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draft Central City Plan August 2011 - Volume 2



*Regulatory changes to the Christchurch City Council
City Plan 2005 and Global Stormwater Consent*

Note: Where amendments are proposed to be directed through the CBD Recovery Plan known as the Central City Plan (CCP) to either include in or remove specific objectives policies and methods from the City Plan then such proposed amendments are set out in the draft CBD Recovery Plan Volume 2 and will be made without any public process in accordance with section 24(2) of the Canterbury Earthquake Recovery Act 2011.

Any other changes to the City Plan that are considered necessary to give effect to the CBD Recovery Plan are summarised within and such changes would be the subject of a separate public process to be determined by the Minister under section 24(3) of the Canterbury Earthquake Recovery Act 2011.

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Introduction

This is the draft Recovery Plan for the Central Business District under the Canterbury Earthquake Recovery Act 2011 (the **CER Act**). This Recovery Plan shall be known as the “Central City Plan” or CCP. The Christchurch City Council has determined that a number of changes are required to be made to the Operative City Plan in order to implement this Central City Plan. Changes are also required to the Interim Global Stormwater Consent requirements. 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 Operative City Plan in accordance with Volume 2.

The process for making the changes to the City Plan as set out in this Recovery Plan is not subject to Section 32 or Schedule 1 processes under the Resource Management Act 1991 (see sections 19(4) and 24(4) of CER Act). This means there will be no further opportunity to comment or challenge the proposed changes in this Recovery Plan other than during the public consultation process (including hearings) to be held in August and September. There is no right of appeal on the contents of the final Recovery Plan (and directed changes to the City Plan) to the Environment Court.

Achieving the outcome envisaged for the Recovery Plan would be accelerated by extinguishing some existing use rights. This can only be achieved by the Minister exercising his powers under Section 27 of the CER Act.

Chapter 2 of Volume 2 of the Recovery Plan gives an overview of the detailed changes that are listed in Chapter 3 of Volume 2.

1.1 Showing the Changes

The changes to Operative District Plan (City Section) 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 Centre 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 Central City Living Zone provisions). In each instance the old provisions 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 Volume 2 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 Operative District Plan (City Section), readers are encouraged to view Volume 2 alongside the current operative City Plan.

1.2 How to Use the Rules in Volume 2 and the City Plan in General

Readers are encouraged to read the introduction included in Volume 3 of the Operative City Plan to understand how to use the rules when applying them to a specific activity. Note that the City Plan is available on line. 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.

Introduction

1.3 Influences that may Cause Changes to the Rules

1.3.1 Comments on the CBD Recovery Plan (known as the Central City Plan)

Comments on the draft CBD Recovery Plan received from the public may result in the hearings panel recommending a change to the Recovery Plan (and therefore the rules in the City Plan). Any changes would be included in the final version of the Council's draft CBD Recovery Plan provided to the Minister for consideration. The Minister may then 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.

1.3.2 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 later this year. 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.

1.3.3 District Plan Review

Before the earthquakes of September 2010 and February/June of 2011 the Council had a programme in place to review the District 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 City 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 Central City Plan, Volume 2. 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 City Plan

There are six new zones introduced within the Regulatory section (Volume 2) of the Central City Plan. Map 1 is the overall planning map for the Central City Plan and is located in Chapter 5 of this Volume. The map indicates the location of zones and other relevant planning information. An overview of the new zones to be introduced is given below.

2.1 Central City Living Zone

It is proposed to incorporate all of the Living 4 zones (Living 4A, 4B and 4C) that exist within the Central City Plan area into one new zone called **Central City Living**. This single zone has the capacity to cater for population growth towards the Council target of 10,000 households within the Central City by 2030. Combining the three existing zones into one zone is an efficient and consistent approach.

The Living 4 zones have recently been subject to Council-led Plan Change 53 through the statutory RMA process, and hence these provisions (adopted by Council 23 June 2011) form the basis for the regulatory framework for the new Central City Living zone. Plan Change 53 was confined in its scope however, and hence some further changes are proposed to be made to suit the new zone in its context of the Central City Plan and its Guiding Principles. The Living 4 zones that exist outside the Central City area will retain their current regulatory framework.

The key changes include the following:

- Remove the density control (residential floor area ratio) for residential activities in all parts of the Central City Living zone. This is to remove complexity and constraints for the designers of new multi-unit development, and to encourage comprehensive housing development across larger sites. It is anticipated that the bulk and location standards such as height, recession planes and setbacks will limit density to an acceptable level for each part of the zone, while good urban design will be achieved through the new rules recently introduced by Plan Change 53.
- The proposed new height limits for the whole Central City Plan area are shown in detail on Planning Map 3 in section 5. For the Central City Living zone, the height limits are proposed to range from 8 to 18 metres, with most of the zone having the 14 metre (approximately 4 storey) limit.
- There are seven sites or areas of land within other (currently Cultural and Business) zones that are proposed to be included within the new Central City Living zone. They have a combined land area of approximately 5 hectares, and hence have the potential to accommodate a significant number of residential units.
- There are two small areas that are proposed be removed from the Living zone in order to fix anomalies in the operative District Plan Maps and reflect the vision of the overall Central City Plan.

The recovery reasons for undertaking the above changes to the City Plan include:

- More enabling in terms of promoting design flexibility on large sites that will become available through earthquake demolitions, whilst retaining Council discretion over urban design matters to ensure appropriate quality of built form and amenity for future occupants.
- More consistent height limits generally, which fit with the proposed overall “low-rise city” urban form, protect existing “character areas” and allow density targets to be achieved.
- Incorporates some new areas of Living zoning for strategic reasons, such as where there is significant or total loss of buildings within a small business or cultural zone.

Overview of Changes to the City Plan

2.2 Central City Core Zone and Central City Fringe Zone

Prior to the earthquakes there were large business areas comprising retail, offices and commercial services (excluding the neighbourhood and local centres and the Business 3 Zones) within the four avenues. The earthquakes resulted in extensive damage to buildings. The Central City Plan envisages that these areas remain in primarily retail and office commercial use. However, it is expected that retail will be consolidated in the core of the Central City – south of Cathedral Square and north of Lichfield Street. The remaining areas surrounding this retail core will be oriented more towards a greater mix of office and retail commercial activities. Compatible residential activities will be enabled throughout both zones.

The Central Business District's primacy in the Canterbury Region's commercial centre hierarchy is expected to be maintained and reinforced with an enhanced general amenity and urban design built outcome. It is also important that growth in commercial activity outside the central city does not undermine the recovery of commerce, the high quality of amenity and important social and economic functions in the central city.

The key changes include the following:

- The Central City Zone has been split into 2 zones – the Central City Core Zone and the Central City Fringe Zone.
- Changes have been made to objectives and policies for the Central City Core and Central City Fringe zones. Some changes seek to limit the expansion of existing suburban centres outside of the central city during while the central city recovers from the earthquake.
- This section does not follow the conventional Christchurch City Plan structure in which development standards and assessment matters are dealt with separately. Important aspects of urban development form have been identified which collectively determine the quality of the built environment and as a result, both the development standards and assessment matters for that particular aspect are shown together in order to understand their collective impact.
- Introduction of Urban Design Standards requiring high level of urban design and amenity in built form. These include new maximum and minimum floor and height limits, façade height limits compulsory building to road.
- Boundaries and lane edges, active frontage rules and recession planes from the top of façades.
- Introduction of a restricted discretionary activity for urban design.
- Rules to ensure that the central city core becomes the primary focus of smaller gross leasable floor area retail (while not limiting department stores).

The recovery reasons for undertaking the above changes to the City Plan include:

- To create an environment which people will want to visit and shop in, employees will wish to return to, and businesses will want to invest in.
- The need to retain the Central Business District as the primary commercial centre for the Canterbury Region as is stated in proposed Change 1 to the Canterbury Regional Council's Regional Policy Statement.

Overview of Changes to the City Plan

2.3 Central City Business 1 Zone

The Central City Plan introduces a new Central City Business 1 Zone. These are local commercial centres that are dominated by small scale retail shops and service activities. They are, in the main surrounded by the Central City Living zone. The Central City Business 1 Zone's purpose is to provide for local opportunities for employment, community activities and convenient (often pedestrian) access to goods and services. It is anticipated that these zones will develop as vibrant community hubs where local residents can easily access small scale retail, offices and services to meet their day to day needs. Residential activity above the ground floors has been enabled to add to the vibrancy and mix of activity.

The key changes include the following:

- Specific urban design rules, including a requirement for resource consent on urban design matters, have been added to ensure a high quality urban design built outcome.
- Rules are enabling of a mix of commercial and residential uses, but ensure that the use at the ground floor is a commercial use.
- Provision has been made for one medium scale supermarket to be established in either (but not both) of the Central City Business 1 zones.
- The former Business 1 zone at the corner of Colombo Street and Bealey Avenue has been changed to a mixed use zone. The existing zone contains activities such as a sports medicine facility and real estate agents, there is little or no local convenience retail. Already established activities in these areas will continue under the new zoning, but it is expected that the new mixed use zoning will enable a new vibrancy to develop on this site.
- The existing former Business 1 zone at the intersection of Barbadoes Street and Kilmore Street has been retained and slightly expanded to enable a small community open space and community meeting room to be developed.
- An existing former Business 1 zone at the north west corner of Barbadoes Street and Armagh Street has been extensively damaged in the earthquakes. Taking into account the extent of damage and its relative proximity to the Central City Business 1 zone at the intersection of Barbadoes and Kilmore Streets it is proposed that this area become subject to a higher density Central City Living zone – and that it be developed for residential purposes.
- Land at the north eastern corner of the intersection of Manchester Street and Salisbury Street has been rezoned from Business 3 to Central City Business 1. This zone will also enable a small community open space and community meeting room to be developed.

The recovery reasons for undertaking the above changes to the City Plan include:

- They create a land use pattern that will not compete with the recovery of the Central City, but rather will complement and support it;
- They create a land use pattern that will make the Central City a more attractive and convenient place to live, increasing the resident population and stimulating recovery.
- They are more enabling in terms of promoting a greater range of land use activities to establish in this zone.

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2.4 Central City Mixed Use Zone

The Central City Mixed Use zone seeks to rationalise and consolidate a number of established business zones (B3, B3B, Central City Edge) having transitional characteristics, currently located on the fringe of the central city. This will result in a simplified zoning pattern with the primary aim of inner city revitalisation and rejuvenation. The new zone will enable an extensive mixture of business and residential activities, including a continuation of existing business activities. The key changes include the following:

- Planning framework explicitly stating the mix of land use activities anticipated and not anticipated to establish to provide clarity and certainty for land use expectations.
- Minimum and maximum building floor and height requirements.
- Street frontage treatment requirements for landscaping, continuous building length, glazing, fencing and screening to ensure quality urban environment.
- A noise standard for noise received by residential activities to avoid reverse sensitivity effects.
- Building design flexibility requirement to provide building occupation flexibility to future proof building asset.
- Design and appearance rule for larger developments to ensure a quality urban environment.

The recovery reasons for undertaking the above changes to the City Plan include:

- Rationalisation and simplification of zoning pattern around the fringe of the Central City will lead to better plan administration; zones (B3, B3B).
- Creates a land use pattern that will not compete with the recovery of the Central City, but one that complements and supports it.
- More enabling in terms of promoting a greater range of land use activities to establish in this zone.

2.5 Changes to Transport and Parking

A key change to existing transport rules in the City Plan is the introduction of a new roading hierarchy. The existing road hierarchy categorises roads in terms of the vehicle movement function that they performed. Roads that carry higher volumes of traffic are generally given a higher status in the hierarchy. The new hierarchy also recognises that roads can also perform important “place” functions. Roads can be used as spaces for a variety of activities, such as alfresco dining, outdoor markets, public art etc. Therefore the new road hierarchy not only categorises roads in terms of their vehicular movement function, but also their place function. Roads located in the Central City Core have been classified with a higher “place” function than roads in the rest of the Central City.

Other key changes include the following:

- Replacing minimum parking standards with maximums;
- Controls on the location, design and size of permanent parking buildings and lots, whilst enabling temporary car parks for earthquake recovery;
- A policy indicating that all current one-way streets in the Central City will transition to two way over time as infrastructure upgrades allow;

Overview of Changes to the City Plan

- More clarity on cycle parking requirements and elevating its importance by making activities that do not meet the requirements non-complying;
- A number of standards have been updated to reflect best practice;
- Prescriptive road width standards have been removed;
- The High Traffic Generator rule has been modified to align with the roading hierarchy, and to require Integrated Transport Assessments; and
- Introduction of a number of provisions to better manage access.

The recovery reasons for undertaking the above changes to the City Plan are:

- To create a people friendly centre

Many of the changes are needed to enable the development of a more people-friendly core. The road width standards have been removed so that carriageways can be narrowed to reduce the speed of vehicles and increase space for people. Greater controls on access and parking will ensure that 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.

- To enable development in the city

In order to encourage re-development of the Central City, the transport provisions that added restrictions on development have been, where possible, relaxed. For example, the removal of minimum parking requirements will reduce the cost of new developments. Also the threshold for triggering a consent under the High Traffic Generation rule has been altered to allow, where appropriate, higher generating activities to proceed without the need to obtain consent.

- To ensure new developments are safe and mitigate adverse effects

As there will be substantial new development over the next few years in the Central City, a number of standards, such as manoeuvring curves, have been updated to ensure they comply with best practice and the latest safety standards.

2.6 Special Purpose (Metropolitan Sport Facilities) Zone

Significant metropolitan sports facilities were damaged or destroyed in the Canterbury Earthquakes of 2010 and 2011. Significant stakeholder feedback has indicated a strong desire for a multiple sport facility to be developed in the Central City area. An initial area, the existing Red Bus depot site, has been identified as a potential site and given a special purpose zoning. However it is stressed that the Red Bus site is an “initial or starting point” for the submissions process. The Council recognises that there may be other appropriate sites within the Central City for the sports facility.

The facility would include at least a new swimming pool, training facilities and sport pitches. The zone also includes the following:

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- Restrictions on development of activities that would conflict with the desired sports facilities while the concept is being developed and land acquired.
- The requirement for an outline development plan or concept plan for the sports facility to be developed by resource consent, and subsequent development to be in accordance with the eventual approved plan.

The recovery reasons for undertaking the above changes to the City Plan include:

- Creating a land use pattern that will make the Central City a more attractive and convenient place to live, increasing the resident population and stimulating recovery.
- Creating a significant facility that will attract visitors from outside the Central City and add to the vibrancy and recovery of the Central City.

2.7 Conservation 5 (Avon River Park) Zone

Significant enhancements and geotechnical engineering works are planned for the Avon River 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 as well as large areas of Special Purpose (Road) zone all covering different parts of the river corridor in the operative City Plan, it is proposed to create a single new zone to cover the area. This new Conservation 5 (Avon River Park) zone will replace the existing zones, resulting in a single, consistent, and efficient land-use planning framework covering the whole park. The provisions covering the new zone are generally based on the existing Conservation 2 and 3 zone provisions that apply to the area under the operative District Plan framework.

Key changes include the following:

- A zone description and purpose tailored to the planned enhancements for the Avon River corridor.
- All new buildings will require resource consent, as is currently the case for the Conservation 3 zone.
- Remove restrictions on vegetation removal and planting.

The recovery reasons for undertaking the above changes to the City Plan include:

- Rationalisation and simplification of zoning pattern along the whole 4 km length of the river corridor will lead to improved plan administration during the recovery phase.
- The zone description and purpose for the new zone specifically refers to the anticipated investment in amenity spaces and the required geotechnical engineering works to be completed as part of the implementation of the Recovery Plan.
- The changes recognise that significant new landscaping works will occur along most riverbanks, and that the Council owns or controls all of the land in the zone.

2.8 Changes to Heritage Provisions

In recognition of the extensive demolition and damage to heritage items throughout the Central City changes are proposed to encourage and facilitate, where possible, the retention, repair, partial reconstruction and earthquake strengthening of remaining heritage items.

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Key changes proposed to the City Plan include:

- New policies relating to: earthquake recovery; seismic, fire and building code upgrades; adaptive and ongoing use; and incentives and assistance.
- A policy for alterations, additions, reconstruction and new buildings.
- New definitions for repair and reconstruction and a revision to the definition of demolition to include both full and significant demolition.
- Provision for repairs and partial reconstruction as permitted activities and code upgrades (earthquake strengthening, fire and building code access) to be permitted for Group 3 and 4 heritage items and a restricted discretionary activity for Group 1 and 2 heritage items.
- Relaxation in regulation for internal alterations to Group 3 heritage items.
- Exemptions to some zone standards to facilitate alternative uses and adaptive reuse.
- A new rule is proposed for development on sites adjacent to heritage items.
- The existing heritage conservation contribution rule is proposed to no longer apply to heritage items in the Central City.

Associated changes are proposed to the supporting provisions including reasons for rules and assessment matters. Consequential changes are proposed to the numbering of clauses.

The reasons for these changes to the City Plan related to earthquake recovery are:

- To encourage and facilitate, where possible, the retention, repair, partial reconstruction, earthquake strengthening and the continued use of heritage buildings. Enabling this to occur more efficiently through a general relaxation in resource consent requirements can assist in reducing the further deterioration of buildings, encourage a more expedient return to and ongoing economic use of heritage buildings together with contributing to extending the longevity and ability of heritage items to withstand further earthquakes.
- The policy revisions provide direction and principles concerning what may be considered as appropriate heritage outcomes having strong regard to the changed context and the type and extent of works likely to occur. This provides clarity and more certainty for owners and the wider community.
- Heritage items (buildings, places and features such as bridges) make a strong positive contribution to the identity, sense of place, attractiveness and ambience of the City. Their retention, repair and ongoing economic use can play an important role in contributing to the wider recovery of the City. Compared to the complete demolition or further deterioration of buildings, their retention and ongoing use can contribute both individually and collectively as anchors and stimulus for the high quality urban design of surrounding new development.

Note: The changes do not include revisions to existing Central City Special Amenity Area provisions. Information on the current state, including damage incurred to each special amenity area, needs to be gathered and analysed before any changes can be proposed. This is a major piece of work which is better placed to be carried out as part of the District Plan review.

Overview of Changes to the City Plan

2.9 Changes to Noise and Entertainment Rules

The Central City Plan seeks to encourage entertainment and hospitality uses in the central city, strengthen the role of the central city as a visitor destination, and encourage a safe and vibrant night-time economy. At the same time for the central city to be seen as a desirable place to live, night-time noise levels in particular need to be subject to upper limits, and there needs to be greater certainty for central city residents that noise levels experienced will be acceptable.

Key changes proposed are:

- New policies which encourage entertainment and hospitality uses, with a clearer locational concentration in particular areas.
- Daytime and Evening Entertainment and Hospitality Precincts, catering more for cafes and restaurants, and a Late Night Lichfield Lanes Entertainment and Hospitality Precinct catering more for taverns, bars and night-clubs.(NB Future policy direction for new activities – does not affect existing activities).
- Revised noise controls for the Central City reflecting current best practice in terms of 2008 NZ Standards and LAeq. A measurement penalty for tonal bass beat.
- A three step/category system of noise control. Allowing noticeably more noise at night-time in the late night areas, to incentivise these locations.
- Middle noise level limits in daytime and evening entertainment areas.
- Lowest noise limits at night-time in rest of central city
- Acoustic insulation for noise sensitive uses in all Central City core, fringe and edge locations to achieve internal noise levels that provide sleep protection
- Revised noise rules for concerts and events in outdoor areas of the central city and in Hagley Park.
- Construction noise limits for the whole central city based on the NZ Standard for construction noise.

The recovery reasons for the above changes to the City Plan include:

- Greater concentration of entertainment and hospitality uses will provide for easier choice between offerings, facilitate the provision of safe and connected pedestrian links between the various areas, and better enable the control of adverse effects.
- The proposed late night limits are less stringent than the existing central city zone noise limits, while the lowest noise limits for the rest of the central city will provide a quieter night-time noise environment for new residents.
- More construction and rebuilding taking place, requiring noise from construction work to be managed in accordance with nationally accepted standards.

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2.10 Build Green Christchurch

“Build Green Christchurch” is a new planning tool developed specifically for the Christchurch recovery efforts. The Council is proposing that all new office, retail (shop, café, restaurant or bar), apartment buildings (three storeys or higher), or any mix of these building types within the four avenues will need to demonstrate an enhanced environmental performance in order to receive Permitted Activity status under the Central City District Plan. The New Zealand Green Building Council will establish the assessment credits and criteria using their extensive rating tool experience.

The building owner will be responsible for compiling information and demonstrating compliance with “Green Build Christchurch” through a simple and cost-effective assessment process. However, the availability of green building professionals will be increased in Christchurch to assist developers and builders in achieving the required standard of building performance. Buildings that do not achieve a Pass score will need to undergo a resource consent process.

A New Zealand Green Building Council accredited professional will be engaged by the building owner to:

- assess whether the building has achieved the relevant criteria by reviewing the relevant drawings, specifications and documentation;
- recommend to the New Zealand Green Building Council the Pass or Fail score achieved;
- provide signed statements and copies of key design and project documentation to the New Zealand Green Building Council as verification.

“Build Green Christchurch” is being designed to minimise compliance costs and time for building owners. The cost for demonstrating compliance will be approximately \$10,000 per building and take approximately 2 weeks for the assessment.

These assessment costs are made up of:

- Engaging a New Zealand Green Building Council accredited professional who will undertake an assessment of the building design and construction documentation ; and
- The New Zealand Green Building Council certification fee.

The key changes include the following:

- Introduction of Objectives and Policies ensuring sustainable building design
- Introduction of a development standard through the various Central City Zones requiring a pass in the Build Green Christchurch Tool for offices, retail, apartments and mixes of these activities.
- Introduction of the Build Green Christchurch Tool check list.

The recovery reasons for undertaking the above changes to the City Plan include:

- The Canterbury Earthquakes of 2010 and 2011 have provided a significant opportunity to quickly gain a stock of new buildings that achieve higher levels of sustainability than the buildings that were lost and those that remain.
- Environmentally sustainable buildings require fewer resources . They use less energy for heating, cooling and movement of people, and can conserve water through initiatives such as collecting

Overview of Changes to the City Plan

rain water. They contribute to sustainable management in many other ways such as by creating fewer emissions and contributing to waste minimisation and recycling.

2.11 Changes to Temporary Activities and Buildings

It is proposed to use the new regulatory framework to enable the establishment of temporary buildings throughout the Central City on sites that have been cleared following earthquake damage. These rules will allow the reuse of these sites and facilitate the erection of temporary structures (for a period of up to 2 years) while a more permanent building outcome is found for the land. The 2 year time frame will hopefully ensure that these gap fillers do not become permanent unless a resource consent has been granted.

The opportunity has also been taken to expand the range of temporary “events” which are permitted by including a new definition in the Plan. Legal advice received in the past noted that the terms “carnivals” and “bazaars” are somewhat antiquated and limiting hence the need for a new broader definition which covers a range of temporary activities. The same one month period is provided for these events as per the current City Plan provisions and a further month is provided enabling the construction and dismantling/removal of ancillary buildings.

Recovery reasons for these changes to the City Plan include:

- The establishment of buildings and associated activities on vacant sites for a temporary period.
- A wider range of temporary venues have been provided for throughout the City recognising the loss of a large number of public and private venues.

Detailed Changes to the City Plan

3.1 Central City Living Zone

3.1.1 Changes to Volume 1

It is proposed to introduce new text into Volume 1 of the operative District Plan to include reference to the impact of the earthquakes. With regard to the residential areas it is proposed to include the following new issue:

Chapter 4: Earthquake Recovery

4.1 Central City Living

In response to the series of damaging earthquakes and aftershocks affecting Christchurch in 2010-2011, a Recovery Plan has been developed for the 625 hectare area bounded by Deans, Harper, Bealey, Fitzgerald and Moorhouse Avenues. The land and buildings in the established residential areas within this area were damaged to varying degrees, with older character villas as well as more modern 1970s and 80s multi-unit developments being affected. The full extent of damage will not be known until late 2012 as demolitions gradually take place across the 140 hectares of living zoned land.

These residential areas are currently very diverse in terms of their character, amenity, and density, and the opportunity now exists to encourage significant growth in the total residential population. This can be achieved through the development of high quality medium density townhouses and apartments as many development sites are likely to become available. A variety of housing typologies are encouraged in order to cater for a wide demographic and a range of household sizes. In particular, in order to achieve the net residential density targets of proposed Change 1 to the Regional Policy Statement, Council will be supportive of large scale comprehensive developments with sustainable building design, which provide a high level of amenity for residents while also incorporating new areas of public and private open space.

3.1.2 Changes to Volume 2

As a new Central City Living zone is proposed to replace the existing Living 4 zones within the four avenues, there are various consequential text changes required throughout Volume 2 in order to refer to the new zone name where the current Living 4 zones are mentioned. Consequential text changes do not change the objectives and policies as they relate to any Living 4 zones outside of the Central City Plan area.

It is proposed to entirely remove the density control for all parts of the Central City Living zone. In light of this, the following change to Policy 11.1.4 and its Explanation and Reasons is proposed:

11.1.4 Policy: Densities

(a) To provide for various levels of building density within living areas, taking into account the existing character of these areas, the capacity of infrastructure and strategic objectives of urban consolidation.

Detailed Changes to the City Plan

(b) Within the Central City, to encourage and provide a high degree of flexibility for comprehensive housing development during post-earthquake recovery by relaxing density controls, subject to urban design, appearance and amenity criteria.

Explanation and reasons

(...)

In the Living 3 and 4 Zones household density is controlled primarily through limits on residential floor area ratio rather than through controls on the minimum site size per unit that applies to the lower density living areas. This method of controlling density within the Living 3 and 4 Zones means that developers have the flexibility to allocate their permitted floor area between as many or as few units as they wish. **This method does not apply to the Central City Living zone, in order to give even greater design flexibility for comprehensive new housing development during the post-earthquake recovery phase. In this zone, density will be limited primarily by bulk and location controls such as height. Urban design assessments, as well as rules such as those requiring landscaping and tree planting will assist in mitigating any adverse effects of increased density.**

(...)

3.1.3 Changes to Volume 3

The substantive changes to Volume 3 provisions will be discussed below in the order that they appear in the District Plan (City Section). Except where amended below, all other existing provisions in the operative plan shall still apply.

Changes to Zone Boundaries

The Living 4A will cease to exist, while Living 4B and 4C zones will still exist in some places outside of the Central City Plan area such as along Carlton Mill Road, North Beach and at New Brighton and therefore must continue with their existing provisions.

There are seven sites or areas of land within other (non-living) zones that are proposed to be included within the new Central City Living zone. They have a combined land area of approximately 5 hectares, and hence have the potential to accommodate a significant number of residential units. They are listed below:

1. The Cultural 1 zone at 32 Armagh Street, on the corner of Armagh and Montreal Streets. This zone has an area of 0.38 hectares and is known as the “Cranmer Centre” in the District Plan. It was formerly the Christchurch Girls High School, and all of the buildings on site have been completely demolished.
2. The Cultural 1 zone at 25 Peterborough Street, on the corner of Peterborough and Montreal Streets. This zone measures 0.5 hectares in area and is occupied by the Peterborough Apartments, which is a residential conversion of a protected heritage building. The building has suffered earthquake damage, and its future is uncertain at the time of writing.

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3. The Living 5 Avon zone at 356 Oxford Terrace (the Holiday Inn). This zone has an area of 1.4 hectares and the complex of buildings and the underlying land have suffered earthquake damage. It is important to note that the current land status for this site is shown as “white zone” by CERA and it is surrounded by Living zoned land in the Avon Loop assessed as “orange zone”.
4. The Business 3B zone bounded by Kilmore Street, Fitzgerald Avenue and Chester Street East. This zone measures 0.7 hectare in area and is occupied by Pomeroy's, the damaged Crichton Cobbers complex, and other mixed use commercial buildings with varying levels of damage.
5. The Business 3B zone on the corner of Peterborough and Madras Streets. This zone has an area of 0.5 hectare and is occupied by four commercial buildings with varying levels of earthquake damage.
6. The Business 3B zone at 25A-25C Churchill Street and 400A, 400B, 402 and 404 Barbadoes Street known as Amuri Park. Part of the office complex is located within existing Living zone fronting Bealey Avenue (25D and 25E Churchill Street) and hence the removal of the Business 3B zoning only affects 1 hectare out of the total 1.45 hectares covered by the complex.
7. The small Business 1 zone on the corner of Armagh and Barbadoes Streets, which has an area of 1230m² and whose buildings have been almost completely demolished due to earthquake damage by July 2011. In terms of provision of a neighbourhood centre to serve the surrounding residents, it is planned that this function will be served by the nearby Business 1 zones to the north (Kilmore - Barbadoes corner, an enlargement of an existing centre) and south (Cashel - Barbadoes corner, a newly created centre).

These seven sites of various sizes are shown as part of the Central City Living zone on the proposed zone maps attached, however the future of the Living 5 Avon zone will partly be determined by the forthcoming CERA land report for the Avon Loop area. The reasons for the rezoning are different in each case, but these are strategic decisions that signal the Council's desire to see these sites change or be converted into medium density residential use over the next 20 years of residential population growth in the Central City. In some cases the severity of earthquake damage is such that most or all buildings on site have been or will be demolished. All seven sites adjoin some form of Living zone along all of their internal boundaries, with the only exception being Amuri Park Business 3B zone which adjoins Conservation 2 zone (Barbadoes Street Cemetery) for part of its southern internal boundary. In most cases, the zone change will allow a greater intensity of built development than that which has historically existed on site, however any redevelopment will be restricted to residential activity only, as anticipated by the proposed Central City Living zone.

As a result of changing the above zones to Central City Living, there will be various consequential changes to remove them from the relevant parts of Volume 3 of the operative District Plan. As an illustrative example, the zone description for the Cultural 1 zone would need to be amended as follows:

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.

Detailed Changes to the City Plan

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 Cranmer Centre on Montreal and Armagh Streets;
- ~~(d) The Peterborough Centre on Peterborough and Montreal Streets;~~
- ~~(e)~~~~(d)~~ The Roman Catholic Cathedral, Cathedral House, and the Music Centre of Christchurch on Barbadoes Street (excluding Cathedral College).

(...)

In contrast to the additional areas of living zone described above, there are two small areas that are proposed be removed from the living zone in order to fix anomalies in the operative District Plan Maps and reflect the vision of the overall Central City Plan:

- The existing Council-owned neighbourhood park that covers all of the two land parcels at 20 and 22 Melrose Street is to be incorporated into the Open Space 1 zone, whereas the current zone boundary shows some of the park as Living 4C Zone where there were once private dwellings. Those two dwellings were removed over 5 years ago and the Council has no intention of developing any parts of the park for housing.
- Two land parcels on the southern corners of the Barbadoes - Kilmore Street intersection are proposed to be zoned Business 1. Both properties have been in predominantly commercial retail use for many years and are considered to be in a strategic location to be redeveloped for retail purposes as part of a neighbourhood centre that serves the surrounding Central City Living Zone.

Part 1 Definitions

There will be consequential changes only to the definitions section in Part 1, so that the Central City Living zone is treated the same as the Living 4 zone. It is important to note however that the definition of Residential Floor Area is not relevant to the Central City Living Zone because it is not proposed to control density through Critical Standard 2-4.4.1 as discussed above in the changes to Volume 2.

Part 2 Living Zones

The current Living 4 zone rules under Section 4 of Part 2 are proposed to be applied to the Central City Living Zone, with specific clauses included below. As discussed earlier, various consequential changes will be required to delete reference to any Living 4 zones within the Central City Plan area, as these are to be replaced by the new zone. The Living 5 Peterborough Zone (containing the George Hotel, Chateau Blanc and other sites) is proposed to retain its zoning and not be incorporated into the Central City Living Zone.

Detailed Changes to the City Plan

The zone description and purpose for the Central City Living zone will be adapted from the existing one for Living 4A (Central City – Diverse) zone as follows:

1.8 Central City Living Living 4A (Central City – Diverse) Zone

Zone description and purpose

The Central City Living **4A** Zone is located mainly around the northern half periphery of the central city business area. The zone is bounded by Park Terrace in the northwest, Bealey Avenue in the north and Fitzgerald Avenue to the east. There is an additional area adjoining Hagley Avenue to the southwest. Although characterised by a diverse range of activities, the zone provides principally for medium-high density residential accommodation which will play a critical role in catering for growth in the residential population in the Central City during the recovery phase from the Christchurch earthquakes.

It is anticipated that the zone provisions will maintain a dominance of residential buildings at medium-high densities and a range of heights (4-5-2-6 storeys), lightly framed by open space and planting. The density/height limits equation acknowledges the existing intensity of development over much of the area and its remaining potential for residential infill, redevelopment and enhancement. Environmental standards have been set at a level which will avoid, remedy or mitigate the adverse environmental effects caused by higher densities such as loss of spaciousness, privacy and planting and ensure a high level of residential amenity.

Other small scale activities, which provide at least some permanent residential accommodation, are anticipated throughout the zone. The scope for other activities is broadened over a large pocket to serve visitors to the city and the wider Christchurch public. In addition, specific provision is made on scheduled sites throughout the Central City Living4A Zone for activities which for historical, spatial or strategic reasons require a central city location, see scheduled activities (Part 9). These activities will, however, be subject to site development and community related standards to ensure that any adverse effects are minimal.

Environmental results anticipated

(a) A diverse range of residential buildings to medium-high densities and moderate heights (generally 4-5-2-6 storeys), consistent with the location of the zone adjacent to the central city business core.

(...)

Development Standards

With regard to street scene setbacks, the existing plan provisions split up the Living 4 zones and have different setback requirements for each. It is proposed to simplify this and use the 2 metre setback across the whole Central City Living zone, with all the exceptions left unchanged. There are 11 SAMs within the zone, and these retain their special setbacks unchanged. The only substantive change to the relevant clause is included below:

4.2.3 Street scene and accessways – residential and other activities

(a) All areas except special amenity areas

Detailed Changes to the City Plan

Minimum building setback from road boundaries shall be as follows:

(...)

<u>Central City Living Zone</u>	<u>2m</u>
--	------------------

(...)

With regard to Outdoor Living Space requirements, the existing plan provisions have a different standard for the Living 4A and 4B zones when compared with those for the Living 4C zones. It is proposed to adopt the less onerous requirements that currently apply to the Living 4A and 4B zones for the new zone as per the following:

4.2.11 Outdoor living space - residential activities

(a) 30m² of outdoor living space shall be provided on site for each unit in the Living 3 and 4C Zones and 20m² of outdoor living space shall be provided on site for each unit in the **Central City Living** and Living **4A and 4B** zones.

(c) In the **Central City Living** and Living **4A & 4B** Zones this required outdoor living space can be provided through a mix of private and communal areas, at the ground level or in balconies, provided that:

(...)

With regard to noise attenuation for new residential units, Plan Change 53 introduced a new rule requiring a minimum standard for any habitable room in close proximity to a busy traffic route. The road classifications for the Central City Plan area have changed, with the high volume routes being classed as an “Avenue” (Bealey, Fitzgerald or Moorhouse) or a “Distributor”, and hence the following change needs to be made to the Development Standard. A consequential change will also need to be made to the reason for the rule to refer to the additional road classifications.

4.2.15 Acoustic insulation – residential and other activities

Any new habitable space within any residential unit, travellers' 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, Major Arterial, **Avenue or Distributor Road**

(...)

Detailed Changes to the City Plan

Community Standards

The Community Standards contain the restrictions on “other activities” for the zone. It is proposed that the existing rules that apply to the Living 4A zone will apply to the new Central City Living zone. However, due to the many exemptions that apply to educational, spiritual, day-care, health facilities or travellers’ accommodation activities wishing to establish, it is considered appropriate to retain the Critical Standard that restricts the scale of these activities on a site as discussed below.

Critical Standards

As discussed above under the Volume 2 changes, it is proposed to remove the density control of residential floor area ratio for residential developments, and instead rely on the bulk and location provisions along with the urban design assessment criteria in order to achieve an appropriate built form and relationship with surroundings in each case. This includes the SAMs, which generally have lower height limits and a special set of additional assessment criteria aimed at retaining the character of the streetscape as appropriate.

The change to Critical Standard 2-4.4.1 is shown below:

4.4.1 Residential site density - residential activities

The maximum residential floor area ratio per site shall be:

Living 3 Zone	0.8
Living 4A Zone	1.2
Living 4B Zone	1.4
Living 4C Zone excluding L4C Zone (Avon Loop)	1.2
<u>Central City Living zone</u>	<u>no limit</u>

except that

~~(a) in Sam areas 25, 26 and 27 the maximum residential floor area ratio per site shall be 0.9; and~~

(...)

