

# Christchurch Central Recovery Plan

Te Mahere 'Maraka Ōtautahi'

*Draft for consultation*

## An Accessible City

He Taone Wātea



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Christchurch, New Zealand

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# Contents

## Rārangi upoko

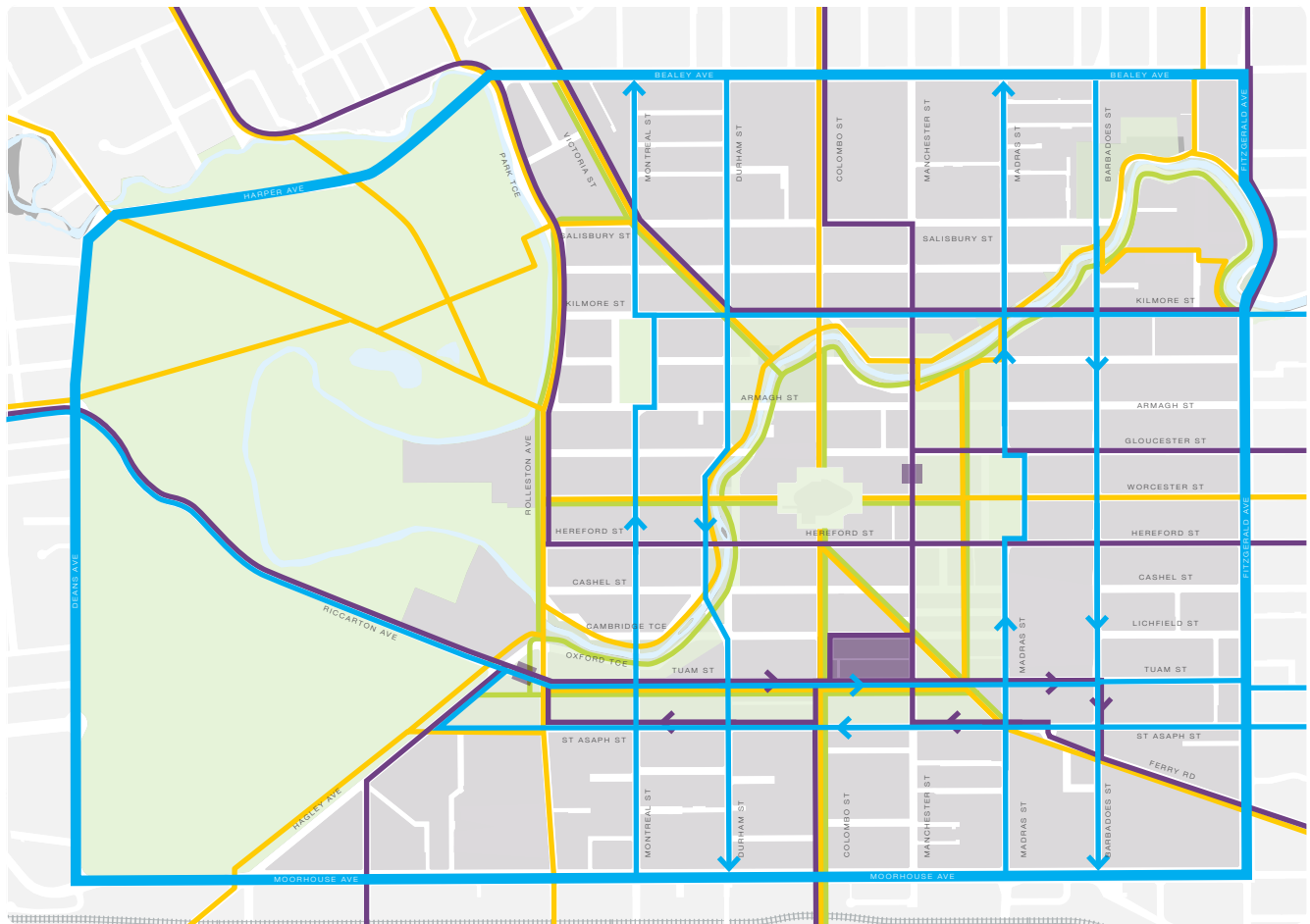
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*The Christchurch Central Recovery Plan approved on 30 July 2012 contained limited information on transport. It was intended that more detailed work would be done after 30 July to design a transport system to support the recovery of the central city.*

*This document, as approved following consultation, will replace the Accessible City chapter of the Recovery Plan and the Transport Provisions (including Map 4) of Appendix 1 of the Recovery Plan.*

<i>Accessibility.....</i>	<i>5</i>	<i>Car travel .....</i>	<i>16</i>
<i>Transport.....</i>	<i>5</i>	<i>Parking.....</i>	<i>18</i>
<i>Walking .....</i>	<i>8</i>	<i>Wayfinding .....</i>	<i>19</i>
<i>Cycling .....</i>	<i>10</i>	<i>Statutory direction to amend District Plan .....</i>	<i>20</i>
<i>Main Streets .....</i>	<i>12</i>	<i>Appendix: District Plan provisions .....</i>	<i>21</i>
<i>Public transport.....</i>	<i>13</i>	<i>Planning map.....</i>	<i>43</i>

### Central city road use hierarchy



-  **Cycling**
-  **Car travel**
-  **Walking**
-  **Public transport**

Diagram shows prioritised routes for different travel modes

# Accessibility

## Te wāteatanga

*The buildings, open spaces, streets and facilities within the central city will be safe, accessible and people friendly.*

A more accessible and safer built environment will benefit everyone. It will become more accessible to not just disabled people, but also older people, those with young children, and people with temporary mobility issues. A more accessible city will also offer accessible tourism opportunities.

Greater accessibility should occur as public buildings, roads and footpaths

are rebuilt to comply with current standards, which require more accessibility than many older structures.

All building work must comply with the Building Act 2004 by following the New Zealand Building Code. Under this Code, building and design features must allow disabled people to carry out normal activities and processes within them. Compliance with the New Zealand Standard 4121:20-01 Design for Access and Mobility – Buildings and Associated Facilities is not mandatory but it is cited in the Building Code as being an optional design standard.

There is a range of tools that building

or site developers can use to prompt consideration of accessible and inclusive design features.

The Canterbury Earthquake Recovery Authority (CERA) and Christchurch City Council are committed to making central Christchurch a place for everyone by ensuring that accessibility checks are incorporated into building consent processes at both the design and implementation phases of projects. In addition, developers and service providers are encouraged to include barrier-free audits at design stage and as part of their service delivery processes.

# Transport

## He waka pāhihi

*The new central city will be a great place to live, work, play, learn and visit. It will be more attractive and compact, and will offer a wider range of activities.*

*The central city transport system will be flexible and resilient, able to accommodate projected population growth as well as supporting growth in travel by public transport, walking and cycling.*

*Opportunities to future-proof the system through the use of new and smart technologies will be explored.*

Before the earthquakes, central Christchurch provided over 20 per cent of jobs within the greater Christchurch area and there were around 350,000 trips per day to, from and within the central city. The Recovery Plan will support the re-establishment of central Christchurch's function as the primary activity centre for

greater Christchurch. Ensuring central Christchurch has reliable, safe, effective and efficient connections to the wider Christchurch area and the Canterbury region is vital for the recovery of the central city and of the wider region.

The transport system will allow people to travel easily between the central city and other parts of Christchurch and to get to key destinations within the central city, whether they are walking, cycling, using public transport or driving. The transport system will also support the creation of people-friendly places within the central city, in particular by making the Core a pedestrian-priority area, reducing traffic speeds and enhancing streetscapes.

Some changes have been made to the road layout to reflect the location of Te Papa Ōtakaro/the Avon River Precinct, the Frame and other anchor projects.

Routes will be prioritised for various modes of transport to provide efficient and safe access to and from the central city. This means that there will be different preferred routes to access the central city depending on how people choose to travel.

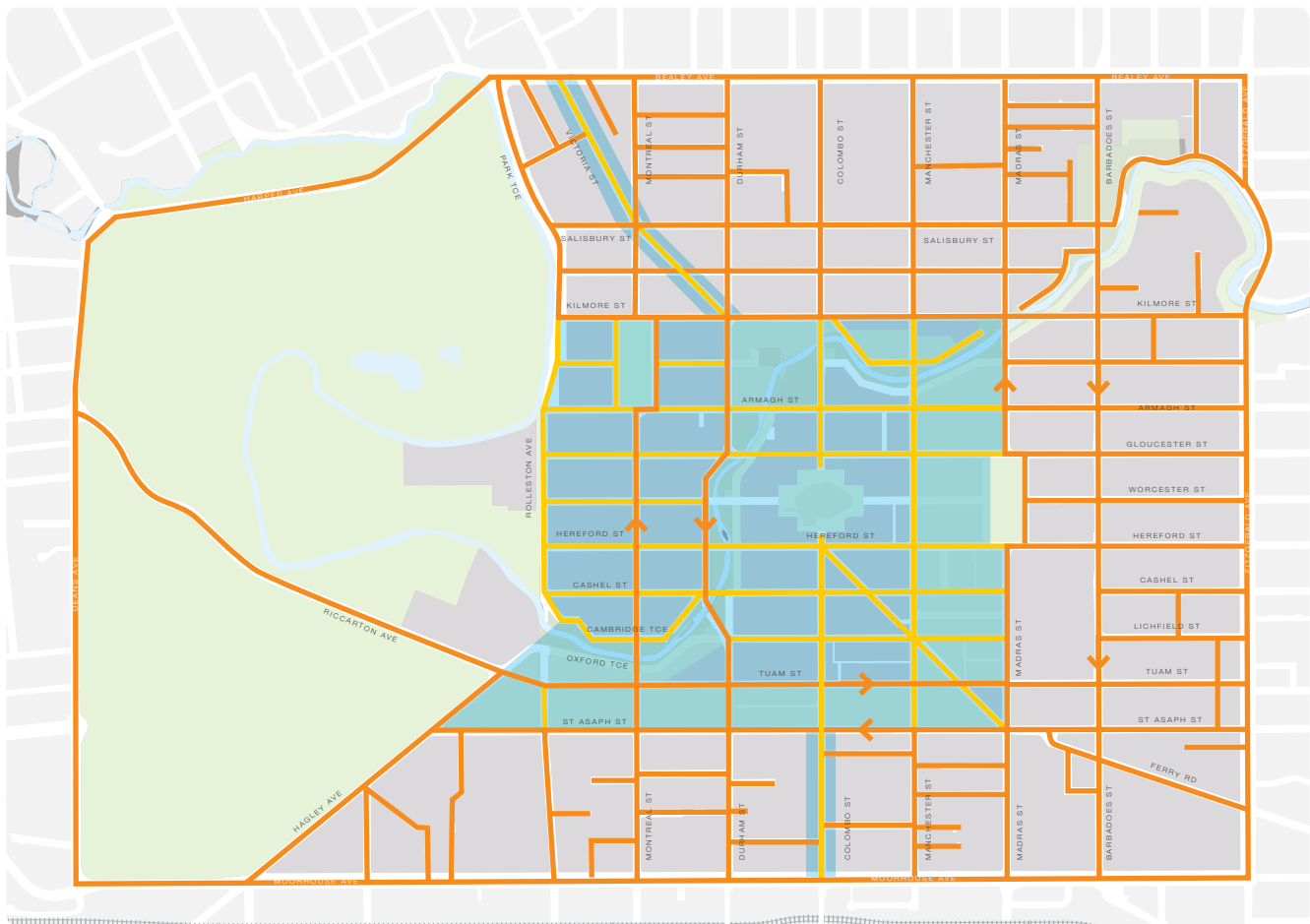
- The streets with multiple main bus routes will be prioritised for buses,

and other vehicles will be encouraged onto "distributor" streets.

- Pedestrian facilities will be improved across the central city, and particularly in the Core, on Main Streets, within the Frame and within Te Papa Ōtakaro/the Avon River Precinct.
- Prioritised cycle routes connected to the wider Christchurch cycle network will provide good access to the central city and the Core. Other streets will provide for cyclists where possible.
- Vehicles travelling into the central city and the Core will be encouraged onto distributor streets that lead off the avenues. Most of the existing one-way streets will be retained to ensure vehicles can access the central city easily. Tuam Street will become a west-east one-way street.
- The venues themselves will be upgraded to improve travel around the central city.

This road use hierarchy provides a one-network approach to minimise mode conflicts and prioritise routes for different types of users.

