will provide a high level of amenity and sleep protection for sensitive land uses.

Central City Core, Fringe, Mixed Use and Central City B1 Zones – Protection of noise sensitive activities

As these zones provide for a mix of both business and residential activities, rules have been established so as to mitigate the effects of noise from business activities on residential units and educational activities which are noise sensitive activities.

Noise insulation standards are also specified for residential and educational buildings in the zone, in recognition that there is a responsibility on developers to create habitable spaces that deliver acceptable levels of internal amenity in a mixed use context. This is designed to protect occupiers from noise generated by business activities. The means of achieving these standards rests with the developer. Noise standards only apply to educational facilities during night time hours in recognition that these activities do not have the same sensitivity to noise as residential activities and that night time noise levels can be more intrusive than during the day.

Living 4A, 4B and 4C and Living 5 Zones – Protection of noise sensitive activities

It has been recognised that there may be potential adverse effects on the amenity of residents within the Central City living zones from noise levels coming from busier roads. The rule requires a certain level of noise reduction to be achieved by the exterior walls of buildings within a certain distance of a traffic lane, given that it is not practicable to require a reduction in noise from the source (i.e. traffic). Given that the sorts of non-residential activities generally anticipated in the L4 zones are education, health, day care, spiritual, or travellers accommodation, and given that these activities are identified in the Plan as noise sensitive activities, the requirements for acoustic insulation extend to include buildings used for other activities.

Outdoor amplified music concerts and events

The proposed limits for outdoor amplified music concerts or events are considered to be generally acceptable as indicated by the Council's comprehensive monitoring of previous events and analysis of related complaints. The new limits for Hagley Park on up to 5 days per year apply to "iconic events" with large public attendances such as Classical Sparks, New Years Eve, and Christmas in the Park.

The 25 further events for Hagley Park controlled by more stringent limits would include concerts which are not operated by the Council and that are smaller than the iconic events but which have potential to emit excessive noise. Those limits also apply to Cathedral Square and Victoria Square, where events of similar scale and nature are anticipated.

In Hagley Park, "other events" would include smaller community and public events that have low potential to exceed the proposed limits, which are consistent with the current Group 1 zone noise limits and NZS 6802:2008 in terms of amenity and sleep protection,

The permitted times are considered to be reasonable in terms of community expectations as gauged from

Noise and Entertainment Provisions

complaints, and would provide greater certainty to event organisers, noise control officers and the public.

In New Regent Street and City Mall, events are anticipated to be similar in scale and nature to discrete outdoor entertainment events in Category 2 precincts therefore the same limits apply, although with limits on the number of days and finishing times of events to mitigate effects on other activities in close proximity.

The exception for the existing Oxford Terrace/Cashel Mall entertainment precinct (as shown in Appendix 1 to existing noise rules) to have 20 days per year for outdoor events is being removed as this is rarely used, and has caused issues with adjacent offices, Police etc. The separate identification of this area is also no longer relevant in the context of the currently proposed Entertainment and Hospitality precincts.

Construction Noise Standards

Noise standards have been included for construction work in the Central City, as this will be a significant issue for central city residents during the rebuild of the central city as a result of the Canterbury Earthquakes of 2010 and 2011. The standards are based on NZS 6803:1999 Acoustics- Construction Noise, and are stricter in respect of construction noise received by noise sensitive activities than for construction noise received by other uses, However they are higher than standard noise limits, and will allow the vast majority of construction work to be undertaken without infringing the limits. Noise levels which may be received are also more stepped over the 24 hour period than for receipt of noise generally, in recognition of the higher noise levels which can be produced during construction, albeit for shorter periods.

(...)

Delete Appendix 1 to Part 11 – Cashel Mall Entertainment Precinct.

Move Appendix 8 to Part 3 to Chapter 11 - Health and Safety as Appendix 1, and renumber the appendices to Part 3 accordingly.

Sustainable Buildings

Insert the following new objective in policies into Section 1 of Volume 2

Section 1 Planning for a Sustainable Christchurch

(...)

Objective: Sustainable Buildings

To encourage and promote the efficient use of natural and physical resources through improved sustainable design, construction and operation of buildings within the Central City.

Explanation/Reasons

Community consultation undertaken following the Canterbury earthquakes of 2010 and 2011 generated strong community support for more sustainable buildings. The need to replace and repair a significant number of buildings over a short time frame has provided a unique opportunity to make rapid progress towards this goal and related central and local government policies and strategies such as the promotion of energy efficiency, renewable energy, water conservation and waste minimisation outcomes.

Creating a more sustainable building stock will deliver a wide range of economic, social and environmental benefits to Christchurch. These include direct cost savings and the efficient use of resources achieved through such things as reductions in energy used for heating and cooling buildings, rain water collection, and by the reuse and recycling of construction materials.

The construction of a more sustainable building stock will place less demand on infrastructure such as water supply, waste water, energy, transport and waste management and cleanfill facilities. It will also enhance amenity and biodiversity outcomes, and contribute to the overall attraction of Christchurch as a modern garden city destination.

Policies — Sustainable Building Development

1. To encourage new building developments to incorporate sustainable design features and construction methods, such as the conservation of energy and water, renewable energy, waste minimisation, quality landscaping and environmental management systems.
2. Any new building to be constructed in the Central City for office and retail purposes, and new apartment buildings that are 3 storeys or higher, or any mix of these buildings, shall be designed and constructed to achieve certification under the BASE (Building A Sustainable Environment) tool operated by the New Zealand Green Building Council.

Explanation/Reasons

The BASE tool (identified version December 2011) is incorporated by reference into the District Plan under Part 3 of the First Schedule of the Resource Management Act 1991. The new BASE tool developed by the New Zealand Green Building Council covers a wide range of the most readily achievable and cost-effective sustainable innovations without developing complex new district plan provisions.

The BASE tool has been designed specifically for Christchurch to suit the main types of buildings and uses anticipated within the Central City. BASE provides a robust, rapid and inexpensive assessment of building design. BASE certification provides a good base level of environmental sustainability, without incurring significant additional construction and operating costs.

The BASE tool will promote sustainable design features and construction methods through such things as environmental management systems that will reduce waste, discharges and emissions from the building construction process, water and energy efficient building systems, renewable energy technologies and enhance amenity and landscaping. These innovations will help to promote the management of natural and physical resources, reduce impacts on infrastructure and save costs for the community.

Sustainable Buildings

Insert new part 15 into Volume 3 of The City Plan as follows

Introduction

The Christchurch City Council is introducing a new green building standard to promote the city's recovery and to ensure that a higher level of environmental performance is achieved by new buildings within the Central City. The New Zealand Green Building Council has developed a new building rating tool, BASE (Building a Sustainable Environment), specifically for Christchurch. Through the District Plan, the Christchurch City Council requires all new office, retail (shop, café, restaurant or bar), apartment buildings (three storeys or higher), or any mix of these building types within the central city to obtain a BASE certification from the New Zealand Green Building Council, or otherwise obtain a resource consent from the Christchurch City Council. This assessment process is set out in Figure 1. Existing and heritage buildings, industrial buildings, temporary buildings, hotels, and residential and traveller accommodation buildings (that are 2 storeys or less in height), are not required to meet this new building standard.

The New Zealand Green Building Council have established the assessment criteria. The New Zealand Green Building Council will determine whether a building has met the predetermined assessment criteria contained within the rating tool. A summary of the assessment criteria contained within the BASE tool is provided in Table 1. The full BASE rating tool (identified version December 2011), technical manual and supporting information is provided on the New Zealand Green Building Council's website at www.nzgbc.org.nz/base

The building developer or applicant will be responsible for compiling information and demonstrating compliance with the BASE tool. Local industry professionals will be trained and accredited as BASE Assessors by the New Zealand Green Building Council to assess buildings against the established criteria. In many cases the engineer or architect normally employed by the building owner will be the BASE Assessor for the building project. In other situations, the owner may choose to engage an independent Base Assessor to work with the building project team. Buildings that achieve compliance with the BASE requirements will be awarded a certificate by the New Zealand Green Building Council at the end of building construction based on the recommendations of the BASE Assessor.

A BASE Assessor will be engaged by the building owner to:

- assess whether the building has achieved the relevant BASE criteria by reviewing the relevant drawings, specifications and documentation;
- recommend the building to the New Zealand Green Building Council where they believe the building has met the BASE requirements;
- provide signed statements and copies of key design and project documentation to the New Zealand Green Building Council as verification.