It is important to note that the plot ratio density control for all “other activities” (2-4.4.2) is proposed to be retained as a Critical Standard for those other activities in the Central City Living zone. Any large-scale non-residential proposals, even if they are exempt from many of the Community Standards, would still require resource consent so that all of their effects on the surrounding environment can be considered.

Detailed Changes to the City Plan

There is a special Critical Standard 2-4.4.3 for Open Space that applies to the existing Living 4C (Avon Loop) area. This rule limits the site coverage of buildings in order to retain a degree of spaciousness in the area. This rule will be deleted, because all of the Living 4C zones are being incorporated into the new Central City Living zone which has new tree planting rules and urban design assessment matters. Furthermore, the future land uses in much of the Avon Loop area will be determined by the CERA land report in due course.

With regard to Critical Standard 4.4.4 for height of buildings, it is proposed to amend this rule significantly. The proposed new height limits for the whole Central City Plan area are shown in detail on the planning maps. For the Central City Living zone, the height limits are proposed to be 8, 14, or 18 metres, with most of the zone having the 14 metre limit. The 8 metre limit applies to some of the areas of existing lower scale “character homes” that are generally included in SAMs and have had an 8 metre height limit for many years under the operative District Plan. The proposed 18 metre height limit will apply mainly to those areas close to large areas of public open space that currently contain modern multi-storey apartment buildings over 14 metres in height and have historically had height limits of between 14 and 30 metres under the operative District Plan. The Living 5 Peterborough Zone height limit is proposed to be increased from 14 to 18 metres except for the southeast corner opposite Cranmer Square, which retains its existing 14 metre limit.

As a consequential change, wherever there is mention of Living 4B (Central City), this needs to refer instead to Living 4B at Carlton Mill Road in order to distinguish it from the only other Living 4B zone at North Beach. As discussed above, the Living 5 Peterborough zoned block adjoining Park Terrace would retain all its existing bulk and location and density controls with the exception of the Critical Standard for building height. The text changes would be as follows, referring to the new planning maps accordingly.

4.4.4 Building height - residential and other activities

(...)

- | | |
|--|---|
| (i) Living 4A and 4C Zones (Central City)
Central City Living Zone | in accordance with planning map 39B, 39D and 39G |
| (j) Living 4B Zone (Central City <u>Carlton Mill Road</u>) | in accordance with planning map 39B and 39D |
| (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.

(...)

Detailed Changes to the City Plan

With regard to general retail activities, it is proposed to retain Critical Standard 4.4.5 that sends a clear message that such activity is not appropriate in the Central City Living zone. The only change to the rule is shown below, removing reference to a small part of the Living 4C zone:

4.4.5 Retailing - other activities

Retail activities shall be limited to the sale of goods grown or produced on the site ~~except 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.~~

(...)

Assessment Matters and Reasons for Rules

There will need to be numerous consequential amendments to sections 7 and 8 of Part 2 Living Zones, which are the assessment matters and reasons for the rules. For example, Clause 2-8.1.1 describes the reasons for the Site Density and Open Space standards, and will need to be amended to refer to the lack of a specific density (residential floor area ratio) control in the Central City Living zone and the reasons for that.

Part 7 Cultural Zones

Due to zone changes, Clause 1.2 of Part 7 will need to be amended to delete reference to the Peterborough Centre (Montreal and Armagh Street corner) and the Cranmer Centre (Peterborough and Montreal Street corner).

Many rules that apply to Cultural 1 (Central city heritage precincts) and 3 (Schools) zones will require consequential changes to remove reference to the Living 4 zones within the Central City area. The specific clause changes include:

- Clauses 2.4.1 and 2.3.2 to delete reference to Peterborough and Cranmer Centres.
- Clauses 3.3.1, 3.3.3 and 3.5.1 will need to be changed to replace Living 4A with Central City Living and only retain Living 4B and 4C.
- Tables 3.6.1 and 3.6.2 need to be changed for all schools within the Central City Plan area, with height limits as shown on attached Planning Map 3, so that there are alternative zone provisions for non-educational activities. Central City Living zone provisions shall apply to all non-educational activities at Hagley Community College, Christchurch East Primary School, St Marys Primary School (Manchester Street), and Cathedral Grammar School. The provisions of the Central City Edge Mixed Use zone shall apply to all non-educational activities on the site of Catholic Cathedral College, given its location between CPIT and the Metropolitan Sports Facility Zone.
Non-educational activities at Christs College will be subject to Conservation 2 zone rules, in recognition of its sensitive location with the Botanic Gardens and the Avon River surrounding it on three sides. St Michaels School is adjoined on two sides by the Central City Fringe zone, and hence it is proposed that non-educational activities on that site be subject to that zone.

Detailed Changes to the City Plan

- Residential activities on the Cultural 1 zoned Canterbury Museum site shall revert to the Conservation 2 zone, rather than the Living 3 zone at present.
- For residential activities on the Arts Centre or Catholic Cathedral of the Blessed Sacrament sites, the Central City Living zone provisions shall apply rather than those of the Living 3 zone.

Part 8 Special Purpose Zones

Section 2 of Part 8 contains all the rules that apply to the Special Purpose (Hospital) Zone. Clause 2.1 clarifies which zone rules apply for activities other than those defined as health facilities. The clause needs to be changed as follows for the three hospital zones within the Central City, and the specific height limits that apply to non-health activities are also included:

2.1 As for **Central City Living 4A** Zone - (Residential Activities and Other Activities): Lyndhurst Hospital and the **Former** Christchurch Women's Hospital sites, with a height limit of 14 metres. Christchurch Base Hospital, with a height limit of 18 metres.

Part 9 General City Rules

For the section on Scheduled Activities, there are numerous consequential changes to be made to change any reference to the Living 4 zones to become Central City Living. That includes all clauses 3.1 to 3.10, noting that any reference to height of buildings shall refer to the new height limits proposed as part of this Central City Plan.

Part 10 Heritage and Amenities

For the rules covering the display of outdoor advertisements, clause 3.4.1(ii) requires amendment to change the reference to Living 4A to Central City Living.

Part 11 Health and Safety

For noise, glare and hazardous substances standards, the Central City Living zone is treated the same as all living zones, hence no amendments are required.

Part 13 Transport

The car parking requirements for the Central City Living zone shall be those for the Living 4 zones.

The actual changes to Table 1b in Part 13 – 2.2.1 are shown below:

Activity	Car parking spaces		Cycle parking spaces
(...)			
Residential activities	Residents/visitors	Staff	

Detailed Changes to the City Plan

Activity	Car parking spaces	Cycle parking spaces
All living zones including residential activities within Open Space 3D (Clearwater) Zone and except Living 3, 4A, 4B (Carlton Mill Road Central City), 4C, G, Central City Living , and Central City Edge Zones	Residents: 2 spaces (1 garageable) / unit + Visitors: 1 space/5 units	N/A Nil
Central City Living , Living 4A, 4B and 4C Zones	Residents: 1 garageable space per unit + Visitors: No parking requirement for the first 10 units, thereafter 1 space per 5 units	N/A Nil
(...)		

Part 14 Subdivision

Development Standard 4.2.2 and Critical Standard 4.3.2 require consequential amendments to treat the Central City Living zone the same as the Living 4 zones with regard to allotment sizes and dimensions.

3.2 Central City Core and Fringe Zones

The Core and Fringe areas of the Central City primarily contain the City's Central Business District. This district's primacy in the Canterbury Region's commercial centre hierarchy is expected to be maintained and reinforced with an enhanced general amenity and urban design built outcome. It is also important that growth in commercial activity outside the central city does not undermine the recovery of commerce, the high quality of amenity and important social and economic functions in the central city.

3.2.1 Changes to Volume 1

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

3.11 Business activity

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.

(...)

Detailed Changes to the City Plan

3.2.2 Changes to Volume 2

Readers' Note: The changes to objective 12.1 and its subordinate policies affect the new Central City Core and Central City Fringe Zones and the existing Business 1 and Business 2 zones that are outside of the Central City area.

Changes:

Insert new sub-objective (a) in Objective 12.1 Distribution objective: Distribution of Business Activity and re-letter existing sub-objectives of Volume 2 Section 12 of the City Plan

(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

Insert new second paragraph in explanation to Objective 12.1 Distribution objective: Distribution of Business Activity and re-letter cross references to sub-objectives in Volume 2 Section 12 of the City Plan

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 significantly 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 the 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.

Amend the 10th and 11th paragraphs in the reason for Objective 12.1 Distribution Objective: Distribution of Business Activity of Volume 2 Section 12 of the City Plan.

The function, ~~and~~ amenity, ~~and~~ recovery of the central city following the Canterbury earthquakes of 2010 and 2011 and the function and amenity of 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:

~~can be~~(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) centre which significant adverse social and economic effects on people and communities that rely on district centres that declines as a consequence of the establishment of such new retail activity.

Particular aspects to consider are:

Detailed Changes to the City Plan

- the economic and consequential effects on the central city and district centres, where these are significant; **particularly whether these effects will impede 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.

Insert new bullet point to Policy 12.1.2 (b) Distribution of Commercial in Volume 2 Section 12 of the City Plan

- Activity **supports the recovery of the central city as the region's primary commercial centre;**

Amend Policy 12.1.2 (b) Distribution of Commercial Activity explanation and reason in Volume 2 of Section 12 of the City Plan

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 affects the recovery of the important**
- 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.

Proposed Change 1 to the Canterbury 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, G 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, nearby living environments; **;**

and also includes:

- economic effects on existing commercial centres (where such effects are of scale that they affect the function and amenity of such centres); **;** **and**

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- consequential effects on people and communities that rely on these centres for their social and economic wellbeing.
- Reverse sensitivity effects ~~can also arise~~ where, for example, an agglomeration of retail activity in a heavy industrial zone places pressure upon permitted industrial activities to reduce their level of effects or relocate.

Amend first bullet point of Policy 12.1.5 (b) New Commercial Centres in Volume 2 Section 12 of the City Plan

- **the function and amenity of the central city including its recovery following the Canterbury earthquakes of 2010 and 2011; and district centres;**

Amend Policy 12.1.5 (b) New Commercial Centres explanation and reason in Volume 2 Section 12 of the City Plan

(...)

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:

- **the recovery of the central city following the Canterbury earthquakes of 2010 and 2011; and**
- effects on distant centres and on roading networks.; **and**
- **M-**more localised effects are also indicated in the policy.;**and**
- **R-**reducing the potential for strategic and local effects to arise assists the Council in meeting its obligations for integrated management in respect of sections 31(a) and (b) of the Resource Management Act (as amended 2003).

(...)

Amend third bullet point of Policy 12.1.6 Expansion of Suburban Centres in Volume 2 Section 12 of the City Plan

- avoid adverse effects upon the function and amenity of the central city **including its recovery following the Canterbury earthquakes of 2010 and 2011; and district centres;**

Insert new 5th paragraph in the explanation and reason to Policy 12.1.6 Policy: Expansion of suburban centres in Volume 2 Section 12 of the City Plan

Suburban centre expansion could hamper the recovery of the Central City following the Canterbury earthquakes of 2010 and 2011. As such any proposed expansion outside of current zone boundaries should be assessed as to its potential recovery impact.

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Insert new first bullet point in Environmental results anticipated for Objective 12.1 Distribution objective: Distribution of Business Activity in Volume 2 of Section 12 of the City Plan

Insert new first bullet point in Environmental results anticipated for Objective 12.1 Distribution objective: Distribution of Business Activity in Volume 2 of Part 12 of the City Plan

- **the recovery of the commercial areas in the central city is enabled and supported following the Canterbury Earthquakes of 2010 and 2011.**

Readers' Note: The changes to objective 12.2 and its subordinate policies affect the new Central City Core and Central City Fringe only.

Changes:

Amend Objective 12.2 Central City Objective: Role of the Central City and Reasons as in Volume 2 Section 12 of the City Plan.

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 as is maintained as the principal focus for the City, to and that:

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

, and to avoid, remedy or mitigate the adverse effects of such activity.

Reasons

Prior to the Canterbury Earthquakes of 2010 and 2011 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 level of landscape values;
- enhanced built amenity - including a high level of urban design;

Detailed Changes to the City Plan

- a high level of safety - including Crime Prevention Through Environmental Design (CPTED)
- a strong built identity - including energy efficient buildings.

(...)

Delete Central City Concept Plan from Objective 12.2 Central City Objective: Role of the Central City from Volume 2 Section 12 of the City Plan

Amend Policy 12.2.1 Compact Pedestrian Area and explanation and reasons in Volume 2 Section 12 of the City Plan

12.2.1 Policy : Compact Pedestrian area Central City Core

~~To ensure that Establish a pedestrian and slow vehicle core pedestrian area is provided~~ in 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 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. ~~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. Vehicle access will be slowed and restricted.~~ This promotes a convenient and safe pedestrian environment within the core of the central city:where pedestrians are given priority over vehicles.

(...)

Amend Policy 12.2.2 Consolidation and explanation and reasons in Volume 2 Section 12 of the City Plan

12.2.2 Policy : Consolidation-Intensification and Mix of Activities

To encourage intensification and 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.~~

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The Council envisages that as recovery from the Canterbury earthquakes of 2010 and 2011 progresses there will not be an expansion of the existing 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 a greater concentration of retail towards the core of the central city with a more liberal mix of activities in the areas immediately surrounding the core.

(...)

Amend Policy 12.2.3 Building Density and explanation and reasons in Volume 2 Section 12 of the City Plan

12.2.3 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 2011 the central city has had the highest land values and contains contained 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 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 Diversity in Volume 2 Section 12 of the City Plan

12.2.4 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 Residential Activity and explanation and reasons in Volume 2 Section 12 of the City Plan

12.2.5 Policy Residential Activity

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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 central city residential zones. However residential activity is also provided for in many of the other zones where they are able to demonstrate compatibility with the other mixes of activities.

(...)

Delete Policy 12.2.6 Active Frontages and its explanation and reasons and replace as follows in Volume 2 Section 12 of the City Plan

12.2.6 Active Frontages

To create a vibrant and lively environment by ensuring frontages within the core commercial area are activated.

Explanation and reasons

A key component to ensuring that the central city becomes a vibrant location which people want to visit, shop, socialise and do business in. 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 i.e. 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 in the central city will only be achieved if there is reasonably continuous activity occurring at street level. It is considered that focusing of high order pedestrian orientated

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activities 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 initiatives and promotions will be focused to promote the pedestrian and retail environment and generate the interest of the public.

Amend Policy 12.2.7 Leisure and Recreation and explanation and reasons in Volume 2 Section 12 of the City Plan

12.2.7 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. Activities and facilities located in the area will 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 will be are "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.

Amend Policy 12.2.8 Visitor accommodation and explanation and reasons in Volume 2 Section 12 of the City Plan

Policy 12.2.89 Visitor accommodation and explanation and reasons.

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

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 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.

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~~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.~~

(...)

Insert New Policy 12.2.10 Retail Distribution in Volume 2 Section 12 of the City Plan

12.2.10 Policy: Retail distribution

To encourage the establishment of a core retail environment within the central city and limit retail activity in fringe locations.

Explanation and reasons

Retail activity is a vital component in re-establishing the central city as a vibrant and attractive location for people to work and visit. The adopted strategy for the earthquake recovery period is to encourage a primary and secondary pedestrian oriented retail core to establish through a mixture of incentive and restrictions. The primary core is based around the traditional Cashel Mall/High Street triangles and will be subject to an incentive package. A secondary core north of Cathedral Square maintains the important link through to the civic area north of the Avon River as well as encompassing the historic New Regent Street precinct.

In conjunction with these measures will be a requirement for frontages to be active to ensure there is a focus on pedestrian orientated activity; enhancing pedestrian amenity; providing well-sited and “human scaled” public open space; and providing for conveniently located car parking for shoppers.

Outside of the above areas retail activity is:

- permitted but restricted in scale in locations, which are either around areas with high amenity and/or workforces or on strategic access routes which play a part in drawing people into the city;
- restricted to large store formats in the City South area both in recognition of the prevailing activity in this area and associated traffic generating characteristics and to ensure that the core area is able to re-establish itself in the short to medium term as a vibrant area with public and private sector investment without a competing comparison shopping area establishing in close proximity.
- restricted in the east and north of the city through limited provision so as to ensure a compact core establishes without a proliferation of competing comparison shopping but still reflecting the need for the central city area as a whole to accommodate a wide range of retail activity for reasons of convenience and nature of activity.

Overall the Plan provides that the central city area is able to be developed for a range of retailing activities, but has been designed to ensure that over the short to medium term the core retail area is able to re-establish itself as the City’s premier retail centre.

Detailed Changes to the City Plan

Amend the 5th bullet point of the environmental results anticipated for Objective 12.2 Central City Objective : Role of the Central City in Volume 2 Section 12 of the City Plan

- ~~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.~~

Amend the implementation statement for Objective 12.2 Central City Objective : Role of the Central City in Volume 2 Section 12 of the City Plan

(...)

District Plan

- The identification of a Central City CoreZone and Central City Fringe Zone and associated zone rules, e.g. rules for maximum building heights and floor space. ~~This~~~~These~~ zones provides for a wide range of activities to locate in ~~this~~~~these~~ areas.
- The zone rules encouraging a more pleasant pedestrian environment through the provision of Verandahs and shoppingactive frontages.
- Zone rules ensuring the ability of a core retail area to re-establish.
- 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 Strategic property purchases by the Council~~development of sites for Civic Facilities e.g. Crèche.
- Promoting and facilitating of activities and development through co-ordination of interested parties.
- Funding of the Canterbury Tourism Council.

Detailed Changes to the City Plan

- 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 ~~eg. free off street parking on an hourly basis~~.
- Annual awards for excellent urban design.

Amend Policy 12.4.1 Public Open Space and explanation and reasons in Volume 2 Section 12 of the City Plan

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

(...)

~~The central city is notable for the quality of its open spaces. This feature is Quality public 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.

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 Character of Central City and explanation and reasons of Volume 2 Section 12 of the City Plan

12.4.2 Policy : Character of Central City

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

Explanation and reasons

Detailed Changes to the City Plan

The external appearance of 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 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, these areas have become particularly important.~~

(...)

Accordingly, provisions are included in the Plan relating to the external appearance of buildings ~~fronting in~~ significant ~~areas open 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 particular~~ character of the ~~particular identified~~ parts of the City, and follows basic principles seen as vital to maintaining and enhancing the City's urban fabric.

(...)

Amend Policy 12.4.3 Amenity Linkages and explanation and reasons in Volume 2 Section 12 of the City Plan

12.4.3(a) Policy : Amenity + Linkages

To recognise, develop and improve ~~amenity~~ linkages within the central city ~~as it recovers from the Canterbury 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 River environs. ~~Important amenity linkages have been identified and developed in past planning strategies and these should continue to be improved to maintain and 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.

(...)

Delete Policy 12.4.4 Daylight and Sunlight and replace of Volume 2 Section 12 of the City Plan

12.4.4 Sunlight

Detailed Changes to the City Plan

To ensure a high level of sunlight access to public space and important pedestrian streets in the central city as it recovers from the Canterbury earthquakes of 2010 and 2011.

Amend explanation and reasons for existing policy 12.4.4 Daylight and Sunlight in Volume 2 Section 12 of the City Plan

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.~~

(...)

Amend Policy 12.4.6 Urban Form of Volume 2 Section 12 of the City Plan

12.4.6 Policy : Urban Form and Design

To ensure that the shape, scale and physical form of the built environment in the central city is improved and appropriately reflects the environmental qualities of the area as it recovers from the Canterbury Earthquakes of 2010 and 2011.

Delete central city urban form diagram from Policy 12.4.6 Urban Form in Volume 2 Section 12 of the City Plan.

Delete all of the explanation and reasons except the first paragraph of the explanation and reason to Policy 12.4.6 Urban Form in Volume 2 Section 12 of the City Plan.

Insert new paragraph for the explanation and reasons to Policy 12.4.6 Urban Form in Volume 2 Section 12 of the City Plan.

In addition within the Central City Core, Central City Fringe, Central City Business 1 and the Central City Mixed Use zones the Plan's rule package has been devised to ensure that during extensive rebuilding following the Canterbury Earthquakes of 2010 and 2011, a good standard of urban design, appearance and amenity is provided, whilst freedom of choice in specific architectural styles is maintained.

3.2.3 Changes to Volume 3

The substantive changes to Volume 3 will be discussed below in the order that they appear in the Online District Plan (City Section).

Detailed Changes to the City Plan

Amend zone description 1.2 Central City Zone description 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. **This 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**

~~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 to the zone in 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 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 was is the principal focus for commercial, cultural, administrative and tourist activities in Christchurch. It contained s a large proportion of the city's employment and investment. It also constituted s an exciting environment for people who for a variety of reasons wished to reside in the area zone, an important requirement for ensuring the vitality of the area. The purpose of the zone-area 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 zone-area~~

Detailed Changes to the City Plan

~~recovers from the earthquakes the~~ environment ~~will~~ changes, ~~it~~ 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 the Central City Zone, areas have also been identified where the external appearance of buildings will be 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.~~

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 ~~retail~~ 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, ~~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.

Detailed Changes to the City Plan

- (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).
- (p) The reinforcement of an effective buffer between the intensively developed activity area of the Central City Zone and adjoining inner city living areas.
- (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.

Amend title to 2.1 Categories of Activities - Central City Zone in Volume 3 Part 3 of the City Plan

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

Delete rules 2.2.1 to 2.2.5 and 2.3.1 to 2.3.3 of Volume 3 Part 3 of the City Plan and replace

2.2 Development Standards and Assessment Matters - Central City Core and Central City Fringe Zones

Where the following rules refer to lanes they are the lanes shown on Central City Planning Map 4.

If a development standard (except the minimum and maximum floors and heights) is not met then the activity will be a restricted discretionary activity with the Council's discretion restricted to the assessment matters in the adjacent column,

If a minimum or maximum floor or height Community Standard is not met it shall be a fully discretionary activity.

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

Note on public notification:

Any application arising from non-compliance with the standards in rules 2.2.1 to 2.2.4 inclusive (except relationship with existing Central City Living zones) will not require the written consent of other persons, and shall be non-notified.

2.2.1 Development Standards

Detailed Changes to the City Plan

	<u>ZONES</u>		<u>ASSESSMENT MATTERS</u>	
	<u>CENTRAL CITY CORE</u>	<u>CENTRAL CITY FRINGE</u>		
<u>STREET INTERFACE</u>				
<u>1. Street and Lane Edge Definition</u>				
<u>1.1 Building Setback</u>	<p><u>(i) All buildings shall be built to all public road boundaries and all boundaries with all public open space.</u></p> <p><u>Note: public open space includes a lane to which the public have general access</u></p>	<p><u>All buildings shall be built to all public road boundaries and all boundaries with all public open space.</u></p> <p><u>Except that: (i) there shall be a maximum setback of 4.5m for Cambridge Terrace between Montreal Street and Cashel Street; and</u></p> <p><u>(ii) sites with a frontage to Latimer Square shall have a minimum setback of 4.5m. Note: public open space includes a lane to which the public have general access.</u></p>	<p><u>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 and the category of street in the street hierarchy.</u></p> <p><u>Whether a break in the frontage of the building is required for a vehicle crossing because no other vehicle access is available.</u></p>	
<u>1.2 Continuity of Frontage</u>	<p><u>100% of frontage of lot where it abuts all public road boundaries and all boundaries with all public open space.</u></p> <p><u>Note: public open space includes a lane to which the public have general access</u></p> <p><u>[An exception is allowed for an outdoor plaza if located on a lane. Maximum dimension of an outdoor plaza is 10m wide by 10m deep]</u></p>	<p><u>80-100% of frontage of lot where it abuts all public road boundaries and all boundaries with all public open space.</u></p> <p><u>Note: public open space includes a lane to which the public have general access</u></p>		

Detailed Changes to the City Plan

	<u>ZONES</u>	<u>ASSESSMENT MATTERS</u>	
	<u>CENTRAL CITY CORE</u>	<u>CENTRAL CITY FRINGE</u>	
<u>2. Primary Entrance.</u>			
<p><u>A primary entrance is defined as a clearly defined pedestrian entrance to the building, does not include fire escape doors, or doors locked within operational hours of the building</u></p>			
<u>2.1 Numbers of primary entrances on ground floor</u>	<u>At least one entrance per 10 metres of building frontage.</u>	<u>No control</u>	<p><u>The extent to which buildings are:</u></p> <ul style="list-style-type: none"> • <u>aligned to street frontages;</u> • <u>have active edges to both frontages;</u> • <u>have sufficient height to accentuate spatial definition of the street and intersection;</u> • <u>have sufficient architectural landmark qualities to provide identity to the corner.</u>
<u>2.2 Location of primary entrance.</u>	<u>All new buildings must locate their primary entrance in a clear and legible location on the primary street on which it is located.</u>	<u>No control</u>	<p><u>The extent to which pedestrian entrances are direct, legible and inviting, sheltered, prioritise pedestrian traffic and are of high visual amenity.</u></p> <p><u>A primary entrance is defined as a clearly defined pedestrian entrance to the building, does not include fire escape doors, or doors locked within operational hours of the building.</u></p>
<u>3. Windows, doors, balconies above ground floor and verandas</u>			

Detailed Changes to the City Plan

	<u>ZONES</u>		<u>ASSESSMENT MATTERS</u>
	<u>CENTRAL CITY CORE</u>	<u>CENTRAL CITY FRINGE</u>	
<u>3.1 Glazing to solid percentage: Ground floors ensures</u> <u>transparent glazed areas will be sufficient to provide for quality urban design and amenity</u>	<u>Minimum 60% glazing. Maximum 40% solid.</u>	<u>Minimum 30% glazing. Maximum 60% solid.</u>	<u>The extent to which a development provides:</u> <ul style="list-style-type: none"> <u>a high proportion of windows;</u> <u>a high degree of surveillance from windows overlooking the street and semi-public spaces within the site</u>
<u>3.2 Glazing to solid percentage: Upper floors ensures</u> <u>transparent glazed areas will be sufficient to provide for quality urban design and amenity</u>	<u>Minimum 30% glazing. Maximum 70% solid.</u>		
<u>3.3 Verandas</u>	<p><u>Every building 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 Special Purpose (Road) and (Pedestrian) Precincts Zones as owner of land in those zones.</u></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>

Detailed Changes to the City Plan

	<u>ZONES</u>		<u>ASSESSMENT MATTERS</u>		
	<u>CENTRAL CITY CORE</u>	<u>CENTRAL CITY FRINGE</u>			
			<u>(d) In the case of a heritage building, the effects of a veranda on its heritage values.</u>		
<u>BUILDING APPEARANCE</u>					
<u>1. Recession Plane</u>					
<u>1.1 Recession plane (operates from top of maximum street and lane wall) – except New Regent Street Height Area. (see Community Standard 2.3 for rules on street and lane walls)</u>	<p><u>45°</u></p> <p><u>Except that this rule shall not apply to either the reconstructed Cathedral or its spire in Cathedral Square. (see Community Standard 2.3 for rules on street and lane walls)</u></p> <p><u>Set back of upper floors shall not occur until “minimum number of floors”/“minimum height” has been reached (See Community Standard 2.3 for rules on floors and heights)</u></p>				
<u>1.2 Building interface with Living Zones</u>	<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. Where the planning maps show a living zone boundary drawn down one side of a street, the recession plane shall be constructed from a point 2.3 metres above the centreline of the street.</u></p> <p><u>Note: There is no recession plane requirement between sites located in the Central City zone or where a site in the Central City zone adjoins a site in another non-living zone.</u></p> <p><u>(b) Buildings shall be set back 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>(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>		

Detailed Changes to the City Plan

	<u>ZONES</u>		<u>ASSESSMENT MATTERS</u>
	<u>CENTRAL CITY CORE</u>	<u>CENTRAL CITY FRINGE</u>	
			<p>(d) Any proposed landscaping provision adjacent to the boundary, and whether it would mitigate outlook from any affected residential property.</p> <p>(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.</p>
<u>2 Outdoor storage</u>			
<u>2.1 Adverse visual effects of outdoor storage areas.</u>		<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, except those for the display of vehicles, boats or caravans for sale or hire</u>	
<u>3. Location of on site carparking and Loading areas</u>			
	<u>Any parking and loading areas provided on a site shall not occupy that portion of the site adjacent to the street frontage. Parking shall be located to the rear of, on top of, within or under buildings. Except that parking provided within a building shall not be located within 10m of the road boundary.</u> <u>Except that this rule shall not apply to either the reconstructed Cathedral or its spire in Cathedral Square.</u>	<u>The extent to which loading and service functions:</u> <ul style="list-style-type: none"> • <u>Do not disrupt pedestrian traffic;</u> • <u>Do not disrupt active frontages;</u> • <u>Do not detract from streetscape amenity.</u> <u>The extent to which car parks:</u>	

Detailed Changes to the City Plan

	<u>ZONES</u>		<u>ASSESSMENT MATTERS</u>
	<u>CENTRAL CITY CORE</u>	<u>CENTRAL CITY FRINGE</u>	
			<ul style="list-style-type: none"> • <u>Do not dominate the streetscape;</u> • <u>Do not disrupt the built edge continuity.</u> <p><u>The extent to which driveways do not disrupt active frontages and pedestrian circulation.</u></p>
<u>4. Airspace on lanes</u>			
<u>4.1 Building over lanes</u>	<u>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.</u>		

<u>CENTRAL CITY CORE AND CENTRAL CITY FRINGE ZONES</u>	
<u>5. Outdoor living space - residential activities.</u>	
<u>5.1 Adequate outdoor living space for residential units</u>	<p><u>(a) 20m² of outdoor living space shall be provided on site for each residential unit.</u></p> <p><u>(b) this required outdoor living space can be provided through a mix of private and communal areas, at the ground level or above provided, that:</u></p> <p class="list-item-l1"><u>(i) Each unit shall have private outdoor living space of at least 10m² in total.</u></p> <p class="list-item-l1"><u>(ii) Private outdoor living space shall have a minimum dimension of 4m when provided at ground level and a minimum dimension of 1.5m when provided by a balcony with a maximum balustrade height of 1.2m and unimpeded outlook of at least 3m.</u></p> <p class="list-item-l1"><u>(iii) Each private outdoor living space shall be directly accessible from a habitable space of the residential unit to which it relates and at least one private outdoor living space is to be directly accessible from a living area of that unit.</u></p> <p class="list-item-l1"><u>(iv) Outdoor living space provided as a communal space shall be accessible for use by all units and shall have a minimum dimension of 4m and be capable of containing a circle with a diameter of 8m;</u></p>

Detailed Changes to the City Plan

<u>CENTRAL CITY CORE AND CENTRAL CITY FRINGE ZONES</u>	
	<p>(c) In all cases, the required minimum area of outdoor living space provided for the private use of an individual unit, or the communal space, shall not be occupied by any building (other than a swimming pool), access, service or parking space/s. Any communal outdoor living space shall receive direct sunlight for a minimum of 3 hours on the shortest day of the year.</p> <p>Note: For two storey units, allocation of space could be spread over both levels, e.g. 15m² at ground level and 5m² as a balcony at first floor.</p> <p>(d) For residential activities any part of any balcony or any window of a living area at first floor level or above shall not be located within 4m of any internal boundary. This shall not apply to a window at an angle of 90° or greater to the boundary. The first floor level shall not include a window or balcony which begins within 1.2m of ground level (such as above a garage which is partly below ground level). For explanation of this rule see Diagram in rule 2.2.6 in Part 2 of Volume 3.</p>
<u>6. Outdoor service space - residential activities</u>	
<u>6.1 Adequate outdoor service areas for residential units</u>	<p>(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.</p> <p>(b) Each outdoor service space shall be screened from adjoining sites, public spaces and adjoining outdoor living spaces.</p> <p>(c) Outdoor Service spaces shall be located to the rear of the principal building on the site.</p>
<u>7. On-site convenience - residential activities</u>	
<u>7.1 Conveniently located facilities for residential units.</u>	<p>(a) All outdoor living, service and storage spaces, shall be conveniently located in relation to each other and to the units they serve.</p> <p>(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</p>
<u>8. Fences and screening structures - residential activities</u>	
<u>8.1 Design of fences and screening structures for residential activities.</u>	<p>Fences and other screening structures that are located within:</p> <ul style="list-style-type: none"> ● The road boundary setback for the zone, or ● On the boundary between a living zoned site and any land zoned conservation and open space shall not exceed 1m in height.

Detailed Changes to the City Plan

<u>CENTRAL CITY CORE AND CENTRAL CITY FRINGE ZONES</u>	
	<p><u>Except that:</u></p> <ul style="list-style-type: none"> • <u>Where a fence or other screening structure (including gates) is over 1m in height, then the whole of the structure(s) shall be at least 50% visually transparent.</u> • <u>No fencing or screening structure shall exceed a height of 2m.</u> • <u>This rule shall not apply to fences or other screening structures located on an internal boundary between two properties zoned living and business.</u> <p><u>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</u></p>
<u>9. Minimum unit size - residential activities</u>	
<u>9.1 Adequate floor area in residential units to maintain residential amenity.</u>	<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>

ASSESSMENT MATTERS - Aspects of Urban Design 5-9

For assessment matters for Aspects of Urban Design 5-9 above see Volume 3 Part 2 Assessment Matters 10.2

2.2.2 Sites where a restricted discretionary activity status applies

On sites within the area identified for restricted discretion shown on Central City Plan Planning Map 4, the erection of any new buildings or external alterations to any existing buildings (excluding demolition), 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 in the "Assessment Matters for 2.2.2".

Notes:

(a) 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 and Historic Places Trust.

Detailed Changes to the City Plan

(b) Refer also to Part 9, Clause 7.4.4 Heritage Conservation Contributions.

Assessment Matters for 2.2.2

(a) General matters

General matters set out expectations for the design of Central City developments (excluding residential activities) 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.

General 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 consider all matters, and provide explanation 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 are encouraged to provide written and graphic evidence of their design rationale to accompany site specific proposals.

Any proposal shall be assessed against the extent to which the development addresses the following principles:

(b) Site Context and Layout

(i) The extent to which the development considers local environmental conditions, including any impacts on adjacent public open spaces, such as over shadowing and wind funnelling.

(ii) Where sites have been aggregated, or the development is on a large site, the extent to which the development respects 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 extent to which the development is in keeping with and contributes to the character and identity of the precinct or area, and buildings positively respond to sensitive street and public open space edges.

(iv) The extent to which the development complements and does not detract from neighbouring listed heritage items or special character buildings.

(v) The extent to which the development adapts and/or renovates existing listed heritage items or special character buildings and retains existing trees.

Detailed Changes to the City Plan

(vi) The extent to which the development connects with the street network and promotes mid-block lanes and courtyards with access routes that maintain or enhance physical and visual links to key destinations.

(vii) The extent to which the developments support prominent vistas and view shafts.

(c) Relationship with Street and Public Open Spaces

(i) The extent to which buildings are built up to and orientated toward the street frontage and public open spaces, and are of sufficient height to enclose public spaces taking into account the scale of the street and surroundings.

(ii) The extent to which active ground levels are promoted, including the frequency of different premises, diversity of activities, a high proportion of windows and frequent pedestrian entrances.

(iii) The extent to which upper levels of buildings provide for a high degree of natural surveillance from windows overlooking the street and public open spaces.

(iv) The extent to which pedestrian entrances for ground and upper levels are provided within the frontage and are direct, legible, inviting, sheltered and of a high visual amenity.

(v) The extent to which weather protection features, such as verandahs and canopies, support year-round pedestrian access to important retail edges or key entry points of buildings, while minimising the loss of natural light to buildings and footpaths.

(d) Corner Sites

(i) The extent to which buildings emphasise and have sufficient architectural landmark qualities to provide identity to street corners.

(ii) The extent to which buildings on corner sites are aligned with and orientated toward all adjacent streets and public open spaces.

(iii) The extent to which buildings have active edges to all frontages and pedestrian entrances are located along main pedestrian routes.

(e) Building Form and Appearance

(i) The extent to which buildings avoid facades and elevations whose length or bulk is visually excessive or blank or have excessive repetition of building forms and that consider human scale and visual interest.

(ii) The extent to which the roofline contributes to the overall appearance of the building and streetscape, and respects the broader Central City skyline.

(iii) The extent and quality to which the facade design contributes 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.

Detailed Changes to the City Plan

(iv) The extent to which the building materials and colour complements those of neighbouring buildings and contributes to the architectural form and detailing of buildings.

(v) The extent to which high quality, durable and easily maintained materials are used on the exterior of buildings.

(vi) The extent to which the signage is in scale with and does not dominate the streetscape or building and is integral to the building's architecture.