### Central Christchurch speed zones



**Maximum speeds**

- Inner Zone
- 50 km/hr
- 30 km/hr

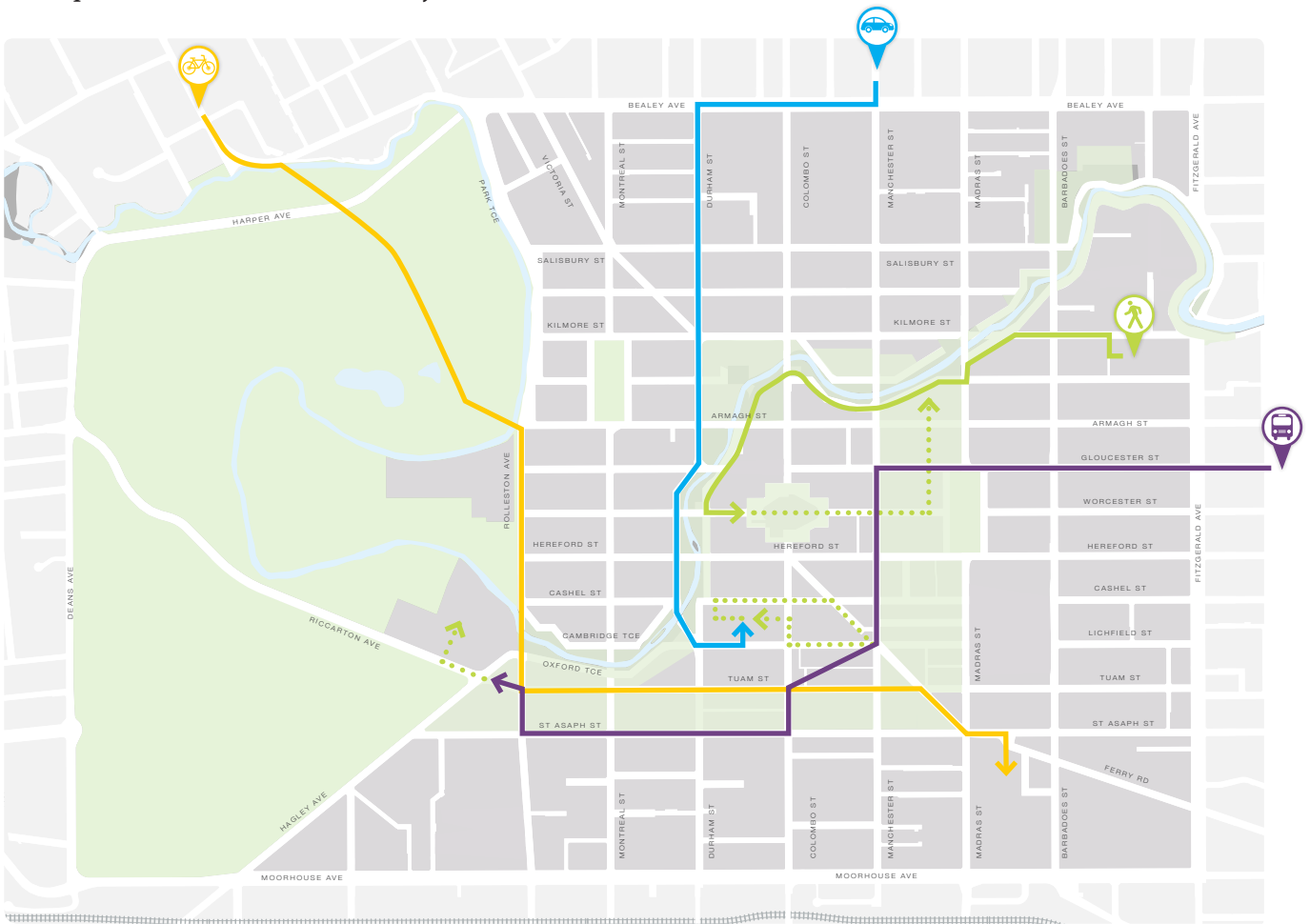
Vehicle speeds will be slowed to a maximum of 30 km/hr in the Inner Zone. For the rest of the network, speed limits will remain at a maximum of 50 km/hr, but some streets may be managed at a slower speed to fit with the surrounding environment: for example, the section of Durham Street/Cambridge Terrace

alongside Te Papa Ōtākaro/the Avon River Precinct. The streets will be designed to support and reinforce the intended speed environments.

As part of road network and streetscape upgrades, the opportunity to implement environmentally sensitive solutions will be

taken. Consistent with the development of Te Papa Ōtākaro/the Avon River Precinct, exotic plantings within the central city will be supplemented with the use of indigenous trees and other plants.

Transport choices in the central city



I work at the Hospital and use the bus so I don't have to worry about parking. Buses arrive every 10 minutes and drop me at the super stop right outside.



I live and work in the central city. It's a great place to walk, especially along the Avon River in the morning.



Driving in and shopping at the Retail Precinct is easy. It makes shopping in the central city enjoyable.



Central Christchurch is a great place to bike. I take the cycle routes for my morning classes and use the slow streets in the Core on my way home.



# Walking

## Haere pakituri

*Creating better streets for pedestrians will help attract shoppers, residents and visitors, and so support businesses to re-establish themselves in the central city.*

Vehicle speeds within the Inner Zone will be no more than 30 km/hr, to ensure pedestrian safety.

The Core will be a pedestrian-friendly area. Some streets may be for pedestrians only and others will be modified as shared spaces where traffic is slowed and pedestrians have priority over other users.

The Retail Precinct in the blocks on either side of Cashel Street will be for pedestrians only. There will be service access from lanes running through the blocks.

Te Papa Ōtākaro/the Avon River Precinct and the Frame will provide a high-quality, safer walking network around the Core

and the wider central city. Crime prevention through environmental design principles will be followed in the design of the network.

The east-west streets between the Core and Hagley Park will be improved over time to provide attractive and safe pedestrian routes between these two destinations.

As the central city redevelops, an aim will be to provide opportunities to provide attractive, safe through-block connections and laneways, predominantly in the north-south direction, will be sought. These connections will be required in the Retail Precinct.



Typical central city street – before



Typical slow Core street – after



Key walking links in the central city



Potential laneways within the Core. Images courtesy Tim Church



Las Ramblas, Barcelona, Spain

# Cycling

## Eke paihikara

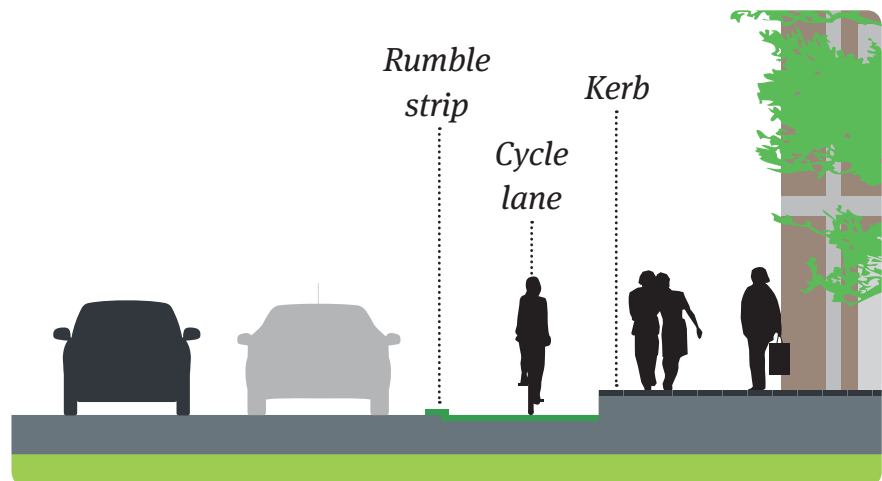
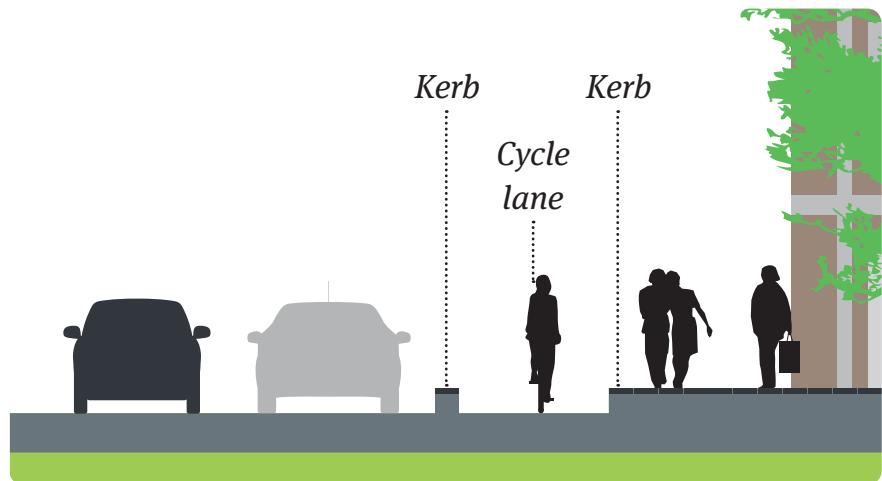
*Cycling will be encouraged in the central city. Routes for both commuter and recreational cyclists will offer good connections from the wider city into the central city and the Core.*

Te Papa Ōtākaro/the Avon River Precinct and the Frame will provide an attractive, safe cycling route into the central city and around the edge of the Core. Other cycle routes are proposed to link with safe crossing points of the river and the avenues.

The slower speed within the Inner Zone will make it safer for cyclists to share space with cars. Where necessary, roads that are prioritised for cycling will have separated cycle lanes to allow safe routes for all users. Other streets may also have improved, safer cycle facilities. Prioritised intersections along these routes will have improved safety for cyclists, especially from turning vehicles.

Cycle routes in Te Papa Ōtākaro/the Avon River Precinct and the Frame will be separated in most places from walking routes to ensure the safety of both pedestrians and cyclists.

Cycle parking facilities will be provided at convenient locations. These will be secure, covered where possible, and located at a range of key destinations. Building developers will be encouraged to provide cycle parking in their buildings. Secure cycle parking is planned at the new Bus Interchange and the “super stops” near the Hospital and on Manchester Street, so that people can easily travel by a combination of cycling and public transport.

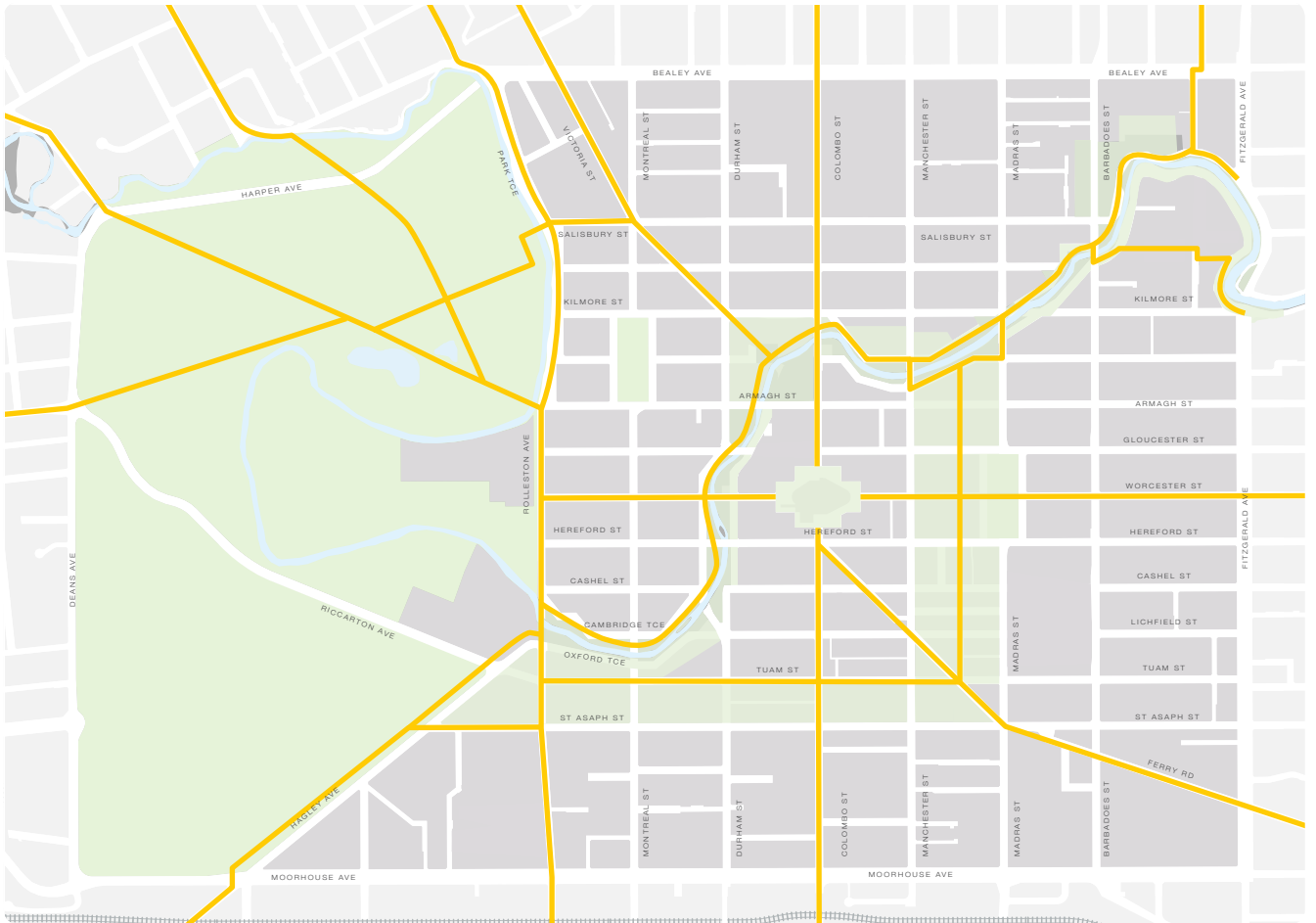


Possible cycle lane options



Separated cycle lane in Melbourne, Australia.

