

BEFORE THE CHRISTCHURCH CITY COUNCIL

Independent Hearing Commissioner

IN THE MATTER of the Resource Management Act 1991

AND

IN THE MATTER a Resource Consent Application RMA20171354, by Calder Stewart Development Limited, to establish a digital screen billboard on a building at 617-649 Colombo Street, Christchurch.

STATEMENT OF EVIDENCE OF STEPHANIE STYLES

Senior Planner

14 May 2018

GREENWOOD ROCHE
LAWYERS
CHRISTCHURCH
Solicitor: L J Semple
(lauren@greenwoodroche.com)

Level 5
83 Victoria Street
PO Box 139
Christchurch
Phone: 03 353 0574

1.0 QUALIFICATIONS AND EXPERTISE

- 1.1 My name is Stephanie Styles, and I am a Senior Planner at Boffa Miskell Limited, a national firm of consulting planners, ecologists, urban designers and landscape architects. I hold the qualifications of Bachelor of Planning (honours). I am a Full Member of the New Zealand Planning Institute.
- 1.2 I have been a planning consultant based in Christchurch for over 20 years, providing consultancy services for a wide range of clients around New Zealand, including local authorities, central government, land developers, and the infrastructure and power sectors, and previously working in local government. My experience includes applications for and processing of resource consent applications, statutory planning and policy preparation, and public consultation processes.
- 1.3 In this matter, I have been engaged by A.B Investments Ltd to provide planning policy advice in relation to the amenity effects of the proposed billboard.

2.0 CODE OF CONDUCT

- 2.1 I have read the Code of Conduct for Expert Witnesses issued as part of the Environment Court Practice Notes. I agree to comply with the code and am satisfied the matters I address in my evidence are within my expertise. I am not aware of any material facts that I have omitted that might alter or detract from the opinions I express in my evidence.

3.0 SCOPE OF EVIDENCE

- 3.1 This evidence provides high level planning policy advice in relation to the amenity effects of the proposed billboard and its impact on the realisation of the policy framework for Christchurch central city. The primary interest of the submitter is in the amenity impacts of the proposal on the central city and particularly the implications for residential activities establishing in this area.

3.2 I have not been asked to address the traffic effects of the proposal.

4.0 THE PROPOSED ACTIVITY

4.1 The application seeks to establish a digital screen billboard on the Lichfield Street/Colombo Street corner of the new 'EntX' building located at 617-649 Colombo Street. The display will measure 8.4m in height by 11.5m in length (7.5m along the Colombo Street elevation and 4m along the Lichfield Street elevation), a total area of approximately 103.5m². The sign will be approximately 9.4m above street level with top of the sign to be approximately 18m above ground level.

4.2 The purpose of the billboard is general advertising and information sharing, with no intended restriction on the content of material displayed. The billboard will be illuminated and will include static and moving graphics and images (video).

5.0 COUNCIL'S PLANNER'S REPORT

5.1 The Council planner's report recommends that the application be declined on the basis that:

- The adverse effects of the proposal in respect to the character and amenity values of the surrounding environment and visual coherence will be inappropriate in the context of the receiving environment.
- The proposal is inconsistent with the objectives and policies of the District Plan.
- The proposal is inconsistent with the Christchurch Central Recovery Plan.

6.0 STATUTORY PROVISIONS

6.1 This evidence is focussed on the policy intent for the central city and how the proposed billboard fits into that policy context. The key statutory documents that provide the policy context are set out below.

Recovery and Regeneration Plans

- 6.2 There are a range of recovery and regeneration plans that have been developed in response to the altered environment created by the Christchurch earthquakes. The plans of relevance to this application are the Christchurch Central Recovery Plan March 2014 (CCRP) and A Liveable City – Christchurch Central Recovery Plan: Residential chapter - January 2015.
- 6.3 I note that the Land Use Recovery Plan (LURP) is not relevant to this application as it does not relate to the central city area. The Recovery Strategy is no longer relevant having been revoked in 2016.

Christchurch Central Recovery Plan

- 6.4 The Canterbury Earthquake Recovery Act 2011 required the development of a Recovery Plan for the central business district. The resultant CCRP sets out the vision for the central city and the methods of implementing that vision, including specifying required changes to the District Plan to ensure the objectives of the CCRP are met. A copy of the CCRP is included as **Appendix 1**¹.
- 6.5 The vision² for the central city as set out in the CCRP is that:

Central Christchurch will become the thriving heart of an international city.

It will draw on its rich natural and cultural heritage, and the skills and passion of its people, to embrace opportunities for innovation and growth.

Redevelopment will acknowledge the past and the events that have shaped the city, while reflecting the best of the new.

- 6.6 The CCRP also contains a blueprint which provides a spatial framework for central Christchurch and describes the urban form in which the central city can be rebuilt as a whole. Of particular

¹ Traffic/transport/accessibility provisions are not included as they are not within the scope of this evidence.

² CCRP, page 27.

relevance to this application is the identification within the spatial framework of The Core, an area which is identified as a concentrated area focussed on commercial and retail development, and including a variety of residential development thus giving people the option of living close to where they work³.

- 6.7 The CCRP concludes with a direction to amend the District Plan in accordance with a series of provisions designed to enable achievement of the above vision and objectives. This section sets out with some precision the outcomes anticipated and the ways in which the identified opportunities can be achieved. Of relevance, the CCRP states that in the Central City Business zone (CCBZ) *"traditional CBD activities including office, retail (of any size or scale), commercial services, travellers' accommodation and residential activity are encouraged and the planning framework is designed to promote this outcome"*⁴. There is explicit recognition of the mixed use nature of the area and the need to provide for all such activities to enable the zone to thrive. I understand the intent is that all activities can operate together within this environment without any activity dominating over others or leading to a situation where the mix is such that other anticipated activities do not eventuate.
- 6.8 Another key theme running through the central city expectations in the CCRP is for high levels of amenity and urban design to be achieved. This is mentioned both in relation to the CCBZ specifically and in a separate section relating more generally to quality built form⁵. The prominence of this expectation is such that all proposals should contribute to high quality amenity outcomes.
- 6.9 Also of relevance to the enablement of residential activity in the area, is the expectation for high quality inner city living. The CCBZ is described as seeking to enhance opportunities for an increased residential population by enabling residential development as a permitted activity subject to compliance with

³ CCRP, page 37.

⁴ CCRP, page 103.

⁵ CCRP, pages 103 and 105-106.

development standards⁶. The CCBZ has a clear role, together with the Central City Mixed Use zone and the Living Zones, in providing for an increased resident population in the city centre, and assisting in providing a diverse range of activity⁷.

A Liveable City - Christchurch Central Recovery Plan Residential Chapter

- 6.10 The Residential Chapter of the CCRP, known as A Liveable City, provides the details of achieving central city living to further implement the CCRP's recognition of the importance of inner city living to the vitality and functioning of the central city. This document emphasises the need for a residential population stating that it is important that the inner city be an "inspiring place to live"⁸. A copy of A Liveable City is included as **Appendix 2**.
- 6.11 Whilst noting that the CCBZ provides for mixed use opportunity, the emphasis within A Liveable City is on providing "convenient apartment living in the heart of the city where downtown is your living room"⁹.
- 6.12 A Liveable City provides the direction for the development of a new Central City Residential zone, and the provisions of this are designed to complement the CCBZ and Central City Mixed Use Zones included in the Recovery Plan. It is intended that the provisions of the plan ensure that a range of activities can readily continue alongside each other in a high-quality, diverse and vibrant central city¹⁰. Given this context it is difficult to see how Associate Professor Bird can so easily dismiss residential opportunities as a critical part of the CCBZ.

Canterbury Regional Policy Statement

- 6.13 The Canterbury Regional Policy Statement (RPS) gives an overview of the significant resource management issues facing the region, including issues of resource management significance

⁶ CCRP, page 107.

⁷ ibid

⁸ A Liveable City, page 6.

⁹ ibid

¹⁰ A Liveable City, page 17.

to Ngāi Tahu. The purpose of the RPS is to set out objectives, policies and methods to resolve those resource management issues and to achieve the integrated management of the natural and physical resources of Canterbury¹¹.

6.14 Chapter 6 Recovery and Rebuilding of Greater Christchurch is particularly relevant to this application and is focussed on ensuring development is enabled. The RPS specifically seeks the provision of higher density living environments including mixed use developments and a greater range of housing types, particularly in and around the Central City¹². In particular, intensification in urban areas of Greater Christchurch is sought to be focused around the Central City (as well as Key Activity Centres and neighbourhood centres) and this more intensified development should achieve an average of 50 household units per hectare within the Central City¹³.

6.15 This requirement for a focus on residential opportunity is also balanced by seeking to reinforce the role of the Christchurch central business district as the city's primary commercial centre¹⁴. Policy 6.3.2 specifically addresses the form and design of development, seeking that business and residential development give effect to the principles of good urban design.

6.16 The approach in the RPS is, as one would expect, consistent with the CCRP, and seeks a mixed use environment providing for both commercial activity and high density living. It anticipates this occurring in a manner that achieves good urban design outcomes for all persons visiting, or living and working in the central city.

Relevant Objectives and Policies of the Christchurch District Plan

6.17 The Christchurch District Plan (CDP) is required to give effect to the RPS under the provisions of the Resource Management Act and to ensure no inconsistency with the CCRP under the provisions of the Greater Christchurch Regeneration Act. To that

¹¹ RPS, Chapter 1 Introduction.

¹² RPS, Chapter 6, Objective 6.2.2.

¹³ RPS, Chapter 6, Policy 6.3.7.

¹⁴ RPS, Chapter 6, Policy 6.3.6.

end the CDP includes a suite of objectives and policies that are relevant to the amenity effects of this application and which are included in **Appendix 3**¹⁵. The relevant provisions are contained in Chapter 3 (Strategic Directions), Chapter 6.8 (Signs) and Chapter 15 (Commercial).

- 6.18 Chapter 3 Strategic Directions sets out the overarching direction for the District Plan and has primacy over the objectives and policies in the other chapters¹⁶. This chapter provides a primary link between the higher order documents and the remainder of the Plan. It is also stated that *"Within this Chapter, Objectives 3.3.1 and 3.3.2 have primacy, meaning that the remaining objectives must be expressed and achieved in a manner consistent with Objectives 3.3.1 and 3.3.2. The other objectives in this Chapter are to be read as a whole and no statutory hierarchy applies"*¹⁷.
- 6.19 The objectives seek to ensure a dynamic, prosperous and internationally competitive city to meet the community's needs (Objective 3.3.1). Whilst recognising the critical importance of business and economic prosperity (Objective 3.3.5), the objectives place equal weight on the need for a high quality urban environment (Objective 3.3.7). This places an emphasis on matters such as attractiveness, character and amenity values (Objective 3.3.7) and unique identity, sense of place and a high amenity urban environment for residents, visitors and workers to enjoy (Objective 3.3.8). Similarly, the goal of a revitalised Central City includes ensuring amenity values, function and economic, social and cultural viability of the Central City are enhanced through private and public sector investment (Objective 3.3.8).
- 6.20 Another key theme is provision for residential activity including specific intensification of housing development opportunities in and around the Central City (Objective 3.3.7). Objective 3.3.8 requires enablement of housing opportunities to support at least

¹⁵ Traffic/transport objectives and policies are not included as they are not within the scope of this evidence.

¹⁶ CDP, Chapter 3 Strategic Directions, section 3.1ai and ii.

¹⁷ CDP, Chapter 3 Strategic Directions, section 3.1e.

5,000 additional households in the Central City between 2012 and 2028.

- 6.21 From these objectives, it can be clearly seen that there is no presumption of favouring any one activity over others and that a balance is sought that ensures that all activities operate together to provide for residents, workers and visitors. While signage is not a matter specifically mentioned in these policies it is a relevant consideration when considering overall amenity values, the requirement to provide for high quality amenity outcomes, and the need to make provision for all activity types.
- 6.22 Chapter 6.8 Signs provides the anticipated outcomes for signs in Christchurch, and recognises that signage generally contributes to vitality and recovery by supporting business and enhancing visual amenity values and character (Objective 6.8.2.1). This outcome is implemented through the policy framework that seeks to ensure signs are in appropriate locations (Policy 6.8.2.1.1) and that their size, number, height, location, design, and appearance are also appropriate (Policy 6.8.2.1.3). In this respect, there is specific reference in policy 6.8.2.1.3 to aspects of character, visual amenity, integration, proportions and enhancement.
- 6.23 These provisions support the rules that require consent for signs that are not seen to be an appropriate scale, height, location or design. This would include the current proposal which is well beyond the anticipated signage scale and height for this location.
- 6.24 These provisions also recognise that moving / changing / digital signage should be considered in all cases irrespective of scale, height or location due to the potential for adverse effects. Assessment against these policies therefore requires consideration of the appropriateness of a proposal against the overall outcomes for all activities and the central city area goal of enhancement.
- 6.25 It is pertinent to note that the CDP is very recently operative and was the subject of stringent consideration by the independent hearings panel within the context of post earthquake

Christchurch and with reference to the CCRP and RPS. In such circumstances and where aspects such as the scale and form of signage are clearly directed by the Plan they must be considered relevant and appropriate to giving effect to the Plan and higher order documents, rather than being deemed out of date or poorly conceived.

- 6.26 Chapter 15 Commercial deals with all aspects of the commercial zones around Christchurch. This chapter starts by setting out the centres based framework which places the Central City commercial area in the primary role of the hierarchy of commercial areas. It seeks to ensure vitality and amenity, and a range of activities (Objective 15.2.2 and policy 15.2.2.1). Table 15.1 sets out the role of the Central Business District and this equally weights the wide range of anticipated activities including commercial and residential activity. It is clear that while listed as a 'commercial zone', this area is anticipated to be a mixed use zone with wide ranging activities and not an area where any one activity type unduly dominates over others.
- 6.27 Objective 15.2.4 and associated policies deal with urban form, scale and design outcomes, and seeks to ensure that the CBD is a focal point for investment and that the urban environment is visually attractive, safe, easy to orientate, conveniently accessible, and responds positively to local character and context. Collectively these provisions seek to balance the wide ranging activities and the varied demands placed on this important area. They provide a basis for the rules that require consideration of design and appearance of new buildings to ensure they are appropriate to the overall outcomes expected for new development in this significant area. The necessity of considering new development through a consenting process recognises the need to consider the impacts of each development on its merits. These policies are also relevant to testing the impact of the proposed signage and ensuring that the overall impact of the signage, together with the consented building, in this location, continues to achieve the anticipated outcomes for the area.

- 6.28 Objective 15.2.6 and associated policies specifically focus on the role of the Central City Business Zone and further reiterate the intent for the area to be attractive for businesses, residents, workers and visitors. This emphasises the area providing for the widest range of commercial activities, community activities, cultural activities, residential activities and guest accommodation. These activities are anticipated to operate in a high concentration and thus it remains important that they are all managed in a compatible way.
- 6.29 Further emphasised in this section are policies seeking a high standard of amenity, discouraging activities that have an adverse effect on amenity values, and seeking pleasant and safe pedestrian environments¹⁸. By placing moving / changing / digital signs directly into a restricted discretionary activity status, and placing any signage that exceeds the height / scale rules into a discretionary activity status, it is implied that such activities can have an adverse effect on the anticipated high amenity values for the area and need to be carefully considered.
- 6.30 Finally, this section again reiterates the anticipated outcome for residential intensification in the central city business zone, seeking that such developments provide for amenity for residents but largely relying on the other policies to guide surrounding development outcomes to balance amenity values external to the residential activities. Signage can impact on both the potential for realising residential opportunities (due to potentially discouraging their development if inappropriately designed or located) and on the amenity values for residents (if unduly dominant).

7.0 POLICY ANALYSIS

- 7.1 The statutory requirement of the Greater Christchurch Regeneration Act 2016 Section 60(2) requires that decisions and recommendations on resource consent applications are not inconsistent with Recovery Plans and Regeneration Plans. The direction from the Christchurch Central Recovery Plan documents

¹⁸ CDP, Chapter 15, policies 15.2.6.3 and 15.2.6.5.

is the achievement of a mixed use environment, with high levels of amenity and urban design. It is important to provide for signage in this area to support the commercial activity that is anticipated and necessary for the vitality of the central city. However, it is equally important to ensure that the proposed signage does not either:

- Discourage residential (or any other) development from occurring in an area where it is both expected and necessary to achieve growth and community outcomes for the city, or
- Unduly impact on residential amenity, or the amenity of persons using the central city area, in a way that undermines the overall amenity values for all persons.

7.2 If the proposed signage is considered to be of such a scale, location or nature that it would undermine the outcomes anticipated by the CCRP documents, then it would be inconsistent with the CCRP and consent could not lawfully be granted.

7.3 Regard must also be had to the relevant provisions of the Canterbury Regional Policy Statement. The RPS overall seeks a balance of commercial and high density residential activity in an area of high urban design and amenity. It is clear that signage is an important part of the visual vibrancy of a central city environment and is seen to be important to economic viability of commercial activity. However, the RPS considers residential development to be equally important and necessary to achieve growth goals, such that it is important that no development unduly diminish the potential for housing development. Signage that is appropriate to maintaining amenity values is appropriate in giving effect to the RPS. However, if signage is of a scale or intensity such that it undermines residential or amenity outcomes it can be seen as inappropriate and not giving effect to the RPS outcomes.

7.4 As a discretionary activity, the consent authority must also have regard to the objectives and policies of the Christchurch District

Plan. The direction from the CDP at all levels (strategic to detailed) emphasises the need for the wide range of activities provided for to operate compatibly together in the central city and for high urban amenity outcomes to be achieved.

- 7.5 It is clear that signage is anticipated by the District Plan to occur within the central city and that this is not considered to be an overly sensitive area in the context of the wider city and the range of activities occurring. Signage is however provided for in the provisions of the Plan in a controlled manner that seeks to ensure effects are appropriate to the area, through managing the scale, height, location and the nature of signs within the area. The key to assessing signage that is not anticipated, in this case in terms of the scale, height and nature of the signage, is to ensure that it does not inappropriately benefit one activity type or outcome to the detriment of other activities, and that it does not undermine anticipated amenity outcomes for all users of the area.
- 7.6 In his evidence on behalf of the applicant, Associate Professor Bird repeatedly refers to the area in question as a commercial zone, but as the analysis above shows this is not the case. The CCBZ is explicitly intended by all the policy documents to be a mixed use zone with retail / commercial, residential and community / civic activities integrated and complementing each other. The policy guidance is clear that these activities need to be balanced and it would be detrimental to the ongoing development of the area for any one activity type to dominate over the others. Put another way, the emphasis on the commercial nature of the site and area should not be enabled so as to be so dominant that it affects the potential for other activities to develop or that it impacts on the overall amenity values of the area.
- 7.7 As presently proposed, it would appear that the signage has been designed and located solely to ensure its visual prominence and value to the commercial use of the site. This prominence is such that according to Mr Lonick's assessment it dominates the area. When viewed within the policy context I have described

earlier it would seem this is therefore at the cost of other activities anticipated to occur. In other words, the scale, height and nature of the signage appears to skew the balance of the area to a dominance of commercial activity.

- 7.8 In this regard, I note the findings of Mr Lonick¹⁹ that a digital sign on a prominent corner like this is not out of place and can provide an opportunity for advertising and creating a sense of activity on the street corner, but that the size of the billboard is of such scale that it will significantly affect the visual amenity of the surrounding area. Mr Lonick concludes that the size and character of the billboard are out of place and will cause adverse effects on amenity significantly beyond any positive effects. Amongst other details, he recommends that the billboard be significantly reduced in size and positioned to a lower height to be less prominent.
- 7.9 In contrast, Associate Professor Bird concludes that, amongst other things, the proposed screen will not dominate either the EntX building or the amenity of the public space context within which it is located²⁰. He does not appear however to provide any conclusions on the impact of the billboard on other anticipated activities in this area, simply concluding that any actual and/or potential adverse effects arising as a result of the proposed digital screen, will be less than minor²¹.
- 7.10 I recognise that the mixed use nature of the central city area and the scale and concentration of development in the area is such that the amenity anticipated for residential activity is different from that experienced in suburban areas. This is anticipated by the plan and the requirements on residential development are deliberately different for apartment development to suburban living. However, it is not the case that residents living in an inner city environment should be subject to poor amenity or should have to take it solely on themselves to mitigate effects of surrounding activity. This is very clearly not the policy intent of the RPS, the CCRP or the CDP as I have previously outlined.

¹⁹ Evidence of Mr Lonick, undated, paragraphs 13.1-13.6.

²⁰ Evidence of Associate Professor Bird, 7 May 2018, paragraph 19.5.

²¹ Evidence of Associate Professor Bird, 7 May 2018, paragraph 19.7.

Moreover, the applicant has clearly recognised the potential for the illumination of the sign to impact on amenity values by offering to “turn down” the illumination at night from 250cd/m² to 175cd/m².

- 7.11 In contrast, signage erected at the permitted maximum height of 9m (to the top of the sign) as anticipated to implement the policies, would appear to have less potential to impact on inner city residential activities given that such activities are required to be above ground floor level²².
- 7.12 If the Commissioner is of the view that the proposed billboard is unreasonably supportive of commercial activity at the cost of other activities, as indicated by Mr Lonick’s evidence, then options to create a more balanced outcome should be explored. Such options could include consideration of matters such as reducing the scale or height of the billboard, or placing limits on the moving / changing / digital nature of the billboard such as to require it to become static at night time e.g. after 10pm.

8.0 OTHER RELEVANT MATTERS

- 8.1 It would appear that the applicant’s urban design evidence is based on a misunderstanding of the permitted baseline for signage on the application site. That evidence appears to suggest that a permitted baseline comparison should be made for this application, irrespective of the rules breached and the degree of non-compliance.
- 8.2 There is no permitted activity status for any moving / changing / digital signage as a virtue of rule 6.8.4.1.3 RD2 which makes all signs with changing images / digital signs a restricted discretionary activity in the Central City Business zone. In addition, the maximum height above ground level at the top of the sign under 6.8.4.2.4 is 9m (the proposal being 9.88m above this, or more than twice the permitted/anticipated height). An exceedance of this rule is to be treated as a full discretionary

²² CDP, Chapter 15, Rule 15.10.1.1 P13 residential activities requires “For sites shown on the planning maps as being within active frontage areas, the activity shall not be located at ground floor level within 10 metres of the boundary of a road (excluding access ways and service lanes), except for pedestrian entranceways or reception areas, which may be located at ground floor level”. The area generally around and to the north of the application site is identified as requiring active frontages.

activity under rule 6.8.4.1.4 D2. In relation to these two rules alone, a comparison sign would have to be placed at half the height above ground level and be static only. This is not a useful comparison to the proposal.

- 8.3 In addition, the 95m² maximum is the allocation for all signage for the entire application site. In my opinion, it would be implausible to suggest that there would not be a desire for other signage on the site, either for the main tenant (Hoyts) or all the other tenants and activities in the building. This additional signage should not be forgotten in terms of the outcomes anticipated for the area. The Council cannot assess this at this time without a proposal but needs to be cognisant of this issue given that it would appear to be unlikely that a reasonable decision could be reached in the future to deny all further signage on the wider site. As such if the billboard is erected, together with further signage sought, the site will ultimately have signage well in excess of the anticipated signage for a site of that area within this zone.

9.0 CONCLUSION

- 9.1 This policy analysis shows all of the higher order documents, and the policy framework of the CDP, are consistent in seeking that the central city area be a mixed use environment with high levels of amenity and positive urban design outcomes. The mix of activities within the central city area is key to the vitality, recovery and growth of the area and signage can contribute to these positive outcomes. However, if any one activity dominates at the cost of other activities, this would be inappropriate in achieving the overall policy outcomes sought.
- 9.2 If the proposed signage is considered to be of such a scale, location or nature that it would undermine the outcomes anticipated by the CCRP documents, then it would be inconsistent with the CCRP and consent could not lawfully be granted. As it presently stands, and without some changes to the signage to further manage adverse effects on the outcomes sought for the central city area, it would appear that there could

be considered to be an imbalance towards promoting commercial outcomes at the cost of other anticipated activities. If this cannot be appropriately managed then the billboard could be considered inconsistent with the CCRP, RPS and the policy framework of the CDP.

STEPHANIE STYLES

Senior Planner

Boffa Miskell Limited

14 May 2018

APPENDIX 1 Central City Recovery Plan March 2014

Christchurch Central Recovery Plan

Te Mahere 'Maraka Ōtautahi'





Summer beach and Shag rock at dawn, prior to 22 February 2011, from Whitewash Head (Christchurch city and Southern Alps behind)



Mihi/Greeting

*Ka huri nei te moko ki te hau tere
i heki takamori ai i a Maukatere
Kia pākia Kā Pākihi o te
mawhera mata whenua
I te kūkumetaka mai a Rūaumoko
I ōna here ki tēnei ao
He mate kai tākata, he mate kai
whenua*

*He mate kai hoki i te kākau
momotu kino nei*

Auē te mamae e!

Nei rā te reo mihi a Tūāhuriri

Tēnei te karaka o te iwi hou

*Kāti Morehu, Kāti Waitaha, Kāti
Ōtautahi*

Ōtautahi, maraka, maraka

Kia ara ake anō ai te kāika nei

Hei nohoaka mō te katoa

Tūturu kia tika, tūturu kia kotahi

*Tūturu kia whakamaua ake ai kia
tina, tina!*

Haumi e, Hui e, Taiki e!

- Te Ngāi Tūāhuriri Rūnanga

Explanation:

This mihi is given by the Ngāi Tahu Rūnanga – Te Ngāi Tūāhuriri – to acknowledge and respect the people who have been lost and those whose hearts are grieving them, and the sorrow of this. It also acknowledges the losses and pain of all people in greater Christchurch and Canterbury who have suffered as a result of the earthquakes.

Ngāi Tahu recognise their atua/god Rūaumoko as having pulled his umbilical cord and caused so much to break, including land from the mountains to the sea. While acknowledging the pain, Ngāi Tahu see us uniting as one people – the survivors (mōrehu) of greater Christchurch and Canterbury. The mihi is a call to greater Christchurch to rise up, and together to rebuild their city brighter and better.

Ministerial Foreword

He Kōrero Whakataki



Rebuilding central Christchurch is one of the most ambitious projects in New Zealand's history. The post-earthquake recovery gives us the chance to make a new, even better central city, and the Government is fully committed to realising this vision in partnership with local government, iwi, businesses, investors, non-governmental organisations and the community. Solid progress has been made to date in responding to the earthquakes: now it is time to extend our horizons and plan for the long term.

What could a 21st century city look like if its people were given the chance to 'build again', keeping the good and improving the rest? Greater Christchurch has an almost unprecedented opportunity to find out. Sitting within the overall *Recovery Strategy for Greater Christchurch: Mahere Haumanutanga o Waitaha*, and building on the work of the Christchurch City Council, this Recovery Plan will drive the restoration and enhancement of the central business district.

International examples show that it is important to have a broad and flexible plan to guide development, and to listen to the voices of the community. The people of greater Christchurch have said they want a distinctive, vibrant, green and accessible city. A compact commercial core will be an active hub for that city. Public spaces will enrich the built environment. Urban living will become an attractive possibility with substantial development of a range of different residential options. The rebuilt city will enhance greater Christchurch and be a focal point of social, economic and cultural capital.

Achieving this vision will require both bold action up front and a long-term view. The initial steps will be taken very quickly, but it's important to acknowledge that the overall planning horizon for recovery is measured in decades, not months, and the answers for central Christchurch will continue to evolve. This is why the Recovery Plan must be broad and flexible while also committing to specific developments to start off the process.

The Recovery Plan incorporates a spatial Blueprint Plan, which uses leading urban design principles to shape the new city and locates anchor projects that will encourage investment and growth. From a world-class convention centre to the civic heart of the Square and Te Papa Ōtākaro/Avon River Precinct, greater Christchurch will have the facilities,

infrastructure and cultural touchstones of a truly international city, one that serves as 'the gateway to the South Island'.

The task ahead is enormous, but history tells us that disaster and opportunity can lie close together. The 1906 San Francisco earthquake and fire, for instance, was a devastating tragedy but from it emerged one of the most beautiful and dynamic cities in the world. The energy of that rebuild was incredible – over 20,000 new buildings were constructed in a few short years – and set the stage for a century of growth.

Success in central Christchurch depends on everyone working under a shared vision. At first, the Canterbury Earthquake Recovery Authority, particularly the Christchurch Central Development Unit, will provide leadership. But cities are ultimately created by the people who decide to be part of them – who choose to invest their talent, capital and heritage. I believe this is a Recovery Plan that will return the investment put into it and will provide confidence in both the central city's potential and in the Government's long-term commitment to a partnership model of development. It is critical to New Zealand's future wellbeing that we succeed, and I am proud to join the people of greater Christchurch as we face the challenges and opportunities of recovery together.

Hon Gerry Brownlee
Minister for Canterbury Earthquake Recovery, July 2012

Christchurch City Council

The Christchurch Central Recovery Plan is a bold vision for our city. With a focus on creating a framework for investment it gives certainty to business based on the combined infrastructure commitment of the Council and Government. The large anchor projects in essence give an unequivocal spacial clarity around which private capital can cluster and develop with certainty.

Our landscape has changed forever and we need to embrace our new future; to create a city that attracts and retains investment and people, particularly our own young people who are our future.

Contained within and around this Plan's framework are the spaces, parks, streetscapes, educational, medical and residential opportunities that will be essential for the renaissance of our 'City in a Garden'. The Plan acknowledges that more work will need to be done to ensure that the community vision of a City for People with transport options and functioning urban communities that reflect the real needs and opportunities of the 21st century will be met.

What is absolutely clear through the Plan, though, is that the Government has made a strong commitment to our city and will work to help Christchurch redevelop with world-class facilities - a new convention centre that will be iconic and set new standards in design; a new stadium, a new library; new Performing Arts Centre; new indoor swimming pool complex close to Hagley Park; and a range of projects to celebrate the Avon River and green the city.

We have lost much as a result of the earthquakes but this framework will ensure Christchurch rebuilds green, sustainable and low-rise - everything our community asked for through Share an Idea, the Council's internationally award-winning community consultation programme.

This can fulfil our community aspiration to not only make Christchurch the best place in which to live and work but also has the potential to provide a showcase to



the world of a new urbanisation based on principles of sustainability and good design.

The responsibility now rests with our designers, architects and property owners to accept the challenge of creating a city that reflects the aspirations set out in this Plan.

I pay tribute to the City Council team who lead and translated our community's vision for the future that informed and shaped this Plan. I am extremely proud of the work the Council did in developing the draft Central City Plan, and again working with CERA and key partners, such as Te Rūnanga o Ngāi Tahu and Environment Canterbury, to finalise the Christchurch Central Recovery Plan. Its influence can be clearly seen in this plan of implementation.

Together we have laid the foundation for a city that can be truly designed for the 21st Century; it will be safe, modern, green and will leave a legacy that makes Christchurch one of the best places in the world to live and work for many generations to come.

Bob Parker
Mayor of Christchurch

Ngāi Tahu



E te rā e whiti e!

