

Commercial Centres NPS-UD

Urban Design and Built Form Descriptors
Prepared for Christchurch City Council




28 July 2022





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CONTENTS

1.0	Introduction and Scope	2
2.0	Background	2
2.1	Legislative Context	2
2.2	District Plan Centre's Hierarchy	3
3.0	Methodology and Assumptions	4
3.1	Methodology	4
3.2	Assumptions	5
4.0	NPS-UD / NPS Centres Built Form Framework	5
4.1	City Centre Zone (CCZ)	5
4.2	Metropolitan Centre Zone (MCZ)	6
4.3	Town Centre Zone (TCZ), Local Centre Zone (LCZ) and Neighbourhood Centre Zone (NCZ)	6
5.0	Applying the NPS-UD Centre's Built Form Framework to Ōtautahi Christchurch	8
5.1	Overview	8
5.2	City Centre Description	8
5.3	Metropolitan Centre Description	10
5.4	Town Centre Description	11
5.5	Local Centre Description	12
5.6	Neighbourhood Centre Description	14
5.7	Graphic Summary of the Scale and Built Form of the NPS-UD Centres Framework for Ōtautahi Christchurch	16
Appendix 1 – District Plan Policy 15.2.2.1 - Role of Centres / Table 15.1 Centre's Role		17
Appendix 2 – Urban Form and Amenity Outcomes of the Existing District Plan Centres Hierarchy		19
Appendix 3 – Urban and Built Form Attributes Across Centre Types		21
Appendix 4 – Centres Framework Maps		23
Appendix 5 – Definitions		25

1.0 Introduction and Scope

In line with the National Policy Statement – Urban Development (NPS-UD), Christchurch City Council (the Council) are reviewing the existing Commercial Centres Hierarchy set out in the District Plan including to align with the National Planning Standards (NPS) Zones Framework.

As part of this, the Council are exploring a range of metrics associated with the existing commercial centres, including their geographic size and activity types, catchment and economic factors and accessibility to inform the proposed framework.

Also of relevance are the urban design and urban/built form of each of the key centre ‘types’. As such, this report has been prepared on behalf of the Council to provide urban and built form inputs into the review. This includes developing ‘descriptors’ for each of the centre ‘types’ within the new Centres Framework. These descriptors will articulate the scale and nature of development intended within the centres, and the expectations around the qualities and features of each centre, including activities, amenity and open space. This will include Ōtautahi Christchurch context, scale, identity and character considerations, and how these relate to the theoretical framework that has been established for centres across a range of scales in Aotearoa New Zealand within the NPS-UD.

The ‘descriptors’ will provide a robust and clear intent articulated in a written format (with a supporting diagram) for incorporation within the District Plan. The descriptors will accompany associated objectives and policies, such that they effectively inform developers and their agents, policy and resource consent planners and urban designers amongst others of the urban design and built form expectations for each of the centre ‘types’.

As such, this report includes:

- Relevant background on the legislative context and the existing Centres Hierarchy included in the District Plan.
- A theoretical description of the Centres Framework under the NPS-UD from an urban design and urban/built form perspective.
- Key ‘descriptors’ for each of the Centre ‘Types’ for Ōtautahi Christchurch from an urban design and urban / built form perspective and with a future focus derived from an analysis of the key attributes for each Centre ‘Type’.

2.0 Background

2.1 Legislative Context

The NPS-UD is a key initiative of the Government’s Urban Growth Agenda. It is designed to improve the responsiveness and competitiveness of land and development markets to better meet the different housing needs and preferences of New Zealanders. The NPS-UD requires Tier 1 authorities (Christchurch, Wellington, Auckland) to enable greater urban density in metropolitan and city centre zones, and a minimum building height of 6 storeys in areas within a walkable catchment of existing and planned rapid transit stops, the edge of city centre zones and the edge of metropolitan centre zones.

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (enacted in December 2021) amended aspects of the NPS-UD. One key amendment was

to Policy 3(d). The previous policy directed councils to focus intensification in ‘all other areas’ with high levels of accessibility and demand. The new wording of Policy 3d is more specific in that it directs the Council to intensify areas within and adjacent to particular types of centres, namely town, neighbourhood and local centres and to a degree that is commensurate with the level of commercial activity and community facilities within them¹. As such, the commercial centres framework within Christchurch’s District Plan needs to align to those identified in the NPS-UD and the NPS.

The NPS-UD identifies the following framework of centres – City Centre, Metropolitan Centre, Town Centre, Local Centre and Neighbourhood Centre. This is based on the zone framework set out in the NPS. The Framework provides a list of zones with descriptions of their typical land use, urban form, density and mix of activities. It is therefore necessary to determine how the various centres should be classified. It is noted that there may be sub-categories within the framework to recognise a finer level of nuance than that provided by the NPS, notated as ‘Tiers’ and based predominantly on size and reach.

2.2 District Plan Centre’s Hierarchy

Chapter 15 of the District Plan currently includes objectives and policies for commercial activity focussed within a network of centres to meet the wider community’s and businesses’ needs in a way that (amongst other matters) gives primacy to the Central City followed by District and Neighbourhood Centres identified as Key Activity Centres (15.2.2(4)).

As such, District Centres are the ‘second tier’ centre under the Central City. This hierarchy is also identified within the Canterbury Regional Policy Statement where Objective 6.2.5 notes the need to maintain the existing network of centres as focal points for commercial, community and service activities. These are identified as the Central City, Key Activity Centres (i.e., all District Centres) and Neighbourhood Centres.

The hierarchy of centres currently includes more than 150 existing commercial centres all of which are required to be realigned with the NPS Commercial Centres Zone Framework. Policy 15.2.2.1 and associated Table 15.1 sets out the role of the centres (see **Appendix 1**).

This policy framework and associated built form standards of the District Plan anticipates a certain ‘**urban form**’ for the City. Urban form generally refers to the three-dimensional shape of the city resulting from a range of physical characteristics such as the size, shape, and configuration of the built environment. Associated with the configuration of the urban /built form is the level of urban amenity expected within the Centres, through the relationship between the

¹ Policy 3: In relation to tier 1 urban environments, regional policy statements and district plans enable:

- (a) In city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and
- (b) In metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and
- (c) Building heights of at least 6 storeys within at least a walkable catchment of the following:
 - (i) Existing and planned rapid transit stops;
 - (ii) The edge of city centre zones;
 - (iii) The edge of metropolitan centre zones; and
- (d) Within and adjacent to neighbourhood centre zones, local centre zones, and town centre zones (or equivalent), building heights and density of urban form commensurate with the level of commercial activities and community services.

buildings and streets and public spaces, with a greater focus on ground floor activation and the visual appearance and interest of the buildings in the higher order centres.

The Centres-based framework also talks about the vitality of centres. Vitality, although being an economic concept is also a relevant urban planning term. In the Centres context, ‘urban vitality’ relates to a range of requirements that together create a vibrant urban area, including a mixed pattern of land use, small blocks, high enough density that it sufficiently attracts people, buildings of diverse ages and ease of accessibility to public facilities.² These requirements are closely connected to walkable environments because the vitality theory is focused on fostering human scaled environments that relate to the number of people being active in an area³ and is also closely aligned with urban amenity considerations.

Appendix 2 sets out an overview of the urban form and associated urban amenity outcomes broadly anticipated from the Centres based policy framework.⁴

3.0 Methodology and Assumptions

3.1 Methodology

The methodology for this assessment comprises the following key steps:

- **Step 1 – NPS-UD Built Form Framework**
 - o Describe the overall urban form outcomes anticipated from the NPS centres hierarchy on a theoretical rather than actual (i.e., identified places) basis.
- **Step 2 – Apply the Centre’s Built Form Framework to Ōtautahi Christchurch**
 - o Identify each Centre ‘Type’ on a scale spectrum with a future focus.
 - o Identify the built form, movement and activity attributes associated with each Centre ‘type’ (see example table below).
 - o Based on these attributes and future potential prepare detailed ‘descriptors’ for each Centre Type.

Example Formal of Table: Urban Form Attributes across Centre ‘Types’

Attribute Category			Attributes	Centre ‘Type’				
Built Form	Movement	Activities	Attributes	City Centre	Metro Centres	Town Centre	Local Centre	Neighbourhood Centre

- **Step 3 – Prepare Short Report**
 - o Prepare a short report setting out the above.