Key cycling routes in the central city



# Main Streets

## Huarahi Matua

*Key entry points to the central city – Victoria, Colombo and High Streets – will be redeveloped as “Main Streets”, with enhanced streetscapes that support retail and mixed-use development.*

These streets will be prioritised for walking and cycling. They will be slowed to a maximum of 30 km/hr. Main Streets that are public transport routes will contain appropriate public transport priority measures.

Vehicular through-traffic will be discouraged in order to ease congestion, but some short-term, on-street parking will be provided.

Main Streets will have a high standard of landscaping and surface treatment, street furniture and lighting. They will be designed to match the local character of the individual streets and building frontages.



Typical Main Street – before



Typical Main Street – after



Typical Main Street

# Public transport

## He waka pāhihi

*Public transport routes and infrastructure will encourage bus travel to and from the central city and will be able to support a significant increase in bus use in the coming decades.*

### Bus Interchange

The Bus Interchange is the anchor of the public transport system. The Interchange will be designed to accommodate significant growth in bus patronage over time and will be located in the block bounded by Tuam, Colombo, Manchester and Lichfield Streets. This location, with pedestrian links on Lichfield and Colombo Streets, will provide convenient walking connections to the southern half of the Core, the South and East Frames, and the Stadium.

The Bus Interchange will prioritise passenger convenience and comfort. It will integrate attractively with surrounding streets and land uses, taking into account the range of needs and abilities of users. Where possible, complementary uses will be incorporated into the facility design, including retail opportunities, cycle storage facilities and development opportunities above ground-floor level.

Bus movements to, through and away from the Interchange will be made as efficient as possible to minimise conflicts with other users and ensure minimal delay to buses.

The area in and around the Bus Interchange can also cater for inter-city coaches, airport transfers and taxis. In this way it will provide a consolidated transit point for locals and visitors to our city.

### Public transport routes

Public transport routes to the Interchange will be consolidated and will mainly go around the edge of the Core, along Manchester and Tuam/St Asaph Streets. With the exception of Tuam and St Asaph Streets, buses will generally run on two-way roads. This will mean that inbound and outbound stops are close to each other, making the routes simple for people to understand and use.

The routes coming into the central city will provide a high-frequency service along the consolidated routes. Service frequencies

on the core network will be every 10 minutes in peak periods and every 15 minutes at other times.

Priority public transport measures will be provided to ensure fast and reliable bus journeys.

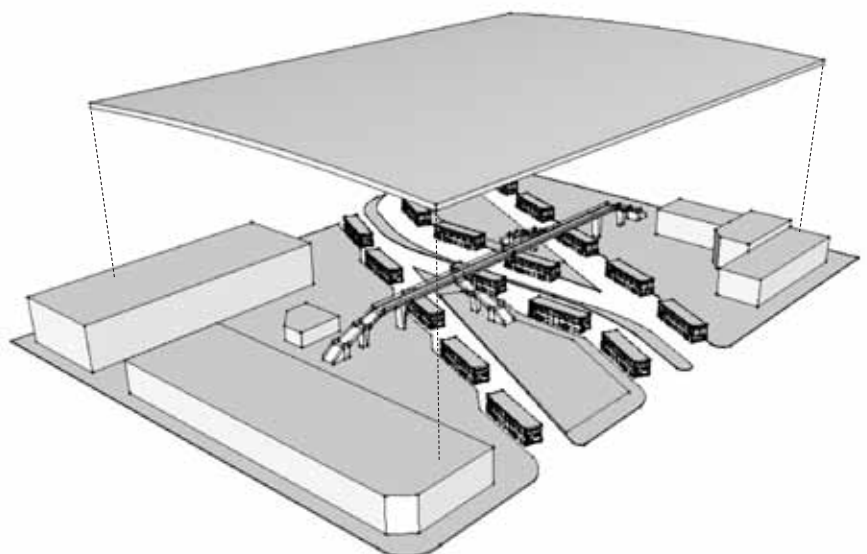
A soft edge between the Core and the East Frame will be created by converting of Manchester Street between Armagh and Lichfield Streets into a boulevard. This will separate public transport and other vehicles, provide access to businesses, and ensure a high-quality connection between the Core and the East Frame. In addition to footpaths and on-road cycling on Manchester Street itself, cycle and walking paths will be developed in the Frame.

Tuam Street will become a one-way street and will be a major accessway into the

city for both vehicles and buses from the west. Tuam Street will be landscaped to provide a high-amenity transition to the South Frame. Contraflow cycling and walking routes will run along the south side of Tuam Street.



*Bus Interchange context axonometric*



*Possible Bus Interchange layout*

**Super stops**

A high-quality "super stop" will be provided near the Hospital with good pedestrian access to the Metro Sports Facility, Health Precinct and South Frame, as well as to the area south and west of the Core via the Antigua Street footbridge. Another super stop will be provided on Manchester Street (between Gloucester and Worcester Streets), providing a walking link into the northern half of the Core. These super stops will provide passenger waiting facilities sheltered from the weather, quality information, and dedicated cycle parking facilities nearby.

**Inner-city public transport**

Residential areas within the avenues, and trips between the Bus Interchange and destinations within the central city, will be covered by the Metro bus routes. These routes provide good coverage of the central city area. Further opportunities to connect key destinations will be investigated to ensure the best possible coverage is offered in the medium- to long-term as the rebuild progresses. Initiatives could include reintroducing shuttle services or enhancing the Metro system. Any inner-city public transport service will be integrated with the city-wide

public transport system. Energy efficient and environmentally friendly options will be considered.

**Heritage tram**

The Christchurch City Council will consider repairing and reintroducing the pre-earthquake heritage tram system as a visitor attraction, as part of the reopening and reconstruction of the central city's key attractions. Some of the destinations on the previously planned route have been damaged due to the earthquakes, so the route may need to be reviewed.

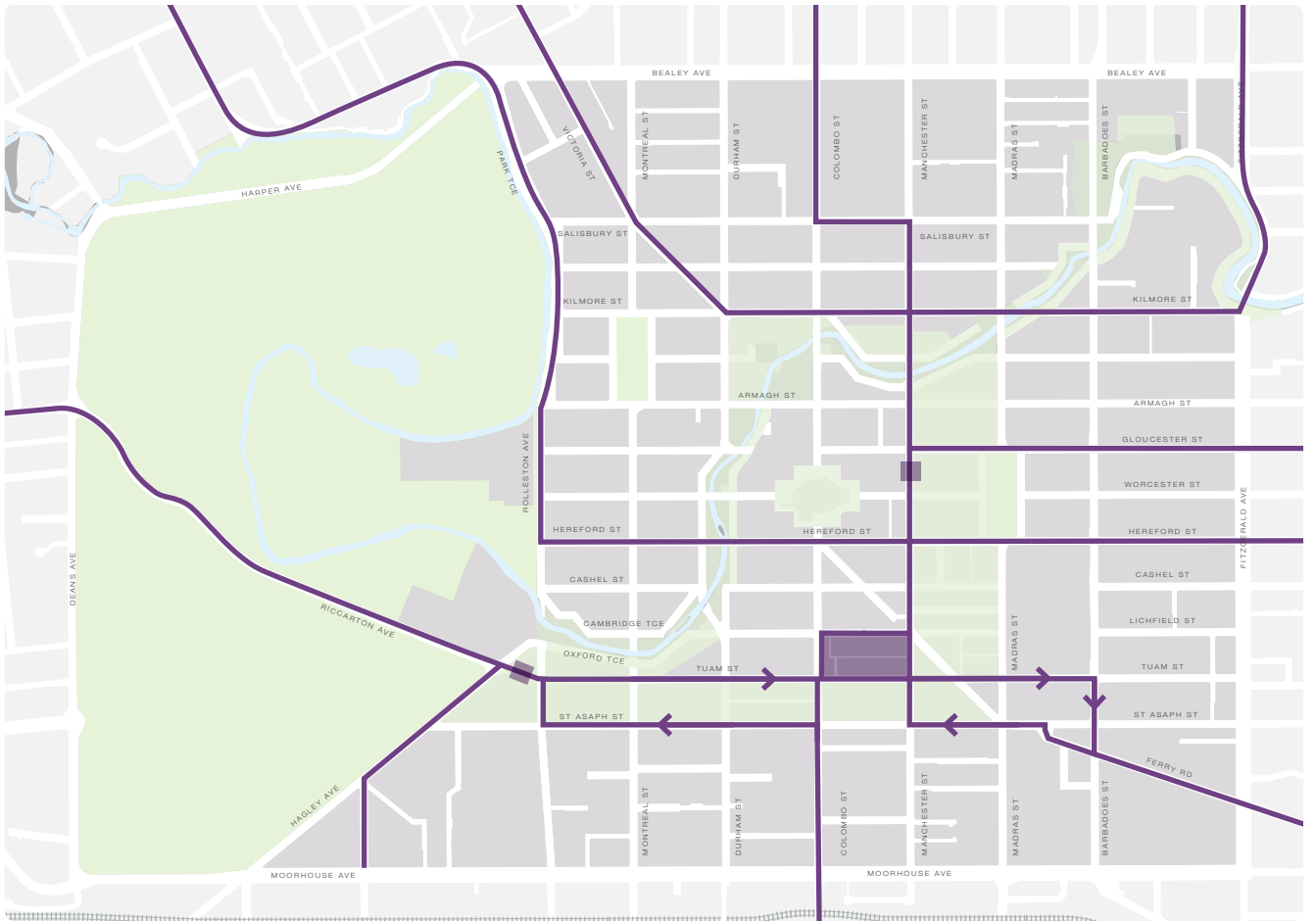


Manchester St – indicative streetscape and bus lanes



Tuam Street – indicative streetscape and contraflow cycleway

*Public transport network in the central city*



# Car travel

## Haere mō runga motokā

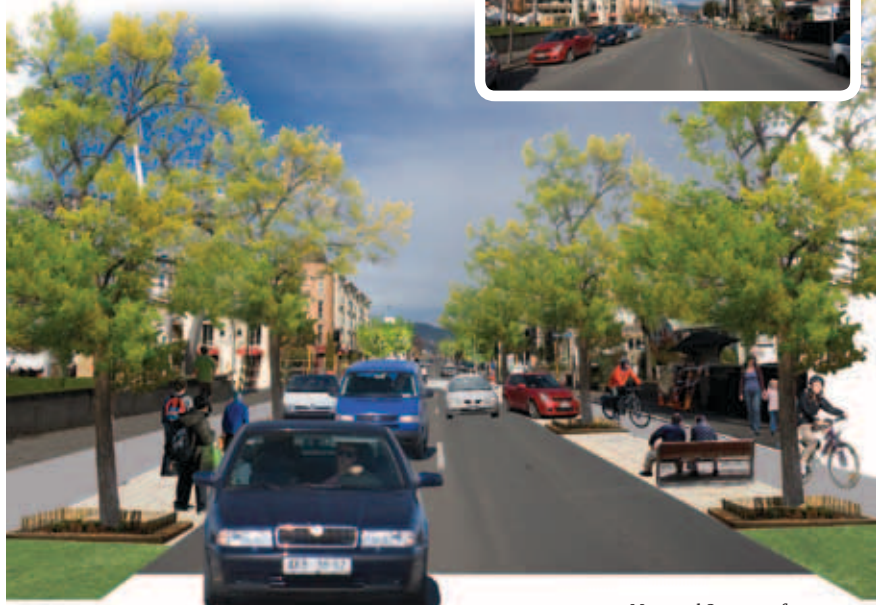
*A network of distributor streets will provide efficient access for vehicles to destinations within the central city. Vehicle speeds will be managed to support the high-quality redevelopment that is intended for the central city.*

Bealey, Fitzgerald, Moorhouse, Hagley and Deans Avenues will continue to act as major arterial routes for travel around the central city, with key crossing points for access into the centre. They will be enhanced over time as needed to cater for increased traffic volumes.