Ahakoā e oioi tonu ana te whenua,

Ko Waitaha ka piritahi, ko Waitaha ka haumāuiui.

He toki ki te rika e paopao nei i te ara whakamua mā tātou.

Me manawa tīti tātou, kia eke panuku, kia eke takaroa.

Tēnā tātou katoa.

When people work together they achieve together. Nowhere is this more evident today than in Christchurch and Canterbury. I am struck with a profound appreciation of humanity and what we can achieve when we share a common experience and belief. My belief is in this city, and the place of Ngāi Tahu in this city and this region.

To be successful the rebuild of Christchurch must have people at its heart. It is the people that matter most. For Ngāi Tahu, one of the great positives that has followed the earthquakes has been these new connections with people and organisations right across the region. Never before have we had an opportunity to value and appreciate each other more. This is the base from which we will rebuild our city together and this is why we will be successful in creating a vibrant city that embraces our shared cultural and natural heritage.

At the heart of all our plans must be the people – we must continue to take care of each other. Today we have an unprecedented opportunity to design a cityscape that acknowledges our past, our shared experiences, and our common future.

I acknowledge the words of our kaumātua Aroha Reriti-Crofts: "Build the whānau and you will build the city." I am optimistic that the unfolding of the city redevelopment can deliver this for all.

Mark Solomon
Kaiwhakahaere
Te Rūnanga o Ngāi Tahu

Vision Te Wawata

Central Christchurch will become the thriving heart of an international city.

It will draw on its rich natural and cultural heritage, and the skills and passion of its people, to embrace opportunities for innovation and growth.

Redevelopment will acknowledge the past and the events that have shaped the city, while reflecting the best of the new.

Contents Rārangi Upoko

<i>Executive Summary</i>	3	<i>A Green City</i>	51
<i>Blueprint Summary</i>	5	Te Papa Ōtakaro/Avon River Precinct.....	53
<i>Recovery Plan in Context</i>	7	The Square.....	57
<i>Building a 21st Century City</i>	8	Other Green Spaces.....	59
<i>Look Around</i>	9	Greener Technologies.....	61
Central Christchurch in Context.....	11	<i>A Prosperous City</i>	63
Why Recovery?.....	15	Retail Precinct.....	65
A City That Remembers and Respects.....	17	Convention Centre Precinct.....	67
<i>Listen to the People</i>	19	Health Precinct.....	69
What Do Christchurch People Want for Their City?.....	21	Justice and Emergency Services Precinct.....	71
Aspirations.....	23	Innovation Precinct.....	73
Challenges.....	24	<i>A Vibrant City</i>	75
<i>Commit to a Vision</i>	25	Performing Arts Precinct.....	77
Vision.....	27	Central Library.....	79
Commitment.....	27	Residential Demonstration Project.....	81
<i>Create a Blueprint</i>	29	Metro Sports Facility.....	83
Design Principles: Addressing the Challenges.....	31	Stadium.....	85
The Blueprint Plan.....	33	Cricket Oval.....	87
The Frame.....	35	<i>An Accessible City</i>	89
Purpose and Significance of the Frame.....	36	Accessible City.....	91
The Core.....	37	Bus Interchange.....	93
Complementary Elements.....	39	Parking and Service Vehicles.....	94
<i>Ideas to Reality</i>	43	<i>Bring Everyone Together and Make It Happen</i>	95
Projects Toward Recovery.....	45	A Transitional City.....	97
Indicative Project Delivery Schedule.....	46	The Path to Recovery.....	99
The Earthquake Memorial.....	47	Monitoring and Review.....	101
Te Puna Ahurea Cultural Centre.....	49	Relationship to the Recovery Strategy.....	102
		Statutory Direction to Amend District Plan.....	103

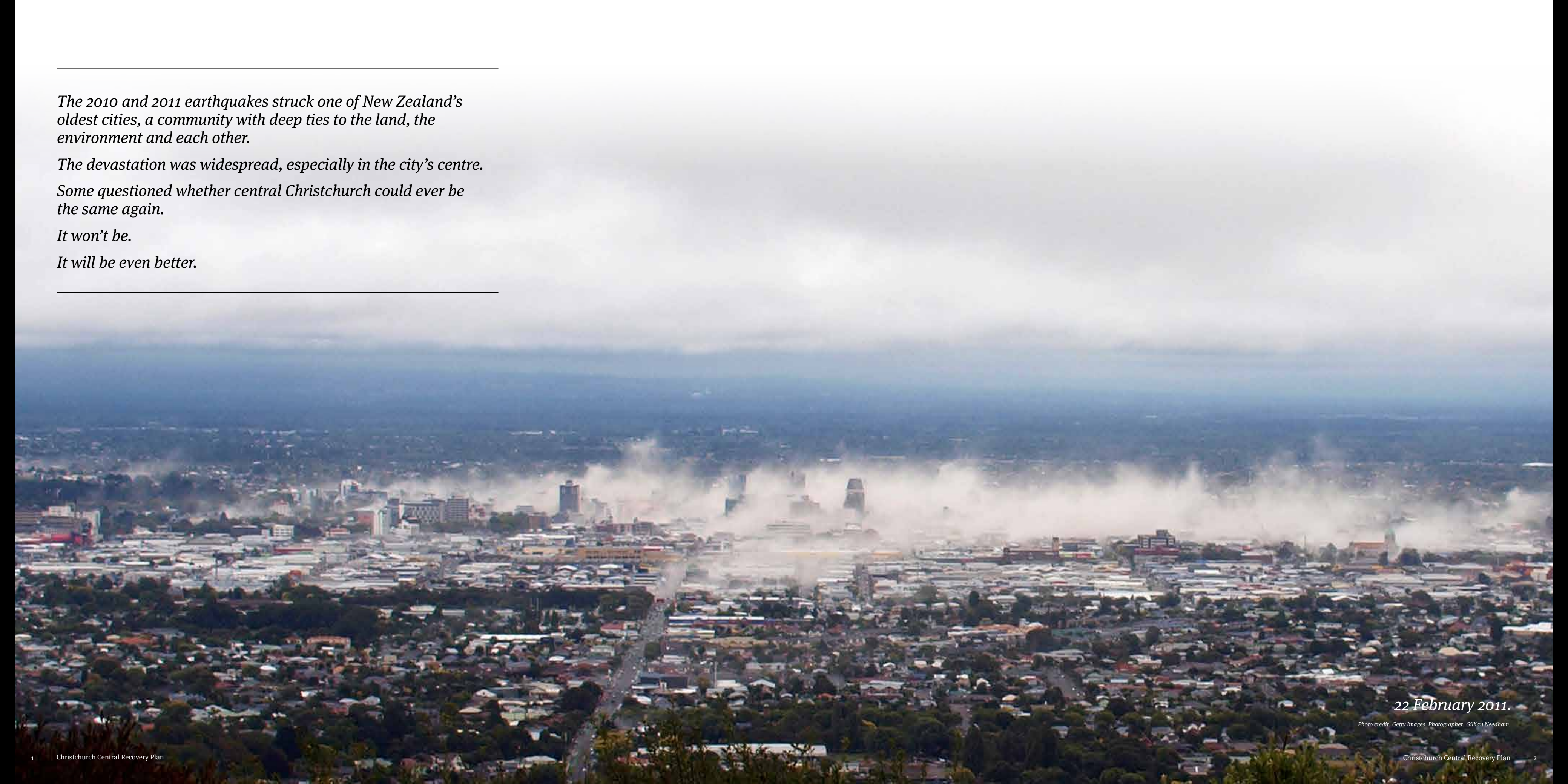
The 2010 and 2011 earthquakes struck one of New Zealand's oldest cities, a community with deep ties to the land, the environment and each other.

The devastation was widespread, especially in the city's centre.

Some questioned whether central Christchurch could ever be the same again.

It won't be.

It will be even better.



22 February 2011.

Photo credit: Getty Images. Photographer: Gillian Needham.

Executive Summary

Whakarāpopototanga Matua

The Canterbury earthquakes have provided an unprecedented opportunity to rethink, revitalise and renew central Christchurch. The area can be built back better than it was before, increasing its value to the wider city, the Canterbury region, and New Zealand as a whole. This opportunity is too good to pass up and the New Zealand Government in partnership with Christchurch City Council and Te Rūnanga o Ngāi Tahu is committed to making the most of it.

The vision is for central Christchurch to become the thriving heart of an international city. It will draw on its rich natural and cultural heritage, and the skills and passion of its people, to embrace opportunities for innovation and growth. Building on the Christchurch City Council's draft Central City Plan, and on over 106,000 ideas submitted by the community during the public consultation process, this Recovery Plan sets out how that vision can be achieved. The Plan defines the form of the central city, sets out the locations of key anchor projects needed to optimise recovery, and outlines block plans which show what the city could look like in the future.

During the Plan's development, advice was sought on proposed projects from numerous community groups and organisations, such as the Community Forum. The Plan's proposals are in line with international benchmarks for a major city and make the most of the opportunity to revisit the city's design. In support of the already powerful Canterbury economy, the Plan also commits significant resources to develop central Christchurch into a vibrant, well-formed centre that responds to the needs not just of our generation, but also of those that follow.

International experience shows that successful recovery from a natural disaster is heavily dependent on substantial redevelopment commencing within three years. One year has passed. Speed is of the essence.

Why recovery?

Christchurch is deeply woven into New Zealand's identity, and New Zealand has shown the depth of its commitment to the city and its people over the past 18 months.

As one of New Zealand's oldest cities and the South Island's largest, Christchurch is known as "the Garden City", and it holds a special place in New Zealand's culture and heritage. For centuries it was a food basket for the Ngāi Tahu sub-tribe, Ngāi Tuāhuriri, and it is currently home to around 377,000 people from many different cultures.

There are compelling economic reasons to invest in a new central city. Canterbury generates about 12 per cent of the national gross domestic product (GDP), and the productivity of Christchurch is key to the prosperity of the wider Canterbury region. Historical strengths in many high-value sectors mean the city can make a substantial contribution to New Zealand's economic growth, and must continue to do so.

Christchurch already has many of the features of successful international cities. It is home to the South Island's biggest hospital, two universities and seven Crown Research Institutes. It is a key strategic node in the national transport network. Its airport and seaport – the busiest in the South Island – play a major role in getting goods to market, and as a tourism gateway to the South

Island. Despite earthquake damage the economy continues to perform well, and the underlying physical and social infrastructure remains strong. Christchurch is extremely well placed to continue its significant contribution to the national economy.

The new city centre

A well-formed and vibrant city centre produces economic and social benefits by bringing people together for business, cultural or social activities. The result is greater productivity, connectedness, development of human capital, sharing of ideas and a shared identity.

The city centre is also an expression of our heritage – a reflection of where we have come from, and a vision of what we want to become. Greater Christchurch deserves 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.

If greater Christchurch is to achieve this vision, businesses need to be able to operate effectively and confidently. Investors need certainty that their investments will be worthwhile, and located in the right place to get the best possible results.

The Christchurch Central Recovery Plan provides a framework for redeveloping the city centre and will allow investors to identify a range of investment opportunities. Substantial positive action

is required to establish confidence and momentum and, alongside central and local government investment, attract the private and philanthropic investment needed for a successful recovery.

The Recovery Plan

The design concept for the Recovery Plan is the development of a greener, more accessible city with a compact core and a stronger built identity. It will also be a city for all people and cultures, recognising in particular Ngāi Tahu heritage and places of significance.

Defining a new central city "Core", and providing new green space and a range of commercial and residential development opportunities, the "Frame" will reshape central Christchurch. Its three components – East, South, and North – each have their own distinct character, while Urban Gateways in the north-west and south-east provide vibrant entry points to the central city. Compressing the available area in this way addresses the issues of too much space and potentially unconstrained development, while also adding high quality urban open space to the centre. See pages 33-37 for more information.

Through use of the Frame, the Blueprint Plan sets out a distinctive, accessible and connected central city. The blueprint also lays out precincts and initial anchor projects to catalyse investment, growth and social energy, bringing people back into the central city.

The anchor projects are:

- The Frame
- Earthquake Memorial
- Te Puna Ahurea Cultural Centre
- Te Papa Ōtakaro/Avon River Precinct
- The Square
- Retail Precinct
- Convention Centre Precinct
- Health Precinct
- Justice and Emergency Services Precinct
- Performing Arts Precinct
- Central Library
- Residential Demonstration Project
- Metro Sports Facility
- Stadium
- Cricket Oval
- Bus Interchange
- Innovation Precinct

The projects will reflect the community's wishes, replace facilities that have been

destroyed, stimulate other development, attract people and regenerate and improve the urban form of the city.

The Plan's anchor projects will be developed and delivered in partnership with a number of agencies and stakeholders, including central government, Christchurch City Council, Te Rūnanga o Ngāi Tahu, the private sector and the community. Having certainty around the location of these projects will also enable the private sector to plan related facilities and invest with confidence.

Roles

The recovery of central Christchurch is an enormous task that will involve everyone. It is a journey to be taken in partnership with the city's many stakeholders to ensure that central Christchurch recovers and progresses as a place for the community to be proud of.

The Canterbury Earthquake Recovery Authority (CERA) is leading and facilitating

the recovery of central Christchurch, but the community is at the heart of the vision and success of the recovery. This is clearly reflected in the enormous contribution the people of Christchurch have made to the development of this Plan. The community will continue to play a major part in the recovery, by providing feedback and ideas, and through direct involvement in the redevelopment and use of the city as it is revitalised.

The recovery will require considerable investment. Government, in collaboration with the Christchurch City Council, will get the ball rolling, make major commitments and foster opportunities. CERA will work together with Christchurch City Council and Te Rūnanga o Ngāi Tahu to provide clear direction to stakeholders and the wider community. Central and local government will help to restore confidence in central Christchurch by relocating their offices to the city centre, providing guaranteed demand.

Roles and responsibilities will change to

match the needs of each phase of the recovery: as Christchurch comes closer to achieving the vision, central government will take a lesser role and Council, Te Rūnanga o Ngāi Tahu and private investment will take centre stage so that Christchurch is able to sustain itself – mā tātou, ā, mō kā uri ā muri ake nei – for us and for our children after us.

Acknowledgement

This Recovery Plan builds on the Christchurch City Council's draft Central City Recovery Plan, which was presented to the Minister for Canterbury Earthquake Recovery in December 2011. That plan, produced quickly by a highly dedicated team with significant contributions from the community, formed the basis for this Recovery Plan.

The Minister and staff of the Canterbury Earthquake Recovery Authority (CERA) would like to acknowledge and thank everyone who was part of it. Christchurch City Council will continue to play a fundamental role in the recovery of central Christchurch.

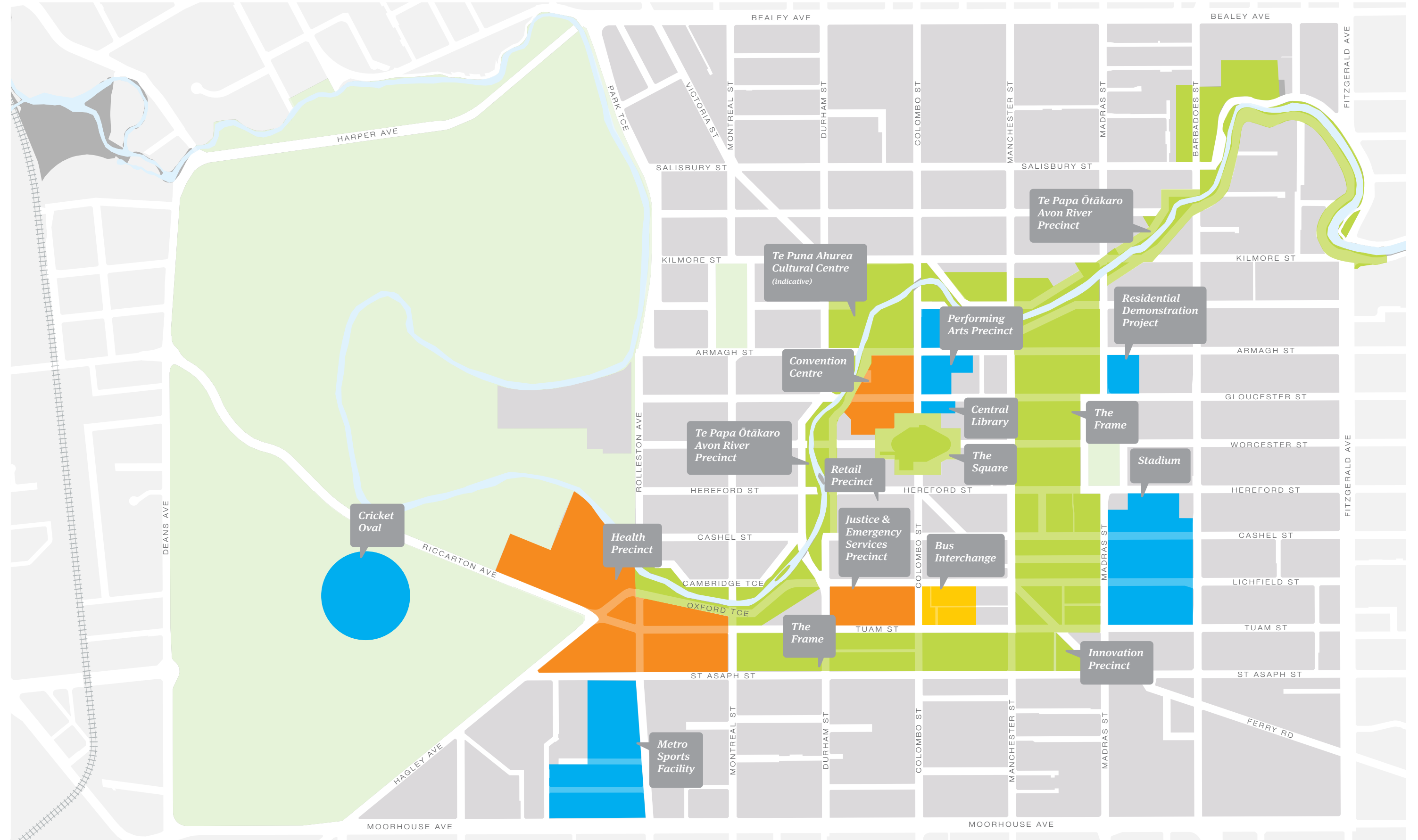
Blueprint Summary

Te Hononga Mokowā – He Whakarāpopototanga

This diagram highlights the locations of key projects for which sites have been identified in this Recovery Plan.

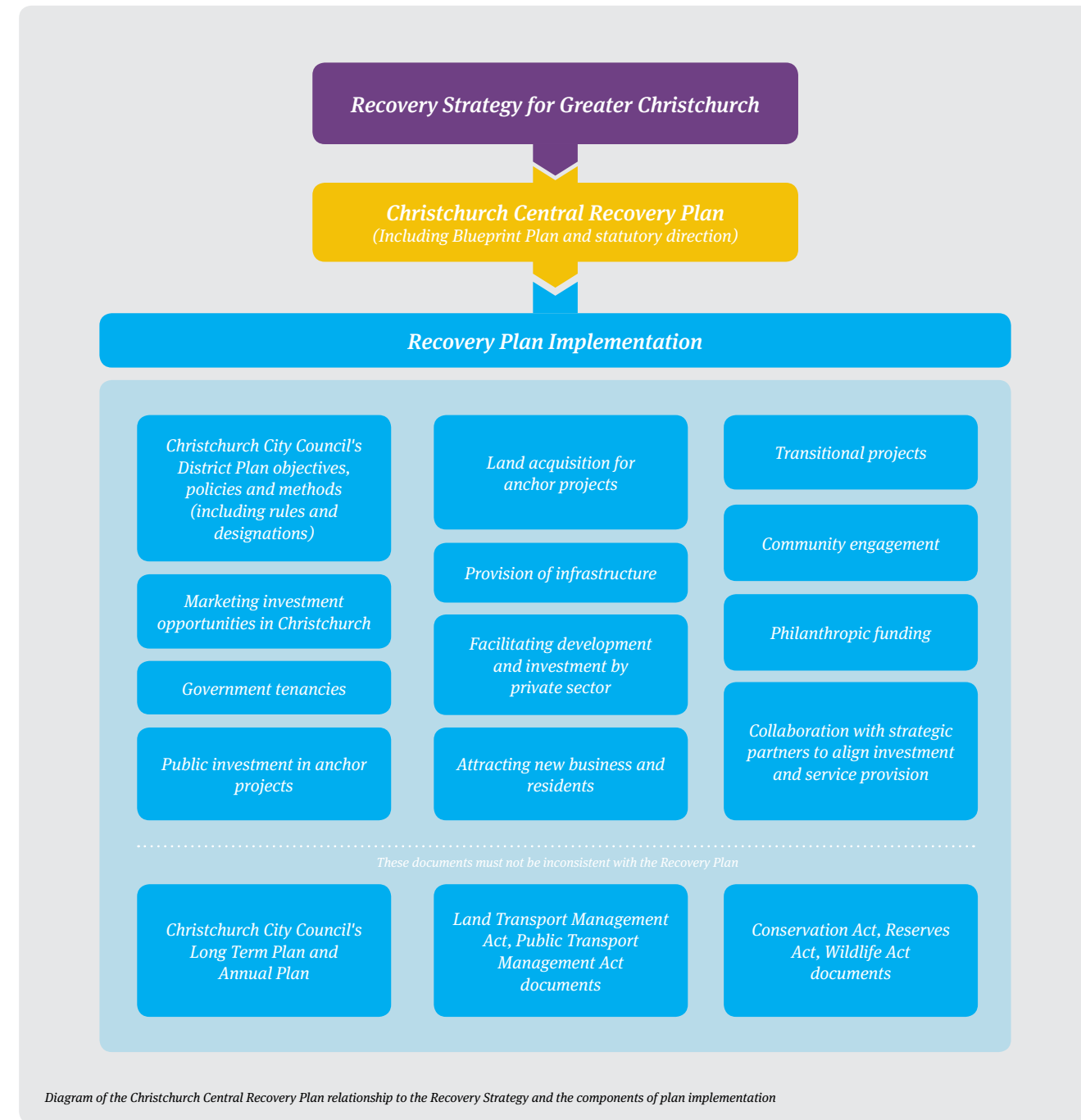
The projects are described in more detail in the relevant sections of this Plan.

The detailed Blueprint Plan can be found on page 33.



Recovery Plan in Context

Te Horopaki



Status and effect of the Christchurch Central Recovery Plan

Te Āhuataka o Maraka Ōtautahi

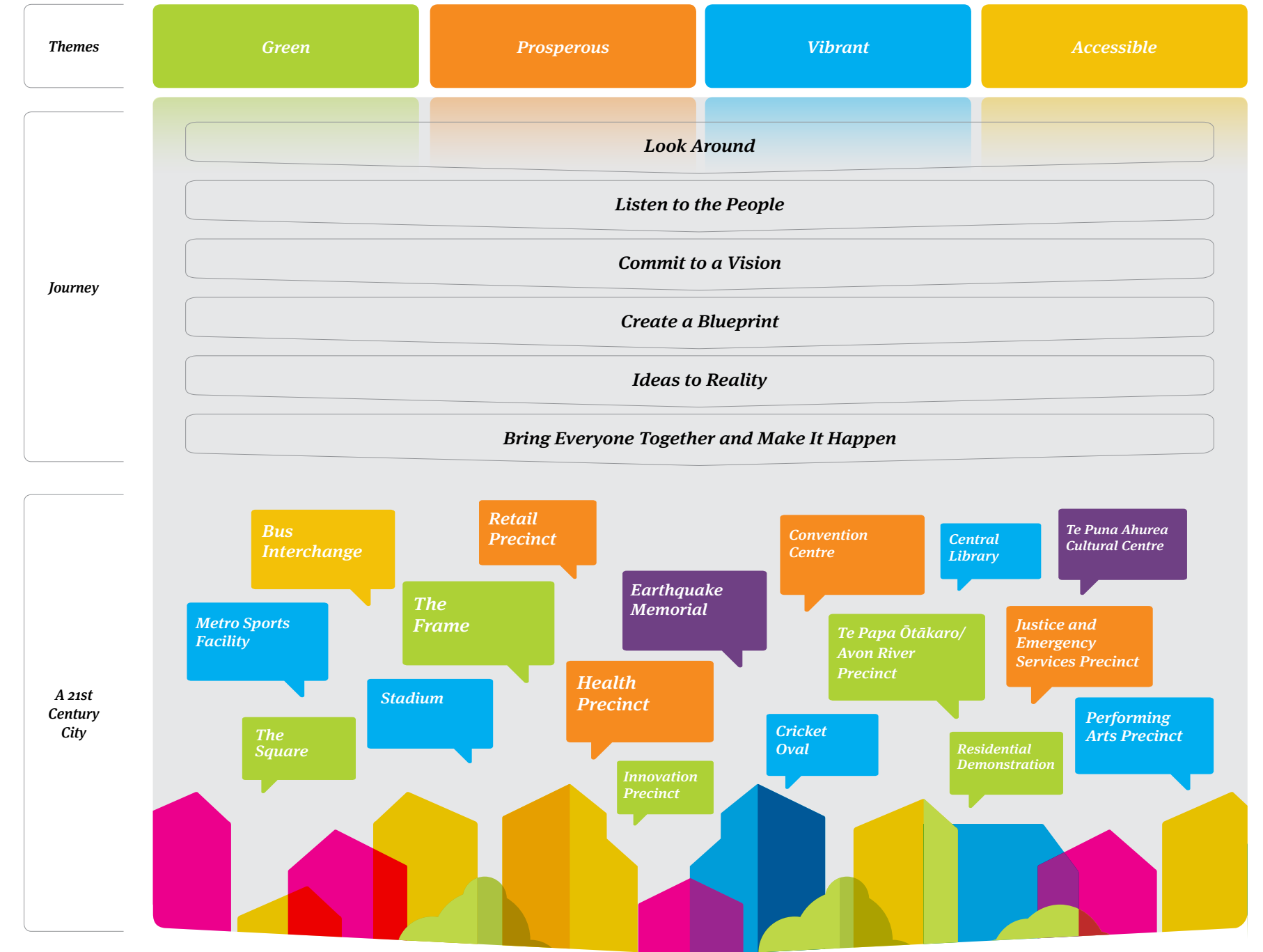
Under the Canterbury Earthquake Recovery Act 2011, a Recovery Plan must be developed for the central business district (CBD) – the area bounded by Bealey, Fitzgerald, Moorhouse, Deans and Harper Avenues.

The Christchurch Central Recovery Plan is a critical statutory document. From the time of notification (in the NZ Gazette) of this Recovery Plan, those with existing functions or powers under the Resource Management Act 1991 must not make decisions that are inconsistent with the Recovery Plan. These functions and powers include decisions on resource consents, and preparing or changing planning documents. The Recovery Plan can also require that specific objectives, policies and methods are included in or removed from statutory documents. If there is an inconsistency, the Recovery Plan prevails.

This Recovery Plan directs the Christchurch City Council to make a series of changes to its District Plan to ensure the objectives of the Recovery Plan are met.

Building a 21st Century City

Te Ara ki te Tāone Ahurei





Look Around

Tirohia atu, tirohia mai

Christchurch is located on the east coast of New Zealand's South Island and is home to around 377,000 people – about 8.5 percent of New Zealand's population. It is the largest city in the South Island and is crucial to the economic output of the Canterbury region.

Christchurch has a rich history, an outstanding natural environment and a diverse, resilient economy. The recovery will build on these strengths to create a dynamic, productive and inspiring central city - for Christchurch and New Zealand.

Central Christchurch in Context

Te Horopaki

A variety of elements influence greater Christchurch, its form and culture, uses of the land and the people that call it home. This section provides an overview of the people of Christchurch and the history of the area.

Tāhuhu kōrero/ historic background

The Ngāi Tahu migration to Canterbury was led by the hapū, Ngāi Tuhaitara and the sons of Tū-āhu-riri, Taane-Tiki, Moki and Tūrakautahi. The waka (canoe) that brought them to the region was the Makawhiua, whose captain was the rangatira (chief), Maka. Once Ngāi Tuhaitara had established Kaiapoi Pā as their principal fort, the leading chiefs such as Maka, Huikai, Turakipō, Te Ake, Hika-tutae, Te Raki whakaputa, Whakuku, Makō and Te Ruahikihiki established the mana (authority) of Ngāi Tuhaitara to the land by occupation and intermarriage.

While Ōtautahi was formerly the name of a specific site in central Christchurch, it was adopted by Mr Te Ari Taua Pitama of Ngāi Tūāhuriri as the general name for Christchurch in the 1930s. Before this, Ngāi Tahu generally referred to the Christchurch area by suburb: Pū-taringa-motu (Riccarton), Ōpawa, Puāri (Central Christchurch West), Ōtautahi (Central Christchurch East) and Te Kai-a-Te-Karoro (New Brighton). 'Karaitiana', a Māori transliteration of the English word 'Christian' or 'Christianity' was also a name used by Ngāi Tahu to refer to the whole of Christchurch City.

From these places of occupation, connections were traced to other mahinga kai resources and settlements across Christchurch, Banks Peninsula and Canterbury. The Ngāi Tahu group which holds the traditional relationships with Central Christchurch are the whānau and hapū of Ngāi Tūāhuriri based at Tuahiwi marae in North Canterbury. Ngāi



Scene on the Horotueka or Cam/Kaiapoi Pah/Canterbury, 1855, Watercolour on paper - Charles Haubroe watercolour, Canterbury Museum

Tūāhuriri are acknowledged as holding manawhenua (traditional authority) over this area of the city.

Ā muri ake nei/ the future

Places and concepts in central Christchurch hold strong connections and values for Ngāi Tahu. These connections

and values are held by the current Ngāi Tahu generations who have a cultural responsibility to pass on this place to future generations in better condition than it is today. The concepts of greening the city, embracing and improving the health of the water and the river, and a strong sustainability focus to the redevelopment of public and commercial spaces make this an important plan not only for Ngāi

Tahu's aspirations relating to culture, values and identity, but also for all communities of greater Christchurch.

Places of significance for Ngāi Tahu

The Ōtākaro (Avon River) and Ōpāwaho (Heathcote River)

Supported extensive wetlands and mahinga kai (food and resource gathering place) in the Christchurch region.

Tautahi

Mahinga kai and kainga nohoanga (village settlement) located on the banks of the Ōtākaro (Avon River).

Tautahi Rua Kōiwi

Kōiwi tangata (human remains) were discovered at the location of the now St. Luke's Vicarage property during site levelling for the building's construction in the 1860s. This site is believed to be the burial place of Tautahi.