(vii) The extent to which buildings are flexibly designed to be future proofed for a range of alternative activities to meet changing demands for land uses, particularly at ground level.

(f) Site Access for Car Parking and Servicing

(i) The extent to which pedestrian circulation between the street, public open space and/or car parks and main building entrances is direct, legible, prioritised, safe and has high amenity.

(ii) The extent to which pedestrian routes within the development are of an appropriate width, high quality, free from encroachment by cars and delineated from vehicle circulation.

(iii) The extent to which disabled access is integrated within the development.

(iv) The extent to which publicly accessible places, including car parks, manoeuvring areas, footpaths and courtyards on private land, are designed to maximise public and traffic safety.

(v) The extent to which vehicle access, loading and service functions off a street or lane is limited in number, visually discrete and built over to minimise disruption to pedestrian flows and active frontages or detract from street and public open space amenity

(vi) The extent to which car parking is integrated into or behind building frontages to minimise visual dominance of cars along street or public open space frontages.

(g) Landscaping and Site Amenity

(i) Where front setbacks are required, the extent to which landscaping contributes to the amenity of the street; softens built form; assists in legibility of entrances and circulation; maximises public safety; and, where appropriate, is of sufficient stature and continuity to define the street and adjacent public open spaces.

(ii) The extent and quality to which private or communal outdoor amenity spaces, such as balconies, roof gardens and courtyards, are designed to be accessible, usable, attractive and provide a pleasant outlook for building occupants.

(iii) The extent to which car parking, side boundaries and service areas are screened and/or softened by planting.

(iv) The extent to which lighting, planting, fences and other structures are be designed to maximise the public safety of occupants and visitors.

Detailed Changes to the City Plan

- (v) The extent to which the distribution of landscaping throughout the development and provision for larger vegetation is provided.
- (vi) The extent and quality to which landscape design uses locally appropriate plants that are sufficiently robust enough for the location, minimise water use and maintenance requirements.
- (vii) The extent to which on-site measures to reduce, treat or re-use storm water runoff are incorporated.

(h) Service Areas and Utilities

- (i) The extent to which service areas and utilities are positioned within a development to minimise adverse visual, noise or odour amenity effects and to enable practical use.
- (ii) The extent to which building elements, such as external access ways, lift shafts and mechanical, electrical and communications equipment are coordinated and integrated within building designs to minimise their visual impact, particularly from streets and public open spaces

2.2.3 Building Sustainability - Central City Core and Central City Fringe

- (a) Any part of any new building to be constructed for office, commercial services, retail, residential, or hospitality purposes, or any combination of these, shall achieve a pass rating under the Build Green Christchurch Tool.
- (b) Any building described in (a) above which does not achieve a pass rating under the Build Green Christchurch Tool shall be a restricted discretionary activity with the Council's discretion limited the environmental sustainability of the building.
- (c) For the purposes of this rule "hospitality" includes food and beverage outlets, travellers accommodation, and premises used for purposes of entertainment.

Any application arising from non compliance with the standards in rule

Note: The Build Green Christchurch tool has been developed by the New Zealand Green Building Council specifically for Christchurch and has been incorporated in this district plan by reference under Part Three of the First Schedule to the Resource Management Act 1991. It determines a pass or fail assessment for the environmental performance of building intended for, retail office, residential activities mixed with other activities, or hospitality purposes.

Assessment Matters for 2.2.3 Building Sustainability

- (a) The extent of the buildings inability to achieve a pass rating under the Build Green Christchurch rating tool, and the extent to which the building would achieve a degree of environmentally sustainable outcomes such as energy efficiency, transport efficiency, water consumption and water quality, and discharge or emissions.
- (b) Any reasons why it would be unreasonable to require the building to achieve a pass rating under the Build Green Christchurch Rating Tool including compliance costs.

Detailed Changes to the City Plan

Explanation

In general it is expected that new buildings in Central Christchurch intended to be used for retail, office, hospitality or residential (where the residential is mixed with other uses within the building) uses will achieve a pass under the Green Start tool. However there may be circumstances where it would be unreasonable to require this, especially where a building almost achieves a pass rating and/or it would be prohibitively expensive to achieve a pass.

2.2.4 Urban Design Appearance and Amenity Residential Activities.

The erection of new buildings and alterations and additions to existing buildings that result in:

- (i) three or more residential units, or
- (ii) one or two residential units on site a smaller than 300m² gross site area, or
- (iii) one or two residential units resulting in residential floor area greater than 550m²

Including all accessory buildings shall be a restricted discretionary activity with the Council's discretion restricted to:

Assessment Matters for 2.2.4

(a) General matters

General matters set out expectations for the design of Central City developments (excluding residential activities) 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.

General 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 consider all matters, and provide explanation 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 are encouraged to provide written and graphic evidence of their design rationale to accompany site specific proposals.

Any proposal shall be assessed against the extent to which the development addresses the following principles:

(b) Site Context and Layout

Detailed Changes to the City Plan

- (i) The extent to which the development considers local environmental conditions, including any impacts on adjacent public open spaces, such as over shadowing and wind funnelling.**
- (ii) Where sites have been aggregated, or the development is on a large site, the extent to which the development respects 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 extent to which the development is in keeping with and contributes to the character and identity of the precinct or area, and buildings positively respond to sensitive street and public open space edges.**
- (iv) The extent to which the development complements and does not detract from neighbouring listed heritage items or special character buildings.**
- (v) The extent to which the development adapts and/or renovates existing listed heritage items or special character buildings and retains existing trees.**
- (vi) The extent to which the development connects with the street network and promotes mid-block lanes and courtyards with access routes that maintain or enhance physical and visual links to key destinations.**
- (vii) The extent to which the developments support prominent vistas and view shafts.**

(c) Relationship with Street and Public Open Spaces

- (i) The extent to which buildings are built up to and orientated toward the street frontage and public open spaces, and are of sufficient height to enclose public spaces taking into account the scale of the street and surroundings.**
- (ii) The extent to which active ground levels are promoted, including the frequency of different premises, diversity of activities, a high proportion of windows and frequent pedestrian entrances.**
- (iii) The extent to which upper levels of buildings provide for a high degree of natural surveillance from windows overlooking the street and public open spaces.**
- (iv) The extent to which pedestrian entrances for ground and upper levels are provided within the frontage and are direct, legible, inviting, sheltered and of a high visual amenity.**
- (v) The extent to which weather protection features, such as Verandahs and canopies, support year-round pedestrian access to important retail edges or key entry points of buildings, while minimising the loss of natural light to buildings and footpaths.**

(d) Corner Sites

- (i) The extent to which buildings emphasise and have sufficient architectural landmark qualities to provide identity to street corners.**

Detailed Changes to the City Plan

(ii) The extent to which buildings on corner sites are aligned with and orientated toward all adjacent streets and public open spaces.

(iii) The extent to which buildings have active edges to all frontages and pedestrian entrances are located along main pedestrian routes.

(e) Building Form and Appearance

(i) The extent to which buildings avoid facades and elevations whose length or bulk is visually excessive or blank or have excessive repetition of building forms and that consider human scale and visual interest.

(ii) The extent to which the roofline contributes to the overall appearance of the building and streetscape, and respects the broader Central City skyline.

(iii) The extent and quality to which the facade design contributes 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.

(iv) The extent to which the building materials and colour complements those of neighbouring buildings and contributes to the architectural form and detailing of buildings.

(v) The extent to which high quality, durable and easily maintained materials are used on the exterior of buildings.

(vi) The extent to which the signage is in scale with and does not dominate the streetscape or building and is integral to the building's architecture.

(vii) The extent to which buildings are flexibly designed to be future proofed for a range of alternative activities to meet changing demands for land uses, particularly at ground level.

(f) Site Access for Car Parking and Servicing

(i) The extent to which pedestrian circulation between the street, public open space and/or car parks and main building entrances is direct, legible, prioritised, safe and has high amenity.

(ii) The extent to which pedestrian routes within the development are of an appropriate width, high quality, free from encroachment by cars and delineated from vehicle circulation.

(iii) The extent to which disabled access is integrated within the development.

(iv) The extent to which publicly accessible places, including car parks, manoeuvring areas, footpaths and courtyards on private land, are designed to maximise public and traffic safety.

(v) The extent to which vehicle access, loading and service functions off a street or lane is limited in number, visually discrete and built over to minimise disruption to pedestrian flows and active frontages or detract from street and public open space amenity

Detailed Changes to the City Plan

(vi) The extent to which car parking is integrated into or behind building frontages to minimise visual dominance of cars along street or public open space frontages.

(g) Landscaping and Site Amenity

(i) Where front setbacks are required, the extent to which landscaping contributes to the amenity of the street; softens built form; assists in legibility of entrances and circulation; maximises public safety; and, where appropriate, is of sufficient stature and continuity to define the street and adjacent public open spaces.

(ii) The extent and quality to which private or communal outdoor amenity spaces, such as balconies, roof gardens and courtyards, are designed to be accessible, usable, attractive and provide a pleasant outlook for building occupants.

(iii) The extent to which car parking, side boundaries and service areas are screened and/or softened by planting.

(iv) The extent to which lighting, planting, fences and other structures are be designed to maximise the public safety of occupants and visitors.

(v) The extent to which the distribution of landscaping throughout the development and provision for larger vegetation is provided.

(vi) The extent and quality to which landscape design uses locally appropriate plants that are sufficiently robust enough for the location, minimise water use and maintenance requirements.

(vii) The extent to which on-site measures to reduce, treat or re-use storm water runoff are incorporated.

(h) Service Areas and Utilities

(i) The extent to which service areas and utilities are positioned within a development to minimise adverse visual, noise or odour amenity effects and to enable practical use.

(ii) The extent to which building elements, such as external access ways, lift shafts and mechanical, electrical and communications equipment are coordinated and integrated within building designs to minimise their visual impact, particularly from streets and public open spaces

Rule 2.2.5 Retail Gross Leasable Floor Areas

1. City South Retail Area

In the area shown as City South Area on Central City Planning Map 2 the minimum gross leasable floor area for any new retail activity shall be 450m² except the following retail activities:

(i) trade suppliers.

(ii) second hand goods outlets.

Detailed Changes to the City Plan

(iii) food or beverage outlets.

(iv) pharmacies contained within the structure of a health facility, up to 20% of the net floor area of the balance of the facility.

For the purposes of this rule:

(a) “new individual retail tenancy” means in a new or converted building;

(b) “tenancy” shall mean one retail activity occupancy created by freehold, leasehold, licence or any other arrangement to occupy.

2. Central City Core and Central City Fringe Retail Areas.

In the Central City Core zone and Central City Fringe Zone areas shown as Central City Retail Core and Fringe on Central City Plan Planning Map 2 retail activities shall be permitted but limited to a maximum net floor area of 450m², except that this restriction does not apply to:

- food and beverage outlets; and
- Department Stores in the Central City Core Zone

For the purposes of this rule a department store means:

Units engaged in retailing a wide variety of goods, other than food or groceries, but the variety is such that no predominant activity can be determined. These units have predominant retail sales in at least four of the following six product groups:

- Clothing
- Furniture
- Kitchenware, china, glassware and other housewares
- Textile goods
- Electrical, electronic and gas appliances
- Perfumes, cosmetics and toiletries

The products primary to these headings, as well as other products, are sold by or displayed in separate departments or sections supervised by managers (with specialised product knowledge) within the store, and, generally, merchandising, advertising, customer service, accounting and budgetary control functions are undertaken on a departmentalised basis.

An example is the department store at the south west corner of Cashel Street and Colombo Street.

Note: Commercial services (as defined) are permitted subject to compliance with other rules

Assessment Matters Rule 2.2.5 - Gross Leasable Floor Areas

Detailed Changes to the City Plan

- (a) Any adverse effect of a conglomeration of retail development outside of those areas identified for retail purposes, in terms of its impact on the re-establishment of the activities in the core retail area.
- (b) The impact of a combination of small and large scale retail activity in the City South area, shown on Central City Planning Map 2, on the re-establishment of the activities in the central city core and central city fringe (excluding the City South area) retail areas.
- (c) The impact of large scale retail activity occurring in the area shown as "X" in combination with smaller activities on the re-establishment of the core retail area.
- (d) Whether the additional gross leasable floor area in excess of 450m² is to enable the construction of large format retail (as opposed to a department store).

For the purposes of this assessment matter large format retail means:a retail activity that is automobile-oriented (that is, people usually drive to the store), surrounded by large parking lots and normally sells a narrow range of product categories. An example is the large format store near the corner of Moorhouse Avenue and Colombo Street, which sells sporting equipment and sporting apparel.

For the purposes of this assessment matter a department store means:

Units engaged in retailing a wide variety of goods, other than food or groceries, but the variety is such that no predominant activity can be determined. These units have predominant retail sales in at least four of the following six product groups:

- Clothing
- Furniture
- Kitchenware, china, glassware and other housewares
- Textile goods
- Electrical, electronic and gas appliances
- Perfumes, cosmetics and toiletries

The products primary to these headings, as well as other products, are sold by or displayed in separate departments or sections supervised by managers (with specialised product knowledge) within the store, and, generally, merchandising, advertising, customer service, accounting and budgetary control functions are undertaken on a departmentalised basis.

An example is the department store at the south west corner of Cashel Street and Colombo Street.

Assessment Matters Rule 2.2.5 - Gross Leasable Floor Areas

- (a) Any adverse effect of a conglomeration of retail development outside of those areas identified for retail purposes, in terms of its impact on the re-establishment of the activities in the core retail area.

Detailed Changes to the City Plan

(b) The impact of a combination of small and large scale retail activity in the City South area, shown on Central City Planning Map 2, on the re-establishment of the activities in the central city core and central city fringe (excluding the City South area) retail areas.

(c) The impact of large scale retail activity occurring in the area shown as "X" in combination with smaller activities on the re-establishment of the core retail area.

(d) Whether the additional gross leasable floor area in excess of 450m² is to enable the construction of large format retail (as opposed to a department store).

For the purposes of this assessment matter large format retail means:a retail activity that is automobile-oriented (that is, people usually drive to the store), surrounded by large parking lots and normally sells a narrow range of product categories. An example is the large format store near the corner of Moorhouse Avenue and Colombo Street, which sells sporting equipment and sporting apparel.

For the purposes of this assessment matter a department store means:

Units engaged in retailing a wide variety of goods, other than food or groceries, but the variety is such that no predominant activity can be determined. These units have predominant retail sales in at least four of the following six product groups:

- Clothing
- Furniture
- Kitchenware, china, glassware and other housewares
- Textile goods
- Electrical, electronic and gas appliances
- Perfumes, cosmetics and toiletries

The products primary to these headings, as well as other products, are sold by or displayed in separate departments or sections supervised by managers (with specialised product knowledge) within the store, and, generally, merchandising, advertising, customer service, accounting and budgetary control functions are undertaken on a departmentalised basis.

An example is the department store at the south west corner of Cashel Street and Colombo Street.

Rule 2.2.6 Active frontages Streets and Lanes

(i) 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 streets 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.

(ii) The use of the front 5 metres of the ground floor of every building or of any part of a site not undertaken in a building, fronting onto those lanes identified on Central City Plan Planning Map 4 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.

Detailed Changes to the City Plan

Assessment Matters for Rule 2.2.6

- (a) The effect of not providing for compulsory active frontage on the pattern of adjacent activities and the continuity of the shopping frontage.**
- (b) Any adverse effects on pedestrians and street life of not providing a compulsory active frontage.**
- (d) The visual impact of any activities not considered to form an active frontage upon the street facade of a building and street scene.**

2.3 - Community Standards

<u>BUILDING APPEARANCE</u>	-	<u>CORE</u>	<u>FRINGE</u>
<u>1. Height and form</u>	<u>Minimum floor to floor height on ground floor</u>	<u>4.5m</u> <u>Except that this rule shall not apply to either the reconstructed Cathedral or its spire in Cathedral Square.</u>	<u>4.5m</u>
	<u>Maximum number of floors / maximum height – except the new Regent Street height area, Cashel Street Height area and High Street Height area.</u>	<u>6 floors (5 +1 setback) up to 25m</u> <u>Except that with the floor bonus 7 floors up to 29m.</u> <u>Except that this rule shall not apply to either the reconstructed Cathedral or its spire in Cathedral Square</u>	<u>4 floors up to 17m. Except that with the floor bonus 5 floors up to 21m.</u>
	<u>Bonus Floor – except the New Regent Street height area, Cashel Street height area and High Street Height area.</u>	<u>The setback second floor above 25m is a bonus floor claimable only by achieving one of the following:</u> <ul style="list-style-type: none"> • <u>New Zealand Green Building Council Green Star Rating</u> • <u>Providing pitched roofs between 30° and 60°. The roof space shall not</u> 	-

Detailed Changes to the City Plan

<u>BUILDING APPEARANCE</u>	<u>CORE</u>	<u>FRINGE</u>
	<p><u>contain more than a single storey.</u></p> <ul style="list-style-type: none"> • <u>Heritage and Character facade retention in keeping with the principles set out in the Distinct Built Identity Chapter (check against chapter name) of the Central City Plan.</u> • <u>Contribution of land towards a comprehensive public lane and courtyard network within the block in which the building is located.</u> 	
<u>Minimum number of floors / minimum height – except the New Regent Street height area</u>	<p><u>3 floors with a minimum height of 13m</u></p> <p><u>Except that this rule shall not apply to either the reconstructed Cathedral or its spire in Cathedral Square.</u></p>	<u>2 floors with a minimum height of 9m.</u>
<u>Maximum number of floors / maximum height New Regent Street height area. –</u>	<u>2 floors up to 8m</u>	-
<u>Minimum number of floors New Regent Street Height area</u>	<u>8m</u>	-
<u>Maximum street and Lane wall height - except Cashel Street height area and High Street Height Area.</u>	<u>21m</u>	<u>17m</u>

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<u>BUILDING APPEARANCE</u>	-	<u>CORE</u>	<u>FRINGE</u>
	<u>Maximum street and Lane wall height Cashel Street Height Area and High Street Height Area.</u>	<u>17m</u>	-

Pitched roofs between 15° and 60° are permitted over and above the height limits provided the roof space does not contain more than a single floor.

Changes To Part 3 Volume 3 Assessment Matters For Resource Consents 6.2 Central City Zone

Delete Assessment matters 6.2, 6.2.1 – 6.2.8 in Volume 3 Part 3

Changes To Part 3 Volume 3 Reasons for Rules 7.0

Delete Reasons for Rules 7.1 and 7.2 in Part 3 Volume 3 and replace as follows:

7.1.1 Street Edge Definition

Building Setback, Continuity of Frontage, Outdoor Storage, Minimum Facade Height, Recession Planes, and Verandas.

These interrelated rules have four main elements, including the setback of buildings from the street, minimum facade height, outdoor storage.

It is intended that the requirement to build to road boundaries and the identified lanes reflect 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 these areas a minimum set back is required 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.

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

The minimum facade heights reinforce other rules such as those relating to building height. The reason for these rules is to ensure that the key streets and lanes relating to the Core and Fringe, have minimum heights which ensures dominant building character in these streets and with the setback requirements provides visual containment of the streetscape. 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 detraction.

Detailed Changes to the City Plan

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. This will permit a reasonable height for buildings within the Core and Fringe, while minimising adverse effects in terms of visual amenity, openness and daylight admission to the street.

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 buildings are constructed or substantially reconstructed. 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 Glazing to Void Ratio

Providing for a proportion of glazing along building frontages reduces the visual dominance of large blank walls and promotes greater social interaction, natural surveillance for public safety and visual interest along streets and around public open spaces

A higher glazing to void ratio is used on the ground floor of buildings to encourage retail stores, commercial services and lobby spaces to create active frontages that support street life. Verandahs and canopies can be used to control any solar gain.

A lower glazing to void ratio is provided for on upper floors as activities levels reduce, but is still required to support natural surveillance of the street and to ensure daylight reaches deeper into buildings. A higher proportion of voids also allow a more vertical lines to be articulated on a building facade to reinforce historic plot boundaries and create a strong street rhythm.

7.1.3 Building Entrances

Frequent building entrances help create active frontages, promotes pedestrian access, diversifies the range of premises available and provides visual interest along the ground level street edge.

Achieving more active frontages ensures greater social interaction to stimulate and sustain street life. A diversity of premises creates a richer, finer-gain urban environment for visual interest and creates a range of different land uses that better spread activity throughout day and night to improve public safety. The provision of frequent building entrances on the street frontage prioritises direct pedestrian access and promotes more manageable numbers of people accessing upper levels through building cores.

7.1.4 Outdoor Living Spaces, Outdoor Storage, and Minimum Floor Areas.

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 and meets health needs for sunlight.

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

7.1.5 Sustainable Buildings

Community consultation following the Canterbury Earthquakes of 2010 and 2011 has shown a strong interest in seeing that the rebuild of Christchurch results in environmentally sustainable new or repaired buildings. The need to replace so many buildings in a short time frame has provided a unique opportunity to make rapid progress towards this goal. In more normal times this could be expect to take generations.

The new “Build Green Christchurch” tool developed by the New Zealand Green Building Council is based on an existing rating method and covers a wide range of the most readily achievable innovations in a cost-effective manner without developing complex new district plan provisions.

Under Part 3 of the First Schedule to the Resource Management Act 1991, the Council may incorporate documents prepared by other organisations into the City Plan. The Council has incorporated the following documents by reference into the City Plan:

7.1.6 Relationship with adjacent Central City Living Zones

Where the Core and Fringe directly abut the Central City 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.

7.1.7 Appearance of buildings and sites

Insert text from Volume 3 : Part 3 Business Zones : 7.1 Central City Zone : 7.1.5 Appearance of buildings and sites.

7.1.8 Active frontage

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

These limit 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 pedestrian friendly and vibrant core commercial area develops which attracts people in the central city.

Detailed Changes to the City Plan

7.1.9 Retail Distribution

This rule limits to a certain degree the location of retail activity in the Central City in order to ensure that a core retail area is able to re-establish and is seen as the primary focus for comparison retail activity in conjunction with establishing this core area as a pedestrian friendly and vibrant environment. The rule is designed to prevent the establishment of ad hoc pockets of retail activity or the establishment of a further retail centre outside the core while it is re-establishing itself.

Coupled with other measures the rule is designed to ensure that retail operations, and in particular those of a comparison retailing nature are encouraged to concentrate in the heart of the commercial area, encompassing City Mall, Colombo Street and Cathedral Square.

The Fringe area has been recognised due to its importance as employment/tourist nodes, proximity to the core area or civic areas and/or their traditional boutique importance as shopping precincts on key access routes. The shops are also of a small scale nature. In order to ensure and maintain a small scale and character of retail activity in these areas and enable the core retail area to re-establish, a maximum net floor area of 450m² has been introduced. This will also ensure that larger activities which may generate high traffic levels and adversely impact upon the main retail area do not locate in these areas.

The southern section of the central city has been identified for high traffic generating, low scale, bulk warehouse/supermarket type developments, which require larger land areas for their operations. A minimum shop size of 450m² gross leasable floor area has been introduced in this area to enable an assessment of the suitability of small retail operations outside the core commercial area and assess which their combination with larger developments would adversely impact upon the recovery process and thus commercial viability of the core retail area.

Changes to Part 3 Volume 3 Appendix 1 - Central City

Delete

Cathedral Square sunlight admission to important pedestrian areas

City Mall sunlight admission to important pedestrian areas

3.3 Central City Business 1 Zones

3.3.1 Changes to Volume 2

Insert new policies 12.8.15, 12.8.16, 12.8.17 and 12.8.18 in Volume 2 Section 12 Business Zones in the City Plan:

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

Detailed Changes to the City Plan

(a) Provide for small scale mixed use commercial activities in specific locations, that provide for the day-to-day, convenience shopping, service and local employment needs of the local community;

(b) Provide for the establishment of a supermarket in the Central City Business 1 Supermarket zones and ensure that it does not exceed 2700m² of gross lease-able floor area.

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

Ensure future expansion of the central city local commercial centres into residential areas is limited.

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 small local commercial centres in the Central City.

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

(a) Ensure that local small local commercial centres in the Central City are designed and developed in accordance with good urban design principles, and that they achieve a high standard of visual character and amenity.

(b) Provide for landmark built development, in the small local commercial centres in the Central City that strengthens the urban form and way finding of the Central City.

Explanation and Reasons

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. A suitable location and area of land for each centre has been identified to enable development to occur that is of a size and scale appropriate to serve the day to day needs of central city residents.

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 to locate these centres in places that will optimise their availability to the projected residential population establishing in the Central City Living Zone.

Economic and demographic analysis identified that there will be a deficit of supermarket retail floor space in the northern part of the Central City area to provide for the shopping needs of the current and future residential population of the central city. Provision has been made for the establishment of a suitably sized supermarket in either of the locations shown on Planning Map 1. These sites will enable best access for the re-establishing residential population in the Central City.

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While the plan enables a supermarket of up to 2000m² to establish the analysis has shown that a supermarket in either of the identified areas in excess of 2700m² has a high probability of having significant adverse effects on other grocery retail activities inside and outside the four avenues – particularly those seeking to recover from the 2010 and 2011 earthquakes.

The Central City Business 1 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 Business 1 Central City zones. It is envisaged that these community facilities will be co-located with small neighbourhood reserves of around 500m² in area, within the Business 1 Central City zones.

The development of the Central City Business 1 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. 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.

The extent of the Central City small scale commercial centres is constrained to ensure that residential housing stock is supported, existing commercial areas are not undermined and traffic is managed appropriately.

3.3.2 Changes to Volume 3

Insert zone description in Volume 3 Part 3 in the City Plan:

1.16 Central City Business 1 Supermarket Zone and Central City Business 1 Zone

These area 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 the amenity, particularly in regard to immediately adjoining residential areas. It is recognised that some of the existing local centres have a poor physical layout and parking arrangements and/or are poorly located and may not survive in the longer term.

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An exception to the generally small scale retail shops anticipated in these zones has been made to allow for the eventual development of a supermarket of up to 2700m² of gross lease-able floor area. It has been determined that a supermarket of this size and in one of the zones identified location will meet the needs of the re-establishing Central City residential population.

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.

Environmental results anticipated

(a) A mixed use zone environment with generally small scale commercial buildings that provide shopping, community service and entertainment activities within easy walking distance of most dwellings.

(b) Retail activities at the ground floor with community and residential activities encouraged above ground floor level.

(c) Generally lower levels of parking, access and manoeuvring than in larger commercial zones. Except for the Business 1 Central City Supermarket zone-Central City Business 1 zone containing the supermarket -where a higher level of parking associated with the supermarket is expected.

(d) Noise outcomes at zone boundaries at levels consistent with adjacent living zones and standards of amenity.

(e) Limitations on future expansion 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.

(f) Provision of neighbourhood shopping facilities in a mixed use setting that achieves a high standard of urban design and amenity .

Insert new rules section in Volume 3 Part 3 in the City Plan

6 RULES Central City Business 1 Supermarket and Central City Business 4 Zones.

6.2 Development standards - Central City Business 1 Zone Business 1 Central City and Business 1-Central City Supermarket Zones

6.2.1 Noise Residential activities

The building within which any

(i) residential activity; or

(ii) student accommodation; or

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(iii) travellers accommodation; or

(iv) educational activity, which operates between the hours of 7 pm and 6 am

is situated shall meet the acoustic insulation requirement set out in the rule below.

Any habitable space in a building used for any residential activity (including but not limited to, housing, hotel, motel, hospital, retirement complex or other accommodation where people live day and/or night) and any educational activity 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,2_{m-n} T>30dB*.

Compliance with this performance standard shall be achieved by:

Conformance with the schedule of typical building construction set out in Appendix 8 :

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)

6.2.2 Outdoor living space Residential Activities.

(a) 20m² of outdoor living space shall be provided on site for each residential unit.

(b) this required outdoor living space can be provided through a mix of private and communal areas, at the ground level or above provided, that:

(i) Each unit shall have private outdoor living space of at least 10m² in total.

(ii) Private outdoor living space shall have a minimum dimension of 4m when provided at ground level and a minimum dimension of 1.5m when provided by a balcony with a maximum balustrade height of 1.2m and unimpeded outlook of at least 3m.

(iii) Each private outdoor living space shall be directly accessible from a habitable space of the residential unit to which it relates and at least one private outdoor living space is to be directly accessible from a living area of that unit.

(iv) Outdoor living space provided as a communal space shall be accessible for use by all units and shall have a minimum dimension of 4m and be capable of containing a circle with a diameter of 8m;

(c) In all cases, the required minimum area of outdoor living space provided for the private use of an individual unit, or the communal space, shall not be occupied by any building (other than a swimming pool), access, service or parking space/s. Any communal outdoor living space shall receive direct sunlight for a minimum of 3 hours on the shortest day of the year.

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Note: For two storey units, allocation of space could be spread over both levels, e.g. 15m² at ground level and 5m² as a balcony at first floor.

6.2.3 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.

6.2.4 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.

6.2.5 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[SB16] and electricity meter boxes, shall be readily accessible from outside the units and from a road.

6.2.6 Ground floor residential activities

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

6.2.7 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 Central City Living zone as shown in Part 2, Appendix 1 .

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

(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.

6.2.8 Separation from neighbours

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

6.2.9 Weather protection

Every building with road frontage shall, on its erection or on being reconstructed or altered in any way that substantially changes its external appearance, be provided with a veranda, which shall provide continuous cover for pedestrians. The underside of the veranda shall be constructed to the same height of the undersides of any existing adjoining veranda, at a minimum height from ground level of 2.6m

Note: The Council must give its consent for the intrusion of buildings or structures over the Special Purpose (Road) and (Pedestrian Precincts) Zones as owner of land in those zones.

6.2.10 Urban design and amenity for development in the Central City Business 1 Central City Zone and Business 1 Central City Supermarket Zones.

(a) The erection of new buildings and additions to existing buildings exceeding 100m² in floor area, shall be a restricted discretionary activity, with the exercise of the Council's discretion limited to the design and amenity of the site and development thereon, and compliance with the outline development plans for each zone shown in Appendix 18.

(b) Any outdoor storage area shall be screened by a 1.8m high fence except for those for the sale or hire of vehicles, boats or caravans and shall not be located within the setback specified in Rule 6.2.8.

(c) Where a site's service or car parking adjoins a Central City Living, Cultural, Open Space, or Conservation 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.

6.2.11 Building Sustainability

(a) Any part of any new building to be constructed for office, commercial services, retail, residential, or hospitality purposes, or any combination of these, shall achieve a pass rating under the Green Building Christchurch Tool.

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(b) Any building described in (a) above which does not achieve a pass rating under the Green Building Christchurch Tool shall be a restricted discretionary activity with the Council's discretion limited the environmental sustainability of the building.

(c) For the purposes of this rule "hospitality" includes food and beverage outlets, travellers accommodation, and premises used for purposes of entertainment.

Any application arising from non compliance with the standards in rule

Note: The Build Green Christchurch Assessment tool has been developed by the New Zealand Green Building Council specifically for Christchurch and has been incorporated in this district plan by reference under Part Three of the First Schedule to the Resource Management Act 1991. It determines a pass or fail assessment for the environmental performance of building intended for, retail office, residential activities mixed with other activities, or hospitality purposes.

6.2.12 Street Frontage

(i) Solid, continuous blank walls at the ground floor level at the street frontage shall not exceed a length of 6 metres. For the purposes of this rule a blank wall is a wall without at least 30% distinct variation in wall materials, including vertical elements and one pedestrian entrance way or window of not less than 6m².

(ii) All buildings shall have a minimum of 60% and maximum of 90% visually permeable glazing at the street frontage at the ground floor level.

(iii) All building frontages shall incorporate floor to ceiling solid vertical architectural elements at the ground floor at not less than 6m centres.

(iii) All buildings shall have a visible horizontal separation of floors above the ground floor.

(iv) Where activities are located above the ground floor, there shall be at least one secure pedestrian access point from the street frontage to these activities.

6.2.13 Building Length

(i) Solid, continuous blank walls at the ground floor level that are not located on the street frontage shall not exceed a length of 9 metres . For the purposes of this rule a blank wall is a wall without at least 30% distinct variation in wall materials, including vertical elements and a step in plan of at least 3m in length and 2m in depth and/or a combination of pedestrian entrance way and windows.

6.2.14 Gross lease-able floor area

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

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Except that in the Business 1 Central City Supermarket Zone one tenancy for a supermarket may be created within either of the Central City Business 1 zones for a supermarket not exceeding 2000 m² of gross leasable floor area. Refer to development standard 6.2.15 and critical standard 6.4.1.

Note for clarification: there may only be one tenancy for a supermarket and it may be within either of the Central City Business 1 zones.

6.2.15 Supermarket Gross leasable floor area Central City Business 1 Central City Supermarket Zone:

Construction of additional gross leaseable floor area on the one permitted supermarket (Rule 6.2.14) capable of being used by or converted into a supermarket in excess of 2001m² shall be a restricted discretionary activity with the Council's discretion restricted to retail distribution, traffic network safety and efficiency, and access to community services effects .

Definition of Supermarket

For the purposes of rules 6.2.14 and 6.2.15 a Supermarket is defined as a self service store selling mainly food. with a trading floor space less than 2700 m².

6.2.3 Fences and Screening Structures

Fences and other screening structures that are located within:

- The road boundary setback for the zone, or
- On the boundary between a living zoned site and any land zoned conservation and open space shall not exceed 1m in height.

Except that:

- Where a fence or other screening structure (including gates) is over 1m in height, then the whole of the structure(s) shall be at least 50% visually transparent.
- No fencing or screening structure shall exceed a height of 2m.
- This rule shall not apply to fences or other screening structures located on an internal boundary between two properties zoned living and business.

6.2.4 Minimum unit size - residential activities

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

Studio - 35m²

1 Bedroom - 45m²

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2 Bedrooms 70m²

3 or more Bedrooms 90m²

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

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

6.3 Community standards - Central City Business 1 Zone and Business 1 Central City Supermarket 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 and Minimum Floors and Height

(i) Floors

The maximum number of floors in any building shall be:

- **4 in the Central City Business 1 zone adjacent to the corner of Kilmore and Barbadoes Streets; and**
- **5 in the Central City Business 1 zone adjacent to the corner of Salisbury and Manchester Streets.**

The minimum number of floors in any building shall be 2.

(ii) Height

The maximum height of any building shall be:

- **14m in the Central City Business 1 zone adjacent to the corner of Kilmore and Barbadoes Streets; and**
- **17m in the Central City Business 1 zone adjacent to the corner of Salisbury and Manchester Streets.**

The minimum height of any building shall be 8m

6.3.3 Ground floor minimum ceiling height.

The minimum distance between the floor and ceiling on the ground floor of any building shall be 4m.

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6.4 Critical standards - Central City Business 1 Zone Central City and Business 1 Central City Supermarket Zone

6.4.1 Supermarket Gross Leasable Floor Area Central City Business 1 Supermarket Zone:

Construction of additional Gross Leasable Floor Area on the one permitted supermarket (refer to Rule 6.2.14) capable of being used by or converted into a supermarket in excess of 2700m² shall be a Non Complying Activity.

6.4.2 Additonal Supermarkets

Construction of a supermarket in addition to the one permitted supermarket (refer to Rule 6.2.14) shall be a non complying activity.

For the purposes of this rule a Supermarket is defined as a self service store selling mainly food. with a trading floor space less than 2700 m²:

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

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

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6.8.3 Visual Amenity and Urban Design

(a) General matters

General matters set out expectations for the design of Central City developments (excluding residential activities) 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.

General 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 consider all matters, and provide explanation 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 are encouraged to provide written and graphic evidence of their design rationale to accompany site specific proposals.

Any proposal shall be assessed against the extent to which the development addresses the following principles:

(b) Site Context and Layout

(i) The extent to which the development considers local environmental conditions, including any impacts on adjacent public open spaces, such as over shadowing and wind funnelling.

(ii) Where sites have been aggregated, or the development is on a large site, the extent to which the development respects 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 extent to which the development is in keeping with and contributes to the character and identity of the precinct or area, and buildings positively respond to sensitive street and public open space edges.

- a. The extent to which the development complements and does not detract from neighbouring listed heritage items or special character buildings.
- b. The extent to which the development adapts and/or renovates existing listed heritage items or special character buildings and retains existing trees.
- c. The extent to which the development connects with the street network and promotes mid-block lanes and courtyards with access routes that maintain or enhance physical and visual links to key destinations.
- d. The extent to which the developments support prominent vistas and view shafts.

