

# Christchurch Central Recovery Plan

Te Mahere 'Maraka Ōtautahi'

*Draft residential chapter for public written comment*

## A Liveable City

He tāone e whai wāhi ai te whānau



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Christchurch, New Zealand

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## Rārangi upoko

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*The Christchurch Central Recovery Plan, was notified in the New Zealand Gazette on 31 July 2012 and had effect from that date. It recognised how important inner city living is to the vitality and functioning of the central city. It also anticipated more detailed information would be added after a review of the District Plan central city Living Zones by Christchurch City Council. This document provides that detail: it puts forward a vision and objectives for central city living, along with several initiatives to stimulate the development of housing and communities and in this way help central Christchurch to recover and thrive.*

*The Minister for Canterbury Earthquake Recovery is seeking written comment from the public on this document. The period for making written comments will be from 16 July 2014 to 13 August 2014. Comments received from the public will then be considered and changes made where appropriate.*

*Visit [www.ccd.govt.nz](http://www.ccd.govt.nz) to provide comment using an online survey. Alternatively, send written comments via email to [info@cera.govt.nz](mailto:info@cera.govt.nz), or post to 'A Liveable City', CERA, Private Bag 4999, Christchurch 8140*

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*Artist's impression of the Ōtākaro/Avon River*

# A Liveable City

## He tāone e whai wāhi ai te whānau

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*Successful cities need attractive central city neighbourhoods with diverse communities to support business growth and development, and bring life to the city centre.*

*The centre of Christchurch will be a highly desirable place to live for people who seek an urban lifestyle. Quality housing of different sizes and types will be home to thriving communities that are engaged with the life of the central city.*

The central city population will support, and be supported by, local business and employment. Residents will benefit from urban amenities and the opportunities that the city has to offer.

*Inner city vibrancy – this means inner city living and socialising. Higher density housing than what we had pre-quakes. It gives Chch soul.*

*Share an Idea, Community Expo*

*Thousands living in the Central City in a wide range of housing.*

*Share an Idea, Community Expo*

*Stop urban sprawl by moving to a medium density city model.*

*Share an Idea, Community Expo*

# Inner city living

## He Nohoanga Pokapū

*A vibrant and thriving central city needs the support of the people living there. Successful city centres are the engines of economic development and growth, and people are their heart and soul.*

*To become one of the best small cities in the world, Christchurch needs a city centre that is:*

- an inspiring place to live
- an attractive place to invest
- the best urban environment in New Zealand.

### Part of the recovery

The communities of central Christchurch will enjoy the benefits of new investment in leisure, cultural and entertainment facilities, as well as enhanced amenity and transport. In turn, these residents will help accelerate and support the economic recovery of the central city by giving confidence to the commercial sector.

To help achieve the Recovery Plan vision, residential development needs to be enabled and catalysed. International findings suggest that cities the size of Christchurch require three to six per cent of their population living in the central city to support a prosperous commercial and entertainment hub. In Christchurch this equates to between 12,000 and 24,000 people based on population projections.

### A unique opportunity

Even before the earthquakes, revitalising the centre of Christchurch as the regional focus for commerce and entertainment was widely recognised. Progress towards this goal was being

made gradually, but the earthquakes set it back significantly as many central city amenities were lost. Yet, although the task of revitalisation is now more challenging, there is also a unique opportunity to create the inner city environment that Christchurch people want.

As the Recovery Plan Blueprint takes shape, central Christchurch will develop into an exceptional environment with a range of stimulating activities. It will be the location of choice for those people who are looking for an urban lifestyle with a diverse range of housing options. Throughout the central city there will be opportunities for residential development that recognises and is influenced by the local context.

*The importance of a substantial inner city population within Christchurch cannot be overstated with regard to its benefit for the retail core.*

*Tony DiMasi, Retail Expert*



St Mary's Apartments, Christchurch



Conference Street, Christchurch



Madison Apartments, Christchurch

## What people want

*Recent research has shown that a substantial number of Christchurch residents would consider living in the central city at some stage during their lives.*

While fewer people are inclined to live in the city centre during the rebuild phase, many would still consider making the move early to take advantage of what the constantly evolving centre has to offer.

People want central city neighbourhoods that are intimate,

walkable places with distinct character and strong, inclusive communities. They want an authentic urban living experience including being close to cafés, shops and amenities. They want to feel safe and secure, and have access to great schools and good jobs. They want urban environments with high aesthetic value, open space and trees. Because the place we live in fundamentally contributes to our overall wellbeing, our decision about where to live is important. In time, more people will choose inner city living as appealing new neighbourhoods are developed alongside the existing communities.

## Making it happen

To make residential development happen, this document includes a package of initiatives designed to stimulate demand for inner city living and improve the market conditions that developers need to create high-quality housing and living environments. The initiatives include proposed amendments to the District Plan Central City Living Zones, a new residential neighbourhood in the East Frame, the Breathe housing showcase, and a new mixed-tenure development model. Together with the anchor projects, these initiatives will help instil the confidence needed to grow the central city residential population and create vibrant communities, which will in turn support business growth.

CERA and other government agencies will continue to work with the private sector to investigate what is needed to unleash the potential for residential development in the city centre.



Re:START Mall, Christchurch

*New buildings of 3 to 4 floors will help keep people in the centre. High population density brings life to cities and creates economic viability.*

*Share an Idea, Community Expo*



Courtyard at Baretta, Christchurch



Hagley Park, Christchurch



Re:START Mall, Christchurch

## Enabling recovery

### Te tautoko i te Haumanutanga

*The Recovery Plan is concerned with both regenerating the business area and expanding the opportunities for high-quality inner city living so that each can support the other.*

The Recovery Plan aims to improve the living environment with good urban design and comprehensive development.

To help achieve this goal, a new Central City Living Zone planning framework has been developed. It provides an easy, quick way for flexible and variable development to go ahead, while at the same time requiring any such development to meet certain standards. These standards will benefit new residents and protect the amenity of those residents who have already made their home in the central city.

For the amended planning provisions for the Central City Living Zone, see the Appendix.

#### *Rebate for residential development*

To support the proposed planning framework and promote residential development in the central city, Christchurch City Council has agreed to rebate development contributions for residential developments within the avenues provided they meet certain criteria. If developments are adding at least one more residential unit to what previously existed on the site and meet good design requirements, they may be eligible for a full rebate of the residential component.

The rebate fund will be capped at \$10 million. The scheme will end on 30 June 2015 and developments must be under construction by that date. Other criteria may also apply.

*Keep the city compact. The more compact it is, the more vibrant it will be – don't fear high density, but demand high quality.*

*Share an Idea, Community Expo*



Canterbury Museum





Watermark project, Te Papa Ōtākaro/Avon River Precinct



*Traditional central city living*

Neighbourhoods with intimate character and established communities.