Vehicle speeds will be slowed to a maximum of 30 km/hr in the Inner Zone. For the rest of the network, speed limits will remain at a maximum of 50 km/hr, but some streets may be managed at a slower speed to fit with the surrounding environment; for example, the section of Durham Street/Cambridge Terrace alongside Te Papa Ōtākaro/the Avon River Precinct.

Montreal, Durham/Cambridge, Madras, Barbadoes, St Asaph, Tuam and Kilmore Streets will be the distributor streets. They will provide the key vehicle access routes into the central city to service the majority of trips to the Core on a daily basis.

Montreal Street – before



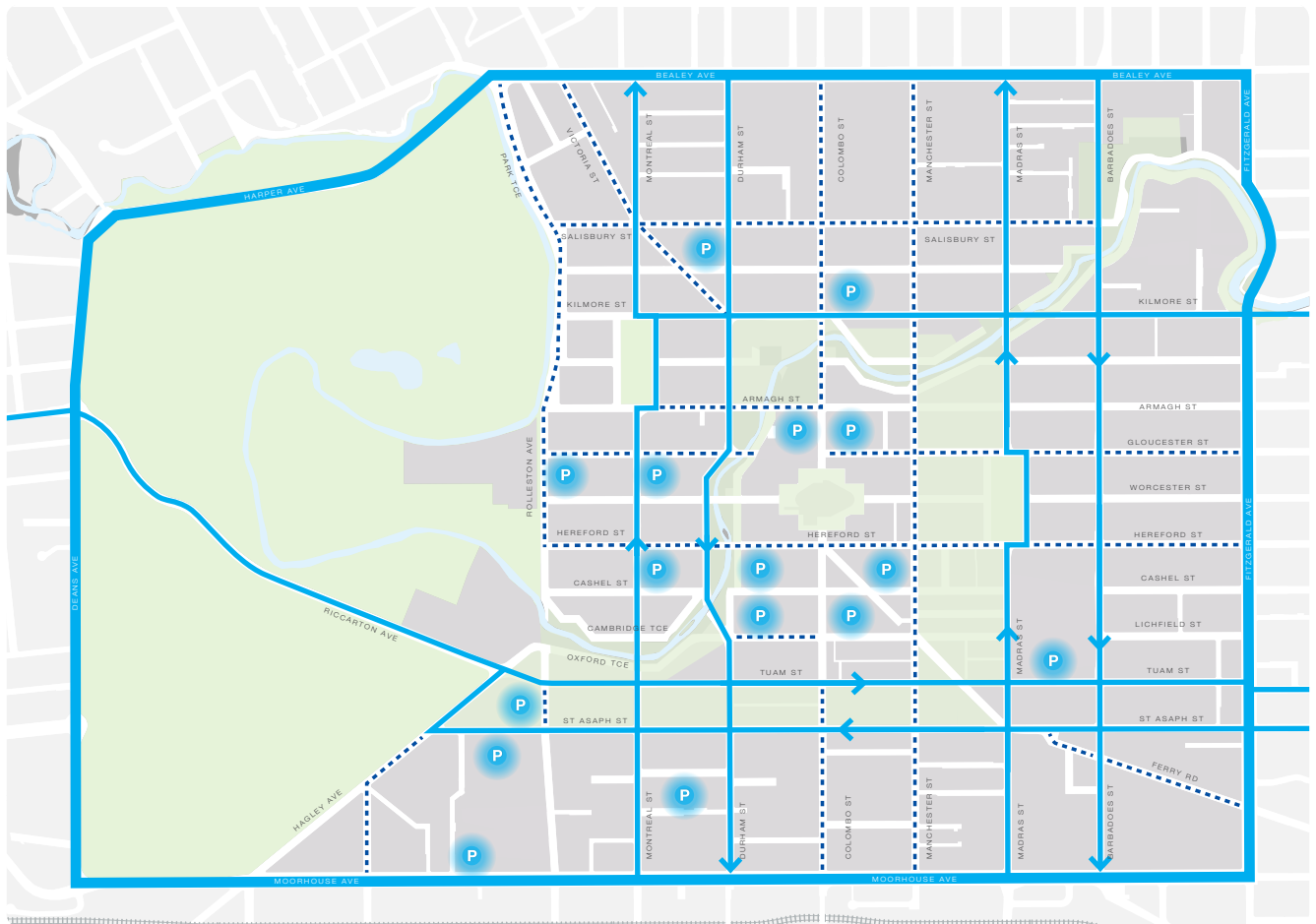
Montreal Street – after



Indicative enhanced one-way distributor – Durham St / Cambridge Tce near the Ōtākaro/Avon River



*Distributor streets and indicative parking locations*



Arterial
  Main distributor
  Local distributor

The Salisbury–Kilmore one-way pair have carried less traffic than the other one-way streets and run through predominantly residential areas. They will be converted to two-way streets; Kilmore Street will continue to be a distributor street but through-trips will be encouraged onto Fitzgerald and Bealey Avenues.

The other one-way streets will be retained but enhanced, as appropriate, with improved streetscapes. These enhanced one-way distributor streets will provide the required street amenity to suit the local

character and intended development while still allowing efficient vehicle movement.

The locations of Te Papa Ōtākaro/the Avon River Precinct, the Stadium and the Bus Interchange mean that Lichfield Street will cease to function as a one-way through-route. Tuam Street will therefore become an eastbound one-way road.

# Parking

## Papawaka

*Well-located car parking that is readily accessible off distributor streets, but does not dominate city streets, is essential to an accessible city.*

Many pre-earthquake public off-street parking facilities have been destroyed. On-street parking will also be reduced due to some anchor projects, cycleways, streetscape enhancements, and urban design improvements.

Car parking within individual developments continues to be provided for (but not required) in the Central City Business Zone, up to 50 percent of the gross leasable floor area of the premises may be used for this activity. A maximum has been prescribed to manage the number of vehicles overall within the zone consistent with the pedestrian-friendly focus, but not to the extent that economic recovery is compromised.

The amount of short-term parking available will return to pre-earthquake levels. The majority of parking required to meet the needs of businesses, shoppers and commuters will continue to be met by commercial developments. On-street parking within the Core will be prioritised

for disabled and short stay parking, service vehicles and taxis. New off-street parking facilities will be located to serve key precincts and destinations. Greater use of existing and new off-street parking and short-term, on-street parking will be encouraged. Parking provided for anchor projects will be available to the general public where possible.

The off-street parking buildings will be located to provide safe and easy access from the local distributor streets and will be located either on the perimeter of or outside the Core. These buildings will be designed to integrate with their surrounds, with a preference for mid-block sites and for parking buildings to provide for other uses, with active ground-floor frontages. For these reasons, parking buildings will generally be smaller than they were before the earthquakes. The timing of their development, and their exact location, will match demand and development in the central city. Temporary demountable parking facilities could be considered to

provide a flexible response to parking needs as the city rebuilds.

Opportunities to future-proof the system, for example by providing charging facilities for electric vehicles, will be explored.

### **Service vehicles**

Within the Core and Frame, an aim will be to encourage access for service vehicles via dedicated service lanes built as part of commercial developments, where possible. Management of deliveries will aim to minimise on-street queuing and other negative effects. Service vehicle access through pedestrian priority streets and off main distributor streets will not be favoured, especially during shopping hours and peak travel times.

### **Taxis**

Appropriate taxi facilities will be provided as part of the development of key precincts and anchor projects within the central city.



# Wayfinding

## Tipihaere

*New bilingual signage (English and te reo Māori), wayfinding systems, interpretation mapping and information on the car parks available will be developed to assist motorists, cyclists and pedestrians find their way around the central city.*



*Indicative wayfinding signage*

### **Wayfinding will provide:**

- a clear hierarchy of street signage integrated with the streetscape character to signal the role of the streets within the network
- signage on walking and cycling routes
- driver information and car parking signage so drivers can efficiently locate parking, reducing unnecessary traffic pressure on inappropriate routes
- information, routes and signage that recognise and reveal tangata whenua associations, history and sites of significance
- signage with directions and information for visitors so that people unfamiliar with the city can easily locate Christchurch's key visitor attractions, whether they are driving, cycling or walking
- directional signage to public transport facilities such as the Bus Interchange and super stops
- strategic traffic signage on the approaches to and along the avenues to encourage traffic heading to the central city to do so on the most appropriate routes, and traffic not travelling to the central city to use alternative strategic routes around it
- new and smart technologies to complement street signage

# Statutory direction to amend District Plan

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

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The Transport Provisions and Map 4 included in Appendix 1 of the Christchurch Central Recovery Plan are now superseded by the provisions included in the Appendix of this document. These revised transport provisions now take into account the road classifications and transport zones developed to provide an effective and efficient central city transport network.

Note that 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

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## Transport Provisions

### 3.5 Transport and Parking Rules

#### 3.5.1 CHANGES TO VOLUME 2

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

Amend Policy 7.6.1 in Volume 2, Section 7 as follows:

#### 7.6.1 POLICY: PARKING REQUIREMENTS OUTSIDE THE CENTRAL CITY

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

Amend Policy 7.6.2 as follows:

#### 7.6.2 POLICY: CASH IN LIEU OUTSIDE THE CENTRAL CITY

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

Amend Policy 7.6.8 as follows:

7.6.8 To ensure that car parking areas in association with non-residential developments are easily accessible and, **for locations outside the Central City**, their location is obvious from the street.

Insert New Transport Objective 7.9 in Volume 2, Section 7 as follows:

### 7.9 - Central City Transport Objective

**An accessible Central City for all people no matter how they choose to travel.**

Insert new Policies 7.9.1 – 7.9.7 in Volume 2, Section 7 as follows:

#### 7.9.1 POLICY: ROAD CLASSIFICATIONS WITHIN THE CENTRAL CITY

**To provide for the interim management of the road network in the Central City by way of a differentiated network which recognises how the layouts of different road classes accommodate different modes of travel (Local Streets, Local Distributor Streets, Main Distributor Streets, Arterial Routes<sup>1</sup>) and take account of the areas through which they pass (Core, Inner Zone, Outer Zone) in different ways.**

#### 7.9.2 POLICY: WALKING AND CYCLING IN THE CENTRAL CITY

<sup>1</sup>For the purposes of the Central City, Arterial Routes are the highest order roads predominantly accommodating vehicular traffic that does not have an origin or destination within the Central City. Main Distributor Streets are the second highest order link types in the Central City and form key movement corridors into the Central City from surrounding areas. Local Distributor Streets are the third highest order link types and are important for the distribution of travel demand at a local, neighborhood level. Local Streets are the fourth highest order roads, characterised by relatively low traffic volumes and negligible through traffic, and with a role to provide access to properties. All road classes may be designed in a manner which not only recognises their function but also reflects their surrounding built environment. This could include measures which prioritise certain types of road users above others.