Buildings that have a total floor area of 300m² or less only need to meet the "Required" credits contained in the assessment criteria to be compliant with the BASE requirements. Buildings with a total floor area over 300m² must comply with all of the required credits and achieve an additional 10 points (from a possible total of 20 points) to be compliant with the BASE requirements. Building designs that achieve compliance with the BASE requirements at the design assessment undertaken by the New Zealand Green Building Council will achieve Permitted Activity status in terms of the sustainable building rule. Building designs that do not achieve compliance with the BASE requirements at the design assessment stage will either, require some modification to achieve compliance, or will need to apply for a resource consent.

15.1 Development Standard

Any part of any new building to be constructed for office or retail purposes, or any apartment building which is 3 storeys in height or over, or any combination of these building types or uses, in all zones within the Central City, shall achieve certification from the New Zealand Green Building Council under its BASE (Building A Sustainable Environment) building rating tool (identified version December 2011).

Any building with a total floor area of 300m² or less only needs to achieve the "Required" credits contained within the BASE tool to receive certification. Any building that achieves a rating of 4, 5 or 6 Green Stars from the New Zealand Green Building Council will be deemed to have achieved a BASE Certification.

For the purposes of this rule, "retail" includes all shops, department stores, supermarkets, malls and food and beverage outlets such as bars, restaurants and cafes. "Apartment" includes buildings of 3 storeys in height or greater, that are designed for residential activities and travellers accommodation (excluding hotels), such as residential units, back packers, bed and breakfasts and motels.

Sustainable Buildings

This rule shall not apply in the following circumstances:

- i. **to additions or alterations to existing buildings, or changes of use (to office, retail or apartment uses) within existing buildings.**
- ii. **to buildings constructed for temporary purposes or where the building uses identified in (a) are ancillary to the main use of the building and the main use of the building is not office, retail or apartment purposes.**

Any building subject to this rule that does not achieve BASE Certification from the New Zealand Green Building Council shall be a restricted discretionary activity with the Council's discretion limited to the environmental sustainability of the building as outlined in the assessment matters below.

15.2 Assessment Matters

In general, it is expected that all new office, retail or apartment buildings, or any combination of these, in Central City will achieve BASE Certification. In circumstances where a building has not achieved BASE Certification the following assessment matters will be considered by the Christchurch City Council:

- a. **the extent to which the building development has met the criteria contained within the BASE tool; and**
- b. **the extent to which the outcomes sought by the BASE tool have been met, such as energy efficiency, renewable energy, water conservation, waste minimisation, amenity and landscape enhancement, transport efficiency and indoor air quality; and**
- c. **whether there are any site specific considerations or unique building design or operational requirements that make achievement of the criteria contained within the BASE tool onerous.**

15.3 Reasons for rule

The rules have been developed to address the main types of building developments anticipated within the central city and to exclude building types (e.g. existing buildings, heritage buildings and apartment buildings less than 3 storeys in height), where it may be more difficult or costly to include green building innovations and to achieve BASE Certification. Some types of buildings such as industrial buildings, educational facilities and hotels have also been excluded because they are currently beyond the scope of the BASE tool.

Rules allow smaller buildings (below 300m² in total floor area) to achieve a lower level of compliance (i.e. to only meet the "required" BASE criteria) to reflect the cost and practicality of including green innovations within smaller scale developments.

Through the Central City Recovery Plan, the Council is proposing to encourage building developers to undertake the voluntary Green Star rating process. Buildings that achieve a 4, 5, or 6 Green Star Built rating as determined by the New Zealand Green Building Council, will have surpassed the standards contained within the BASE tool. To eliminate duplication and to support best practice, buildings that achieve a 4, 5 or 6 Green Star rating will be deemed to have achieved a BASE Certification.

15.4 BASE (Building A Sustainable Environment) Certification Process

The process set out in the provisions for sustainable buildings is set out in Figure 1. It starts with the building developer submitting a Project Information Memorandum (PIM) to the Council under the Building Act 2004. The PIM will contain preliminary building designs and provide an indication of which credits from the BASE tool the building developer intends to achieve.

The Council will check the PIM against the operative District Plan (that includes the requirement for certain buildings to gain a BASE Certification) and advise the building developer of any requirements and resource consent matters. In particular, the Christchurch City Council will advise which elements of the design require certification from the New Zealand Green Building Council under the BASE tool to achieve 'Permitted Activity' status in terms of the sustainable building rule.

If the building developer seeks certification from the New Zealand Green Building Council, prior to gaining a Building Consent, the building developer would need to submit detailed designs and specifications to a BASE Assessor to undertake the BASE design assessment. The building design will either achieve or not achieve the BASE certification requirements.

Sustainable Buildings

If the building design does not achieve the BASE certification requirements the building developer could:

1. **modify the building design or product specifications and resubmit for re-assessment; or**
2. **apply to the City Council for a restricted discretionary activity resource consent. If the building developer elects to apply for resource consent then the normal Resource Management Act 1991 resource consent process will be followed and the BASE tool will be applied as an assessment matter.**

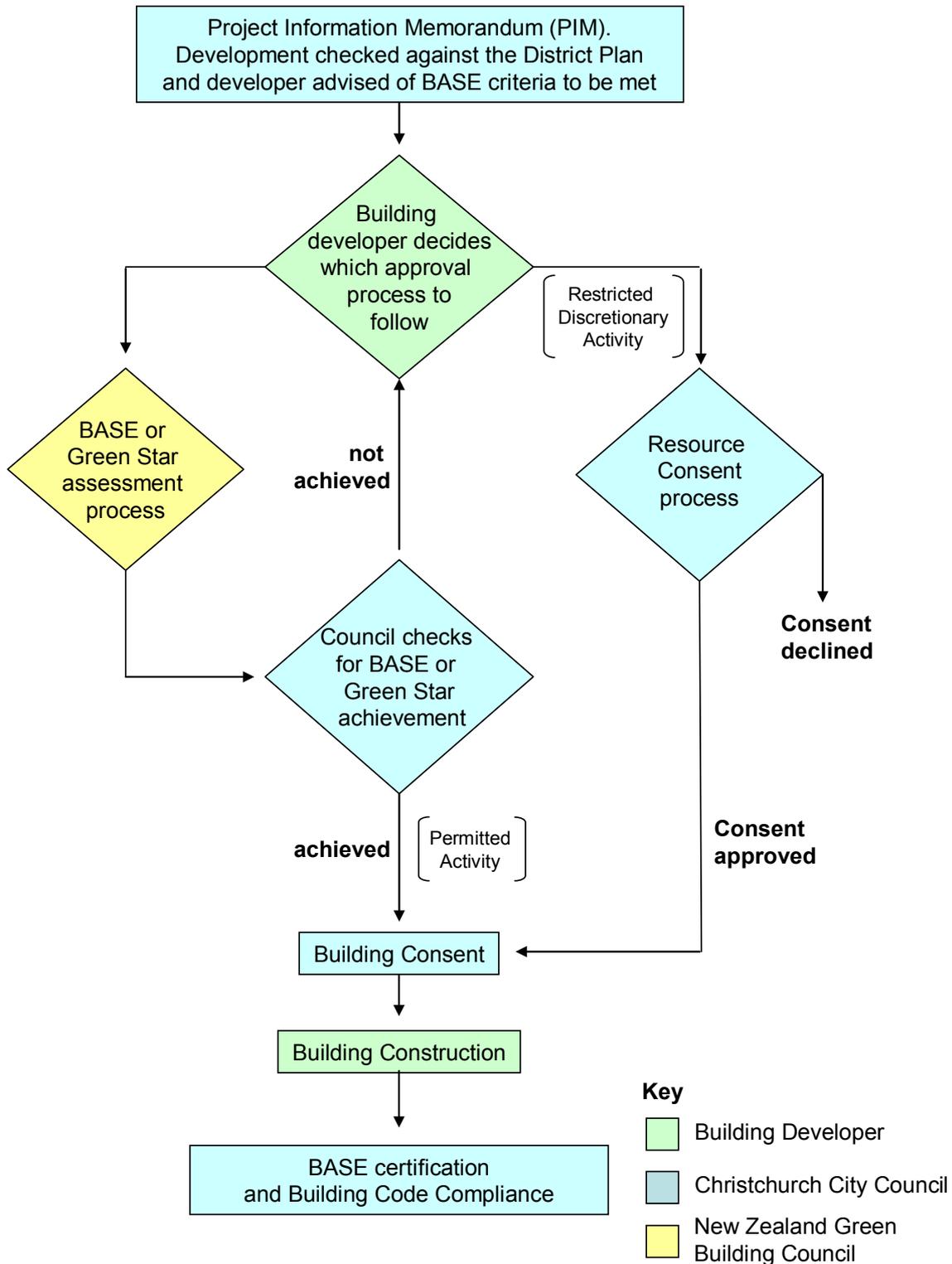
Buildings that achieve a 4, 5 or 6 Green Star rating from the New Zealand Green Building Council will be deemed to have achieved compliance with the BASE design assessment .