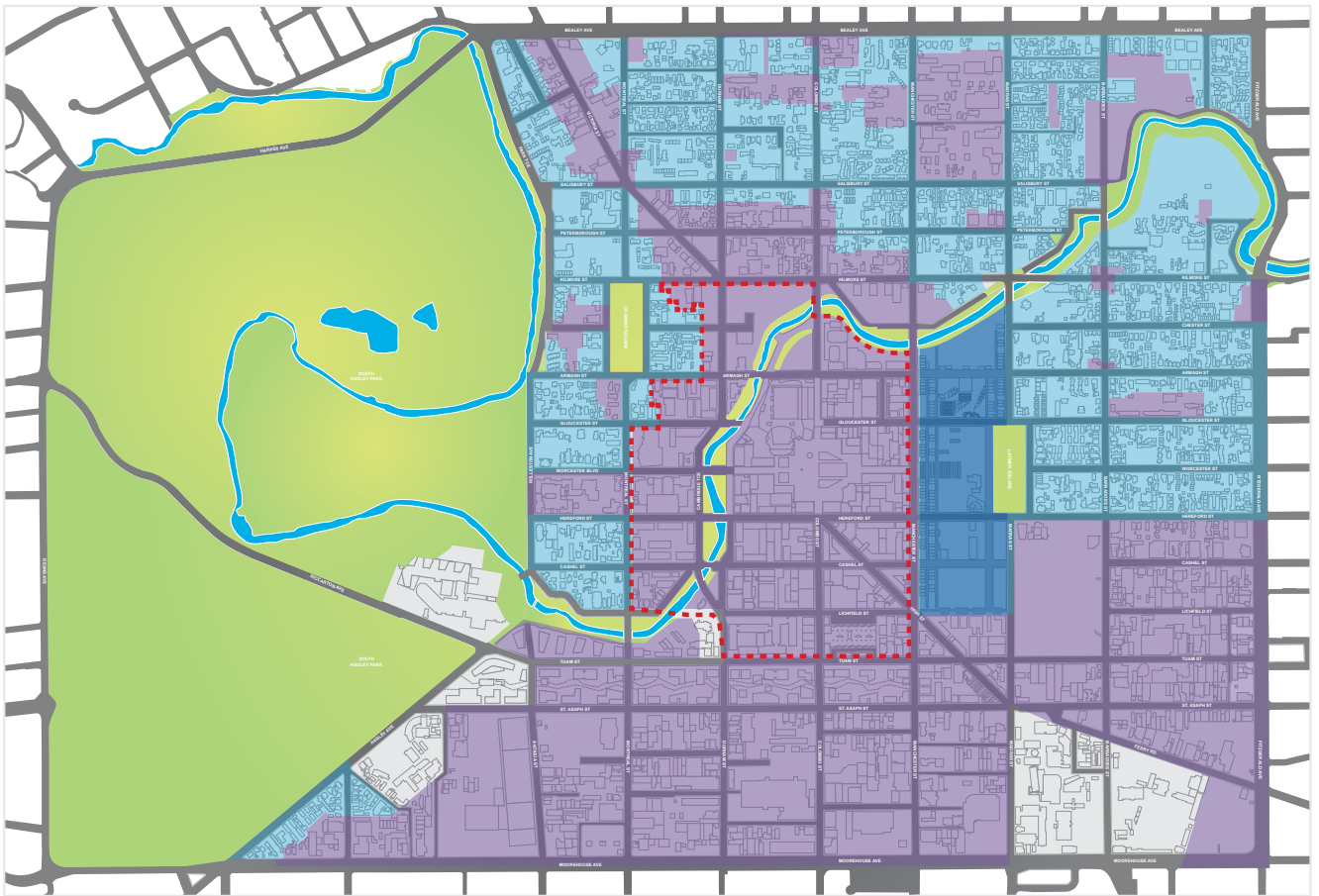


*East Frame neighbourhood*

A new urban neighbourhood in a park setting with all the advantages of living next to the commercial core.



Central city residential opportunities



Traditional central city living
  Mixed use opportunity
  East Frame neighbourhood
  Core



*Mixed use opportunity*

Convenient apartment living in the heart of the city where downtown is your living room.

# New East Frame neighbourhood

## He Nohoanga Hōu ki te Rāwhiti

*The East Frame will become home to a new residential community alongside a distinctive public park.*

This new neighbourhood of 1,500 to 2,000 people will contribute substantially to the life of our city, and encourage further growth of communities in the surrounding area. The central park will provide amenity in the eastern side of the central city, which currently has limited public open space.

### **The Government's contribution**

In contributing to the development of the East Frame, the Government will:

- establish the new central park – an outstanding open space, 40–50m wide, running north–south through the length of the East Frame
- build cycleways, walking paths, spaces for community gardens and new planting within a contemporary urban park setting
- create the Margaret Mahy Family Playground – suitable for the whole family from toddlers to grandparents
- prepare the balance of the land for sale to private developers for residential development by creating grassed areas with full services to the boundary
- establish a clear planning environment using rules in the District Plan and/or via other methods including contractual arrangements to ensure that high quality townhouses and apartments are enabled.

The new central park has been designed to be a high-quality and safe public space. Overlooking it will be new residential homes and apartments, providing a safe neighbourhood for locals and visitors to enjoy the amenities of inner city living.

### **Keeping it active**

Creating a new residential community is likely to take some years. While this work is progressing, the area will be greened and made available for transitional activities that support the long-term vision for the central city as the thriving commercial heart of one of the great small cities in the world.

*Eco friendly/sustainable buildings of imaginative design, plenty of light/space and greenery.*

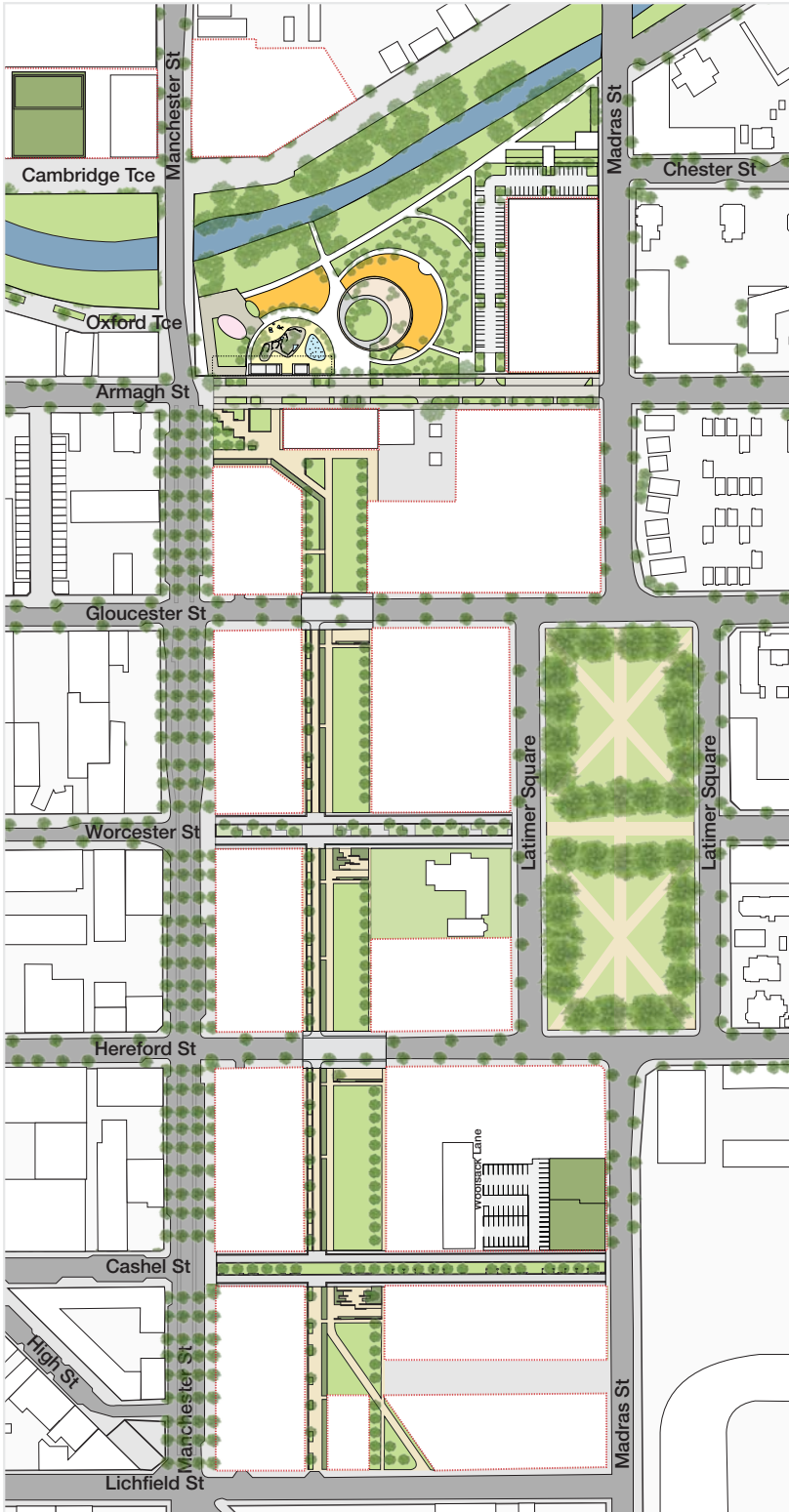
*Share an Idea, Community Expo*



*Artist's impression of East Frame central park*



*Artist's impression of Margaret Mahy Family Playground*



Indicative East Frame master plan

## Implementation

**Infrastructure and amenities:**  
CERA

**Housing delivery:**  
Private sector

**Indicative construction date:**  
Central Park, site preparation  
and infrastructure – complete  
mid-2015

 *Development parcels*

## Catering for diverse communities

### Hei Tautoko i ngā Hapori Kanorau

#### *Breathe*

To put innovation at the heart of residential redevelopment, Christchurch City Council and the Ministry of Business, Innovation and Employment, in partnership with CERA and Te Rūnanga o Ngāi Tahu, collaborated to deliver the Breathe International Urban Design Competition. Entrants were asked to come up with a new way of living in the central city, incorporating the themes of sustainability, innovation and identity.

The competition was won by a team of international designers who partnered with a Canterbury construction firm. The winning entry demonstrated how high quality medium density housing can be

delivered in Christchurch. The design showcases a well-balanced blend of style and quality with a range of innovative features, such as the use of the LVL timber system developed by the University of Canterbury, and the new Armadillo™ Foundation System developed by the team themselves.

#### *399 Manchester Street*

Housing New Zealand is in partnership with private sector developers and is building mixed-tenure apartments of an excellent standard in the inner city. The Manchester Street development is an exciting example of the innovation that can be achieved in inner city residential development. It shows how

high-quality housing can be produced at lower risk to developers and at lower overall cost to Housing New Zealand. An important aspect of this approach will be to replicate it in specific areas throughout the city centre, helping to make the central city attractive and accessible to a wide range of residents.

For further detail contact Housing New Zealand, or visit [www.hnzc.co.nz](http://www.hnzc.co.nz)



*Winning design for the Breathe International Design Competition*



*Artist's impression of Housing New Zealand development, 399 Manchester Street, Christchurch*



*Winning design for the Breathe International Design Competition*

# Statutory direction to amend the district plan

## Tohutohu ā ture ki te whakatika Te Mahere-ā-Rohe

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*The Recovery Plan recognises that the existing Living Zones in the Christchurch City Plan result in an unduly and unnecessarily complex planning environment. It directed a review of those zones by Christchurch City Council in order to give effect to the objectives of the Recovery Plan.*

The new Central City Living Zone is the result of that review. Its purpose is to provide an environment within which the vision of the Recovery Plan can be realised: an exciting and sustainable central city that attracts permanent residents to live, work and play in an environment that is safe, accessible to everyone and responsive to future changes.