Puāri

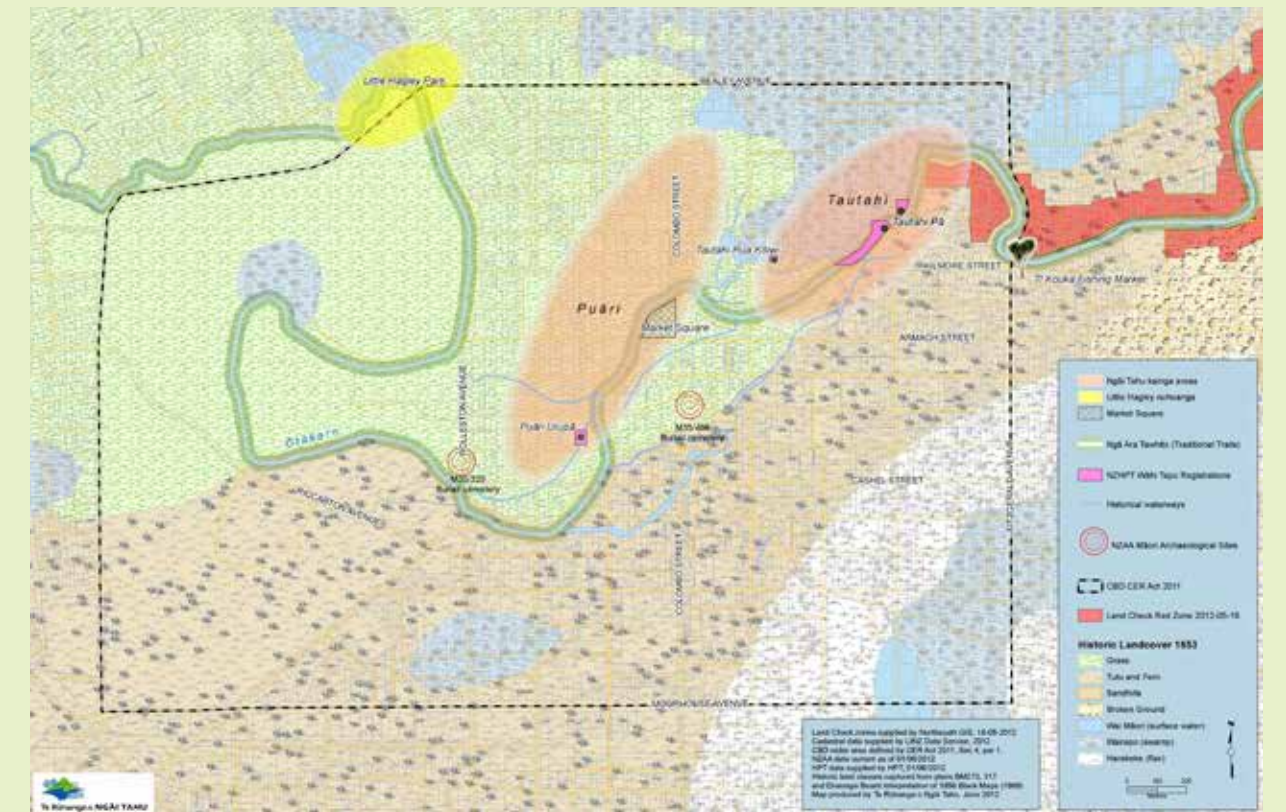
A mahinga kai and kainga nohoanga (village settlement) located on the banks of the Ōtākaro.

Puāri Pā Urupā

The urupā (burial place) for Puāri was situated in sandhills set back from the Ōtākaro on the site of the former Christchurch Public Library at the intersection of Cambridge Terrace and Hereford Street.

Tī Kouka Fishing Marker

A tī kouka (cabbage tree) that was used as a fishing marker by local Māori in the 19th century stood on the northeast corner of the CBD in the grounds of Englefield Lodge until its removal in 1922. The tī kouka was formally replaced in 1994.



Map of central Christchurch showing areas of cultural significance to Ngāi Tahu

Market Square

Market Square, currently known as Victoria Square, was an important site of early trading between Ngāi Tahu and European settlers. Many Ngāi Tahu, particularly Ngāi Tūāhuriri from Kaiapoi, came to Market Square to sell their produce.

Little Hagley Park

Little Hagley Park is the sliver of land between Harper Avenue and Carlton Mill Road. In the colonial period it became a meeting and resting place for Ngāi Tahu, mostly Ngāi Tūāhuriri, who often travelled great distances to Christchurch to sell or trade their

produce, particularly at the nearby markets in Market Square (Victoria Square).

Christchurch/Ōtautahi

The city of Christchurch was founded in 1850 on flat, swampy ground where the Canterbury Plains meet the Port Hills. The uniform street grid was laid out by Edward Jollie over the natural environment and remains an important part of the city's identity.

Christchurch is home to around 377,000 people. It has a higher proportion of older people and New Zealand European people than the New Zealand average, but it is becoming increasingly ethnically and culturally diverse, with growing Maori, Pacific Island and Asian communities.

Between 2001 and 2006, the city's population grew by 7.5 percent. The earthquakes have seen a fall-off from this growth, a normal occurrence after such an event. The attraction of employment during the rebuild will alter this dynamic in both the short and long term.

The central city

Central Christchurch developed over 160 years into a commercial hub with a daily working population of 51,000 people at the time of the earthquakes. More than 6,000 businesses were located in the central city, and it attracted more than 1.8 million visitors annually.

Central Christchurch is also the home to many existing residential communities. Prior to the earthquakes, there were approximately 7,000 residents and some 3,500 households, over half of them in the north-east area of the central city.

The life of the city comes from people going about their daily lives in the city's streets, parks, lanes and public buildings. Getting life back into the central city is a primary objective of recovery.

The diverse influences that have shaped the city throughout its rich history will also influence its future.



Above: James Fitzgerald - View Of Cathedral Square From Hereford Street. Collection of Christchurch Art Gallery Te Puna o Waiwhetu; purchased 1997.

Right: Christchurch's street grid was laid out by Edward Jollie in 1850. Black Map 273. Courtesy of Archives New Zealand/Te Rua Mahara o te Kāwanatanga Christchurch Office.



Why Recovery?

Me Maranga Rānei a Ōtautahi?

Rebuilding Christchurch is first and foremost the right thing to do. Christchurch is deeply woven into New Zealand's identity, and New Zealand has shown the depth of its commitment to the city and its people over the past two years. The Recovery Plan reaffirms that commitment and lays the foundation for a dynamic, productive central city at the heart of a strong region.

Canterbury is a powerhouse

Canterbury is home to over 560,000 residents and contributes around 12 percent of national gross domestic product (GDP). Until the earthquakes, Canterbury was a national growth success story. Between 1999 and 2006, it had the largest net population growth of any region in New Zealand and in the decade to 2009 its economy was growing faster than the national trend.

Christchurch is crucial

Christchurch is crucial to Canterbury and New Zealand for many reasons.

- Christchurch is key to Canterbury's productivity, with nearly 70 percent of the region's economic output coming from activities that occur within the city
- It is the major service centre for the South Island
- It is home to the South Island's only tertiary hospital, two universities and seven of New Zealand's Crown Research Institutes
- It is a major strategic transport hub, with a 24-hour airport, and a port that handles over \$5 billion of exports per year
- It is the tourism gateway to the South Island

The central city is the heart of greater Christchurch

A thriving, vibrant central city is critical to the recovery of greater Christchurch. City centres are engines of productivity and innovation, because the higher density of people and businesses makes sharing ideas and establishing connections easier, encourages competition, and reduces some of the costs of doing business (such as transport costs). The dislocation of businesses following the February 2011 earthquake has already had a substantial cost to the economy, with preliminary estimates suggesting that the lack of a central city is costing the New Zealand economy between \$200 and \$400 million per year.

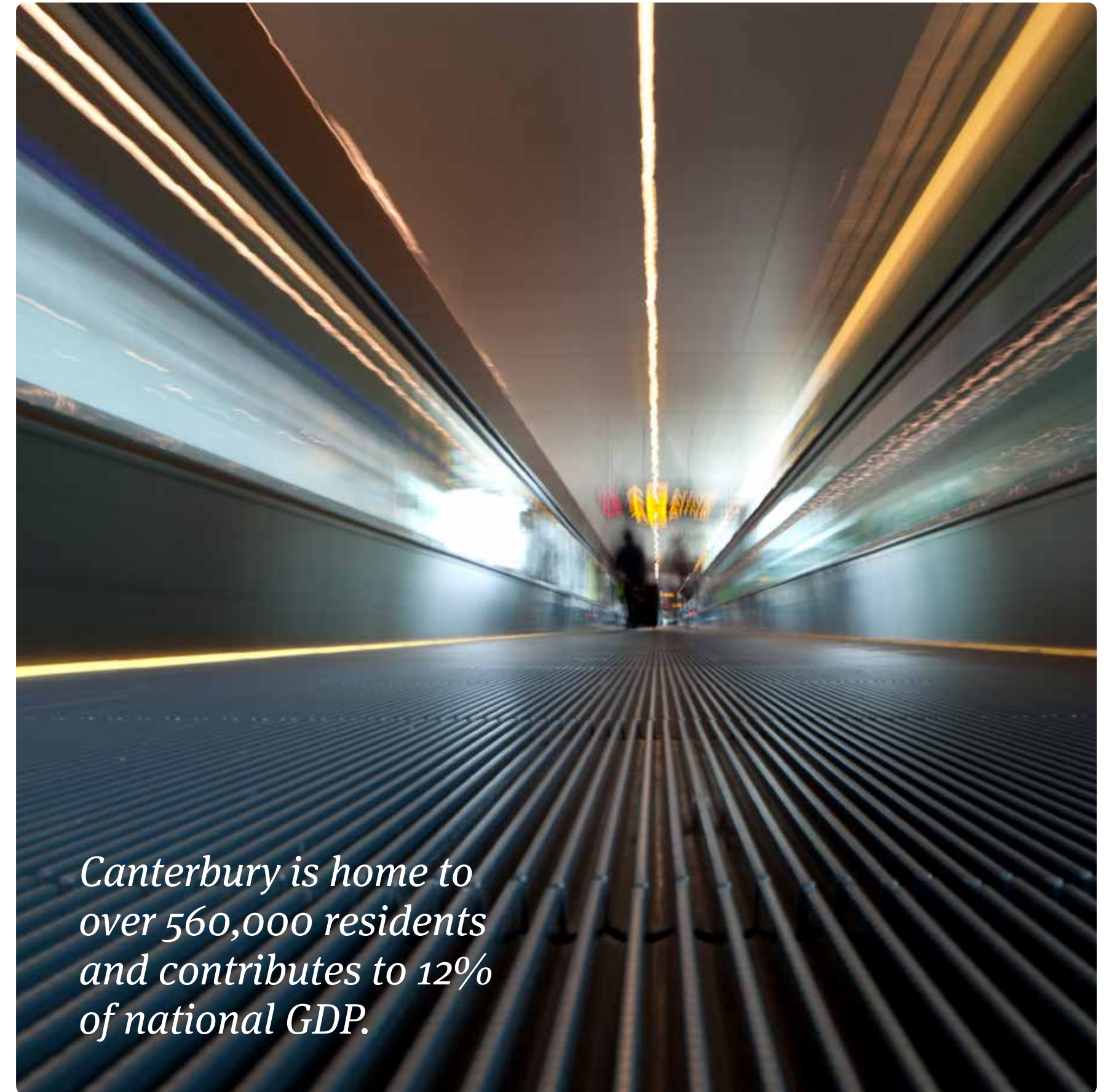
The central city was also the location for many cultural and recreational facilities that helped to make greater Christchurch a great place to live, work and visit. As a city serving almost 560,000 people, Christchurch needs to offer the facilities, services and amenities that would be expected in any equivalent city worldwide.

The opportunity

Although the earthquakes caused widespread damage, the city's physical and social infrastructure remains strong.

Greater Christchurch has many of the qualities that distinguish successful mid-sized cities worldwide: a beautiful environment, affordability, quality infrastructure, a high level of connectedness, a strong tertiary education sector and high amenity levels across much of the city.

It now also has a unique opportunity to build on these strengths. In order to seize that opportunity, this Recovery Plan combines a bold vision, commitment from central and local government to invest in public facilities and to collaborate with other key partners, and a focus on creating the conditions for private sector reinvestment. The result will be a dynamic, productive and beautiful city that is worthy of the people of greater Christchurch.



Canterbury is home to over 560,000 residents and contributes to 12% of national GDP.

A City That Remembers and Respects He Tāone Whakamaumahara

A city's identity is made up of its collective memories which create a sense of place. After a natural disaster this becomes even more important. While this Recovery Plan focuses on central Christchurch, it recognises that the effects of earthquakes are regional, national and international.

The loss of life and so much of central Christchurch's historic and social fabric has heightened the need to remember and connect. Residents remember the area and its special places before the earthquakes, and certain places in the city have a special significance for many people.

Many historic buildings were lost; some of the central city's liveliest places fell silent. The aftermath showed every side of the human spirit, especially kindness and resilience.

Residents will remember different aspects of the events, from the impressions, the sounds, new language, such as 'munted' and 'red zone', to the spirit of the people who came to help. The dates – 4 September, 26 December, 22 February, 13 June and 23 December – are part of Christchurch's anniversary calendar. These will be times to reflect and dates around which new rituals will emerge, as each of the events had its own character and affected the city in different ways.

Remembering can be formal, or it can be something that happens spontaneously. Although each person will remember in their own way, it is important that we establish a place where residents and visitors can spend time in reflection. The Earthquake Memorial will be an anchor project in the recovery, and its development will involve wide consultation.





Listen to the People

Whakarongo ki te Tangata

To succeed, this Plan must reflect the aspirations of the people of Christchurch. With strong hearts and strong minds we can build a better city for us and our children after us.

What Do Christchurch People Want For Their City?

He Aha Ngā Tino Whāinga?

When Christchurch City Council asked people to Share an Idea about the central city recovery, it received more than 100,000 suggestions. Advice also came from professional institutes, interest groups and community organisations.

From the community's responses, five key changes formed the basis of the draft Central City Plan:

1. Green city
2. Stronger built identity
3. Compact CBD
4. Live, work, play, learn and visit
5. Accessible city

These changes are reflected in this Recovery Plan.

Build the whānau and you will build the city.
Aroha Reriti-Crofts, Ngāi Tuāhuriri/Ngāi Tahu

Need a good mix of business, retail, cultural and residential activities to attract people and give the city life day and night.
Margaret and Clark, St Albans

Integrate nature with the urban form: expand riverside green spaces, link with more green pockets elsewhere, recreate native ecosystems.
Fiona, Rena and Teo, Hillsborough

Low-rise retail/commercial/residential space. Let's make it a city you can live and work in.
Paul and Xanthe, Sumner

A green Cathedral Square - grass, trees, gardens - outdoor cafés sheltered from the wind. A place where people want to linger.
Marilyn, Parklands



Aspirations

Ngā Awhero



Flour Power, Regan Gentry (2008), courtesy of SCAPE.



Photo courtesy of Te Rūnanga o Ngāi Tahu.

When I walk through the city I wish to see my Ngāi Tahu heritage reflected in the landscape. Our special indigenous plants that we used for scents, weaving, food and medicine are something unique that we can all celebrate.

*Maruhaeremuri Stirling,
Ngāi Tūāhuriri/Ngāi Tahu*



Green city

- A revitalised Ōtākaro/Avon River corridor
- New street trees, improved surface stormwater treatment and a new network of parks that encourage outdoor activities
- A greener, more attractive central Christchurch, which includes measures against climate change

Stronger built identity

- A lower-rise city with safe, sustainable buildings that look good and function well
- Use of strong urban design principles
- Strengthened heritage buildings that can be used for contemporary purposes
- An urban building fabric that speaks to our sense of place, our identity, our shared cultural heritage

Compact core

- A more compact central city core
- Well-designed streetscapes, redeveloped civic buildings, ultra-fast broadband and free Wi-Fi
- Car parking buildings and bus routes around the Core

Live, work, play, learn and visit

- High-quality inner city housing
- New metropolitan sporting facilities
- A new central library
- New public art and performing arts venues
- Playgrounds

Accessible city

- A city that is easy to get to and around for all age groups
- Excellent walking and cycling paths and high-quality public transport

Embrace cultural values

- A city for all people and cultures
- Recognise Ngāi Tahu heritage and places of significance
- A commitment to enhance an urban environment for future generations
- Cultural revitalisation as a catalyst for urban regeneration and prosperity

Challenges

Ngā Au Hei Piki

Christchurch needs a city centre with the facilities, services and amenities that would be expected in any equivalent city worldwide.

The people of greater Christchurch need and deserve a central area that draws them in to live, work, learn and play. This area must be created from the ground up as an environment accessible to and welcoming of everyone.

Businesses need a base from which they can operate effectively and link to the rest of the world.

Investors need to be confident that activity will thrive in the centre, and to see a range of investment opportunities.

The facilities and services that have been lost need to be replaced, relatively quickly. These include a convention centre, arts and cultural venues, a public transport hub, a stadium and metro sports facilities, hotels, and a diversity of retail and entertainment options.

Central Christchurch needs to be designed and resourced so that it can be the focus for economic, social and cultural activities like any successful city.

Key challenges

Too much space

The demand for commercial and retail space is not enough to fill the current area of the central city.

How can the city deal with this surplus of space?

Time to fix

It will take time to redevelop the central city. During the transition the central city needs to be a social place that is vibrant and comfortable, attracting people and investment again.

How can the central Christchurch area be made to feel like a great place to be again so people come back?

Extent of damage

The damage in central Christchurch is widespread. It is not about filling in a few gaps; whole areas need to be rebuilt.

How can large-scale rebuilding proceed without 'pepper-potting' – developing many separate areas with no critical mass?

Multiple owners

The growth of the central city over time means that it now has thousands of different land owners. To get the best from the rebuild, the core needs coordinated design, which incorporates the features that the citizens of greater Christchurch have said are desirable, such as open space, light, innovative and safe design, and land owners need to know they will be able to achieve economic returns.

How can coordinated design and implementation be encouraged to occur?

Attracting investment

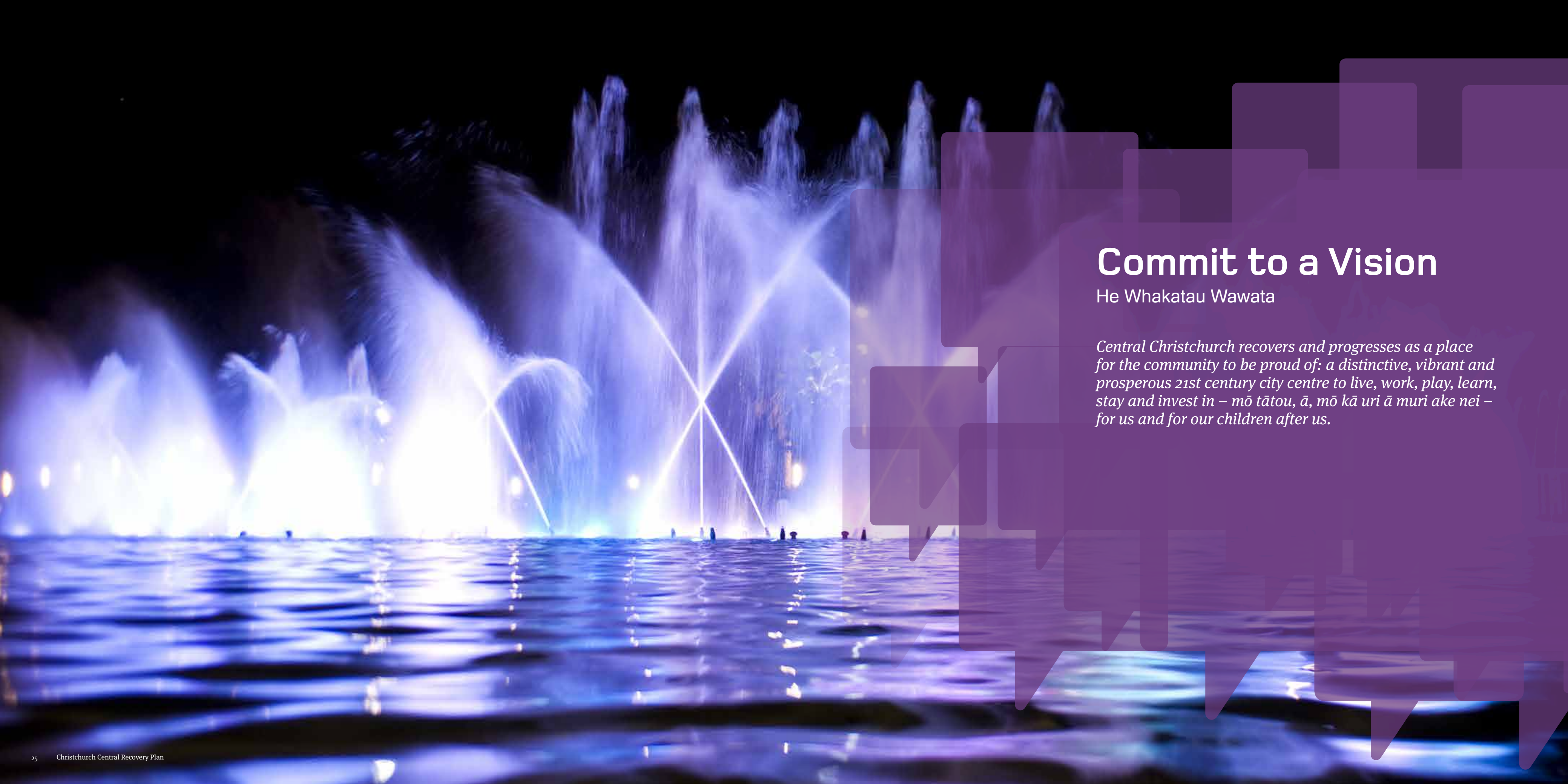
Replacing the number of facilities proposed in a short time will be challenging. Public sector funding and facilitation of projects will be subject to business case processes, and will need to stimulate private sector (including philanthropic) investment. Over time the private sector is anticipated to provide the greater proportion of recovery interest.

How do we catalyse private sector investment?

East is worst hit

The loss of fabric in the east of the central city is far worse than in the west. As a result, individual redevelopments may seem isolated until the overall recovery has advanced further.

How can the eastern area gain spatial definition?



Commit to a Vision

He Whakatau Wawata

Central Christchurch recovers and progresses as a place for the community to be proud of: a distinctive, vibrant and prosperous 21st century city centre to live, work, play, learn, stay and invest in – mō tātou, ā, mō kā uri ā muri ake nei – for us and for our children after us.

Vision

Te Wawata

Central Christchurch will become the thriving heart of an international city.

It will draw on its rich natural and cultural heritage, and the skills and passion of its people, to embrace opportunities for innovation and growth.

Redevelopment will acknowledge the past and the events that have shaped the city, while reflecting the best of the new.

In working together towards recovery, we will embrace these important Ngāi Tahu values:

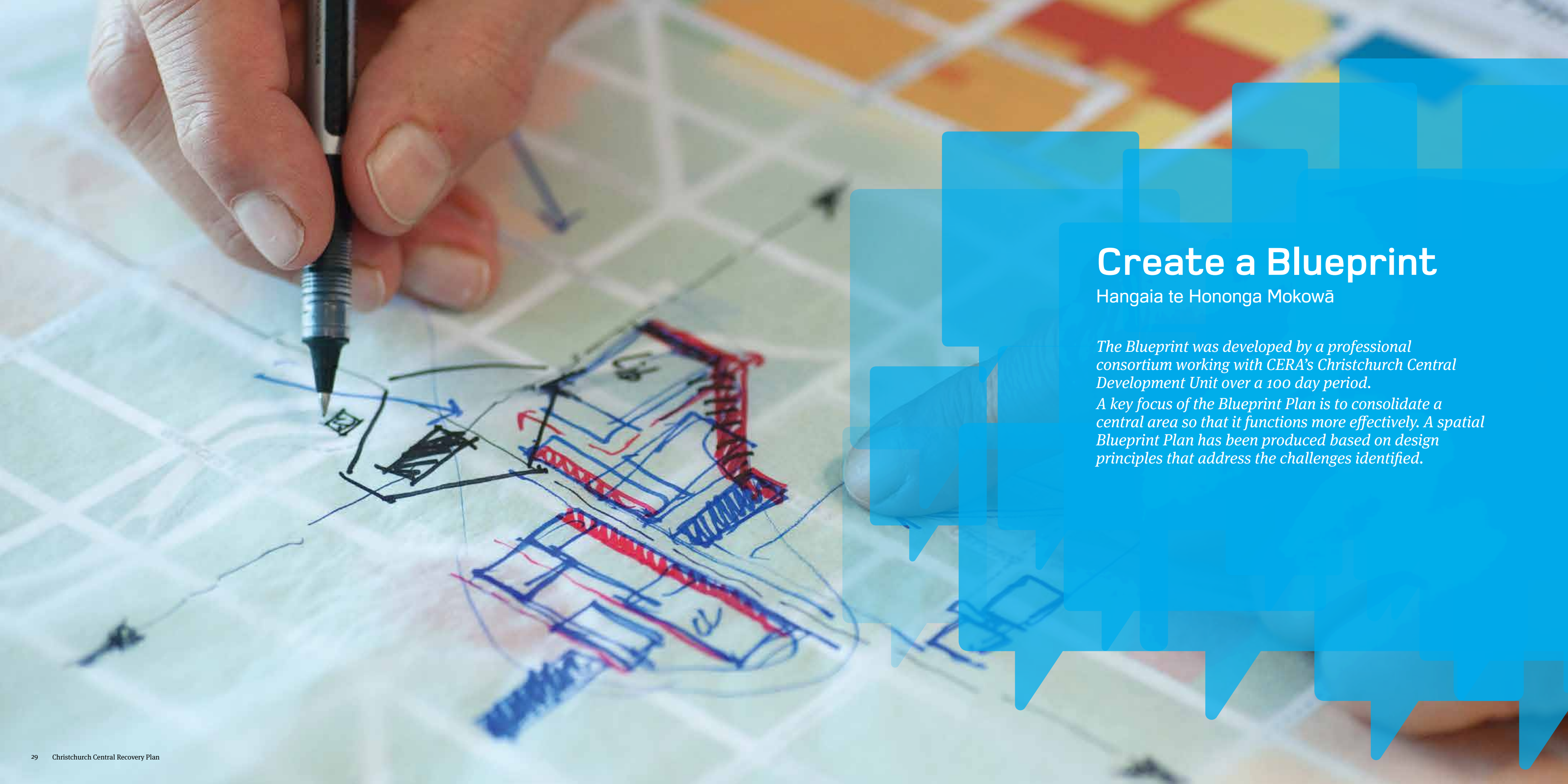
- Manaakitanga (love and respect for people)
- Kaitiakitanga (stewardship)
- Tohungatanga (knowledge and wise consideration of decisions)
- Rangatiratanga (leadership and authority)

Commitment

Ruruku ki te Kaupapa

Central government is committed to working in partnership with local government, iwi, businesses, investors, non-governmental organisations and the community to realise the vision set out in this Plan.

Together, we will make it happen.



Create a Blueprint

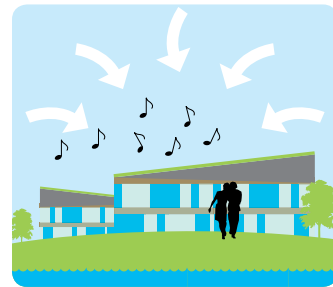
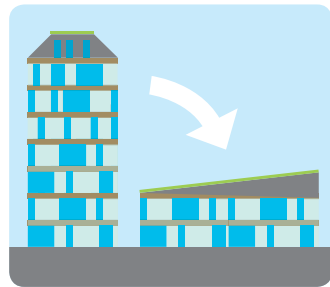
Hangaia te Hononga Mokowā

The Blueprint was developed by a professional consortium working with CERA's Christchurch Central Development Unit over a 100 day period.

A key focus of the Blueprint Plan is to consolidate a central area so that it functions more effectively. A spatial Blueprint Plan has been produced based on design principles that address the challenges identified.

Design Principles: Addressing the Challenges

Ngā Mātāpono Hoahoa: Kia Hikitia te Mānuka



1.

Compress

Compress the size and scale of expected development to generate a critical mass in the Core.

2.

Contain

Contain the Core to the south, east and north with a frame.

3.

Catalyse

Position anchor projects so that development opportunities are created around and between them.

4.

Support

Locate anchor projects where the existing amenity features support their success.

5.

Repair

Focus on the areas that need the most assistance to redevelop.

6.

Embrace the river

Respond to the river corridor as the highest-value amenity space.

7.

Open space

Create new open spaces and improve existing open spaces.

8.

Complete

Complete the Core as quickly as possible.

9.

Existing value

Re-use existing buildings and building elements to provide continuity and reference points to the city's past.

10.

Attract

Invite and attract people into the central area as a place to live, work, play, learn, visit and invest.

The Blueprint Plan

Te Hononga Mokowā

The Blueprint Plan provides a spatial framework for central Christchurch. It describes the form in which the central city can be rebuilt as a whole, and defines the locations of ‘anchor’ projects, which will stimulate further redevelopment.

A frame will help define a central area known as ‘the Core’, which will be of a scale appropriate to current demand. The Frame will allow for short to medium term expansion and development of central Christchurch.

A series of anchor projects will help optimise the development and layout of a revitalised centre. The location of these projects will allow private investors to undertake development opportunities. The Ōtakaro/Avon River will be celebrated as the city’s new river front precinct. It will provide a link for a number of other green spaces and provide an opportunity for people to relax and play. It will also create opportunities for the city’s cultures to be celebrated. Ngāi Tahu’s values and connections to the Ōtakaro/Avon River will be embraced.

Over time, more people will live in the central city, creating new neighbourhoods and adding to the vibrancy of the area. A demonstration housing project will provide real examples of how attractive inner city living can be.

A metro sports facility and a stadium will be built, the Hagley Cricket Oval enhanced, and the Square will be revitalised. A new convention centre will attract a wide range of conferences, workshops and events to Christchurch. It

will also support a range of associated hospitality businesses, including hotels and restaurants.