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(c) Relationship with Street and Public Open Spaces

- (i) The extent to which buildings are built up to and orientated toward the street frontage and public open spaces, and are of sufficient height to enclose public spaces taking into account the scale of the street and surroundings.
- (ii) The extent to which active ground levels are promoted, including the frequency of different premises, diversity of activities, a high proportion of windows and frequent pedestrian entrances.
- (iii) The extent to which upper levels of buildings provide for a high degree of natural surveillance from windows overlooking the street and public open spaces.
- (iv) The extent to which pedestrian entrances for ground and upper levels are provided within the frontage and are direct, legible, inviting, sheltered and of a high visual amenity.
- (v) The extent to which weather protection features, such as verandahs and canopies, support year-round pedestrian access to important retail edges or key entry points of buildings, while minimising the loss of natural light to buildings and footpaths.

(d) Corner Sites

- (i) The extent to which buildings emphasise and have sufficient architectural landmark qualities to provide identity to street corners.
- (ii) The extent to which buildings on corner sites are aligned with and orientated toward all adjacent streets and public open spaces.
- (iii) The extent to which buildings have active edges to all frontages and pedestrian entrances are located along main pedestrian routes.

(e) Building Form and Appearance

- (i) The extent to which buildings avoid facades and elevations whose length or bulk is visually excessive or blank or have excessive repetition of building forms and that consider human scale and visual interest.
- (ii) The extent to which the roofline contributes to the overall appearance of the building and streetscape, and respects the broader Central City skyline.
- (iii) The extent and quality to which the facade design contributes 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.
- (iv) The extent to which the building materials and colour complements those of neighbouring buildings and contributes to the architectural form and detailing of buildings.
- (v) The extent to which high quality, durable and easily maintained materials are used on the exterior of buildings.

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(vi) The extent to which the signage is in scale with and does not dominate the streetscape or building and is integral to the building's architecture.

(vii) The extent to which buildings are flexibly designed to be future proofed for a range of alternative activities to meet changing demands for land uses, particularly at ground level.

(f) Site Access for Car Parking and Servicing

(i) The extent to which pedestrian circulation between the street, public open space and/or car parks and main building entrances is direct, legible, prioritised, safe and has high amenity.

(ii) The extent to which pedestrian routes within the development are of an appropriate width, high quality, free from encroachment by cars and delineated from vehicle circulation.

(iii) The extent to which disabled access is integrated within the development.

(iv) The extent to which publicly accessible places, including car parks, manoeuvring areas, footpaths and courtyards on private land, are designed to maximise public and traffic safety.

(v) The extent to which vehicle access, loading and service functions off a street or lane is limited in number, visually discrete and built over to minimise disruption to pedestrian flows and active frontages or detract from street and public open space amenity

(vi) The extent to which car parking is integrated into or behind building frontages to minimise visual dominance of cars along street or public open space frontages.

(g) Landscaping and Site Amenity

(i) Where front setbacks are required, the extent to which landscaping contributes to the amenity of the street; softens built form; assists in legibility of entrances and circulation; maximises public safety; and, where appropriate, is of sufficient stature and continuity to define the street and adjacent public open spaces.

(ii) The extent and quality to which private or communal outdoor amenity spaces, such as balconies, roof gardens and courtyards, are designed to be accessible, usable, attractive and provide a pleasant outlook for building occupants.

(iii) The extent to which car parking, side boundaries and service areas are screened and/or softened by planting.

(iv) The extent to which lighting, planting, fences and other structures are be designed to maximise the public safety of occupants and visitors.

(v) The extent to which the distribution of landscaping throughout the development and provision for larger vegetation is provided.

(vi) The extent and quality to which landscape design uses locally appropriate plants that are sufficiently robust enough for the location, minimise water use and maintenance requirements.

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(vii) The extent to which on-site measures to reduce, treat or re-use storm water runoff are incorporated.

(h) Service Areas and Utilities

(i) The extent to which service areas and utilities are positioned within a development to minimise adverse visual, noise or odour amenity effects and to enable practical use.

(ii) The extent to which building elements, such as external access ways, lift shafts and mechanical, electrical and communications equipment are coordinated and integrated within building designs to minimise their visual impact, particularly from streets and public open spaces

6.8.4 Building Development and Redevelopment

(a) The location of activities with regard to public use and convenience.

(b) The relationship of parking access and manoeuvring areas in respect to safety of pedestrians, the location and safety of access points.

(c) The provision made for the safety and security of users of the centre, particularly at night.

(d) The visual appearance and attractiveness of the development, particularly as a pedestrian environment.

(e) The relationship of the development with any open space areas, within or adjoining the centre, and the accessibility of any public facilities such as crèches, libraries and public conveniences.

(f) Any adverse effects of building or parking areas/access points on adjoining living zones.

(g) The extent and quality of landscaping required and the effectiveness of proposed planting and trees in screening car parking areas and buildings from adjoining residences.

(h) The extent to which the development facilitates safe and direct pedestrian walkways, cycleways, service access and pedestrian access to public transport, both within and adjoining the site;

(i) The extent to which trees or landscaping contributes to the amenity both within the site and surrounding environment;

(j) The relationship and linkages (both physical and visual) of the development with any open space areas within or adjoining the site.

(k) The degree to which the development provides for residential, commercial services, community facilities and publicly accessible open space; and

(l) The extent to which buildings relate to the street, access ways and publicly accessible areas.

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6.8.5 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.

6.8.6 Height

(a) Any adverse effects of height on any adjoining residential properties in living zones, taking account of 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 visual 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 mixed use zones.

(e) The extent to which that part of the building exceeds the height standard is set back from any living zone boundaries.

(f) the extent to which the building acts as a landmark within the urban form.

6.8.7 Restricted Discretionary Super Market AreaCentral City Supermarket Zone.

(a) The extent to which the activity (having regard to its proposed size, composition and characteristics) is likely to have an adverse effect on the amenity values and functions of the Central City zone or any district centre or centres and their ongoing ability to provide for the future needs of their communities.

(b) The extent to which the activity, either alone or in association with other nearby activities, is likely to have an adverse effect upon the safety and efficiency of the road network.

(c) The extent to which parking, access and manoeuvring areas consider the safety of pedestrians and cyclists, and create fewer, well designed and located connections to the road network.

(d) The extent to which the convenient access of communities to commercial and community services may be positively or adversely affected by the proposed activities.

(e) The extent to which the proposed activities would occupy land and road frontage and/or be likely to attract further similar activities thus discouraging or displacing permitted activities, having regard to the wellbeing of the community in relation to extent of the zoning and its character and function.

(f) For those sites beyond 50 metres of the Central City Zone or a B2 or a contiguous B2/B1 zone, the extent to which the site is self-contained in respect of appropriate off-street parking for customers and employees and as to goods delivery service arrangements.

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(g) The extent to which the activity reinforces an identified existing or potential community focus by its co-location with community facilities, public transport nodes and proximity to higher density living zones and/or increased population base.

(h) Whether the additional floor area primarily serves the convenience retail and service needs of the Central City residential community.

6.8.9 Weather Protection

(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.

6.8.10 Building Sustainability

(a) The extent of the building's inability to achieve a pass rating under the Build Green Christchurch tool, and the extent to which the building would achieve a degree of environmentally sustainable outcomes such as energy efficiency, transport efficiency, water consumption and water quality, and discharge or emissions.

(b) Any reasons why it would be unreasonable to require the building to achieve a pass rating under the Build Green Christchurch Tool including compliance costs.

Explanation

In general it is expected that new buildings in Central Christchurch intended to be used for retail, office, hospitality or residential (where the residential is mixed with other uses within the building) uses will achieve a pass under the Build Green Christchurch tool. However there may be circumstances where it would be unreasonable to require this, especially where a building almost achieves a pass rating and/or it would be prohibitively expensive to achieve a pass.

8.6 Reasons for Rules Central City Business 1 Zone Supermarket Zone and Central City Business 1 Zone

8.6.1 Noise - Residential and Other Noise Sensitive Activities

As the zone provides for a mix of both business, residential and other noise sensitive activities, rules have been established so as to mitigate the effects of noise from business activities on noise sensitive activities.

Noise insulation standards are specified in the zone. 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.

Detailed Changes to the City Plan

8.6.2 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 rule for outdoor living space clarifies 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. Any buildings or parts of buildings proposed to be located within an outdoor living space that exceed the specified exemptions may compromise the use and purpose of that space.

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

8.6.3 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.

8.6.4 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.

8.6.5 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.

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8.6.6 Sunlight and Outlook for Neighbours

The reason for the recession plane requirements is to ensure that on the Central City Residential Zone, and Central City Mixed Use zone interfaces , residential properties are able to maintain a sufficient standard or amenities comparable to those in the adjoining zones themselves. This approach is to apply respectively to where the interface occurs at a cultural, conservation and special purpose zone boundary[SB29]. 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.

8.6.7 Separation from Neighbours

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

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.

8.6.8 Weather Protection

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. Further, uneven veranda heights and widths can have adverse visual amenity effects and on the functionality of the pedestrian space. This is avoided through the requirement for an even veranda height and width where possible.

8.6.9 Urban Design and Amenity

In the Central City Business 1 Zones there will be a mix of business, residential and other activities. This rule has been included to ensure that a standard of visual amenity acceptable to residents and users of the area is achieved, i.e. an environment that is pleasant to both live, shop and work in.

8.6.10 Street Frontage

The street frontage requirements including the level of glazing, location of the buildings on the street boundary and inclusion of pedestrian access to activities above ground floor level are all intended to ensure neighbourhood centres which 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. In addition, vertical separation on the street frontage promotes a unit scale of activity that is synonymous with local retail and business activities.

8.6.11 Gross Leaseable Floor Areas

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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 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.

However a need for a larger tenancy for a moderate sized supermarket in the north of the central city has been identified. Accordingly an exception has been made for one of the neighbourhood centres to contain a larger tenancy to be occupied by a supermarket. The one supermarket may be located in either of the zones. A limit has been placed on the size of this supermarket to ensure that there are no adverse retail distribution effects on existing supermarkets, and that those existing supermarkets are able to recover following the Canterbury Earthquakes of 2010 and 2011.

8.6.12 Floors and Height

The :

- Maximum number of floors of 4 and 5; and
- Minimum number of floors of 2; and
- Maximum building heights of 14m and 17m; and
- Minimum building height of 8m

reflects the scale of development envisaged in this area and the need to use land resources effectively. These maximums and minimums limit also reflects the zone's location in close proximity to the Central City Residential Zone.

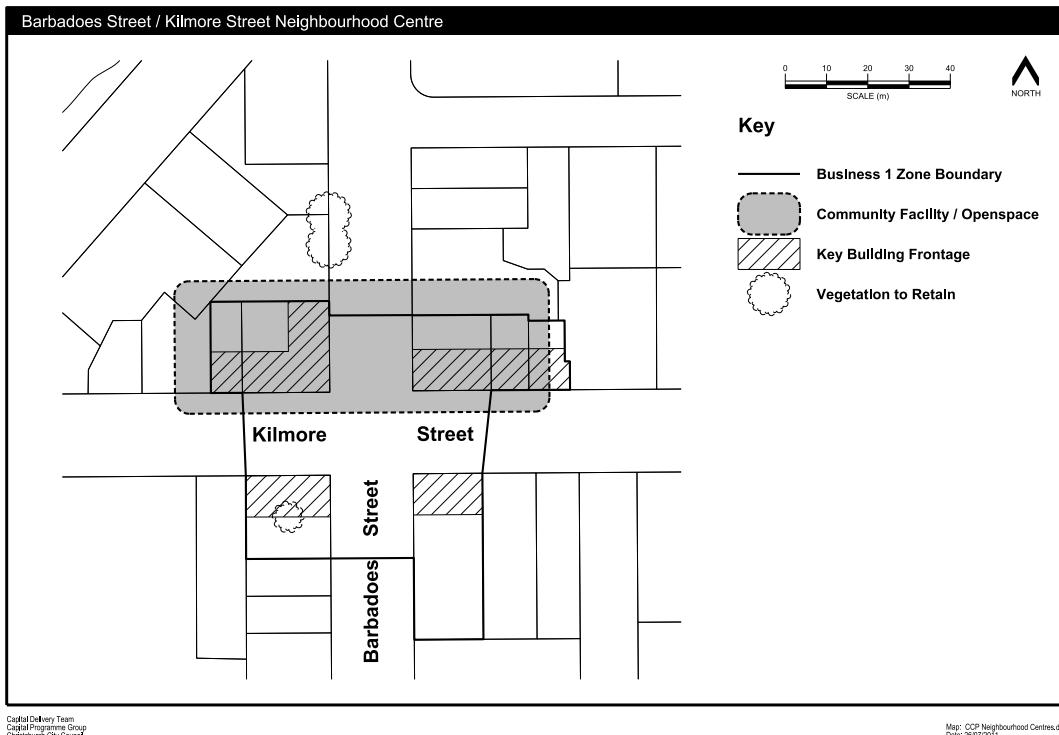
8.6.13 Sustainable Buildings

Community consultation following the Canterbury Earthquakes of 2010 and 2011 has shown a strong interest in seeing that the rebuild of Christchurch results in environmentally sustainable new or repaired buildings. The need to replace so many buildings in a short time frame has provided a unique opportunity to make rapid progress towards this goal. In more normal times this could be expect to take generations.

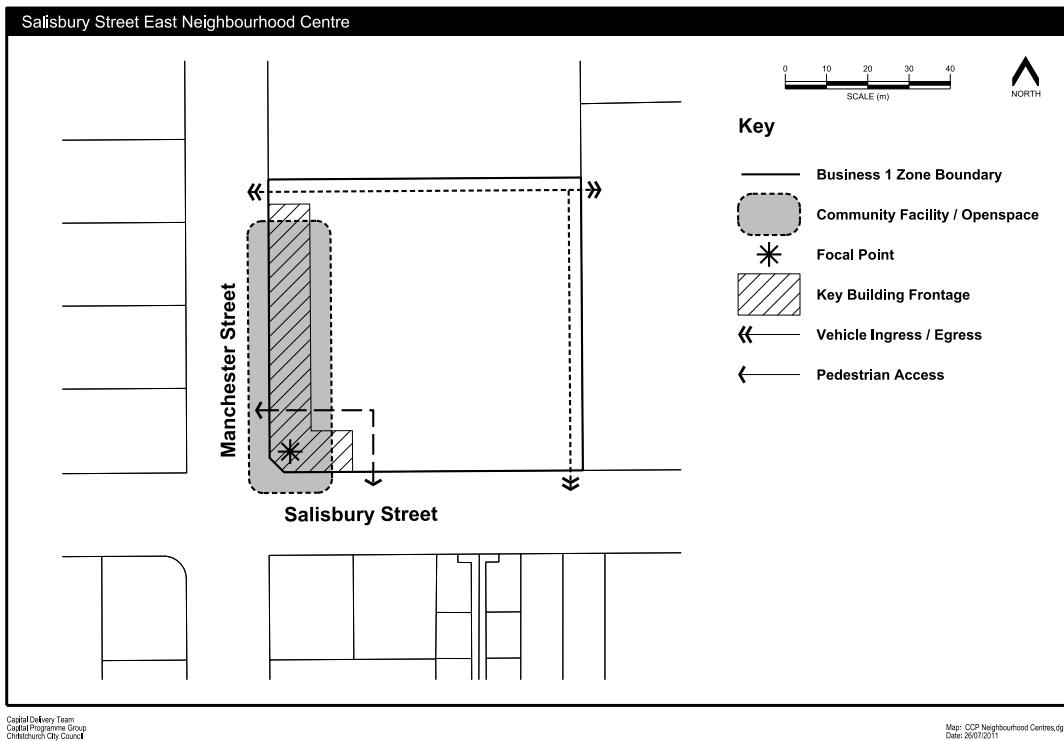
The new "Build Green Christchurch" tool developed by the New Zealand Green Building Council is based on an existing rating method and covers a wide range of the most readily achievable innovations in a cost-effective manner without developing complex new district plan provisions.

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Insert new Appendix 18 - Neighbourhood Centres



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3.4 Central City Mixed Use Zone

The Council is seeking to revitalise a number of existing commercial areas adjacent to the central business district (made up of the Core and Fringe) in order to make these areas more vibrant, exciting, safe and sustainable areas to live, work and learn. It is intended that these areas are not to be ‘in competition’ with the CBD, but rather, to complement and support it.

Accordingly, it is proposed to create a new zone - the Central City Mixed Use Zone, to enable the development of a different mix of land use activities in these areas and to introduce provisions that will help achieve a better quality urban environment for a range of activities.

The proposed Central City Mixed Use Zone covers four 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. The third area is land previously zoned Business 3B and located to the north of the Central City. This area is recognised

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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 Business1 Zone area at the northern end of Colombo Street. This location contains a range of community activities and office accommodation. While the four 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.

3.4.1 Changes to Volume 2

Delete Objective 12.5, Policy 12.5.1, Policy 12.5.2 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 servicing and light industrial and residential 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 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:

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- 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 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)
- 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:

- Industrial activities
- Small scale (boutique, comparison) retail activity and large scale bulk retailing
- Open air vehicle sales yards, but excluding vehicle showrooms associated with vehicle dealerships.
- Commercial car parking areas and buildings.

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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 mixed use development contributes positivity 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, while recognising that these values are derived from a mixture of business activities and higher density residential development.

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

- Noise
- Glare
- Odour (emissions)
- Hazardous substances
- Bulk and location
- Landscaping
- Design and appearance.

Explanation and reasons

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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 architectural and urban design. The quality of external appearance, building layout, use of materials, 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.
- An 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 a human scale, 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 landscaping planting that contributes to amenity values while minimising any potential nuisance effects and/or safety concerns.

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- iv. Provides accessible and integrated utility areas and accessible, useable and attractive outdoor living 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.

Where a new building design or the design of significant alterations to existing buildings accords with the principles of good urban design, as described in the policy, the addition of further building floors and height over and above that permitted in Rule 2a.2.1 Building Floors and Height, will be considered.

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 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 design of buildings at the street frontage shall incorporate 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.

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- 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 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.
- 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 EdgeMixed Use Zone.

- (...)

3.4.2 Changes to Volume 3

Amend Part 2 Living Zones, 1.1 General zone description and purpose, paragraph 7 as follows:

The Central City EdgeMixed Use Zonecovers 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 Streetcovers four areas at the edge of the Central City. 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 blocksthese areas for mixed use. The zone enables a mixture of activities

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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 Mixed Use Zone.

Amend Part 2 Living Zones, 1.3 Central City Edge Zone as follows:

1.13 Central City EdgeMixed Use Zone

The Central City EdgeMixed Use 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~~ covers four areas at the edge of the Central City. 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~~ these areas 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 Mixed Use Zone.

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

1.3 Central City Mixed Use Zone

Zone description and purpose

The Central City Mixed Use Zone covers four 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. The third area is 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 Business1 Zone at the northern end of Colombo Street. This location contains a range of community activities and office accommodation. While the four 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 to new, diverse and vibrant land use activities has not occurred. The quality of the urban environment, in turn, has not improved, and remains reflective of the historic industrial character and lower standard of amenity. This has resulted in sites remaining underutilised

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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.

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)
- Light manufacturing activities having low nuisance impact on sensitive activities such as residential activities.

Land uses not anticipated to establish in the mixed use zone

- Industrial activities
- Small scale (boutique, comparison) retail activity and large scale bulk retailing
- Open air vehicle sales yards, but excluding vehicle showrooms associated with vehicle dealerships.
- Commercial car parking areas and buildings.

Environmental results anticipated

- (a) A revitalised area containing a mix of uses resulting in a vibrant environment.

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(b) A zone environment that provides for a mix of commercial, service and light manufacturing activities, while introducing a residential element and other complementary activities.

(c) A built form environment characterised by:

- **A street frontage where the design of buildings at the street frontage shall incorporate 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.**
- **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.

(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.

(i) Business and residential activities operating without significantly adversely impacting on each other.

(j) Buildings and streetscapes compatible in design and appearance.

Delete Part 3 Business Zone, 2a.0 Rules – Central City Edge Zone, 2a0 – 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.

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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; and
- all the critical standards under Clause 2a.3

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.

(c) 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.

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

2a.2.1 Building Floors and Height

(a) Maximum floors and height.

(i) The maximum number of floors of any building shall be 4.

(ii) The maximum height of any building shall be 14m.

(b) Minimum floors and height.

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(i) The minimum number of floors of any building shall be 2.

(ii) The minimum height of any building shall be 8m.

2a.2.2 Street scene

There shall be a minimum setback from the road boundary of 2m and a maximum setback of 4m except:

- i. where a site adjoins a living zone boundary or cultural zone boundary, a minimum building setback of 3 metres shall be provided.
- ii. Where a site adjoins a road boundary with Manchester Street or Colombo Street all buildings shall be built to the road boundary.

2a.2.3 Separation from neighbours

(a) Minimum building setback and landscaping

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

(ii) The area of the set back shall be landscaped to its full width and length in a combination of shrubs, trees and grasses.

(iii) All landscaping shall be maintained, and if dead, diseased, or damaged, shall be replaced.

(b) Residential activities

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

2a.2.4 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, special purpose 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 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 zones, Central City or Business zoned sites.

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(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.2.5 Visual amenity

(a) Required building setback areas - landscaping

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

(ii) For trees planted to meet 2a.2.5(a)(i), the distance between the ground level and the underside of the canopy, at maturity, shall be no less than 2m.

(iii) For grasses and shrubs planted to meet 2a.2.5(a)(i), the height, at maturity shall not exceed 0.8m.

(iv) All landscaping shall be maintained, and if dead, diseased, or damaged, shall be replaced.

(b) 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 by landscaping, fence(s), wall(s) or a combination to at least 1.8 metres in height.

(c) Street frontage treatment

(i) Solid, continuous blank walls at the ground floor level shall not exceed a length of 6 metres. For the purposes of this rule, a blank wall does not have at least one pedestrian entrance way or window or building step in.

(ii) All buildings shall have a minimum of 30% glazing at the street frontage at the ground floor level.

2a.2.6 Outdoor living space - residential activities

(a) A minimum of 20m² of outdoor living space shall be provided on site for each residential unit.

(b) The required outdoor living space can be provided through a mix of private and communal areas, at the ground level or in balconies provided, that:

(i) Each unit shall have private outdoor living space of at least 10m² in total.

(ii) Private outdoor living space shall have a minimum dimension of 4m when provided at ground level and a minimum dimension of 1.5m when provided by a balcony with a maximum balustrade height of 1.2m.

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(iii) Each private outdoor living space shall be directly accessible from a habitable space of the residential unit to which it relates and at least one private outdoor living space is to be directly accessible from a living area of that unit.

(iv) Outdoor living space provided as a communal space shall be accessible for use by all units and shall have a minimum dimension of 4m and be capable of containing a circle with a diameter of 8m;

(c) In all cases, the required minimum area of outdoor living space provided for the private use of an individual unit, or the communal space, shall not be occupied by any building (other than a swimming pool), access, or parking space/ s

Note:

For two storey units, allocation of space could be spread over both levels, e.g. 15m² at ground level and 5m² as a balcony at first floor.

2a.2.7 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 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.

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 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 and electricity meter boxes, shall be readily accessible from outside the units and from a road.

2a.2.10 Noise - residential and other activities

The building within which any:

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(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 7 pm and 6 am

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,2_{m-n} T>30dB*. Compliance with this performance standard shall be achieved by:

Conformance with the schedule of typical building construction set out in Appendix 8;

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)

2a.2.11 Design and appearance

The erection of a new building or extension/addition to a building of more than 200m² of additional gross floor area on sites with a frontage of 30 metres or greater or on a site greater than 500 m² in area will be a restricted discretionary activity with the exercise of the Council's discretion limited to external design and appearance of the building, including (but not limited to): building continuity and modulation; material and external colour; bulk; proposed landscaping; the relationship of the proposal to the adjacent public spaces and/or streets; the effect the building and the anticipated activity occurring therein will have on achieving a mix of building form and activities and avoiding a emergence of a single built form and character; and the consideration of additional building over and above the building floor and height requirement where the overall design of the building achieves good urban design outcomes.

2a.2.12 Location of on-site car parking

Any parking provided on a site shall not occupy that portion of the site adjacent to the street frontage. Parking shall be located to the rear of, within, under or over buildings, and where parking is provided within a building, it shall not be located within 10m of the road boundary.

2a.2.13 Flexibility in building design

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

(i) internal ground floor ceiling height of at least 3 metres;

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(ii) ground floor at grade or above street level; and

(iii) a minimum depth of 10 metres for a ground floor that fronts the street.

2a.3 Critical standards - Central City Mixed Use Zone

2a.3.1 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.

2a.3.2 Other Activities

The following activities shall be non-complying activities:

(i) Industrial activity.

(ii) Open air vehicle sales yards, including but not limited to car, vehicle, boat and caravan sales yards, but excludes vehicle sales showrooms associated with car dealerships.

(iii) Commercial car parking and car parking buildings.

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

In considering whether or not to grant consent or impose conditions, the Council shall have regard to the following assessment matters.

6.3.1 Site density

(a) The ability

(...)

(c)by additional landscaping or screening.

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6.3.26.3.1 Building floors and Height

(...)

6.3.36.3.2 Street scene and containment

(...)

(c) The effect of having or not having (as required) a building on or in proximity to the road frontage, and effects upon the existing height, design and external appearance of building facades, and the relationship and integration with the street.

(...)

(e) The impact of any increased setback, or outdoor storage areas without buildings on the appearance of the building and site from any public space and the relationship and integration with the street.

(...)

6.3.4 6.3.3 Separation from neighbours

(...)

6.3.5 6.3.4 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.

(...)

6.3.66.3.5 Visual amenity

~~The visual impacts of locating offices other than facing the street, or of locating storage areas in front yards, in respect to~~

- a. ~~the nature of the use of the site;~~
- b. ~~the extent, appearance and type of screening or landscaping proposed;~~
- c. ~~any relevant factors in respect to the undesirability of siting offices or storage in a complying position.~~

(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.

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- (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 the 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.
- (f) Any other mitigation measures which may be offered to reduce the monotony of continuous blank walls.
- (h) Any adverse effects of continuous blank walls on the outlook from a street or adjoining site.
- (i) The extent to which the glazed areas provided contribute to an interesting streetscape and achieves good visual contact and connectivity with the street.
- (k) The extent a high quality building design, decoration, colours or materials may mitigate any reduction in required glazing.

6.3.7 Landscaped areas

- (a) The effect of any reduced landscaping in terms of the scale and appearance of ...

(...)

- (h) ...in respect to the visual appearance of car parking or vehicle storage and loading areas.

6.3.8 6.3.6 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.

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(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 6.3.8 Outdoor service and storage space - residential activities

(...)

6.3.10 6.3.9 On site convenience - residential activities

(...)

6.3.11 6.3.10 Noise - residential and other sensitive activities

(...)

6.3.12 6.3.11 Design and appearance

Assessment Matters for 2.2.2

(a) General matters

General matters set out expectations for the design of Central City developments (excluding residential activities) 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.

General 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 consider all matters, and provide explanation 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 are encouraged to provide written and graphic evidence of their design rationale to accompany site specific proposals.

Any proposal shall be assessed against the extent to which the development addresses the following principles:

(b) Site Context and Layout

(i) The extent to which the development considers local environmental conditions, including any impacts on adjacent public open spaces, such as over shadowing and wind funnelling.

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(ii) Where sites have been aggregated, or the development is on a large site, the extent to which the development respects 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 extent to which the development is in keeping with and contributes to the character and identity of the precinct or area, and buildings positively respond to sensitive street and public open space edges.

- a. The extent to which the development complements and does not detract from neighbouring listed heritage items or special character buildings.
- b. The extent to which the development adapts and/or renovates existing listed heritage items or special character buildings and retains existing trees.
- c. The extent to which the development connects with the street network and promotes mid-block lanes and courtyards with access routes that maintain or enhance physical and visual links to key destinations.
- d. The extent to which the developments support prominent vistas and view shafts.

(c) Relationship with Street and Public Open Spaces

i. The extent to which buildings are built up to and orientated toward the street frontage and public open spaces, and are of sufficient height to enclose public spaces taking into account the scale of the street and surroundings.

ii. The extent to which active ground levels are promoted, including the frequency of different premises, diversity of activities, a high proportion of windows and frequent pedestrian entrances.

iii. The extent to which upper levels of buildings provide for a high degree of natural surveillance from windows overlooking the street and public open spaces.

iv. The extent to which pedestrian entrances for ground and upper levels are provided within the frontage and are direct, legible, inviting, sheltered and of a high visual amenity.

v. The extent to which weather protection features, such as verandahs and canopies, support year-round pedestrian access to important retail edges or key entry points of buildings, while minimising the loss of natural light to buildings and footpaths.

(d) Corner Sites

i. The extent to which buildings emphasise and have sufficient architectural landmark qualities to provide identity to street corners.

ii. The extent to which buildings on corner sites are aligned with and orientated toward all adjacent streets and public open spaces.

iii. The extent to which buildings have active edges to all frontages and pedestrian entrances are located along main pedestrian routes.

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(e) Building Form and Appearance

- i. The extent to which buildings avoid facades and elevations whose length or bulk is visually excessive or blank or have excessive repetition of building forms and that consider human scale and visual interest.
- ii. The extent to which the roofline contributes to the overall appearance of the building and streetscape, and respects the broader Central City skyline.
- iii. The extent and quality to which the facade design contributes 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.
- iv. The extent to which the building materials and colour complements those of neighbouring buildings and contributes to the architectural form and detailing of buildings.
- v. The extent to which high quality, durable and easily maintained materials are used on the exterior of buildings.
- vi. The extent to which the signage is in scale with and does not dominate the streetscape or building and is integral to the building's architecture.
- vii. The extent to which buildings are flexibly designed to be future proofed for a range of alternative activities to meet changing demands for land uses, particularly at ground level.

(f) Site Access for Car Parking and Servicing

- i. The extent to which pedestrian circulation between the street, public open space and/or car parks and main building entrances is direct, legible, prioritised, safe and has high amenity.
- ii. The extent to which pedestrian routes within the development are of an appropriate width, high quality, free from encroachment by cars and delineated from vehicle circulation.
- iii. The extent to which disabled access is integrated within the development.
- iv. The extent to which publicly accessible places, including car parks, manoeuvring areas, footpaths and courtyards on private land, are designed to maximise public and traffic safety.
- v. The extent to which vehicle access, loading and service functions off a street or lane is limited in number, visually discrete and built over to minimise disruption to pedestrian flows and active frontages or detract from street and public open space amenity
- vi. The extent to which car parking is integrated into or behind building frontages to minimise visual dominance of cars along street or public open space frontages.

(g) Landscaping and Site Amenity

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- i. Where front setbacks are required, the extent to which landscaping contributes to the amenity of the street; softens built form; assists in legibility of entrances and circulation; maximises public safety; and, where appropriate, is of sufficient stature and continuity to define the street and adjacent public open spaces.
 - ii. The extent and quality to which private or communal outdoor amenity spaces, such as balconies, roof gardens and courtyards, are designed to be accessible, usable, attractive and provide a pleasant outlook for building occupants.
 - iii. The extent to which car parking, side boundaries and service areas are screened and/or softened by planting.
 - iv. The extent to which lighting, planting, fences and other structures are be designed to maximise the public safety of occupants and visitors.
 - v. The extent to which the distribution of landscaping throughout the development and provision for larger vegetation is provided.
 - vi. The extent and quality to which landscape design uses locally appropriate plants that are sufficiently robust enough for the location, minimise water use and maintenance requirements.
 - vii. The extent to which on-site measures to reduce, treat or re-use storm water runoff are incorporated.
-

(h) Service Areas and Utilities

- i. The extent to which service areas and utilities are positioned within a development to minimise adverse visual, noise or odour amenity effects and to enable practical use.
- ii. The extent to which building elements, such as external access ways, lift shafts and mechanical, electrical and communications equipment are coordinated and integrated within building designs to minimise their visual impact, particularly from streets and public open spaces

6.3.13 Retail activities

- (a) whether the retailing activity is likely to be incompatible with existing...
- (...)
- (e) The extent of any likely impacts upon the amenity of adjoining...

6.3.14 Offices

- (a) The impact of any stand alone office developments in terms of...

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(b) Whether the impact of any stand alone office...

6.3.12 Location of on-site car parking

(a) The visual impact car parking will have on the street scene amenity and character.

(b) The extent and manner to which car parking interacts with pedestrians and pedestrian linkages.

6.3.13 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.

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

7.2 Central City EdgeMixed Use Zone

7.2.1 Site Density

This standard is the major determinant of the bulk ...to ensure adverse effects are minimised.

7.2.2 7.2.1 Building floors and Height

The maximums and minimums for the number of floors and building heights of 14 and 17 metres reflects the scale of development envisaged in this area and the need to use land resources effectively.

(...)

7.2.3 7.2.2 Street scene

The setback is an important determinant of the visual impact of buildings from the street, the location of parking areas, and providing opportunities for landscaping visible from the street.

~~It is intended that the A maximum street scene setback of 3m reflects the strongly 4m and minimum of 2m is provided on most streets to better achieve a strong urban character of the inner city as well as reflecting the historic pattern of development, small sites and generally extensive building coverage. Exceptions have been made for Colombo Street where there is to be no setback and buildings are to be built to the road boundary. Manchester and Colombo Streets carry high volumes of traffic and have an important through function, no building setback is considered appropriate.~~ This rule will ensure that the character of the inner city area is maintained. It however and improved as it continues to provide opportunities for tree and garden planting for activities and efficient and practical use of sites.

~~The provision of office accommodation along the front.~~

(...)

~~The inclusion of a recession plane angle in the zone is intended~~

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{...}

7.2.4 7.2.3 Separation from neighbours

(...)

7.2.5 7.2.4 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

(...)

7.2.6 7.2.5 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 low lying 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 maximum and minimum dimensions of 0.8m and 2.0 will provide an open view between buildings and the street – this enables compliance with safety and Crime Prevention Through Environmental Design (CPTED).

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.

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

Solid, continuous blank walls at the ground floor level are to be avoided. The provision of a high portion of glazing, in addition to the inclusion of doorways, building step-ins and other architectural measures to visually disrupt or break up the visual effects of solid blank walls go to enhancing the street scene and improve visual amenity.

7.2.7 Landscaped areas

~~The form of landscaping required in most cases...~~

{...}

~~...success of which is at least partly reliant on the commitment of property owners.~~

7.2.8 7.2.6 Outdoor living space

(...)

Detailed Changes to the City Plan

7.2.7 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. 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.

7.2.9 7.2.8 Outdoor service space, storage space and on site convenience

(...)

7.2.10 7.2.9 Noise - residential and other noise sensitive activities educational activities

(...)

7.2.11 7.2.10 Design and appearance

In the Central City Edge Mixed Use Zone there will be a mix of business, residential and other activities. This rule has been included to ensure that a standard of visual amenity acceptable to residents and users of the area is achieved, i.e. an environment that is pleasant to both live and work be in. The opportunity for additional development over and above what is permitted by rules in the City Plan is provided in recognition of achieving good urban design outcomes. This rule applies to larger sites and developments because potentially they have greater visual impact. On smaller sites, development is likely to be of a more human scale because of the smaller building volume and setback restrictions.

7.2.11 Location of on-site car parking

The location of car parking away from the street frontage, either within, under, over, or to the rear of the principal building on the site will ensure that the character of the streetscape environment remains dominated by built form and landscaping rather than cars and car parks. This will, in turn, ensure that the quality of the urban character of this area is maintained and improved. The restriction on parking within 10m of the road boundary is to ensure that covered car parking does not directly address the street.

7.2.12 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 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 go to improving the long term sustainability and usability of buildings in this zone.

7.2.12 7.2.14 Retail and other activities

Detailed Changes to the City Plan

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.

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 zone 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 industrial activities, will have potential reverse sensitivity effects on other more sensitive activities and/or will have a significant adverse effects on the character and amenity of an area. Some activities, such as car sales yards, result in the underutilisation of land and buildings and will not go to achieving a dynamic and vibrant urban environment. Consequently, the establishment of such land use activities is to be avoided.

7.2.13 Offices

~~Stand alone office activities have ... order to protect the adjacent Central City Zone.~~

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

Appendix 8– Minimum construction requirements – Central City EdgeMixed 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 EdgeMixed 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 EdgeMixed 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

Detailed Changes to the City Plan

(...)

(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 EdgeMixed 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 EdgeMixed Use Zone and ...

(i) The maximum total area of ...

(...)

Central City EdgeMixed Use Zone 5m

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

(b) Central City EdgeMixed 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 platformis located on any site which is:

i. within a living, rural, central city, Central City EdgeMixed 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 EdgeMixed Use, Business 1, 2 or 2P, Open Space, Cultural, Conservation or Special Purpose Zones.

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:

Detailed Changes to the City Plan

- ~~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

(Zones least sensitive to glare)

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
(...)	(...)