² Urban vitality in this context relates to a range of requirements that together create a vibrant urban area, including a mixed pattern of land use, small blocks, high enough density that it sufficiently attracts people, buildings of diverse ages and ease of accessibility to public facilities. These requirements are closely connected to walkable environments because the vitality theory is focused on fostering human scaled environments that relates to the number of people being active in an area. Jacobs, J. *The Death and Life of Great American Cities*; Vintage Books: New York, NY, USA, 1961 / Kim, S. *Urban Vitality, Urban Form and Land Use: Their Relations within a Geographical Boundary for Walkers*, 2020

³ Jacobs, J. *The Death and Life of Great American Cities*; Vintage Books: New York, NY, USA, 1961
Kim, S. *Urban Vitality, Urban Form and Land Use: Their Relations within a Geographical Boundary for Walkers*, 2020

⁴ Sourced from evidence of Jane Rennie in relation to Plan Change 6 (Homebase), dated 25 June 2021

3.2 Assumptions

The following assumptions were noted:

- The work was undertaken in very tight timescales and has required the methodology to be modified to suit.
- The report was desk based only and does not assess the Centres in their existing format, (methodology based not place based), their current performance or consider each of the centres individually.
- Additional work streams considered the potential intensification around the centres.
- The Greater Christchurch Spatial Plan will determine future sub regional growth strategies and urban form, and the Ōtautahi Christchurch District Plan the city urban form.
- The roll of 'Local Centres' is being assessed in a separate plan change. This study will define the Local Centre and a baseline level of intensification which will be further established through the plan change.
- The Property Group report⁵ was based on CCC GIS data, and it is noted there are some inconsistencies.
- For the purposes of this report, density descriptions within the context of Ōtautahi Christchurch broadly align with around 3-5 storeys for medium density and 6 plus storeys for high density.

4.0 NPS-UD / NPS Centres Built Form Framework

The following sets out our interpretation of what the NPS-UD is seeking to achieve for each of the proposed commercial centre zones established through the National Planning Standards from an urban design and built form perspective.

4.1 City Centre Zone (CCZ)

The CCZ comprises areas used predominantly for a broad range of commercial, community, recreational and residential activities. The zone is the main centre for the district or region.⁶

Policy 3 in relation to Tier 1 urban environments, regional policy statements and district plans enable:

- a. *"in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification."*⁷
- b. *building heights of least 6 storeys within at least a walkable catchment of the following:*
 - i. *the edge of city centre zone."*

Development capacity and intensification are achieved through enabling buildings that are taller and denser than within other centres – giving more businesses and residents the option to

⁵ *The Property Group, Centres Review Data Collection Summary Report, January 2022*

⁶ *National Policy Standards, Ministry for the Environment: <https://environment.govt.nz/publications/national-planning-standards/>*

⁷ *Understanding and Implementing intensification provisions for the NPS on Urban Development, Ministry for the Environment, 2020: <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>*

locate within the productive centre. The form of the city centre and typologies for housing should provide access for all to opportunities, culture and amenity to support health and wellbeing.

Intensification brings with it many positive outcomes – such as transport choice, increased accessibility, and a reduction of greenhouse gas emissions - all centres should be planned to deliver ‘well-functioning’ urban environments⁸. When considering the amount of density to be enabled, consideration should be given to whether or not the intensification is sufficient to support the outcomes mentioned above. Density around the city centre will gradually decrease in scale, with the walkable catchment from the edge of the city centre providing building heights of at least 6 storeys.

4.2 Metropolitan Centre Zone (MCZ)

The MCZ is used predominantly for a broad range of commercial, community, recreational and residential activities. The zone is a focal point for sub-regional urban catchments.⁹

Policy 3 in relation to Tier 1 urban environments, regional policy statements and district plans enable:

- a. *“in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and¹⁰*
- b. *building heights of least 6 storeys within at least a walkable catchment of the following:*
 - i. *existing and planned rapid transit stops*
 - iii. *the edge of metropolitan centre zones.”*

Intensification is enabled in metropolitan centres to provide the opportunity for more people to live and work in areas of high demand and good access, serviced by public transport, both existing and/or planned. It is anticipated that metropolitan centre zones will exhibit all or at least most, of these attributes.¹¹

4.3 Town Centre Zone (TCZ), Local Centre Zone (LCZ) and Neighbourhood Centre Zone (NCZ)

Determining where a centre falls within the NPS-UD framework of town, local or neighbourhood centre depends on the built and urban form associated with the range of commercial activities and community services, and accessibility¹² of the centre.

⁸ National Policy Statement on Urban Development 2020: <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020/>

⁹ National Policy Standards: <https://environment.govt.nz/publications/national-planning-standards/>

¹⁰ Understanding and Implementing intensification provisions for the NPS on Urban Development: <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>

¹¹ Understanding and Implementing intensification provisions for the NPS on Urban Development, Ministry for the Environment, 2020: <https://environment.govt.nz/assets/Publications/Files/Understanding-and-implementing-intensification-provisions-for-NPS-UD.pdf>

¹² In the NPS-UD ‘Understanding and Implementing Intensification Provisions for the NPS on Urban Development, MfE, accessibility references ‘the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services (para 5.1 page 12). Under para 5.4 it states that Accessibility refers to the ‘level of service’ as a whole and defines people’s overall ability to reach desired services and activities (together called opportunities). Assessment typically examines the time, cost and amenity of accessing services and activities via different modes. Under 5.4.3 it states that ‘To measure accessibility or assess changes due to land-use or transport

Commercial activities are those services that serve the community and provide jobs, such as supermarkets, banks, retail stores or local restaurants. Community facilities are community centres, recreational facilities like council gyms or pools and libraries and are present predominantly in Town or Local centres. Consideration should be given to the “..level of accessibility by existing or planned active or public transport to a range of commercial activities and community services; or (ii) relative demand for housing and business use in that location.”

The categorisation of a centre will influence the level of intensification of and around the centre. **Figure 1**, sourced from ‘Understanding and implementing intensification provisions for the NPS on Urban Development’ shows how the accessibility and densities for Town, Local and Neighbourhood Centres should be determined for Tier 1 cities based on demand and accessibility. The locations that provide a range of activities and services are likely to be places that are easily accessible to a wide range of people. These locations will often be commercial centres within urban areas, ranging in size from smaller local or town centres through to larger metropolitan centres or even city centres. Across the city the centres should gradually decrease in height and density to reflect the level of accessibility by active and public transport from Town to Neighbourhood category.

Applying this gradual decrease in the scale of urban form enables a legible urban form across these centre types, with the greatest scale aligning with the highest level of commercial activity, commercial facilities and accessibility and associated change in patterns of development – a finer grain street and block pattern with higher density of development (See **Figure 1**).