**To encourage walking and cycling within the Central City, by:**

- **developing comprehensive networks of pedestrian and cycle linkages that are appropriately sized, direct, legible, prioritised, safe, comfortable, have high amenity and are free from encroachment;**
- **providing road environments that appropriately accommodate pedestrians and cyclists;**
- **encouraging developments to maintain active frontages within a primary area of the Core of the Central City Business Zone;**
- **providing an appropriate level of cycle parking;**
- **ensuring access for the mobility impaired.**

### **7.9.3 POLICY: PUBLIC TRANSPORT IN THE CENTRAL CITY**

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

### **7.9.4 POLICY: PARKING PROVIDED BY ACTIVITIES IN THE CENTRAL CITY**

**To enable activities to provide vehicle and cycle parking, and loading facilities, to support the recovery of the Central City while minimising any negative effects on the efficiency and safety of the transportation networks of all road users.**

### **7.9.5 POLICY: COMMERCIAL CAR PARKING BUILDINGS AND LOTS WITHIN THE CENTRAL CITY**

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

- **support the recovery of the Central City;**
- **are easily accessible for businesses in the Central City;**
- **minimise any negative effects on the efficiency and safety of the transportation networks of all users;**
- **protect the amenity of the Central City;**
- **reduce the need for activities to provide their own on-site parking.**

### **7.9.6 POLICY: TEMPORARY CAR PARKING FOR EARTHQUAKE RECOVERY WITHIN THE CENTRAL CITY**

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

### **7.9.7 POLICY: CENTRAL CITY LANES**

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

Delete Policy 12.2.1 in Volume 2, Section 12. Insert new Policy 7.9.8 in Volume 2 Section 7 as follows:

### **7.9.8 POLICY: CENTRAL CITY CORE**

**Establish a people focussed and slow vehicle Core in the heart of the Central City which provides safe and effective access and movement for all forms of transport.**

Delete all of Objective 12.3 in Volume 2, Section 12 and its related Policies and renumber.

Insert a new sentence in Volume 3 Part 8, Section 4.2 as follows:

## 4.2 Status of buildings extending over the Road Zone

(...)

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

Insert a new Clause in Volume 3 Part 8 Section 4.4.1 as follows:

(...)

**(d) Clauses 4.5.1 - 4.5.5 (Special Purpose (Road) Zone) do not apply within the Central City.**

(...)

Insert new Clause in Volume 3 Part 8 Section 4.5 as follows:

### 4.5.6 ROAD CROSS SECTIONS - ALL ZONES WITHIN THE CENTRAL CITY

**Any construction or reconstruction of a roadway in the Central City shall provide footpaths on both sides of the road, unless the legal width of the road is less than 10m or the road is designed as a shared space street or is a Central City lane.<sup>2</sup>**

Insert new sentences in Volume 3 Part 8 Appendix 4 as follows:

**For Central City roads, apply the Road Classifications and Transport Zones shown in Appendix 4b and Appendix 4c, as the road hierarchy shown in Appendix 3 does not apply. As the Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues form the boundary of the Central City, these roads have a dual classification of 'Arterial Route' and 'Major Arterial'. For accesses on the Central City side of these roads, use the 'Arterial Route' standards and for the accesses on the other side of these roads, the 'Major Arterial' standards apply.**

Insert new sentences in Volume 3 Part 8 Appendix 4 as follows:

**For Central City roads, apply the Road Classifications and Transport Zones shown in Appendix 4b and Appendix 4c, as the road hierarchy shown in Appendix 3 does not apply. As the Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues form the boundary of the Central City, these roads have a dual classification of 'Arterial Route' and 'Major Arterial'. For accesses on the Central City side of these roads, use the 'Arterial Route' standards and for the accesses on the other side of these roads, the 'Major Arterial' standards apply.**

Insert new sentence in Volume 3, Part 8 Appendix 4a as follows:

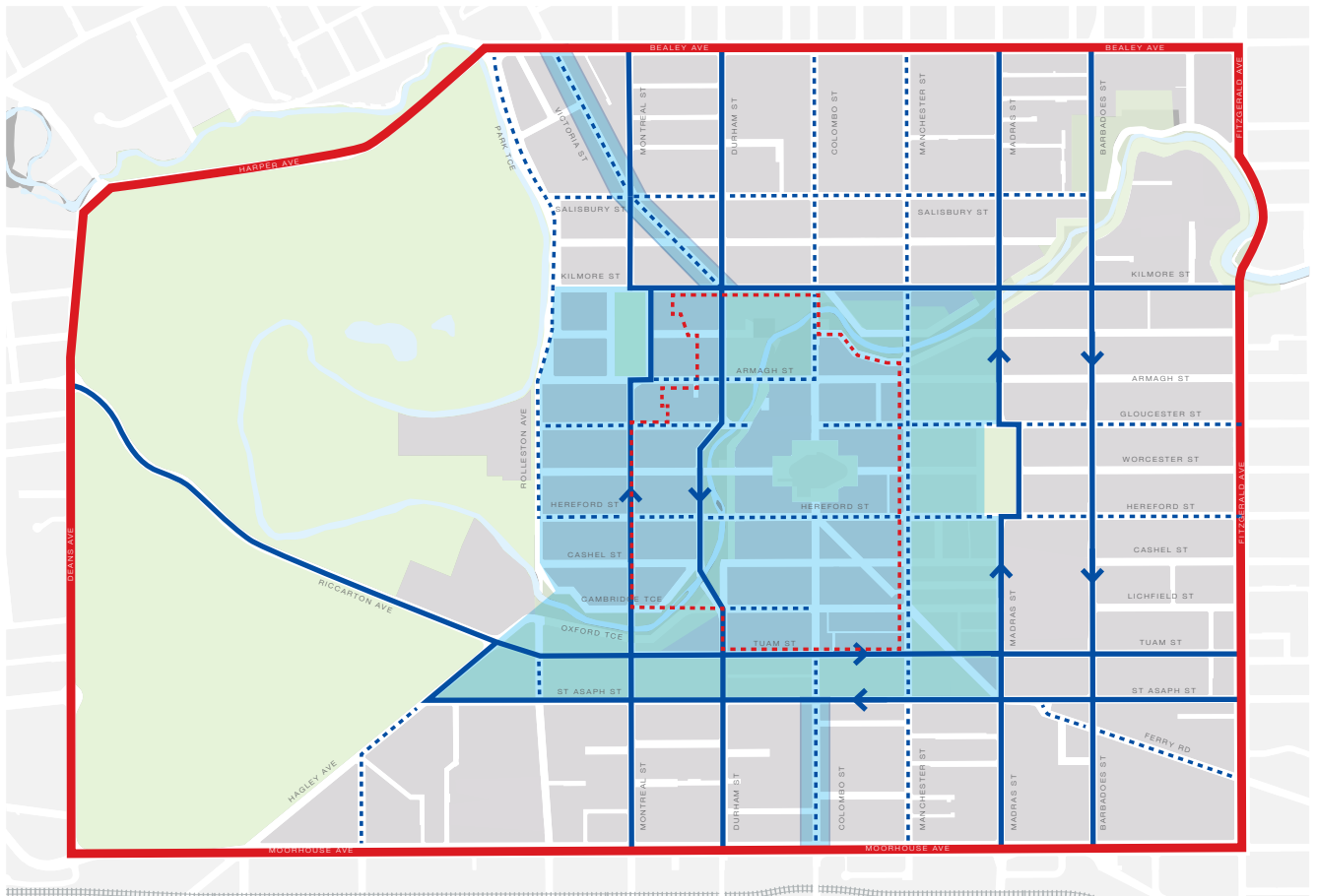
**This map does not apply to roads within the Central City.**

Insert new Central City Map 4 as Appendix 4b in Volume 3 Part 8.

<sup>2</sup> For the purposes of the Central City, a Central City Lane is a narrow road in the Central City which is laid out or constructed either by the authority of the Council or the Minister of Transport for the purpose of providing access and which provides a high level of amenity for pedestrians. A Shared Street is a street where there is no delineation between traffic lanes or any areas for walking and cycling, and is designed so that vehicles and people walking or cycling can safely mix in the same physical space.



**Appendix 4b - Map of Central City Road Classifications and Transport Zones**



**Zones**  
 - - - Core  
 Inner Zone

**Roads**  
 Arterial  
 Main Distributor  
 Local Distributor

Insert new list of Central City Road Classifications as Appendix 4c in Volume 3 Part 8.

**Appendix 4c - List of Road Classifications in the Central City**

<b>Antigua Street (Tuam Street-St Asaph Street)</b>	<b>Local Distributor Street</b>
<b>Armagh Street (Montreal Street-Cranmer Sq(east side))</b>	<b>Main Distributor Street</b>
<b>Armagh Street (Cranmer Sq(east side)-Colombo Street)</b>	<b>Local Distributor Street</b>
<b>Barbadoes Street (Bealey Avenue-Moorhouse Avenue)</b>	<b>Main Distributor Street</b>
<b>Bealey Avenue (Harper Avenue-Fitzgerald Avenue)</b>	<b>Arterial Route</b>
<b>Cambridge Terrace (Gloucester Street-Cashel Street)</b>	<b>Main Distributor Street</b>
<b>Colombo Street (Bealey Avenue-Armagh Street)</b>	<b>Local Distributor Street</b>
<b>Colombo Street (Tuam Street-Moorhouse Avenue)</b>	<b>Local Distributor Street</b>

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<b>Cranmer Sq (east side) (Kilmore Street-Armagh Street)</b>	<b>Main Distributor Street</b>
<b>Deans Avenue (Harper Avenue-Moorhouse Avenue)</b>	<b>Arterial Route</b>
<b>Durham Street North (Bealey Ave-Gloucester Street)</b>	<b>Main Distributor Street</b>
<b>Durham Street South (Cashel Street-Moorhouse Ave)</b>	<b>Main Distributor Street</b>
<b>Ferry Road (St Asaph Street-Fitzgerald Avenue)</b>	<b>Local Distributor Street</b>
<b>Fitzgerald Avenue (Bealey Avenue-Moorhouse Ave)</b>	<b>Arterial Route</b>
<b>Gloucester Street (Rolleston Avenue-Oxford Terrace)</b>	<b>Local Distributor Street</b>
<b>Gloucester Street (Colombo Street-Madras Street)</b>	<b>Local Distributor Street</b>
<b>Gloucester Street (Madras Street-Latimer Sq (east side))</b>	<b>Main Distributor Street</b>
<b>Gloucester Street (Latimer Sq(east side)-Fitzgerald Av)</b>	<b>Local Distributor Street</b>
<b>Hagley Avenue (Riccarton Avenue-St Asaph Street)</b>	<b>Main Distributor Street</b>
<b>Hagley Avenue (St Asaph Street-Selwyn Street)</b>	<b>Local Distributor Street</b>
<b>Harper Avenue (Deans Avenue-Bealey Avenue)</b>	<b>Arterial Route</b>
<b>Hereford Street (Rolleston Avenue-Madras Street)</b>	<b>Local Distributor Street</b>
<b>Hereford Street (Madras Street-Latimer Sq (east side))</b>	<b>Main Distributor Street</b>
<b>Hereford Street (Latimer Sq (east side)-Fitzgerald Ave)</b>	<b>Local Distributor Street</b>
<b>Kilmore Street (Montreal Street-Fitzgerald Avenue)</b>	<b>Main Distributor Street</b>
<b>Latimer Square (east side)</b>	<b>Main Distributor Street</b>
<b>Madras Street (Bealey Avenue-Gloucester Street)</b>	<b>Main Distributor Street</b>
<b>Madras Street (Hereford Street-Moorhouse Avenue)</b>	<b>Main Distributor Street</b>
<b>Manchester Street (Bealey Avenue-Moorhouse Ave)</b>	<b>Local Distributor Street</b>
<b>Montreal Street (Bealey Avenue-Kilmore Street)</b>	<b>Main Distributor Street</b>
<b>Lichfield Street (Durham Street-Colombo Street)</b>	<b>Local Distributor Street</b>
<b>Montreal Street (Armagh Street-Moorhouse Avenue)</b>	<b>Main Distributor Street</b>
<b>Moorhouse Avenue (Deans Avenue-Fitzgerald Ave)</b>	<b>Arterial Route</b>
<b>Park Terrace / Rolleston Avenue (Bealey Avenue-Hereford Street)</b>	<b>Local Distributor Street</b>
<b>Riccarton Avenue</b>	<b>Main Distributor Street</b>
<b>Salisbury Street (Park Terrace-Barbadoes Street)</b>	<b>Local Distributor Street</b>
<b>St Asaph Street (Hagley Avenue-Fitzgerald Avenue)</b>	<b>Main Distributor Street</b>
<b>Selwyn Street (Hagley Avenue-Moorhouse Avenue)</b>	<b>Local Distributor Street</b>
<b>Tuam Street (Hagley Avenue-Fitzgerald Avenue)</b>	<b>Main Distributor Street</b>
<b>Victoria Street</b>	<b>Local Distributor Street</b>

**All other Central City Roads are classified as Local Streets.**

Amend Clause 12.5.1 in Volume 3 Part 8 as follows:

#### **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 as follows:

### 13.4 Special Purpose (Pedestrian Precincts) Zone

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

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

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

(...)