At the time of issuing a Building Consent the Christchurch City Council will check for a confirmation from the New Zealand Green Building Council that the building's design is in accordance with the BASE requirements (the design assessment). If the New Zealand Green Building Council confirms that the building is in accordance with BASE or if a Green Star rating of 4, 5 or 6 has been achieved, and all of the other requirements of the District Plan and Building Code are met, the development can proceed.

At the time of Code Compliance the completed building will be checked to certify that the stated credits from the BASE tool either in respect of its permitted activity status or under the resource consent granted, have been included in the finished building.

Sustainable Buildings

Figure 1. BASE (Building A Sustainable Environment) Certification Process



Sustainable Buildings

15.5 BASE (Building A Sustainable Environment) Tool

Under Part 3 of the First Schedule to the Resource Management Act 1991, the Council may incorporate documents prepared by other organisations into the District Plan. The Christchurch City Council has incorporated the following document by reference in the District Plan: The BASE (Building A Sustainable Environment) building rating tool (identified version December 2011) developed by the New Zealand Green Building Council. The BASE tool and supporting information is provided on the New Zealand Green Building Council's website at www.nzgbc.org.nz/base.

The following table provides a summary description of each category and criteria contained within the BASE tool. Some credits are mandatory for all new buildings and these are denoted as being 'Required' credits. Buildings with a total floor area of 300m² or less only need to meet the 'Required' credits.

Table 1. Summary of categories, points and required credits contained in the BASE (Building A Sustainable Environment) tool.

<u>Credit Name</u>	<u>Requirement Summary</u>	<u>Points available</u>
Site		
<u>Waste Minimisation</u>	<u>The construction site employs a waste minimisation plan to divert waste from landfill.</u>	<u>Required</u>
<u>Site Management</u>	<u>The construction site is managed in accordance with an environmental management system.</u>	<u>1 point</u>
<u>Green Space</u>	<u>The ecology of the original building site is improved through the provision of green roofs, green walls or landscaping.</u>	<u>2 points</u>
	Total	3
Services		
<u>Water Use</u>	<u>The building achieves a minimum level of water efficiency.</u>	<u>Required</u>
<u>Energy Use</u>	<u>The building achieves a minimum level of energy efficiency.</u>	<u>Required</u>
<u>Ozone Protection</u>	<u>No ozone depleting refrigerants are used in the building.</u>	<u>Required</u>
<u>Commissioning</u>	<u>Comprehensive system commissioning is undertaken.</u>	<u>Required</u>
<u>Ventilation Heat Recovery</u>	<u>The building includes heat recovery to reduce ventilation heating energy consumption.</u>	<u>1 Point</u>
<u>Metering</u>	<u>Separate electrical and water meters are included to monitor energy and water use.</u>	<u>2 points</u>
<u>Renewables</u>	<u>A significant amount of renewable energy generation is included.</u>	<u>2 points</u>
<u>District Heating and Cooling</u>	<u>The building facilitates the use of the Christchurch District Energy System (DES)</u>	<u>1 point</u>
	Total	6

Sustainable Buildings

<u>Comfort</u>		
<u>Occupant Comfort</u>	<u>The building achieves a benchmark level of thermal comfort.</u>	<u>3 Points</u>
<u>Daylight</u>	<u>The building achieves a benchmark level of natural daylight to the outdoors.</u>	<u>2 points</u>
<u>Views</u>	<u>The building achieves a benchmark level of views to the outdoors.</u>	<u>1 point</u>
	<u>Total</u>	<u>6</u>
<u>Facilities</u>		
<u>Recycling Facilities</u>	<u>Waste recycling facilities are provided by the building.</u>	<u>1 point</u>
<u>Foot & Cycle Facilities</u>	<u>Showers and change facilities, as well as bike racks, are provided for a % of building occupants</u>	<u>2 points</u>
	<u>Total</u>	<u>3</u>
<u>Materials</u>		
<u>Materials Selection</u>	<u>To encourage and recognise the specification and use of responsibly sourced materials that have lower environmental impacts over their lifetime.</u>	<u>1 point</u>
<u>VOCs</u>	<u>The interiors finishes selected are low VOC</u>	<u>1 point</u>
	<u>Total</u>	<u>2</u>
	<u>Total Points</u>	<u>20</u>

Central City Temporary Buildings and Activities

Amend the following in Part 9 General City Rules of volume 3 of the City Plan

2.2.1 Statement

This rule has been incorporated into the plan to clarify the status of temporary buildings, structures, tents etc. which may be required for special events, **for temporary use of suitable sites located in the Central City following the 2010 and 2011 Canterbury earthquakes**, or for construction purposes. The rule is to provide flexibility for provision of temporary structures **and activities**, limited in either scale or duration, in order to minimise adverse (particularly visual) impacts.

2.2.2 Development standard

Notwithstanding anything to the contrary in this Plan, the following shall be permitted activities in any zone **except those zones located in the Central City**.

- (a) Temporary buildings ancillary to a building or construction project, provided that any such building does not exceed 40m² in area, or remain on the site for longer than the duration of the project or twelve months, whichever is the lesser.
- (b) Carnivals, bazaars, public meetings and ancillary buildings and structures, provided that such activities or buildings shall not remain on the site longer than one month.

(Any activity not complying with the above clauses (a) and (b) shall be a discretionary activity with the exercise of the Council's discretion limited to the matters subject to this standard.)

2.2.3 Development standard

Notwithstanding anything to the contrary in this Plan, the following shall be permitted activities in any zone in the Central City.

- (a) **Temporary buildings ancillary to a building or construction project, provided that any such building does not exceed 40m² in area, or remain on the site for longer than the duration of the project.**
- (b) **Any temporary event or public meeting, including associated parking and ancillary buildings and structures, provided that such activities shall not operate from a site for more than four consecutive weeks and buildings shall not remain on the site any longer than eight weeks.**

(Any activity not complying with the above clauses (a) and (b) shall be a discretionary activity with the exercise of the Council's discretion limited to the matters subject to this standard.)

2.2.4 Development standard

Notwithstanding anything to the contrary in this Plan, the following shall be permitted activities in any zone in the Central City, except the Living 4A, 4B, 4C and 5 and Cultural 3 zones.

- (a) **On any vacant site any temporary activity (except Temporary Car Parks for Earthquake Recovery which are controlled by clause 13-2.4.16) and/or building, public artwork, or recreational facility shall be permitted, provided that any such activity, building, facility or item shall not remain on the site beyond 18 April 2016.**
- (b) **Any temporary outdoor advertising which is for the purposes of providing information about the rebuilding or recovery work occurring on a site, provided that any such advertising shall not remain on the site beyond 18 April 2016.**

(Any activity not complying with the above clauses (a) and (b) shall be a discretionary activity with the exercise of the Council's discretion limited to the matters subject to this standard.)

Note: Council will monitor activities established by clause 2.2.4(a) and (b) 12 months prior to the expiry of the temporary period to ensure that landowners are aware that the activity shall cease and where necessary buildings and signage are to be removed or a resource consent will be required.

For temporary activities and buildings in the Living 4A, 4B, 4C and 5 and Cultural 3 zone, the Canterbury Earthquake (Resource Management Act Permitted Activities) Order 2011 applies.

Central City Temporary Buildings and Activities

2.2.35 Assessment matters for resource consents

General

- (a) The matters contained in Sections 104 and 105 and in Part II of the Act, apply to consideration of all resource consents for land use activities.
- (b) In addition to the matters above, the Council shall also apply the relevant assessment matters set out below.

Assessment matters

The effect of a larger building or longer time period in regard to:

- (a) any adverse effects on the amenities of the neighbourhood;
- (b) any adverse visual effects on any significant open space caused by the external appearance of buildings**
- ~~(b)~~(c) any adverse effects on adjoining properties from noise, overshadowing, privacy or loss of visual amenity;
- ~~(e)~~(d) the impact on the road network and traffic safety in the vicinity of the site; and
- ~~(d)~~(e) whether the building can comply with other standards for buildings in the relevant zone.