### ***New Central City Living Zone***

The primary objective of the new Central City Living Zone (see the Appendix) is to balance:

- the need for flexibility in the way that a range of housing types can be designed and built in the inner city, with
- the need to ensure the outcome (specifically the amenity) of such developments is sufficiently certain for current residents and to ensure that potential residents feel confident about moving into the area.

Appropriately balancing these often competing needs is critical to the success of the Central City Living Zone and its contribution to the regeneration of the central city as a whole.

The Central City Living Zone ensures that certain 'bottom lines' (development standards) for new development are met. The development standards fall into two packages:

1. measures to provide amenity for owners and occupiers of the dwelling such as:
  - a. minimum unit sizes
  - b. location and size of outdoor living space
  - c. additional acoustic insulation in some locations.
2. measures to manage the interface with neighbours and the public realm such as:
  - a. height
  - b. setbacks and recession planes
  - c. fences and landscaping.

Developments that comply with this small number of prescribed development standards will be permitted activities and will be able to proceed without resource consents.

### ***Potential benefits and costs of minimum standards***

The proposed development standards will allow residential developments to progress more quickly, potentially increasing the availability of residential properties in the central city, as well as reducing overall costs for developers. They will provide certainty for investors, developers, designers and home owners with a clear assurance of minimum standards of amenity, but without constraining flexibility to provide housing that varies in design, pricing and quality above this minimum standard.

Certain minimum standards, such as landscaping and acoustic insulation requirements, may increase development costs. Other standards, such as height restrictions and limitations on non-residential activity, may constrain some people's development aspirations. While these standards may add cost and constrain some development, they have been weighed up against the benefits of providing desired amenity, and the benefits are considered to outweigh the costs. Care has been taken to ensure the proposed development standards are not so high as to raise the overall cost of residential development.

### ***Resource consents***

In circumstances where residential development cannot comply with the above standards, resource consent will be required. However, the assessment of the consent application will be limited to the assessment matters clearly set out in the zone provisions.

Where an application for consent is required, it will not be notified. Instead, the consenting authority will give appropriate consideration to the amenity of third parties as part of its consideration of the specified assessment matters.



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***Relationship with the Central City Business and Central City Mixed Use Zones***

The proposed Living Zone provisions are designed to complement the Central City Business and Central City Mixed Use Zones included in the Recovery Plan. The way that the Central City Business and Mixed Use Zones relate to the Central City Living Zone is managed to protect and promote residential development. To protect the amenity in the residential zone, activities within the business and mixed zones must manage their effects within their zone boundaries. In this way a range of activities can readily continue alongside each other in a high-quality, diverse and vibrant central city.

The Living Zone provisions are also designed to complement the transport provisions introduced through An Accessible City.

Map 2 in the Appendix of this document replaces the map in the Appendix of the Recovery Plan.

Note the final version of this document will provide statutory direction to Christchurch City Council to amend the District Plan.

# Appendix: District Plan Provisions

Ngā wāhi o Te Mahere-ā-Rohe

# Introduction

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Pursuant to section 24 of the Canterbury Earthquake Recovery Act 2011 (“CER Act”), the Christchurch Central Recovery Plan has directed the inclusion and removal of specific objectives, policies, rules and other methods in Christchurch City Council’s District Plan (also referred to as the “City Plan”).

Section 24 does not entitle a Recovery Plan to direct amendment of descriptions, explanatory guidance and statements, reasons, anticipated outcomes, implementation and/or monitoring provisions. As such, these matters are not included within the amendments directed.

The amendments are to be made by Christchurch City Council as soon as practicable without the use of Schedule 1 of the Resource Management Act 1991 or any other formal public process.

From the time of notification of the Recovery Plan in the Gazette, applications for resource consents, notices of requirement, or variations to a Resource Management Act document must be determined in a manner not inconsistent with the Recovery Plan. Pursuant to section 23, this applies whether or not the application was lodged before or after the gazetting of the Recovery Plan.

## Understanding the changes

A new Central City Living Zone is added to the City Plan. This also requires consequential amendments to other existing provisions including the removal of the Living 4A, B, and C Zones as they relate to the Central City. In each instance the deletions are shown in **strike through and bold**, while the new provisions are in **underline and bold**. Text before a changed provision and text after a changed provision is indicated by the use of “(...)”. Instructions to add understanding of what is to be amended, and to direct other consequential amendments are included in text boxes.

Every effort has been made to ensure that the changes specified in the Christchurch Central Recovery Plan give the reader a full and fair understanding of the exact change proposed. For this reason, substantive changes have generally been shown in context, whereas consequential changes have generally been summarised and grouped. It should be noted, however, that given the complexity of the changes proposed to the existing District Plan, readers are encouraged to view these amendments alongside the District Plan, which is available online under the title “City Plan”.

## Changes to Volume 2 of the City Plan

*Amend Policies 11.4.8 Parking and 11.4.9 Noise in Volume 2, Section 11 Living, by including reference to the 'Central City Living Zone'.*

*Add the following Objectives and Policies to Volume 2, Section 11 Living:*

### **Objective 11.9 - Role of the Central City Living Zone**

**A predominantly residential environment offering a range of residential opportunities, including medium to high density living, within the Central City to support the restoration and enhancement of a vibrant city centre.**

#### **POLICIES**

**11.9.1 To restore and enhance the Central City by:**

- (a) providing flexibility for a variety of housing types which are suitable for a range of individual housing needs;**
- (b) providing for a progressive increase in the residential population of the Central City;**
- (c) assisting with the creation of inner city residential neighbourhoods.**

**11.9.2 To ensure non-residential activities in the Central City Living Zone:**

- (a) are of a small scale;**
- (b) are compatible with, and do not displace residential activities;**
- (c) do not compromise the role of the Central City Business Zone or the aim of consolidating that area of the Central City or the Central City Mixed Use Zone.**

### **Objective 11.10 - Built Form and Amenity**

**A form of built development in the Central City Living Zone that enables change to the existing environment, while contributing positively to the amenity values of the area and to the health and safety, and quality and enjoyment of the environment for those living within the area.**

#### **POLICIES**

**11.10.1 Prescribing minimum standards for residential development which:**

- (a) are consistent with higher density living;**
- (b) protect amenity values for occupiers;**
- (c) integrate development with the adjacent and wider neighbourhood;**
- (d) provide for a range of current and future residential needs.**

**11.10.2 Protect residential amenity by controlling the character, scale, and intensity of non-residential activities.**

# Changes to Volume 3 of the City Plan

Amend the definition of 'net floor area' in Volume 3: Part 1 Definitions as follows:

## Net floor area

shall be the sum of the floor areas, each measured to the inside of the exterior walls of the building or buildings, and shall include the net floor area of any accessory building, but it shall exclude any floor area used for:

- (a) lift wells, including the assembly area immediately outside the lift doors for a maximum depth of 2 metres;
- (b) stairwells (including landing areas);
- (c) tank rooms, boiler and heating rooms, machine rooms, bank vaults;
- (d) those parts of any basement not used for residential, shopping, office or industrial uses;
- (e) toilets and bathrooms **in all zones except the Central City Living Zone**, provided that in the case of any hotel, or travellers accommodation the maximum area permitted to be excluded for each unit shall be 3m<sup>2</sup>;
- (f) 50% of any pedestrian arcade, or ground floor foyer, which is available for public thoroughfare;
- (g) parking areas required by the Plan for, or accessory to, activities in the building.

Amend the rules and assessment matters in 4.0 – 4.4 and 14.2 of Volume 3, Section 2 Living Zones, as necessary to delete provisions and references relating to the:

- L4A (Central City Diverse) zone;
- L4B (Central City and North Beach High Rise) zone, as they relate to the Central City only;
- L4C (Central City and Central New Brighton Character) zone, as they relate to the Central City only including the Avon Loop; and
- Special Amenity Areas (SAM's) within the Central City only.
- Rule 4.1.5 – Corner of Hagley Avenue and Moorhouse Ave – other activities only.

Add the following Central City Living Zone rules to Volume 3, Section 2 Living Zones:

## 4a.1 Activity Status: Central City Living Zone

### 4a.1.1 PERMITTED ACTIVITIES

- (a) Unless specified as a discretionary activity under rule 4a.1.3, all activities shall be Permitted Activities, provided they comply with all of the relevant development and critical standards, and the city wide standards.

### 4a.1.2 RESTRICTED DISCRETIONARY ACTIVITIES

- (a) Any activity that does not comply with any one or more of the relevant Development Standards under Clause 4a.2, but does comply with all of the relevant critical standards under Clause 4a.3 and all of the city wide standards, shall be a restricted discretionary activity, with the exercise of the Council's discretion restricted to the listed Assessment Matter(s).