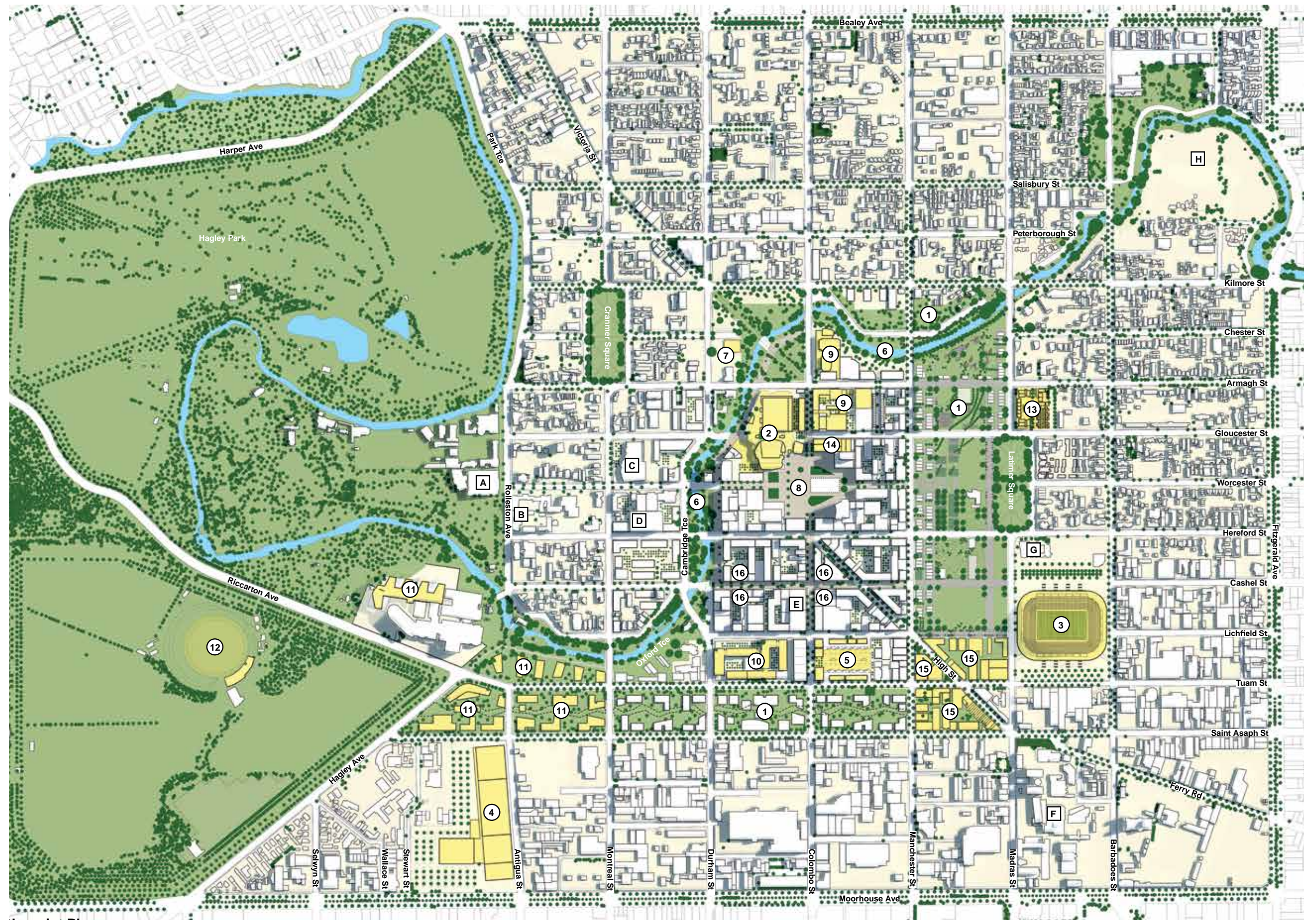
Arts and culture will be celebrated with new performance facilities, a professional theatre and public artworks woven through the central city. The love of learning will be stimulated and encouraged in places like the new Central Library and the Health Precinct.

Buildings will be designed to interact with the surrounding streets and neighbourhoods, helping make the centre safe, accessible and welcoming, day and night.

Residents and visitors will be able to choose whether to travel into and about the city by public transport, cycle or car. Pedestrians will be given priority on streets within the Core; car parking facilities will be within easy walking distance.

Blueprint Plan Key

- 1 The Frame
- 2 Convention Centre Precinct
- 3 Stadium
- 4 Metro Sports Facility
- 5 Bus Interchange
- 6 Te Papa Ōtakaro/Avon River Precinct
- 7 Te Puna Ahurea Cultural Centre (indicative site)
- 8 The Square
- 9 Performing Arts Precinct
- 10 Justice and Emergency Services Precinct
- 11 Health Precinct
- 12 Cricket Oval
- 13 Residential Demonstration
- 14 Central Library
- 15 Innovation Precinct
- 16 Retail Precinct
- A Canterbury Museum
- B Arts Centre
- C Christchurch Art Gallery
- D CCC Civic Offices
- E Ballantynes
- F CPIT Campus
- G Temporary Cathedral
- H Possible Future Park



The Frame

Te Tāparepare

Defining the Core, and providing new green space and a range of commercial and residential development opportunities, the Frame will reshape central Christchurch. Its three components – East, South and North – each have their own distinct character, while the Urban Gateways in the north-west and south-east provide vibrant entry points to the central city.

The Frame in tandem with zoning provisions, reduces the extent of the central city commercial area so that the oversupply of land is addressed. It will help to increase the value of properties generally across the central city in a way that regulations to contain the central core, or new zoning decisions, could not. The Frame helps to deliver a more compact core while diversifying opportunities for investment and development. The Frame allows the Core to expand in the future if there is demand for housing or commercial development.



East Frame

- City-wide family playground
- Retains the form of historic Latimer Square
- Street links through from city to east
- Paths for walking and cycling
- Medium-density demonstration housing and long-term residential development
- Provides link to the stadium and potential fan zone
- Facilitates temporary events
- A significant opportunity through views and vistas to enhance links to geographical landmarks



South Frame

- Buildings in accessible, open-space landscape
- Education, health, commercial and innovation activity centres
- Site of the proposed Health Precinct
- Lengthwise open space corridor for walking and cycling
- Develops over time
- Retains some existing buildings with potential for use in the new central city
- Retains some remnants of heritage buildings
- Street and pedestrian links running from north to south



North Frame

- Extension of the river, providing open space connecting the east frame towards Hagley Park
- A setting for new residential or commercial development on the edges of the Frame
- Opportunity to reveal and celebrate river streams and springs prevalent in this area
- Connections and links to Tautahi Rua Kōiwi, the burial site of Tautahi
- Historical pathways that once followed the lost river tributaries can become new links



Urban Gateways

- Recognises the historical diagonal connections within the city grid to the port and beyond
- Enhanced concepts of Pōwhiri, (welcome) and Tūrangawaewae (a place of belonging) to the city people and its visitors
- Victoria Square – will be reinstated as 'the Place of Welcome' within the revitalisation of Te Papa Ōtākaro/Avon River Precinct
- High Street – opportunity to incorporate a network of lanes and provide facilities for stadium-goers

Purpose and Significance of the Frame

Te Kaupapa o Te Tāparepare

The Frame

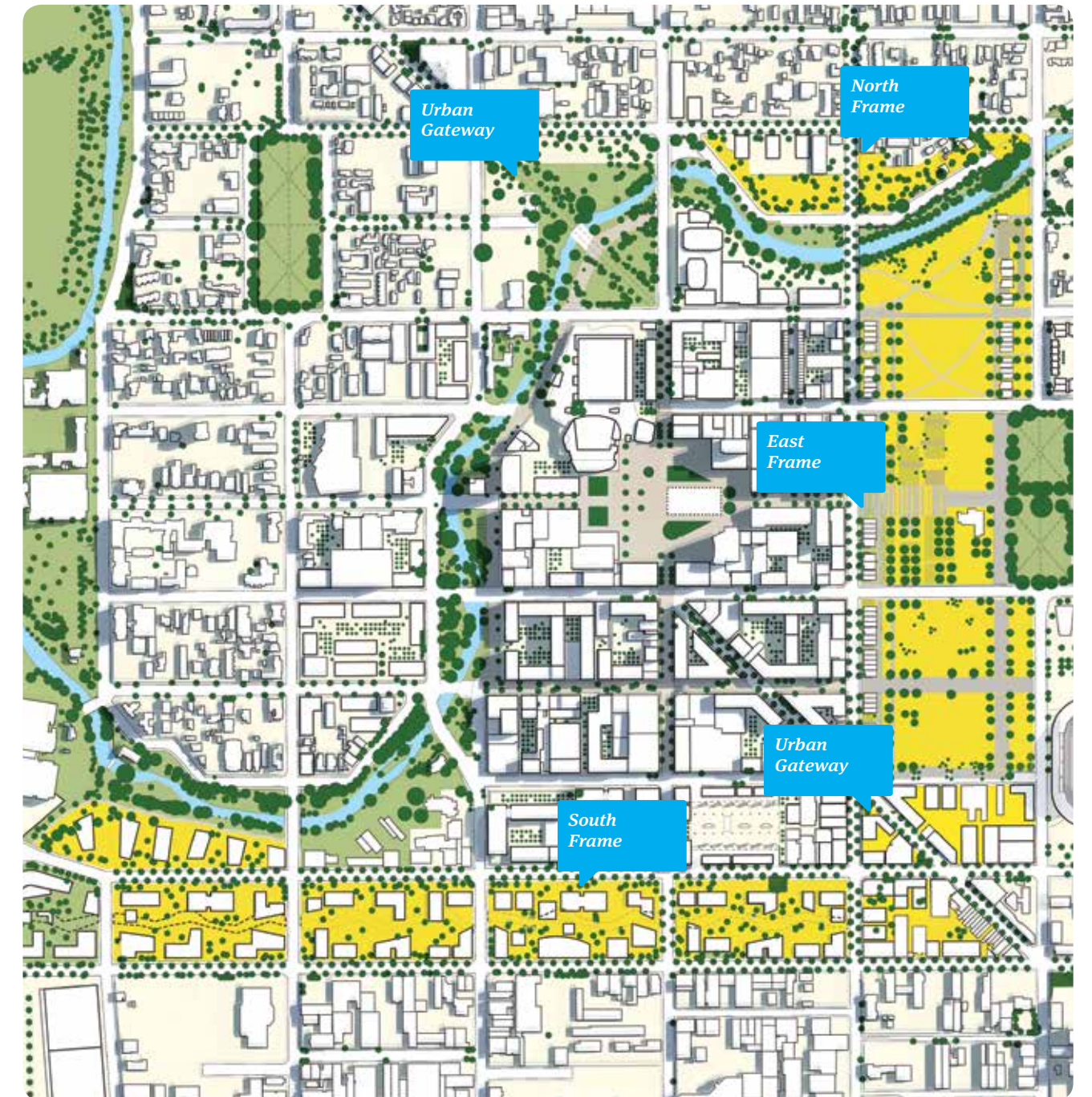
- Redefines the central city
- Provides an attractive location for a range of commercial and residential activities
- Articulates the community vision for a green, distinctive, vibrant and accessible city
- Will support a greater choice of housing to attract a diverse range of residents
- Adds visual and open space amenity
- Reduces the need for District Plan rules to control development within the Core which would otherwise be required to address the phasing of development
- Gets people back into the city to enjoy the amenity of the Frame (walking, cycling and playing)
- Provides an alternative cycling and walking network linking the Ōtākaro/Avon River and Hagley Park
- Provides an attractive campus-style environment for businesses

Implementation

Project lead:
CERA

Partners:
CCC, ECan, NZTA, Te Rūnanga o Ngāi Tahu, the philanthropic sector and the private sector

Indicative design start date:
2012



The Core

Te Pokapū

The Core of Christchurch will become a more concentrated area focused on commercial and retail development, vital for economic prosperity.

The Frame wraps around part of the commercial and retail area framing part of the Core. The Core encompasses an area from Tuam Street in the south, to Manchester Street in the east, Kilmore Street in the north and Montreal Street in the west.

The right size

Historically the central city commercial area has been too large, with variable building quality and occupancy. A compact Core provides better outcomes for businesses and investors.

Concentrated development

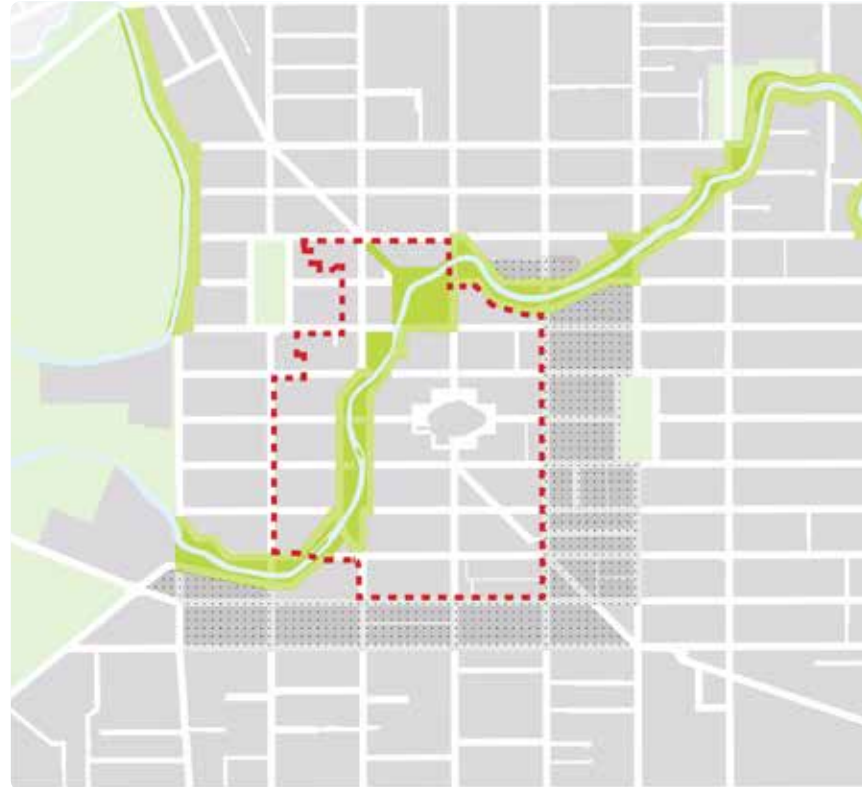
The Core will concentrate commercial and retail development in the central city. It will assist economic growth in the long term by providing investors and the community with greater certainty.

Living options

A variety of residential development is provided for within the Core, giving people the option of living close to where they work.

Implementation

One part of implementing the Core will be to coordinate changes to public transport facilities, transport access corridors and pedestrian areas. It may be some time before commercial activities return in full to the centre. However, with the anchor projects carefully located to stimulate commercial development around them, some areas should be redeveloped and repopulated relatively quickly.



The Core, Frame and central city zones are defined in Appendix 1 to the Christchurch Central Recovery Plan



Illustrative concept of a compact core.

Complementary Elements

Ngā Muka Whiriwhiri

A number of other design elements will shape the city.

Integrating the Ngāi Tahu narrative

While this Plan necessarily presents a shared vision and programmes for the redevelopment of the central city, it also presents Christchurch with the opportunity to both incorporate and showcase Ngāi Tahu cultural identity and values in a more visionary and integrated way. It takes the approach of intertwining Māori culture into the redevelopment of the central city, and as such can be celebrated as a sound foundation for a 21st century relationship in urban planning and design in a post-colonial context.

From a Ngāi Tahu perspective the starting point is the history, the values and the sites of cultural significance within central Christchurch. There will be numerous opportunities to integrate the Ngāi Tahu narrative into the new city through planning and design of the anchor projects and precincts.

Possible approaches include the placement of markers and the incorporation of art works by Ngāi Tahu artists, the development of a new cultural centre and the incorporation of indigenous flora into the vegetation mix within new open spaces.

Heritage

Existing cultural and built heritage will continue to define the identity of central Christchurch and provide a point of difference for visitors and residents alike. The city's unique Māori and European heritage will be celebrated, and natural history will be embraced as an important element of Christchurch's heritage. The planning framework provides for heritage values by encouraging the retention of heritage buildings in the central city.

Connections and accessibility

If greater Christchurch is to benefit fully from a revitalised central city, it needs modern, efficient connections between people, businesses and civic facilities. Connections are physical (footpaths, cycleways, public transport, public spaces such as parks and laneways) and virtual (ultra-high-speed broadband and social networks).

The recovery from the earthquakes provides the opportunity to do more than replace lost infrastructure and buildings; there is also an opportunity to enable the easy connection for people of all

ages and abilities to the central city. As a minimum, all buildings, footpaths, cycleways and roads constructed will comply with the Building Act 2004, which requires that they are designed for the accessibility for all people. When accessibility for the young, elderly and disabled is included early in the design phase, everyone benefits.

The Frame and the high-quality urban design of central Christchurch will be supported by a network of pedestrian and cycling facilities. In addition, roading and public transport facilities and services will link the central city with its surrounding suburbs.

Lower buildings

Lower buildings will become a defining central city feature in the medium term. A lower-rise city fits in with the community's wishes and takes account of the economic realities and market demand for property in the Core. It also recognises the character and sensitivity of certain areas, such as New Regent Street, and reduces wind tunnels and building shade.



Illustrative concept of a central city street scene.

Urban design

Effective urban design creates attractive, safe and functional places. The interface of buildings and their surroundings, including streets and public spaces, is an important component in creating a distinctive city that is attractive to all. For this reason, all buildings in the Core will be assessed to ensure this critical urban design aspect is achieved. Using a streamlined consent process will provide a swift response to applications, whilst ensuring that significant investment in the central city rebuild is protected and the quality of the built form is enhanced.

Smart cities

Knowledge and social infrastructure are important to a competitive city. Opportunities to share utility corridors and provide services in the future will be significant considerations during the rebuild. During the infrastructure implementation programme, CERA will work with the asset owners to encourage the design of infrastructure that keeps open options for future services, such as smart technologies and energy-wise systems. Already work is underway to develop a shared utility corridor, introduce the telecommunications fibre as part of the Government's broadband rollout and develop energy demand profiles. These initiatives will also help to establish a 'smarter city' platform from which to develop smart technologies and services. A key challenge is to ensure that planning for the future is approached with a sufficiently long term focus, in a commercially responsible and affordable manner. Design and specification in the central city have been paused until the

Recovery Plan is finalised, so that the requirements for such a platform can be investigated, costed and debated with infrastructure owners and funders.

Sustainability

Over the long term, greater Christchurch has a unique opportunity to redevelop the city so that it is resilient to environmental, social and economic changes that may affect future generations.

Greater Christchurch can expect more droughts and floods and a rising sea level due to the changing climate. Energy costs will increase the demand for efficient energy and transport systems. New technologies and competition for global resources and talent will reshape the way business is done.

More sustainable technologies and approaches can be part of the redevelopment of central Christchurch. It is possible to address the environmental impact of construction activities, building design and performance during the planning stages. This approach is more effective than retrofitting.

Sustainable buildings can provide healthier living and working spaces. Because they use resources more efficiently, they also make operational savings over time so are more affordable to use and maintain. The design of the central city can consider the way construction wastes are handled, or the way a building is designed and operated.

The market will demand new buildings with innovative technologies that target low energy use and energy generation, and that reduce both water usage and the impacts of wastes leaving the site. Greener, healthier and more resilient building approaches and technology



help to create a unique identity for central Christchurch and a lasting, positive legacy.

Greening the city, embracing and improving the health of the water and the river, and focusing strongly on sustainable redevelopment of public and commercial spaces are also consistent with the culture, values and identity of Ngāi Tahu.

Crime Prevention Through Environmental Design

Crime Prevention Through Environmental Design (CPTED) principles need to be considered during the design and development of buildings and public areas to make central Christchurch more inviting and a safer place to be – day and night.

Lighting

The recovery provides an opportunity to use white light and energy efficient lighting with controls that match the conditions and safety requirements.

The central city needs to be an inviting and safe place for people to visit at night. The Christchurch City Council is committed to upgrading street lighting in the central city along the river and across the bridges, and in spaces that connect night-time activities.



(Above) Carlaw Park Auckland



(Above) Melbourne Convention Centre





Ideas to Reality

Kia Whaikiko i Ngā Whakaaro

Many projects and many people will contribute to the recovery.

CERA will take a leadership role to provide confidence, certainty and direction through the recovery process.

Projects Toward Recovery

Te Anga Whakamua

This Plan identifies a number of major ‘anchor’ projects that will contribute to recovery. These will be progressed by the relevant organisations including CERA and other government agencies, Christchurch City Council, and Te Rūnanga o Ngāi Tahu, with involvement from the private and philanthropic sectors.

Anchor projects

The anchor projects will:

- Reflect community aspirations
- Replace community facilities that have been destroyed
- Stimulate other development around them
- Contribute as much as possible to the recovery as a whole
- Attract people to the central city

Establishing the location for these projects allows investors to identify further development opportunities around them.

This Recovery Plan includes designation of sites for the anchor projects to secure development options. Following the release of the Plan, the Crown will purchase the designated properties.

Before the Government commits further funding to these projects, detailed business cases must be made for them. Opportunities for private sector and philanthropic involvement in the anchor projects will be identified during this process, as part of the assessment of the most appropriate procurement, funding and ownership structures.

The anchor projects will be developed at the start of the rebuild, to help attract people and businesses back to the central city, and to encourage further private investment.

Other projects

The anchor projects, the historic street pattern, and existing buildings that have been retained will define the overall layout of the city, but its form will largely be defined by land owners and the developments they commission.

The type of development that occurs will be influenced by market demand, engineering requirements, and the opportunities provided by the anchor projects. The new District Plan provisions contained within Appendix 1 of this Plan provide a broadly enabling framework for development while ensuring that buildings and places will be well-designed, as failure to ensure quality will put at risk the substantial investment in the rebuild.

The community's aspirations for a green, vibrant, accessible and prosperous city are reflected in the Blueprint Plan, the anchor projects, and other projects included in this Plan. Other projects suggested by the community and not explicitly included here can still be undertaken or may be revisited over as the recovery progresses.

Christchurch City Council has also identified a number of projects of its own that will support the recovery of the central city. It will manage the timing and funding of these projects through its Long Term Plan and Annual Plan processes.



Waitomo Cave Visitors Centre. Architecture Workshop. Photographer: Perry Royal.

Indicative Project Delivery Schedule



Key:

- Early commitments to project delivery
- ▨ Indicative project duration

This represents a compressed and accelerated timeline for delivery of projects. As further scheduling work is completed these timeframes may change. Projects that have Government funding will require Business Cases. These are anticipated to be drafted during the project brief stage. For some projects the key stages will overlap to achieve an accelerated delivery timeframe. Early commitments to project delivery are indicated where decisions have been made to proceed with key stages of the projects and therefore the timeframes are more certain.

The Earthquake Memorial

He Whakamaumaharatanga o te Rū Whenua

A place where people can spend time in reflection and honour those who lost their lives or were injured in the earthquakes will be developed in central Christchurch. The national Earthquake Memorial will be a place of local, national and international significance where individuals can reflect and large groups can gather. Because this is such a significant project, it should begin early, not be rushed and involve the community and families of those who died.

185 people died in Christchurch as a result of the 22 February 2011 earthquake, and many others were seriously injured. The earthquakes profoundly affected many people and cultures, within New Zealand.

Nearly every person in the greater Christchurch region has an earthquake story and we all tell them in different ways. A community consultation process will be undertaken as part of the development of plans for the national Earthquake Memorial to ensure that the voices and ideas of the effected families and the community are captured in the design process for the Memorial.

The Ministry for Culture and Heritage, Christchurch City Council and Ngāi Tahu will work together to identify the site and begin the community consultation and design process. A design competition will be undertaken to attract the best ideas; international teams may participate but they must include local personnel.



Hyde Park Corner - London.

Memorial sites to remember those who lost their lives. Input from overseas for foreigners who died.
Pat, Merivale



7/7 Memorial, Hyde Park, London



Diana, Princess of Wales, Memorial Fountain, Hyde Park, London



Oklahoma City Memorial, Field of Empty Chairs. Source: Oklahoma City National Memorial and Museum.



The Memorial to the Murdered Jews of Europe, Berlin, Germany



The Domplein, Utrecht, Netherlands

Implementation

Project lead:
Ministry for Culture and Heritage

Partners:
CERA, CCC and Te Rūnanga o Ngāi Tahu

Indicative design start date:
2012

Te Puna Ahurea Cultural Centre

Te Puna Ahurea

A world class cultural centre is proposed for the central city as a focal point for cultural celebration and diversity.

The proposed cultural centre will reflect and celebrate Ngāi Tahu and Māori culture, and acknowledge Christchurch's place in, and connections with, the Pacific.

Te Puna Ahurea Cultural Centre will be a unique and vibrant visitor destination that provides a further catalyst to regeneration of the central city by supporting increased cultural, retail and hospitality activity. The design and function of the cultural centre will reflect New Zealand's evolving identity, integrate with Te Papa Ōtākaro/Avon River Precinct, and provide an inspiring and interactive facility to showcase and celebrate Ngāi Tahu, Māori and Polynesian traditions and performing and visual arts.

The centre will:

- Be a place of pōwhiri – welcome – and celebration of cultural events, such as the Māori New Year (Puaka Matariki), Waitangi Day and Chinese New Year
- Provide a dynamic and interactive education experience for residents, children and international visitors
- Include exhibition space for taonga, traditional and contemporary art
- Be a place to celebrate and experience Māori performing arts
- Be a place for all to relax and enjoy Te Papa Ōtākaro/Avon River Precinct
- Support and complement the Frame, Convention Centre, Library and Performing and Visual Arts Precinct
- Be a cultural asset for the whole community



Location Plan

Implementation

Project lead:
Te Rūnanga o Ngāi Tahu

Partners:
CERA, CCC, Ministry for Culture and Heritage, and the private and philanthropic sectors

Indicative design start date:
TBC



Te Puia Rotorua – A Place of Welcome. Designer: Carin Wilson. Photographer: Perry Royal.



Ngāi Tūāhuriri descendants perform in City. Photographer: Perry Royal.



Illustrative concept. Courtesy of Te Rūnanga o Ngāi Tahu.



A Green City

He Tāone Tiaki Taiao

Building on Christchurch's existing Garden City identity, this Recovery Plan looks to provide a greener, more attractive city. It also considers how to future-proof development through good building design and 'green' technologies.

Visually attractive streets, lanes and boulevards... plenty of green spaces please.

Colin, Parklands

Living streets... parks, playgrounds for young and old...

Simon and Ronald, Christchurch

Avon River Precinct

Te Papa Ōtākaro

The winding path of the Ōtākaro/Avon River will mark Christchurch's new river precinct. Te Papa Ōtākaro will include Victoria Square (formerly Market Square) and be part of the central city's spiritual and aesthetic identity.

The historical contrast between the curving river and the linear grid of the streets is a key element of the city's distinctive urban form. Ōtākaro holds great significance for Ngāi Tahu: the river was their commercial vein, transport route, source of mahinga kai, and place by which they lived and traded.

The new precinct will give priority to people and provide for cyclists and pedestrians.

Land facing north and west onto the river has high amenity value and is close to the Core. Cafes and bars will re-emerge, inviting connection with the river. New buildings, including hotels, will be able to take advantage of river views.

The park zoning will be about 30 metres wide on either side of the river and address existing geotechnical constraints.

As part of Te Papa Ōtākaro/Avon River Precinct, Victoria Square will be revitalised as a place of welcome for all and become a thriving and vibrant area.



Location Plan



Context Axonometric

Implementation

Project lead:
CERA, CCC

Partners:
ECan, Te Rūnanga o Ngāi Tahu and the philanthropic sector

Indicative design start date:
2012



Avon River, Christchurch

Let's use the Avon River as a natural pedestrian and cycle connected pathway across the city.

Gabrielle, Burnside



Waterfront Oslo Opera House, Oslo



Jardins de l'Imaginaire Terrasson Dordogne, France

Make more of a feature of the Avon River, to really enhance the 'garden city'.

Isabella, Christchurch



Illustrative concept of the Ōtākaro/Avon River.

Revealing tangata whenua values

Ngāi Tahu through Te Ngāi Tuāhuriri Rūnanga will advise and guide CERA and Christchurch City Council to ensure their values are appropriately integrated into the new precinct.

Ngā Wai Whakatipu: Ōtākaro/Avon River was historically an important source of resources and it continues to be an important waterway for Ngāi Tahu – connecting past traditions to future aspirations in the central city. It remains a highly significant waterway, as a link to past ancestors and their ways of life, and for current generations of Ngāi Tahu to be able to care for and use.

The following objectives will help to uphold the mana of Te Ngāi Tuāhuriri Rūnanga as kaitiaki of Ōtākaro/Avon River.

Whakaorangā Wai Ōtautahi means to bring life and health to the waters of greater Christchurch, including Ōtākaro. This objective will support programmes to improve water quality, to protect and enhance springs and waterways, and to treat and manage stormwater in ways that support Ngāi Tahu objectives for the river.

Whakakakahu Ōtākaro, which literally means to 'cloak the river', will supplement exotic plantings with more indigenous species along the river (riparian and embankment plantings). Achieving this objective will support the cultural health of the river, improve water quality, provide a haven for the return of native birds and birdsong to the central city, and keep a good balance among its uses.

Tūtohu Tangata Whenua means that there are signs of Ngāi Tahu in the city, especially along the river. This objective will be achieved by having qualities and places that acknowledge and reflect Ngāi Tahu and Māori in greater Christchurch, such as indigenous plants, mahinga kai areas, design features, interpretations, artworks, naming and bilingual signs. It will support the cultural markers that are already along the river, and will establish new and appropriate ones through the new river park and other projects in the Recovery Plan.

Continuous journey

The continuous journey will encourage people to wander along both banks of the Ōtākaro/Avon River with minimum disruption from traffic. Buildings next to the river corridor will be better connected with opportunities for increased pedestrian indoor and outdoor activity. The river will be a recreational destination within central Christchurch and easily accessed from adjoining streets, precincts and parks.

Sensory experience

Users of the new park will find places of interest, enhanced bridge crossings and a range of sensory experiences along the way.

Stories about the river's rich culture, heritage and natural values will be told through sculpture and interpretation.

Relaxing on the grass further up the bank or on the many seats along the way, people can listen to music coming from the bars and cafés overlooking the river.

Healthy river

Specific measures will be taken to improve the water quality of the Ōtākaro/Avon River. Stormwater runoff from surfaces that create pollution, such as streets and surface car parking, will be managed using rain gardens installed in the streets where appropriate.

Treatment of car parking runoff from private land will be treated using planted swales. Other treatment measures at stormwater outlets may also be required. Bank works, new islands and other improvements along the river will create additional habitat for fish, eels, birds and invertebrates.



Embrace the Avon River, water is dynamic and alive and a wonderful focal point to build around.

Stephanie, Rolleston

The Square

Te Rīpeka

The Square will once again be the civic heart of central Christchurch.

The place to be

Meet friends, eat lunch, listen to music, enjoy the city's passing parade – the Square will always entertain.

Larger and smaller spaces

A main square will be identified, complemented by a series of smaller squares and oriented toward activities around it. There will also be more trees and plantings.

A year-round space

Shading of the Square will be better managed. Lower buildings on the north side will allow more sunlight to penetrate, creating a warm, sheltered environment encouraging people to linger and enjoy the space.

Day and night

Civic facilities such as the Central Library and the Convention Centre will give life to the Square for most of the day. The return of entertainment facilities such as cinemas, performance spaces, cafés and restaurants will be encouraged to make it vibrant and safe during the night as well.

Style and heritage

New buildings around the Square will enhance its unique Maltese cross shape and inspire, and activate and frame the city's civic heart.

Other aspects of the Square will remain less certain while surrounding developments are considered. However, space will be kept for a new cathedral.



Location Plan



Jean Batten Place, Auckland



Te Ara Tahuhu Walkway, Britomart, Auckland



Takutai Square, Britomart, Auckland



St Patrick's Cathedral, Auckland



Context Axonometric



Illustrative concept of the Square.

Implementation

Project lead:
CCC

Partners:
CERA, the private and philanthropic sectors and the Anglican Church

Indicative design start date:
2012

Other Green Spaces

Ngā Wāhi Kākāriki

In addition to the anchor projects, a number of other projects have been identified that will enhance the amenity and natural values of the central city.

CERA will work with the Christchurch City Council and Te Rūnanga o Ngāi Tahu to ensure new green spaces complement the Frame, locations of anchor projects and existing open space in the central city such as Victoria, Latimer and Cranmer Squares.

The following are just some of the examples of projects that will be considered over the course of the recovery.