Add new definitions to Part 1 – Definitions

“Central City” – means that part of the City contained within Bealey, Fitzgerald, Moorhouse, Deans and Harper Avenues.

“Event” – in relation to the Temporary Buildings and Activities rule, means any temporary and organised activity including but not limited to organised gatherings, parades, festivals, film shoots, concerts, celebrations, multi-venue sports events of significant scale including fun runs, marathons, duathlons, triathlons.

“Public artwork” – means any object, figure, image, character, outline, spectacle, display, delineation, audio or visual installation (including but not limited to projection or illumination, static or otherwise), announcement, poster or sculpture that is used principally to enhance public spaces, whether it is placed on, affixed or tethered to any land or building, or any footpath or pavement (subject to any Council bylaws or traffic management requirement) incorporated within the design of any building (whether by painting or otherwise) and not used as an outdoor advertisement or for any purpose other than as public artwork

Amend definition in Part 1 - Definitions

“Building” - means as the context requires:

- any structure or part of a structure whether permanent, moveable or immovable, and/or
- any use, erection, reconstruction, placement, alteration or demolition of any structure in, on, under or over the land,

but does not include:

- (...)
- **any public artwork located in that part of the City contained within Bealey, Fitzgerald, Moorhouse, Deans and Harper Avenues.**

Central City Urban Design and Amenity

Insert new Part 16 in Volume 3 of the City Plan as follows:

Part 16 Urban Design and Amenity — Central City

These standards relate to areas within the Central City Core, Central City Fringe, Central City Mixed Use, Central City Business 1, the Cultural 3 Zone and the corner of Armagh and Montreal Streets, and the Cultural 3 Zone on Tuam Street. These sites are shown on Central City Planning Map 4.

16.1 Development Standard — Urban Design and Amenity

- a. On sites, in the Central City Core Zone, the Central City Fringe Zone, and the Cultural 3 Zones shown in the area identified as being subject to this rule on Central City Plan Planning Map 4, the erection of any new buildings or additions/extensions/external alterations to any existing buildings or the use of any part of a site not undertaken in a building, shall be a restricted discretionary activity with the exercise of the Council's discretion restricted to the assessment matters set out below.

Except that this clause will not apply to:

- additions/extensions/external alterations that cannot be seen from a public space.
- demolition, repairs, maintenance, and seismic, fire, and access building code upgrades.

- b. On sites, in the Central City Mixed Use Zone and the Central City Fringe Zone with a frontage of 30m or greater or on a site greater than 500m² in area, shown in the area identified as being subject to this rule on Central City Planning Map 4, the erection of a new building or additions/extensions/external alterations to a building of more than 200m² of additional gross floor area shall be a restricted discretionary activity with the exercise of the Council's discretion restricted to the assessment matters set out below.

Except that this clause will not apply to:

- additions/extensions and external alterations that cannot be seen from a public space.
- demolition, repairs, maintenance, and seismic, fire, and access building code upgrades.

- c. On sites, in the Central City Business 1 Zone shown in the area identified as being subject to this rule on Planning Map 4 the erection of new buildings and additions/extensions/external alterations to existing buildings exceeding 100m² gross floor area, shall be a restricted discretionary activity, with the exercise of the Council's discretion restricted to the assessment matters set out below and the extent to which the proposal complies with any development plan for the specific zone set out in Volume 3 Part 3 Appendix 18.

Except that this clause will not apply to:

- additions/extensions and external alterations that cannot be seen from a public space.
- demolition, repairs, maintenance, and seismic, fire, and access building code upgrades.

Note:

Any application made under Development Standard 16.1 — Urban Design and Amenity will not require the written consent of other persons, and shall be non-notified.

In implementing the above rule the Council may consider consulting, pursuant to Section 92(2) of the Resource Management Act, a design panel. The design panel would be made up of representatives from bodies such as the Institute of Architects, the Institute of Landscape Architects, the New Zealand Planning Institute, the New Zealand Property Council.

Central City Urban Design and Amenity

Assessment Matters

16.2 General Assessment Matters

a. Site Context and Layout

- (i) The development should consider local environmental conditions, including the temperate climate, seasonal changes, and prevailing winds.
- (ii) Where sites have been aggregated, or the development is on a large site, the development should respect its context and location having regard to the urban form identified for the Central City; the grid and diagonal street pattern; and a fine grained, plot-based characteristic .
- (iii) The development should positively contribute to the character and identity of the precinct or area, including responding to significant places and key frontages onto streets and public open spaces.
- (iv) The development should complement and not detract from adjacent or nearby listed heritage items or character buildings.
- (v) Any changes to character buildings and listed heritage items should be undertaken sensitively ensuring the inherent qualities of the buildings/items are retained.
- (vi) Existing mature tree and special garden planting should be retained on site.
- (vii) The development should connect to the street and open space network with access routes that maintain or enhance physical and visual links to key destinations and notable features.
- (viii) Developments should retain and support prominent vistas and view shafts – in particular the view shafts along north - south oriented streets to the Port Hills.

b. Relationship with Street and Public Open Spaces

- (i) Buildings should be orientated toward the street frontage and public open spaces and be of sufficient height to provide a sense of enclosure to the street or public open space, taking into account the scale of surrounding built structures and trees.
- (ii) Main pedestrian entrances should be provided within the frontage and be legible, inviting, sheltered and of a high visual amenity.
- (iii) The location and design of the entrances should enable short, safe and direct walking, cycling and public transport links to facilitate non-car journeys.
- (iv) Drop off/pick up zones should be designed to maximise sightlines and surveillance, avoid pedestrian crossing points and enable traffic congestion to be managed.

c. Corner Sites

Buildings on corner sites should be designed to emphasise the corner and have sufficient architectural landmark qualities to provide identity to the street corner.

d. Building Form and Appearance

- (i) The design of building facades should: provide human scale and visual interest; and Avoid bulky, bland or excessive repetition of building forms; and contribute positively to streets and public open spaces by articulating building form and accentuating the building function, including horizontal lines that emphasise the base, middle and top of buildings and vertical lines that reinforce historic plot boundaries and/or create a strong vertical rhythm.
- (ii) Building rooflines should contribute to the overall appearance of the building and streetscape, and provide visual interest in a way that complements the broader Central City skyline.
- (iii) The signage on a building should be in scale with and not dominate the streetscape or building and should be integral or complementary to the building's architecture.
- (iv) The use of a mix of high quality, durable materials and variation in colour in the exterior design of the building, which complement those of neighbouring buildings and contribute to the architectural form and detailing of buildings, are encouraged.

Central City Urban Design and Amenity

e. Site Access for Car Parking and Servicing

- (i) Pedestrian circulation between the street, public open space or car parks and main building entrances should be direct, safe, and legible with high amenity, and should be prioritised over vehicle access.**
- (ii) Publicly accessible places, including car parks, manoeuvring areas, footpaths and courtyards within a development, should be designed to maximise pedestrian and traffic safety.**
- (iii) Vehicle access, loading and service functions off a street or lane should be limited in number, visually discrete and built over to minimise disruption to pedestrian flows and the continuity of frontages or detract from street and public open space amenity.**
- (iv) Car parking should be integrated within the development to minimise the visibility of on-site car parking from the street or public open spaces.**
- (v) Pedestrian routes within the development are encouraged to be well overlooked, safe, and legible with high amenity, free from encroachment by cars and delineated from vehicle circulation.**

f. Landscaping and Site Amenity

- (i) Where front setbacks are required, planting should contribute to the amenity of the street; soften built form; assist in the legibility of entrances and circulation and; where appropriate, be of sufficient size and design to define the street and adjacent public open spaces.**
- (ii) Fences and walls, including those along boundaries and around ball courts, should be of high quality materials, complement the building design and allow ground level views.**
- (iii) Communal open spaces should be designed for intensive use, be flexible, of a usable size, incorporate access to shade and provide a pleasant outlook for building occupants.**
- (iv) External car parking, side boundary fences and service areas should be screened and/or softened by planting.**
- (v) Tree planting should be incorporated into surface car parking to provide for shade and increase amenity.**
- (vi) The collocation of external recreation spaces with public open spaces is encouraged.**
- (vii) Planting, including large scale tree planting, should be incorporated throughout the development.**
- (viii) The use of locally appropriate plants that are sufficiently robust enough for the location, and minimise water use and maintenance requirements is encouraged.**
- (ix) The design of the site and buildings to encourage on-site measures to reduce, treat or re-use storm water runoff.**

g. Service Areas and Utilities

- (i) Service areas and utilities should be positioned within a development to minimise adverse visual, noise or odour effects while enabling practical access and use.**
- (ii) Building elements, such as external access ways, lift shafts and mechanical, electrical and communications equipment should be coordinated and integrated within building designs to minimise their visual impact, particularly when viewed from streets and public open spaces.**

h. Crime Prevention Through Environmental Design

- (i) The design of developments should incorporate Crime Prevention Through Environmental Design (CPTED) principles, including the incorporation of good surveillance, appropriate consistent lighting, careful management of public access, clear boundary demarcation and other elements of a high quality environment.**

Central City Urban Design and Amenity

16.2.1 Zone Specific Assessment Matters

- a. In addition to the general assessment matters 16.2 a – h, the following assessment matters apply to the areas identified on planning Map 4 as requiring urban design and amenity assessment in the Central City Core Zone, Central City Fringe Zone, and Central City Business 1 Zone.