### 4a.1.3 DISCRETIONARY ACTIVITIES

- (a) Any pre-school which complies with all of the city wide standards shall be a discretionary activity.

### 4a.1.4 NON-COMPLYING ACTIVITIES

- (a) Any activity which does not comply with any one or more of the critical standards under clause 4a.3 shall be a non-complying activity.

**Attention is drawn to the provisions of the city wide standards which may result in an activity being prohibited, non-complying, discretionary, controlled, or permitted notwithstanding the provisions of these Zone Rules.**

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Resource consent applications in relation to non-compliance with any Development Standards shall not be publicly or limited notified.

## **4a.2 Development Standards for Central City Living Zone**

### **4a.2.1 MINIMUM UNIT SIZE**

- (a) The minimum net floor area (including toilets and bathrooms) for any residential unit (excluding car parking, garaging, or balconies allocated to each unit) shall be:

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

Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:

- (a) The extent to which the floor area of the unit/s will maintain amenity for residents and the surrounding neighbourhood;
- (b) The extent to which other on-site factors may compensate for a reduction in unit sizes e.g. communal facilities;
- (c) The nature and duration of activities proposed on site which may warrant a reduced unit size to operate e.g. very short term duration;
- (d) Whether the units are to be operated by a social housing agency and have been specifically designed to meet atypical housing needs.

### **4a.2.2 GROUND FLOOR HABITABLE SPACE**

- (a) Any residential unit fronting a road or public space, unless built over an accessway, shall have a habitable space located at ground level;
- (b) At least 30% of all residential units within a development shall have a habitable space located at ground level;
- (c) Each habitable space located at the ground level of a residential unit shall have a minimum floor area of 12m<sup>2</sup> and a minimum internal dimension of 3m.

Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:

- (a) The extent to which engagement between residential activity and ground level open space, including the street, is adversely impacted by the loss or reduction of a habitable space at ground level;
- (b) The ability of an undersized habitable space to continue to be used for functional residential activity.

*Amend the definition of "height" in Volume 3, Section 1 Definitions, by:*

- amending the explanation and diagram enabling exceedance of the maximum height in the Living 4 and 5 zones by 3.5m, so that it does not apply to the Central City Living Zone or Living 5 zone within the Central City; and*
- amending clauses (c) and (d) to delete reference to the L4A zone, and include reference to the Central City Living Zone.*

### **4a.2.3 BUILDING HEIGHT**

- (a) The maximum height of any building shall be as shown on planning maps 39B and 39D.

Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:

- (a) Compatibility with the scale of other buildings in the surrounding area, and the extent to which building bulk is out of character with the local environment;

- 
- (b) Any effect of increased height on the amenity of neighbouring properties, including through loss of privacy, outlook, overshadowing or visual dominance of buildings;**
  - (c) The extent to which an increased height is necessary to enable more efficient, cost effective and/or practical use of the site, or the long term protection of significant trees or natural features on the site.**

#### **4a.2.4 OUTDOOR LIVING SPACE**

- (a) A minimum of 24m<sup>2</sup> of outdoor living space shall be provided on site for each residential unit;**
- (b) The required outdoor living space for each residential unit can be provided through a mix of private and communal areas, at the ground level or in balconies, provided that:**
  - (i) Each residential unit shall have private outdoor living space of at least 8m<sup>2</sup> in total, not occupied by parking or access;**
  - (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;**
  - (iii) At least one private outdoor living space is to be directly accessible from a living area of that residential unit;**
  - (iv) Outdoor living space provided as a communal space shall be accessible for use by all residential units and shall have a minimum dimension of 4m;**
  - (v) 50% of the outdoor living space required across the entire site shall be provided at ground level.**
- (c) Any communal space may be located indoors provided its use is explicitly for a recreation activity for the exclusive use of the residents of, and guests to the units on the site.**

**Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:**

- (a) The extent to which outdoor living areas provide useable space, contribute to overall on-site spaciousness and enable access to sunlight throughout the year for occupants;**
- (b) The accessibility and convenience of outdoor living space for occupiers;**
- (c) The extent and quality of communal outdoor living space or other open space amenity to compensate for any reduction in private outdoor living space;**
- (d) The extent to which a reduction in outdoor living space will result in retention of mature on-site vegetation, or adversely affect spaciousness of the surrounding area.**

#### **4a.2.5 SUNLIGHT AND OUTLOOK FOR NEIGHBOURS**

- (a) Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above boundaries with other sites as shown in Part 2, Appendix 1.**

**except that**

  - (i) where an internal boundary<sup>1</sup> of a site abuts an access lot, access strip, or access to a rear lot, the recession plane may be constructed from points 2.3m above the furthest boundary of the access lot, access strip, or access to a rear lot or any combination of these areas;**
  - (ii) where buildings on adjoining sites have a common wall along an internal boundary the recession planes shall not apply along that part of the boundary covered by such a wall.**

**Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:**

- (a) Any effect on the amenity of neighbouring properties, including through loss of privacy, outlook, overshadowing or visual dominance of buildings;**
- (b) The extent to which the intrusion is necessary to enable more efficient, cost effective and/or practical use of the**

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<sup>1</sup> Note: The level of internal 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.

remainder of the site, or the long term protection of significant trees or natural features on the site.

Amend Appendix 1, Volume 3, Part 2, Living, to:

- delete reference to the L4A zone on recession plane containment diagram D and E; and
- apply recession plane containment angle diagram E to the Central City Living Zone.

#### **4a.2.6 STREET SCENE AND ACCESSWAYS**

- (a) For sites fronting Bealey Avenue, buildings shall be set back a minimum of 6m from the road boundary of Bealey Avenue;
- (b) In the locations indicated on planning map 39E, buildings shall be set back a minimum of 4.5m from road boundaries;
- (c) In all other instances, buildings shall be set back a minimum of 2m from road boundaries.
- except that
- (i) where a garage has a vehicle door facing a road, the garage door shall be set back a minimum of 4.5m unless the garage door projects outward, in which case the garage door shall be set back a minimum of 5.5m;
- (ii) where a garage has the vehicle door facing a shared accessway, the garage door shall be set back a minimum of 7m measured from the garage door to the furthest formed edge of the adjacent shared access unless the garage door projects outwards, in which case the garage door shall be set back a minimum of 8m;
- (iii) for street fronting residential units, garages, carports, and other accessory buildings (excluding basement car parking and swimming pools) shall be located at least 1.2m further from the road boundary than the front facade of any ground level habitable room of that residential unit.

Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:

- (a) The extent to which the proposed building will detract from the coherence, openness and attractiveness of the site as viewed from the street and adjoining sites, including the ability to provide adequate opportunity for garden and tree planting in the vicinity of road boundaries;
- (b) The extent to which the intrusion is necessary to enable more efficient, cost effective and/or practical use of the remainder of the site, or the long-term protection of significant trees or natural features on the site;
- (c) The ability to provide adequate parking and manoeuvring space for vehicles clear of the road or shared access to ensure traffic and pedestrian safety;
- (d) The effectiveness of other factors in the surrounding environment in reducing the adverse effects, such as existing wide road widths, street plantings and the orientation of existing buildings on adjoining sites.

#### **4a.2.7 SEPARATION FROM NEIGHBOURS**

- (a) Buildings that immediately adjoin an access lot, access strip, or access to a rear site shall be set back a minimum of 1m from that part of an internal boundary of a site.
- (b) Accessory buildings which face the ground floor window of a habitable room on an adjoining site shall be set back a minimum of 1.8m from that neighbouring window for a minimum length of 2m either side of the window.
- (c) In all other instances buildings shall be set back a minimum of 1.8m from internal boundaries of a site.
- except that:
- (i) No set back is required from an access lot or access strip on the same site, provided that any windows on the ground floor facing and within 1m of the access lot or strip are non-opening;
- (ii) Other than provided in (b) above, no setback for accessory buildings is required, provided the total length of walls or parts of accessory buildings facing and located within the set back is less than 10.1m;



- 
- (iii) No set back is required along that part of an internal boundary where buildings on adjoining sites have a common wall along the internal boundary;**
  - (iv) No set back is required for basements, provided that any part of a basement located within 1.8m of an internal boundary is wholly below ground level;**
  - (d) Parts of a balcony or any window of a living area at first floor level or above shall not be located within 4m of an internal boundary of a site, except that this shall not apply to a window at an angle of 90° or greater to the boundary, or a window or balcony which begins within 1.2m of ground level (such as above a garage which is partly below ground level).**

**Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:**

- (a) Any effect of proximity of the building on the amenity of neighbouring properties, including through loss of privacy, outlook, overshadowing or visual dominance of buildings;**
- (b) Any adverse effect on the safe and effective operation of site access;**
- (c) The ability to provide adequate opportunities for garden and tree plantings around buildings;**
- (d) The extent to which the intrusion is necessary to enable more efficient, cost effective and/or practical use of the remainder of the site, or the long term protection of significant trees or natural features on the site.**

#### **4a.2.8 SERVICE SPACE**

- (a) Each residential unit shall be provided with at least 3m<sup>2</sup> of outdoor or indoor service space at ground floor level for the dedicated storage of waste and recycling bins<sup>2</sup>;**
- (b) The required space for each residential unit shall be provided either individually, or within a dedicated shared communal space, but shall not be located between the road boundary and any habitable room.**

**Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:**

- (a) The extent to which the alternative provision for storage facilities affects the convenience and accessibility of those facilities for building occupiers;**
- (b) The extent to which communal service space which equates to less than 3m<sup>2</sup> per unit is sufficient to meet the expected requirements of building occupiers;**
- (c) The extent to which overlooking, and engagement with, the street, or the amenity of surrounding properties, is adversely affected by the location of service space.**

#### **4a.2.9 FENCES AND SCREENING**

- (a) Service space for the storage of waste and recycling bins for residential units shall be screened from adjoining sites, roads and adjoining outdoor living spaces to a minimum height of 1.0m;**
- (b) Parking areas shall be screened on internal boundaries by landscaping, wall(s), fence(s), or a combination of these to a minimum height of 1.5m from any adjoining site. Where this screening is by way of landscaping it shall be for a minimum depth of 1.5m and the minimum height shall be the minimum height at the time of planting;**
- (c) Other than for screening of the required area of service space under Rule 4a.2.8 or for screening the required areas of outdoor living space required under Rule 4a.2.4, fences and other screening structures<sup>3</sup> shall not exceed 1m in height where they are located either:**
  - (i) within 2m of the road boundary; or**
  - (ii) on the boundary with any land zoned Conservation or Open Space.**

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<sup>2</sup> Note: Volume 3, Part 13, Rule 2.4.4 also requires the provision of secure cycle parking facilities for each residential unit, where garaging is not otherwise provided for that unit.

<sup>3</sup> Note: For the purposes of this rule, a fence or other screening structure is not the exterior wall of a building or accessory building.

except that the maximum height shall be 2m if the whole fence or screening structure is at least 50% transparent.

Resource consent applications for non-compliance with this Rule will only be assessed against the following matters:

- (a) The extent to which storage facilities and parking areas are visually integrated, screened or otherwise accommodated to minimise adverse amenity or visual impacts on surrounding properties (including units within the same development) or public spaces;
- (b) The extent to which a taller screening structure or reduction in visual transparency may be more visually appropriate or suited to the character of the site or area, or is appropriate to provide privacy or security;
- (c) The extent to which the screening structure is varied in terms of incorporating steps, changes in height, variety in materials, or incorporates landscaping and avoids presenting a blank, solid facade to the street or to Conservation or Open Space Zoned land.

#### **4a.2.10 LANDSCAPING AND TREE PLANTING**

- (a) A minimum of 20% of the site shall be provided for landscape treatment (which may include private or communal open space), including a minimum of one tree for every 250m<sup>2</sup> of gross site area (prior to subdivision), or part thereof;
- (b) All trees shall be not less than 1.5 metres high at the time of planting;
- (c) All trees and landscaping required by this rule shall be maintained and if dead, diseased or damaged, shall be replaced.

Resource consent applications for non-compliance with this Rule will only be assessed against the following matter:

- (a) Any reduction in landscaping on the amenity of the site and for neighbouring properties, including the street or other public open spaces.

#### **4a.2.11 ACOUSTIC INSULATION**

- (a) Any habitable space within a residential unit, which is within 40m of the edge of the nearest marked traffic lane of a Main Distributor, Local Distributor, or Arterial Road as defined in Part 8, Appendix 4A and 4B shall achieve a minimum external to internal noise reduction of 30 dBA (Dtr, 2m, nT)<sup>4</sup>.

Resource consent applications for non-compliance with this Rule will only be assessed against the following matter:

- (a) The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise impacts through other means, e.g. screening by other structures.

*Delete Rule 1.3.4(i) Acoustic insulation in Volume 3, Section 11, Health and Safety.*

### **4a.3 Critical Standards for Central City Living Zone**

#### **4a.3.1 SCALE OF ACTIVITIES**

- (a) The maximum gross floor area of buildings plus the area of any outdoor storage used for activities other than residential activities shall be 40m<sup>2</sup> or 30% of the gross floor area of all buildings on the site, whichever is the larger, except for educational, spiritual, day-care, health facilities or travellers accommodation on sites with access to Fitzgerald Avenue or Bealey Avenue (between Durham Street North and Madras Street).

<sup>4</sup> Note: Compliance with this rule may be achieved by ensuring any construction is in accordance with the acceptable solutions listed in Part 11, Appendix 1. No alternative ventilation is required in situations where the rule is only met with windows closed. Alternatively, compliance with the rule can be achieved through certification by a qualified acoustic engineer that the design is capable of achieving compliance with the performance standard.  
Where no traffic lane is marked, the distances stated shall be measured from 2m on the roadward side of the formed kerb.

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#### **4a.3.2 RESIDENTIAL COHERENCE**

- (a) Only those persons who reside permanently on the site can engage in any activity other than residential activities on the site, except for educational, spiritual, day-care, health facilities or travellers' accommodation on sites with access to Fitzgerald Avenue or Bealey Avenue (between Durham Street North and Madras Street).**

#### **4a.3.3 HOURS OF OPERATION**

- (a) The maximum total number of hours the site shall be open to visitors, clients or deliveries for any activity other than residential activities shall be 40 hours per week, and shall be limited to between the hours of:**

**0700 – 2200 Monday to Friday, and**

**0800 – 1900 Saturday, Sunday, and public holidays**

**(Refer also to City Rules, Part 11, Clause 1, Noise)**

#### **4a.3.4 TRAFFIC GENERATION**

- (a) The maximum number of vehicle movements per site for any activity other than residential activities shall be:**

- Heavy vehicles                      2 per week**
- Other vehicles                      16 per day**

**except that:**

- (i) for educational, spiritual, daycare, health facilities, and travellers accommodation on sites with access to Fitzgerald Avenue or Bealey Avenue (between Durham Street North and Madras Street), the maximum number of vehicle movements per site shall be 200 per day<sup>5</sup>.**

#### **4a.3.5 STORAGE OF HEAVY VEHICLES**

- (a) The maximum number of heavy vehicles stored on a site for any activity other than residential activities shall be one.**

#### **4a.3.6 RESTRICTION ON OUTDOOR ACTIVITIES**

- (a) All manufacturing, altering, repairing, dismantling or processing of any materials, goods or articles shall be carried out within a building.**

#### **4a.3.7 DISMANTLING, REPAIR OR BUILDING OF MOTOR VEHICLES AND BOATS**

- (a) There shall be no dismantling, repair or building of motor vehicles, including the storage of such vehicles, except that this shall not apply to vehicles owned by people who live on the same site and which:**

- (i) Are contained within a building; or**
- (ii) If not contained within a building, involve three or less vehicles per site.**

- (b) There shall be no dismantling, repair or building of boats, including the storage of such vessels, except that this shall not apply to boats owned by people who live on the same site and the boat occupies no more than 45m<sup>2</sup> of site coverage.**

#### **4a.3.8 BOARDING OF ANIMALS**

- (a) Boarding of animals on a site shall be limited to a maximum of four animals in the care of a registered veterinarian for medical or surgical purposes only.**

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<sup>5</sup> Vehicles, other than heavy vehicles associated with any residential activity on the site, shall be included in determining the number of vehicle movements to and from any site. Vehicles parking on the street or on any other site, in order that their occupants can visit the site, shall also be included in determining the number of vehicle trips to and from any site.

Amend Rules 5.0 – 5.4 in Volume 3, Section 2 Living Zones, as follows:

**5.1.1 RESIDENTIAL ACTIVITIES AND OTHER ACTIVITIES (EXCEPT TRAVELLERS' ACCOMMODATION) - ALL STANDARDS (LIVING 5 ZONE)**

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

- Peterborough As for the **L4A Central City Living** Zone
  - **Montreal** **As for the Central City Living Zone**
  - **Avon** As for the **L4G Central City Living** Zone
- (...)

**5.2 DEVELOPMENT STANDARDS - TRAVELLERS' ACCOMMODATION ACTIVITIES - LIVING 5 ZONE**

Any application arising from clauses 5.2.6, **and** 5.2.7 (only on sites other than those adjoining or across a road from a living, cultural or open space zone), **and 5.2.8** will not require the consent of other persons and shall be non-notified.

**5.2.1 SITE DENSITY**

The maximum plot ratio per site shall be:

- Peterborough **and Montreal** 0.8
- (...)

**5.2.3 SUNLIGHT AND OUTLOOK FOR NEIGHBOURS**

- (a) Buildings shall not project beyond a building envelope constructed by recession planes from points 2.3m above internal boundaries as shown in Part 2, Appendix 1 as follows:

(...)

- **Diagram D – Peterborough**
- Diagram E – Avon, **Peterborough and Montreal,**

(...)

Amend Appendix 1, Volume 3, Part 2, Living, to apply recession plane containment angle diagram E to the Living 5 zones within the Central City.

**5.2.4 STREET SCENE**

The minimum setback from road boundaries for buildings and outdoor storage areas shall be 4.5 metres **except that:**

- (a) the minimum setback for the L5 Zone Avon **where street scene setbacks are required**, shall be 2m. **except for those parts of the site used for car parking adjoining Hurley Street where the setback shall be 5m, and all setbacks shall be landscaped. A solid fence with a minimum height of 1.8m shall be provided to the rear of the setback area on Hurley Street for that part of the site used for car parking.**

(...)