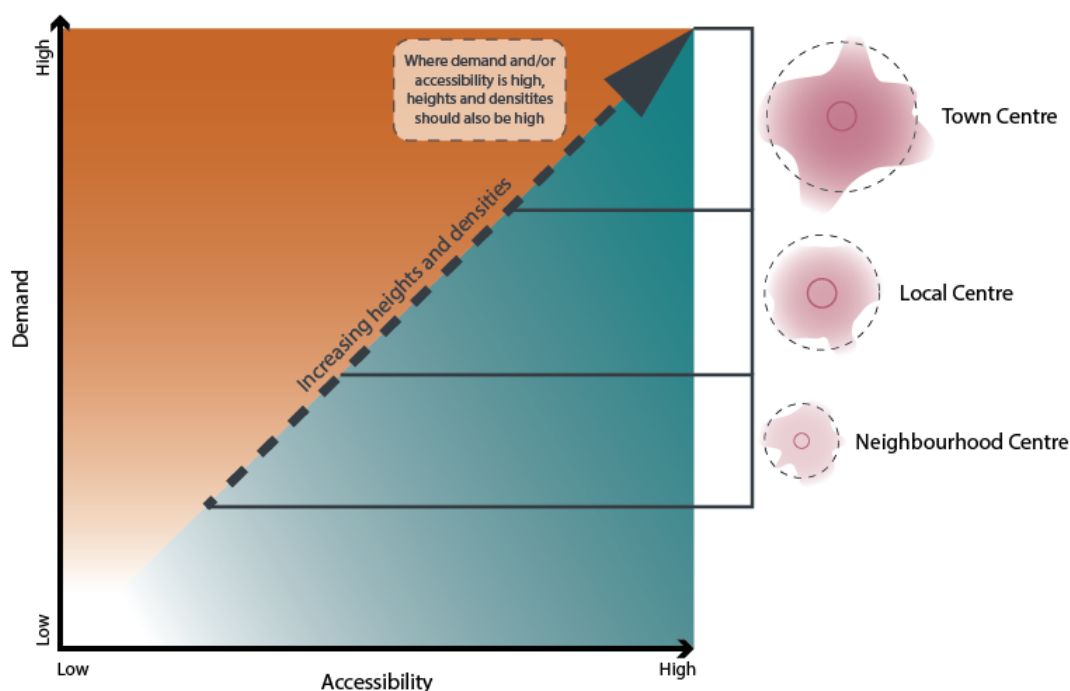


Figure 1: Example framework for determining heights and densities of centre ‘types’ based on the level of demand and accessibility (Graphic edited by Boffa Miskell, original sourced: Understanding and implementing intensification provisions for the NPS on urban Development)

interventions, you will require data on where people live, the location of destinations, and the cost, time and ease of travelling between these destinations for users of each mode and for each component of the journey’.

5.0 Applying the NPS-UD Centre's Built Form Framework to Ōtautahi Christchurch

5.1 Overview

This section sets out the key 'descriptors' for each of the Centre 'Types' for Ōtautahi Christchurch from an urban design and urban / built form perspective and with a future focus. A future focus includes consideration of the intent of the NPS-UD in the context of Ōtautahi Christchurch and the City's overall aspirations and values considered important in achieving well-functioning environments.

It is important to acknowledge the relevance of the urban form of the city and the contribution a legible and diverse network of centres has in informing the foundation for how residents live within the city and are able to access the services and facilities they need.

The built environment of our Centres is complex and continues to change. There will be a greater focus in the future on a number of the centres transitioning from being standalone retail developments to comprising mixed use centres in meeting local demands and providing access for a greater range of opportunities, culture and amenity to support health and wellbeing.

There are a range of urban design and urban /built form attributes that make up the centres and are critical to their success and overall vibrancy. **Appendix 3** sets out a range of attributes under three key themes: built form; movement; and activities. It is noted that within the Centre Type's there will be variability both in terms of the range of sizes of centres but also the number of attributes that are present.

Urban form refers to the pattern of development, in combination with the overall scale, or three-dimensional aspects resulting from a range of physical characteristics such as the size, shape, and configuration of the built environment. The built form of our Centres refers to the function, shape and configuration of buildings as well as the relationship to streets and open spaces. Defining a built form framework across the Centre Types helps to establish an overall structure or hierarchy of future built quality and character as shaped by the use, design, massing, scale and type of buildings. This will guide the scale and intensity and built form that is appropriate to the Centre Type and ensure new development reinforces this spatial differentiation.

A strong and thriving network of Centres across Ōtautahi Christchurch supports social cohesion, walkable neighbourhoods, aging in place and better access to employment, social infrastructure, the natural environment and local facilities. This includes access to both large scale businesses through to small local eateries and a diversity of cultural and creative experiences. Targeting growth to these areas of high amenity will also promote the use of active and public transport modes with investment in transport infrastructure not only having a significant impact on the urban form of the city, but allowing for connections between the Centres, supporting improved accessibility.

Figure 7 in **Section 5.7** provides a graphic summary of the scale and form of the NPS-UD Centres Framework for Ōtautahi Christchurch.

5.2 City Centre Description

The City Centre of Ōtautahi Christchurch is the pre-eminent Centre within the Canterbury Region representing the heart for business, tourism, cultural, civic, residential and education

functions. Given its primacy the City Centre has the greatest level of investment compared to other Centres, with a national (and international) focus. It comprises of built form of architectural quality and detail and public realm identity and is the most accessible and vibrant of the Centres.

The Central City is where there is significant capacity for business of varying scale from large government offices through to small, shared studios or corner cafes. City Centre innovation is encouraged through technology, buildings and the urban realm. High-density residential growth without height restriction provides the opportunity for many to live where they work and play. Development of new civic and cultural destinations attract visitors to the Centre and provide day and night activation. It has the highest density of both commercial, residential and guest accommodation development of all the Centres that support a diversity of experiences.

The urban form of the Centre is that of the largest centre located centrally within Ōtautahi Christchurch and clearly identifiable when seen from elsewhere within the city and beyond. It is compact in extent and includes the tallest buildings with no height restriction, which contribute to an enduring and interesting skyline. All buildings and landscapes are of an architectural or design quality expected within a City Centre environment. The scale and form of the city centre will respond to growth opportunities with the greatest scale of development focused where there is highest accessibility, with the scale of development reducing as you move to the edge of the walkable catchments of future transport nodes. The enablement of density within the city centre supports the recovery of the Centre as it sustained significant damage and population loss from their catchment post-earthquake.



Figure 2: *The City Centre has the tallest buildings of the Centres*

The Centre comprises the largest urban blocks which are clearly defined by a street grid, and refinement through activated laneways, pedestrian only spaces woven together by the high amenity Otākaro Avon River, Cathedral Square and a multitude of quality public spaces show casing the natural environment. Streets are treated as public realm, providing space for public art, amenity and play with slow speeds and space defined for a range of users. The built character reinforces human scaled elements, architectural quality and form as defined by the walkable streets and blocks. Buildings provide a continuous edge and sense of enclosure to the tree lined streets, opening to public plazas, the river corridor, and laneways. The buildings are easily understood as having an engaging street level, a mid-level and a top level, contributing to

the scale and character of the City Centre. Mixed use buildings are promoted and the lower levels of buildings at the street front are reserved for commercial, hospitality and retail use that activate and provide vibrancy to the streets, with upper levels for office and residential uses. Civic buildings, often of interesting or landmark forms, anchor and provide legibility to the Centre, promoting movement between activities and the commercial heart of the city. The Centre has the highest urban amenity and largest range of activities with landmark buildings that are highly articulated and visually appealing, with a focus on contributing to a high-quality pedestrian environment.

The Centre incorporates a significant open space component which adds to its identity and quality, and environmental qualities. Servicing and parking are located internally within the blocks, with surface carparking minimised to improve the pedestrian experience.

The Centre has a focus on both local and regional transport services. It is highly connected with provision of the City Centre public transport interchange with future rapid transit anticipated to further enhance the connections within the City and the District. Transit facilities are fully integrated with other land uses and active modes through quality walking and cycling connections, to create a comfortable user experience .

The City Centre is surrounded by green space and the city fringe of residential and mixed use activity, within walking distance. These areas provide complementary living, opportunities for alternative and comprehensive housing development, service industries, business and entertainment activities, and opportunities to connect with nature.

5.3 Metropolitan Centre Description

Metropolitan Centres are located to serve sub-regional catchments of Greater Christchurch and are second only to the City Centre in overall scale and intensity. They are focal points or destinations providing retail, commercial, community, recreational and residential activities and amenities. These include department stores, supermarkets, food and beverage locations, entertainment, and guest accommodation. The centres are typically located in association with a main street, with good connectivity, a range of retail opportunities both large and small and supported by a wide array of service and community activities. Metropolitan Centres provide for a range of residential living options. A wide range of services and activities reflect the needs of the wider community and includes unique offerings from those offered in other Centres, The Centres offer high density living in the form of mixed-use towers and apartment buildings

The Metropolitan Centres have significant capacity for intensification providing the opportunity for more people to live and work in areas of high demand and good access, serviced by public transport, both existing and/or planned. Growth and intensification are supported by a comprehensive range of activities present, from larger corporate businesses to local eateries, , theatre, galleries and retail. Public transit stops and corridors provide a well-integrated public transport hub for users.