Relationship with Street and Public Open Spaces

- (i) The ground floor of the building should provide for a diversity of premises as well as a high proportion of glazing on the façade to encourage visual interaction. As a ‘rule of thumb’, the proportion of glazing should be:
- A minimum of 60% of the area of the façade at the ground floor in the Central City Core and Central City Business 1 Zones;
 - A minimum of 30% of the area of the façade at the ground floor in the Central City Fringe Zone;
 - A minimum of 30% of the area of facades of floors above the ground floor for all Central City Core, Central City Fringe, Central City Business 1 zones.
- (ii) Pedestrian entrances to the ground floor, and access to the upper levels, should be provided within the frontage and be direct, legible, inviting, sheltered and of a high visual amenity. As a ‘rule of thumb’ pedestrian entrances, depending on the width of the frontage and operational needs of the activity within the building, should be provided at a rate of 1 entrance per 10m of frontage in the Central City Core, Central City Fringe Zones and Central City Business 1 zones.
- b. In addition to the general assessment matters 16.2 a – h, the following assessment matters apply to the former Christchurch Girls High School site zoned Cultural 3 at the corner of Armagh and Montreal Streets and St Michaels school zoned Cultural 3 on Tuam Street.
- (i) The location and design of the entrances should enable short, safe and direct walking, cycling and public transport links to facilitate non-car journeys for students.
- (ii) Drop off/pick up zones for students should be designed to maximise sightlines and surveillance, avoid pedestrian crossing points and enable traffic congestion to be managed.
- (iii) Fences, including those along boundaries and around ball courts, should be of high quality materials and complement the building design and not obstruct ground level views.
- (iv) Communal open spaces should be designed for intensive use, be flexible, of a usable size, ensure access to shade and provide a pleasant outlook for building occupants.
- (v) External car parking, side boundary fences and service areas should be screened and/or softened by planting.
- (vi) Developments are encouraged to co-locate the provision external recreation spaces with public open spaces
- (vii) Soft landscaping is encouraged to be widely distributed throughout the development and provide for larger vegetation.
- c. In addition to the general assessment matters 16.2 a – h, the following assessment matters apply to the Central City Mixed Use Zone.
- (i) Buildings should be positioned close to the road boundary to provide continuity along street or public open space frontages;
- (ii) Active ground levels (such as pedestrian entrances, reception areas, offices, residential living areas, kiosks and check out counters) should be provided along street or public open space frontages, including a high proportion of windows.

Central City Urban Design and Amenity

Explanation

These assessment matters set out expectations for the design of Central City developments and ensure the whole development is considered. They provide an assessment framework for consenting officers and expert advisers when considering resource consent applications.

These matters seek to achieve good urban design on developments where, due to their location in the Central City, design decisions become much more important in achieving a high quality mixed use environment for the occupants, neighbours and the wider community.

The matters allow for an assessment to be undertaken of each development on a case by case basis. This allows flexibility of design whilst controlling developments to avoid poor design. It is expected that as a minimum, developments will fulfil the matters that are 'shoulds', except where some competing or conflicting design objectives arise, in which case compromises may have to be made between assessment matters to achieve a better overall balance of development outcomes.

Applicants shall provide written and graphic evidence, including landscape plans, of their design rationale to accompany site specific proposals.

16.3. Reasons for rule

The rule has been devised to ensure that during extensive rebuilding following the Canterbury earthquakes of 2010 and 2011, a high standard of urban design, appearance and amenity is provided whilst freedom of choice in specific architectural styles is maintained.

The consent mechanism assesses the urban design and amenity of the proposed buildings (and in some cases activities). However the specific assessment matters are based on established urban design and amenity principles - these do not regulate 'style'.

Changes to the Interim Global Stormwater Consent

The thrust of the proposed stormwater changes is to discharge cleaner water into the Avon River which is the main receiving environment for the central city. All sites being demolished and rebuilt will be required to mitigate for stormwater impacts as if they are a new development. This will mean that stormwater quality and quantity is to be assessed and mitigated at source. All stormwater run-off is to be treated on site through a variety of devices, depending on the size of the development, especially from car parks and driveways which are the main source of pollutants, and cleaner roof water where possible will be discharged directly into the Council's stormwater pipe network. Residential single dwellings with three or less car parks will be exempt.

To treat the streets network it is proposed in the Green City Chapter to install a series of rain gardens in the street that will intercept the side channel run-off prior to the water entering the Council's stormwater pipe network.

Once the Central City Plan is gazetted, the Christchurch City Council will initiate a Resource Consent Change of Conditions with Environment Canterbury in order to amend the Interim Global Stormwater Consent (CRC090292) provisions as set out below:

DESCRIPTION

- 1) The discharge shall be limited to stormwater from:
 - (a) Roofs, roading and hardstand areas (impervious areas) and pervious areas associated with:
 - (i) development that existed prior to the commencement of this consent ('existing sites');
 - (ii) re-development of 'existing sites' up to and including an area of four hectares on 'Flat Land', and up to and including an area of two hectares, on 'Hill Land' as shown on Plans CRC090292A and CRC090292B which form part of this consent;
 - (iii) new development sites, of up to and including an area of four hectares on 'Flat Land' as shown on Plan CRC090292A; and
 - (iv) new residential development sites of up to and including an area of two hectares, and non-residential development sites up to and including an area of 5000 metres squared, on 'Hill Land' as shown on Plans CRC090292A and CRC090292B; **and**
 - (v) **all "Central City sites" of up to and including an area of four hectares.**

DEFINITIONS

- 4) For the purposes of this consent:
 - (a) Stormwater: means rain-sourced or routine wash down sourced runoff, which may contain contaminants typical of urban or site construction stormwater such as suspended sediments, organic matter, nutrients, heavy metals, hydrocarbons micro-organisms and traces of hazardous substances that are entrained as the runoff or wash down water that flows over land or hard surfaces. It excludes discharges to water or onto and into land of runoff from spilled or deliberately released hazardous substances and wash down of such spillage or releases.

Advice Note: With respect to sites or collection areas where stormwater is sourced from land not in the ownership of the consent holder (being the Christchurch City Council), the point of discharge is where the contaminant or water leaves the effective control of the discharger, which includes but is not limited to the point of entry into the Christchurch City Council stormwater drainage network. It is therefore the responsibility of individual owners and/ or occupiers of land, for example private industrial sites, to ensure that their *discharge* of stormwater into the Christchurch City Council stormwater drainage network complies with the above definition of stormwater.

- (b) Christchurch City Council stormwater drainage network: means the reticulated piped network, including kerb and channel, sumps, pipes and manholes; and any stormwater management system that the Christchurch City Council assumes responsibility for.
- (c) Water: means fresh water in a river, ephemeral water course (including hillside gully), artificial water course, pond, lake, stream, wetland or aquifer, or any part thereof, that is not located within the coastal marine area.
- (d) Site: as defined in the Christchurch City Plan and also includes any balance land or adjacent land held by the same owner or ownership with an affiliated interest, for example a family trust or company.
- (e) Re-development: means a change in activity that does not have a discharge the same or similar in character, or results in an increase in intensity and scale to the discharge that existed prior to the commencement of this consent. For example changes in landuse, zoning, or increases in total impervious areas.