Detailed Changes to the City Plan

3.4.3 Changes to Planning Maps

Amend Introduction, Designations as follows:

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

Amend Planning Maps 39A and 39C as set out in this document.

3.5 Transport and Parking Rules

3.5.1 Changes to Volume 2

VOLUME 2 SECTION 12

Delete all of Policy 12.2.1 Compact Pedestrian Area and its Explanation and Reasons, and renumber.

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

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

Readers' Note: 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.

Insert New Transport Objective 7.9 in Volume 2 Section 7

Readers' Note: The following objective and policies form a new section in the City Plan, but it is mostly 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.

7.9 - Central City Transport Objective (New Policy)

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

Reasons

Detailed Changes to the City Plan

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.

Relocate second paragraph of reasons to former objective 12.3 in Volume 2 Section 12 and amend.

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-availability, particularly for the short term visitor. 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, together with enabling the efficient movement of through traffic.

Objective 7.9 and its associated policies apply to all the zones within Deans, Harper, Bealey, Fitzgerald and Moorhouse Avenues.

Insert new Policy 7.9.1 in Volume 2 Section 7

7.9.1 Policy : Road Hierarchy for the Central City (New Policy)

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 Plan is to ensure the streets within the core 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 core 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 four link types and two place types for the Central City resulting in eight categories. Some combinations of link and place do not exist in the Central City and these are shaded out in the table.

Place Types

Detailed Changes to the City Plan

<u>Link Types</u>	<u>Central Core - Place A (high 'place' demands)</u>	<u>Remainder of Central City - Place B (lower 'place' demands)</u>
<u>Avenues</u>	<u>1-A</u>	<u>1-B</u>
<u>Distributor Streets</u>	<u>2-A</u>	<u>2-B</u>
<u>Typical Streets</u>	<u>3-A</u>	<u>3-B</u>
<u>Ways</u>	<u>4-A</u>	<u>4-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 Central Core 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. The Central Core will be bounded by Manchester Street to the east, Lichfield Street to the south and the Avon River to the north and west. Vehicle speeds will be reduced to 30 km/hr or less in the Central Core creating a safe and pleasant environment for people to walk, cycle, and importantly, dwell and play. Vehicles will not be prohibited from accessing the Central Core, however the environment will be prioritised and designed in a way that reflects that Central Core is a people-friendly environment. Outside the Central Core the place demands will be lower.

Link Types

To avoid confusion, the link types in the Central City have been given names that are different from the link types in 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 eventually converted to two-way operation. Given the relatively high movement function of Distributor streets there are no distributor streets within the Central City Core.

Detailed Changes to the City Plan

Typical Streets

Typical 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.

Ways

Ways are intended to prioritise people ahead of vehicular traffic. They are typically areas where people are encouraged to engage with rather than solely travel through the street environment. Ways are the key pedestrian and cycling priority streets in the Central City. 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 of these streets will be designed to facilitate public transport while also retaining a key pedestrian and cycling focus. Ways 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. Ways are intended to have a low level of vehicle access and very high level of people access.

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

Insert new Policy 7.9.2 in Volume 2 Section 7

7.9.2 Policy : Walking in the Central City (partially modified from Policy 12.3.4 in Volume 2)

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;
- integrating disabled access with the high quality general pedestrian circulation
- designing publicly accessible places in accordance with the principles of Crime Prevention Through Environmental Design (CPTED).

Explanation and reasons

Relocate second paragraph of reasons to former policy 12.3.4 in Volume 2 Section 12 and amend.

Detailed Changes to the City Plan

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. 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 Central Core, 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, ~~although there may be localities where first floor or underground links may be appropriate.~~

Insert new Policy 7.9.3 in Volume 2 Section 7

7.9.3 Policy : Cycling in the Central City (partially modified from Policy 7.4.3 - 7.4.4 in Volume 2)

To provide a safe cycle network in the Central City, including conveniently located cycle parking facilities, and actively encouraging 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.

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 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.

The most commonly used cycle parking is typically located within 30m of a building entrance. Short-term cycle parking is typically closer while longer-term cycle parking provides a higher quality parking facility and hence cyclists will walk further. 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.

Increased cycling has a range of benefits, including health, environmental, social and economic.

Insert new Policy 7.9.4 in Volume 2 Section 7

7.9.4 Policy : Public Transport in the Central City (partially modified from Objective 7.3 in Volume 2)

To promote the use of public transport for the Central City.

Detailed Changes to the City Plan

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 the proposed Central City bus network. On these streets, where necessary, the provision of bus priority lanes 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 (New Policy)

To enable vehicle parking and loading facilities that integrate with urban form and support the Central City Plan.

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 reduces 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 an important role in maintaining commercial viability, particularly within the Central City. Through setting location based parking standards within 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.

Two parking areas are defined that take account of the increased transport choice provided by public transport. Less off-street car parking provided by activities is required where public transport is easily accessible and the area is people-friendly. This area is defined in Rule 2.4.1. More car parking is permitted in other areas.

Insert new Policy 7.9.6 in Volume 2 Section 7

7.9.6 Policy : Car Parking not provided by activities in the Central City (New Policy)

To provide parking in an integrated and managed way to support the outcomes expected of the transport system and reduce the need for activities to provide their own parking.

Detailed Changes to the City Plan

Explanation and Reasons

Large car parking areas are more well known by the public and are likely to have availability than smaller car parking areas. The shared use of the car park by a number of activities leads to a high degree of utilisation and hence an efficient use of land.

Ideally parking buildings would be provided in advance 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.

In contrast, longer term parking can be located some distance from the destination because the turnover of the car park is lower. The long-term use of a car park by one vehicle is not the best use of the parking resource in high demand areas.

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 Ways. The use of variable message signs improves the opportunity for car park utilisation and reduces vehicle circulation.

Insert new Policy 7.9.7 in Volume 2 Section 7

7.9.7 Policy : Temporary Car Parking for Earthquake Recovery (New Policy)

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

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 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.

Insert new Policy 7.9.8 in Volume 2 Section 7

7.9.8 Policy : Central City Lanes (New Policy)

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

Detailed Changes to the City Plan

A number of Central City Lanes have been upgraded to provide attractive public spaces for people and safe walking linkages. More lanes will be upgraded and additional lanes created 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 Pedestrian people focused area

To ensure that ~~a the Central City Ceore is a pedestrian people focused~~ area is provided in the ~~heart of the~~ Central City which is compact, friendly, convenient and safe for workers, shoppers, visitors and tourists.

Explanation and reasons

A compact ~~primary pedestrian people focused~~ area in the Central City ensures that activities meeting the needs of workers, shoppers, visitors and tourists are easily accessible ~~by non motorised modes~~ and within comfortable walking distance from each other. ~~Vehicle speeds will be reduced to 30 km/hr or less in the Central Core creating a safe and pleasant environment for people to walk, cycle, and importantly, dwell and play.~~ Full utilisation of development opportunities is encouraged within a compact, defined area of the Central City for the convenience of all users, ~~especially vulnerable users such as mobility or sight impaired, the young and the elderly. This is~~ particularly ~~important~~ at ground floor level. This promotes a convenient, safe pedestrian ~~and enjoyable environment for the whole community~~ within the core of the Central City.

A compact ~~pedestrian people focused~~ 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 core area will be bounded by Manchester Street to the east, Lichfield Street to the south and the Avon River 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.)

Environmental results anticipated

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

- 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 active and public transport modes

Detailed Changes to the City Plan

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.
- 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.
- 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 Plan.

3.5.2 Changes to Volume 3

Insert the following new definitions in Volume 3 Part 1:

Central City Lane

Detailed Changes to the City Plan

A Central City Lane is a narrow road that is pedestrian focused above all other modes of transport and servicing. It is identified as a way in the road hierarchy. It may also be a Shared Space Street.

Development Site

Development site means an area of land that is the subject of a development proposal. The development site could include one or more land parcels or partial land parcels.

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.

Vehicle Access Intersection

A Vehicle Access Intersection is an accessway 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 4.3(a).

Roads that adjoin the Avon River in the Central City shall be excluded from the Special Purpose (Road) Zone and shall be deemed to be within the Conservation 5 Zone (Avon River Park).

Detailed Changes to the City Plan

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 - Central City Zones

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.

(b) Cycle lanes, separated from traffic, must be provided on those roads identified as having bicycle paths 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.

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>Way</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>Way</u>
<u>Cashel Street (Cambridge Terrace-High Street)</u>	<u>Way</u>
<u>Cashel Street (Manchester Street-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Cathedral Square (east of Colombo Street-Worcester Street)</u>	<u>Way</u>

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<u>Colombo Street (Moorhouse Avenue-Worcester Street)</u>	<u>Way</u>
<u>Colombo Street (Cathedral Square-Bealey Avenue)</u>	<u>Way</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>Way</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-Madras Street)</u>	<u>Way</u>
<u>Kilmore Street (Park Terrace-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>Way</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>Way</u>
<u>Oxford Terrace</u>	Way
<u>Park Terrace (Armagh Street-Bealey Avenue)</u>	<u>Way</u>

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<u>Poplar Street</u>	<u>Way</u>
<u>Riccarton Avenue</u>	<u>Distributor Street</u>
<u>Salisbury Street (Park Terrace-Barbadoes Street)</u>	<u>Distributor Street</u>
<u>Salisbury Street (Barbadoes Street-Cambridge Terrace)</u>	<u>Way</u>
<u>St Asaph Street (Hagley Avenue-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Struthers Lane</u>	<u>Way</u>
<u>Tramway Lane</u>	<u>Way</u>
<u>Tuam Street (Hagley Avenue-Fitzgerald Avenue)</u>	<u>Distributor Street</u>
<u>Victoria Street</u>	<u>Way</u>
<u>Woolsack Lane</u>	<u>Way</u>
<u>Worcester Street (Boulevard) (Rolleston Avenue-Fitzgerald Avenue)</u>	<u>Way</u>

All other Central City Roads are classified as Typical 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.

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

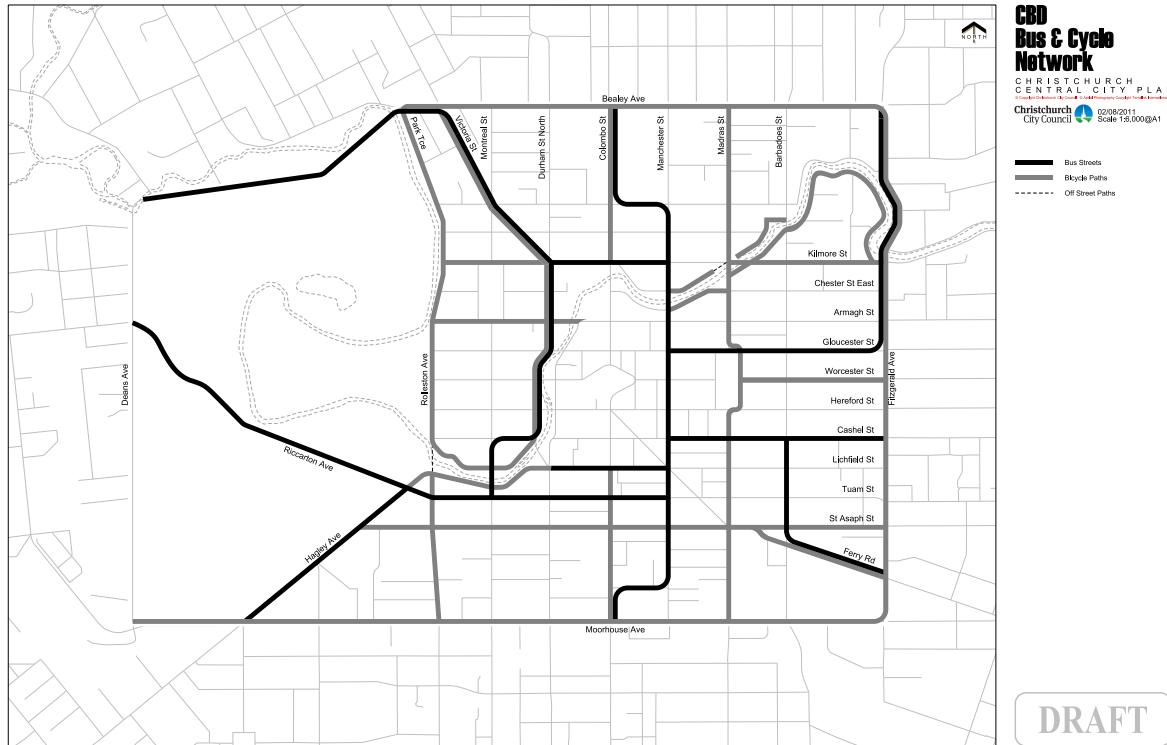
Appendix 4b - Map of Central City roading hierarchy

(Map can be found at the end of this document)

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

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

Detailed Changes to the City Plan



Map of Central City Cycle and bus network

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

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- (a) The maintenance and enhancement of important pedestrian areas within the city.
- (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 open spaces of major importance to the city 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

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of the Special Purpose (Pedestrian Precincts) Zone. While the Council exercises "ownership" control over most land in the zone, it is important that any buildings, albeit for specific public use, be carefully designed and located to enhance the amenities of these vitally important city spaces and public access to them.

Insert New Sentence in Volume 3 Part 13 Clause 2.1.1

(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 critical standards under Clause 2.5,** 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 which does not comply with any one or more of the critical standards under Clause 2.5 shall be a non complying activity.

(-e-d) 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.

(e) 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. For the other transport standards for activities in the Central City, refer to Clauses 2.4 and 2.5.

Delete Table 1a, and any reference to it, in Volume 3 Part 13 Clause 2.1.1, and renumber.

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

Readers' Note: The following Clauses 2.4 and 2.5 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 – Central City Zones

Please note: Development Standards 2.2.9, 2.2.11, 2.2.12, 2.2.15, 2.3.1, 2.3.2 also apply to activities in the Central City Zones.

2.4.1 Maximum Parking space numbers – Central City Zones (new rule)

The maximum provision of off-street parking spaces shall be 1 space per 75 m² of Gross Floor Area for Central City properties that are located in the Central City Core or have direct access to at least one of the following streets (which are Bus Streets as defined by Appendix 4c Part 8 Volume 3 and also shown in Figure 5a):

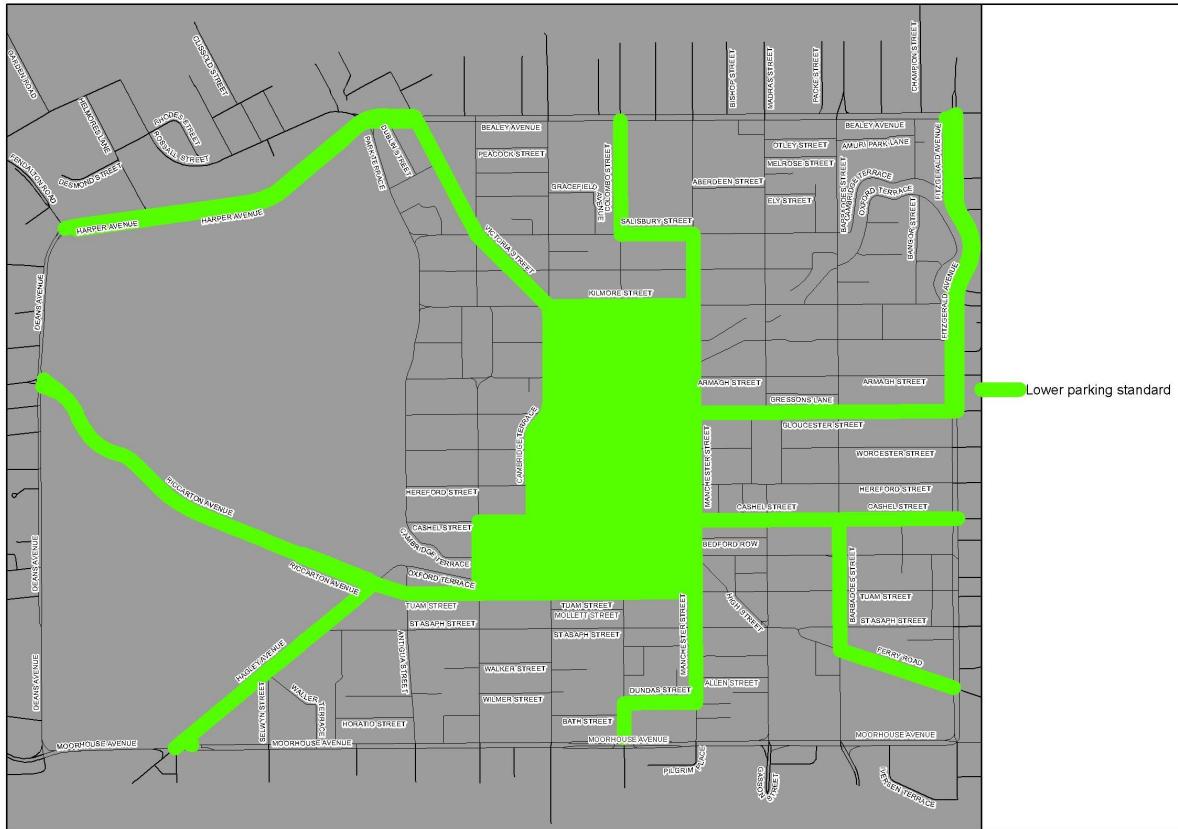
- **Barbadoes Street (Between Ferry Road and Cashel Street).**
- **Bealey Avenue (Between Victoria Street and Park Terrace).**

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- Cambridge Terrace (between Gloucester and Lichfield Streets)
- Cashel Street (Between Montreal and Durham Streets and between Manchester Street and Fitzgerald Avenue)
- Colombo Street (Between Bealey Avenue and Salisbury Street and between Moorhouse Avenue and Dundas Street)
- Dundas Street (Between Colombo and Manchester Streets)
- Durham Street (Between Kilmore and Gloucester Streets).
- Ferry Road (Between Barbadoes Street and Fitzgerald Avenue).
- Fitzgerald Avenue (Between Gloucester Street and Bealey Avenue).
- Gloucester Street (Between Manchester Street and Fitzgerald Avenue).
- Hagley Avenue
- Harper Avenue
- Kilmore Street (between Manchester and Durham Streets)
- Lichfield Street (Between Durham and Manchester Streets),
- Manchester Street (Between Dundas Street and Salisbury Street),
- Montreal Street (Between Cashel and Tuam Streets),
- Riccarton Avenue,
- Salisbury Street (Between Manchester and Colombo Streets)
- Tuam Street (Between Manchester Street and Riccarton Avenue),
- Victoria Street.

Figure 5a - Area of the lower parking demand (1 per 75m² Gross Floor Area Maximum Parking Rate)

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Area of a Higher Maximum Parking Standard

The maximum provision for any other area in the Central City, excluding residential activities inside the Central City Living Zone, shall be 1 space per 50m² of Gross Floor Area.

The minimum parking standards in Clause 2.2.1 apply for residential activities in the Central City Living Zone.

Where the maximum parking standard results in a fractional space, any fraction shall be disregarded.

All car parking is to be constructed in compliance with the dimensions in Appendix 8.

For requirements for loading areas see clause 2.4.4.

2.4.2 Parking area location – Central City Zones (new rule)

Parking may be provided on a physically adjoining site, or on a site within 100m of the site on which the activity is undertaken, provided that:

- **the parking shall be clearly associated with the activity by way of signage on both sites, and**

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- the parking is located on the same side of an Avenue or Distributor Street as the activity, and
- the most direct safe route provided or available for pedestrians from the parking area to the activity does not exceed 200m and,
- parking on a separate site by an activity must be protected for the use of that activity (and any future activity on the development site) by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to Council for its records.

2.4.3 Parking spaces for people with disabilities – Central City Zones (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 ~~1020~~ spaces provided, 2 for up to ~~10050~~ spaces provided plus 1 more for every additional 50 spaces or part thereof.

(b) The dimensions of all spaces shall comply with the appropriate dimensions in Appendix ~~18~~.

(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 parking spaces were provided to the maximum parking rate.

(d) If disabled parking cannot be physically accommodated on the same site as the activity, it shall be provided at the closest 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.

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

(a) For all activities in all Central City Zones minimum loading and unloading requirements shall be provided as per Table 1b in Clause 2.2.1 except where:

- parking is not provided, the provision of loading spaces will be at the owners, occupiers and developer's discretion
- 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 development 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 or otherwise have the following minimum dimensions:

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(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 – Central City Zones (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 410.**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 – Central City Zones (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.

Table 2-5b - Requirements for Accesses

Activity	Potential number of units or traffic generation	Legal Width (m)	Formed Trafficable Width (m)	Turning area	Pasing 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	9 to 15 <u>units</u>	6.0	5.0	Yes	Yes	Yes	4.0
Other <u>All activities except residential activities with 15 units or less</u>	<u>All-Less than 250 vehicles 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 Place B, except residential activities with 15 units or less</u>	<u>251 to 500 vehicles 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 Place A, except residential activities with 15 units or less</u>	<u>251 to 1000 vehicles 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>

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Activity	Potential number of units or traffic generation	Legal Width (m)	Formed TrafficableWidth (m)	Turning area	Passing area	Sealed and drained	Height (m) (4-3)
All activities in Place B, except residential activities with 15 units or less	More than 500 vehicles per day	Access shall be designed as a Vehicle Access intersection	Access shall be designed as a Vehicle Access intersection	(1)	N/A	Yes	4.0m
All activities in Place A except residential activities with 15 units or less	More than 1000 vehicles per day	Access shall be designed as a Vehicle Access intersection	Access shall be designed as a Vehicle Access intersection	(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 2.2.132.4.7 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, 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 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.

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~~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 – Central City Zones (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 3); or

(ii) Any site has vehicular access to a Typical Street or a Way and will generate more than 50 vehicles per day; or

(iii) Any site has vehicular access to a road located within the Central Core (Place A)

~~(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.~~

(b) **With the exception of parallel parking spaces, 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 – Central City Zones (modified from Rule 2.2.14 in Part 13 Vol. 3)

Queuing space shall be provided on site for all vehicles entering ~~and 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 ~~or pedestrian pathways~~ already on the site may arise.

Table **35c** Queuing space lengths

<u>Number of parking spaces</u>	<u>Minimum queuing space length (m) for vehicular access from Avenues and Distributor Streets</u>	<u>Minimum queuing space length (m) for access from Typical Streets and Ways</u>
1 - 20	5.5	<u>0</u>

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Number of parking spaces	Minimum queuing space length (m) for vehicular access from Avenues and Distributor Streets	Minimum queuing space length (m) for access from Typical Streets and Ways
21 - 50	10.5	<u>5.5</u>
51 - 100	15.5	<u>10.5</u>
101 - 150	20.5	<u>15.5</u>
151 or over	25.5	<u>20.5</u>

2.4.9 Surface of parking and loading areas – Central City Zones (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 Minimum distance between vehicle crossings – Central City Zones (modified from Rule 2.3.4 in Part 13 Vol. 3)

(a) The minimum distance between a vehicle crossing and an adjacent vehicle crossing on the same development site shall be greater than 15m or for residential activities greater than 7.5m.

2.4.11 Maximum number of accesses – Central City Zones (modified from Rule 2.3.5 in Part 13 Vol. 3)

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

Table 5d - Maximum number of vehicle crossings

<u>-</u>	<u>Type of road frontage</u>		
<u>Frontage length (m)</u>	<u>Ways or any street fronting Place A</u>	<u>Typical and Distributor Streets fronting Place B</u>	<u>Avenue</u>
<u>0 - 16</u>	<u>1</u>	<u>1</u>	<u>1</u>
<u>> 16 - 60</u>	<u>1</u>	<u>2</u>	<u>1</u>
<u>> 60 - 100</u>	<u>1</u>	<u>2</u>	<u>1</u>
<u>>100</u>	<u>2</u>	<u>3</u>	<u>2</u>

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2.4.12 Distances of vehicle crossings from intersections – Central City Zones (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 Distances of vehicle crossings from intersections

Intersecting Street Type (Distance in Metres)

<u>Frontage Street</u>	<u>Avenue</u>	<u>Distributor Street</u>	<u>Typical Street or Way</u>
<u>Avenue</u>	<u>45</u>	<u>30</u>	<u>25</u>
<u>Distributor Street</u>	<u>30</u>	<u>30</u>	<u>10</u>
<u>Typical Street or Way</u>	<u>15</u>	<u>15</u>	<u>6</u>

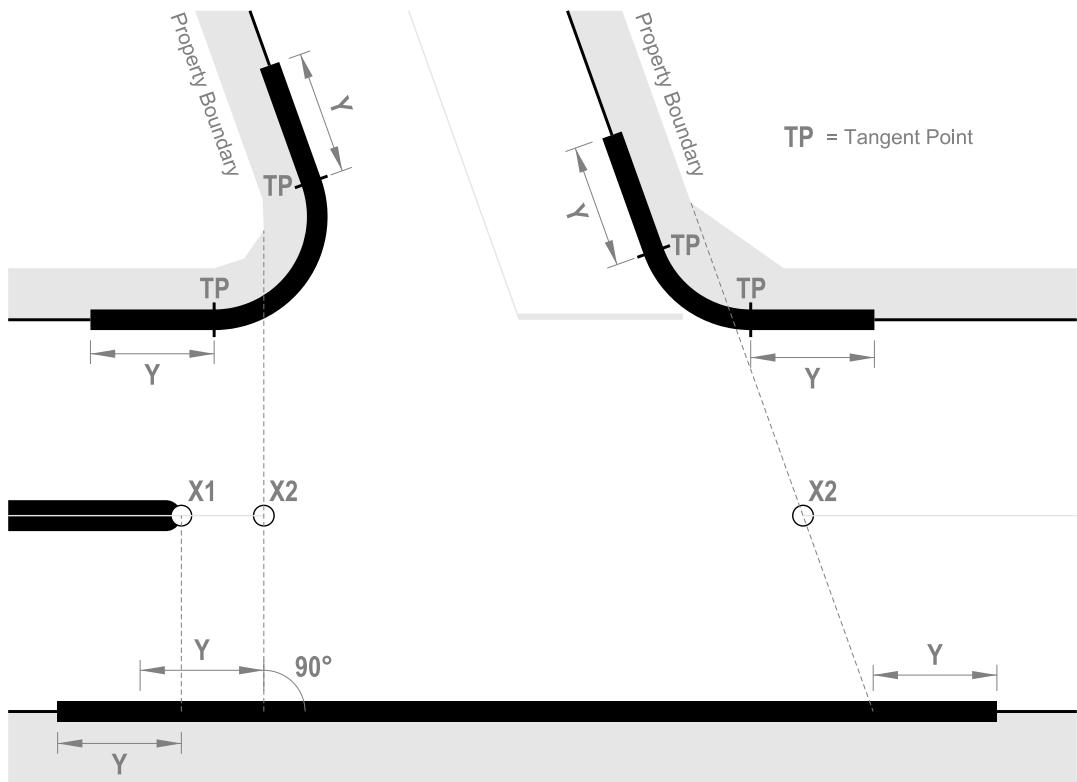
1. Use figure 5f to measure the distances between the vehicle crossings from intersections, 'y' is the distance stated in Table 5e. Distances shall be measured along the boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed edge, of the intersecting road.

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.

~~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.

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Distances of vehicle crossings from intersections

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 X₁. For roads without a raised median, the 'y' dimension is measured from the point marked X₂, which is the intersection of the frontage road centreline and the extensions of the intersecting road property boundaries shown as dashed lines.

2.4.13 High traffic generators – Central City Zones (modified from Rule 2.3.8 in Part 13 Vol. 3)

(a) Any vehicular access that is expected to accommodate more vehicle trips than those identified in Table 5g shall be a restricted discretionary activity. Council's discretion shall be restricted to the assessment matters in 3.2.27. An Integrated Transport Assessment must be undertaken for a high traffic generating activity. Guidance on preparing an Integrated Transport Assessment may be obtained the New Zealand Transport Agency Research Report 422.

Table 5g: High traffic generator thresholds

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<u>Street that vehicular access is gained from</u>	<u>Traffic generation threshold (vehicle trips per day) onto Streets in Place A (Central City Core)</u>	<u>Traffic generation threshold (vehicle trips per day) onto Streets in Place B (Rest of the Central City)</u>
<u>Avenues</u>	<u>N/A</u>	<u>500</u>
<u>Distributor Streets</u>	<u>250</u>	<u>400</u>
<u>Typical Streets</u>	<u>250</u>	<u>300</u>
<u>Ways</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.

2.4.14 Vehicle Access to Parking Locations – Central City Zones (New rule)

If a site fronts more than one road, then vehicular access(es) shall only be gained from the most preferred road as shown in Table 5h.

Table 5h: Location of access (priority ranking)

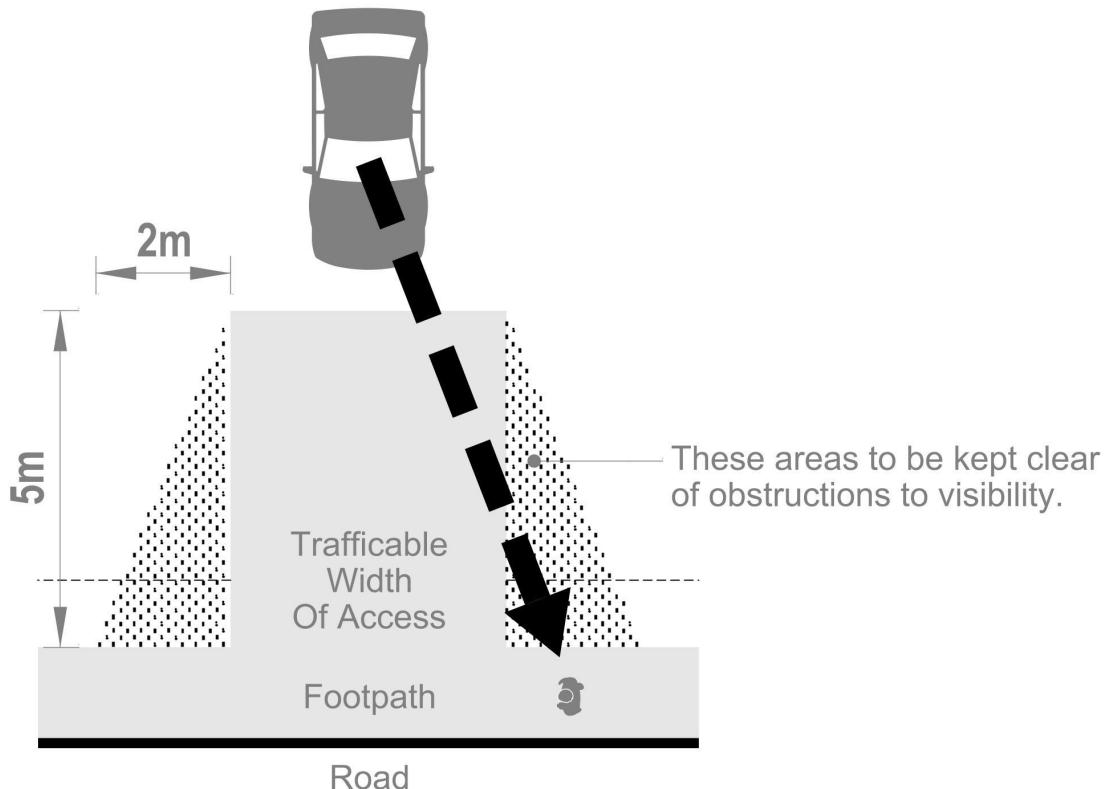
<u>Rank</u>	<u>Street type</u>
<u>Most Preferred</u>	<u>Typical Street, Place B</u>
<u>2nd choice</u>	<u>Typical Street, Place A</u>
<u>3rd</u>	<u>Distributor Street, Place B</u>
<u>4th</u>	<u>Avenue, Place B</u>
<u>5th</u>	<u>Way, Place B</u>
<u>Least preferred</u>	<u>Way, Place A</u>

2.4.15 Visibility Splays – Central City Zones (new rule)

Where more than 200 vehicles per day or more than 10 heavy vehicles per day will be generated through a vehicle access, a visibility splay shall be provided to the pedestrian footpath as shown in Figure 5i or audio and visual methods warning pedestrians of the presence of vehicles actively approaching from the access point shall be provided.

Figure 5i – Visibility Splay Requirements – Central City Zones

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Visibility Splay Requirements – Central City Zones

2.4.16 Temporary Car Parks for Earthquake Recovery– Central City Zones (new rule)

Any site temporarily supplying car parking without an associated activity 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 enable the recovery of the surrounding area from the earthquakes.

2.4.17 Central City Lane Formation - Central City Zones (new rule)

Any new Central City Lanes will be created with a minimum legal road width of 6m and a minimum height clearance of 4.5m.

2.4.18 Stand alone Car Parking Buildings and Lots – Central City Zones (new rule)

(a) Any permanent car parking buildings or lots upon which car parking is the primary activity on that site shall be a discretionary activity.

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Insert New Section of Critical Standards 2.5 in Volume 3 Part 13

2.5 Critical Standards – Parking, Loading and Access – Central City Zones

2.5.1 Cycle parking – Central City Zones (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 development site visitor cycle parking is not required.

(b) Visitor cycle parking shall be located within 30m of at least one 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;**
- **Are able to be detected by the visually impaired in areas where the public have access; and**
- **Are adequately spaced to allow a cyclist to manoeuvre and attach a cycle to each stand as per Appendix 9.**

Staff cycle parking shall consist of a stand or enclosed space that:

- **Allows the bicycle to be secured;**
- **Is weather protected;**
- **Is adequately spaced to allow for cyclist manoeuvring (refer Appendix 9).**
- **If a stand is provided, it meets the Visitor cycle parking requirements**

Table 5j. Minimum Cycle Parking Standards in Central City Zones

<u>Activity</u>	<u>Visitor Cycle Parking</u>	<u>Staff Cycle Parking</u>
<u>Retail</u>	<u>1 space/ 350m GLFA</u>	<u>1 space/ 125m GLFA</u>
<u>Food and Beverage</u>	<u>1 space/ 125m PFA</u>	<u>1 space/ 400m PFA</u>
<u>Office</u>	<u>1 space/ 500m GFA</u>	<u>1 space/ 125m GFA</u>
<u>ACCOMMODATION:</u>		

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<u>Activity</u>	<u>Visitor Cycle Parking</u>	<u>Staff Cycle Parking</u>
<u>Travellers Accommodation (except Hotels)</u>	<u>1 space/ 20 beds</u>	<u>1 space/ 80 beds</u>
<u>Hotels</u>	<u>1 space/ 30 bedrooms</u>	<u>1 space/ 80 bedrooms</u>
<u>EDUCATION:</u>		
<u>Pre-school/Primary</u>	<u>1 space/ 5 pupils</u>	<u>1 space/ 100 pupils</u>
<u>Secondary</u>	<u>3 spaces/ 4 pupils</u>	<u>1 space/ 100 pupils</u>
<u>Tertiary</u>	<u>1 space/ 4 FTE students</u>	<u>1 space/ 100 FTE Students</u>

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. Please note this rate is a minimum, it is recommended to provide one locker for every staff cycle parking space and at least one shower for every 12 staff cycle parking spaces.

2.5.2 Exceeding the Maximum Parking Standards in the Central Core – Central City Zones (new rule)

(a) It shall be a non-complying activity to exceed the maximum parking standards, as referred to in Clause 2.4.1, in the Central Core, the area bounded by Manchester Street to the east, Lichfield Street to the south and the Avon River 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 – Central City Zones (modified from Assessment Matters 3.2.1 in Part 13 Vol. 3)

- (a) the extent to which the peoples' safety will be affected by the design of parking spaces
- (b) whether the design of the parking spaces will disrupt pedestrian traffic;
- (c) whether the design of the parking spaces will disrupt active frontages;
- (d) whether the design of the parking spaces will detract from streetscape amenity.

Where the required number of disabled car parking spaces will not be provided:

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(e) Whether the equivalent number of disabled parking spaces can be provided on a separate site which:

(i) is sited within easy walking distance of the development; and/or

(ii) is clearly associated with the development through signage or other means;

(f) Whether the parking can be provided and maintained in a jointly used car parking area.

(g) 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 and a legal agreement is entered into between the developers securing mutual usage of the parking areas.

(h) the extent to which the nature of the particular activity is such that it will generate less parking demand than is required by this Plan;

(i) whether the required parking can physically be accommodated on the site;

(j) 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;

(k) the effect of vehicles parked on the street, on the amenity of adjoining land uses;

(m) the extent to which the safety of disabled people will be affected by being set down on-street.