The urban form of the Metropolitan Centre's is compact in extent and focused on public transport infrastructure. Building heights and densities of urban form that reflects demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys are enabled. Mixed-use buildings are encouraged to support the vitality of the Centre. Buildings are anticipated to reduce in scale as accessibility decreases, with taller buildings located more centrally within the Centre aligning with the frequent transit network. Shopping malls and anchor stores are integrated within the urban fabric with a range of building typologies

to reflect the range of land uses within the Centre. Transit facilities are integrated with active modes through quality walking and cycling connections.



Figure 3: A Metropolitan Centre building heights are at least 6 storeys and reflect demand for business and housing

The Centre has a high urban amenity with buildings that are well articulated and with a focus on contributing to a high-quality pedestrian environment. The built character reinforces human scaled elements, architectural quality and form as defined by the walkable streets and blocks. The Centre incorporates open space and recreation which adds to its identity and serves the wellbeing of residents and visitors. High amenity street networks of slow speeds support active modes of transport, create lively streets and improve pedestrian safety. Servicing and parking are located internally within the blocks ensuring a pedestrian friendly environment.

5.4 Town Centre Description

Town Centres are focal points or nodes, providing a wide range of retail, commercial and community activities and amenities in the form of department stores, supermarkets, food and beverage locations, entertainment, and guest accommodation, distributed broadly across the wider city. The Centres are typically located in association with a main street, with good connectivity, a range of retail opportunities from large to small supported by a wide array of service activities and a range of residential living options. Services and activities reflect the local character and culture of the local community, responding directly to their needs. This creates a network of Town Centres that have variety and a unique offering between the centres, catering to certain needs or cultures. There are a range of scales of Town Centres depending on their historical context and location within the City and extent of retail, commercial and community services and facilities.

Town Centres offer high density living in the form of mixed-use and apartment buildings within a consolidated centre supported by frequent public transit services and associated infrastructure. High amenity street networks of slow speeds support active modes of transport, create lively streets and improve pedestrian safety. Residential and business growth presents opportunities for increased accessibility to employment, social infrastructure and local services, enabling people to work and live in their local Town Centre, reducing the need to travel by car. The Town

Centre incorporates a significant open space component as well as other public assets, to support the social and cultural wellbeing of residents and visitors.

The Centres are compact in their urban form, with higher density building in the centre and/ or along the major transit routes, in the most accessible locations, reducing in scale as accessibility decreases to meet the surrounding urban fabric. Building heights are likely to vary but would be around 2-6 storeys in height depending on the context and the nature and extent of the Centre with buildings greater than 6 storeys if within walking distance of a rapid transit stop.



Figure 4: Town Centres are anticipated to include buildings of between 2 and 6 storeys depending on the context and depending on if there is a rapid transit stop

The built character reinforces a finer grain and human scaled form as defined by pleasant, walkable streets and blocks, with an active built edge to the street. Shopping malls and anchor stores are integrated within the urban fabric with a range of building typologies to reflect the range of land uses within the Centre.

Streets within the Centre are safe, comfortable and attractive prioritising pedestrians through definition of space, speed reduction, street trees and public space. They are places of welcome, of activity and movement, and support the mix of uses located adjacent to the street, and residential use and offices above. This may include larger commercial floorplates. Streets and public spaces combine to comprise a vibrant centre that people visit for different purposes at different times in the day. Servicing and car parking are located internally and consolidated within the blocks, promoting active street edges, in key locations to service a wide range of activities.

The urban amenity of the centres provides for comfortable, vibrant and appealing places with buildings that are highly articulated and contributing to a quality pedestrian environment and liveable place.

5.5 Local Centre Description

Local Centres are a hub for their community, providing a range of commercial, community and recreational/ open space activities serving their local catchment. They have a more integrated

rather than accentuated built form (the height and scale of buildings is less prominent and more consistent with the scale of the residential catchment around it). Local Centres are influenced by their local community or natural environment which gives a defined character to these Centres across the city. There are a range of scales of Local Centres depending on their historical context and location within the City and extent of retail, commercial and community services and facilities.

Commercial buildings, community facilities and anchor stores are located on the Main Streets with the most foot traffic, and where they are served by active and public transport modes and incorporated within the fine grain fabric of buildings and activity that provides the pedestrian quality and human scale to the street.

The Local Centres are serviced by local transport routes and bus stops, integrated within a wider active transport network. Future growth at Local Centres supports accessibility to goods and services needed daily, and active and public transport services.

The urban form of Local Centres is compact with medium density mixed use apartments and townhouses at the centre decreasing to medium-low density typology buildings where the level of accessibility reduces. The scale and form of the local centre is centralised around the greatest intensity of activity that is most easily accessed by public and active transport. Building heights and densities should decrease from the centre, where accessibility is highest, to meet the residential surrounds, where walking to the centre becomes less convenient.



Figure 5: Local Centres are anticipated to include building heights of a graduating scale, with buildings located in proximity to the context being of a similar height.

The built character of the Local Centre reinforces the street level, with infrastructure and landscape elements reinforcing this scale. Walkable, human scaled streets with an active edge are created through the placement of medium to low height buildings at the edge of or close to the footpath. Carparking is minimised and integrated into the streetscape and at the rear of buildings, minimising severance resulting from large areas of carparking.

Local Centres incorporate small scale open spaces that provide for community activity, art and expression, and places of repose, and integrate with existing or planned community facilities, such as schools, community centres and/or libraries as well as other public related uses. This public amenity supports the level of intensification and social and cultural wellbeing.

Main Streets and Activity Streets within the Local Centre provide low key, amenable places, which support street life, commercial activity, and community interaction.

5.6 Neighbourhood Centre Description

The range of low key, small scale services and uses, including residential, small scale office, entertainment and commercial, contributes to a vibrant Neighbourhood Centre that people visit for different purposes at different times of the day. Limited mixed use opportunities provide for some activation, supporting others' daily needs, and allows people to live where they work or where they can easily commute to other Centres. Small offices also allow for local business hubs and working, however the main driver for employment at Neighbourhood Centres are the small scale, localised commercial activities.

Neighbourhood Centres provide daily convenience shopping supporting smaller neighbourhood catchments, serviced by local transport routes and bus stops, and integrated within the wider active transportation network. They range in size from a small group of convenience shops to a stand-alone supermarket with other local services, supported by a nearby community facility, to a more diverse retail and service offer, still focused on meeting the needs of local residents.

Neighbourhood Centres are compact in their form and limited in height, located on a street corner, or within a block. Buildings should integrate in scale and form with the adjacent residential areas with the height of buildings being similar to the context. Accessible on street parking is provided for those people who cannot easily walk or cycle. Residential medium densities surrounding the Centre are dependent on the scale of the Centre and level of accessibility, offering housing choice within a walkable distance.



Figure 6: Neighbourhood Centres are anticipated to include buildings of a similar scale and form as the surrounding context

The built character reinforces the street level with infrastructure and landscape elements reinforcing this scale and supporting a series of independent neighbourhood stores. Smaller forms or standalone anchor stores may exist but are accompanied by smaller scaled and independent local stores. Slow, safe, walkable streets with active mode facilities interface with shops, with sufficient space provided to enable neighbourhood retailers to make use of the