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

Insert new sentences in Volume 3 Part 13 Clause 2.1.1 as follows:

(a) Any activity which complies with:

- **all of the development standards under Clauses 2.2 ~~and 2.3, and 2.4,~~**
- **community standard Clause 2.5.1, and**
- **the critical standard under Clause 2.6**

shall be a permitted activity.

**(b) Any activity which does not comply with any one or more of the development standards under Clauses 2.2, ~~or 2.3 or 2.4, but complies with the community standard under Clause 2.5.1 and the critical standard under Clause 2.6,~~ shall be a discretionary activity with the exercise of the Council’s discretion limited to the matter(s) subject to that standard.**

**(c) ~~Any activity that does not comply with community standard Clause 2.5.1, but complies with the critical standard under Clause 2.6, shall be a discretionary activity.~~**

**(d) ~~Any activity which does not comply with the critical standard under Clause 2.6 shall be a non complying activity.~~**

~~(e) Clarification of categories of activities~~

The standards may also specify that an activity is controlled (development standards) with the exercise of the Council’s discretion limited to the matter subject to that standard.

**(f) ~~The development standards under Clauses 2.2 and 2.3 do not apply to activities in the Central City, except for 2.2.9, 2.2.11, 2.2.12, 2.2.15, 2.3.1, 2.3.2, 2.3.3 and 2.3.4. For the other transport standards for activities in the Central City, refer to Clauses 2.4, 2.5 and 2.6.~~**

Delete Table 1a, and any reference to it, in Volume 3 Part 13 Clause 2.2.1, and renumber, Table 1b as Table 1 and title “Minimum Parking Required outside the Central City”.

Insert new section in Volume 3 Part 13, Section 2.4 Development Standards as follows:

## **2.4 Development standards – Parking, loading and access – All Zones within the Central City**

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

### **2.4.1 CAR PARKING SPACE NUMBERS – ALL ZONES WITHIN THE CENTRAL CITY (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. 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.
- (b) 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 is to be constructed in compliance with the dimensions in Appendix 8.

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

### **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 200m of the site on which the activity is undertaken.**

Modify Part 13, Volume 3 Rule 2.2.5 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.3 as follows:

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

- (a) 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 at the closest possible point to the entrance to the activity with which they are associated and the most direct route from the disabled parking spaces to the activity shall be accessible for mobility impaired persons.
- (b) 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.

Insert new Part 13, Volume 3 Rule 2.4.4 as follows:

### **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) Visitor cycle parking shall be located within 30m of at least one pedestrian public entrance to the activity.
- (c) Staff cycle parking shall be located so it is easily accessible for staff of the activity. Staff cycle parking may be provided on a site within 200m of the site on which the activity is undertaken.
- (d) All on-site manoeuvre areas shall be designed to accommodate the turning path of a cycle as shown in Appendix 9.

- (e) **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 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.**

**Table 6. Minimum Cycle Parking Standards in all Zones within the Central City**

Activity	Visitor Cycle Parking	Staff Cycle Parking
<b>Retail</b>	<b>1 space/ 350m<sup>2</sup> GLFA</b>	<b>1 space/ 200m<sup>2</sup> GLFA</b>
<b>Food and Beverage</b>	<b>1 space/ 125m<sup>2</sup> PFA</b>	<b>1 space/ 400m<sup>2</sup> PFA</b>
<b>Office</b>	<b>1 space/ 500m<sup>2</sup> GFA</b>	<b>1 space/ 150m<sup>2</sup> GFA</b>
<b>ACCOMMODATION:</b>		
<b>Travellers' Accommodation (except Hotels)</b>	<b>1 space/ 20 beds</b>	<b>1 space/ 80 beds</b>
<b>Hotels</b>	<b>1 space/ 30 bedrooms</b>	<b>1 space/ 80 bedrooms</b>
<b>EDUCATION:</b>		
<b>Pre-school/Primary</b>	<b>1 space/ 5 pupils</b>	<b>1 space/ 100 pupils</b>
<b>Secondary</b>	<b>3 spaces/ 4 pupils</b>	<b>1 space/ 100 pupils</b>
<b>Tertiary</b>	<b>1 space/ 4 FTE students</b>	<b>1 space/ 100 FTE Students</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.**

Modify Part 13, Volume 3 Rule 2.2.7 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.5 as follows:

#### **2.4.5 LOADING AREAS – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) **For all activities in all zones within the Central City minimum loading and unloading requirements shall be provided as per Table 1 in Clause 2.2.1 (Volume 3, Part 13) except where:**
- (i) **no on-site parking (other than disabled spaces) is provided, in which case no loading spaces are required; or**
- (ii) **a suitable on or off-street loading facility is provided within 50m of any part of the site and the route between the loading facility and the site does not require crossing any road. Use of an off-street loading facility on a separate site by an activity must be protected for the use of that activity (and any future activity on the site) by an appropriate legal instrument. A copy of the appropriate legal instrument shall**

be provided to Council for its records.

- (b) All loading areas shall be sufficient to accommodate the largest vehicle that is expected to use the loading space, provided that all off-street loading spaces shall have the following minimum dimensions:
- (i) HGV bay - 3.5m x 7.5m, with associated manoeuvre areas to accommodate a 90 percentile design two axle truck, as shown in Appendix 6; or
- (ii) A car bay, with associated manoeuvre areas to accommodate a 99 percentile design motor car, as shown in Appendix 5. The space shall be a minimum of 1.0m wider than the standard space for angle spaces and a minimum of 2.0m longer for parallel spaces.

Modify Part 13, Volume 3 Rule 2.2.8 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.6 as follows:

#### **2.4.6 MANOEUVRE AREAS – ALL ZONES WITHIN THE CENTRAL CITY**

**All on-site manoeuvre areas shall be designed to accommodate at least a 90 percentile design motor car, as shown in Appendix 4. 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 5.**

Modify Part 13, Volume 3 Rule 2.2.10 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.7 as follows:

#### **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 Accesses Ways**

<b>Activity</b>	<b>Number of parking spaces provided</b>	<b>Minimum Legal Width (m)</b>	<b>Minimum Trafficable Width (m) <sup>(4)(5)</sup></b>	<b>Turning area</b>	<b>Passing area<sup>(4)</sup></b>	<b>Sealed and drained</b>	<b>Height (m) <sup>(3)</sup></b>
<b>Residential and offices</b>	<b>1 to 3</b>	<b>3.0</b>	<b>2.7</b>	(1)	<b>No</b>	(2)	<b>3.5</b>
<b>Residential and offices</b>	<b>4 to 8</b>	<b>3.5<sup>(6)</sup></b>	<b>3.0</b>	(1)	<b>Yes</b>	<b>Yes</b>	<b>4.0</b>
<b>Residential and offices</b>	<b>9 to 15</b>	<b>5.0<sup>(6)</sup></b>	<b>4.0</b>	(1)	<b>Yes</b>	<b>Yes</b>	<b>4.0</b>
<b>Other</b>	<b>15 or fewer</b>	<b>6.0(6)</b>	<b>4.5</b>	(1)	<b>Yes</b>	<b>Yes</b>	<b>4.0</b>
<b>All activities</b>	<b>More than 15</b>	<b>6.5<sup>(6)</sup></b>	<b>5.5</b>	(1)	<b>No</b>	<b>Yes</b>	<b>4.0</b>

#### **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) Where the access is also designed to accommodate pedestrian movements, this width shall be increased by 1.5m.

Modify Part 13, Volume 3 Rule 2.2.13 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.8 as follows:

#### **2.4.8 ON-SITE MANOEUVRING – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:
- (i) The vehicular access is onto an Arterial Route or onto a Local Street within the Core or onto a Local Distributor Street within the Core (refer Part 8, Appendix 4b); or
- (ii) The vehicular access is onto a Main Distributor Street and the access serves three or more parking spaces; or
- (iii) The vehicular access is onto a Local Street outside the Core or a Local Distributor Street outside the Core (refer Part 8, Appendix 4b) and the access serves six or more parking spaces.
- (b) With the exception of parallel parking spaces (either parallel to a road or an internal circulation route), all parking spaces shall be located so as to ensure that no vehicle is required to carry out more than one reverse manoeuvre when moving from any vehicle access to any parking space. This requirement does not apply to loading spaces.
- (c) All parking spaces shall be located so as to ensure that no vehicle is required to undertake more than one reverse manoeuvre when manoeuvring out of any parking or loading space.

Modify Part 13, Volume 3 Rule 2.2.14 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.9 as follows:

#### **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 or for sites served from a Local Distributor Street within the Core or Inner Zone, or a Local Street within the Core or Inner Zone, queuing space length shall be measured from the kerb face, or edge of the nearest traffic lane where no kerb is provided, to the nearest vehicle control point or point where conflict with vehicles or pedestrian pathways already on the site may arise.

**Table 8 Queuing space lengths**

<b>Number of parking spaces provided</b>	<b>Minimum queuing space length (m) for vehicular access from Arterial Routes, Main Distributor Streets, Local Distributor Streets within the Outer Zone, and Local Streets within the Outer Zone</b>	<b>Minimum queuing space length (m) for Residential Activities within the L4 Zone and for sites accessed from Local Distributor Streets within the Core and Inner Zone, and Local Streets within the Core and Inner Zone</b>
<b>1 - 20</b>	<b>5.5</b>	<b>6.7</b>
<b>21 - 50</b>	<b>10.5</b>	<b>6.7</b>
<b>51 - 100</b>	<b>15.5</b>	<b>11.7</b>
<b>101 - 150</b>	<b>20.5</b>	<b>11.7</b>
<b>151 or over</b>	<b>25.5</b>	<b>16.7</b>

Modify Part 13, Volume 3 Rule 2.2.16 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.10 as follows:

#### **2.4.10 SURFACE OF PARKING AND LOADING AREAS – ALL ZONES WITHIN THE CENTRAL CITY**

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

Modify Part 13, Volume 3 Rule 2.3.5 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.11 as follows:

#### **2.4.11 MAXIMUM NUMBER OF VEHICLE CROSSINGS – ALL ZONES WITHIN THE CENTRAL CITY**

**The maximum number of vehicle crossings permitted to any site or comprehensive residential development shall be in accordance with Table 9 below.**

**Table 9 Maximum number of vehicle crossings**

<b>Frontage length (m)</b>	<b>Frontage Road Classification</b>			
	<b>All road classes within the Core</b>	<b>Local Streets outside the Core and Local Distributor Streets outside the Core</b>	<b>Main Distributor Streets outside the Core</b>	<b>Arterial Routes</b>
<b>0 - 16</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>
<b>&gt; 16 - 60</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>
<b>&gt; 60 - 100</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>
<b>&gt;100</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>

Modify Part 13, Volume 3 Rule 2.3.6 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.12 as follows:



**2.4.12 DISTANCES OF VEHICLE CROSSINGS FROM INTERSECTIONS – ALL ZONES WITHIN THE CENTRAL CITY**

Any part of any vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 10 below.

**Table 10 Minimum distances of vehicle crossings from intersections**

Frontage Road Class	Intersecting Road Class (Distance in Metres)			
	Arterial Route	Main Distributor Street	Local Distributor Street	Local Street
Arterial Route	45	30	30	25
Main Distributor Street	30	30	30	10
Local Distributor Street	30	30 outside the Core 15 within the Core	30 outside the Core 15 within the Core	10 outside the Core 6 within the Core
Local Street	15	15 outside the Core 10 within the Core	15 outside the Core 10 within the Core	10 outside the Core 6 within the Core

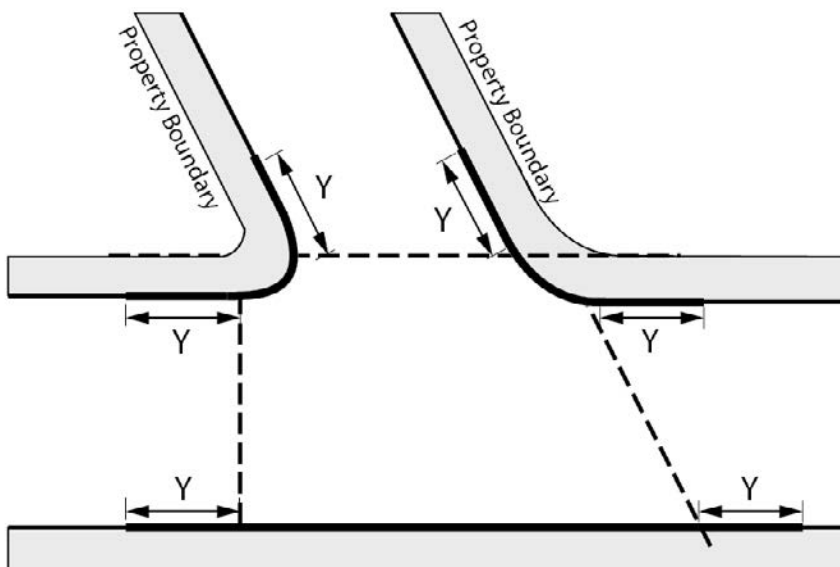
**Notes to Table:**

Use Figure 1 to measure the distances between the vehicle crossings from intersections. The ‘y’ dimension is the distance stated in Table 10 and is measured from the intersection of the frontage road centreline and the extensions of the intersecting road property boundaries shown as dashed lines.