Where more than the maximum number of off-street car parking spaces are provided:

(n) the design and layout of the car park;

(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 the maximum parking standard;

(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 provision of car parking spaces 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;

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3.2.17 Loading areas – Central City Zones (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;

(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 – Central City Zones (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 – Central City Zones (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 – Central City Zones (refer to Assessment Matters 3.2.8 in Part 13 Vol. 3)

3.2.21 Queuing spaces – Central City Zones (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.

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(b) The effect of queuing vehicles on the safety of pedestrians and cyclists.

~~(e) The extent to which the safe circulation of vehicles on site will be affected.~~

3.2.22 Surface of parking and loading areas – Central City Zones (refer to Assessment Matters 3.2.11 in Part 13 Vol. 3)

3.2.23 Minimum Distance Between Vehicle Crossings – Central City Zones (refer to the Assessment Matters for Minimum Distance Between Vehicle Crossings in 3.2.12 in Part 13 Vol. 3)

3.2.24 Maximum Number of Accesses, Vehicle Access to Parking locations – Central City Zones (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.

3.2.25 Distances of Vehicle Crossings From Intersections – Central City Zones (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.

(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.

3.2.26 Visibility Splays – Central City Zones (New Assessment Matters)

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(a) The extent to which vehicles exiting the access way and pedestrians on the footpath or frontage road will be able to observe 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.

3.2.27 High Traffic Generators – Central City Zones (modified from Assessment Matters 3.2.14 in Part 13 Vol. 3)

(a) The ~~actual or existing and potential levelnumber~~ 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.~~

(d) 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.

(e) The extent to which the noise, vibration and fumes of vehicles using the access would affect surrounding activities, particularly residences.

(f) The adverse effects of extra traffic, particularly heavy vehicles, generated by the development on the amenity and safety of surrounding **residential** streets.

(g) 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 quality of pavement materials.

(h) Any cumulative effects of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity.

(i) 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.

(j) The proximity of the access to other high traffic generating **landuse** access points and/or intersections.

(k) The extent to which any **extra** conflict may be created by vehicles queuing on the frontage road past the vehicle crossing-access.

(l) 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.

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(m) 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.~~

(n) ~~The actual or potential effects on the safety and efficiency of the state highway.~~

(o) 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".~~

(p) ~~For retail activity in the B3, B3B, B4 and BRP zones, t~~he relationship of parking, access and manoeuvring areas, including freight deliveries, in respect to the safety of pedestrians and cyclists.

(q) 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;

(r) The extent to which the proposed activity is designed or operated to minimise the need to travel to the activity by private motor cars;

(s) The effect of the provision of access for the high generating activity on the surrounding amenity and environment of the surrounding road network;

3.2.28 Temporary Car Parks for Earthquake Recovery – Central City Zones (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 the proposed future activity 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;

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(j) the pricing of the car park area to support other transport investments and the ability to operate in a coordinated way with other car park areas;

3.2.29 Central City Lane Formation – Central City Zones (New Assessment Matters)

(a) The extent to which the width and height of the lane will adversely affect the safety and efficiency of the lane for all users.

(b) The extent to which the width and height of the lane will adversely affect the amenity of the lane.

3.2.30 Stand alone Car Parking Buildings and Lots – Central City Zones (New Assessment Matters)

All Central City car park areas shall be assessed to the extent that the car park area:

(a) meets the outcomes expected for the transport system 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;

(c) the location of the car park relative to the duration of car parks currently being supplied either temporarily or on a permanent basis;

(d) the timing of the car park in terms of preferably anticipating future need or alternatively, meeting existing unsatisfied demand;

(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 pricing of the car park area to support other transport investments 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 and managed with the other car park areas;

(i) The way the car park is accessed including walking and cycling;

(j) The security and lighting of the parking area including the security of staff cycle parking;

(k) The quality of the car and cycle parking including manoeuvring space.

3.2.31 Cycle parking – Central City Zones (modified from Assessment Matters 3.2.2 in Part 13 Vol. 3)

(a) The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance.

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(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.

3.2.32 Exceeding the Maximum Parking Standards in the Central Core – Central City Zones
(New Assessment Matters)

(a) the design and layout of the car park;

(b) whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;

(c) the extent to which the nature of the particular activity is such that it will generate significantly more parking demand than is required by this Plan;

(d) 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;

(e) the effect of the provision of car parking spaces on the surrounding amenity and environment of the area;

(f) the extent to which the safety and amenity for pedestrians and cyclists, particularly children, will be affected by the provision of the additional parking space;

(g) 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;

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 – Central City Zones (modified from Reasons for Rules 4.1 in Part 13 Vol. 3)

Parking can have a significant impact of the traffic volumes, travel choices, amenity and economy activity of an area, so it needs to be managed carefully. Maximum parking standards are set to ensure that the effects of providing parking can be assessed. Both under-supplying and over-supplying parking can have negative effects. Maximum parking standards 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 reflect the need to cater for a specific group of the population dependent on vehicles and lacking mobility.

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Some of the parking requirements for developments in the Central City Zone also differ from the rest of the city recognising the difficulties in providing a significant number of car parking spaces on small and restricted sites, often developed to high building densities. There are also practical difficulties in policing the frequent changes in use which may have differing parking requirements within existing buildings.

4.17 Loading areas; Manoeuvre areas – Central City Zones (modified from Reasons for Rules 4.3 in Part 13 Vol. 3)

The design of the parking and loading areas are based on 90-percentile design vehicles. The dimensions of these vehicles and their associated turning circle requirements are such that 90 percent of the vehicles 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.

The minimum requirements for parking spaces and manoeuvre areas provides for 90% of motor cars and ensures a space which is accessible. The dimensions for 90 and 99 % design vehicles have been used to align with New Zealand Standard 2890.1 Appendix B.

4.18 Access type and design – Central City Zones (modified from Reasons for Rules 4.4 in Part 13 Vol. 3)

The requirements for access design for activities in the Central City area is based on the expected traffic generation of the development 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 – Central City Zones (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 Central Core 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 – Central City Zones (modified from Reasons for Rules 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

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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. Conversely, Typical streets and Ways have shorter queuing space requirements for the same number of parking spaces recognising that access is a key function on these streets, and the consequences of inhibiting the movement function by vehicles queuing is less important.

4.21 Surface of parking and loading areas – Central City Zones (modified from Reasons for Rules 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.

4.22 Minimum distance between vehicle crossings- Central City Zones (modified from the Reasons for Minimum distance between vehicle crossing Rule in 4.10 in Part 13 Vol. 3)

A minimum distance between vehicle accesses provides areas for vehicles to park on-street and reduces the number of vehicle movements in one area. This provides for greater road safety due to the minimisation of conflicts in close vicinity to each other.

4.23 Maximum number of Accesses, Vehicle Access to Parking Locations – Central City Zones (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 permitting vehicular access to car parking areas and developments.

Sharing of access points among development 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 development 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.

If complying with rule 2.4.14 (Vehicle access to parking locations) causes the activity to become a high traffic generating activity under rule 2.4.13 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.

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4.24 Distances of vehicle crossings from intersections – Central City Zones (New Reason for Rule)

In order to simplify the driving task by reducing potential conflict points and areas of distraction there is a requirement to locate entrances clear of intersections. 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.

4.25 High traffic generators – Central City Zones (modified from Reasons for Rules 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 streetsarterial 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 roadsAvenues 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.~~

By requiring developments that trigger this 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.

4.26 Visibility splays – Central City Zones (New Reason for Rule)

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Vehicles using vehicular access ways have the potential to conflict with pedestrians on the footpath if visibility from the access way to the footpath is not sufficient. Visibility splays are required at vehicular accesses that will generate more than 200 vehicle trips per day so that drivers exiting the access way are able to observe pedestrians on the footpath and give way to them at the vehicular access. Alternative methods for drivers to observe pedestrians at vehicular access ways such as the provision of audio/visual cues to warn pedestrians of an approaching vehicle are acceptable solutions in constrained situations where visibility splays are not possible or desirable due to the location of buildings

4.27 Temporary Car Parks – Central City Zones (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.

4.28 Central City Lane Formation – Central City Zones (New Reason for Rule)

Width and height standards for new Central City Lanes are provided to ensure the safety and efficient use of Central City Lanes for all users.

4.29 Stand alone Car Parking Buildings and Lots – Central City Zones (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 to minimise these effects.

However, if the parking buildings and parking lots are appropriately located, they can produce significant positive effects for the Central City. In some locations, outside of the Central Core, 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.

4.30 Cycle parking – Central City Zones (modified from Reasons for Rules 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.

4.31 Exceeding the Maximum Parking Standards in the Central Core – Central City Zones (New Reason for Rule)

Parking can have a significant impact on the traffic volumes, travel choices, amenity and economy activity of an area, so it needs to be managed carefully, especially in the Central Core where an over-supply of parking could generate traffic volumes that do not produce the people-friendly environment that is desired in the Central Core.

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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 percentile design motor car as set out in Appendix 4.

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.

Table 6a - Car park dimensions - **Central City Zones**

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	<u>5.4-5.8</u>	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	<u>8.0 see note 4</u>	5.4
All users	Parallel	2.5	<u>3.7</u> 3.3 (one-way)	<u>5.4</u> 6.1
			5.5 (two way)	5.4 6.1

~~See the following diagram for car parking space layout.~~

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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.

Notes:

- (1a) Tenant, employee and commuter parking, universities (generally all day parking).
- (2b) Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, airport visitors (generally medium term parking).
- (3c) 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).
- (4d) 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, 5.8 m minimum.
- (5e) Stall widths shall be increased by 300mm where they abut obstructions such as a wall, column or other permanent obstruction.
- (6f) 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.
- (7g) 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.

(h) These car park dimensions do not apply to on-street parking spaces.

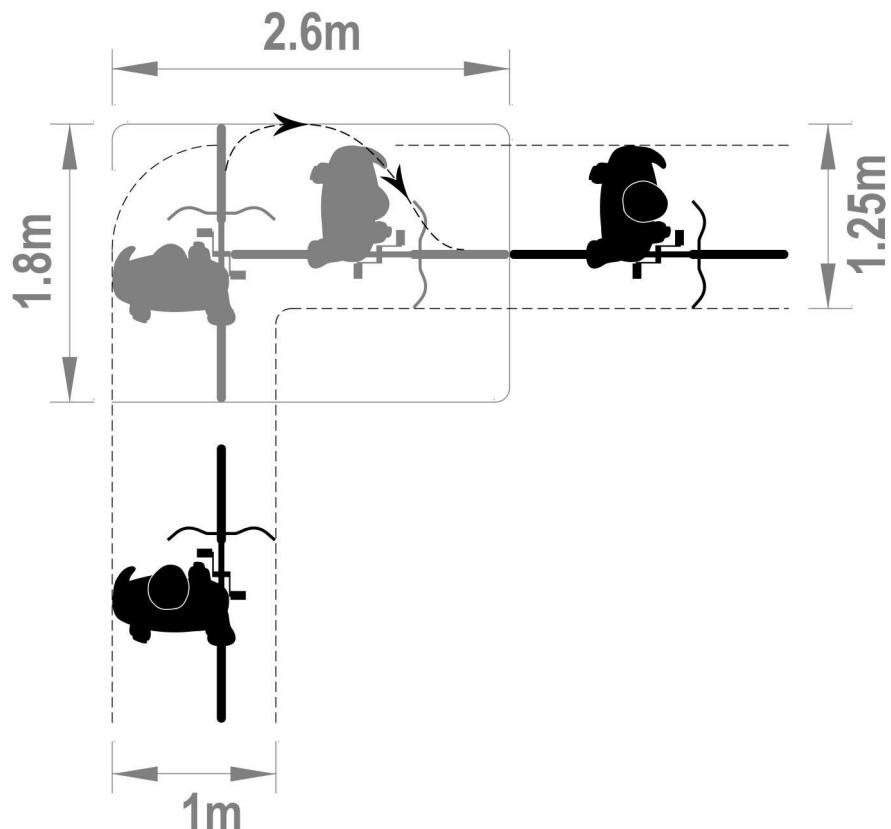
~~In addition design guidance for parking areas may be obtained from the New Zealand Building Code D1/AS1: Access Routes or Australian/New Zealand Standard Off-street Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004.~~

Insert new Appendix 9 in Volume 3 Part 13

APPENDIX 9 – Cycle Parking Dimensions – Central City Zones

A9.1 Cyclist Standing on Left of Cycle Turning Right

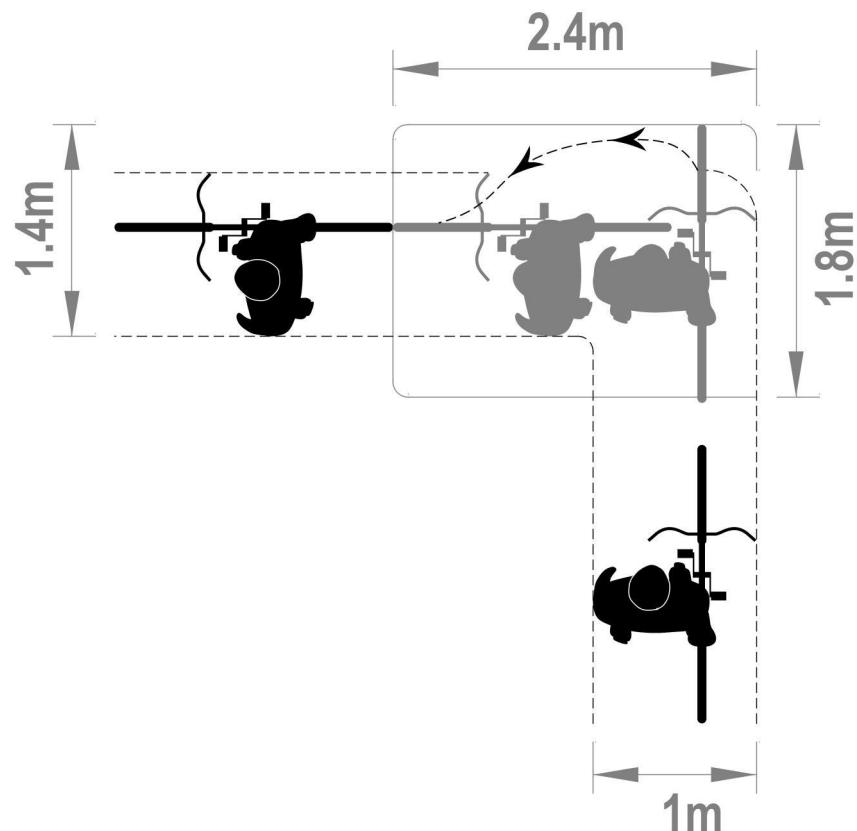
Detailed Changes to the City Plan



Cyclist standing on left of cycle turning right

A9.2 Cyclist Standing on Left of Cycle Turning Left

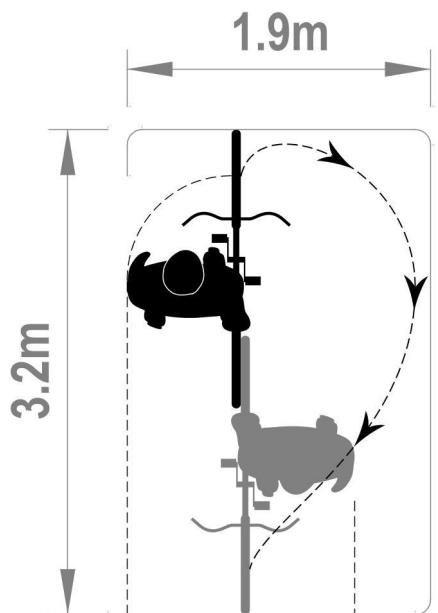
Detailed Changes to the City Plan



Cyclist standing on left of cycle turning left

A9.3 Cyclist Standing on Left of Cycle Turning Right Through 180 Degrees

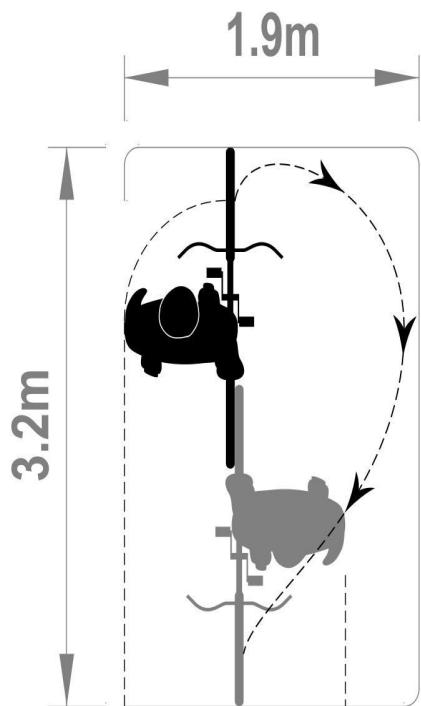
Detailed Changes to the City Plan



Cyclist standing on left of cycle turning right through 180 degrees

A9.4 Cyclist Standing on Left of Cycle Turning Left Through 180 Degrees

Detailed Changes to the City Plan

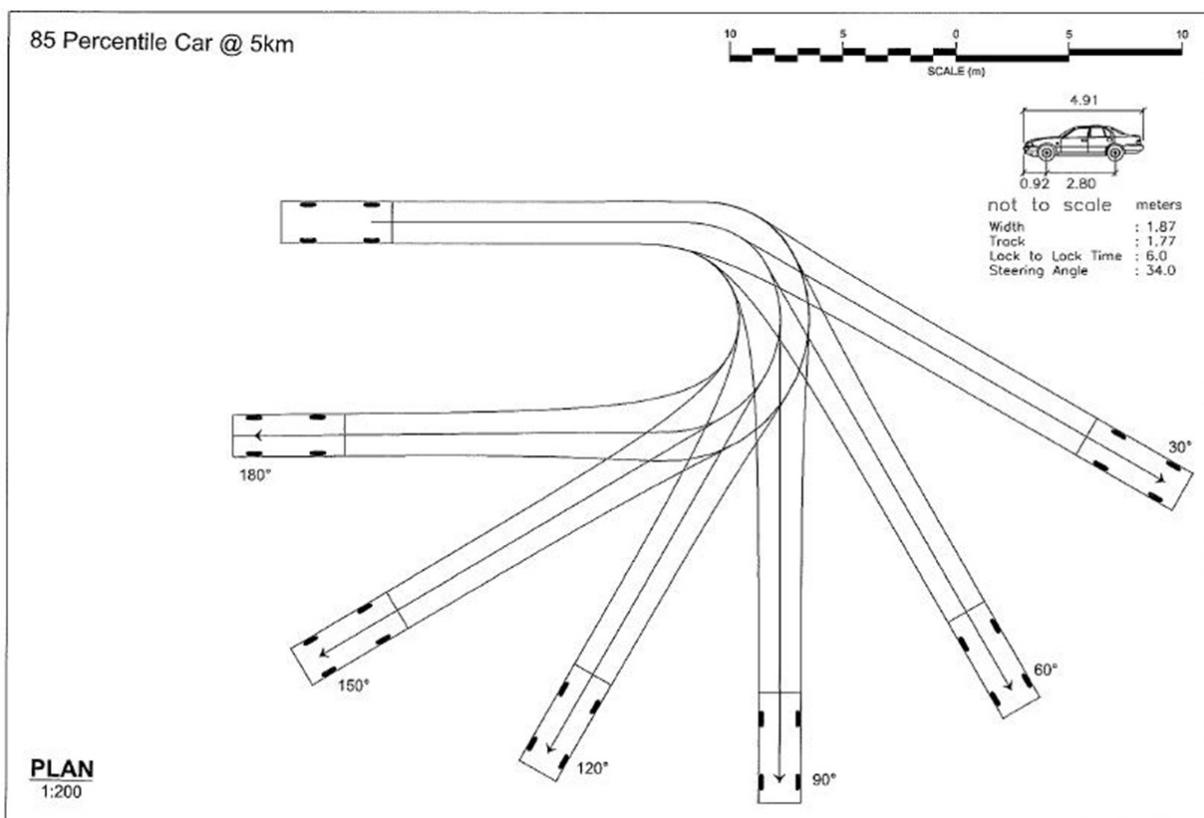


Cyclist standing on left of cycle turning left through 180 degrees

Insert New Appendix 10 in Volume 3 Part 13

APPENDIX 10 – 85 percentile design motor car manoeuvring curve – Central City Zones

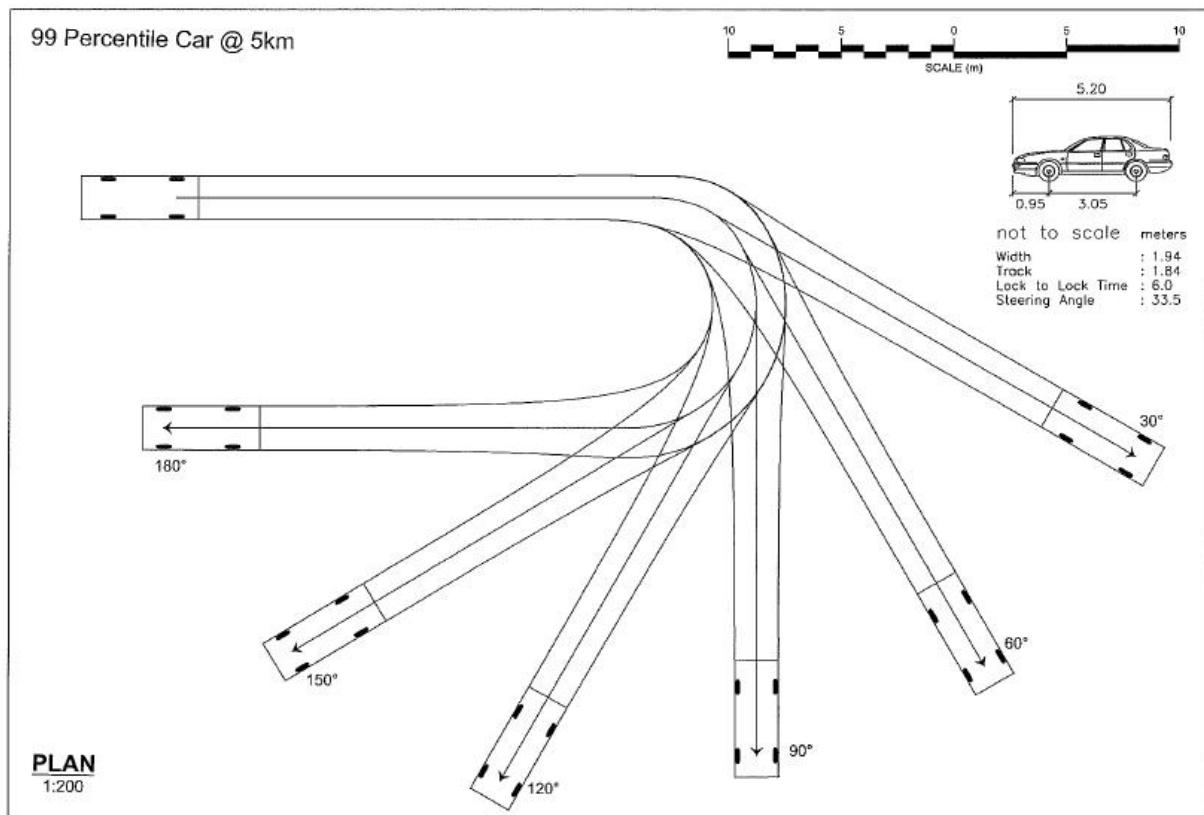
Detailed Changes to the City Plan



Insert new Appendix 11 in Volume 3 Part 13

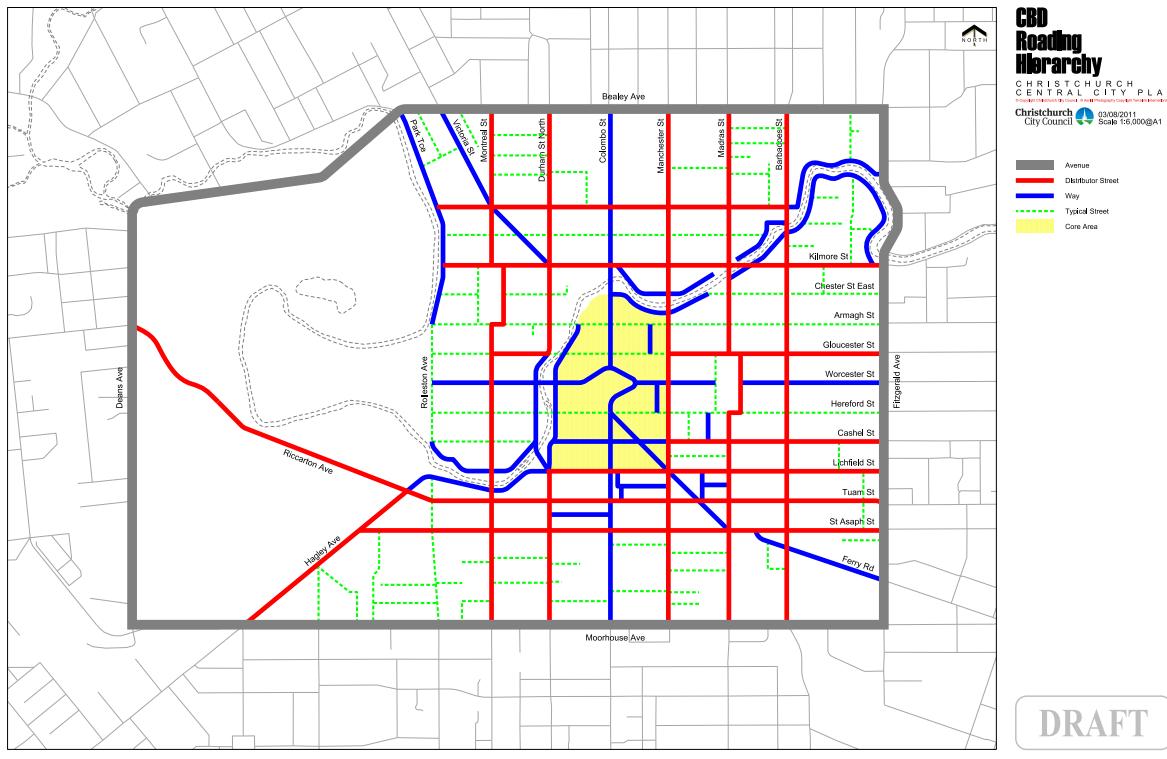
APPENDIX 11 – 99 percentile design motor car manoeuvring curves – Central City Zones

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Appendix 4b - Map of the Central City Road Hierarchy

Detailed Changes to the City Plan



Central City Road Hierarchy

3.6 Special Purpose (Metropolitan Sports Facilities) Zone

3.6.1 Changes to Volume 2

Amend Objective 9.2 Objective : Metropolitan Community Facilities and the second paragraph of its Reasons in Volume 2 Section 9 of the City Plan

9.2 Objective : Metropolitan Community Facilities

The provision of community facilities which serve metropolitan needs for educational, cultural, sporting, and specialised services.

Reasons

(...)

Such facilities serve five broad functions. Firstly, there are those which serve cultural and entertainment needs such as the museum, art gallery and arts centre. Secondly, there are major health services including hospitals (such as Christchurch, Princess Margaret, St George's, Southern Cross, Burwood). Thirdly, there are educational facilities; the University, Christchurch College of Education and the

Detailed Changes to the City Plan

Polytechnic, secondary schools and primary schools. Secondary, and particularly primary schools serve a local community function, but also form part of a city-wide network of such facilities which because of their size and distribution also offer recreational, open space and community services to the wider community. Fourthly, there are a range of specialised cultural facilities of varying scale, such as the Nga Hau E Wha National Marae and Ferrymead Historic Park. Fifthly, there are those facilities, such as Paparua Prison, and recreational facilities such as the showgrounds **and sports complexes**, offering specialist services to meet broad community needs.

(...)

Insert New Policy 9.2.4 Policy : Central City Multi-Sport Facility with Explanation and Reasons in Volume 2 Section 9 of the City Plan

Policy 9.2.4 Policy : Central City Multi-Sport Facility

A To promote the establishment of a high quality metropolitan multi-sport facility in the central city in the reconstruction period following the Canterbury earthquakes of 2010 and 2011.

B To restrict new land uses within the selected zone for the metropolitan multi-sport facility until such time as a Master Plan has been prepared and approved for this activity.

Explanation and reasons

Following the 2010 and 2011 earthquakes, in which significant existing sport facilities were severely damaged or destroyed, the City is providing an opportunity for the development of a new metropolitan multi-sport complex in the south east of the central city for city residents and the surrounding region to utilise.

The intention of the policy is not so much to direct sporting facilities to locate in this area, but to enable the establishment of a comprehensively designed complex to replace existing facilities. The identified location is particularly well placed in the central city close to link up with the Christchurch Polytechnic Institute of Technology and the major central city roading arterial network.

The establishment of other non sports complex activities in the identified area before the complex is designed and completed, have the potential to undermine the realisation of the complex. The plan prevents new activities establishing in the area until a master plan for the complex has been developed. Thereafter new activities must be in accordance with the master plan. Legally established activities currently in the area have existing use rights and will be able to continue within the parameters of those rights.

Renumber Policy 9.2.4 Policy : Managing Effects in Volume 2 Part 9 of the City Plan as Policy 9.2.5

Amend the second paragraph of the explanation and reasons for Policy 9.2.4 Managing Effects (now 9.2.5) in Volume 2 Section 9 of the City Plan

9.2.~~45~~5 Policy : Managing effects

(...)

Detailed Changes to the City Plan

The primary effects of metropolitan facilities may include traffic generation and parking, noise, building scale, and visual intrusion and disturbance of residential coherence of living areas in particular. Accordingly, the policy will be achieved primarily by controls on landscaping, sunlight admission, building setbacks, parking provision, street scene and access. In the case of the central city metropolitan multi-sport facility the policy will be achieved by the development of and implementation of a comprehensive master plan.

(...)

Amend Implementation statement for Objective 9.2 Objective : Metropolitan Community Facilities in Volume 2 Section 9 of the City Plan

District Plan

- The provision for metropolitan community facilities to locate generally throughout the City but particularly as part of, or in close proximity to, the central city and large suburban centres, and to rural areas where space or accessibilities requirements exists.
- The identification of Special Purpose Zones, e.g. Special Purpose (Hospitals) Zone and Special Purpose (Central City Metropolitan Sports Facility) Zone and the identification of a range of Cultural Zones, e.g. the Cultural 1(Central City Heritage Precincts) Zone, Cultural 4 (Tertiary Education) Zone, Cultural 3 (Schools) Zone and Area D (Historic Park) of the Special Purpose (Ferrymead) Zone. These zones and associated rules recognise the diverse nature, scale and significance of such facilities to the community.

3.6.2 Changes to Volume 3

Insert new zone description in Volume 3 Part 8 of the City Plan

1.13 Special Purpose (Central City Metropolitan Sports Facility) Zone

Zone Description and Purpose

The Special Purpose (Central City Sports Facility) Zone is located on the south eastern part of the central city, adjacent to the corner of Moorhouse Avenue and Fitzgerald Avenue. The northern portion of the zone is bounded by Ferry Road.

The land will provide an ideal environment and location for the future sports complex, but design of the complex for high use intensive activities through a master plan needs to be addressed. For this reason, the land has a Special Purpose zoning pending completion of a master plan. In the meantime new activities establishing in the zone following the 2010 and 2011 earthquakes have the potential to undermine realisation of the vision in the Master Plan. New activities, therefore are a non complying activity. This restriction does not apply to legally established activities that have existing use rights.

Detailed Changes to the City Plan

Insert new rules section 12.0 Rules - Special Purpose (Central City Metropolitan Sports Facility) Zone in Volume 3 Part 8 of the City Plan. Rerumber subsequent sections.

Section 12.0 Rules - Special Purpose (Central City Metropolitan Sports Facility) Zone

12.1 Categories of Activities

12.1.1 All Activities

(a) Any activity that does not comply with Development standards Rules 12.2.1 and 12.2.2 and 12.2.3 shall be a restricted discretionary activity.

(b) Any activity which does not comply with any one or more of the critical standards under Clause 12.3.1 shall be a non complying activity.

(c) Clarification of categories of activities:

The standards may also specify that an activity is discretionary or controlled (community standards) with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

12.2 Development Standards

12.2.1 Master Plan Approval

Approval of a Master Plan for the zone shall be a restricted discretionary activity with the Council's discretion restricted to the matters set out in 14.11

12.2.2 Compliance with Master Plan

Where a Master Plan for the zone has been given consent in accordance with rule 12.2.1 any new activity in the zone shall be in accordance with the Master Plan .

12.2.3 Building Sustainability

(a) Any part of any new building to be constructed for standalone office, commercial services, retail, residential, or hospitality purposes, or any combination of these, shall achieve a pass rating under the Build Green Christchurch Tool.

(b) Any building described in (a) above which does not achieve a pass rating under the Build Green Christchurch Tool shall be a restricted discretionary activity with the Council's discretion limited the environmental sustainability of the building.

(c) For the purposes of this rule "hospitality" includes food and beverage outlets, travellers accommodation, and premises used for purposes of entertainment.

Any application arising from non compliance with the standards in rule

Detailed Changes to the City Plan

Note: The Build Green Christchurch Tool has been developed by the New Zealand Green Building Council specifically for Christchurch and has been incorporated in this district plan by reference under Part Three of the First Schedule to the Resource Management Act 1991. It determines a pass or fail assessment for the environmental performance of building intended for, retail office, residential activities mixed with other activities, or hospitality purposes.

Assessment Matters for 12.2.3 Building Sustainability

(a) The extent of the buildings inability to achieve a pass rating under the Build Green Christchurch Tool, and the extent to which the building would achieve a degree of environmentally sustainable outcomes such as energy efficiency, transport efficiency, water consumption and water quality, and discharge or emissions.

(b) Any reasons why it would be unreasonable to require the building to achieve a pass rating under the Build Green Christchurch Tool including compliance costs.

12.3 Critical Standards

12.3.1 Activities in absence of Master Plan

Where a Master Plan for the zone has not been given consent in accordance with rule 13.2.1 any new activity in the zone shall be a non complying activity.

12.4 Reference to city rules

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.

Insert new assessment matters in Volume 3 Part 8 of the City Plan

13.11 Special Purpose (Central City Metropolitan Sports Facility) Zone

13.11.1 Urban Design and Landscaping

(a) Any landscaping proposed to reduce the visual impacts of buildings.

(b) Any compensating landscaping or reduced building scale in the vicinity of the site.

(c) The proposed use of buildings.

(d) The likely effects on the visual quality of the streetscape.

(e) The visual effects of buildings, parking or storage areas as viewed from adjoining activities outside the zone.

(f) The provision of additional landscaping or screening to reduce the impacts on adjoining properties and the roads outside the zone.

Detailed Changes to the City Plan

(g) The use of the buildings within the zone and any likely effects on the amenities of adjoining activities and roads outside the zone.

(h) The scale and height of buildings within the zone.

13.11.2 Visual amenity

(a) The effectiveness of landscaping proposed in terms of screening the bulk of buildings.

(b) The quality and scale of existing landscaping in the immediate vicinity of the site.

(c) The extent to which the site is visible from adjoining zone, particularly residential zones, and the likely visual amenity effects on those zones.

(d) Any aspects of the activity which may compensate for reduced landscaping or screening, including the nature of planting or materials used, and the location of parking manoeuvring or storage areas.

(e) The visual appearance of the zone in terms of the length of road frontage.

(f) The nature of the activities within the zone itself, and any particular adverse visual impacts they may have.

13.11.3 Vehicular access and parking

(a) The efficient functioning of the site in terms of the safety and efficiency of the adjoining road network, or the capacity of the road to accommodate traffic entering or leaving the site.

(b) The quality of amenities enjoyed by adjoining activities, in respect to potential disturbance from traffic movement.

(c) The adequacy of parking and loading provided

13.11.4 Retailing

(a) Whether any retailing is likely to have adverse impacts in terms of traffic safety and efficiency.

(b) Whether the scale and nature of retail activity proposed would adversely affect existing district centres or the central city.

(c) The extent to which retailing is associated with and ancillary to the overall purpose of the zone.

13.11.5 Height

(a) The extent to which the height of buildings will adversely affect the visual amenity values of the surrounding area, and in particular the visual amenity values and use.

Detailed Changes to the City Plan

(b) The extent to which the height of buildings will adversely affect the outlook from sites adjoining the zone.

(c) The extent to which height will enable greater efficiency in use of resources on the site.

Insert new reasons for rules in Volume 3 Part 8 of the City Plan

14.11.1 Sustainable Buildings

Community consultation following the Canterbury Earthquakes of 2010 and 2011 has shown a strong interest in seeing that the rebuild of Christchurch results in environmentally sustainable new or repaired buildings. The need to replace so many buildings in a short time frame has provided a unique opportunity to make rapid progress towards this goal. In more normal times this could be expect to take generations.