Victoria Square

Christchurch has a rich cultural heritage to draw upon for the future. Historically, Victoria/Market Square was a bustling and vibrant place of trade, sharing ideas and cultural interaction. It provides an important link with Te Papa Ōtākaro/Avon River Precinct, and is a potential location for Te Puna Ahurea Cultural Centre.

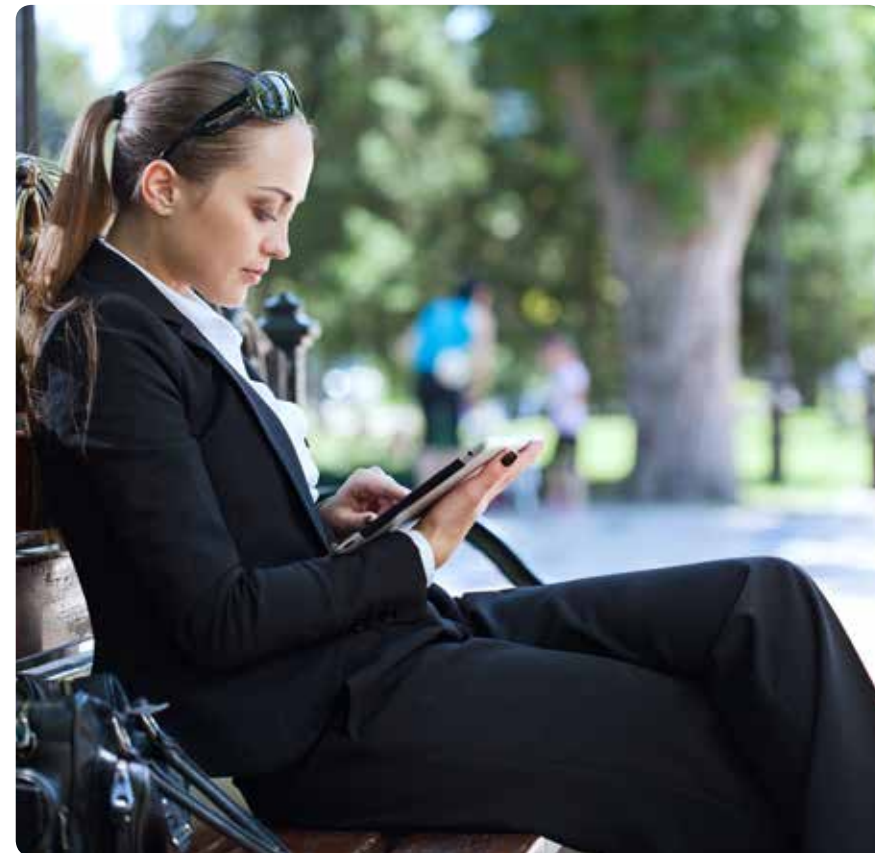
Redevelopment of Victoria Square will affirm its role as a place of pōwhiri/welcome to central Christchurch for visitors and locals.

Redevelopment should include:

- Preservation of existing heritage features
- Establishment of new cultural markers and references
- Improved landscaping.

Wider, tree-lined footpaths, providing shade in the summer.

Scott, Northwood



(Below) San Antonio River Walk

Pocket parks

New pocket parks may be created so that workers, residents and visitors have accessible green spaces and courtyards where they can enjoy a range of social and cultural activities.

Pocket parks help create liveable and attractive cities. They offer inviting places to have lunch, meet friends, be entertained or find respite away from the bustle of city life. Pocket parks are likely to vary in size and the way in which they are used. One of their functions, however, could be to celebrate tangata whenua, using Māori designed concepts, art and indigenous plants to reflect and celebrate Ngāi Tahu and Māori cultural heritage.

Community gardens

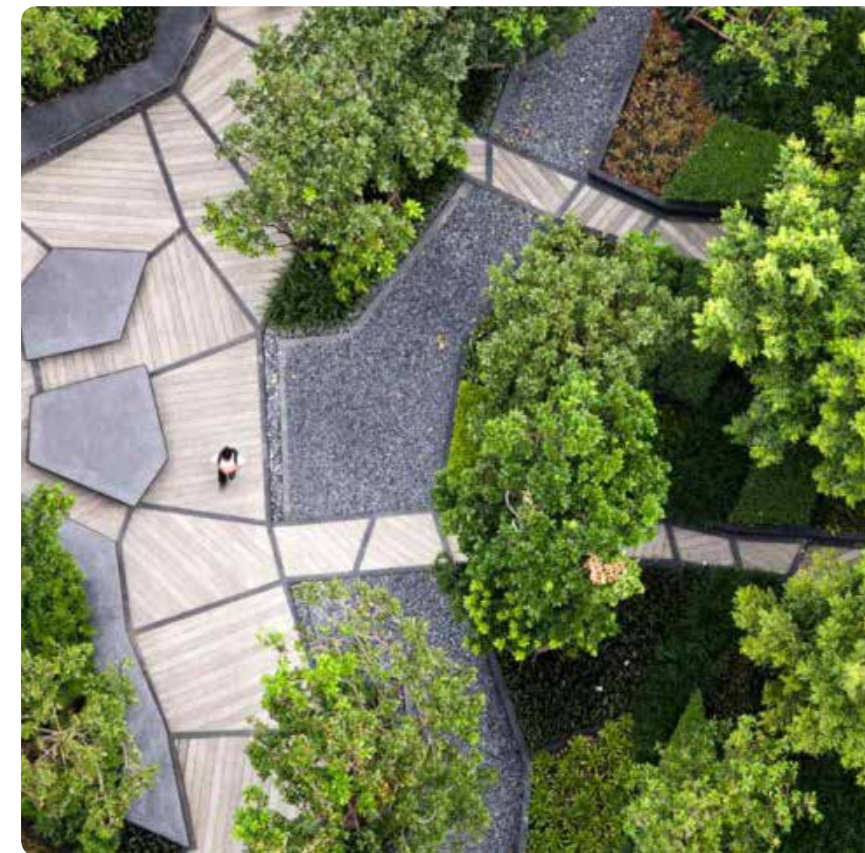
In community gardens, residents can enjoy fresh, locally grown food, learn and socialise. Community gardens are typically run by volunteers who organise working bees and harvest festivals, and host courses on gardening, composting, healthy eating and sustainable living.

Family-friendly parks

Family-friendly parks can provide space for fun and fitness, enhancing city living and improving access to open spaces. With forward planning, playgrounds, community gardens, public art and cultural elements can be linked so that they are more accessible throughout central Christchurch and cater for varied interests and activities.

Eco streets

In making the extensive repairs needed to inner city streets, the Christchurch City Council has the opportunity to apply more sustainable solutions with measurable benefits. Within the Core, eco streets could be developed to improve the quality of the water and environment by planting trees and installing permeable surfaces and rain gardens. Eco streets provide pleasant and attractive microclimates for people to enjoy and can result in a healthier environment.



Greener Technologies

Hangarau Tiaki Taiao

Greater Christchurch has an opportunity to build green, healthy and resilient buildings that have a lasting, positive legacy.

Sustainable buildings are healthier places in which to live and work. They also save money by using resources more efficiently. Sustainable building goes beyond the Recovery Plan and builds on existing programmes such as Green Star building ratings.

Christchurch City Council intends to encourage the development of green buildings in central Christchurch, including those that are powered by renewable energy, use less water, are made with local and recycled materials and help to visibly green the city with roof gardens and green walls. It will provide such

encouragement through leadership, incentives, best-practice demonstrations, standards and building assessment tools. New buildings could also include greener technology such as energy savings technology or renewable energy sources. Greater Christchurch has a rich supply of renewable energy sources that could be used to produce electricity, water for central heating/cooling and other commercial uses. Potential sources of energy include agricultural and forestry byproducts, industrial sludges, sewage and landfill gas, wood waste from the demolition of earthquake-damaged buildings and solar energy.



District heating/cooling

District heating is just one example of a more sustainable approach to rebuilding.

A district heating/cooling project involves distributing heat energy to a number of users, usually in the form of reticulated hot water. It has traditionally been used in large public institutions such as hospitals and universities.

In a district heating/cooling project, a world-leading renewable energy scheme would generate affordable electricity and central heating/cooling from waste materials and biomass. In redeveloping more than 1,000 buildings, it is possible to reconsider the way energy is generated and supplied to buildings and homes in central Christchurch. Greater Christchurch can adopt world-leading technologies to harness energy from waste, and to provide an affordable source of electricity and central heating/cooling. If district heating/cooling is commercially viable and can provide an affordable source of energy for consumers, Christchurch could reduce its fuel emissions, create a more secure and clean energy future and create a point of difference for reinvestment in the city.

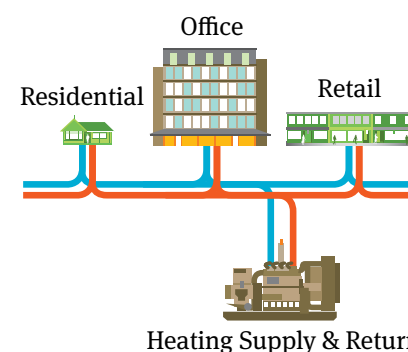
Further feasibility studies are needed before this project becomes a reality. However, the Christchurch City Council, together with key industry partners and European energy experts, will explore the feasibility of supplying and providing for low-cost, renewable energy to buildings in central Christchurch. The Christchurch Agency for Energy (CAfE) is committed to taking a lead role in the investigation of a district heating/cooling scheme.



Green Pledge

Christchurch City Council will provide leadership in developing green buildings. One of its initiatives will be to create a Green Pledge, which will include a website and resource pack to help showcase community demand for Green Star buildings. It will encourage businesses to sign on and show their support.

Local case studies together with helpful resources for developers, tenants and residents will be created in support of this project and to encourage others to develop green buildings. The Council will, where applicable, design and build new public facilities that are at least five Green Stars (or equivalent) as determined by the New Zealand Green Building Council. Te Hononga, Christchurch City Council's Civic Building, rated with six Green Stars, is one way in which it has already clearly demonstrated its commitment to this concept.





A Prosperous City He Tāone Houkura

At the heart of every successful city is a strong, vibrant centre that combines retail businesses, professional services, tourism and hospitality.

A far more compact CBD, with precincts for tech, cultural, historic, retail, professional, surrounded by mixed residential and green space.

Karlene, Claudia and Liam, Mairehau

Retail Precinct

Wāhi Hokohoko

Central Christchurch's retail precinct will offer destination shopping in a compact, vibrant area. The early development of the area will attract other activity.

The recovery of the existing retail area began in late October 2011 with the Re:Start initiative, anchored by Ballantynes and consisting of a cooperative of retailers. The Central City Property Owners and Business Group combined existing retail and hospitality buildings and re-opened in relocatable expo-style container structures in City Mall.

To compete successfully with suburban retail, central Christchurch will need to offer a unique and distinctive shopping experience. CERA will continue to work with the private sector to facilitate options for the development of the retail precinct.

New District Plan provisions will ensure continuous shop frontages in the Core, supporting a retail precinct. In time, it will offer shoppers a distinctive retail choice. With retail (and commercial) businesses at the centre of the city, greater activity and vibrancy will be generated, making the city more attractive.

The surrounding streets will be pedestrian friendly, with improvements made as required.

Other retail opportunities

The anchor projects have been strategically located to encourage walking between them and other facilities or amenities. This will support the development of retail activity in between. Such new activities will in part replace the food and beverage services formerly available in High Street and the lanes.

A number of other activities can contribute to the vibrancy of redeveloped central Christchurch such as markets or quarters reflecting a particular culture or retail experience. The private sector will have opportunities to explore these concepts. Christchurch City Council has expressed interest in investigating a covered market for an area of central Christchurch to help meet the need for low-cost business space for retail market businesses. It could combine contemporary retail space for niche or boutique retailers and hospitality venues, with an adjoining open-air market space.

Christchurch City Council has proposed to assist the development of the covered market by undertaking a feasibility study to ensure there is demand, buying land if it proves feasible, and identifying private sector interest in operating the market. It would also help with building consents and regulatory requirements, and help to promote the market area if developed.

To be successful, the covered market would need a variety of private sector stakeholders to lead its development and implementation.

The development of an international quarter could give central Christchurch a distinct identity and shape the character and culture of the area. The quarter could be an attraction for residents and visitors, contributing to economic growth and prosperity, and making the city a welcoming place for all cultures.

It could include a Pacific hub, either developed separately or integrated into the international quarter.

Such concepts that support a prosperous city may develop further. New projects will also emerge as the recovery of central Christchurch progresses.

A distinctive environment (not malls), protected from elements (heat, wind), spacious and well-lit, variety of entertainment and food outlets.

Barry, North New Brighton



Photographer: Linda O'Reilly



Implementation

Project lead:
Private sector

Partners:
CERA and CCC

Indicative design start date:
2012



Convention Centre Precinct

Whare Rūnanga

A world-class convention centre will be developed to attract new and exciting events to the city. The precinct comprises of a number of buildings that will reactivate surrounding streets and public spaces, and generate new activity. The precinct will support retail and hospitality within the Core and visitor attractions and services throughout Christchurch.

The Convention Centre will be located on the block defined by Armagh Street, Oxford Terrace, Worcester Street and Colombo Street, and Gloucester Street will become part of the centre itself. Hotels will be developed in close proximity to the Convention Centre.

In this location, the Convention Centre will connect to the Square, Victoria Square, Puāri Pā and Te Papa Ōtākaro/Avon River Precinct and there will be day-to-day activities at ground level on all sides. It will connect to Victoria Square as a space (ātea) for conference guests to enter and receive a cultural welcome (pōwhiri).

New markets

A key objective is to attract international associations to Christchurch and develop connections with new businesses

and markets that will ultimately help grow the economic base of greater Christchurch.

Flexibility

The convention centre will complement the larger 3,500-delegate facility in Auckland, and be supported by the proposed facility in Queenstown for 750 to 1,000 delegates. The result will be a concept unique among convention centres. The centre will be able to accommodate several events at one time, initially with space for up to 2,000 people in events of different sizes, and can expand to 2,500 people in future.

A space for all

The Convention Centre will become an iconic and internationally recognised civic building. It will be fully integrated into the surrounding area, providing a range of high quality public spaces and stimulating retail and commercial activity.

Access and service

Access and serviceability are important for the Convention Centre. The centre will have good access to key transport routes for service vehicles as well as being close to public transport. Ensuring pedestrian access to key retail locations, hotels and public spaces will also be an important part of the design process.



Location Plan

Urgent rebuild of the convention centre, as it brings in significant economic returns to the city.

Caroline, Business Development Manager, Christchurch and Canterbury Tourism



Context Axonometric

Implementation

Project lead:
CERA

Partners:
Ministry of Business Innovation and Employment, Te Rūnanga O Ngāi Tahu, CCC and the private sector

Indicative design start date:
2012



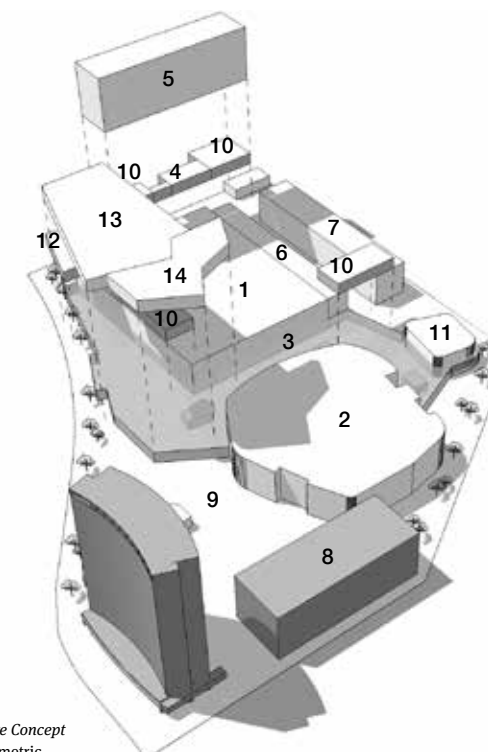
Melbourne Convention Centre, Victoria, Australia



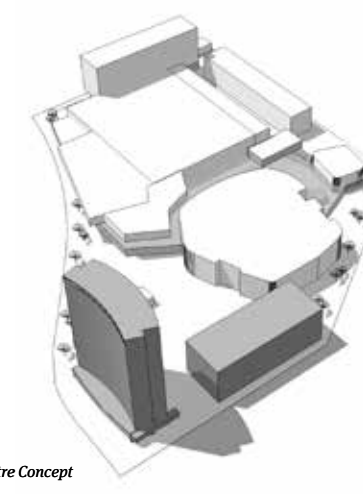
IVY Entertainment Venue, Sydney, Australia

Key

- 1 Multi-function space
- 2 Plenary
- 3 Gloucester Galleria
- 4 Hotel Lobby (by external party)
- 5 Hotel (by external party)
- 6 BoH & Loading
- 7 Retail & Commercial
- 8 Development Site
- 9 Plaza
- 10 Meeting
- 11 Meeting
- 12 Balcony Room
- 13 Banquet Room
- 14 Pre-function Areas



Convention Centre Concept Exploded Axonometric



Convention Centre Concept Axonometric

Health Precinct

Te Papa Hauora

A world-class hub for health education, research and innovation could be established next to the existing Christchurch Hospital.

The Health Precinct

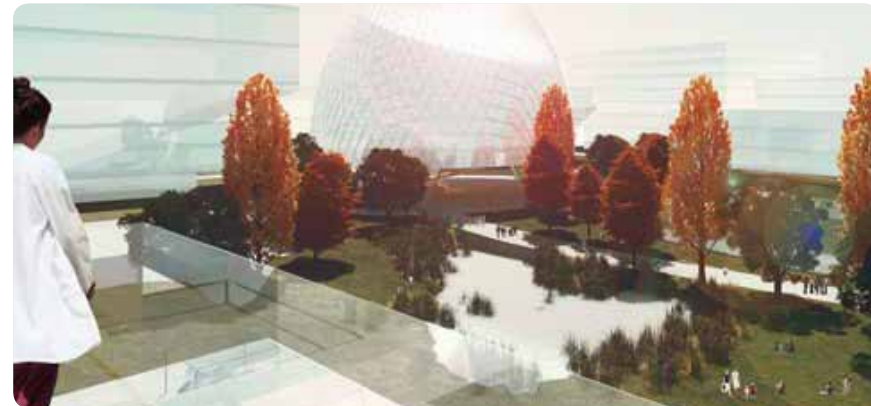
The Health Precinct is an inspirational project in which private research and professional partners, educational and medi-hotel facilities will be within walking distance of the main hospital site. It will also form a world-class facility for learning and teaching in medicine located at the western end of the south Frame, the precinct will be well connected to the Metro Sports Facility and the Core.

The proposed Health Precinct would include:

- Allied health – partnerships between industry and clinicians
- Medi-hotels – where patients and families can stay while receiving outpatient or specialist care
- A knowledge campus – providing clinical education and training
- A research campus – public and private research activities
- Private and public services delivering health care in and near the new ambulatory care hub



Location Plan



Landscaped Health Precinct



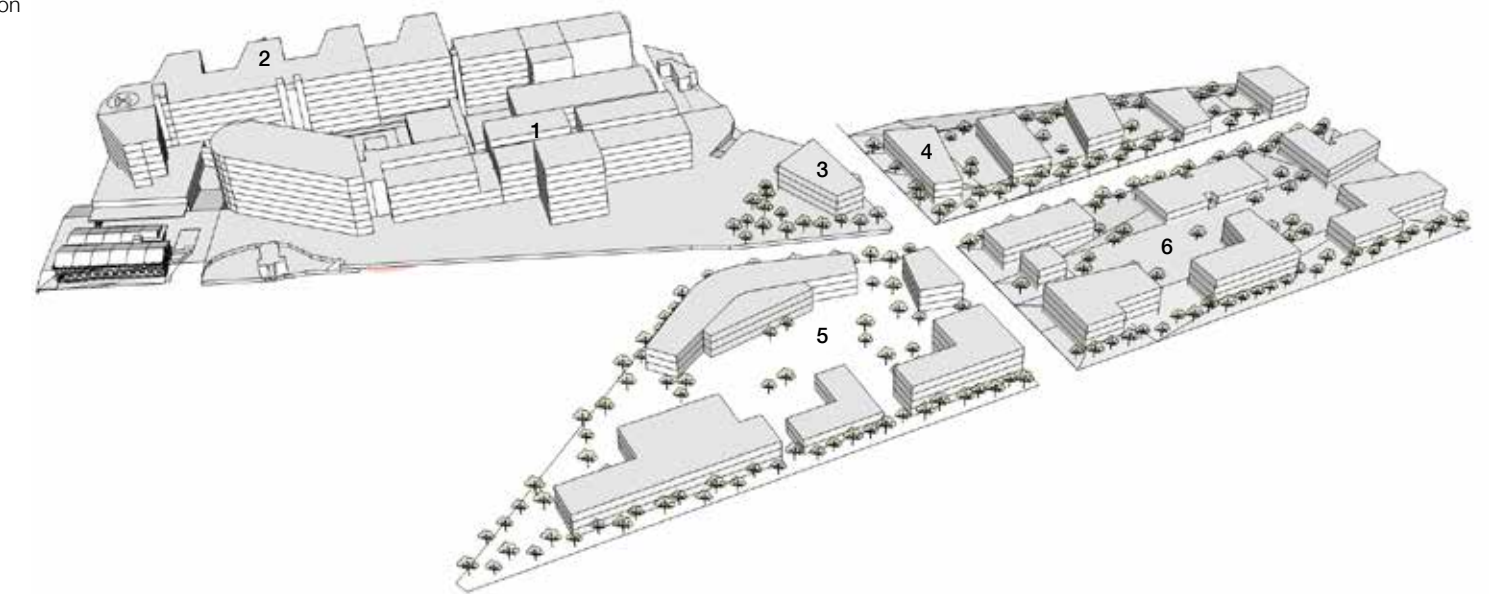
1101 K Street, Washington DC. Landscape Architecture Bureau, LLC. Photographer: Prakash Patel



Context Axonometric

Key

- 1 Existing Hospital
- 2 Proposed Hospital Extension
- 3 Medi-Hotel
- 4 Private/Public Health
- 5 Outpatients
- 6 Knowledge Campus



Health Precinct Concept Axonometric

Implementation

Project lead:
Private Sector

Partners:
CDHB, Private sector, Ministry of Health, CERA and CCC

Indicative design start date:
Ongoing

Justice and Emergency Services Precinct

Te Manatū Ture me Te Kāhui Whakamarumarū

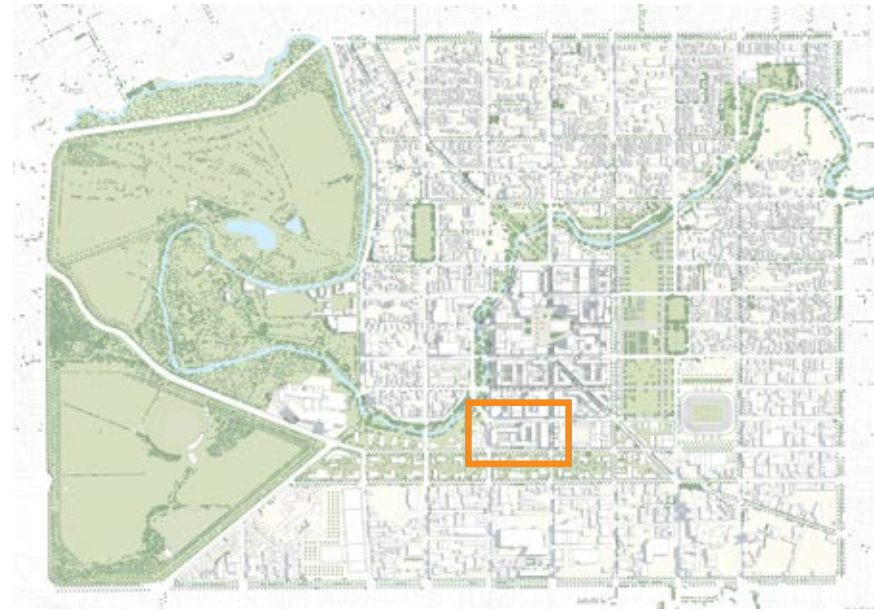
The Justice and Emergency Service Precinct will incorporate the government and emergency service sectors, along with Civil Defence and Emergency Management. It will bring a substantial workforce into the central city, stimulating recovery by supporting retail and commercial activity in the central area.

A great location

The precinct is located on the block defined by Lichfield, Colombo, Tuam and Durham Streets. The site will accommodate up to 840 justice sector staff and 370 emergency services staff. The precinct will include 31,000 square metres of built floor area, possibly combining above and below ground construction.

A combined approach

The justice sector will achieve operational efficiencies through an improved service delivery model in which the Ministry of Justice, New Zealand Police, Department of Corrections and the judiciary are co-located and collaborate. These different agencies will be able to share infrastructure and increasingly integrate their service delivery. For emergency services, too, sharing the same location will help them to coordinate service delivery. For example, a joint emergency services communications centre will support the various functions of the New Zealand Fire Services, St John and Civil Defence.



Location Plan



Context Axonometric

Implementation

Project lead:
Lead by appropriate Department/Agency (Justice, Police, Corrections, Courts, NZ Fire Service)

Partners:
CERA, CCC (Civil Defence) ECan, St John's Ambulance and the private sector

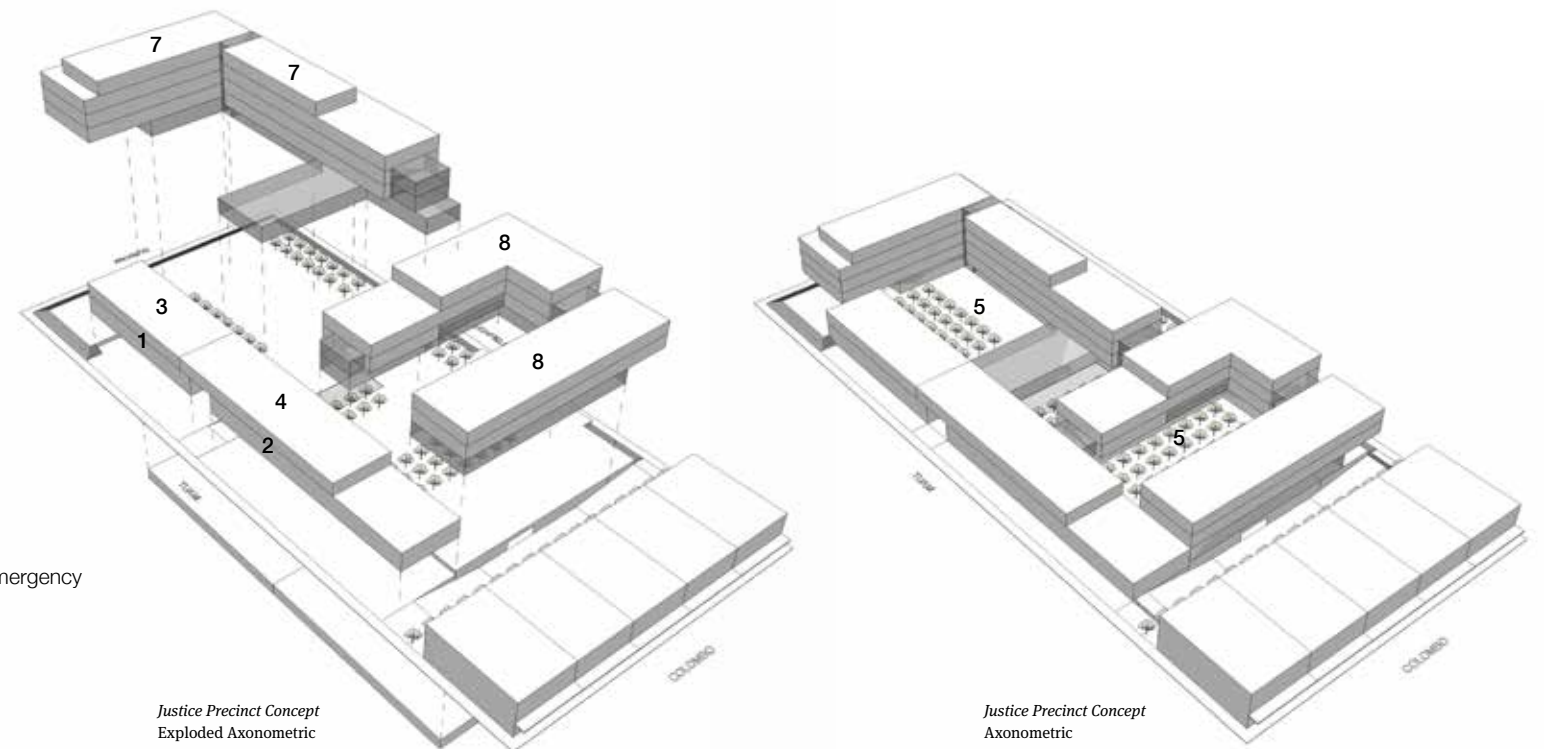
Indicative design start date:
2012



Moorabbin Justice Precinct, Victoria, Australia. FMSA Architects. Photographer Mark Munro



Parramatta Court Precinct, NSW, Australia



- Key**
- 1 NZ Fire Service
 - 2 St John Ambulance
 - 3 Civil Defence and Emergency Management Group
 - 4 CCC Civil Defence
 - 5 Courtyard
 - 6 Arrival Forecourt
 - 7 Justice
 - 8 Police

Justice Precinct Concept Exploded Axonometric

Justice Precinct Concept Axonometric

Innovation Precinct

Te Puna Rerekētanga

Encouraging collaboration between innovative businesses and research organisations, improving productivity for Christchurch and New Zealand.

The successful way forward for Canterbury is to rely on strong partnerships and a highly skilled workforce, led by innovative thinkers and collaborators. Internationally, innovation parks and research and development precincts are an intrinsic part of central and local government strategies for city business development.

An Innovation Precinct based adjacent to the South Frame on the High Street Gateway is desirable. It will facilitate the establishment of a technology-based industry and research precinct within the central city, attracting new business and employment opportunities in high-value industry sectors. Development of the Precinct should consider appropriate opportunities to incorporate remaining heritage features of the area.

The precinct is proposed to be adjacent to the Christchurch Polytechnic Institute of Technology due to the synergies that exist and the leverage that can be obtained by linking up activities.

The innovation precinct could be expanded beyond the area that is indicated on the map, depending on demand from innovative businesses and research organisations. The innovation precinct also encompasses the Enterprise Precinct and Innovation Campus (EPIC) temporary site, known as the EPIC Sanctuary. This is a private sector initiative to bring displaced innovative businesses together in the city centre.

The Ministry of Business, Innovation and Employment, CERA and CCC (including Canterbury Development Corporation), in partnership or cooperation with industry, will facilitate the creation of the Innovation Precinct, including developing a business case, and possibly securing tenants, and contracting property developers and designers. The innovation precinct will be well designed to stimulate collaborative activity.

The Innovation Precinct could draw on skills and knowledge developed at Lincoln University and the University of Canterbury. It can also leverage the seven of the eight New Zealand science-based Crown Research Institutes that have facilities or headquarters in the region and city including institutes specialising in agriculture, plant and food research, land management and industrial research.