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 10.

Note: The different road classifications are illustrated on Central City Planning Map 4.

**Figure 1 - Distances of vehicle crossings from intersections**



Modify Part 13, Volume 3 Rule 2.3.8 to state that it applies only outside of the Central City.

Insert new Part 13, Volume 3 Rule 2.4.13 as follows:

**2.4.13 HIGH TRAFFIC GENERATORS – ALL ZONES WITHIN THE CENTRAL CITY<sup>3</sup>**

**Permitted activities within the Central City are exempt from assessment as High Traffic Generators.**

Insert new Part 13, Volume 3 Rule 2.4.14 as follows:

**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 only be gained from the most preferred street that the site has frontage to, as shown in Table 11.**

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

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

Insert new Part 13, Volume 3 Rule 2.4.15 as follows:

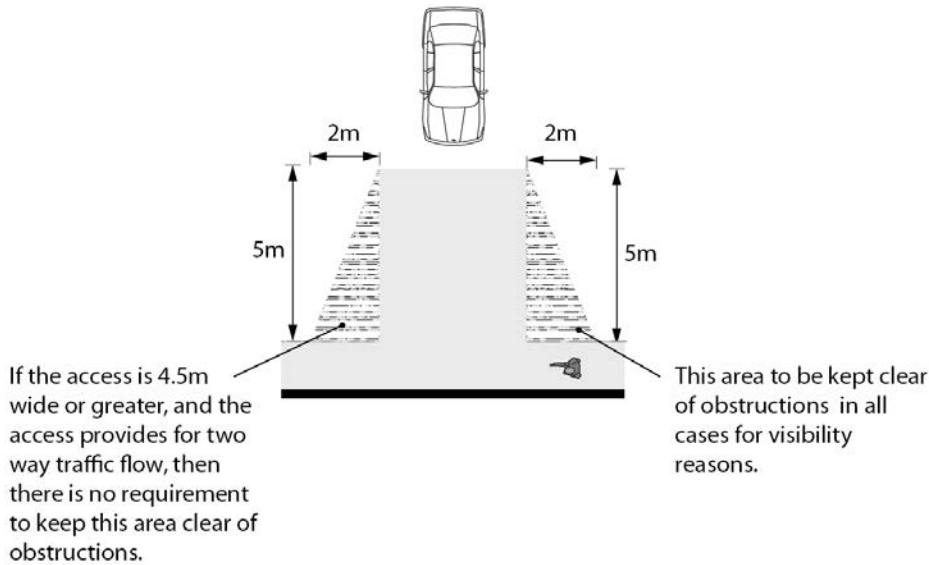
**2.4.15 PEDESTRIAN SAFETY**

**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.**

<sup>3</sup>Note: For the purposes of the Central City, additional Assessment Matters have been inserted into Assessment Matters 3.2.16 and 3.2.22 to address the effects of high traffic generation where rules on maximum car parking and access priority are breached. Additionally, activities that are not anticipated as permitted in the Central City Business and Mixed Use Zones require assessment as either restricted, full discretionary or non-complying activities. The relevant policies for these zones specifically refer to protecting the efficiency and safety of the adjacent transport networks (such as Policies 12.2.3 and 12.6.2) and therefore an assessment of these traffic-related effects is required for those activities. Where appropriate, Council may request an Integrated Transport Assessment to be provided. Where a consent application is not publicly or limited notified consultation with the New Zealand Transport Agency will be appropriate where significant transport effects are identified.

**Figure 2 – Visibility Splay – Inner Zone Streets and Outer Zone Streets**



Insert new Part 13, Volume 3 Rule 2.4.16 as follows:

**2.4.16 TEMPORARY CAR PARKS DURING THE EARTHQUAKE RECOVERY PERIOD – ALL ZONES WITHIN THE CENTRAL CITY**

**Any site temporarily supplying car parking where car parking is the primary activity on that site shall be a restricted discretionary activity with the exercise of the Council’s discretion limited to the Assessment Matters for this standard.**

**Any Resource Consents granted under this Rule will need to set the duration of the consent. The duration of the consent should not exceed a period that is reasonably necessary to support the recovery of the surrounding area. It is intended that the duration of consents under this Rule will be no longer than 18 April 2016.**

Insert new Part 13, Volume 3 Rule 2.4.17 as follows:

**2.4.17 CENTRAL CITY LANE FORMATION - ALL ZONES WITHIN THE CENTRAL CITY**

**Any new Central City Lane will be created with a legal width of between 6m and 12m and a minimum height clearance of 4.5m.**

Insert new Part 3, Volume 13 Rule 2.5 as follows:

## **2.5 Community Standards – Parking, Loading and Access – All Zones within the Central City**

### **2.5.1 COMMERCIAL CAR PARKING BUILDINGS AND LOTS – ALL ZONES WITHIN THE CENTRAL CITY**

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

Insert new Volume 3 Part 13 Rule 2.6.1 as follows:

## **2.6 Critical Standards – Parking, Loading and Access – All Zones within the Central City**

### **2.6.1 CAR PARKING SPACE NUMBERS – CENTRAL CITY BUSINESS ZONE (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. 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.**
- (b) **All car parking is to be constructed in compliance with the dimensions in Appendix 8.**

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

## **ASSESSMENT MATTERS<sup>4</sup>**

Modify Part 13 Volume 3 Assessment Matter 3.2.1 to state that it applies only outside the Central City.

Insert new Volume 3 Part 13 Assessment Matter 3.2.16 as follows:

### **3.2.16 CAR PARKING SPACE NUMBERS; PARKING AREA LOCATION; PARKING SPACES FOR PEOPLE WITH DISABILITIES**

- (a) **Whether the equivalent number of parking spaces, including disabled parking spaces, can be provided on a separate site which is within a suitable distance from the development; and is clearly associated with the development through signage or other means;**
- (b) **Whether the parking can be provided and maintained in a jointly used car parking area;**
- (c) **Whether the required parking can physically be accommodated on the site;**
- (d) **The extent to which the safety of people, including mobility impaired people, will be affected by being set down on-street.**

**For all zones within the Central City, where the Parking Area of a site is greater than 50% of the Gross Leasable Floor Area of the buildings on the site, or car parking is not constructed in compliance with the dimensions in Appendix 8, or parking is located greater than 200m from the site on which the activity is undertaken, the following Assessment Matters apply:**

<sup>4</sup> Note that Part 13, Volume 3 provides further Assessment Matters that relate to within and outside the Central City.

- 
- (a) The extent to which the safety and amenity of people within and passing the site, including vehicular traffic, pedestrians and cyclists, will be affected by the design or location of parking spaces and access ways;
  - (b) Whether the design or location of the parking spaces will disrupt active frontages or detract from streetscape amenity in the area;
  - (c) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;
  - (d) The extent to which the nature of the particular activity is such that it will generate significantly more parking demand than permitted;
  - (e) The potential activities that may use the additional parking spaces and the degree to which the car park will be utilised.

Modify Part 13 Volume 3 Assessment Matter 3.2.2 to state that it applies only outside the Central City.

Insert new Volume 3 Part 13 Assessment Matter 3.2.17 as follows:

### **3.2.17 CYCLE PARKING – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance;
- (b) Whether the parking can be provided and maintained in a jointly used cycle parking area;
- (c) The extent to which cycle parking facilities are designed and located to match the needs of the intended users.

Modify Part 13 Volume 3 Assessment Matter 3.2.3 to state that it applies only outside the Central City.

Insert new Volume 3 Part 13 Assessment Matter 3.2.18 as follows:

### **3.2.18 LOADING AREAS – ALL ZONES WITHIN THE CENTRAL CITY**

- (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.

Modify Part 13 Volume 3 Assessment Matter 3.2.4 to state that it applies only outside the Central City

### **3.2.19 MANOEUVRE AREAS – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) Whether there would be any adverse effects on the safety and amenity of all types of road user within and passing the site, and/or function of the frontage road.

Modify Part 13 Volume 3 Assessment Matter 3.2.7 to state that it applies only outside the Central City.

Insert new Volume 3 Part 13 Assessment Matter 3.2.20 as follows:

### **3.2.20 ACCESS TYPE AND DESIGN – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) Whether the access way serves more than one site and the extent to which other users of the access

way may be adversely affected;

- (b) The extent of any adverse effects on the safety, amenity and/or function of the frontage road and those travelling past the site;
- (c) The effect on the safety of people using the access way;
- (d) The extent to which the access disrupts active frontages.

Modify Part 13 Volume 3 Assessment Matter 3.2.9 to state that it applies only outside the Central City.

Insert new Volume 3 Part 13 Assessment Matter 3.2.21 as follows:

### **3.2.21 QUEUING SPACES – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) Whether there would be any adverse effects on the safety, amenity and/or function of the frontage road;
- (b) The effect of queuing vehicles on the safety of pedestrians and cyclists.

Modify Part 13 Volume 3 Assessment Matter 3.2.12 to state that it applies only outside the Central City.

Insert new Volume 3 Part 13 Assessment Matter 3.2.22 as follows:

### **3.2.22 LENGTH OF VEHICLE CROSSINGS; MINIMUM DISTANCE BETWEEN VEHICLE CROSSINGS; MAXIMUM NUMBER OF VEHICLE CROSSINGS, VEHICLE ACCESS TO SITES FRONTING MORE THAN ONE STREET; DISTANCES OF VEHICLE CROSSINGS FROM INTERSECTIONS – ALL ZONES WITHIN THE CENTRAL CITY**

#### **Length of vehicle crossings**

- (a) The number of pedestrian movements and the number and type of vehicles using or crossing the vehicle crossing;
- (b) Whether the safety of pedestrians, particularly the aged and disabled will be compromised by the length of time needed to cross a wider driveway;
- (c) The ability for vehicles to use the access without adversely affecting the safety and/or efficiency of the frontage road;
- (d) The speed at which vehicles will be able to enter/exit the site and the effect on this on the safety of pedestrians and other road users.

#### **Minimum Distance between Vehicle Crossings**

- (e) The extent to which the safety of the road will be adversely affected by conflict between manoeuvring vehicles at the crossings.

#### **Maximum Number of Crossings**

- (f) The extent to which the extra crossing(s) will adversely affect the safety and amenity of the frontage road and types of road user;
- (g) Any cumulative effects of the introduction of extra access points in conjunction with access for other activities in the vicinity;
- (h) 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.

**Vehicle Access to sites fronting more than one street,**

- (i) Whether there would be any adverse effects on the safety and amenity of all types of road user passing the site, and/or the function of the frontage road, particularly at times of peak traffic flows on the road and the access;
- (j) The extent to which the access disrupts active frontages.

**Distances of Vehicle Crossings From Intersections**

- (k) The extent to which any extra conflict may be created by 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;
- (l) The extent to which the number and type of vehicles generated by the site will adversely affect the frontage road and intersections, particularly at times of peak traffic flows on the road;
- (m) Whether the speed and volume of vehicles on the frontage road and intersections will exacerbate the adverse effects of the access on the safety of road users;
- (n) Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the access.

Insert new Volume 3 Part 13 Assessment Matter 3.2.23 as follows:

**3.2.23 PEDESTRIAN SAFETY - ALL ZONES WITHIN THE CENTRAL CITY**

- (a) The extent to which vehicles exiting the access way, and cyclists and pedestrians on the footpath or frontage road will be aware of each other in time to avoid conflicts;
- (b) Whether the speed and volume of vehicles exiting the access way will exacerbate the adverse effects of the access on the safety of road users.