Changes to the Interim Global Stormwater Consent

Advice note: Any maintenance or upgrades to 'existing sites' stormwater systems and impervious surfaces that does not increase the scale and intensity of the discharge is not considered re-development as long as the stormwater system design still complies with condition 5 of this consent.

- (f) E&SCG: means Environment Canterbury's Erosion and Sediment Control Guidelines for the Canterbury Region, Report No. R06/23, February 2007 or any amendments to this document.
- (g) Manager: means the Canterbury Regional Council (CRC), RMA Compliance and Enforcement Manager, or nominated CRC staff acting on the Manager's behalf.
- (h) **Central City site: means any development site within the area bounded by Bealey Avenue, Moorhouse Avenue, Fitzgerald Avenue and Deans and Harper Avenues. Includes any new site or site demolished and rebuilt, regardless of any change to the scale or intensity of discharge.**

Changes to the Interim Global Stormwater Consent

These tables indicate the minimum requirements to enable discharge under this consent. For any size or type of development, where the Christchurch City Council considers there are factors that require ECAN input it can choose to not accept a proposed discharge to its network, and therefore a consent from ECAN would be required. The Christchurch City Council may require a higher standard to conform to the requirements of the network or if any special conditions exist.

Table 1

<u>FLAT LAND DISCHARGES</u>	<u>NEW DEVELOPMENT – SMALL SITE</u>	<u>NEW DEVELOPMENT – LARGE SITE</u>	<u>ECAN CONSENT REQUIRED</u>
	Where the site has a maximum number of potential ground level lots (under the appropriate zoning) of no more than 10 or the area is no greater than 5000m ² .	Where the site has a maximum number of potential ground level lots (under the appropriate zoning) of more than 10 or the area is greater than 5000m ² but less than 4ha.	Over 4ha
Residential – Roof, roading and hardstand	No first flush treatment required. Christchurch City Council may require submerged outlet sumps in some cases.	First flush treatment is required for all discharges containing runoff from hardstand or roading. Roof stormwater may be separately disposed of via a sealed system with no treatment required. Note CRC000315 sets out requirements for discharges to ground. Stormwater quantity assessment and mitigation is required	Any discharge from a site greater than 4ha will require a consent from ECAN.
Non-residential without Schedule WQL3 activities	For carparking areas with spaces for more than 10 cars, or a site used for warehousing purposes, an oil interceptor, swale or equivalent treatment system shall be used to treat stormwater runoff prior to discharge. Site management and spill procedures required. Christchurch City Council may require submerged outlet sumps in some cases.	First flush treatment is required for all discharges containing runoff from hardstand or roading. Roof stormwater may be separately disposed of via a sealed system with no treatment required. Note CRC000315 sets out requirements for discharges to ground. Stormwater quantity assessment and mitigation is required Site management and spill procedures required.	ECAN consent required.
<u>Central City sites without Schedule WQL3 activities*</u>	<u>For all uncovered carparking areas or a site used for warehousing purposes, an oil interceptor, swale or equivalent treatment system shall be used to treat stormwater runoff prior to discharge.</u> <u>Site management and spill procedures required.</u> <u>Roof stormwater shall be separately disposed of via a sealed system into Christchurch City Council underground pipe network wherever feasible.</u> <u>Christchurch City Council may require submerged outlet sumps in some cases.</u>	<u>First flush treatment is required for all discharges containing runoff from hardstand or roading.</u> <u>Stormwater quantity assessment and mitigation is required.</u> <u>Roof stormwater shall be separately disposed of via a sealed system into Christchurch City Council underground pipe network required wherever feasible.</u> <u>Site management and spill procedures required.</u>	<u>ECAN consent required.</u>
With Schedule WQL3 activities	ECAN consent required.	ECAN consent required.	ECAN consent required.

Changes to the Interim Global Stormwater Consent

Supporting Specifications

First flush treatment - Shall include but not be limited to at least the first the first 25 millimetres of rainfall from the contributing impervious catchment (volume or flow depending on treatment device).

All volume based stormwater management devices constructed shall be designed in accordance with the Christchurch City Council 2003 Waterways Wetland and Drainage Guide, or any amendments to this document.

All flow based stormwater treatment devices installed shall be designed in accordance with the NZWERF 2004, On-Site Stormwater Management Guideline using the methods described in Chapter 21 of the Christchurch City Council 2003 Waterways Wetland and Drainage Guide, or any amendment to this document.

All proposed first flush treatment facilities and design criteria are to be approved by the Christchurch City Council, before being allowed to connect to the Christchurch City Council network.

Discharge to ground via infiltration through soil media with:

- (i) a minimum infiltration rate of 20mm/hr and a maximum infiltration rate of 50mm/hr, as determined by the flooded basin method; or
- (ii) with a minimum infiltration rate of 50mm/hr and a maximum infiltration rate of 100mm/hr, as determined by the double ring infiltrometer method.

where site and/or ground conditions permit is the preferred method of discharge.

For any land discharge, without an under-drainage system, seasonal high groundwater levels shall be at least one metre below the invert of the soakage system. Any soakage systems with an under-drainage system or a dry retention basin seasonal high groundwater levels shall be at least 300 millimetres below the invert of the basin.

For sites up to 1ha Christchurch City Council has the discretion to reduce the treatment requirement where it can be clearly demonstrated that the re-development has effects substantially more positive than the existing situation. An example would be where an existing large untreated hardstand area is substantially replaced with roof.

Quantity assessment and mitigation - The effects of the discharge on the extent or duration of flooding on downstream properties are to be assessed. Where Christchurch City Council considers an increase (including cumulative increases) has a more than minor effect, detention shall be provided to ensure that post-development flows are no more than pre-development flows, for all events up to and including a 1 in 50 year storm event that is based on the critical duration for the catchment.

Site management and spill procedures – Procedures are to be implemented to prevent the discharge of hazardous substances or spilled contaminants discharging into any land or surface waters via any conveyance path

*** For Central City single dwelling sites with 3 or less uncovered car parks, stormwater treatment is not required.**

Planning Maps

Map 1

- **Zones**
- **Scheduled Sites**
- **Heritage buildings**
- **Protected trees**

Map 2

- **Entertainment/Hospitality Precincts**
- **Special Amenity Areas**
- **Designations**
- **Christchurch International Airport Limited — Approach Slope**

Map 3 — Heights

Map 4

- **Areas subject to Urban Design Assessment**
- **Required Verandahs**
- **Lanes**
- **Flood Management Areas**
- **Roads to be stopped**