- ~~(c) for those areas shown on Planning Map 39G where no street scene setback is required for all parts of buildings within 3 metres of the road boundary the maximum height shall be reduced by 2m.~~

(...)

### 5.2.7 SEPARATION FROM NEIGHBOURS

- (a) The minimum building setback from any internal boundary shall be:
- Peterborough, **Montreal**, Avon, Riccarton, Kilmarnock, Raceway, Wigram (Sioux Avenue) and Merivale: 3 metres
- (...)

### 5.2.8 EXTERNAL APPEARANCE

- (a) Peterborough, **Montreal and Avon: Within special amenity areas 31 and 32 only, t** The erection of new buildings and additions or alterations to existing buildings, where visible from a public place, shall be a discretionary activity with the exercise of the Council's discretion **restricted to those matters set out in 13.2.8 excluding assessment matters (iv) (a) and (b), (vii)(a)-(d) inclusive and (ix)(a)-(c) inclusive. limited to their visual impact.**
- (...)
- ~~(c) Avon: the erection of new buildings and additions or alterations to existing buildings shall be a controlled activity with the exercise of the Council's discretion limited to their visual impact.~~
- (...)

### 5.4.1 SITE DENSITY

- The maximum plot ratio per site shall be:
- Peterborough **and Montreal:** 0.9
- (...)

### 5.4.3 BUILDING HEIGHT

- The maximum height of any building shall be:
- Peterborough, **Montreal**, and Avon: In accordance with planning maps 39B and 39D **and 39G**

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

(...)

*Amend Appendix 4 List of Special Amenity Areas (SAM's) in Volume 3, Part 2 Living Zones, by deleting all reference to SAM's 22, 23, 23A, 24, 25, 26, 27, 30, 31, 32 & 33.*

*Amend the rules and assessment matters in Volume 3, Sections 7, 9, 10, 11, 12, 13, and 14, as necessary to:*

- *Replace reference to the L4A (Central City Diverse) zone, and L4B (Central City and North Beach High Rise) zone, with 'Central City Residential Zone' as it relates to the Central City only;*
- *Where the L4C zone is referred to, also include reference to the Central City Living Zone as it relates to the Central City only.*

*Amend the Rules in Volume 3, Section 13 Transport, as follows:*

## 2.2 Development Standards – Parking and Loading

### 2.2.1 PARKING SPACE NUMBERS

(...)

<b>Table 1. Minimum parking required in all zones outside the Central City</b>				
<b>Activity</b>	<b>Car parking spaces</b>		<b>Cycle parking spaces</b>	<b>Loading/unloading</b>
	<b>Residents/visitors</b>	<b>Staff</b>		
<b>Column 1</b>	<b>Column 2</b>	<b>Column 3</b>	<b>Column 4</b>	<b>Column 5</b>
(...)				
<b>Residential activities Generally:</b>				
(...)				
Living <b>4A</b> , 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	

**2.2.9 PARKING SPACES FOR RESIDENTIAL ACTIVITIES**

- (a) Garageable parking spaces for residential activities in any zone shall have the following minimum internal dimensions:

	Width	Depth
Single	3.1m	5.5m
Double	5.6m	5.5m

**except** where the parking spaces are provided in a multi-bay garage with no physical separation between spaces in which case they may be laid out in accordance with Appendix 1 (**for sites outside the Central City**) or Appendix 8 (**for sites within the Central City**).

- (b) The minimum width of the entrance to a single garage shall be 2.4 metres.
- (c) All other parking spaces for residential activities (**outside the Central City**) shall have the following minimum dimensions:
- |  | Width | Depth |
|--|-------|-------|
|  | 2.5m  | 5m    |
- (...)

**2.2.12 MAXIMUM GRADIENTS FOR ACCESS**

- (a) **Other than for residential activities in the Central City Living Zone** the maximum average gradient of any access shall be 1 in 6;
- (b) **Other than for residential activities in the Central City Living Zone** the maximum gradient shall be 1 in 4 on any straight section and 1 in 6 around curves, the gradient being measured on the inside line of the curve;
- (c) For residential activities in the Central City Living Zone, the maximum gradient of any part of an access shall be 1 in 4;**
- (e)(d)** The maximum change in gradient without a transition shall be no greater than 8°;
- (d)(e)** Where the gradient exceeds 1 in 10 the access is to be sealed with a non-slip surfacing to enable access in wet or icy conditions;

~~(e) In the Living 3 and Living 4 Zones, the maximum gradient of the ramp where it passes across a footpath shall be 3% or less.~~

~~(f) Where an access ramp serves only residential activities in the Central City Living Zone zone:~~

~~(i) if the ramp is less than 20m in length, the maximum average gradient shall be 1 in 4; and~~

~~(ii) if the ramp is 20m in length or greater, the average maximum gradient shall be 1 in 5.~~

~~(f)(g) In the Living 3, and Living 4, and Central City Living Zones, where the ramp provides access to more than 6 car parking spaces the gradient of the first 4.5m as measured from the road boundary shall be no greater than 1 in 10.~~

### **2.3.3 LENGTH OF VEHICLE CROSSINGS**

**Other than for residential activities within the Central City Living Zone**, the maximum and minimum vehicle crossing lengths shall be as follows:

Activity	Length of crossing	
	Minimum	Maximum
Residential	3.5m	6m
Other	4m	9m

The length of a vehicle crossing shall be measured as the actual length of channel covers or the length of the fully dropped kerb.

Except that:

(...)

### **2.4.1 CAR PARKING SPACE NUMBERS - ALL ZONES WITHIN THE CENTRAL CITY (EXCEPT WITHIN THE CORE)**

(a) Other than disabled parking provided in accordance with Rule 2.4.3, no on-site car parking is required in the Central City;

~~(b) Other than for the Central City Living Zone, if parking is provided, the Parking Area of a site shall be no greater than 50% of the Gross Leasable Floor Area of the buildings on the site;~~

~~Rule 2.4.1(a) does not apply to residential activities in the Living 4 Zones within the Central City and the minimum parking standards in Volume 3, Part 13 Rule 2.2.1 should be applied.~~

(c) All car parking **other than for residential activities** is to be constructed in compliance with the dimensions in Appendix 8;

**(d) All car parking for residential activities is to be constructed in accordance with Volume 3, Part 13, Rule 2.2.9.**

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

### **2.4.2 Parking area location – All Zones within the Central City**

**Parking for a residential activity in the Living 4 Zones may be provided on a site within a 200m walking distance of the site on which the activity is undertaken.**

### **2.4.3 PARKING FOR PEOPLE WITH DISABILITIES – ALL ZONES WITHIN THE CENTRAL CITY**

(a) **Other than parking areas for residential activities**, if a parking area is provided, provision shall include spaces for people with disabilities at the rate of 1 for up to 20 spaces provided, 2 for up to 50 spaces provided plus 1 more for every additional 50 spaces or part thereof. These parking spaces for people with disabilities shall be provided as close as practicable to the accessible entrance to the activity with which they are associated and the most direct route from the disabled parking spaces to the activity shall be accessible for mobility impaired persons.

(b) **Other than residential activities**, all buildings with a Gross Floor Area of more than 2500m<sup>2</sup> are required to provide parking spaces for people with disabilities, even if no other parking spaces are provided. If no other parking spaces are provided, the amount of disabled parking spaces required shall be calculated by determining how many disabled parking spaces would be required if 1 standard parking space per 100m<sup>2</sup> Gross Floor Area were provided.

**NOTE: For the avoidance of doubt there is no requirement to provide parking spaces for people with disabilities with respect to residential activities in the Central City.**

**2.4.4 CYCLE PARKING - ALL ZONES WITHIN THE CENTRAL CITY**

- (a) For any activity provision shall be made for ~~visitor and staff~~ cycle parking in accordance with Table 6 except that for any activity where the building has no road frontage setback for the entire length of the site visitor cycle parking is not required;
- (b) **Where V**visitor cycle parking **is required it** shall be located within 30m of at least one pedestrian public entrance to the activity;
- (c) **Where S**staff cycle parking **is required it** shall be located so it is easily accessible for staff of the activity. Staff cycle parking may be provided on a site within 200m of the site on which the activity is undertaken;
- (d) Residential c**Cycle parking for residential activities shall be located at or below ground floor level;
- (d)(e)** All on-site manoeuvre areas shall be designed to accommodate the turning path of a cycle as shown in Appendix 9;
- (e)(f)** The design of cycle parking facilities shall meet the following criteria:
  - (i) Visitor cycle parking shall consist of stands that:
    - Are securely attached to an immovable object;
    - Support the bicycle frame;
    - Are clearly signposted or visible to cyclists entering the site;
    - Comply with the lighting requirements in Clause 2.2.15 (Volume 3 Part 13);
    - Are able to be detected by the visually impaired in areas where the public have access.
  - (ii) Staff **and residential** cycle parking shall consist of a stand or enclosed space that:
    - Allows the bicycle to be secured;
    - Is covered;
    - If a stand is provided, it meets the visitor cycle parking requirements.