Location Plan



Jubilee Campus, Nottingham University. Photographer: Alastair Wallace.



Context Axonometric



Ecosciences Precinct by Hassell in Brisbane, Australia. Photographer: Christopher Frederick Jones.



Implementation

Project lead:
Ministry of Business, Innovation and Employment

Partners:
CERA and CCC (including Canterbury Development Corporation) and the private sector

Indicative design start date:
TBC



A Vibrant City

He Tāone Tū, He Tangata Ora

World-class cities are places of culture, entertainment and discovery. Central Christchurch will be a great place to enjoy day and night.

Christchurch will offer a unique inner city life. Medium-density, energy-efficient housing will be constructed in easy walking distance to some of the most contemporary civic amenities in New Zealand. Housing will be linked to large-scale, beautifully landscaped public open space and greater access will be provided to the Ōtākaro/Avon River.

The rebuilding of the city will not only encourage the people of Christchurch to stay and contribute, it will also attract people of diverse backgrounds and from all over the world, enriching the life and culture of the city.

Performing Arts Precinct

Te Whare Tapere

The arts and creative industries are crucial to the recovery of Christchurch. They contribute to the local economy, to community and cultural wellbeing, and support tourism and hospitality. Most of all, they draw people to the city and make it an inspiring place to be.

A Performing Arts Precinct is proposed to offer facilities for music and the performing arts, and to act as a catalyst for recovery. The precinct will embrace different sites and will support co-location of organisations as far as is possible.

The precinct designation will be sufficient to provide for a range of facilities in the event that the Town Hall cannot be repaired. It will be in close proximity to the Convention Centre, Te Papa Ōtākaro/Avon River Precinct, hospitality providers and hotels.

The Precinct could include a performing arts centre made up of two auditoria of 1,500 and 500 seats respectively, with an appropriately high-quality acoustic environment. It could also provide a permanent home for the Court Theatre, the Christchurch Symphony Orchestra, and the Music Centre of Christchurch.

The location of the Performing Arts Precinct recognises the restoration of the Isaac Theatre Royal in its existing location.

Other arts initiatives

Public art can be a key element of regenerating places. There is a significant opportunity for public artworks and art activity to support the redevelopment of public facilities, sites, recreational areas and commercial buildings, and to reflect the cultural heritage and identity of Ngāi Tahu and other peoples and cultures.

There will also be many other arts and culture projects that will contribute to the recovery of the city. The Canterbury Museum, Christchurch Art Gallery, and the Arts Centre of Christchurch are located, in close proximity to each other, along Worcester Boulevard. Transitional projects already being progressed include ArtBox, BeatBox, Arts Circus and EPIC in the south east.



Location Plan



Above: Isaac Theatre Royal is in need of repair and redevelopment.

Access to art and culture is very important in the central city. Music and art exhibitions, cultural happenings/public lectures and debates. These are the life of Christchurch.

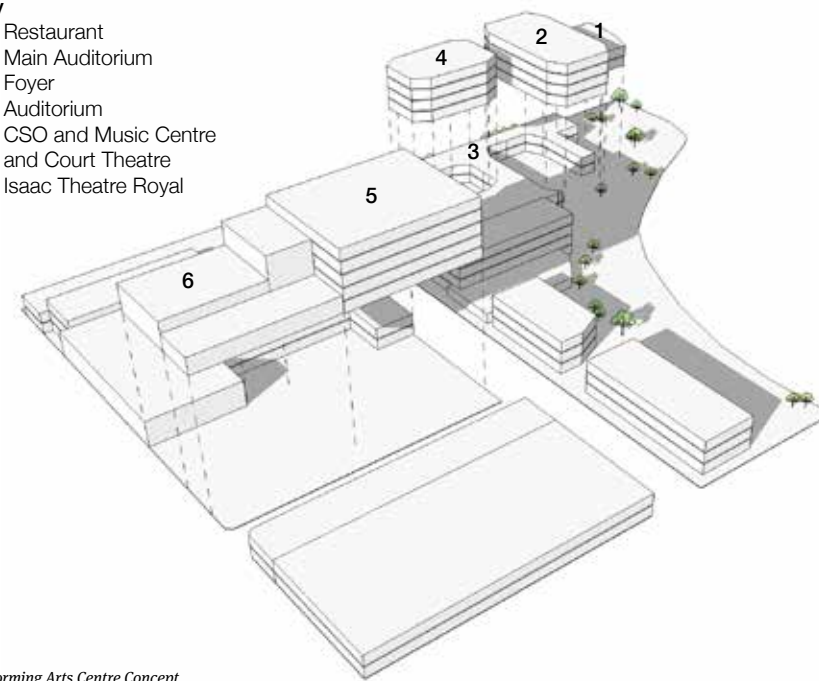
Share an Idea, Community Expo



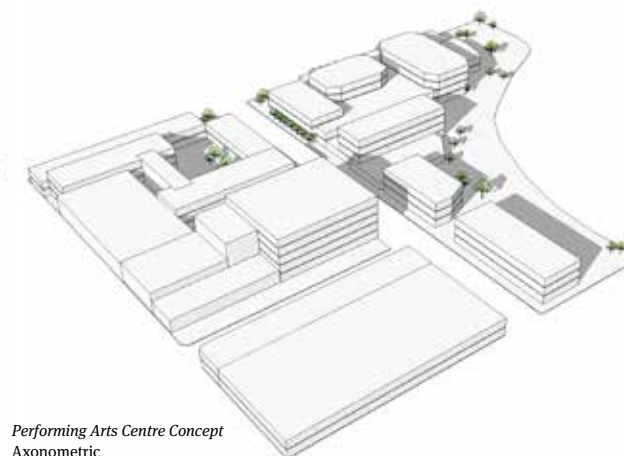
Context Axonometric

Key

- 1 Restaurant
- 2 Main Auditorium
- 3 Foyer
- 4 Auditorium
- 5 CSO and Music Centre and Court Theatre
- 6 Isaac Theatre Royal



Performing Arts Centre Concept Exploded Axonometric



Performing Arts Centre Concept Axonometric

Implementation

Project lead:
CERA

Partners:
CCC, Ministry for Culture and Heritage, Private sector, Te Rūnanga o Ngāi Tahu

Indicative design start date:
2012

Central Library

Te Whare Pukapuka Matua

The new Central Library will be the city's hub for knowledge, heritage materials, recreational reading and listening. It will be an integral part of central Christchurch and a gateway to the world via its library collections and digital access.

Libraries are integral to developing strong communities, being places where cultural diversity is celebrated and communities are engaged, inspired and informed. Christchurch has a proud history of investing in libraries and is committed to re-establishing this public facility.

The Central Library will continue to house some of the country's most important collections of books and audio-visual materials. It will provide easy access to digital technologies, local heritage collections, exhibition and performance spaces, a learning centre, spaces to relax – indoors and outdoors – and activities to entertain and educate young people.

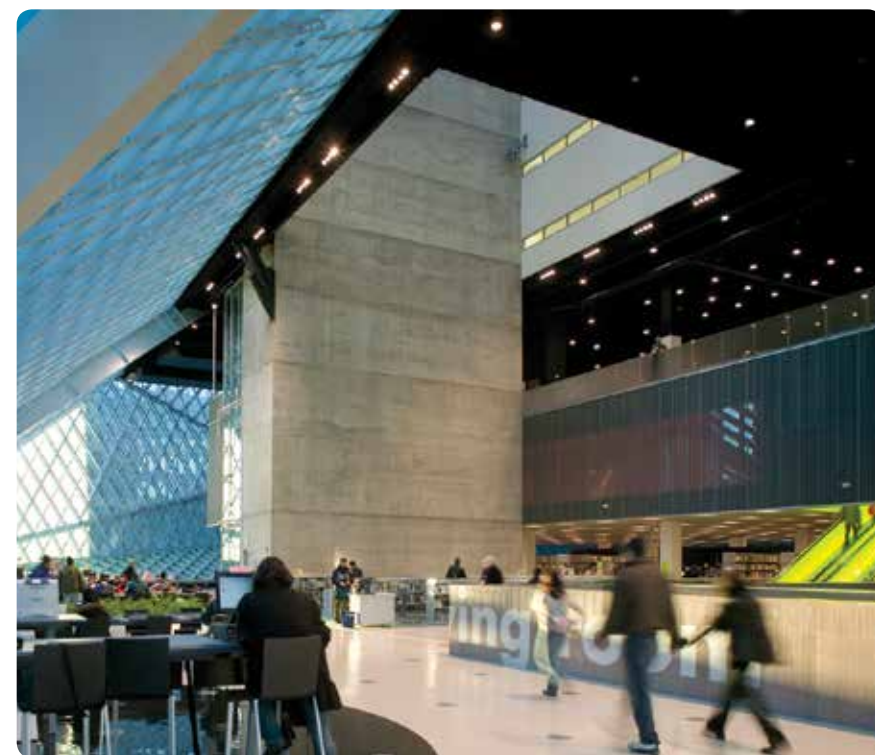
A really big library with heaps of books because I love reading, and heaps of other people do too, with a big Zen garden in the middle.

Share an Idea, Community Expo

Christchurch City Council will build a new and much larger central library, having recognised the need to double the existing space to bring its facility in line with other comparable metropolitan libraries in Australasia. The Central Library has been placed to integrate with the Convention Centre and the Square.



Location Plan



How about a central library for kids connected to the main library by a great café and play-reading area.

Emma, Redcliffs



Implementation

Project lead:
CCC

Partners:
Te Runanga o Ngāi Tahu, CERA and NGOs

Indicative design start date:
2012

Residential Demonstration Project

Whakaaturanga Kāinga

A diverse residential population is essential to support business growth and development, and create a high level of activity. This Recovery Plan complements a regenerated business area with greater opportunities for high quality inner city living.

A range of housing options are needed to match demand, from one-bedroom units through to family houses with several bedrooms that will be affordable to people of all ages and stages of life. There will be opportunities for residential development throughout the central city.

Existing zoning allows for diverse housing within the Avenues, but intensified development has been most prevalent in the north-west of the central city, which offers the attractions of Hagley Park and the Ōtakaro/Avon River and is close to facilities such as the Arts Centre.

The Frame and other projects will enhance open space and improve amenity to the north and east of the Core, making nearby areas more attractive for residential development.

To ensure that a high-quality inner city living environment is created, Christchurch City Council has been directed to review the various Living Zone provisions, including the Special Amenity Areas, via the Statutory Direction to Amend Planning Instruments section of this Plan.

Housing Showcase

Christchurch City Council and the Ministry of Business Innovation and Employment have collaborated on a housing showcase that would be developed with the private sector. It will showcase the opportunities for high-quality, medium density residential development in central Christchurch. The site will be well-connected to open space, public transport, main transport routes, and other facilities.



Location Plan



Context Axonometric

Implementation

Project lead:
Private developer

Partners:
CERA, CCC, Ministry of Business Innovation and Employment, Housing NZ Corporation

Indicative design start date:
2012



Apartments, Central Sydney



Trinity Apartments, Parnell. Architectus



Residential Demonstration Concept Axonometric

Metro Sports Facility

Taiwhanga Rēhia

A new metro sports facility will attract people from across Canterbury, New Zealand and the world. They will be able to train, participate and compete in a broad range of sports for all ages and abilities. The facilities will also offer a pleasant and relaxing environment for spectators.

It will be a top-class venue and centre of excellence, accessible to people of all ages, abilities and sporting skills. Providing aquatic and indoor sport facilities, it will cater for the day-to-day needs of the recreational, educational and high-performance sporting communities, and also host national and international events.

The facility will be conveniently located in central Christchurch, close to other sporting facilities and easy to access by public transport, private vehicle and new walking and cycling links.

The Metro Sports Facility will include:

- Aquatic centre with a 50m, 10-lane competition pool, dive and leisure pools
- Indoor stadium – 8 indoor courts including seating for up to 2,800
- High performance centre with facilities for coaching and training
- Day-to-day recreation, including fitness centre and outdoor landscaped space
- Performance movement centre with studios and performance space
- Administration facilities and parking



Location Plan

A high-performance centre in Christchurch that attracts national talented athletes and international events would be fantastic for our city.

Sophie, Paralympic Gold Medallist



ASB Sports Centre, Wellington



Melbourne Sports and Aquatic Centre



Context Axonometric

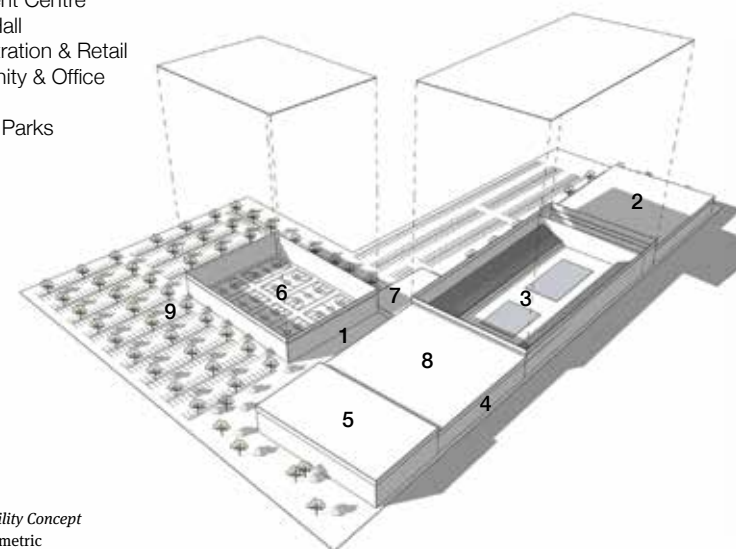
Implementation

Partners:
CCC, private and NGO sectors

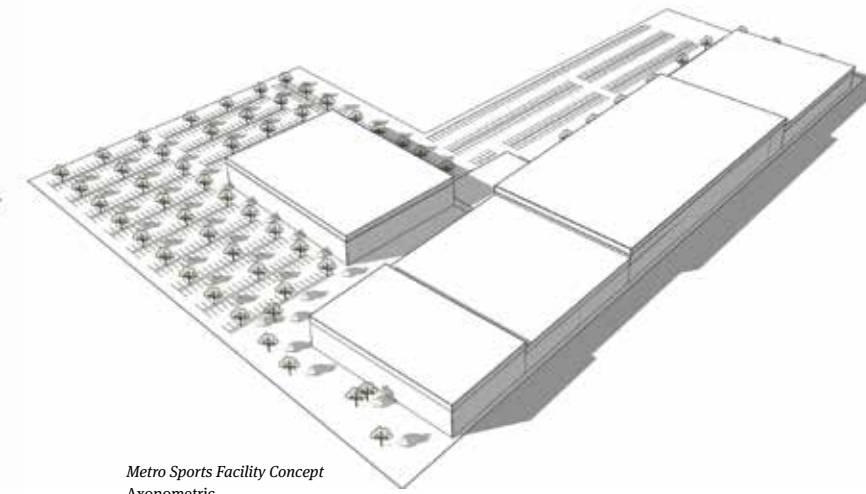
Indicative design start date:
2012

Key

- 1 Atrium
- 2 Leisure Pool
- 3 Competition Pools
- 4 Fitness and High Performance
- 5 Movement Centre
- 6 Sports Hall
- 7 Administration & Retail
- 8 Community & Office Tenancy
- 9 500 Car Parks



Metro Sports Facility Concept Exploded Axonometric



Metro Sports Facility Concept Axonometric

Stadium

Taiwhanga Hākinakina

A large multi-purpose sports and entertainment venue is proposed for central Christchurch.

With seating for up to 35,000 people, the covered stadium will position central Christchurch as a world-class option for attracting and hosting events. Its main purpose will be to host rugby union, rugby league and football up to an international level, and also allow for entertainment events such as concerts.

The Stadium will be located to the east of the Frame, over three city blocks between Hereford and Tuam Streets, bounded by Madras and Barbadoes Streets. This location is well connected with main transport routes and within easy walking distance of parking facilities and the Core.

The Stadium will include:

- 35,000 seat capacity, with 4,300 demountable seats to allow for staging and scaling of events
- Corporate suites and lounge spaces with 4,000 seat capacity
- Option of a fixed, transparent roof to allow natural turf and enable multiple uses
- Optimum spectator viewing through rectangular format for field of play and seating



Location Plan



Context Axonometric

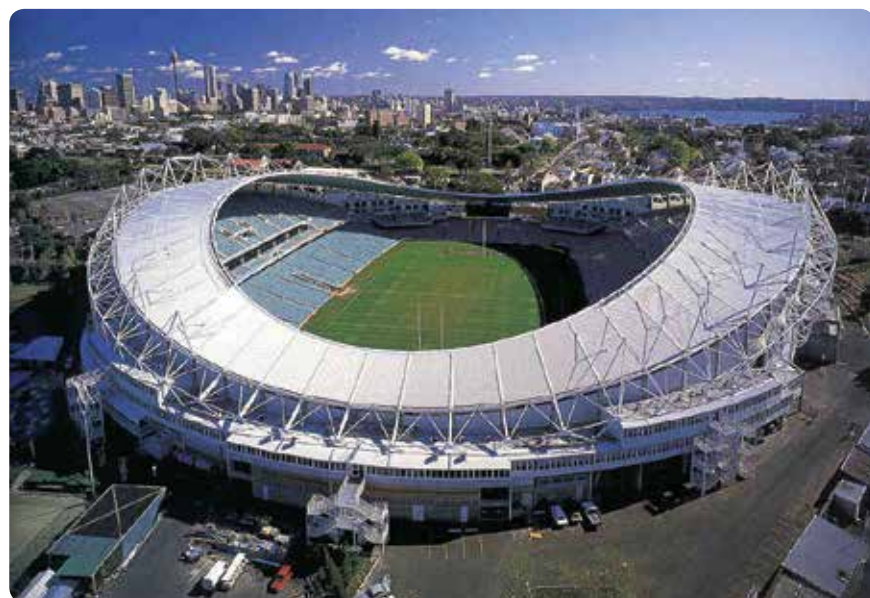
Implementation

Partners:
CCC, CERA, Ministry of Business Innovation and Employment, the private sector, NGOs and the philanthropic sector

Indicative design start date:
2012

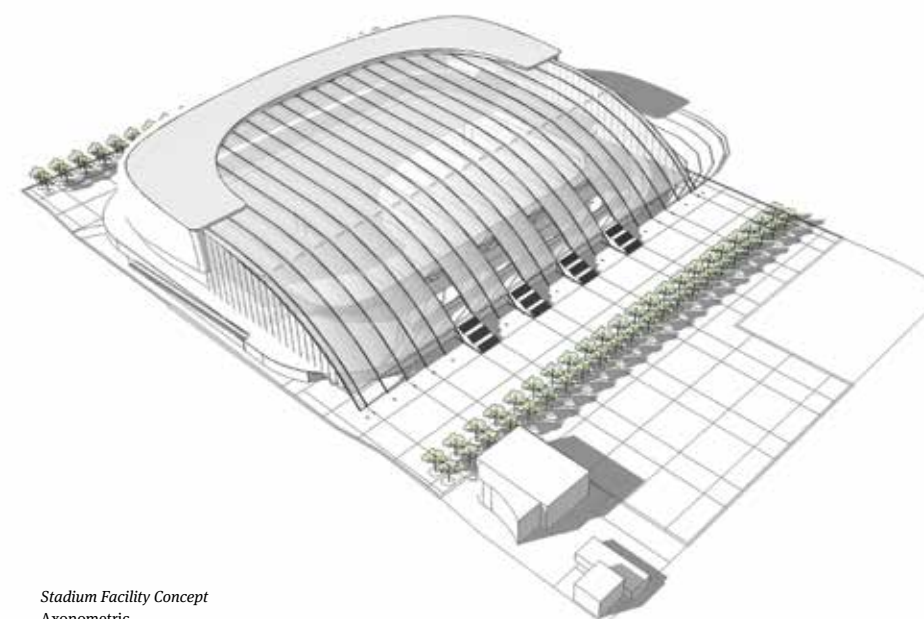


Forsyth Barr Stadium, Dunedin. Photographer: Darcy Schack, JAM Photographics Limited

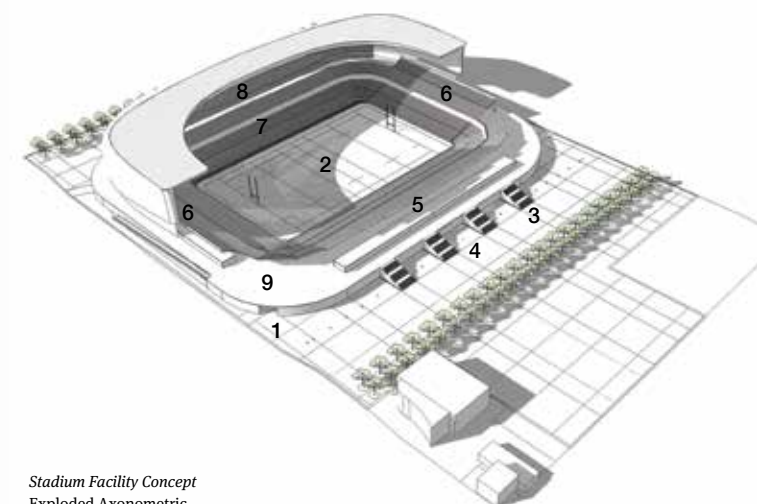


Sydney Football Stadium, Australia

- Key**
- | | |
|------------------|---------------------|
| 1 Service Access | 6 Demountable Seats |
| 2 Field of Play | 7 Fixed Seats |
| 3 Stairs | 8 Suites |
| 4 Plaza | 9 Concourse |
| 5 Amenities | |



Stadium Facility Concept Axonometric



Stadium Facility Concept Exploded Axonometric

Cricket Oval

Papa Kirikiti

The existing Cricket Oval on Hagley Park will be enhanced, providing central Christchurch with a venue capable of hosting domestic cricket matches and international tests.

Additions will include a grass embankment, lighting and a replacement pavilion. Full public access to the cricket oval will be maintained during non-event days. The essential village green character of Hagley Park will also be kept.

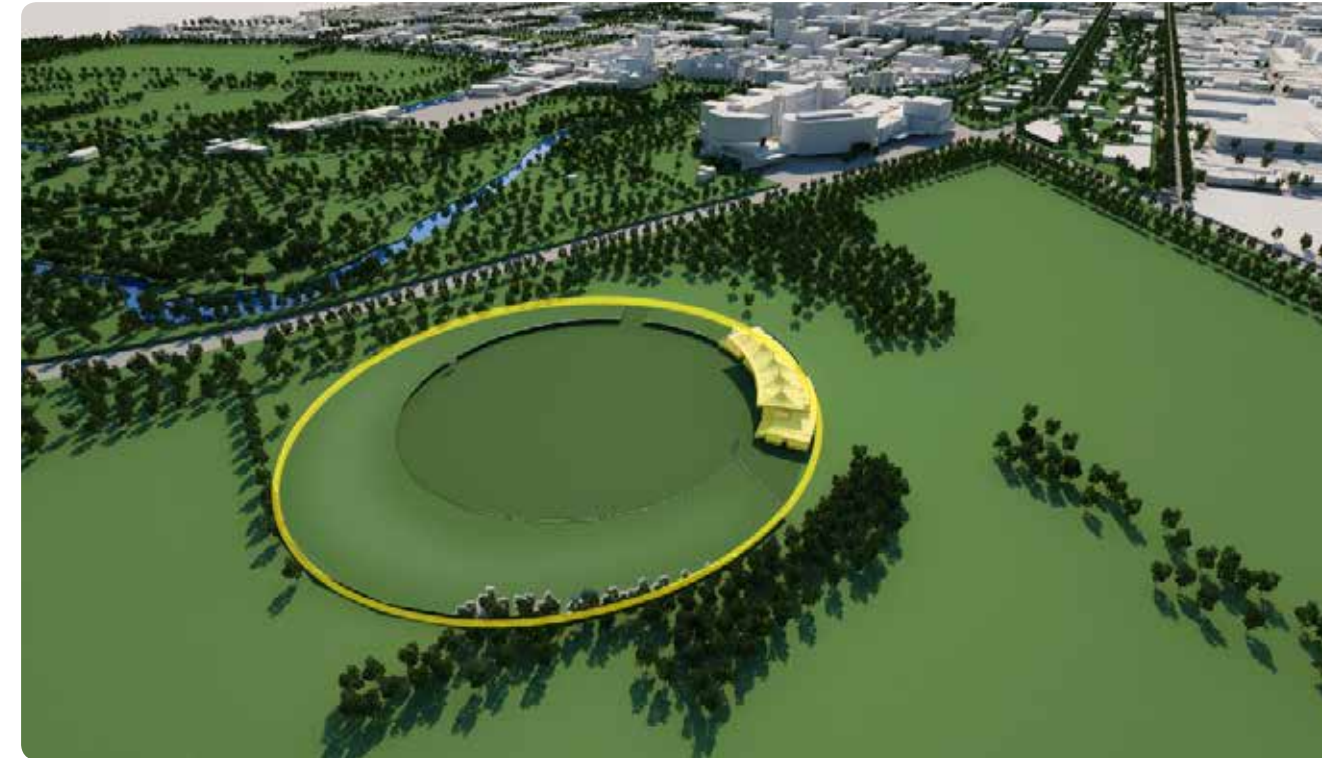
The regeneration of the Cricket Oval will stimulate activity in the area. International events will bring a demand for hotel accommodation and other services for visitors.

The Cricket Oval will provide:

- A domestic and international purpose built cricket venue
- Grass embankments with spectator capacity of 15,000 with ability to expand to 20,000 using temporary seating
- Training and coaching facilities with indoor and outdoor nets
- Sports lighting to international broadcast standards
- Pavilion with lounge and media facilities



Location Plan



Context Axonometric

Implementation

Partners:
CERA, CCC, New Zealand Cricket, private sector, other government agencies as necessary

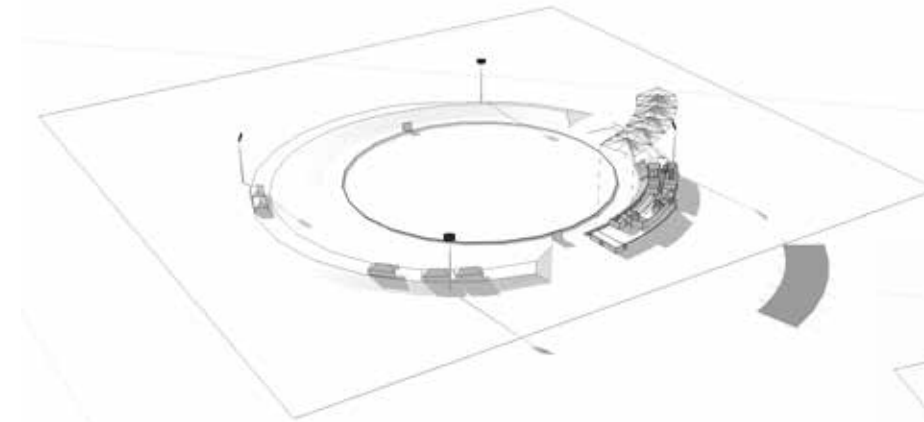
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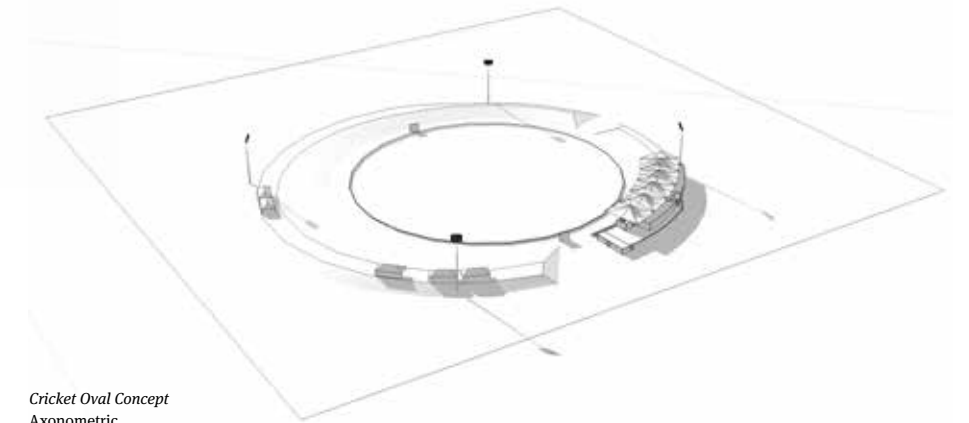
Adelaide Oval, Australia



Basin Reserve Wellington



Cricket Oval Concept
Exploded Axonometric



Cricket Oval Concept
Axonometric



An Accessible City

He Taone e wātea ana ki te marea

The recovery is an opportunity to improve access for people of all ages and abilities to central Christchurch and the buildings and spaces within it.

Increased participation in the central city by all residents will be crucial to the success of the Recovery Plan.

We have the chance to build a truly accessible city, not just for disabled people, for everyone!

Allison, Northcote

Accessible City

He Taone he māmā noa iho te tareka atu

Access for all

The redevelopment of central Christchurch provides a significant opportunity to address accessibility. The buildings, open spaces and facilities that people visit and work or live in need to be safe, accessible and people-friendly.

A more accessible and safer built environment will also benefit other groups such as older people, people with temporary injuries or illnesses and those with young children, as well as offering 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 people with disabilities to carry out normal activities and processes within them.

During the rebuild, the central city can be made accessible and free of barriers by applying best practice in building design and by planning public spaces, buildings and facilities, such as walkways, playgrounds, public transport services and recreational centres.

Compliance with The New Zealand Standard 4121:2001 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.

Input to this Recovery Plan from planners,

architects and urban designers has been undertaken with guidance from the New Zealand Urban Design Protocol, which emphasises the importance of urban design to accessibility for everyone.

There is a range of other tools that building or site developers can use to prompt consideration of accessible and inclusive design features.

CERA and Christchurch City Council are committed to making central Christchurch a place for everyone by ensuring that accessibility checks are incorporated into its 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.