Map 5 — Roading Hierarchy

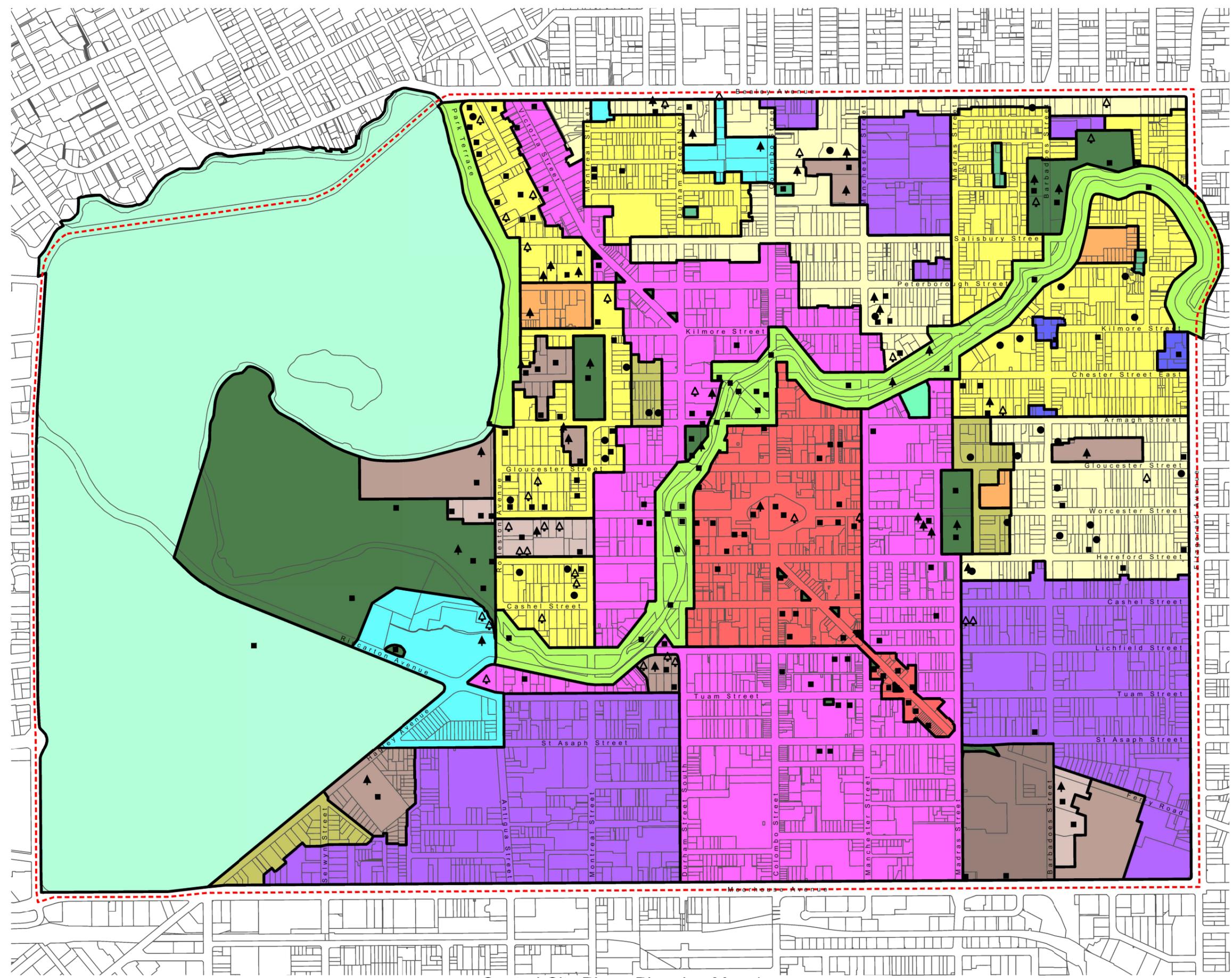


Scale 1:10,000 Date 06/12/2011
 0 100 200 300 400

Key

- - - Central City Plan Boundary
- Zone Boundary
- Scheduled Activity
- Protected Object, Place or Building
- ▲ Protected Tree
- ▲▲ Group of Protected Trees
- Central City Core Zone
- Central City Fringe Zone
- Central City Mixed Use Zone
- Central City Business 'CCB1' Zone
- Special Purpose Hospital Zone
- Cultural 1 Zone
- Cultural 3 Zone
- Cultural 4 Zone
- Living 4A Zone
- Living 4B Zone
- Living 4C Zone
- Living 5 Zone
- Open Space O1 Zone
- Open Space O2 Zone
- Open Space O3 Zone
- Conservation C2 Zone
- Conservation 5 (Papawai Ōtakaro) Zone

NOTE:
 With respect to Rule 1.2.5
 Deletion of listed items of Volume 3, Part 10,
 this map has been updated with Protected
 Object, Place or Building information current
 as at 22 November 2011.



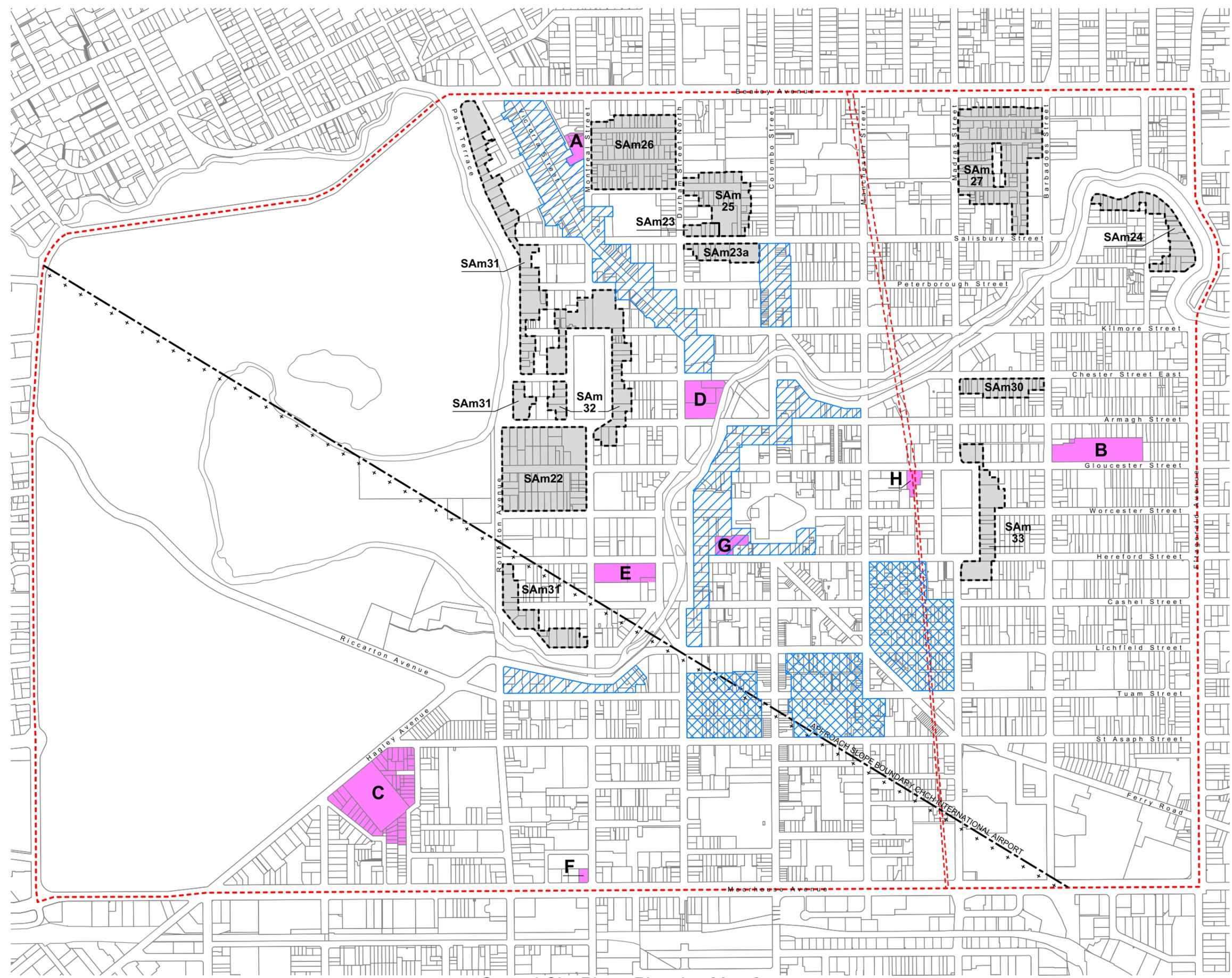
Central City Plan - Planning Map 1
 (This map replaces map 39A of the existing Christchurch City Plan)



Scale 1:10,000 Date 05/12/2011
0 100 200 300 400

Key

- Central City Plan Boundary
- TVNZ Transmission Corridor
- Airport/Airfield Approach Slope Boundaries
- Entertainment / Hospitality Precincts (Lower Noise Level)
- Entertainment / Hospitality Precincts (Higher Noise Level)
- Special Amenity Area
- A** Defence Designated Land
- B** Primary School Designated Land
- C** Secondary School Designated Land
- D** Courts Designated Land
- E** Police Designated Land
- F** Orion Designated Land
- G** Telecom NZ Designated Land
- H** TVNZ Designated Land



Central City Plan - Planning Map 2
(This map replaces in part maps 39A to 39F of the existing Christchurch City Plan)



Scale 1:10,000 Date 06/12/2011
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Key