<b>Table 6 - Minimum Cycle Parking Standards in all Zones within the Central City</b>			
Activity	Visitor Cycle Parking	Staff Cycle Parking	<b>Residents</b>
Retail	1 space/350m <sup>2</sup> GLFA	1 space/200m <sup>2</sup> GLFA	<b>n/a</b>
Food and Beverage	1 space/125m <sup>2</sup> PFA	1 space/400m <sup>2</sup> PFA	<b>n/a</b>
Office	1 space/500m <sup>2</sup> GFA	1 space/150m <sup>2</sup> GFA	<b>n/a</b>
<b>ACCOMMODATION:</b>			
Travellers' Accommodation (except Hotels)	1 space/20 beds	1 space/80 beds	<b>n/a</b>
Hotels	1 space/30 bedrooms	1 space/80 bedrooms	<b>n/a</b>
<b>EDUCATION:</b>			
Pre-school/Primary	1 space/5 pupils	1 space/100 pupils	<b>n/a</b>
Secondary	3 space/4 pupils	1 space/100 pupils	<b>n/a</b>
Tertiary	1 space/4 FTE students	1 space/100 FTE Students	<b>n/a</b>
<b>RESIDENTIAL</b>			
<b>Residential units</b>	<b>Nil</b>	<b>Nil</b>	<b>1 space / unit unless parking for that unit is provided in a single or double garage.</b>

For all other activities, the cycle parking rates in Clause 2.2.1 Table 1 apply.



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

**2.4.7 ACCESS TYPE AND DESIGN - ALL ZONES WITHIN THE CENTRAL CITY**

All vehicular access to and within a site, shall be in accordance with the standards set out in Table 7 below.

Table 7 – Requirements for Vehicular Access Ways							
Activity	Number of Parking Spaces Provided	Minimum Legal Width (m)	Minimum Trafficable Width (m) (4)(5)	Turning area	Passing area (4)	Sealed and drained	Height (m) (3)
Residential and offices	1 to 3	3.0	2.7	(1)	No	(2)	3.5
Residential and offices	4 to 8	3.5(6)	3.0	(1)	Yes	Yes	4.0
<b>Residential</b>	<b>More than 8</b>	<b>5.0</b>	<b>4.0</b>	<b>(1)</b>	<b>Yes</b>	<b>Yes</b>	<b>4.0</b>
<b>Residential and Offices</b>	9 to 15	5.0	4.0	(1)	Yes	Yes	4.0
Other	15 or fewer	6.0(6)	4.5	(1)	Yes	Yes	4.0
<b>All activities Offices and Other</b>	More than 15	6.5(6)	5.5	(1)	No	Yes	4.0

Clarification of Table 7:

- (1) See Clause 2.4.8 for when turning area required.
- (2) See Clause 2.2.12(d).
- (3) Height refers to the minimum clear height from the surface of the formed access.
- (4) For vehicular access ways that are less than 5.5m trafficable width, passing opportunities of at least 5.5m wide and 6.0m long must be provided at least every 50m along the access way.
- (5) The access shall accommodate a continuous pedestrian footpath along the site road frontage. The length of the on-street fully dropped kerb shall be a maximum of 1m wider than the trafficable width.**
- (6)(5) For non-residential development, wWhere the access is also designed to accommodate pedestrian movements, this width shall be increased by 1.5m.**

**2.4.9 QUEUING SPACES - ALL ZONES WITHIN THE CENTRAL CITY**

Queuing space shall be provided on site for all vehicles entering a parking or loading area. The length of such queuing spaces shall be in accordance with Table 8 below. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage. Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise, except that for residential development within the **Living 4 Zones Central City Living Zone not served by an Arterial Route** or for sites served from a Local Distributor Street within the Core or Inner Zone, or a Local Street within the Core or Inner Core, queuing space length shall be measured from the kerb face, or edge of the nearest traffic lane where no kerb is provided, to the nearest vehicle control point or point where conflict with vehicles or pedestrian pathways already on the site may arise.

<b>Table 8 - Queuing space lengths</b>		
Number of parking spaces provided	Minimum queuing space length (m) for Residential Activities within the L4 Zone <b>Central City Living Zone not served by an Arterial Route</b> and for sites accessed from Local Distributor Streets within the Core and Inner Zone, and Local Streets within the Core and Inner Zone.	Minimum queuing space length (m) <u>in all other cases for vehicular access from Arterial Routes, Main Distributor Streets, Local Distributor Streets within the Outer Zone, and Local Streets within the Outer Zone.</u>
1 - 20	6.7	5.5
21 - 50	6.7	10.5
51 - 100	11.7	15.5
101 - 150	11.7	20.5
151 or over	16.7	25.5

#### **2.4.14 VEHICLE ACCESS TO SITES FRONTING MORE THAN ONE STREET - ALL ZONES WITHIN THE CENTRAL CITY**

If a site fronts more than one street then vehicular access shall be gained from the most preferred street that the site has frontage to, as shown in Table 11. Except that, where the higher preference street is a one-way street **or is divided by a raised median**, a second access point may be gained from the next most preferred street.

**Table 11: Location of access (priority ranking)**

<b>Rank</b>	<b>Street class</b>
Most Preferred	Local Distributor Street outside the Core
2nd choice	Local Street outside the Core
3rd choice	Main Distributor Street outside the Core
4th choice	Arterial Route
5th choice	Local Distributor Street within the Core
6th choice	Local Street within the Core
Least preferred	Main Distributor within the Core

#### **2.4.15 PEDESTRIAN SAFETY**

Where a vehicle access serves more than 15 car parking spaces or more than 10 heavy vehicle movements per day will be generated through a vehicle access then:

- (a) If the site provides an access onto any street within the Core then an audio and visual method warning pedestrians of the presence of vehicles about to exit the access point shall be provided.
- (b) If the site provides access onto any street within the Inner Zone or Outer Zone, then either an audio and visual method of warning pedestrians of the presence of vehicles can be provided as above or a visibility splay shall be provided to the pedestrian footpath as shown in Figure 2. **If any part of the access lies within 20m of a Central City Living Zone, any audio method should not operate between 8pm to 8am.**

## Changes to the Planning Maps

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*Amend Planning Maps 39A to 39F to the extent that the attached maps deviate from 39A – 39F.  
Delete planning map 39G  
Amend any other Maps, Appendices, Tables or Diagrams to the extent that the attached maps require.*

# Planning Maps

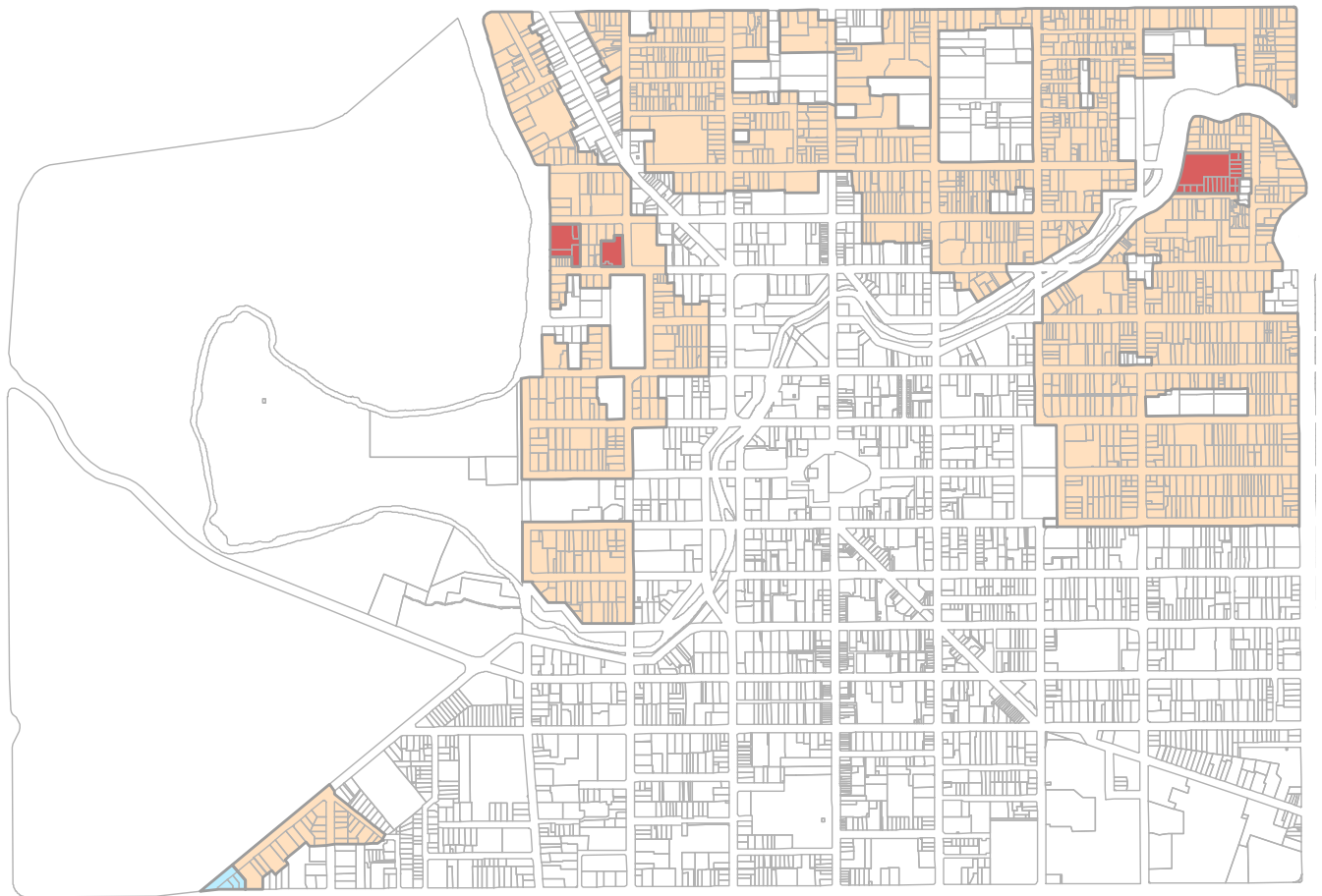
## Mapi Hoahoa

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*Christchurch Central Recovery Plan*