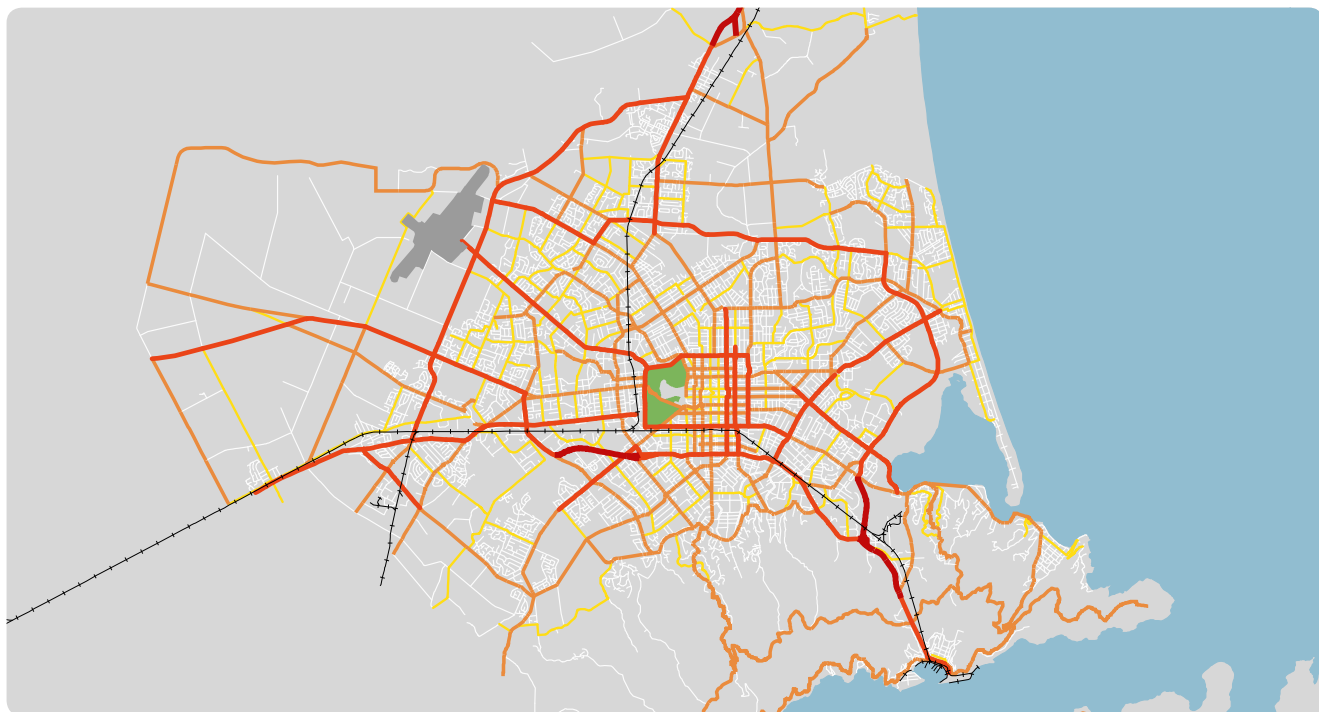
There will be challenges in meeting these requirements for accessibility as sites evolve through the reconstruction to recovery. Access will be addressed on a case by case basis.

Transport network

The Christchurch road network is predominantly radial and there are connections through the central city to the wider network. Changes to the layout of the central city need to be carefully considered in terms of their impact on traffic flow within the central city itself, and on passenger and freight movements across the wider transport network.

These wider considerations are addressed in the Greater Christchurch Transport Statement, developed by CERA, the Greater Christchurch Urban Development Strategy partners and key stakeholders.

The placement of some anchor projects would mean the closure of some central city roads. Further transport modelling will be undertaken before changes are made to the road network within the central city.



Christchurch Transport Network - Data Source: Roads - CCC; coastline, airport & rail map sourced from LINZ, Crown copyright reserved.

Streets for cycling

As central Christchurch is redeveloped there will be opportunities to develop better infrastructure for cycling. These facilities could prompt the largest single change in how people travel around central Christchurch. The east and south parts of the Frame will provide links for walking and cycling across the entire Core.

Cycling to and within central Christchurch could be made easy with a new network of continuous and safe cycle routes. These cycle routes will be developed to connect the shared slow spaces within the heart of the city with key destinations across central Christchurch and beyond.

Where possible throughout central Christchurch, cycle lanes will be separated from nearby traffic and footpaths. On major cycle routes, the safety of cyclists will also be prioritised at busy streets and intersections.

A growing number of high-quality cycle parking facilities will be provided. These will be secure, covered where possible

and located at a range of key destinations. Changing facilities and cycle repair workshops will also be considered. Secure cycle parking is planned at the new public transport stations so that people can easily travel by a combination of cycling and public transport.

Christchurch City Council has expressed a desire to develop a cycle route between the University of Canterbury and central Christchurch. It would stretch across Hagley Park and Deans Avenue, west to the university campus.

Isolated cycle lanes that are safe from traffic.
Anthony, Southshore



Bus Interchange

Whakawhitinga Pahi

An effective system for public transport and parking will contribute to a higher-quality environment in the Core and will support the anchor projects.

The central Christchurch public bus interchange will serve the needs of passengers efficiently. It will encourage more people to use public transport and support the development of more attractive and popular bus services in the future.

With a set of principal bus routes, quality bus stops and a central bus interchange, people can have easy walking access into the Core from key locations. Bus movements within a slow core will be kept to a minimum. A single centralised bus interchange in the block bounded by Tuam, Colombo, Manchester and Lichfield Streets will provide the operational and administrative hub for the network. This system will have sufficient scale to cater for growth to 2041.

With the increase in cycling, the popularity of cycling, cycle storage facilities will be incorporated.

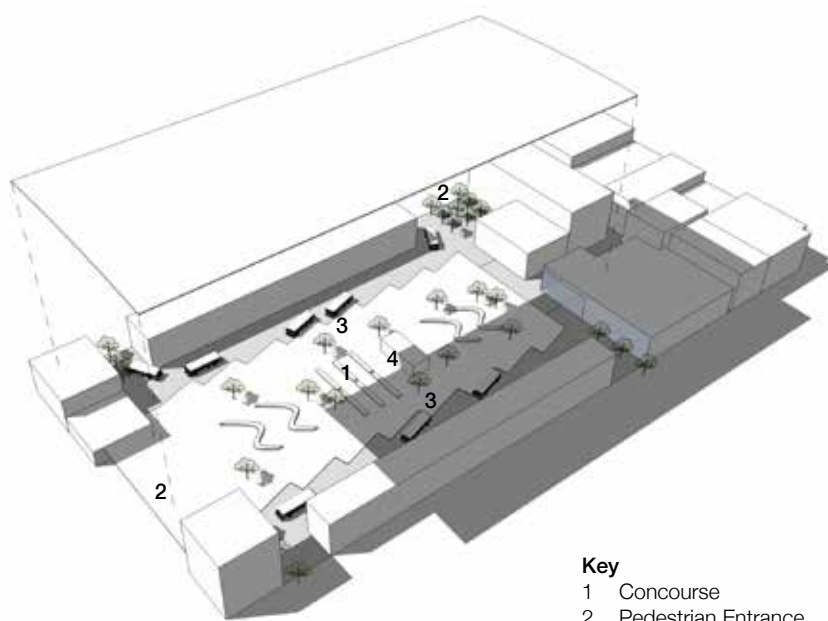


Location Plan

Implementation

Partners:
ECan, CCC, OERA,
New Zealand Transport
Agency, and private sector

Indicative design start date:
2012



Bus Interchange Facility Concept
Exploded Axonometric

- Key**
- 1 Concourse
 - 2 Pedestrian Entrance
 - 3 Bus Platform
 - 4 Amenities



Context Axonometric

Parking and Service Vehicles

Ngā Wāhi me ngā Ara mō ngā Waka

The existence of well-located car parking that is easily accessible and convenient, but does not dominate city streets, is essential to achieve high-quality urban design and an accessible central city.

Parking structures will be located both above and below ground and will be designed to coordinate with public transport to service the Core and anchor projects most effectively. Parking will be managed to support and complement activities, land use and transport networks.

The emphasis will be on providing short-term, on- and off-street parking close to the Core for shoppers and business visitors. Long-term commuter parking will be available either onsite or with on-street coupon parking on the periphery of the central city, or a network of strategically located parking buildings accessed off streets leading from the Four Avenues.

If it is necessary to improve amenity and streetscape, and future modelling supports it, on-street parking may be reduced. In these circumstances, however, off-street facilities would replace on-street parking so that there would continue to be the same amount of short-term parking available to support businesses. The parking needs of those with limited mobility will be provided for.

District Plan provisions continue to require access for goods/service delivery, as well as for waste removal that reduces the impact of these essential services on city streets.

The appearance of on- and off-street parking facilities will be improved to minimise their visual intrusion on streets.



*Wider footpaths.
Plantings on roadsides
separating vehicles
from pedestrians.
Keep traffic access but
slow vehicles down.*
Chris, Hillsborough





Bring Everyone Together and Make It Happen

Kia Tapatahi, Kia Haumāuiui

Greater Christchurch must have strong leadership and a programme for effective change that delivers benefits quickly. The Recovery Plan is ambitious but deliberate in its programme of delivery. The design and development of the anchor projects will begin immediately and people will start to see benefits by the end of 2013. The support of the community of greater Christchurch and New Zealand is crucial to success.

A Transitional City

He Tāone Takatau

Cities recovering from disasters go through similar stages. After the initial emergency response phase, work on recovery begins. The transitional phase – from early recovery through to return of a functioning central city – is a critical element of an effective recovery.

Central Christchurch will change constantly over the course of its recovery. This transitional time provides opportunities to test new ideas, explore new concepts, and look at new ways to bring people, business and investment back to the city. It is also a time when the best use of available spaces must be considered and it will offer opportunities for the arts sector and community groups to get involved and support the recovery. During the early stages of Christchurch's recovery, the state of land, infrastructure and remaining buildings were assessed and insurance claims progressed. Some building has begun and temporary buildings and businesses are becoming established.

International experience indicates that action taken during the first three years following a disaster determines the quality of its outcomes. The development of this

Recovery Plan in year two is an important step in assisting the long-term recovery. Christchurch City Council has the principal role in transitional city projects and has indicated its commitment to programmes supporting this phase. Christchurch City Council has in place a number of initiatives to generate vibrancy and activity within the city.

The Blueprint Plan also provides for transitional use of areas. The transitional areas provided by the Frame provide important flexibility for development over time. These areas can cater for short to long term projects as the needs and focus of central Christchurch change.

CERA will work with the Christchurch City Council, stakeholders and the community to ensure transition into full recovery is well directed, communicated and engaging.

Transitional projects

Many initiatives will be necessary to support the recovery in the short term. Some of them can be identified now while others will emerge as the recovery progresses. Examples of transitional projects to date include the Central Bus

Station, the Events Village in Hagley Park, Information Centre in the Botanic Gardens, Re:Start in City Mall, and many projects by Greening the Rubble and Gap Filler.



Gap Filler initiative, photo courtesy of Gap Filler



Michael Parekowhai 'Chapman's Homer' 2011. Bronze, stainless steel. Presented by Christchurch Art Gallery Te Puna o Waiwhetu, 30 June - 29 July 2012. Courtesy of the artist and Michael Lett

TEMPORARY ART INSTALLATIONS



Projects in Transitional Spaces

The Life in Vacant Spaces programme is one example of activity bringing life to sites awaiting redevelopment.

Life in Vacant Spaces

For some time, central Christchurch will continue to have a number of vacant sites and buildings. Before they are developed permanently, however, vacant spaces can still be used to develop new businesses and to introduce vibrancy and activity to the area in creative and positive ways. Such activities can improve the environment for local residents and support the community to reconnect with the area.

The Life in Vacant Spaces programme matches vacant property and sites with projects and creative enterprises, acting as a facilitator between the property owner and projects. The programme will build strong relationships and address

property owners' concerns around liability insurance, legal agreements, and health and safety. By limiting the risks for property owners, it will enable others to use vacant space actively and support the recovery. Vacant buildings can also offer affordable options for potential tenants.

When vacant property is used in creative and different ways, business and its property owners may benefit because:

- Foot traffic in the area increases
- Public confidence in an area grows as a result of the energy and activity or buzz that temporary projects can create

- It is an environment in which new businesses and enterprise can be established more easily – helping to bridge the gap to fully operational but isolated businesses
- It can create a uniquely Christchurch experience in the early stages of recovery

Christchurch City Council has confirmed its commitment to bringing life and activity into vacant spaces through the Life in Vacant Spaces programme. The Life in Vacant Spaces Trust will be established with key partners represented on a board. Seed funding will also be provided to support initial resourcing and projects.



Transitional Fund

The Christchurch City Council is committed to providing for a number of transitional projects. Community and private sector initiatives that improve the amenity and environment of central Christchurch can apply for funding under the scheme.

The Transitional Fund is administered competitively, with calls for expressions of interest every six months. It will support and promote smaller projects that:

- Attract people to central Christchurch
- Are creative and have a high-quality design
- Reflect greater Christchurch's unique culture and history
- Use vacant spaces
- Help residents and the wider community connect with central Christchurch and its recovery
- Support existing or emerging recovery area clusters

The Christchurch City Council will consider matching funding raised elsewhere, or provide support through technical advice, rather than funding the full costs of a project.

The Path to Recovery

Te Ara Haumanu

Effective recovery requires strong leadership, a vision, coordinated implementation, and focused resources.

The recovery of central Christchurch will require dedicated efforts from a number of parties with the right skills and connections. It will also require a clear signal of what is expected and what individual roles are. No one agency or group will be able to achieve recovery alone.

Roles and responsibilities will change to match the needs of each phase of the recovery. Robust and collaborative relationships between CERA and its partners will be critical: Te Rūnanga o Ngāi Tahu, Christchurch City Council, Canterbury Regional Council and Selwyn and Waimakariri District Councils, as well

as the universities, polytechnic, tertiary hospital, infrastructure providers, the private sector and the wider community.

As Christchurch comes closer to achieving a self-sustaining recovery, central government will take a lesser role.

The community is central to recovery

The community's vision is central to this Recovery Plan, and the continued involvement of the people of Christchurch is critical to the recovery.

Community involvement will be the litmus test from providing ideas and participating in projects, to returning to the central city to live, work and enjoy the new facilities and attractions.

Canterbury Earthquake Recovery Authority

CERA has a key role in leading and facilitating the recovery. It will provide clear direction to stakeholders and the wider community involved in redevelopment of the central city.

In accordance with the Recovery Strategy, CERA will ensure this Recovery Plan is integrated with its other recovery programmes.

CERA will lead and be accountable for:

- Overall implementation of the Recovery Plan
- Acquisition of land for the anchor projects
- Scheduling and coordination of construction

- Facilitation as required of private sector-led development

CERA will also have an oversight, facilitation and support role in:

- The development of Te Papa Ōtākaro/ Avon River Precinct
- Investment in the Frame

Other Central Government agencies

Other government departments and agencies have a significant role in the recovery of Christchurch, alongside CERA. Examples of these roles include:

- The Ministry of Justice will lead the Justice and Emergency Services Precinct, in collaboration with New Zealand Police, Department of

Corrections, Department of Courts and the New Zealand Fire Service

- The Ministry of Education will review school needs in the central city
- The New Zealand Transport Agency has a partnership role in particular with the Bus Interchange and transport network
- The Ministry of Business, Innovation and Employment will be involved with the Convention Centre and Innovation Precinct
- The Ministry for Culture and Heritage will lead the community discussion on the Earthquake Memorial

CERA will ensure that departments' and agencies' work is coordinated and aligned.

CERA will also work with Government Property Management Centre of Expertise (PMCoE) to help central government agencies to return as a significant tenant, in the central city.

Christchurch City Council

The Christchurch City Council is empowered to represent the views of the residents of central Christchurch in the rebuild. The Christchurch City Council will continue to act as a regulator under the provisions of the Resource Management Act 1991 and the Building Act 2004, to ensure the safety of its community.

Except in relation to urban design matters in the Core, the Christchurch City Council will continue as central Christchurch's principal planning authority, responsible for the administration of its District Plan.

The Christchurch City Council has a key role in making this Recovery Plan a success. In particular, the Christchurch City Council will:

- Be involved in transitional projects and events that attract people back to the central city and begin to build the

confidence of the development market

- Be a partial funder of anchor projects with central government, the private sector and philanthropic sources
- Be responsible for the ongoing operation and maintenance costs of community assets such as Te Papa Ōtākaro/Avon River Precinct
- Work closely with CERA to effectively implement those provisions in the Recovery Plan that include direction to the Christchurch City Council

CERA and the Christchurch City Council will also work together to ensure resource and building consent processes are efficient and customer focused.

Te Rūnanga o Ngāi Tahu

Te Rūnanga o Ngāi Tahu is both a Treaty partner with the Crown, and a strategic partner with CERA under the CER Act. It has a significant role to play in the implementation of the Recovery Plan.

Ngāi Tahu's perspective on central Christchurch and the values they place on the area are an important consideration in the recovery and the design of the future city.

CERA (and the Christchurch City Council) will work in partnership with the representative organisations of Ngāi Tahu – Ngāi Tūāhuriri and Te Rūnanga o Ngāi Tahu – to ensure:

- Ngāi Tahu's aspirations are reflected across the central city
- There is a more visible and tangible cultural presence in the city
- Shared cultural and natural heritage is respected
- Anchor projects and key public spaces are designed and named in collaboration with Ngāi Tahu

The rebuild and revitalisation of central Christchurch also provides an opportunity for Te Rūnanga o Ngāi

Tahu to consider its potential role as an investor, developer or owner of land and buildings with the central city.

Canterbury Regional Council

The Canterbury Regional Council (Environment Canterbury) will retain all its usual accountabilities and responsibilities. In addition, the regional council will be a key partner in the Bus Interchange project and Te Papa Ōtākaro/Avon River Precinct.

Private investors and developers

Public investment and redevelopment in key areas will stimulate private sector investment in surrounding areas.

CERA will work with current and potential developers and investors to ensure they are informed, involved and empowered to participate in the recovery. Current owners, investors and businesses have a very significant role in realising the Recovery Plan, and CERA and the Christchurch City Council will assist them to become part of the overall recovery.

Non-governmental organisations

Non-governmental organisations and business networks are already contributing to the recovery in many ways. CERA will ensure that their roles continue and are supported.

Philanthropy

The support of trusts, foundations, families, businesses and individuals through their philanthropic giving will assist the recovery. CERA will ensure that opportunities to support the recovery of central Christchurch are promoted and aligned to meet both the objectives of the recovery and those of philanthropists.

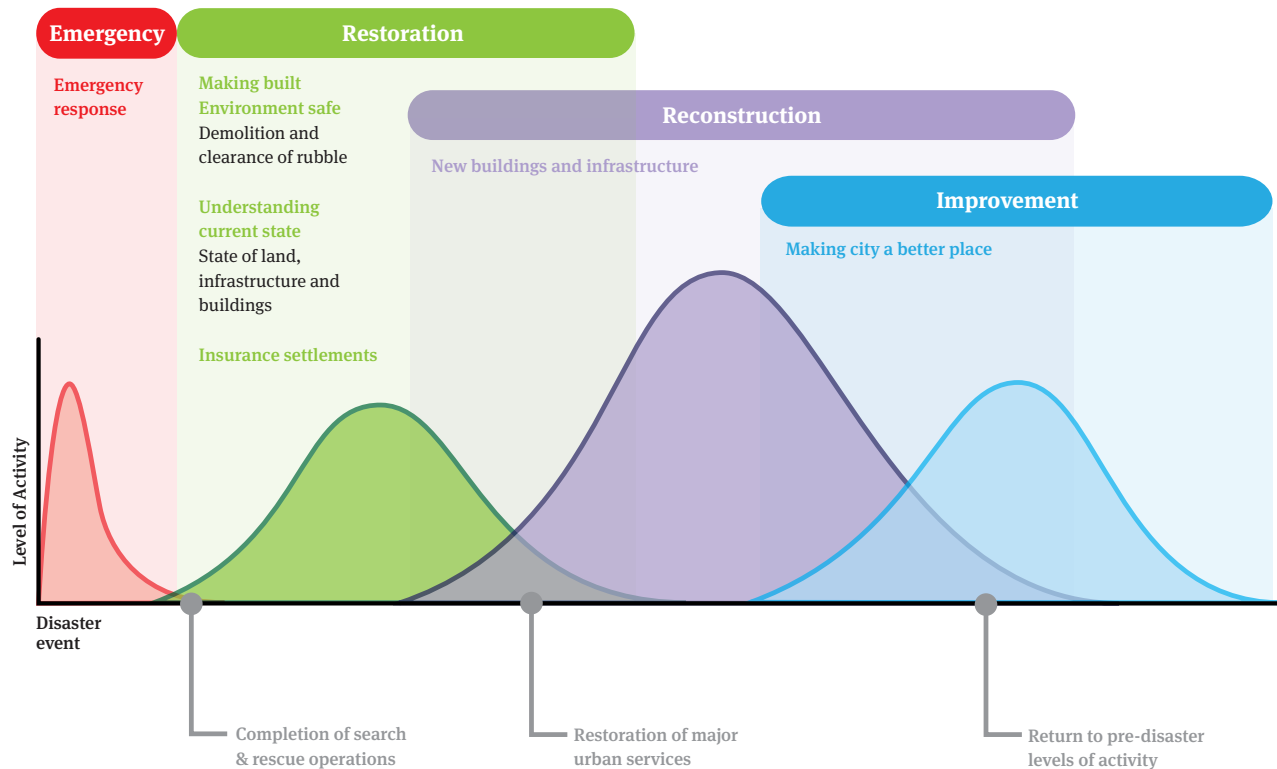
Stronger Christchurch Infrastructure Rebuild Team

The Christchurch City Council, New

Zealand Transport Agency and CERA are partners in the Stronger Christchurch Rebuild Team (SCIRT). SCIRT is responsible for rebuilding and repairing drinking water, waste water and storm water systems, and the road network across the City Council area.

Relevant stakeholders and asset owners will work together to implement the infrastructure rebuild programme successfully in the central city.

The central city Infrastructure Renewal Implementation Group is overseeing the infrastructure recovery in central Christchurch. This group will work with CERA to prioritise infrastructure renewal and coordinate recovery efforts. An overall assessment of infrastructure in central Christchurch will assist with prioritising the repair of infrastructure so that the redevelopment and recovery of the central city are not constrained.



Monitoring and Review

Te Aroturuki me te Arotake

Implementing the projects and programmes outlined in this Recovery Plan will produce a vibrant and prosperous central city. CERA will monitor and report on the progress made in achieving what the community have asked for.

As part of the Recovery Strategy Monitoring and Reporting Plan, indicators will be developed to measure progress in the recovery of greater Christchurch, including those specifically related to central Christchurch.

The Monitoring and Reporting Plan provides for three key levels of monitoring and reporting including:

- Monitoring key indicators for the Recovery Strategy Goals;
- Monitoring the progress and performance of Recovery Programmes towards goals; and
- Financial monitoring and reporting by central and local government

The Plan also provides for four main types of reporting and three review processes including:

Reports

- An annual 'Status of Recovery' Report;
- A 6 Month Progress Report card;
- A Recovery Widget (an online display of monitoring results and milestones); and
- Annual Financial Reports

Reviews

- CER Act Review
- Recovery Strategy Review
- Recovery Programme Review

Examples of indicators that could be used to monitor the recovery of central Christchurch include:

- Building consent activity
- Telephone connections and energy use patterns
- Monitoring of credit and insurance availability

Monitoring of the Recovery Plan will inform any requirements for review of the Plan.

Relationship to the Recovery Strategy

Te Hononga ki te Mahere Haumanutanga

Recovery Strategy

The Recovery Strategy for Greater Christchurch: Mahere Haumanutanga o Waitaha provides a vision, goals and a road map for a successful recovery for greater Christchurch and for its future leadership in earthquake resilience.

The Strategy sets out a shared vision for the recovery and the Government's overall approach. The Strategy:

- Defines what 'recovery' means for greater Christchurch
- Establishes principles to guide how CERA and other agencies will work together towards recovery
- Describes in broad terms the pace and phases of recovery
- Identifies work programmes, and which organisations will lead specific projects
- Identifies priorities for recovery efforts
- Sets up governance structures to oversee and coordinate the work programmes and links them to wider initiatives
- Commits to measuring and reporting on progress towards recovery

In regard to the Christchurch Central Recovery Plan, the Recovery Strategy identifies the relevant recovery priorities as:

- People's safety and wellbeing
- Investment conditions
- Permanent repair or rebuild of infrastructure

- Supply of land for recovery needs
- Coordination of work across central government, iwi, local authorities, insurers and the private sector
- Communication and engagement with communities
- Regulation, standards and other information
- A functioning central business district
- Opportunities and facilities for sporting, recreational and cultural activities

The Recovery Strategy confirms that recovery involves both restoring greater Christchurch and enhancing it, and recognises that there are phases to recovery. Starting the rebuild of the central city, finishing demolition of the larger commercial buildings, finding facilities for sporting and cultural activities and constructing temporary buildings for entertainment and retail in greater Christchurch are all identified as milestones in the period 2012 to 2014.

The Christchurch Central Recovery Plan is part of the short-term phase described in the Recovery Strategy as 'Begin to rebuild, replace and reconstruct'. It sits among many other Recovery Programmes and Plans, including those relating to education and the economy.

Statutory Direction to Amend District Plan

Ngā Mana a Ture Kia Panoni i te Mahere ā Rohe

As set out in the preceding sections of this Recovery Plan, Christchurch has an unprecedented opportunity to create a distinctive, vibrant and prosperous central city that encourages economic and emotional reinvestment. This chapter of the Recovery Plan sets out the statutory directions considered necessary to enable that opportunity to be realised.

The Recovery Plan outlines a vision for a distinctive central city characterised by:

- A consolidated central city business area that fosters business investment and growth;
- A lower rise built environment with a diverse range of activities in safe, well designed buildings within an attractive cityscape;
- A greener city-scape, supported by a revitalised Te Papa Ōtākaro/Avon River Precinct corridor;
- High quality inner city housing options that attract an increased residential population; and
- Places and spaces that attract people from throughout the greater Christchurch area and beyond.

Christchurch City Council - District Plan

The use and development of land in the central city is managed by the provisions of Christchurch City Council's District Plan, prepared under the provisions of the Resource Management Act 1991 (RMA). Under section 24 of the Canterbury Earthquake Recovery Act 2011, this Recovery Plan may direct Christchurch City Council to make amendments to the District Plan (among other statutory documents).

This chapter of the Recovery Plan sets out the tenor of the amendments directed under section 24 and provides the rationale for those amendments. The complete set of amendments to be made operative is contained in Appendix 1 to this Recovery Plan.

In developing these amendments consideration has been given to enabling recovery in the immediate to medium term (up to 10 years). It is recognised that recovery is a dynamic process and that

as development proceeds there may be a requirement to make further refinements to the District Plan to ensure that the vision articulated in the Recovery Plan is appropriately achieved.

The RMA provides for a range of activity classifications from permitted through to controlled, discretionary (restricted and unrestricted), non-complying and prohibited. Permitted activities comply with the rules in the District Plan and do not require resource consents. The intention in preparing these amendments has been to simplify the District Plan rule framework such that a number of activities are permitted in appropriate locations. A small number of controlled activities are also provided for. Consent must be granted for these activities but the Council is entitled to impose conditions.

A number of new discretionary activities are also identified. These are activities that are considered desirable but that require some assessment by Council before the granting of consent. In most instances that assessment is restricted to specific matters identified in the District Plan. A limited number of non-complying activities are established by these amendments. These are activities that are not generally considered appropriate in particular locations and which are accordingly discouraged. Prohibited activities, which as the name implies are not authorised at all, are not provided for in these amendments.

A consolidated central city business area

Christchurch has traditionally had a geographically expansive CBD which, at times, has struggled to attract and retain workers, residents, shoppers and tourists. The operative District Plan effectively enables traditional CBD activities such

as offices, retail activities, travellers' accommodation and the like to establish throughout a significant portion of the CBD. This has enabled activities to spread across an extended area resulting in pockets of low or no activity, significant ratios of lower grade, semi-occupied buildings and diminished amenity values which have in turn dis-incentivised residential occupation and development.

Central City Business Zone

The Recovery Plan seeks to address this issue by creating a consolidated Central City Business Zone. The new Central City Business Zone effectively encompasses an area of approximately 40 hectares as shown on Map 1 in Appendix 1. This compares with more than 90 hectares of Central City zoned land in the operative District Plan.

Within the new Central City Business Zone, traditional CBD activities including office, retail (of any size or scale), commercial services, travellers' accommodation and residential activity are encouraged and the planning framework is designed to promote this outcome.

The new zone is delineated into the Core and the Urban Gateways (Victoria Street and High Street). Within the Core, other than with respect to matters related to urban design, traditional CBD activities are permitted provided certain development standards are met. The development standards relate to matters such as height, recession planes, the location of car parking, building to the road boundary and across the width of the site to create a continuous façade and active uses at ground floor. These are all matters designed to ensure that buildings in the Central City Business Zone are able to fulfil their desired function while ensuring that a high level of amenity and urban design is provided.

In circumstances where development standards cannot be met (or a choice is made to apply for a different form of development), activities generally revert to a non-notified restricted discretionary activity status. Clear assessment criteria are provided to direct the matters that Council is to take into account when determining if consent should be granted.

With respect to urban design matters, activities within the Core are also non-notified restricted discretionary activities. A limited number of criteria are identified for assessment and these relate principally to matters such as the connection between the building and the surrounding area. Decisions on whether consent should be granted will be made by a delegated decision-making body comprising one accredited representative with an appropriate understanding of urban design considerations from each of CERA, Christchurch City Council and Te Rūnanga o Ngāi Tahu. Decisions will be provided within five working days from the date a completed application is lodged.

This process is intended to provide a swift response to applications while ensuring that the significant investment in the central city rebuild is protected and the quality of the built form is enhanced.

The Frame

As outlined in more detail later in this chapter, high amenity open space and campus style development will frame the new Central City Business Zone to the north, east and south. This open space frame achieves the dual goals of improving the amenity and attractiveness of the Central City as well as providing a clear edge to the Central City Business Zone.

Central City Mixed Use Zone

Beyond the Frame, an area of land to the



Credit: Te Rūnanga o Ngāi Tahu

south (from St Asaph Street to Moorhouse Avenue and between Durham Street and Madras Street), which was previously zoned Central City Zone, will be rezoned to a new Central City Mixed Use Zone, as will an area to the north between Kilmore and Salisbury Streets.

While a range of activities, including light industrial, education, health facilities, residential activity and travellers' accommodation is permitted within the new Central City Mixed Use Zone, the corollary of the permissive approach taken in the Business Zone is that there are limitations on the extent of retail, commercial services and office development that can occur in the mixed use areas. These activities are preferred in the new consolidated Central City Business Zone and that distinction is made clear in the new zone provisions.

Smaller scale stand-alone offices of up to 450m² Gross Leasable Floor Area (GLFA) are permitted throughout the Central City Mixed Use Zone, providing an alternative office location for activities that either cannot, or do not wish to, establish in the Central City Business Zone but that

are not of such a size or scale as to compromise the consolidated Business Zone. It is envisaged that some of these smaller office buildings may also provide a location for office activities wishing to temporarily relocate back to the central city before completing a more permanent move into the Central City Business Zone.

Office and commercial service facilities above 450m² are generally non-complying activities, reinforcing the primacy of consolidating such development in the Central City Business Zone.

Retail activities are not generally provided for within the Central City Mixed Use Zone other than within the area shown as Large Format Retail on Map 1, Appendix 1. This area, between Madras and Montreal Streets, recognises existing large format development in this location and permits retail tenancies of greater than 450m² GLFA. In the balance of the Central City Mixed Use Zone general retailing that does not require expansive display or is not ancillary to another permitted business use is a non-complying activity. Again, these provisions are designed to reinforce the primacy of consolidating

such activities in the Central City Business Zone.

A Mixed Use Zone (previously zoned Business 3B) is also located to the north of Salisbury Street between Manchester and Madras Streets. This area recognises and provides for existing activities as well as enabling the development of a neighbourhood centre with an appropriately sized supermarket to service the residential population in this area.