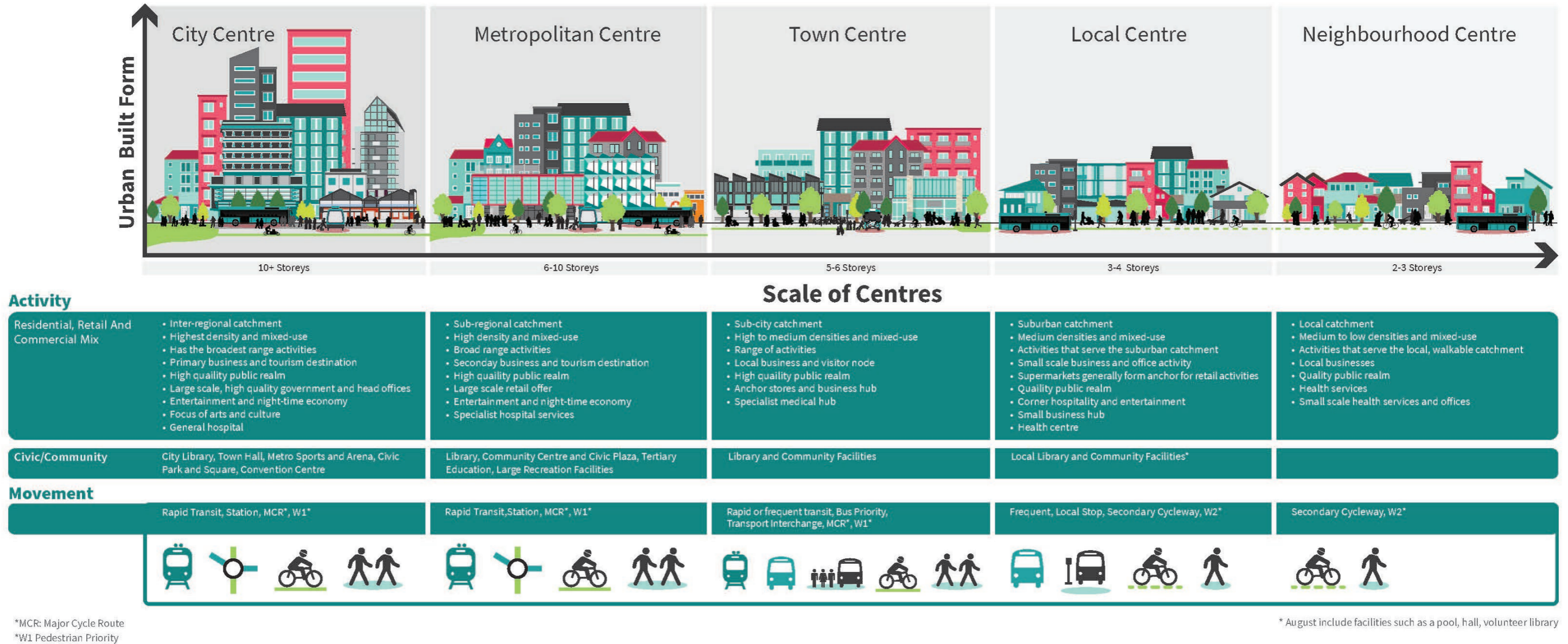
public realm and activate the edge. Carparking is minimised and integrated into the streetscape and at the rear of buildings.

Neighbourhood Centres incorporate small scale open spaces that provide for community activity, art and expression and places to pause, and integrate existing or planned community facilities, such as schools, community centres and/or libraries. Main Streets and Activity Streets within the Neighbourhood Centre provide low key, amenable places, which support street life, commercial activity, and community interaction.

The range of low key, small scale services and uses, including residential, small scale office, entertainment and commercial, contributes to a vibrant Neighbourhood Centre that people visit for different purposes at different times of the day. Limited mixed use opportunities provide for some activation, supporting others' daily needs, and allow people to live where they work or where they can easily commute to other Centres.

5.7 Graphic Summary of the Scale and Built Form of the NPS-UD Centres Framework for Ōtautahi Christchurch

Figure 7 communicates the Centre 'descriptors' and the desired hierarchy of Centre's demonstrating the decrease in scale and form from the City Centre, down to the smallest, Neighbourhood Centre. As noted earlier, Centres are required to provide a range of services at each scale with the catchment they service decreasing from an inter-regional catchment at the City Centre level to a local community within a Neighbourhood Centre.



Appendix 1 – District Plan Policy 15.2.2.1 - Role of Centres / Table 15.1 Centre's Role

Policy 15.2.2.1

- a. Maintain and strengthen the [Central City](#) and [commercial centres](#) as the focal points for the community and business through intensification within centres that reflects their functions and catchment sizes, and in accordance with a framework that:
1. gives primacy to, and supports, the recovery of the [Central City](#);
 2. supports and enhances the role of [District Centres](#); and
 3. maintains the role of [Neighbourhood Centres](#), [Local Centres](#) and [Large Format Centres](#) as set out in [Policy 15.2.2.1, Table 15.1](#) - Centre's role.

Table 15.1 - Centre's role

	Role	Centre and size (where relevant)
A.	<p>Central Business District</p> <p>Principal employment and business centre for the City and wider region and to become the primary destination for a wide range and scale of activities including comparison shopping, dining and night life, entertainment activities, guest accommodation, events, cultural activities and tourism activities.</p> <p>Provides for high density residential activity, recreation activities and community activities and community facilities (including health and social services) as well as civic and cultural venues/ facilities (including museums, art galleries).</p> <p>Serves the district's population and visitors.</p> <p>The focus for the district, sub-regional and wider transport services with a central public transport interchange, providing access to large areas of the district and the surrounding districts of Selwyn and Waimakariri. (Proposed Plan Change 4)</p>	<p>Centre: Central City</p>
B.	<p>District Centre - Key Activity Centre</p> <p>Major retail destination for comparison and convenience shopping and a focal point for employment (including offices), community activities and community facilities (including libraries, meeting places), entertainment (including movie theatres, restaurants, bars), and guest accommodation.</p> <p>Medium density housing is contemplated in and around the centre. Anchored by large retailers including department store(s) and supermarket(s).</p> <p>Accessible by a range of modes of transport, including multiple bus routes. Public transport facilities, including an interchange, may be incorporated.</p> <p>The extent of the centre:</p> <ol style="list-style-type: none"> 1. is the Commercial Core Zone and Commercial Retail Park Zone at Hornby, Belfast/ Northwood and Papanui/Northlands; and 2. is the Commercial Core Zone in all other District centres; and 3. includes community facilities within walking distance (400 metres) of the commercial zone. <p>(Proposed Plan Change 4)</p>	<p>Centres: Riccarton, Hornby, Papanui/Northlands, Shirley/Palms, Eastgate/Linwood, Belfast/ Northwood, North Halswell (emerging) (All Key Activity Centres)</p> <p>Size: Greater than 30,000m²</p>
C.	<p>Neighbourhood Centre</p> <p>A destination for weekly and daily shopping needs as well as for community facilities.</p> <p>In some cases, Neighbourhood Centres offer a broader range of activities including comparison shopping, entertainment (cafes, restaurants and bars), residential activities, small scale offices and other commercial activities. Anchored principally by a supermarket(s) and in some cases, has a second or different anchor store.</p> <p>Serves the immediately surrounding suburbs and in some cases, residents and visitors from a wider area.</p> <p>Medium density housing is contemplated in and around the centre. Accessible by a range of modes of transport, including one or more bus services.</p> <p>The extent of the centre:</p>	<p>Centres: Spreydon/ Barrington (Key Activity Centre), New Brighton (Key Activity Centre), Bush Inn/Church Corner, Merivale, Bishopdale, Prestons (emerging), Ferrymead, Sydenham (Colombo Street between Brougham Street and Moorhouse Avenue); Addington, Avonhead, Sumner, Akaroa, Colombo/Beaumont (Colombo Street between Devon Street and Angus Street), Cranford, Edgeware, Fendalton, Beckenham, Halswell, Lyttelton, Ilam/Clyde, Parklands, Redcliffs, Richmond, St Martins, Stanmore/Worcester, Sydenham South (Colombo Street between Brougham Street and Southampton Street),</p>

	Role	Centre and size (where relevant)
	<ol style="list-style-type: none"> 1. is the Commercial Core Zone in the identified centres, Commercial Local Zone at Wigram and Beckenham and Commercial Banks Peninsula Zone at Lyttelton and Akaroa; and 2. Community facilities within walking distance (400 metres) of the centre. 	<p>Wairakei/Greers Road, Wigram (emerging), Woolston, Yaldhurst (emerging), West Spreydon (Lincoln Road), Aranui, North West Belfast.</p> <p>Size: 3,000 to 30,000m².</p>
E.	<p>Local centre A small group of primarily convenience shops and, in some instances, community facilities. Accessible by walking, cycling from the area served and on a bus route in some instances. Also includes standalone supermarkets serving the surrounding residential community. The extent of the centre is the Commercial Local Zone, except Wainoni and Peer Street where the Commercial Core Zone applies.</p>	<p>Centres: Wainoni (174 Wainoni Road), Upper Riccarton (57 Peer Street), both zoned Commercial Core, All other commercial centres zoned Commercial Local.</p> <p>Size: Up to 3,000m² (Excluding Wainoni and Upper Riccarton)</p>

Appendix 2 – Urban Form and Amenity Outcomes of the Existing District Plan Centres Hierarchy

The following urban form and associated urban amenity outcomes are broadly anticipated for the Centres based on the District Plan Chapter 15 policy framework and associated Table 15.1. This is relevant to the differentiation between the Centres in the hierarchy from an urban form perspective.