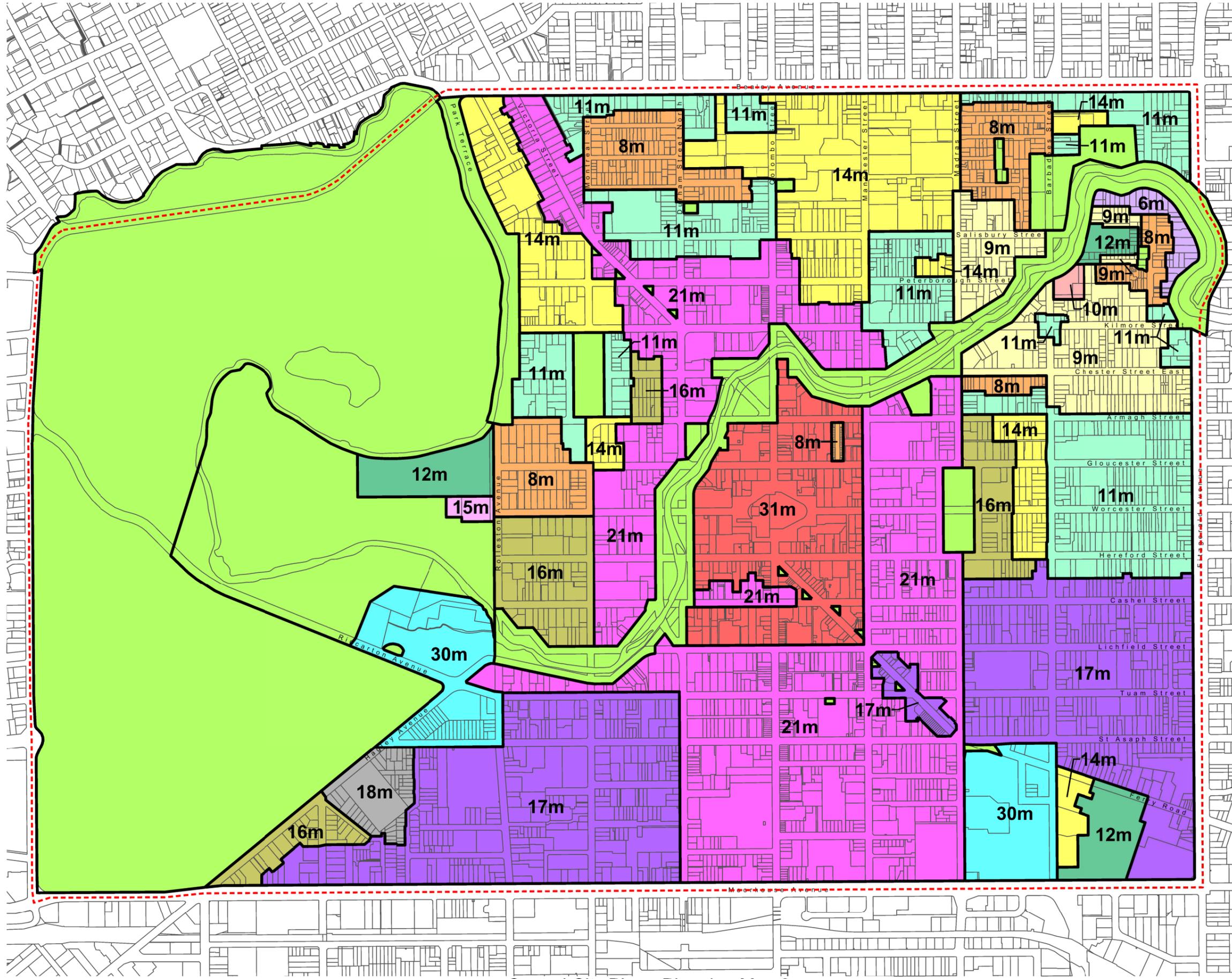
- - - Central City Plan Boundary
- Building Height Boundary

Maximum Building Heights

- 6m
- 8m
- 9m
- 10m
- 11m
- 12m
- 14m
- 15m
- 16m
- 17m
- 18m
- 21m
- 30m
- 31m
- Open Space / Conservation

NOTES:

- 1) Refer to Planning Map 1 for zone boundaries.
- 2) Refer to all relevant Development, Community and Critical Standards for maximum building height in each zone.



Central City Plan - Planning Map 3
 (This map replaces in part map 39B and 39D of the existing Christchurch City Plan)

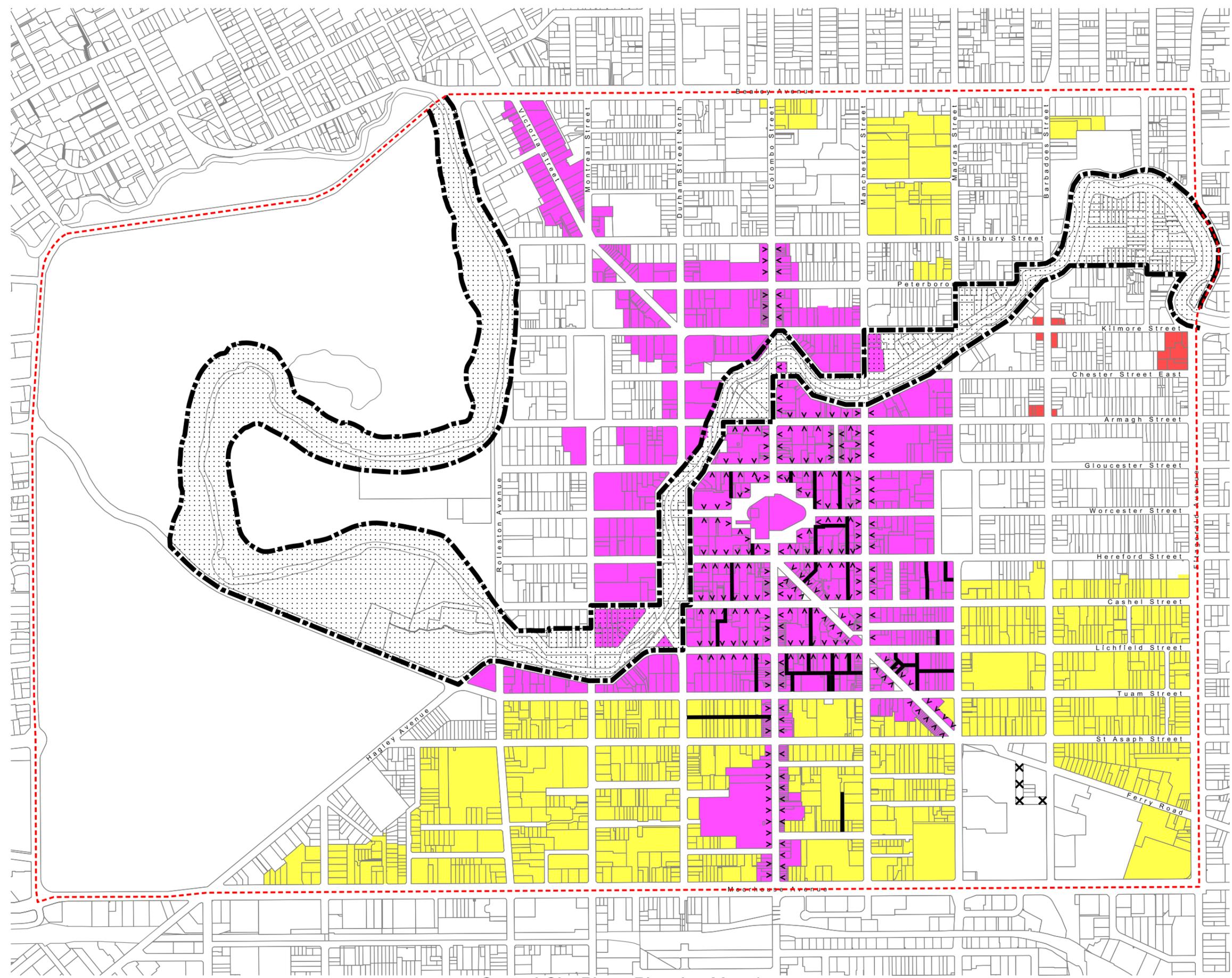


Scale 1:10,000 Date 05/12/2011
0 100 200 300 400

Key

- Central City Plan Boundary
- Areas subject to Urban Design assessment under Development Standard 1(a) in Part 16
- Areas subject to Urban Design assessment under Development Standard 1(b) in Part 16
- Areas subject to Urban Design assessment under Development Standard 1(c) in Part 16
- Flood Management Area (Non Operative V48)
*Refer to Note in General Information
- Lanes
- X X X Road to be Stopped
- v v v Required Verandahs

NOTES:
1) Refer to Planning Map 1 for zone boundaries.



Central City Plan - Planning Map 4
(This map replaces in part maps 39A to 39F of the existing Christchurch City Plan)



Scale 1:10,000 Date 30/11/2011
0 100 200 300 400

- Key**
-  People Streets
(Lanes, River Promenades, Malls)
 -  Main Streets
 -  Local Streets
 -  Distributor Streets
 -  Avenues
 -  Compact CBD