The new "Build Green Christchurch" tool developed by the New Zealand Green Building Council is based on an existing rating method and covers a wide range of the most readily achievable innovations in a cost-effective manner without developing complex new district plan provisions.

14.11.2 Master Plan Approval and Limits on Use Prior to Master Plan Approval

The Council has an intention to acquire land and construct a large comprehensive multi sport facility in the central area of the city. The initial site identified is the bus depot at the corner of Moorhouse Avenue and Fitzgerald Avenue. Normally a master plan for such a complex, along with rules requiring compliance with the master plan would be included in the City Plan. That process could not be followed in this case therefore the rules require development of master plan and its assessment against urban and development criteria by way of restricted discretionary activity resource consent.

Development activities on the identified site, not related to the sports complex, have the potential undermine the design and construction of the complex. Therefore development not related to the complex has been made a non complying activity.

3.7 Conservation 5 (Avon River Park) Zone

It is proposed to create a single new Conservation 5 (Avon River Park) zone. Both substantive and consequential changes to Volumes 2 and 3 are required, and these are discussed below.

Detailed Changes to the City Plan

3.7.1 Changes to Volume 2

Consequential changes are required in the implementation section of some objectives in Volume 2. Firstly, reference will need to be made to the Conservation 5 (Avon River Park) 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). Secondly, a new bullet point will need to be added under the Implementation of Objective 12.4 (Central City Amenity) as follows;

- Identification of the Conservation 5 (Avon River Park) zone to highlight the importance of the river corridor becoming the new “riverfront” for the central city during the earthquake recovery phase and beyond.

Under “Other Methods” for Objective 12.4, a new bullet point shall be added as follows, in order to widen the corridor as the opportunity arises:

- Strategic purchase of additional land by Council where it adjoins the Conservation 5 Avon River Park zone, has significant geotechnical constraints, and/or is considered desirable in order to further enhance the park.

3.7.2 Changes to Volume 3

The general introduction to the Conservation zones requires an additional paragraph as follows:

Part 5 Conservation Zones

1.1 General description and purpose

The conservation zones include diverse areas within the city of scenic, ecological, or heritage significance. Sites identified specifically for their ecological heritage value are listed in Part 4, Appendix 2, many of which are located in the conservation zones. A characteristic of all conservation zones is their sensitivity to modification or intensive public use, relative to land in open space zones. Notwithstanding this, some land in the conservation zones is nevertheless subject to intensive public use.

(...)

The Conservation 5 zone has been specifically created to provide for the creation of the Avon River Park 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.

A new clause 1.9 is proposed to explain the new Conservation 5 zone as shown below:

1.9 Conservation 5 (Avon River Park) Zone

Detailed Changes to the City Plan

Zone description and purpose

Within the four avenues the Avon River 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. The Avon River Park 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.

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.

Development Standards

With regard to the street scene rule, it is not proposed to have any required setback from legal road in the Conservation 5 zone. This is due to the fact that much of the zone overlay covers underlying legal road, and hence new ‘buildings’ of various shapes and sizes may often be set hard against or on legal road. Examples might be permanent public art installations, bus shelters, raised timber boardwalks, or a pavilion that contains tourist information. The planned enhancements will seek to better utilise the large areas of legal road for new public greenspace and hence any road ‘boundaries’ will not be relevant to the precise position of new buildings or the overall layout of the Park. Its underlying legal road status will stay however, unless it is formally closed under a Local Government Act process.

Given that all of the Conservation 5 zoned area is under Council control through ownership or via Council being the road controlling authority, having a road setback requirement would only create increased complexity to the new capital works projects along the corridor. The rule is proposed to be changed as follows:

2.2.1 Street Scene

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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.

With regard to height of buildings, it is proposed to adopt the 5 metre height limit that applies to the Conservation 1 and 2 zones, for the same reason as given for those zones: “to ensure that buildings are not of such scale as to be visually obtrusive and out of scale with the character of the zone.” For separation from neighbours and sunlight and outlook standards, it is proposed to adopt the standards used for Conservation 1 and 2 zones, in order to safeguard the outlook and amenity of adjoining zones such as Central City Living. The amendments are shown below:

2.2.2 Height of buildings

The maximum height of any building shall be:

(...)

(d) Conservation 1, 2and 5 Zones 5m

2.2.3 Separation from neighbours

The minimum building setback from the boundary with any zone other than a road zone shall be:

(a) Conservation 1,2and 5 Zones : 6m

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.

(...)

Community Standards

There is only one Community Standard that is proposed to apply to the Conservation 5 zone, being rule 2.3.1 Site Coverage. Given the sensitive landscape values that exist throughout the entire zone, it is proposed to treat Conservation 5 zone the same as for the Conservation 1A, 3 and 3W zones, in that all new buildings will require consent as a fully discretionary activity. This would not affect the erection of small scale structures that do not meet the District Plan definition of building, such as seating, rubbish bins, signs, bicycle stands, or bollard style lighting. There will be two consequential

Detailed Changes to the City Plan

changes required to treat the Conservation 5 zone the same as for Conservation 1A, 3 and 3W in the assessment matters (clause 3.2.3(i)) and in the reasons for the rule (second paragraph of clause 4.4) with respect to site coverage.

The Council will be designing significant new enhancements to hard and soft landscaping throughout much of the Avon River corridor in consultation with the community. These projects will be completed in accordance with Council's adopted strategies and best practice with regards to ecology, stormwater engineering, CPTED, etc. and therefore it is not considered necessary to add complexity and time by controlling vegetation removal or new planting in the Conservation 5 zone through a resource consent process. On this basis, a consequential change needs to be made to the first sentence in clause 4.5 in order to include Conservation 5.

Part 8 Special Purpose Zones

The large areas of legal road within the Avon River corridor have been changed from Special Purpose (Road) Zone to Conservation 5 zone. Much of this legal road is already landscaped with grass and trees. The change to clause 1.4 (zone description and purpose) is shown below, and note that the same consequential change will need to be made to clause 4.3(a) also as it describes the extent of the zone.

1.4 Special Purpose (Road) Zone

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.

Part 9 General City Rules

Part 9 is relevant to the Conservation 5 zone because any filling or excavation or erection of buildings within 30 metres of the bank of the Avon River (classified as a 'Downstream River' in the District Plan) currently requires consent under Development Standard 5.2.4(a). This 30 metre setback is still considered appropriate, particularly given the recently realised geotechnical constraints in close proximity to the river. There are several exemptions to this setback rule, contained in clause 5.2.6, and it is not considered necessary to amend this list for the new Conservation 5 zone. The exemptions will be particularly relevant during earthquake recovery when extensive work will occur on, for example, underground utilities.

The proposed Conservation 5 zone sits almost entirely within the Flood Management Area. It is not proposed to amend any of the provisions under Development Standard 5.3.3 as they relate to the Central City Plan area. They add an additional layer of control to filling (earthworks) and the erection of new buildings in order to mitigate flood hazards.

3.8 Heritage Provisions

Heritage items within the Central City, including protected buildings, places and objects have been severely affected by the 2010 and 2011 Canterbury earthquakes. Many heritage items have been demolished and others have incurred more minor through to very severe damage. Significant repair

Detailed Changes to the City Plan

and reconstruction works to many heritage items will be needed to enable their retention and ongoing use. In recognition of the importance of heritage items, both individually and collectively within the wider Central City, together with the type and scale of works which are likely to be most forthcoming, a number of changes are proposed to be made to the heritage provisions of the Operative District Plan (City Section). These proposed changes are set out below.

3.8.1 Changes to Volume 2

Volume 2 : Section 4 City Identity

4.3 Objective : Heritage protection

Insert new policies as shown below:

4.3.2 Policy: Earthquake Recovery - Central City heritage items

To recognise and provide for the retention, repair, 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 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 and relatively undamaged items 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 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, and to achieve seismic and buildings code upgrades 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 where possible. Such upgrades are necessary to heritage items to enable them to:

- be safely and economically used;
- to increase their ability to withstand future earthquakes; and
- to achieve the design of such upgrades through balancing the economic costs of such works, with the need to retain heritage values and to minimise the loss of heritage fabric.

Detailed Changes to the City Plan

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.

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 continued 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

Detailed Changes to the City Plan

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 is either set well back from the retained facade or does not project significantly above the height of the retained 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 facade; and
 - vi. materials in the new sections do not dominate or detract from the retained facade; and
 - vii. the retained facade elevation is the predominant elevation that is readily visible from the public realm.
- 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

Detailed Changes to the City Plan

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 disquising 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 facade is able to be repaired, the retention of the facade 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 facade, 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 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 significantly detract from the heritage values of items on the same site or on adjacent sites to heritage items.

Any consequential numbering changes to the next remaining policies.

Detailed Changes to the City Plan

Insert the following to the policy as shown below:

4.3.59 Policy: Assistance – Outside of the Central City

To provide assistance to owners of heritage items.

(...)

Insert a new policy as shown below:

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 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 at the end of the bullet point under District Plan below and insert a new bullet point under Other Methods as shown below:

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**.

Detailed Changes to the City Plan

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 and insert text to the policy and paragraphs as shown below:

12.3.10 Policy: Heritage items in the Central City

To encourage the protection, repair, retention and ongoing adaptive re-use of heritage items within the Central City, whilst also ensuring the protection of heritage fabric and heritage values.

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.

3.8.2 Changes to Volume 3

Volume 3, Part 1 Definitions

Demolition

Detailed Changes to the City Plan

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.

Repair

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.

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 and design (but not necessarily a replica 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.

Volume 3, Part 9 General City Rules

7.0 Financial Contributions

Insert new text under paragraph 5 as shown below:

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 into the first paragraph as shown below:

7.3 Development standards : 7.3.3 Heritage conservation contributions

Detailed Changes to the City Plan

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 into the paragraph as shown below:

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 heritage items that have been destroyed in the Canterbury earthquakes.**

Volume 3, Part 10 Heritage and Amenities

1.0 Protected buildings, places and objects

Insert the following text under Step 3 below:

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).

Detailed Changes to the City Plan

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

Insert the following text as shown below:

Guide to using these rules - heritage items within 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 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 specified below.

(Note: works directly necessary for earthquake-related repairs or reconstruction do not require resource consent. For Group 3 and 4 items works necessary to enable seismic, fire, or access Building Code upgrades do not require resource consent).

- **For Group 1 and 2 items works necessary to enable seismic, fire, or access Building Code upgrades are a restricted discretionary activity.**
- **Non-earthquake related alterations and additions to a heritage item are a restricted discretionary for all items (except for external alterations to a Group 4 item which are a controlled activity and internal alterations to Group 3 and Group 4 items which are a controlled activity).**
- **Removal or relocation of any heritage item is a restricted discretionary activity.**
- **Demolition of a heritage item is a non-complying activity for Group 1 and 2 items and a discretionary activity for Group 3 and 4 items. Note, however, the Canterbury Earthquake**

Detailed Changes to the City Plan

Recovery Authority over demolitions (refer Clause 1.3.3 which sets out exceptions to the demolition resource consent requirements).

- **New buildings on a site containing a heritage item is a restricted discretionary activity for Group 1 and 2 items and a controlled activity for Group 3 and 4 items.**
- **New buildings on a site adjacent to a heritage item is a restricted discretionary activity for Group 1 and 2 items and a controlled activity for Group 3 and 4 items.**

1.1 Statement

Insert new text as shown below:

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.

1.2.5 Deletion of listed items

Where a listed building, place or object has been fully demolished **or deconstructed** (with approval of the Council, **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 **and associated Planning Maps** 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, provided the site is not listed or does not contain any other listed heritage items.

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 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 buildings rules elsewhere in the Plan, **where these items are located outside of the Central City.**

Detailed Changes to the City Plan

1.2.11 Non-notification

Insert new text and new clause (c) as follows:

An application for:

(...)

(b) any internal alterations to a Group 1 or 2 building, place or object; or

(c) the erection of a new building on a site adjoining a site containing a listed heritage item.

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) is required.

1.3 Specific Rules

Insert new text as shown below:

(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, except that demolition approved by the National Controller under the Civil Defence Emergency Management Act 2002 during the state of emergency in place from 23 February to 30 April 2011 or any demolition carried out or commissioned by or on behalf of the chief executive of the Canterbury Earthquake Recovery Authority while the Canterbury Earthquake Recovery Act 2011 is in force shall be a permitted activity.(Pursuant to Section 27(1)(a) of the Canterbury Recovery Act 2011, notice given by the Minister for Canterbury Earthquake Recovery on 15 June 2011)

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, except that demolition approved by the National Controller under the Civil Defence Emergency

Detailed Changes to the City Plan

Management Act 2002 during the state of emergency in place from 23 February to 30 April 2011 or any demolition carried out or commissioned by or on behalf of the chief executive of the Canterbury Earthquake Authority while the Canterbury Earthquake Recovery Act 2011 is in force shall be a permitted activity.(Pursuant to Section 27(1)(a) of the Canterbury Recovery Act 2011, notice given by the Minister for Canterbury Earthquake Recovery on 15 June 2011)

(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 shown below:

1.3.3 All buildings, places and objects (Listed in Appendix 1) located within the Central City

(a) Development standard

(i) Alterations necessary to implement seismic, fire, or access Building Code upgrades are a discretionary activity for Group 1 and 2 items with the Council's discretion limited to consideration of potential effects on heritage values.

(ii) Any alterations or additions that are not subject to (i) above are a discretionary activity for Group 1 and 2 items, and a controlled activity for internal alterations to Group 3 and 4 items and external alterations to Group 4 items, with Council's discretion limited to consideration of potential effects on heritage values.

(iii) 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 previously contained listed heritage items.

iv. The erection of a new building on a site immediately adjoining a site containing 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.

v. The removal or relocation of any heritage item is a restricted discretionary activity, with the Council's discretion limited to the consideration of potential effects on heritage values.

Detailed Changes to the City Plan

Note: For the avoidance of doubt, (iv) does not apply to sites separated by a road from a site containing a listed heritage item.

(b) Community standard

vi The demolition of any Group 3 or 4 heritage item is a discretionary activity, except that demolition approved by the National Controller under the Civil Defence Emergency Management Act 2002 during the state of emergency in place from 23 February to 30 April 2011 or any demolition carried out or commissioned by or on behalf of the Chief Executive of the Canterbury Earthquake Recovery Authority while the Canterbury Earthquake Recovery Act 2011 is in force shall be a permitted activity.

(Pursuant to Section 27(1)(a) of the Canterbury Recovery Act 2011, notice given by the Minister for Canterbury Earthquake Recovery on 15 June 2011)

(c) Critical standard

The demolition of any Group 1 or 2 item is a non-complying activity, except that demolition approved by the National Controller under the Civil Defence Emergency Management Act 2002 during the state of emergency in place from 23 February to 30 April 2011 or any demolition carried out or commissioned by or on behalf of the Chief Executive of the Canterbury Earthquake Recovery Authority while the Canterbury Earthquake Recovery Act 2011 is in force shall be a permitted activity.

(Pursuant to Section 27(1)(a) of the Canterbury Recovery Act 2011, notice given by the Minister for Canterbury Earthquake Recovery on 15 June 2011)

Insert new text and delete text as shown below:

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 (Living Zones)

(b) Retailing (Living Zones)

Detailed Changes to the City Plan

(c) Cycle parking Critical standard in Vol 3, Part 13 (Parking and Loading) as applicable to Central City Business Zones.

This rule 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 or where the protected building, place or object has been demolished in full, then this rule shall not apply.

And any consequential numbering changes to the next remaining clauses.

1.4 Assessment Matters for resource consents

Insert new text and renumber existing clauses as shown below:

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:

(...)

(e)(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.

(q) Within the Central City, for new buildings on a site adjoining a site which contains a listed heritage item, whether the proposed building's siting, design, scale, proportions, and form is compatible with the heritage values of the listed item and would not detract from the setting of the listed item or reduce the visibility of the item from any road or public place.

(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 shown below into the relevant paragraph and following the final paragraph.

1.5 Reasons for Rules

(...)

Detailed Changes to the City Plan

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 repair and reconstruction of remaining items that have suffered damage, and the upgrading of existing items to better meet current Building Code requirements.

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. The design of new buildings on sites adjoining heritage items is controlled to ensure that new buildings are compatible with adjoining heritage items and do not detract from their heritage values.

Following the Canterbury Earthquakes, the Canterbury Earthquake Recovery Authority has the authority to permit the demolition of heritage buildings. It is anticipated that the Plan will still continue to control the demolition of heritage buildings, particularly where such demolition is sought for demolition which is not a direct result of the Canterbury earthquakes. Given the substantial loss of heritage items within the Central City, and therefore the heightened importance of retaining the items that remain, the demolition of remaining heritage items 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 heritage items are often regarded as notable landmarks. The relocation of a heritage item can have significant adverse effects on the heritage values associated with an item and 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.

3.9 Noise and Entertainment Rules

3.9.1 Changes to Volume 2

Changes to Provisions for Entertainment and Hospitality Uses, Including New Noise Provisions.

Construction Noise Standards.

Detailed Changes to the 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 Uses

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

(...) (wording as modified by changes to the Central City zone (core) provisions for central city objective 12.2.(a) (...)

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 cafés and restaurants, and pubs, taverns and bars. 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 12.2.8 Policy Entertainment and Hospitality Precincts and explanation and reasons in Volume 2 Section 12 of the City Plan

12.2.8 Policy: Entertainment and Hospitality Precincts

To identify two main types of Entertainment and Hospitality precincts, and to encourage entertainment and hospitality activities to concentrate within them as follows:

(i) Daytime and Evening Entertainment and Hospitality (Category 2) Precincts - Concentration of cafés, restaurants and takeaway food services

(ii) Late Night Entertainment and Hospitality (Category 1) Precincts – Concentration of pubs, taverns and bars and nightclubs.

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 River Corridor/Park.

Areas identified as Daytime and Evening Entertainment Precincts will include Oxford Terrace on the eastern side of the Avon 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/cafés/bars: on Colombo St north of Kilmore St, and the Victoria St precinct.

It is intended that the Lichfield Lanes precinct to the south of Cathedral Square be identified as a Late Night Entertainment Precinct. This is located in three subareas as follows:

Detailed Changes to the City Plan

(i) Around Tuam between Durham and Colombo St; and

(ii) Around Tuam St in the Vicinity of Sol Square and the former Christchurch City Council Building; and

(iii) Between High Street and Madras Street centred around Cashel and Lichfield Streets; and

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 Daytime and Evening Entertainment Precincts should be connected by pedestrian walkways along the Avon River, and the Late Night Entertainment Precinct area connected by a network of lanes.

Buildings should front onto lanes where possible, rather than onto adjoining arterial roads, 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

Detailed Changes to the City Plan

To ensure that noise levels generated by and associated with entertainment and hospitality uses, 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 precincts

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 precinct, 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 the existing Entertainment Precinct and Hagley Park, Cathedral Square, City Mall, and Victoria Square. This monitoring was undertaken prior to the Canterbury Earthquakes of 2010 and 2011.

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 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.

In drafting the Central City Plan noise standards, 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.

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

District Plan

(a) 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.

Detailed Changes to the City Plan

(b) 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 property within the same precinct and in other precincts in Central City.

(c) Application of internal limits expressed as LAeq to noise-sensitive activities establishing within Entertainment and Hospitality Precincts.

(d) A noise level control for outdoor amplified music concerts and events.

Other methods

- Alcohol Accord/one-way door policy signed between licensees, agencies etc.
- Future revision of Council's Alcohol Policy as a result of Alcohol Reform Bill.
- Promotion of management plans to deal with on and off-site problems.

3.9.2 Changes to Volume 3

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.

(...)

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 except those within Central City

- All living zones except the Living 5 Zone, and the Central City Living zone.
(...)
- 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:

Detailed Changes to the City Plan

(...)

- ~~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 4~~):
- Conservation 3 Zone (~~only that part within the "Entertainment Precinct" shown in Part 11, Appendix 4~~):

Renumber and Amend Rule 11.1.3.3 of Volume 3 Part 11 of the City Plan

11.1.3.3.1 Noise Standards for all zones except those within Central City

Insert new rule 11.1.3.3.3 Noise Standard for the Central City in Volume 3 Part 11 of the City Plan

11.1.3.3.2 Noise Standards for 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.

Detailed Changes to the City Plan

TABLE 2 – Central City Noise Standards

<u>Category 1:</u>			
<u>Lanes Entertainment and Hospitality Precincts</u>			
<u>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 property within the Lanes precincts.</u>			
(i) Activities other than discrete outdoor entertainment events	<u>LAeq (15 min) – 24 hour assessment period</u>	<u>60 dB</u>	
	<u>LAFmax</u>	<u>Daytime</u> <u>85 dB</u>	<u>Night-time</u> <u>75 dB</u>
(ii) Discrete outdoor entertainment events	<u>LAeq (15 min) – 24 hour assessment period</u>	<u>65 dB</u>	
	<u>LAFmax</u>	<u>Daytime</u> <u>85 dB</u>	<u>Night-time 85 dB</u>
<u>Category 2:</u>			
<u>Oxford Tce Hospitality, Colombo St North Hospitality Area, Victoria St Gateway</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 property within each of those precincts.</u>			
(i) Activities other than discrete outdoor entertainment events	<u>LAeq (15 min) – 1 hour assessment period</u>	<u>0700-2300 hrs</u> <u>55 dB</u>	<u>2300-0700 hrs</u> <u>50 dB</u>
	<u>LAFmax</u>	<u>0700-2300 hrs</u> <u>85 dB</u>	<u>2300-0700 hrs</u> <u>75 dB</u>

Detailed Changes to the City Plan

Protection of Noise Sensitive Uses Within Either Category 1 or 2 Precincts, and Within all Other Areas of the Central City Core, and Central City Fringe zones

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).

Note: Compliance with this rule may be achieved by ensuring any construction is in accordance with the acceptable solutions listed in Part 3, Appendix 8.

Category 3:

Central City Zones other than Category 1 and 2 Entertainment Precincts

Noise received at any premises or property from

(i) any other activity in the same zone; or

(II) from any activity located in any other zone or in the Category 1 and 2 Entertainment Precincts;

shall be controlled at source so as not to exceed the following levels

	<u>L_{Aeq} (15 min) – 1 hour assessment period.</u>	<u>55 dB</u>	<u>45 dB</u>
	<u>L_{Amax}</u>	<u>85 dB</u>	<u>75 dB</u>

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.

(f) 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.

Detailed Changes to the City Plan

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).

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 3a

TABLE 3b

Development standards – limits for construction noise received at any occupancy or activity not controlled by Table 3a

Detailed Changes to the City Plan

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

Table 3b

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 than 20 consecutive weeks

Amend Rule 11.1.3.4 Special Exceptions to these Rules in Volume 3 Part 11 of the City Plan

11.1.3.4 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:

Detailed Changes to the City Plan

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. 30 days, of which only 5 days may include music events extending beyond 10:30pm. In any case, no event shall commence before 9:00 am or finish later than 11:30 pm, except for New Years Eve which shall finish at no later than 12:15 am on New Years Day.
- i. Events on 5 days which may extend beyond 10:30 pm:
75 dB LAeq (15 min) 1 hour assessment period, and
85 LAF max
- i. 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.

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:

- a. Daytime:
50 dB LAeq (15 min) 1 hour assessment period, and
85 dB L_{Afmax}
- b. Night-time:
41 dB LAeq (15 min) 1 hour assessment period, and
75 dB LAFmax

Cathedral Square and Victoria Square

- i. On 120 days, 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.

Detailed Changes to the City Plan

City Mall and New Regent Street

- i. On 120 days, 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.

70 dB LAeq (15 min) 1 hour assessment period

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.

Detailed Changes to the City Plan

- (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.
 - (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.
- 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 except Central City**
- (...)

Detailed Changes to the City Plan

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 Central City

Adopting NZS 6801 and 2:2008 is consistent with Ministry For the Environment guidance and current best practice. These are now the accepted standards for measurement and assessment of environmental sound and provide the following improvements on current noise provisions for the existing Entertainment Precinct.

- 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 ambiance for outdoor dining at cafés and restaurants. In all other zones and precincts, 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 current limits, 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 residential precincts. 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 Categories 2 and 3, the current 1 hr assessment periodhas been retained, as this has been found to be generally acceptable for avoidance of annoyance in residential and other noise-sensitive environments.

Detailed Changes to the City Plan

It is considered that compliance with the new limits would 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 Central city including the Central City Edge and Living zones (see separate rules in those chapters) and will give certainty as to what standard of façade will be required. Most central city situations will require treatment only one or two facades, so cost should not be prohibitive. In conjunction with the proposed limits using NZS 6802:2008 that allow 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.

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 applies to "iconic events" with large public attendances including Classical Sparks, New Year Eve, and Coca Cola 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 existing rules are unclear in terms of start and finish times for events in Hagley Park. The proposed times are considered to be reasonable in terms of community expectations as gauged from 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.

Detailed Changes to the City Plan

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. 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.

3.10 Temporary Activities and Buildings

It is proposed to use the new regulatory framework to enable the establishment of temporary buildings throughout the Central City on sites that have been cleared following earthquake damage. These provisions will allow the reuse of these sites and facilitate the erection of temporary structures (for a period of up to 2 years) while a more permanent building outcome is found for the land. The 2 year time frame will hopefully ensure that these gap fillers do not become permanent unless a resource consent has been granted.

The opportunity has also been taken to expand the range of temporary “events” which are permitted by including a new definition in the Plan. Legal advice received in the past noted that the terms “carnivals” and “bazaars” are somewhat antiquated and limiting hence the need for a new broader definition which covers a range of temporary activities. The same one month period is provided for these events as per the current City Plan provisions and a further month is provided enabling the construction and dismantling/removal of ancillary buildings.

3.10.1 Changes to Volume 3

Volume 3 Part 9

2.2.1 Statement

Detailed Changes to the City Plan

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, to fill sites that have been cleared of buildings following the 2010 and 2011 Canterbury earthquakes, or for construction purposes. The rule is to provide flexibility for provision of temporary structures, 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.

(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.~~

~~(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 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.)

2.2.3 Development standard

Notwithstanding anything to the contrary in this Plan, the following shall be permitted activities in any zone in the Central City.

(a) Any temporary building located on a site which was previously occupied by a building which has been demolished following one of the 2010 or 2011 Canterbury earthquakes, provided that any such building shall not remain on site any longer than two years.

(Any activity not complying with the above clause (a) shall be a discretionary activity with the exercise of the Council's discretion limited to the matters subject to this standard.)

2.2.34 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:

Detailed Changes to the City Plan

(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

(c) any adverse effects on adjoining properties from noise, overshadowing, privacy or loss of visual amenity;

(d) the impact on the road network and traffic safety in the vicinity of the site; and

(e) whether the building can comply with other standards for buildings in the relevant zone.

Volume 3 Part 1 - Definitions

"Event" – 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.

"Central City" – means that part of the City contained within Bealey, Fitzgerald, Moorhouse, Deans and Harper Avenues.

3.11 Build Green Christchurch

3.11.1 Changes to Volume 2

Insert in Volume 2 of the City Plan new Section 15 Build Green Christchurch

Objective 15.1 Sustainable Buildings

To encourage and promote all new buildings within central Christchurch to achieve significant levels of sustainability in their use of natural and physical resources.

Reasons

The Canterbury Earthquakes of 2010 and 2011 have provided a significant opportunity to quickly gain a stock of new buildings that achieve higher levels of sustainability than the buildings that were lost and those that remain. This can be achieved through innovative design and the way materials and resources are used and managed. Prior to the earthquakes it would have been many years before more sustainable building stock would have been achieved. Creating a more sustainable building stock will benefit the Christchurch economy through direct savings and by stimulating interest in Christchurch as an example of sustainable redevelopment. It is possible to provide buildings which use fewer resources , recycle or reuse more resources and have less impact on other resources. This includes physical resources such as water, energy, materials, land, ecology and transport, and social and cultural values such as amenities, urban design and the conservation of the natural environment.

Policies - Sustainable Building Development

Detailed Changes to the City Plan

15.1.1 To encourage all new buildings to incorporate environmentally sustainable design features such as conservation of energy and water, reduction of emissions, and waste minimisation.

15.1.2 Any new building to be constructed in Central Christchurch for office, retail, hospitality and residential components of mixed use buildings shall be designed and constructed to achieve a "pass" rating under the Build Green Christchurch rating system operated by the New Zealand Green Building Council.

Explanation and Reasons

Environmentally sustainable buildings require fewer resources . They use less energy for heating, cooling and movement of people, and can conserve water through initiatives such as collecting rain water. They contribute to sustainable management in many other ways such as by creating fewer emissions and contributing to waste minimisation and recycling.

The Build Green Christchurch assessment tool is incorporated by reference into the City Plan under Part 3 of the First Schedule of the Resource Management Act 1991. Build Green Christchurch is a new tool developed by the New Zealand Green Building Council specifically for Christchurch. It is a simplified version of the existing Green Star rating system that is designed to measure the environmental performance of buildings. Build Green Christchurch provides a robust, rapid and inexpensive assessment of building designs and results in a "pass" or "fail" assessment. The "pass" level provides a good level of environmental sustainability, without incurring significant additional construction and operating costs.

Rules should recognise situations where the application of this policy would be unduly onerous for any reason.

3.11.2 Changes to Volume 3

Readers' Note: The actual rules requiring compliance with the Build Green Christchurch Tool are interspersed through the Central City Core, Central City Fringe, Central City Business 1, Central City Mixed Use zone provisions in Volume 3 of the City Plan.

Insert a new Part 15 in Volume 3 of the City Plan as follows:

Part 15 Documents incorporated by reference:

Under Part 3 of the First Schedule to the Resource Management Act 1991, the Council may incorporate documents prepared by other organisations into the City Plan.

The Christchurch City Council has incorporated the following documents by reference in the City Plan:

1. The Build Green Christchurch tool, New Zealand Green Building Council 2011 as Follows:

Detailed Changes to the City Plan

An outline of each proposed category and the proposed allocation of points awarded for each credit are provided in the following table. Credits that may become Conditional Requirements are denoted with “CR”.

Table 1. Categories, points and conditional requirements for the Build Green Christchurch rating tool

			<u>Points</u>
<u>-</u>			
<u>MANAGEMENT</u>			<u>10.00</u>
<u>Accredited Professional</u>	<u>Skilled professionals are used to inform the design and construction process</u>	-	<u>2.31</u>
<u>Commissioning Clauses</u>	<u>Building performance is improved through commissioning</u>	-	<u>2.31</u>
<u>Building Tuning</u>	<u>Building performance is improved through building tuning</u>	-	<u>1.54</u>
<u>Waste Management</u>	<u>Construction waste is reduced and diverted from landfill by 30% for 0.97 point, 50% for 1.67 points and 70% for 2.31 points</u>	CR	<u>2.31</u>
<u>Environmental Management</u>	<u>ISO 14001 and/or environmental management plans are used</u>	-	<u>1.54</u>
<u>INDOOR ENVIRONMENT QUALITY</u>			<u>20.00</u>
<u>Ventilation Rates</u>	<u>Building code ventilation rates are improved upon (30% for 1 point and 50% for 2.31 points)</u>	-	<u>2.31</u>
<u>Indoor Air Quality</u>	<u>Interior finishes (including paints, carpets, adhesives and sealants, ceiling tiles etc) are low VOC products where a group of interior finishes (e.g. paints) at least 90% compliant .77 points are awarded(75%- 1 point, 90% 3.85 points)</u>	-	<u>3.85</u>
<u>Exhaust Riser</u>	<u>A separate exhaust riser is provided for kitchens and photocopy rooms</u>	-	<u>0.77</u>
<u>Thermal Comfort</u>	<u>The building is designed to provide good thermal comfort to occupants (Note – a simple verification method will be developed for this Credit)</u>	CR	<u>2.31</u>
<u>Thermal Comfort Control</u>	<u>Individuals are provided the ability to control their own thermal environment</u>	-	<u>1.54</u>

Detailed Changes to the City Plan

			<u>Points</u>
<u>Daylight</u>	<u>The building provides good natural daylight across a large proportion of the floor area (daylight factor not less than 2.5% as measured at the floor level)</u>	-	<u>2.31</u>
<u>Daylight Glare Control</u>	<u>The building has the ability to block glare from natural daylight</u>	-	<u>0.77</u>
<u>External Views</u>	<u>There are good views to the outside from a large proportion of the floor area (60% of the assessable area for 0.8 points and 90% of the assessable area for 1.54 points)</u>	-	<u>1.54</u>
<u>Electric Lighting Levels</u>	<u>The lighting provides a good level of illuminance for 80% of the surface finishes</u>	-	<u>2.31</u>
<u>High Frequency Ballasts</u>	<u>High frequency ballasts are used in 95% of applicable light types</u>	-	<u>0.77</u>
<u>Internal Noise Levels</u>	<u>The building performs in accordance with the A/NZS 2107:2000 – noise levels do not exceed 43dB(A) LA eq</u> <u>(Note – a simple verification method will be developed for this Credit)</u>	-	<u>1.54</u>
ENERGY			25.00
<u>Energy Efficiency & Greenhouse Gas Emissions</u>	<u>The building is designed to be energy efficient. – base building achieves an energy use figure of less than 105kWh/m² and have reduced green house gas emissions</u>	CR	<u>16.13</u>
<u>Carbon Dioxide Monitoring and Control</u>	<u>The building can monitor CO₂ levels and react to and address any high levels detected</u>	-	<u>0.81</u>
<u>Lighting Control</u>	<u>Small lighting control zones are designed into the building</u>	-	<u>2.42</u>
<u>Electrical Sub-metering</u>	<u>Sub meters are provided for each floor and/or tenant</u>	-	<u>1.61</u>
<u>Peak Energy Demand Reduction</u>	<u>Technologies are included to provide alternative energy generation at times of peak demand- Peak energy demand is actively reduced by 15% for 0.83 points and 25% for 1.61 points.</u>	-	<u>1.61</u>

Detailed Changes to the City Plan

			<u>Points</u>
<u>Efficient External Lighting</u>	<u>The external lighting installed is energy efficient</u>	-	<u>0.81</u>
<u>Stairs</u>	<u>Stairs are included in a more prominent location than the lifts</u>	-	<u>0.81</u>
<u>HVAC Zoning and Control</u>	<u>The HVAC is zoned so that frequently unused zones can be switched off</u>	-	<u>0.81</u>
<u>TRANSPORT</u>			<u>10.00</u>
<u>Car Park Minimisation</u>	<u>The number of car parks allocated to the building are reduced by shared parking arrangements or a travel demand management plan</u>	-	<u>1.82</u>
<u>Fuel Efficient Transport</u>	<u>A percentage of car parks are allocated to fuel efficient cars</u>	-	<u>1.82</u>
<u>Cyclist Facilities</u>	<u>Bike racks, showers and lockers are provided for 10% percentage of building occupants</u>	-	<u>2.73</u>
<u>Mass Commuting Transport</u>		-	<u>3.64</u>
<u>WATER</u>			<u>10.00</u>
<u>Base Building Water Efficiency</u>	<u>The building is designed to be water efficient (i.e. good WELS ratings for WCs, taps and showers, rainwater harvesting, and/or treated greywater systems)</u>	CR	<u>5.83</u>
<u>Water Meters</u>	<u>Sub meters are provided for all major water uses</u>	-	<u>1.67</u>
<u>Landscape Irrigation Water Efficiency</u>	<u>90% of landscape irrigation is sourced from on site rainwater collection, recycled site water to minimise water requirements or no irrigation is required through the use of xeriscaping</u>	-	<u>0.83</u>
<u>Heat Rejection Water</u>	<u>Water cooled HVAC systems are designed to have 6 cycles of concentration OR the natural ventilation of a mixed mode system reduces HVAC cooling water consumption by at least 50% OR no water based heat rejection system are provided</u>	-	<u>1.67</u>
<u>MATERIALS</u>			<u>10.00</u>

Detailed Changes to the City Plan

-		Points
<u>Shell and Core or Integrated Fit out</u>	<u>The base building design is coordinated with the future fitout and apparent in design</u>	- <u>1.00</u>
<u>Building Reuse</u>	<u>50% or more of the existing facade is retained and reused where possible</u>	- <u>2.00</u>
<u>Applied Coatings</u>	<u>90% of paints applied on the building hold a recognised eco label</u>	- <u>0.33</u>
<u>PVC</u>	<u>30% (0.36 points) 60% (0.69 points) or 90% (1 point) reduction of PVC cost is achieved by replacing with alternative material or produced in accordance with best practise guidelines</u>	- <u>1.00</u>
<u>Insulation</u>	<u>90% of insulation applied on the building hold a recognised eco label</u>	- <u>0.33</u>
<u>Timber</u>	<u>50% (0.36 points) or 90%(1 point) of timber used in the building holds a recognised eco label</u>	- <u>1.00</u>
<u>Concrete</u>	<u>30% (0.36 points),60% (0.69 points) or 90% (1 point) of concrete used in the building holds a recognised eco label or uses recycled aggregate</u>	- <u>1.00</u>
<u>Steel</u>	<u>30% (0.36 points),60% (0.69 points) or 90% (1 point) of steel used in the building has recycled content</u>	- <u>1.00</u>
<u>Floor Coverings</u>	<u>90% of floor coverings applied on the building hold a recognised eco label</u>	- <u>0.67</u>
<u>Waste Recycling</u>	<u>An adequate area is set aside for the collection of recyclable materials (space requirements will be provided)</u>	- <u>0.67</u>
<u>Walls, Partitions and Joinery</u>	<u>The materials used to fabricate these items have a lower environmental impact based on lifecycle properties</u>	- <u>0.67</u>
<u>Landscape Materials</u>	<u>90% of landscape materials used on site are locally sourced</u>	- <u>0.33</u>
<u>LAND USE AND ECOLOGY</u>		<u>10.00</u>
<u>Ecological Value of the Site</u>	<u>The site does not impact upon high ecological values such as wetlands or threatened plant communities</u>	<u>CR</u> <u>0.00</u>

Detailed Changes to the City Plan

<u>-</u>			<u>Points</u>
<u>Reuse of Land</u>	<u>The land has been previously built upon</u>	-	<u>1.25</u>
<u>Reclaimed Contaminated Land</u>	<u>The land was previously contaminated and has been treated</u>	-	<u>2.50</u>
<u>Change of Ecological Value</u>	<u>The ecological value of the site has been improved such as native or exotic, short native grasses and/or roof gardens/green walls</u>	-	<u>5.00</u>
<u>Topsoil and Fill Removal from Site</u>	<u>Cut and fill was balanced on site</u>	-	<u>1.25</u>
<u>EMISSIONS</u>			<u>5.00</u>
<u>Refrigerant ODP</u>	<u>No ozone depleting refrigerants are used</u>	CR	<u>0.38</u>
<u>Refrigerant GWP</u>	<u>Refrigerants have a global warning potential (GWP100) less than 10</u>	-	<u>0.38</u>
<u>Insulant ODP</u>	<u>No ozone depleting insulants are used</u>	-	<u>0.38</u>
<u>Watercourse Pollution</u>	<u>Stormwater is managed and there is a 50% reduction in stormwater quantity</u>	-	<u>1.15</u>
<u>Reduced Flow to Sewer</u>	<u>The amount of sewage discharged from the building is reduced through the use of low flow taps and WCs</u>	-	<u>1.54</u>
<u>Light Pollution</u>	<u>No upward projecting external lights are installed</u>	-	<u>0.38</u>
<u>Purge Control</u>	<u>Refrigerants are captured and contained during HVAC containment purging</u>	-	<u>0.38</u>
<u>Legionella</u>	<u>No water based HVAC systems are used in the building</u>	-	<u>0.38</u>
<u>TOTAL POINTS</u>			<u>100.00</u>
<u>INNOVATION</u>			-
<u>Innovative Strategies and Technologies</u>	-	-	<u>105</u>
<u>Environmental Design Initiatives</u>	-	-	

Detailed Changes to the City Plan

Specific issues resulting from the earthquake and not covered under other credits may be addressed and awarded points under the innovation category. The current suggested examples are:

- Building design and/or fit-out shows excellence in earthquake resilience (e.g. buildings able to withstand higher levels than the new building code and fitout elements are secured to walls and floors).
- Reuse of waste materials (i.e crushed concrete from building demolitions)
- Establishment of roof gardens and green walls
- Building designs that would be “ready” to connect with the proposed district heating scheme
- Contribution toward adjacent lanes, courtyards or pocket parks
- Locally sourced materials (Local, regional, national)

Build Green Christchurch Certification Process

The certification process for the proposed Build Green Christchurch Tool is provided 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 Build Green Christchurch tool the building developer intends to achieve.