Central City – The Central City has primacy in the City and the Region. It provides for high density residential, and a comprehensive range of land uses to align with its role as the primary centre. It is highly connected with provision of the central public transport interchange. The built form standards enable buildings up to a height of 30 metres and a requirement for buildings to be highly articulated and of a high quality and with ground floor activation.

As a result, the urban form of the centre is that of the largest centre located centrally within Christchurch and clearly identifiable from a 3D perspective. It has the tallest buildings, comprises the largest urban blocks which are clearly defined by a street grid and buildings built up to the street edge (largely perimeter block forms), and given this, is highly identifiable. The Centre has the highest density of both commercial and residential development of all the Centres and is the most accessible by PT. The City Centre has the highest urban amenity with buildings that are highly articulated with a focus on buildings contributing to a high-quality pedestrian environment associated and high levels of accessibility.

District Centres – The Key Activity Centres comprise of focal points or destinations for major retail (comparison and convenience), commercial and community activities distributed broadly across the wider City. Medium density residential is contemplated in and around the Centres and they are accessible by a range of modes. The built form standards enable buildings to a height of up to 20 metres, buildings to address the public realm positively to achieve a high level of activation and their size is to be greater than 30,000sqm in area.

As a result, the urban form of the centres is secondary to the Central City, medium rise in height and density of development, with buildings fronting key streets, integration of shopping malls within the urban fabric in most cases and comprising a greater range of building typologies to reflect the range of land uses. They are clearly identifiable given height limits and a more intensive built form and activity. The centres have good access to PT with a range of services, with some transfer opportunities between bus routes. The urban amenity of the centres although not as high as the central city, is still important, with buildings that are highly articulated and a focus on contributing to a quality pedestrian environment to support pedestrian accessibility.

Neighbourhood Centres – These Centres, with a focus on day to day needs and generally a supermarket, are located within the various suburbs of the City. They include some local community facilities and medium density is contemplated in and around the centres. They are accessible by one or more buses. The built form standards enable buildings to a height of 12 metres, for buildings to address the public realm and their size is between 3,000 and 30,000m².

As a result, the urban form is more local in focus and scale, with low to medium density of height and development, although the centres are still legible in the context of the surrounding suburb, given the likely building typologies. Buildings either front key streets and/or are orientated around carparking areas (particularly where there is a supermarket or large anchor store). They have access to several bus routes. The urban amenity of these centres is less of a focus; however, it is still important for building to activate the public realm, be visually attractive, and respond positively to the local character and context.

Large Format Centres¹³ – These are standalone retail centres with a focus on large building footprints which provide a range of yard and trade-based suppliers and serving a larger geographical area. The built form standards enable buildings to a height of 15 metres and no specified size limit.

As a result, the urban form is dominated by large footprint buildings orientated around carparking and primarily accessed by car, with limited PT provision or focus on active modes. The Centres are generally aligned with other commercial or industrial areas of the City given larger format units can be more difficult to integrate into a commercial centre that is located in a residential context. The urban amenity of the centres is the lowest of the centres given the car-based strategy and that buildings are not expected to activate the public realm in the same way as the higher order centres.

Local Centres – These are primarily small groups of shops within residential areas and limited in size of up to 3,000sqm. The built form standards enable buildings to a height of 8 metres, with no specified size limit.

As a result, the size of the centres is limited, and the urban form is generally small scale in height, integrated into the neighbourhood, resulting in a limited demarcation between the centre and the residential context in which they are located. An urban amenity that responds positively to the local character and context is the focus.

¹³ *Large Format Centres are excluded from this study.*

Appendix 3 – Urban and Built Form Attributes Across Centre Types

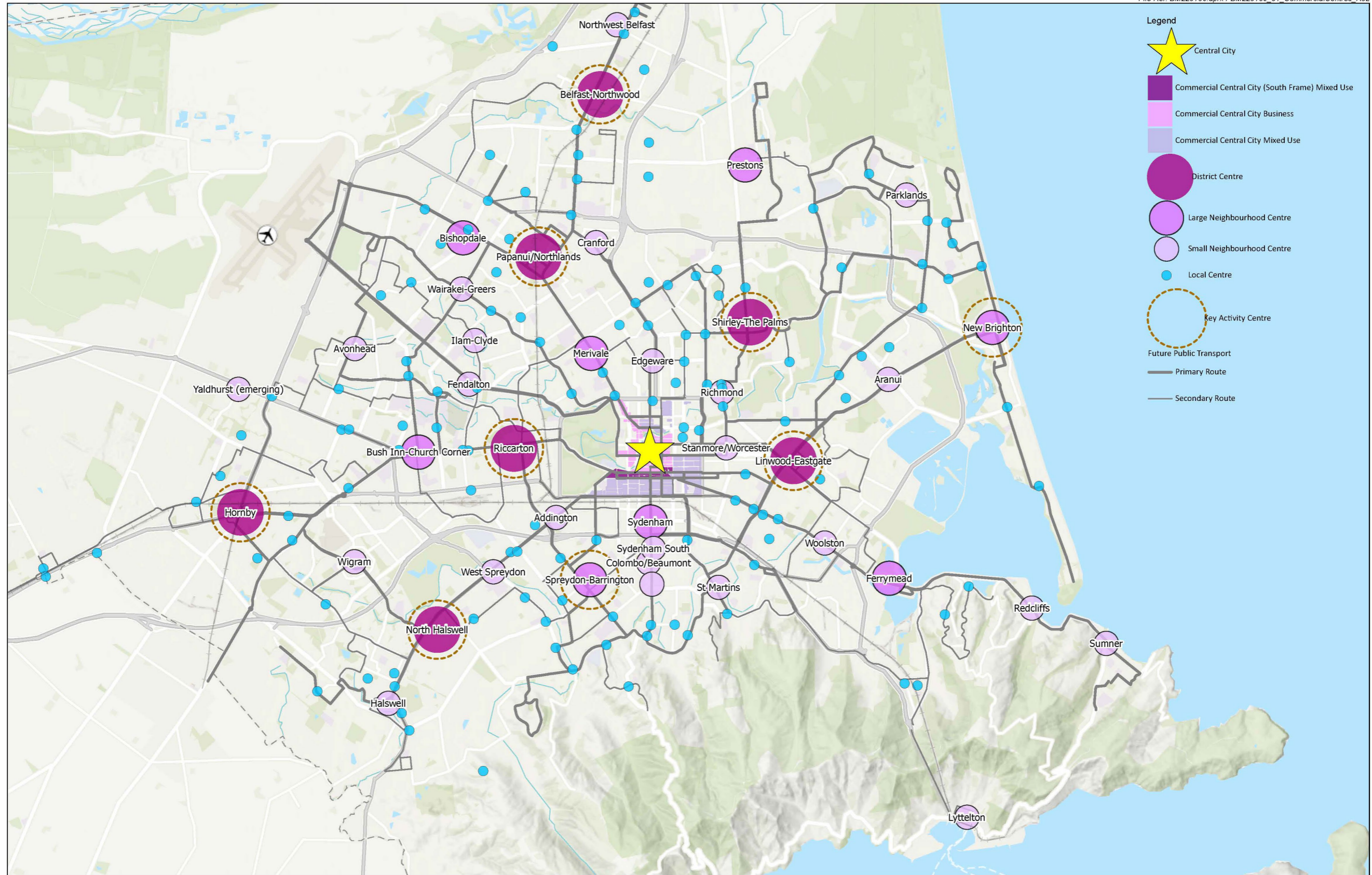
Urban and Built Form Attributes		NPS-UD Centres 'Type'				
Attribute category	Attributes*	City Centre	Metropolitan Centre	Town Centre	Local Centre	Neighbourhood Centre
Built form 	High density residential typologies (greater than 6 storeys)					
	High density commercial typologies (greater than 6 storeys)					
	Maximised building heights					
	Large scaled civic buildings					
	Vertical mixed use					
	Quality façade materials and architectural detailing					
	Larger format store integrated into mix-used buildings					
	Highest built forms within wider urban context					
	Large blocks with through block pedestrian links					
	Activated building edges to enhance public realm					
	Uniqueness of architectural character and landscape elements					
	Medium scaled commercial building at the centre (up to 6 storeys)					
	Human scaled architectural elements					
	High to medium density residential typologies (4 to 6+ storeys)					
	Neighbourhood scaled civic buildings					
	Fine grained walkable blocks					
	Larger format store integrated within main street					
	Range of housing typologies decreasing in scale as moves away from services at the centre					
	Local shops of a fine grain					
	Medium density residential typologies (2-4 storeys)					
Small pocket of commercial shops						
Movement	Public transport interchange					
	Active transport infrastructure					
	Rapid transit					
	Transport priority streets					
	Public transport super stops and frequent services (existing and planned)					
	Local public transport stops and services (existing and planned)					
	Built interface engaging with the street environment					
	High quality streetscape that builds place value					
	High quality streetscape elements					
	Carparking visibility minimised					
	Street parking integrated into streetscape					
	Pedestrian priority/ shared streets and laneways					
	Local and Activity Streets ¹⁴					
	Urban Connector Streets ¹³					
	Main Streets ¹³					
	City Hubs + Civic Spaces ¹³					
Activities	Civic/ Community	Civic facilities*				
		Cultural facilities				
		Education facilities				
		Public facilities - libraries, recreation (gyms, courts, sports clubs and /or pools), community centres				
		Parks and public spaces				
		Community activity hub				
		Healthcare				
	Commercial	Employment core/ epicentre				
		Night life – night-time entertainment/ hospitality				
		Anchor stores				
	High employment hub					