Modify Part 13 Volume 3 Assessment Matter 3.2.14 to state that it applies only outside the Central City.

Insert new Volume 3 Part 13 Assessment Matter 3.2.24 as follows:

**3.2.24 TEMPORARY CAR PARKS DURING THE EARTHQUAKE RECOVERY PERIOD – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) The extent to which the safety and convenience of people within and passing the site, including vehicles, pedestrians and cyclists, will be affected by the design or location of the car park and access ways;
- (b) Whether the design or location of the car park will disrupt active frontages or detract from streetscape amenity in the area;
- (c) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces;
- (d) The length of time that the car park is proposed to be operating for;
- (e) The potential activities that may use the additional parking spaces and the degree to which the car park will be utilised.

Insert new Volume 3 Part 13 Assessment Matter 3.2.25 as follows:

**3.2.25 CENTRAL CITY LANE FORMATION – ALL ZONES WITHIN THE CENTRAL CITY**

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

Insert new Volume 3 Part 13 Assessment Matter 3.2.26 as follows:

### **3.2.26 COMMERCIAL CAR PARKING BUILDINGS AND LOTS – ALL ZONES WITHIN THE CENTRAL CITY**

- (a) The potential activities that may use the car park and the degree to which the car park will be utilised;**
- (b) The need for the car park considering the amount of car parking spaces already provided in the surrounding area;**
- (c) Whether the car parking spaces are needed to meet existing unsatisfied parking demand or are being provided due to anticipated future need;**
- (d) The integration of the car park area with existing car park areas to operate in a coordinated manner;**
- (e) The legibility of the car park and the way in which the location of car park is communicated to motorists;**
- (f) The extent to which the safety and convenience of people within and passing the site, including vehicles, pedestrians and cyclists, will be affected by the design or location of the car park;**
- (g) Whether the design or location of the car park will disrupt active frontages or detract from streetscape amenity in the area;**
- (h) Whether the car park can be used by other activities to reduce the need for these activities to provide their own parking spaces.**

Amend Volume 3 Part 13 Appendix 1 to state that it applies only outside the Central City.

Amend Volume 3, Part 13 Appendix 2 as follows:

#### **Appendix 2 - Cash in lieu of parking**

A financial contribution by way of a cash payment may be made in lieu of part, or all, of the parking requirement in the following areas of the City:

Area	Zone	Percentage of value required
<b>General City</b>	<b>General City Edge</b>	<b>90%</b>
<b>Gore Area</b>	<b>General City</b>	<b>70%</b>
<b>Frame</b>	<b>General City</b>	<b>90%</b>
<b>East Fringe</b>	<b>General City</b>	<b>90%</b>
<b>West Fringe</b>	<b>General City</b>	<b>90%</b>
New Brighton	Business 2	100%
Papanui	Business 1	100%
Church Corner	Business 2	100%
Sydenham	Business 2	100%

The basis of the cash payment in lieu of parking is to be :

- (a) The area of land per required parking space is to be 25m<sup>2</sup>;

And

- (b) The rate at which cash in lieu is charged will be calculated at the current market value of the land. The market value of the land will be the average market value of the entire site on which the land is located;



And

(c) The funds obtained from the cash in lieu of parking shall be used solely and exclusively for providing parking in the area from where the funds are gathered.

Insert new in Volume 3 Part 13 Appendix 8 as follows:

## **Appendix 8 - Parking space dimensions – Central City**

**All car parking spaces shall be laid out in accordance with Table 12.**

**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 5.**

**Table 12 - Car park dimensions - All Zones within the Central City**

Type of user	Parking angle	Stall width (m) <sup>(5)</sup>	Aisle <sup>(7)</sup>	Stall depth (m) <sup>(6)</sup>
<b>Long term <sup>(1)</sup></b>	<b>90° (Perpendicular)</b>	<b>2.4</b>	<b>6.6</b>	<b>5.0</b>
-	<b>60°</b>	<b>2.4</b>	<b>5.3</b>	<b>5.0</b>
-	<b>45°</b>	<b>2.4</b>	<b>4.3</b>	<b>5.0</b>
-	<b>30°</b>	<b>2.1</b>	<b>3.5</b>	<b>5.0</b>
<b>Medium term <sup>(2)</sup></b>	<b>90°</b>	<b>2.5</b>	<b>6.2</b>	<b>5.0</b>
-	<b>60°</b>	<b>2.5</b>	<b>5.0</b>	<b>5.0</b>
-	<b>45°</b>	<b>2.5</b>	<b>4.1</b>	<b>5.0</b>
-	<b>30°</b>	<b>2.3</b>	<b>3.4</b>	<b>5.0</b>
<b>Short term <sup>(3)</sup></b>	<b>90°</b>	<b>2.6</b>	<b>6.2</b>	<b>5.0</b>
-	<b>60°</b>	<b>2.6</b>	<b>4.7</b>	<b>5.0</b>
-	<b>45°</b>	<b>2.6</b>	<b>3.9</b>	<b>5.0</b>
-	<b>30°</b>	<b>2.5</b>	<b>3.3</b>	<b>5.0</b>
<b>Disabled parking <sup>(4)</sup></b>	<b>All</b>	<b>3.6</b>	<b>see note <sup>4</sup></b>	<b>5.0</b>
<b>All users</b>	<b>Parallel</b>	<b>2.5</b>	<b>3.3 (one-way)</b>	<b>6.1</b>
-	-	-	<b>5.5 (two way)</b>	<b>6.1</b>

**Notes:**

**For more information on how to apply these car park dimensions, refer to the car parking space layout diagram in Volume 3, Part 13 Appendix 1. However, please note where the dimensions in the car parking space layout diagram conflict with the dimensions in Table 12, the dimensions in Table 12 take precedence.**

**These car park dimensions do not apply to on-street parking spaces.**

**(1) Tenant, employee and commuter parking, tertiary education facilities (generally all day parking).**

**(2) Long-term city and town centre parking, sports facilities, entertainment centres, hotels, motels, visitors (generally medium term parking).**

**(3) Short-term city and town centre parking, shopping centres, department stores, supermarkets, hospitals and medical**

centres (generally short-term parking and where children and goods can be expected to be loaded into vehicles).

(4) The 3.6m space width comprises a 2.5m wide parking space plus an additional 1.1m width to enable the driver to enter and exit their vehicle. This additional width can be shared between two adjacent spaces. Aisle widths shall be the same as applicable to adjacent other user spaces or in the absence of such spaces, 6.2 m minimum.

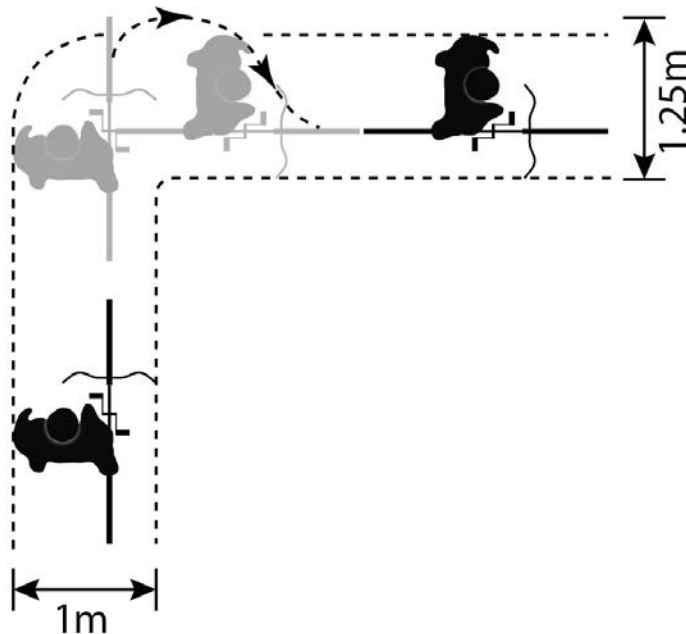
(5) Stall widths shall be increased by 300mm where they abut obstructions such as a wall, column or other permanent obstruction.

(6) 4.4m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas.

(7) Aisle widths allow for one-way operation for 30, 45 and 60 degree parking with forward entry to spaces and two-way operation for 90 degree parking.

Insert new Volume 3 Part 13 Appendix 9 as follows:

## **APPENDIX 9 – Cycle Turning Circle – All Zones within the Central City**



Insert new Volume 3 Part 14 Rule 5.2.1(e) as follows:

**(e) For sites within the Central City refer to Clause 2.4.7 for access standards.**

# Planning map

Mapi Hoahoa

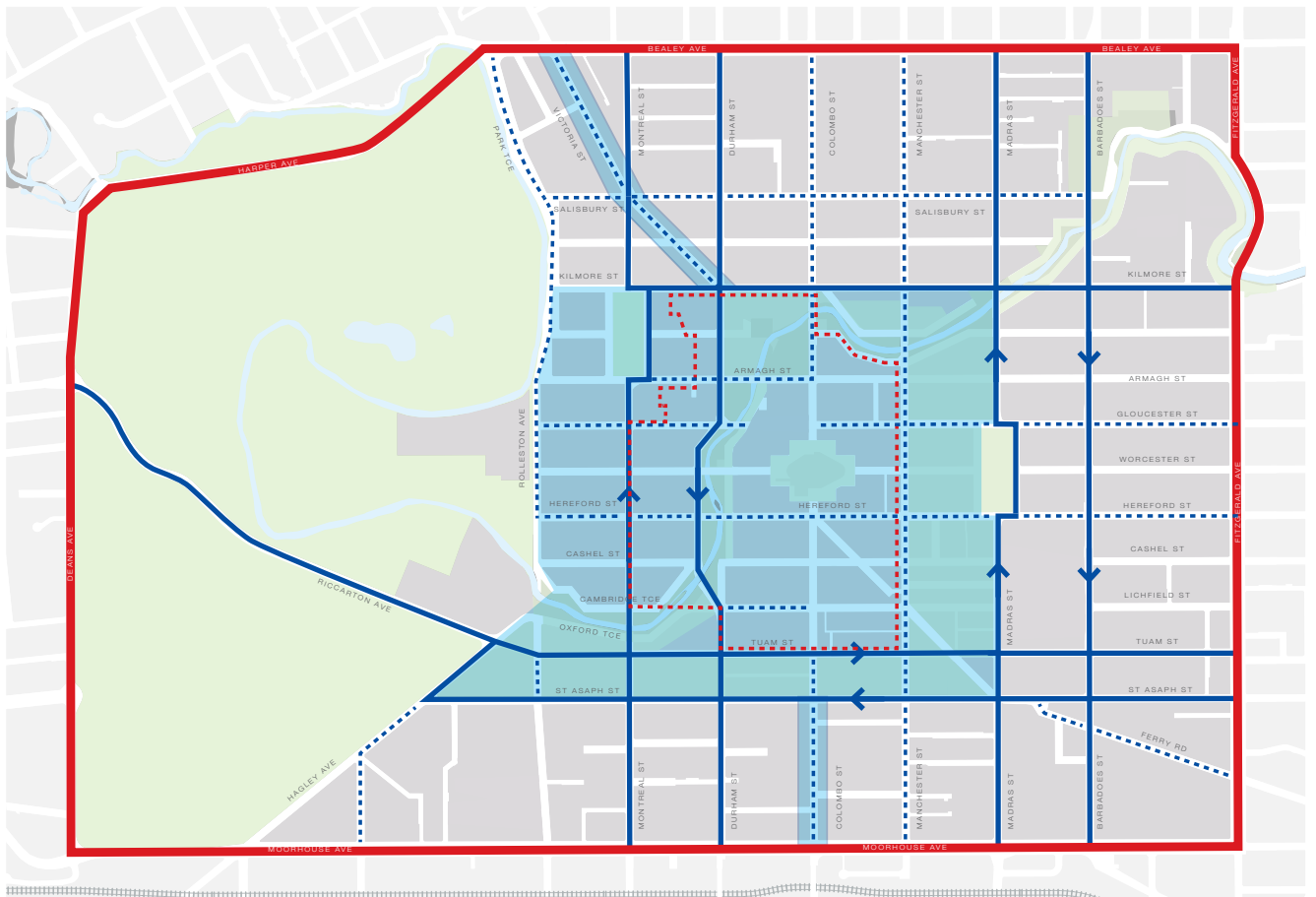
*To the Christchurch Central Recovery Plan*

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# Map 4.

## Central city: road classifications and transport zones



### Legend

#### Zones

- - - Core
- Inner Zone

#### Roads

- Arterial
- Main distributor
- Local distributor