The Council will check the PIM against the operative City Plan and Volume 2 of the Central City Recovery Plan (that includes the proposed requirement to gain a ‘Pass’ certificate under the Build Green Christchurch tool) and advise the building developer of any requirements and resource consent matters. The development could proceed as a ‘Permitted Activity’ if the proposal meets the City Plan rules and clearly indicates how the development will achieve the required ‘Pass’ certificate.

Prior to gaining a Building Consent, the building developer would need to submit detailed designs and specifications to a building professional, accredited by the New Zealand Green Building Council to undertake the Build Green Christchurch Certification. The building design could receive a ‘Pass’ or a ‘Fail’ certificate.

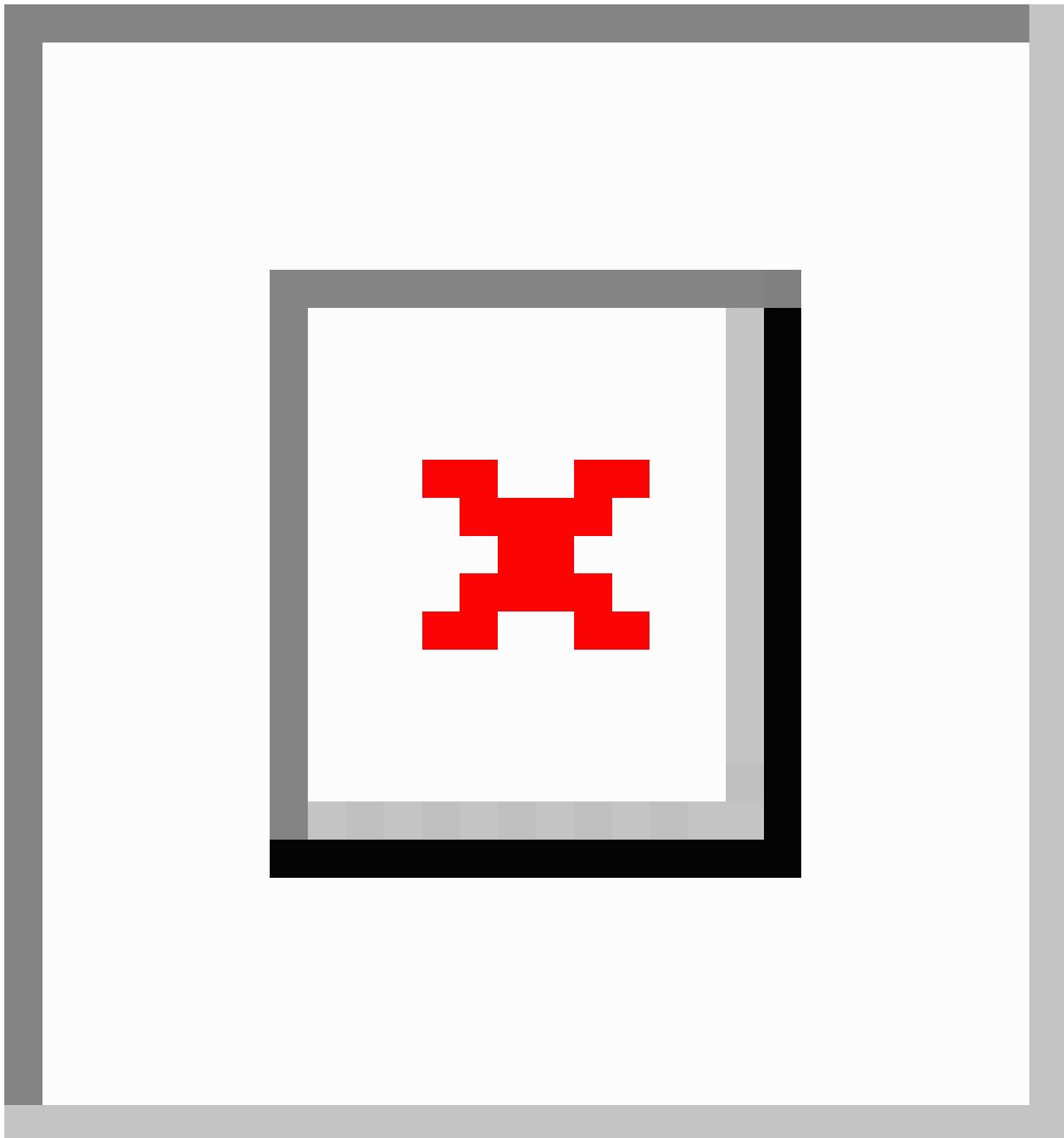
If the design achieves a ‘Fail’ certificate the building developer could:

- i. modify the building design or product specifications and re-submit to the accredited building professional to gain a ‘Pass’; or
- ii. apply to the City Council for a restricted discretionary activity resource consent for the original proposal. If the building developer elects to apply for resource consent then the normal Resource Management Act 1991 resource consent process will be followed.

At the time of issuing a Building Consent a City Council Planner will check for a ‘Pass’ certificate from the New Zealand Green Building Council. If a ‘Pass’ certificate is present, and all of the other requirements of the City Plan and Building Code are met, the development can proceed.

Detailed Changes to the City Plan

At the time of Code Compliance the completed building will be audited to check that the stated credits from the Build Green Christchurch tool have been included in the finished building. Corrective action will be considered if significant elements have been omitted from the finished building.



Changes to the Global Stormwater Consent Requirements

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.

Amend the Interim Global Stormwater Consent provisions as set out below.

Description

The discharge shall be limited to stormwater from:

- (a) Roofs, roading and hardstand areas (impervious areas) and pervious areas associated with:
 - (i) development that existing 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 including an area of two hectares, on "Hill Land" as shown on Plans CRC090292A and CRC09029B 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;
 - (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) (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 area.

4) (f) Central City site: means any development sites within the area bounded by Bealey Avenue to the North, Moorhouse Avenue to the South, Fitzgerald Avenue to the East and Park Terrace/Rolleston Avenue to the West. Includes any new sites or site demolished and rebuilt, regardless of any change to the scale or intensity of discharge.

Changes to the Global Stormwater Consent Requirements

Advice note: Except for “Central City sites” 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.

Appendix D – Flat Land Discharges

These tables indicate the minimum requirements to enable discharge under this consent. For any size or type of development, where the Christchurch City Council (CCC) 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 CCC may require a higher standard to conform to the requirements of the network or if any special conditions exist.

FLATLAND DISCHARGES	NEW DEVELOPMENT – SMALL SITE	NEW DEVELOPMENT – LARGE SITE	ECAN CONSENT REQUIRED
Residential – Roof, roading and hardstand	<p>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 5000m².</p> <p>No first flush treatment required.</p> <p>CCC may require submerged outlet sumps in some cases.</p>	<p>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 5000m² but less than 4ha.</p> <p>First flush treatment is required for all discharges containing runoff from hardstand or roading.</p> <p>Roof stormwater may be separately disposed of via a sealed system with no treatment required. Note CRC000315 sets out requirements for discharges to ground.</p> <p>Stormwater quantity assessment and mitigation is required</p>	<p>Over 4ha</p> <p>Any discharge from a site greater than 4ha will require a consent from ECAN.</p> <p>The exceptions to this are developments within areas with CCC approved stormwater management facilities existing or proposed to be operating within the term of this consent. At the time of consent application these include Heathcote Valley and</p>

Changes to the Global Stormwater Consent Requirements

FLATLAND DISCHARGES	NEW DEVELOPMENT – SMALL SITE	NEW DEVELOPMENT – LARGE SITE	ECAN CONSENT REQUIRED
	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 5000m².	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 5000m² but less than 4ha.	Over 4ha
Non-residential without Schedule WQL3 activities	<p>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.</p> <p>Site management and spill procedures required.</p> <p>CCC may require submerged outlet sumps in some cases.</p>	<p>First flush treatment is required for all discharges containing runoff from hardstand or roading.</p> <p>Roof stormwater may be separately disposed of via a sealed system with no treatment required. Note CRC000315 sets out requirements for discharges to ground.</p> <p>Stormwater quantity assessment and mitigation is required</p> <p>Site management and spill procedures required.</p>	<p>Barnett Park. Consult with CCC for more details on these areas. Except for treatment, the large site requirements will apply to these sites.</p> <p>ECAN consent required</p>

Changes to the Global Stormwater Consent Requirements

FLATLAND DISCHARGES	NEW DEVELOPMENT – SMALL SITE	NEW DEVELOPMENT – LARGE SITE	ECAN CONSENT REQUIRED
<u>Central City sites without Schedule WQL3 activities*</u>	<p><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 5000m².</u></p> <p><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></p> <p>-</p> <p><u>Site management and spill procedures required.</u></p> <p>-</p> <p><u>Roof stormwater shall be separately disposed of via a sealed system into CCC underground pipe network wherever feasible.</u></p> <p>-</p> <p><u>CCC may require submerged outlet sumps in some cases.</u></p>	<p><u>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 5000m² but less than 4ha.</u></p> <p><u>First flush treatment is required for all discharges containing runoff from hardstand or roading.</u></p> <p>-</p> <p><u>Stormwater quantity assessment and mitigation is required.</u></p> <p>-</p> <p><u>Roof stormwater shall be separately disposed of via a sealed system into CCC underground pipe network required wherever feasible.</u></p> <p>-</p> <p><u>Site management and spill procedures required.</u></p>	<u>Over 4ha</u>
With Schedule WQL3 activities	ECAN consent required	ECAN consent required	ECAN consent required

Table 1

Changes to the Global Stormwater Consent Requirements

*** For Central City single dwelling sites with 3 or fewer uncovered car parks, stormwater treatment is not required.**

Definitions/Explanation of terms

Site – as specified in City Plan and also includes any balance land or adjacent land held by the same owner or ownership with an affiliated interest e.g family trust, company

First flush treatment – Stormwater treatment shall include but not be limited to the capture and treatment of the first flush runoff from the first 25mm of storm rainfall depth (volume or flow depending on treatment device) in accordance with WWDG, ARC TP10 and/or NZWERF Onsite Stormwater Management Guidelines, as applicable.

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 CCC network.

Discharge to ground via infiltration through soil media, where site and/or ground conditions permit is the preferred method.

For sites up to 1ha CCC has the discretion to reduce the treatment requirement where it can be clearly demonstrated that the 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 CCC 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 – Base map containing the following:

- Zones
- Scheduled sites
- Heritage buildings
- Protected trees

Map 2 – Activity and area overlay

- Entertainment/Hospitality Precincts
- Retail Areas
- Special Amenity Areas
- Designations

Map 3 – Heights

- Central City heights

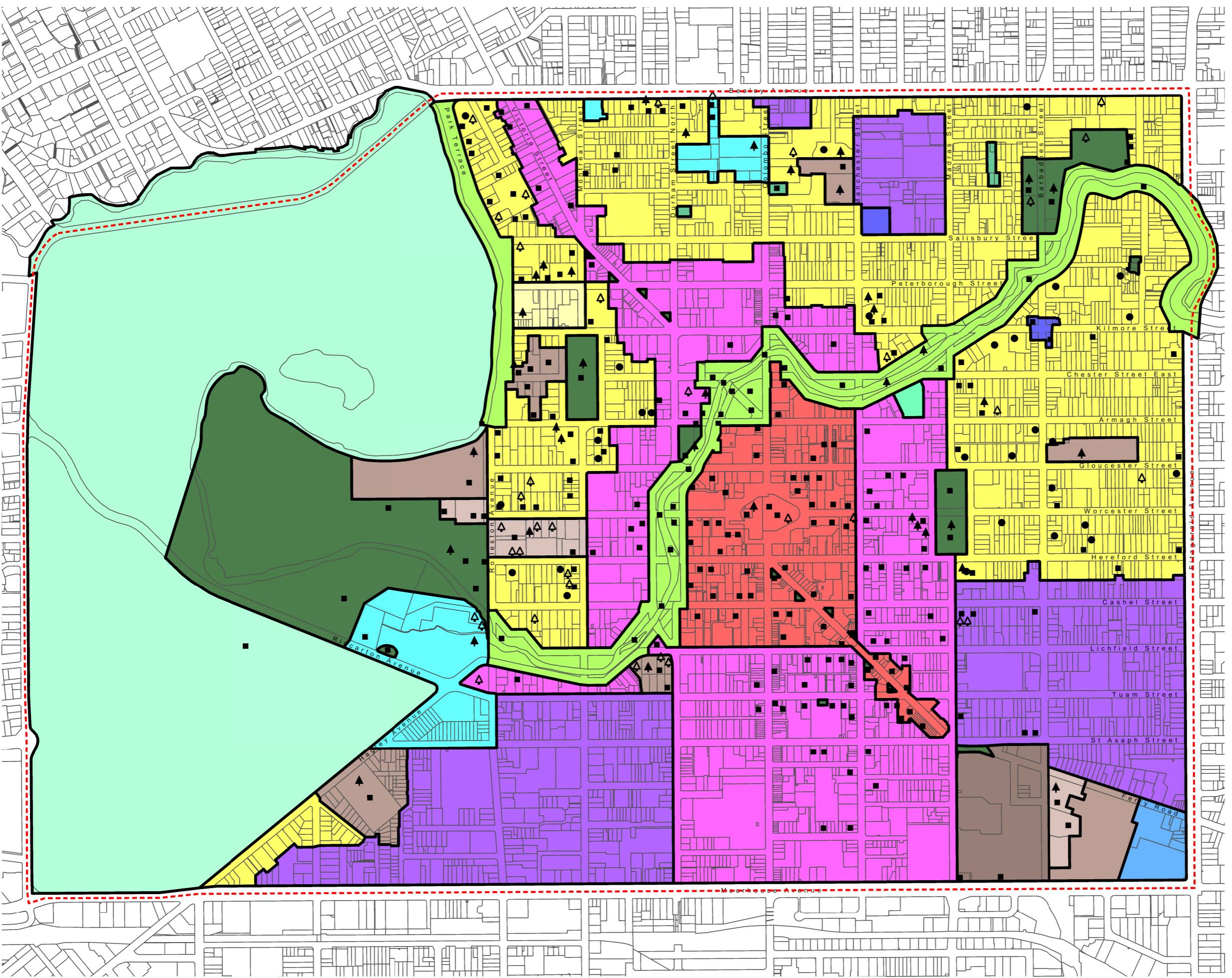
Map 4 – Others indicating the following:

- Areas in Central City Core and Fringe subject to Urban Design Assessment
- Required verandahs
- Lanes
- Flood Management Areas
- Roads to be stopped
- Christchurch International Airport Limited - Approach Slope

Scale 1:10,000 Date 08/08/2011
0 100 200 300 400

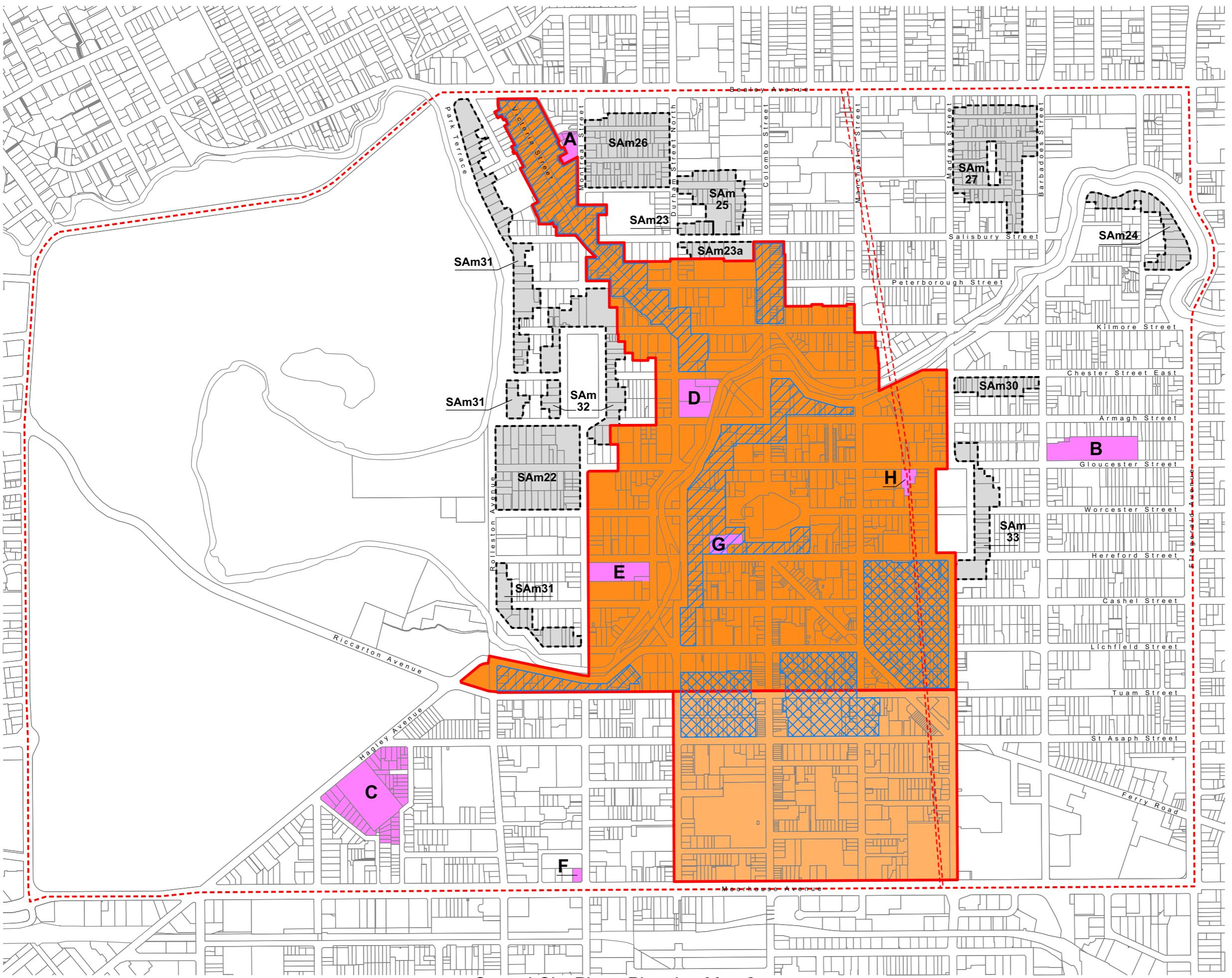
Key

- 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
- Special Purpose Metropolitan Sports Facility Zone
- Cultural 1 Zone
- Cultural 3 Zone
- Cultural 4 Zone
- Central City Living Zone
- Living 5 Zone
- Open Space O1 Zone
- Open Space O2 Zone
- Open Space O3 Zone
- Conservation C2 Zone
- Avon Conservation C5 Zone



Central City Plan - Planning Map 1
(This map replaces map 39A of the existing Christchurch City Plan)

NORTH
Scale 1:10,000 Date 04/08/2011
0 100 200 300 400



Central City Plan - Planning Map 2
(This map replaces in part maps 39A to 39F of the existing Christchurch City Plan)

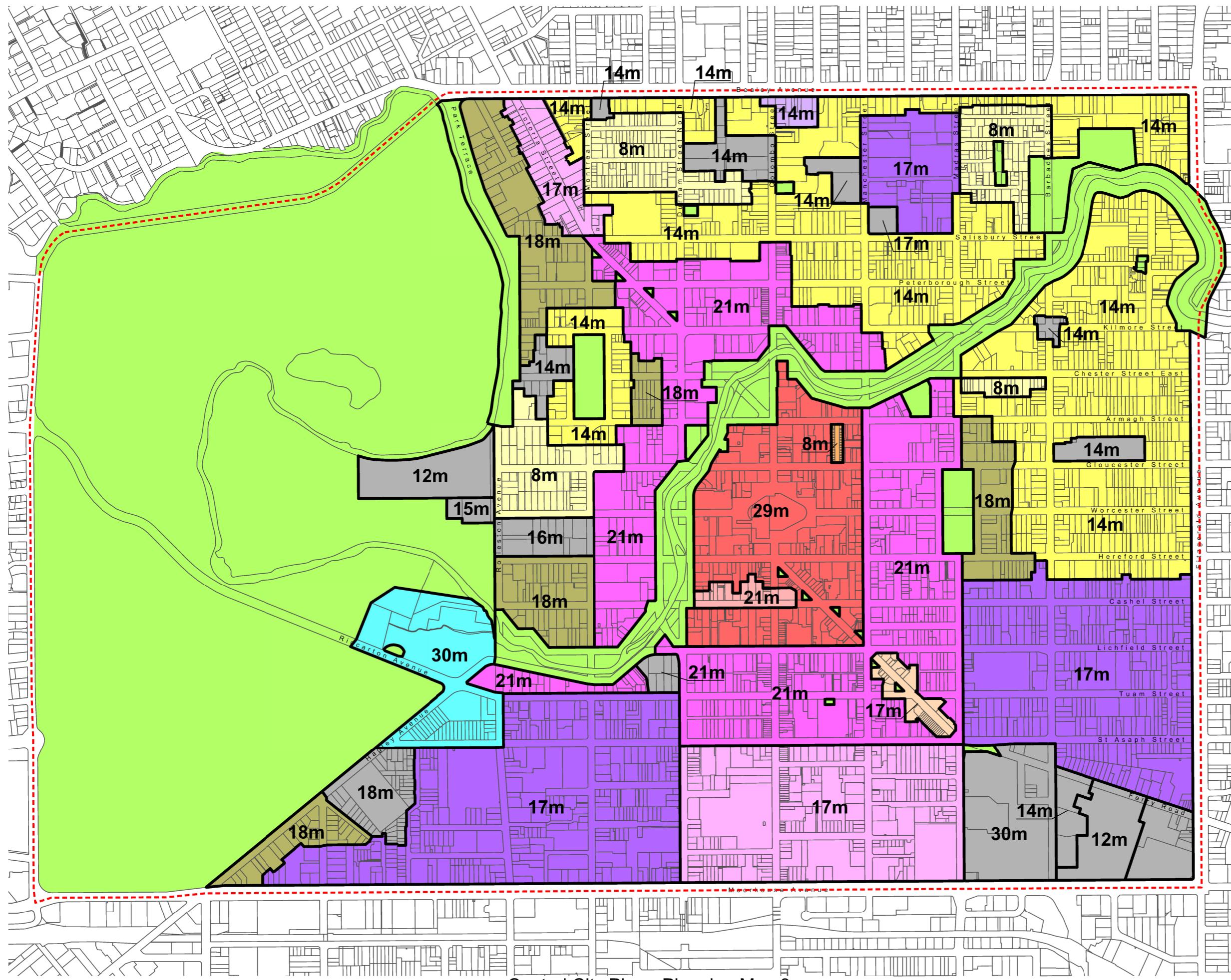
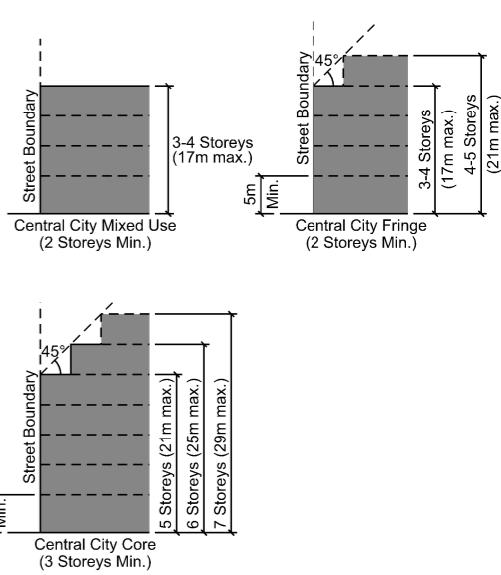


Scale 1:10,000 Date 08/08/2011
0 100 200 300 400

Key

- Central City Plan Boundary
- Building Height Boundary
- 8m Central City Living
- 8m Central City Core
- 14m Central City Living
- 14m Central City Mixed Use
- 17m Central City Mixed Use
- 17m Central City Fringe
- 17m Central City Core
- 18m Central City Living
- 21m Central City Fringe
- 21m Central City Core
- 29m Central City Core
- 30m Special Purpose Hospital
- Other Zones
- Open Space / Conservation

NOTE: Refer to Map 1 for Zone Boundaries



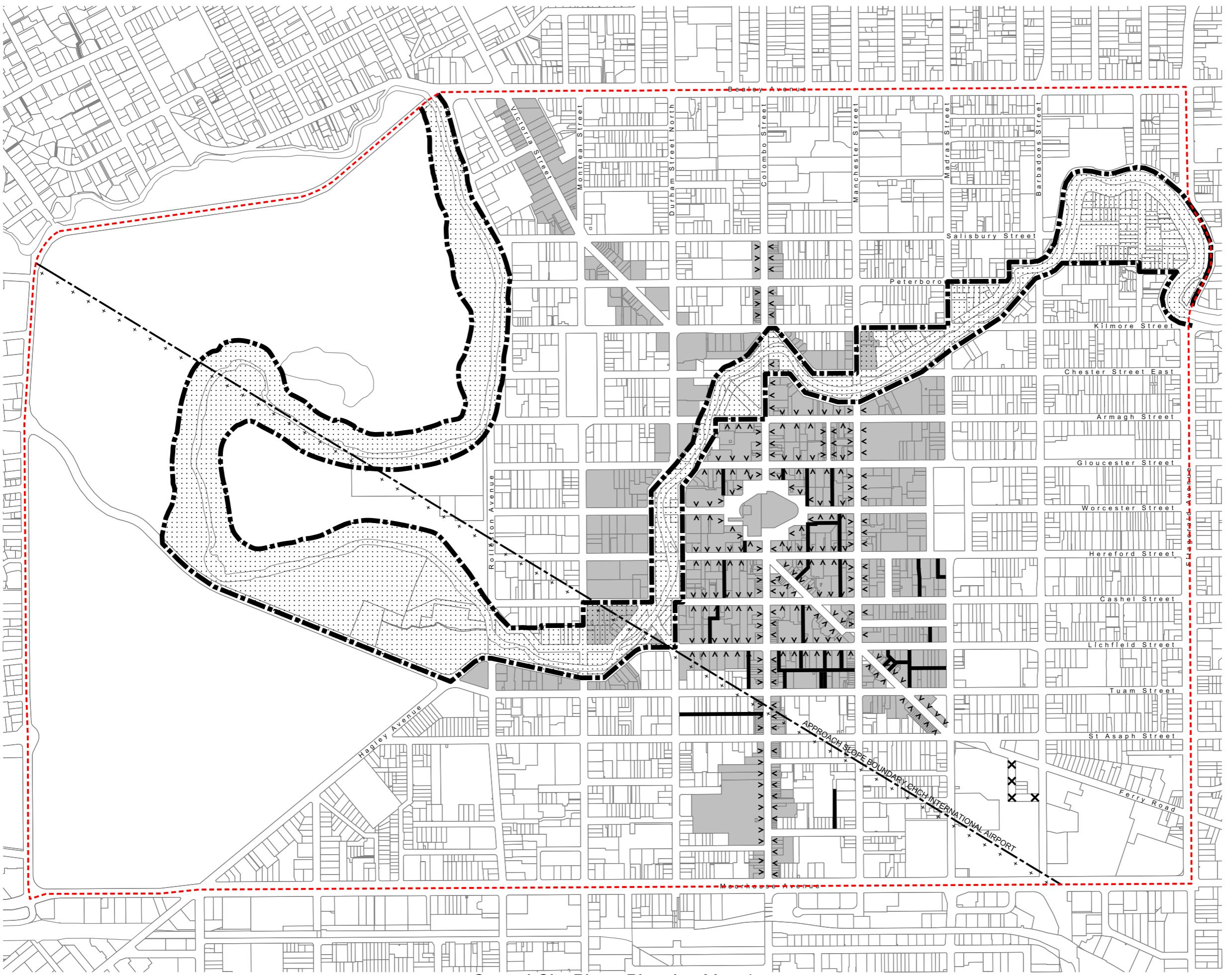
Central City Plan - Planning Map 3

(This map replaces in part map 39B and 39D of the existing Christchurch City Plan)

Scale 1:10,000 Date 04/08/2011
0 100 200 300 400

Key

- Central City Plan Boundary** (Red dashed line)
- Areas in the Central City Core and Fringe Subject to Urban Design Assessment** (Grey shading)
- Flood Management Area (Non Operative V48)**
*Refer to Note in General Information (Dotted pattern)
- Lanes** (Solid black line)
- Airport/Airfield Approach Slope Boundaries** (Dashed line with '+' symbols)
- Road to be Stopped** (X marks)
- Required Verandahs** (Downward arrowheads)



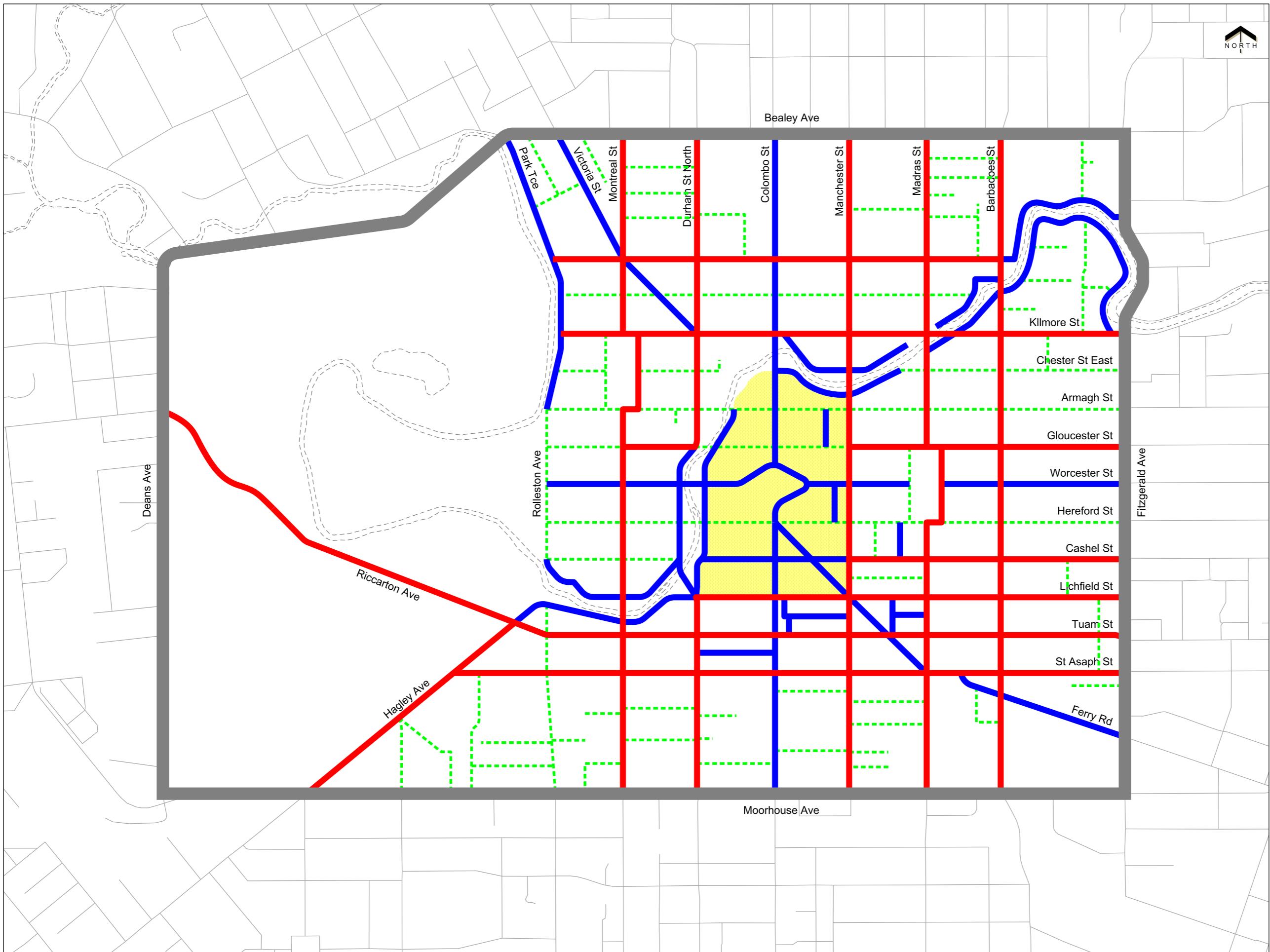
Central City Plan - Planning Map 4
(This map replaces in part maps 39A to 39F of the existing Christchurch City Plan)

CBD Roadnet Hierarchy

CHRISTCHURCH
CENTRAL CITY PLAN
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Christchurch City Council 03/08/2011 Scale 1:6,000@A1

- Avenue
- Distributor Street
- Way
- Typical Street
- Core Area



DRAFT