¹⁴ One Network Framework Street categories

		Daily shopping needs					
		Weekly shopping needs including standalone supermarket					
		Local speciality / destination					
		Small scale offices					
		Range of services – regional catchment					
		Range of services – local catchment					
	Residential	High density residential (greater than 6 storeys)					
		High - medium density residential (4 to 6+ storeys)					
		Medium density residential (2-4 storeys)					
		Range of housing typologies decreasing in scale as moves away from services at the centre					

Appendix 4 – Centres Framework Maps

File Ref: BM220186.aprx / BM220186_01_CommercialCentres_A3L



Legend

- Central City
- Commercial Central City (South Frame) Mixed Use
- Commercial Central City Business
- Commercial Central City Mixed Use
- District Centre
- Large Neighbourhood Centre
- Small Neighbourhood Centre
- Local Centre
- Key Activity Centre
- Future Public Transport
- Primary Route
- Secondary Route



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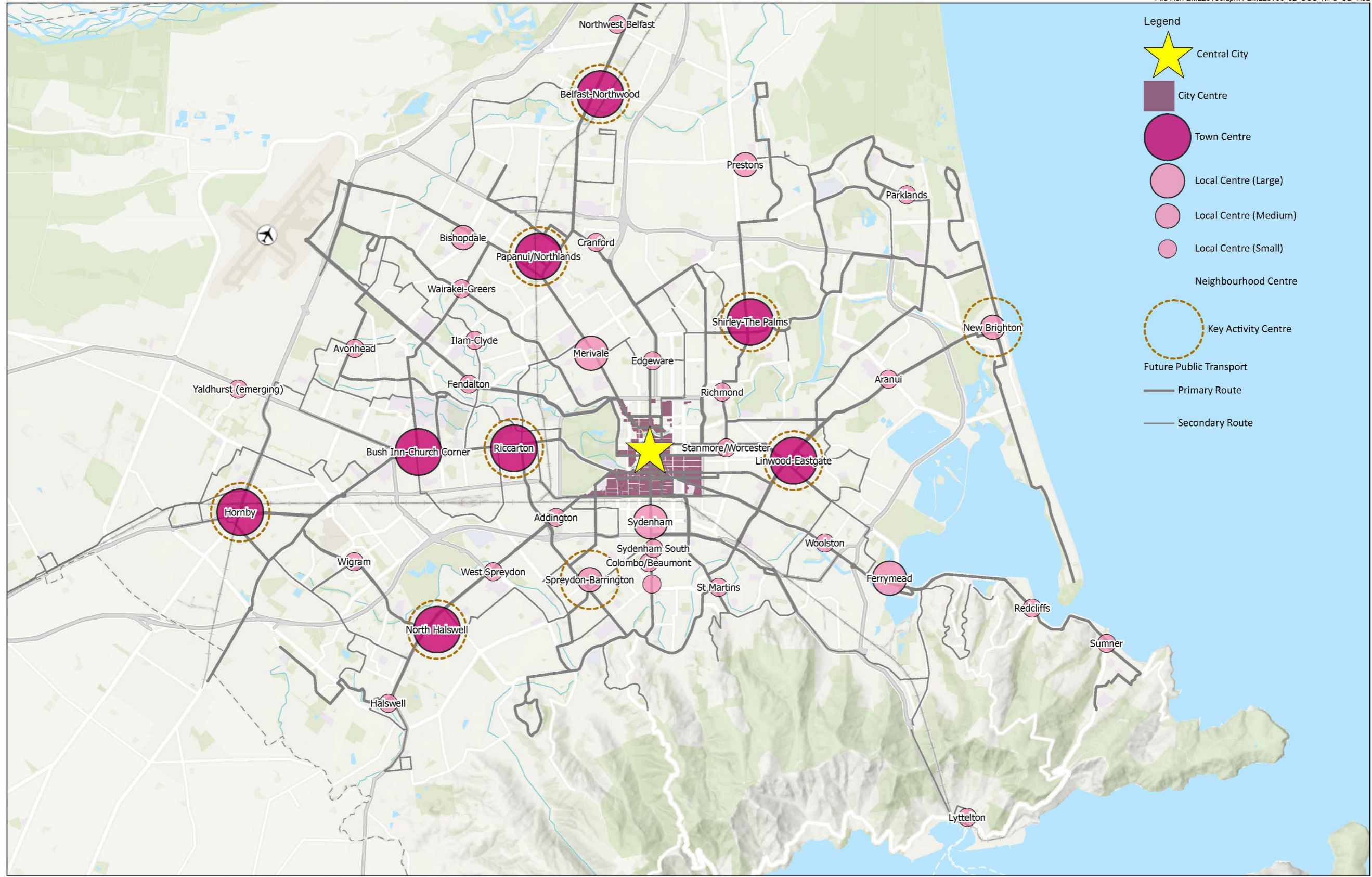
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Data Sources: Eagle Technology, LINZ, StatsNZ, NIWA, Natural Earth, © OpenStreetMap contributors, Eagle Technology, Land Information New Zealand

Projection: NZGD 2000 New Zealand Transverse Mercator

COMMERCIAL CENTRES FRAMEWORK
District Plan Centre Type
 Date: 04 April 2022 | Revision: 0
 Plan prepared for CCC by Boffa Miskell Limited
 Project Manager: jane.rennie@boffamiskell.co.nz | Drawn: BMC | Checked: OJo

Map 1



Appendix 5 – Definitions

Access

The ability to reach desired goods, services, activities, and destinations – and in the case of movement, reach a given destination (trip end), and the ability to make short trips within a location – as opposed to journeys passing through a location.

Access considers how people move within a place, including local walking and cycling, as well as how they get to and from the place. It also includes considering the provision of end-of-trip facilities like cycle racks, parking, and public transport routes and stops.

Accessibility

The ability for everyone, regardless of disability, personal circumstances, or where they live, to use and benefit from the transport network. This is achieved by designing for people with mobility impairment or vulnerability.

Adaptable

A building, place, or space that is able to adjust to new conditions, or to be modified for a new purpose.

Amenity

The 'liveability' of a place. A place's amenity is affected by its access to sunlight and views, access to facilities and services, and other design aspects. Amenity includes clean and fresh air, natural ventilation, and protection from noise. Expectations of amenity and comfort change over time.

Attractive

A building, place, or space that is aesthetically pleasing, or appealing.