# Map 1

## Central City Living, Living 5 and Mixed Use Zones



### Legend

#### Zone

-  Central City Living
-  Central City Mixed Use\*
-  Living 5

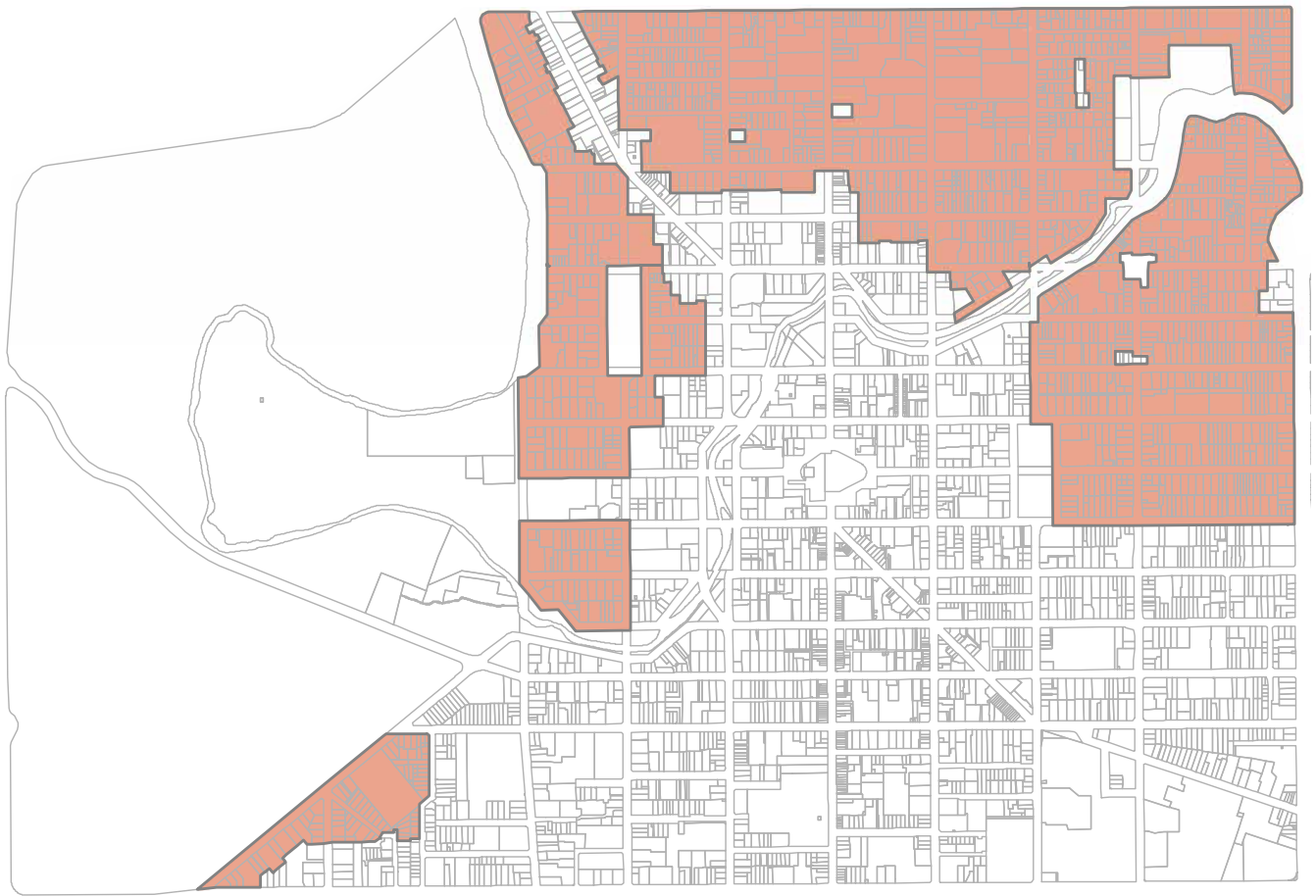


\*Note: this area is in addition to the Central City Mixed Use Zone shown in Appendix 1 of the Christchurch Central Recovery Plan

# Map 2

## Central City Building Heights

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### Legend

 14m - Maximum Building Height

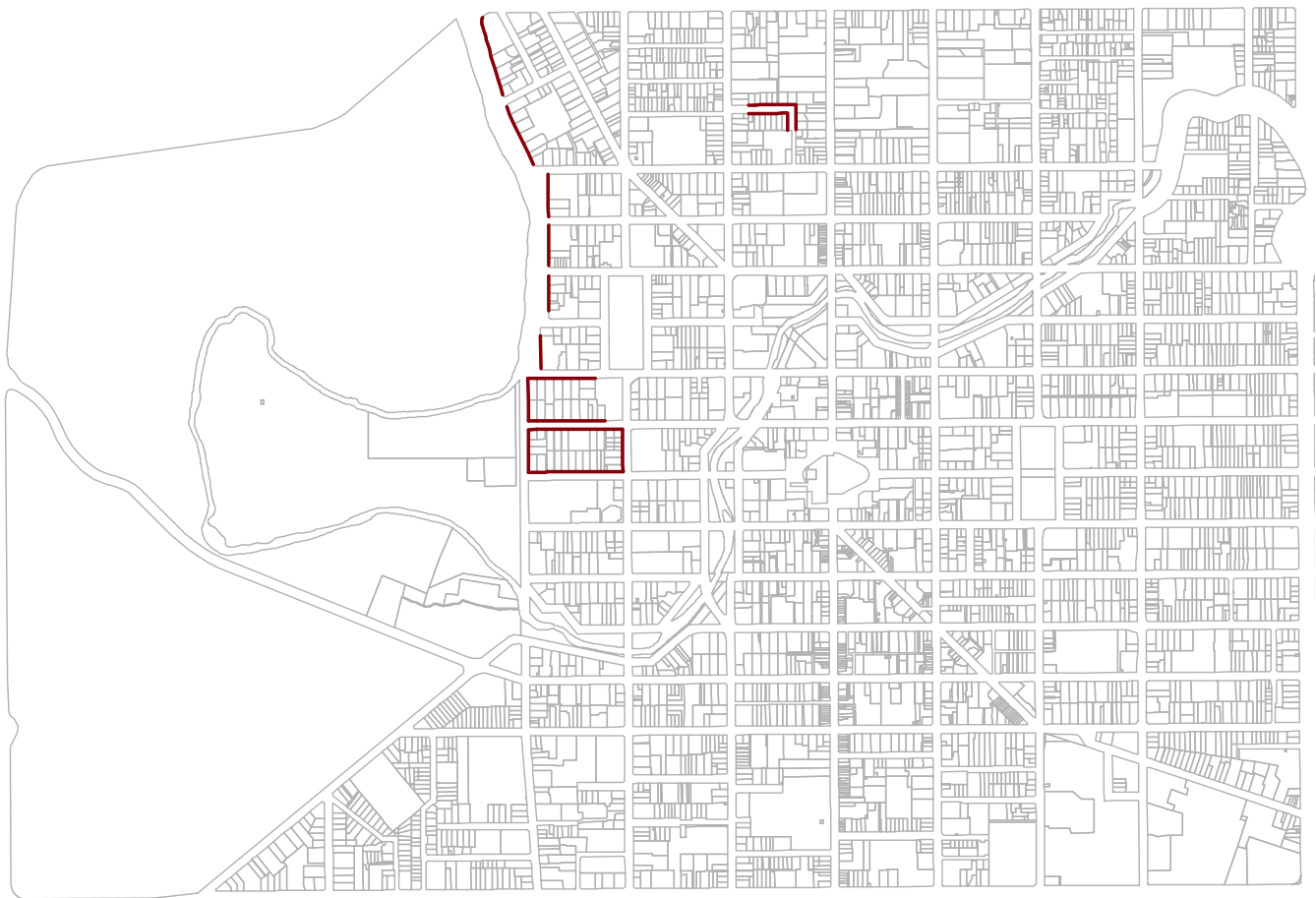
0 250 500 m



# Map 3

## Central City Building Setbacks

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Legend

— 4.5m Road Boundary Setback

0 250 500 m