Biodiversity

The variety of life on Earth and the natural patterns it forms. Current biodiversity is the fruit of billions of years of evolution, shaped by natural processes and, increasingly, by the influence of humans. It forms the web of life of which we are an integral part and upon which we fully depend.

Built environment

The constructed environment, as distinct from the natural environment. Encompasses all aspects of our surroundings made by people, and includes cities and towns, neighbourhoods, parks, roads, buildings, infrastructure, and utilities like water and electricity.

Built form

The regulatory and statutory frameworks that describe the three-dimensional articulation of building type, function, and use. These frameworks provide the limits within which architectural design operates. The limits are related to envelope, solar planes, setbacks, height, mass, and interface.

Connectivity

The number of connecting routes within a particular area, often measured by counting the number of intersection equivalents per unit of area. An area may be measured for its 'connectivity' for different travel modes – vehicle, cyclist, or pedestrian. An area with high

connectivity has an open street network that provides multiple routes to and from destinations. (Urban Design Guidelines for Victoria, Glossary)

Context

The physical, social, cultural, economic, environmental, and geographic circumstances that form the setting for a place or building.

Design

Design is a verb and a noun, both a problem-defining and problem-solving activity that brings together many different pieces of information in order to identify and develop new opportunities. Design should be understood as both a process put in place to do something, and an outcome of creating something.

Design process

A series of actions or steps taken to achieve a particular end. Design processes are not linear; they are iterative, collaborative, and circular, where feedback and ideas are intertwined and continual. Design processes help provide solutions to complex problems where many inputs and concerns are needing to be resolved.

Design

The tactile, physical attributes related to the material finishes and fixtures of the built environment. Design quality also relates to less tangible attributes regarding sense of place and belonging, and Aboriginal culture. Design quality needs to be valued and maintained over time.

Diverse

A building, place, or space that embraces a range of uses and users, to satisfy a broad demography and their multiple needs.

Equitable

A built environment that is fair and able to be accessed in a safe and dignified way by all citizens.

Fit for Purpose

1. A building, place, or space that works according to its intended use
2. In relation to any land selected, acquired or proposed to be dedicated as public space,

'fit for purpose' specifically refers to the proposed public space having qualities (such as grade, width, visibility) that make it capable of supporting the required uses including performative attributes such as being free from hazards and constraints that would encumber safe use.

Green Infrastructure

Green infrastructure is the network of green spaces, natural systems, and semi- natural systems that support sustainable communities and includes waterways, bushland, tree canopy, green ground cover, parks and open spaces that are strategically planned, designed, and managed to support a good quality of life in an urban environment.

Healthy

A building, place, or space that promotes positive social, emotional, mental, and physical health for its people.

Inclusivity

Recognition that every person has the right to participate in shaping the built environment and to benefit from urban development. It places particular focus on the most marginalised and vulnerable groups of society by promoting participation in planning processes and also diversity in representation. Inclusive cities enable everyone access to services, jobs, and opportunities and to be part of city civic and political life. (HABITAT III Glossary)

Integrated

A built environment that links communities and functions and activities within a cohesive place.

Interface

A point where two systems, subjects, elements, or organisations meet and interact.

Intersection

Intersections between streets, walking, and cycling paths, including through-site links.

Liveable

A built environment which supports and responds to people's patterns of living, and is suitable and appropriate for habitation, promoting enjoyment, health, wellbeing, safety, and prosperity.

Local character

The distinctive features or attributes specific to a neighbourhood, providing a sense of place and identity.

Mobility

Movement of people and goods from place to place – used to refer to connectivity to destinations and activities (in lieu of 'accessibility'). This is usually determined by the main mode (or modes) of transport and their catchments – e.g. a measure of mobility from a suburb to a centre may be the frequency and reliability of a given bus service passing through the suburb and centre. Mobility is generally distinct from local access (e.g. walking and cycling around a place).

Mitigation (of climate change)

Human intervention to reduce the sources or enhance the sinks of greenhouse gases. Mitigation (of disaster risk and disaster) is the lessening of the potential adverse impacts of physical hazards (including those that are human-induced) through actions that reduce hazard, exposure, and vulnerability. (HABITAT III Glossary)

Net zero

Net zero emissions means emissions are balanced by carbon storage. The more emissions are reduced, the less sequestration is needed to achieve net zero.

Night-time economy

Night-time economy can be defined as social or business activities that take place between 6pm and 6am. This includes a myriad of business activities, events and services generally categorised into three core areas of entertainment, food and drink. Non-core activities, such as transport, accommodation, education and retail services also contribute to a vibrant and lively night-time economy.

Open space

Land that has no buildings or other built structures, including green space.

Permeability

Permeability or connectivity describes the extent to which urban forms permit (or restrict) movement of people or vehicles in different directions. Permeability is generally considered a positive attribute of urban design, as it permits ease of movement and avoids severing neighbourhoods. (Wikipedia)

Place

Place is the interdependent relationship of people and their environment. It is a relational concept. 'Place' can't be comprehensively defined, but individual places can be described or understood by people in different ways and at different scales. Places are multi-layered and diverse environments. They are a synthesis of layers and elements generally understood through:

- meaning – people's understanding and connection to places, which reinforces personal or collective identity and belonging
- physical form – the physical attributes of the surrounding environment including its material, spatial, and natural qualities
- activity – the things that people do and the things that are happening in a particular location or area.

Place-based

A holistic understanding of context and the people who populate places to support the long-term needs of the wider community. It acknowledges a place's local knowledge, its unique history, culture, environment, and economy.

Precinct

A large area defined by physical characteristics or boundary constraints.

Precinct Structure Plan

As defined in the relevant instrument – generally understood as a framework document showing how development will occur in a given place, and including building parameters like height, density, shadowing, and environmental concerns. It is a visual document that details a clear strategy or plan for the physical transformation of a place, supported by financial, economic, and social policy documents which outline delivery mechanisms and implementation (variously also a precinct strategy or master plan, depending on scale and level of detail).

Public space

Places publicly owned, or designated for public use, that are accessible and enjoyable by all, free of charge and without a profit motive, including:

- public open spaces: active and passive spaces including parks, gardens, playgrounds, public beaches, riverbanks and waterfronts, outdoor playing fields and sports courts, and publicly accessible bushland
- public facilities: public libraries, museums, galleries, civic and community centres, showgrounds and indoor public sports facilities
- streets: streets, avenues and boulevards, squares and plazas, pavements, passages and lanes, and bicycle paths.

Quality

The standard of something, measured comparatively against things of a similar kind. 'Quality' can also describe something that is high grade and of superior excellence.

Regenerative design

Regenerative design is design that ensures the built environment has a net positive impact on natural systems. To progress towards regenerative design and systems for our planet, we need to understand how to design for all species while respecting planetary boundaries and using science- targets.

Resilience

The capacity of a social or ecological system to cope with a hazardous event or disturbance, responding or reorganising in ways that maintain its essential function, identity, and structure, while also maintaining the capacity for adaptation, learning, and transformation.

Resilience is a complex and dynamic system-based concept used differently in a variety of disciplines, and also a simple concept referring to the ability of a system to return to a previous or improved set of dynamics following a shock. It also refers to the potential for individuals, communities, and ecosystems to prevent, absorb, accommodate and recover from a range of shocks and stresses. (HABITAT III Glossary)

Responsive

Buildings, places, and spaces that react positively to place and local character and context.

Site

A parcel of land with associated land title. Land title is the evidence of a person's rights to land.

Skyline

A shape or pattern made against the sky, especially by buildings

Sustainability

The endurance of systems, buildings, spaces, and processes – their ability to be maintained at a certain rate or level, which contributes positively to environmental, economic, and social outcomes.

Value

A measure of what design is worth. Value is not merely related to economics, but includes an understanding of social, cultural and environmental factors as components contributing to the value of good design.

Walkability

The extent to which the built environment is friendly to the presence of people living, shopping, visiting, enjoying or spending time in an area without needing to use a vehicle. Factors affecting walkability include, but are not limited to, street connectivity, land-use mix, residential density, the presence of trees and vegetation, and the frequency and variety of buildings, entrances and other sensations and elements along street frontages.