Areas of land to the south and east of the Central City Business Zone (St Asaph Street to Moorhouse Avenue between Selwyn Street and Durham Street and Madras Street to Fitzgerald Avenue between Cashel Street and Moorhouse Avenue) which were previously zoned Business 3 (B3) will also be rezoned to the new Central City Mixed Use Zone. This zoning is very similar to the previous B3 zone but enables an increased opportunity for small scale office accommodation (under 450m² GLFA). Consistent with the previous zoning, retail development is not desired in this location and the zone provisions limit the opportunities for such activities.



Access and parking

Part of establishing a vibrant central city hub is ensuring that it is easy to get to, easy to park within and easy to walk around and enjoy once there.

As a result of the greater clarity provided by the Recovery Plan (including the location of anchor projects), transport modelling can now be undertaken to inform the development of a new road hierarchy which ensures both improved functionality and a high-amenity environment. Amendments to the Recovery Plan to facilitate this new road hierarchy will be made once the modelling is complete. In the interim, transport provisions that recognise the overall distinctions between pedestrian orientated areas and those that are more vehicle focused have been inserted in the District Plan. It is intended that these provisions will be updated when the transport modelling has been completed.

Car parking within individual developments continues to be provided for (but not required) in the Central City Business Zone with up to 50 percent



of the GLFA of the premises able to be utilised 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.

Public car parking buildings or parking lots are managed in both the Central City Business Zone and the Central City Mixed Use Zone via discretionary activity consents to ensure both traffic and amenity effects are appropriately considered. Preliminary locations for these facilities are noted in the Recovery Plan. As part of the anchor projects a new bus interchange site is provided for.

Suburban centres

The draft Central City Plan prepared by the Christchurch City Council, proposed restrictions on development outside the central city to protect the CBD as a consolidated business hub. Those protections have not been adopted in the amendments to the District Plan contained in Appendix 1. The Recovery Plan, together with the anchor projects and amended regulatory framework, provides a compelling case for continued investment in the central city and it is not

considered necessary or desirable to restrict suburban development to achieve the aspirations of the Recovery Plan.

Existing use rights

The draft Central City Plan also proposed an amendment to the District Plan to enable pre-earthquake development to be re-established within a four year period provided the building platform remained the same and the gross floor area did not increase. This provision had the effect of allowing development to “by-pass” new provisions in the District Plan relating to height or changed zoning. The Recovery Plan does not direct this amendment to be made. Existing use rights under the RMA have not been extinguished and provided the statutory requirements are met, these provisions may be accessed by landowners and developers wanting to reinstate pre-earthquake buildings.

A lower rise quality built environment

Height of buildings

An important component in developing the framework for an active and vibrant city centre is determining how best to

utilise the available land. Consolidating development opportunities in a central business area and reducing the height of buildings assists with an appropriate distribution of development activities across the available area. Lower buildings are less dominant, making streets more inviting and people friendly. Lower building heights also reduce the adverse effects of tall buildings (shadowing, wind tunnels and the like).

Despite these benefits, it is recognised that height limits have potential to affect the viability of development. This is particularly the case where development is required to optimise a small or unusually shaped lot due to the underlying (largely fragmented) ownership structure. It is self-evident that providing for uneconomic development defeats the goal of recovery. Capacity and viability analyses together with urban design considerations have combined to inform new height limits for the Central City Business and Central City Mixed Use Zones as follows:

- Central City Business Zone (Core) 28m
- Central City Business Zone (Gateway) 17m
- Central City Mixed Use Zone 17m

These heights provide for 7 storey buildings in the Core and 4 storey buildings in the balance areas. Some exceptions to these height limits exist for particularly sensitive sites including the Mixed Use zones in the north adjacent to Living Zones and in New Regent Street where lower heights are required to ensure sunlight provision and/or reflect existing character. Developments which do not comply with the height limits are discretionary activities in the Central City Business Zone and Restricted Discretionary Activities in the Central City Mixed Use Zone.

The adoption of these height limits will achieve the lower rise aspirations of the community, assist with an appropriate distribution of development on available land and avoid adverse effects on the streetscape without compromising economic viability.

Quality built form

The Recovery Plan also recognises and provides for a community aspiration to improve urban design within the Central City. The Blueprint Plan, which informs the Recovery Plan, has been developed in accordance with best practice

urban design principles by qualified and experienced urban designers. The Blueprint Plan identifies the location, form and mass of a number of important anchor projects in a manner that accords with best practice urban design. These important public buildings and places will be developed under the leadership of central Government and/or Christchurch City Council, both of whom are signatories to the Urban Design Protocol.

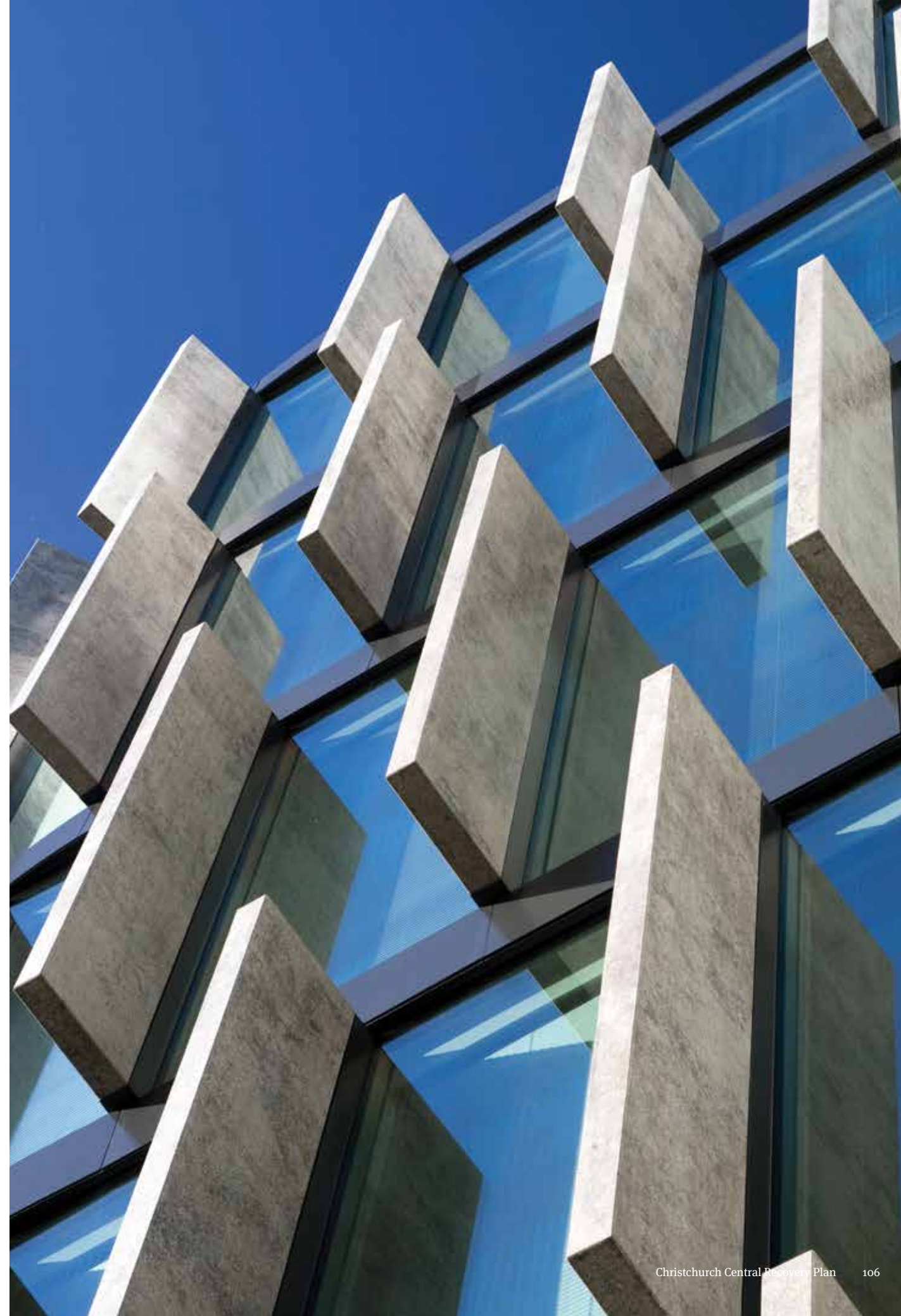
This approach is complemented by additional urban design development standards within the Central City Business Zone together with a restricted discretion to assess matters of urban design for development within the Core. The assessment criteria have been carefully developed to provide clear guidance on the matters for consideration and relate principally to the integration of the development with its surrounding context. Consideration of these matters provides certainty to all landowners that their investment in the rebuilding of the city will not be undermined by poor quality outcomes in adjacent areas.

As set out previously, decisions on urban design matters will be delegated to a decision-making body comprising one accredited representative with an appropriate understanding of urban design considerations from each of CERA, Christchurch City Council and Te Rūnanga o Ngāi Tahu. Decisions will be provided within 5 working days from the date a completed application is lodged.

Throughout the development of these provisions, careful consideration has been given to ensuring that the goals of a lower rise, better designed city are not pursued at the expense of providing for economically viable development. It is possible to balance these considerations to appropriately achieve both goals, and the provisions in the Central City Business Zone are designed to facilitate this.

Comprehensive development

In considering enhanced urban design outcomes for the Central City Business Zone consideration has also been given to the role of Comprehensive or Block Development. In addition to enhanced



urban design opportunities, such as development carries with it a range of benefits including reduced development costs, improved amenity and economies of scale. Although comprehensive development can be difficult with a fragmented underlying land holding, it remains a desirable outcome for the central city.

This is particularly true in the Central City Retail Precinct being the area bounded by Oxford Terrace, Lichfield, High and Hereford Streets. In this location the desirability of a comprehensively designed precinct is such that the District Plan has been amended to ensure development proceeds in accordance with Outline Development Plans that includes a contiguous area of at least 7,500m² (or in the case of the triangular block bound by High Street, Colombo Street and Cashel Street, the entire block). Approval of such plans will be delegated to the decision making body comprising representatives of CERA, Christchurch City Council and Te Rūnanga o Ngāi Tahu. As with urban design matters, this body will be required to deliver its decision within 5 working days from lodgement of a completed Outline Development Plan. Development without an Outline Development Plan in this location is a non-complying activity.

A greener city

Christchurch has long been recognised as a city with extensive green spaces. This is a distinctive characteristic which the Recovery Plan seeks to recognise and build upon. As part of the achievement of this goal, one of the priority anchor projects is the development of Te Papa Ōtākaro/Avon River Precinct. Creating an attractive river corridor throughout the central city which can be enjoyed by workers, shoppers, residents and visitors is an important component in 'greening' the city and providing high amenity public spaces that attract people and activity.

Te Papa Ōtākaro/Avon River Precinct is zoned Conservation 5 Zone by this Recovery Plan. This zone covers the Avon River and adjacent land which is, for the most part, already in the ownership of Christchurch City Council.

The new areas which frame the Central City Business Zone to the north, east and south are also anchor projects and will be designated under the RMA. These areas will add to the goal of a greener city by incorporating significant areas of additional green space in close proximity to both business and residential activities, complementing initiatives proposed by Christchurch City Council to include new pocket parks, community gardens and eco-streets.

The North and East Frames will enable a range of events and activities including parklands, playgrounds, walking and cycling tracks, places and spaces for quiet contemplation, food and beverage facilities, temporary event facilities and residential development. Existing buildings consistent with the function of the Frame may be retained and further buildings may be developed over time in this location.

The south frame will enable low density campus style urban development which will ultimately accommodate a mix of health, education and related commercial activities. A greenway through the South Frame will link Hagley Park to areas in the east (including the Christchurch Polytechnic Institute of Technology) and then link to the parkland areas in the East Frame.

The addition of these areas will complement other initiatives being undertaken in support of improved sustainability and a reduced environmental footprint such as the Green Pledge and the encouragement of Green Star rated buildings.

High quality inner city living

A vibrant city centre requires a resident population to sustain a diverse range of activity. The Recovery Plan seeks to complement a regenerated business area with an increase in high quality inner city living opportunities.

The current District Plan provisions provide for a number of Living Zones within the central city. These zones share common characteristics with subtle distinctions based principally on existing character. Further distinctions relating to

matters such as setbacks, height limits and external appearance are provided for by Special Amenity Areas. All of the inner city living zones were recently modified by Plan Change 53 which sought to improve urban design and amenity outcomes.

A review of the existing Living Zones has confirmed that the zone provisions give effect to the proposed Regional Policy Statement objective of intensifying development and increasing the residential population. Whilst there is some complexity in the zone provisions it is not considered that this complexity impedes immediate recovery and accordingly the changes made at this time are restricted to tightening the controls on non-residential activities and resolving some minor zoning anomalies.

Together with increasing the population of the central city, the Recovery Plan aims to improve the quality of the living environment. The analysis undertaken by CERA indicates that the number of different Living Zones together with the overlay of the Special Amenity Areas results in an unduly and unnecessarily complex planning environment. Provisions which were designed to improve and/or protect amenity some years ago may now be less effective than is desirable given the changed circumstances of these areas. To ensure the goal of creating a high quality inner city living environment is met, a review of the various Living Zone provisions including the Special Amenity Areas is directed to be undertaken by Christchurch City Council with proposed changes to be provided to the Minister by 1 March 2013.

A residential demonstration project is planned to assist in illustrating to the wider community the high amenity environment that can be obtained with well designed inner city accommodation.

The new Central City Business and Central City Mixed Use Zones also seek to enhance opportunities for an increased residential population by enabling residential development as a permitted activity subject to compliance with development standards. The development standards are designed to ensure an appropriate standard of residential amenity

recognising that such development will occur within a highly developed urban and mixed use environment.

The interface between the new Central City Business and Mixed Use Zones and the existing Living Zones is also managed to protect and promote residential development. Emphasis has been placed on ensuring that the amenity in the residential zone is protected by requiring activities within the business and mixed zones to manage their effects within their zones.

Places and spaces that attract people

A vibrant, active city requires a diverse range of activities that attract workers, residents and visitors to work, shop, recreate and learn. As set out in the preceding chapters of the Recovery Plan, anchor projects are facilities or precincts that have been identified as important to catalysing and optimising redevelopment and initiating the process of attracting people back to the central city.

Identifying the location of these key facilities in conjunction with a clear planning framework provides certainty for landowners and investors, enabling private investment decisions to be made with confidence.

The Convention Centre Precinct, Stadium, Metro Sports Facility, Frame (North, East and South), Bus Interchange, Central Library, Performing Arts Precincts and the Justice and Emergency Services area are all designated as public works by the Recovery Plan. Te Papa Ōtākaro/Avon River Precinct is zoned as Conservation 5 land.

The Recovery Plan identifies other projects committed to by Christchurch City Council, Te Rūnanga o Ngāi Tahu and other entities which will also contribute to vibrant places and spaces within the central city.



Re:START Mall Christchurch

Statutory directions

1. In accordance with section 24(1)(a) and (b) and section 24(2) of the Canterbury Earthquake Recovery Act 2011, Christchurch City Council is directed to amend the District Plan as set out in Appendix 1 to this Recovery Plan as soon as practicable but not later than 7 August 2012.
2. In accordance with section 24(3) and (5) of the Canterbury Earthquake Recovery Act 2011, Christchurch City Council is directed to propose changes to objectives, policies, and methods relating to the Living 4A (Central City - Diverse), Living 4B (Central City and North Beach – High Rise), Living 4C (Central City - Character) Living 5 (Travellers' Accommodation) and Special Amenity Areas 22, 23, 23a, 24, 25, 26, 27, 30, 31, 32 and 33 as they relate to the CBD (as defined in section 4 of the CER Act) necessary to give effect to the Recovery Plan and provide such changes to the Minister of Canterbury Earthquake Recovery on or before 1 March 2013. This work is to be undertaken in conjunction with CERA and is not required to comply with Schedule 1 of the RMA or any other formal public process.



**Published in July 2012,
reprinted in February 2014 by**
Canterbury Earthquake Recovery Authority
Christchurch, New Zealand

Contact
Canterbury Earthquake Recovery Authority
(CERA)
Private Bag 4999, Christchurch 8140
info@cera.govt.nz
0800 7464 2372
www.cera.govt.nz

Imagery Credit
3D imagery ZNO Limited
Draft Central City Plan
Blueprint for Christchurch
Central Recovery Plan

Citation
Canterbury Earthquake Recovery Authority
(2012). *Central City Recovery Plan*. Christchurch:
Canterbury Earthquake Recovery Authority.

ISBNs
978-0-478-39718-5 (Print)
978-0-478-39719-2 (Online)



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**APPENDIX 2 Central City Recovery Plan Residential Chapter
January 2015**

Christchurch Central Recovery Plan

Te Mahere 'Maraka Ōtautahi'

Residential chapter – January 2015

A Liveable City

He tāone e whai wāhi ai te whānau



Published in January 2015 by

Canterbury Earthquake Recovery Authority
Christchurch, New Zealand

Contact

Canterbury Earthquake Recovery Authority
(CERA)
Private Bag 4999, Christchurch 8140
info@cera.govt.nz
0800 7464 2372
www.cera.govt.nz
www.cedu.govt.nz

Citation

Canterbury Earthquake Recovery Authority
(2015). *A Liveable City - Christchurch
Central Recovery Plan: Residential chapter
- January 2015*. Christchurch: Canterbury
Earthquake Recovery Authority.

Imagery Credit

Some imagery sourced from the
Christchurch Central Recovery Plan

ISBNs

978-0-478-39792-5 (Print)
978-0-478-39793-2 (Online)

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Contents

Rārangi upoko

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.

This document was developed by the Canterbury Earthquake Recovery Authority (CERA). Public consultation took place in July and August 2014.

Once Gazetted, this “A Liveable City” residential chapter has effect as an addendum to the Christchurch Central Recovery Plan and contains changes to the central city residential provisions of Christchurch City Council’s District Plan.

<i>A Liveable City</i>	<i>5</i>	<i>Appendix: District Plan Provisions.....</i>	<i>18</i>
<i>Inner City Living.....</i>	<i>6</i>	<i>Introduction.....</i>	<i>19</i>
<i>Enabling Recovery</i>	<i>8</i>	<i>Changes to Volume 2 of the City Plan</i>	<i>20</i>
<i>New East Frame Neighbourhood</i>	<i>12</i>	<i>Changes to Volume 3 of the City Plan</i>	<i>21</i>
<i>Catering for Diverse Communities.....</i>	<i>14</i>	<i>Changes to the Planning Maps</i>	<i>35</i>
<i>Statutory Direction to Amend the District Plan.....</i>	<i>16</i>	<i>Planning Maps.....</i>	<i>36</i>



Artist's impression of the Ōtākaro/Avon River

A Liveable City

He tāone e whai wāhi ai te whānau

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 Christchurch Central 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 amendments to the District Plan, a new residential neighbourhood in the East Frame, the Breathe housing showcase, a medium density housing development in the Central City Mixed Use Zone, 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, Christchurch City Council 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, new Central City Residential Zone provisions have been developed. They provide 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 Residential 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 is rebating 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 is capped at \$10 million. The scheme will end on 30 June 2016 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.

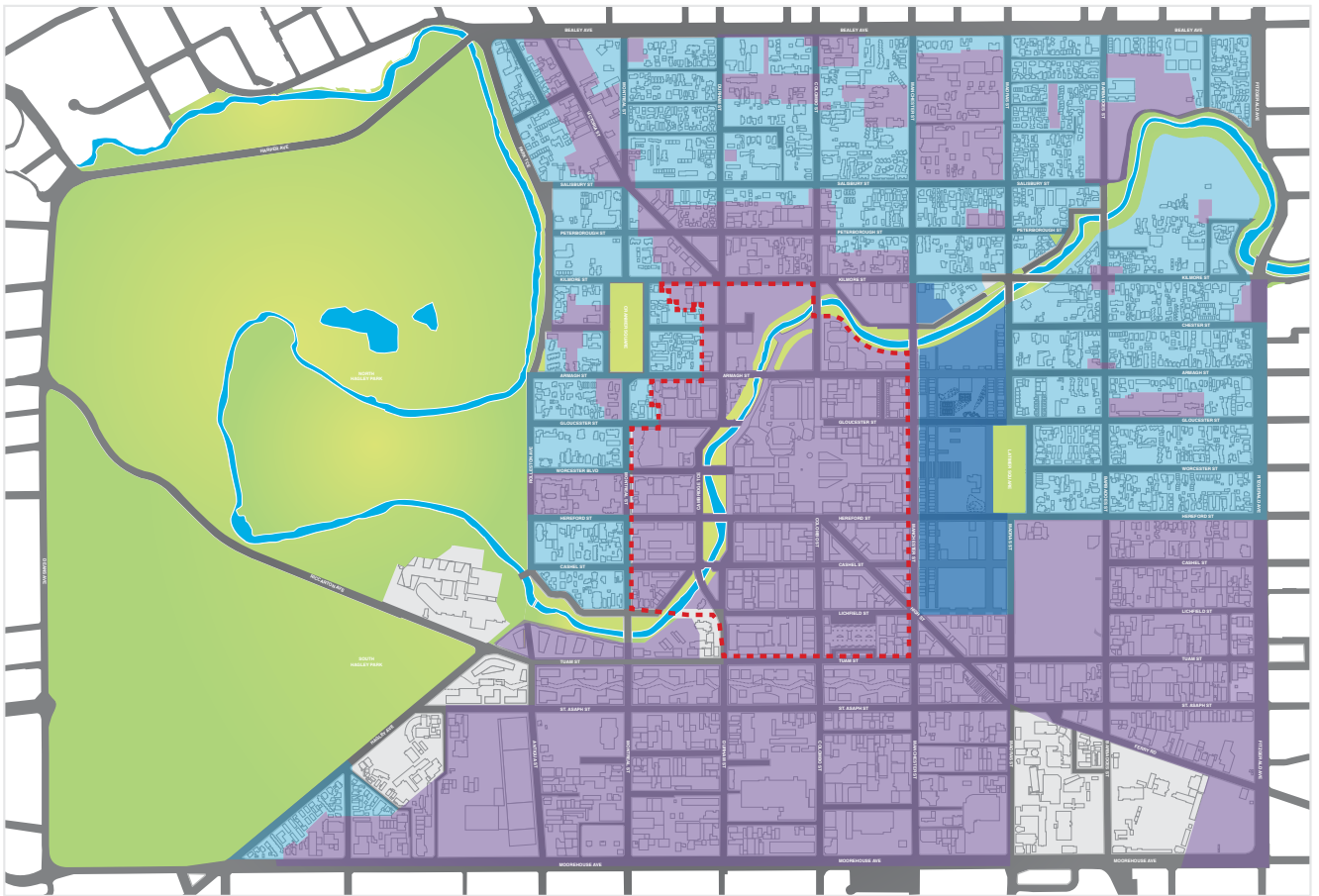


*East Frame
neighbourhood*

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 over 1,500 people will contribute substantially to the life of the 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.

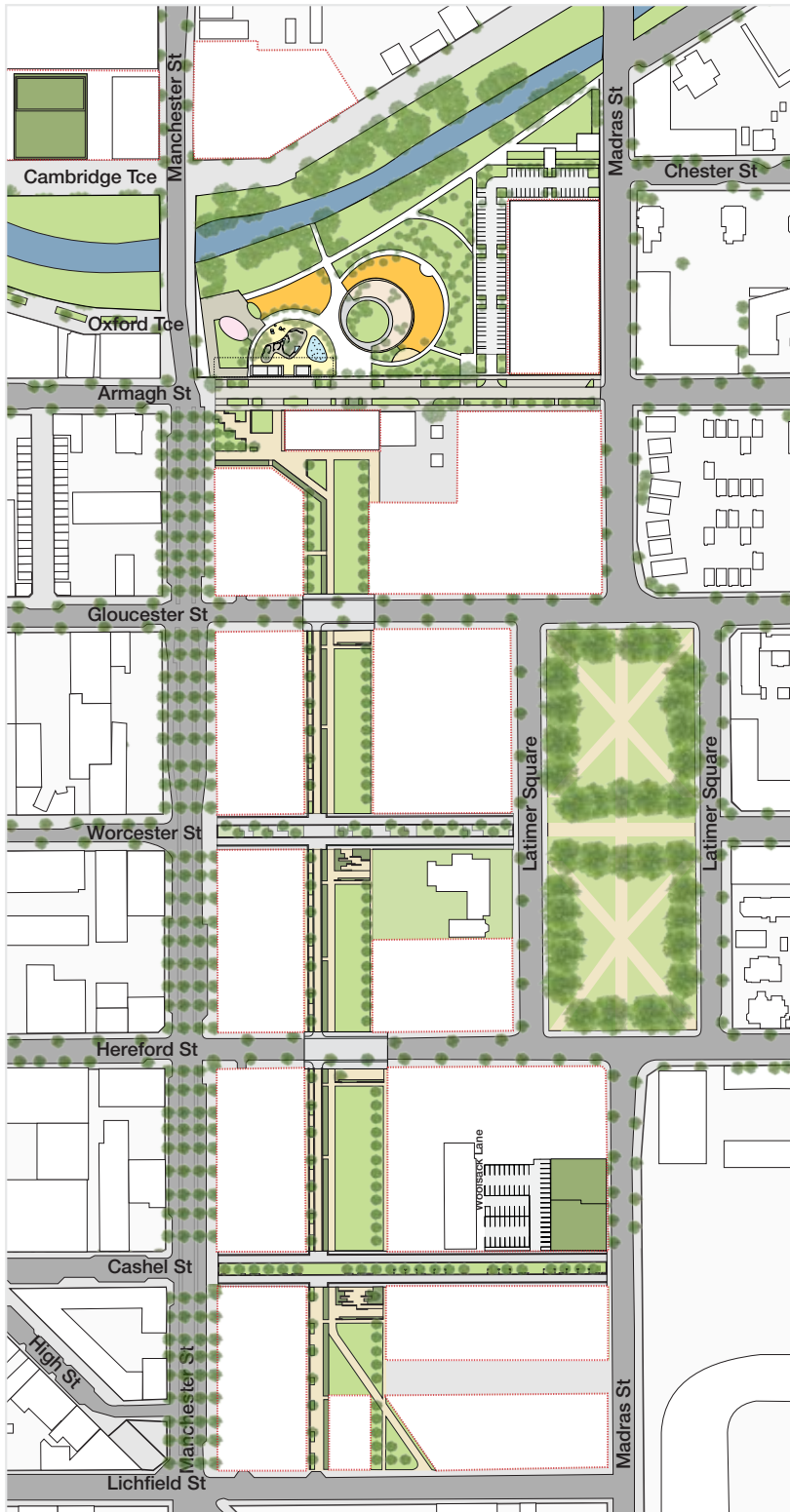
Share an Idea, Community Expo



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
late-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

Medium density residential living

The Ministry of Business, Innovation and Employment is working with the private sector to facilitate medium density housing development on Christchurch City Council owned land at 36 Welles Street. The development will contribute to revitalisation of the inner city and help to relieve pressure on the housing market, through increasing supply of more affordable central city housing.



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

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 in order to give effect to the objectives of the Recovery Plan.

The new Central City Residential 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 Residential Zone

The primary objective of the new Central City Residential 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 Residential Zone and its contribution to the regeneration of the central city as a whole.

The Central City Residential 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 spaces.
2. measures to manage the interface with neighbours and the public realm such as:
 - a. height, setbacks and recession planes
 - b. fences and landscaping.

Other than with respect to urban design considerations, 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 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 development will result in more comprehensive development (three units or more), an urban design standard will apply, enabling the consenting authority to undertake an assessment of wider urban design considerations. To prevent alternative forms of development being promoted that would undermine urban design considerations, further controls are imposed to protect the integrity of the rule. Such consents will not be notified.

Urban design guidance

Non-statutory urban design guidance will be developed by CERA in partnership with Christchurch City Council. The guidance will aid interpretation and understanding of key urban design principles relevant to resource consent applications for multi-unit residential development.

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

The Residential 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 Residential 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 Residential Zone provisions are also designed to complement the transport provisions introduced through *An Accessible City*, the transport chapter of the Christchurch Central Recovery Plan.

Statutory direction

In accordance with section 24(1)(a) and (b) and section 24(2) of the Canterbury Earthquake Recovery Act 2011, Christchurch City Council is directed to amend its District Plan as set out in the Appendix of this "A Liveable City" addendum to the Recovery Plan. These changes provide for a new Central City Residential Zone.

Christchurch City Council shall make these amendments as soon as practicable but no later than two weeks after the Gazettal of this amendment to the Christchurch Central Recovery Plan.



Appendix: District Plan Provisions

Ngā wāhi o Te Mahere-ā-Rohe

Introduction

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.

Understanding the changes

A new Central City Residential 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, 11.4.9 Noise, and 11.5.2 Urban Design for Infill and Redevelopment in Volume 2, Part 11 Living, by including reference to the 'Central City Residential Zone' where reference is made to the Living 3 and Living 4 Zones.

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

Objective 11.12 - Role of the Central City Residential 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

11.12.1 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.**

11.12.2 To ensure non-residential activities in the Central City Residential Zone:

- (a) are of a small scale;**
- (b) are compatible with residential activities;**
- (c) do not compromise the role of the Central City Residential Zone or Central City Business Zone, or the aim of consolidating that area of the Central City or the Central City Mixed Use Zone;**
- (d) meet the needs of the local residential community or would benefit from the high level of amenity inherent in the Central City Residential Zone.**

Objective 11.13 - Built Form and Amenity

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

POLICIES

11.13.1 Provide for different maximum building heights in areas of the Central City Residential Zone with some areas requiring a reduced height compatible with the existing predominant character.

11.13.2 Prescribing minimum standards for residential development which:

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

11.13.3 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:

- lift wells, including the assembly area immediately outside the lift doors for a maximum depth of 2 metres;
- stairwells (including landing areas);
- tank rooms, boiler and heating rooms, machine rooms, bank vaults;
- those parts of any basement not used for residential, shopping, office or industrial uses;
- toilets and bathrooms **in all zones except the Central City Residential Zone**, provided that in the case of any hotel, or travellers accommodation the maximum area permitted to be excluded for each unit shall be 3m²;
- 50% of any pedestrian arcade, or ground floor foyer, which is available for public thoroughfare;
- 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 15.2 of Volume 3, Part 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 Residential Zone rules to Volume 3, Part 2 Living Zones:

4a.1 Activity Status: Central City Residential 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.**
- (b) **Notwithstanding (a) above the development of Lot 1 Deposited Plan 475662, for the purposes of a residential demonstration project, is a permitted activity and is not required to comply with any other provisions in the City Plan provided that:**
- (i) **There are not less than 50 units and not more than 90 units, accepting that the development of these units may proceed in stages of not less than 9 units at a time with the first stage to comprise not less than 10 units and all units to be completed by 30 June 2020**
 - (ii) **Any building does not exceed 15m in height;**
 - (iii) **The gross floor area of all non-residential activities does not exceed 525m² and is situated at ground floor**

4a.1.2 RESTRICTED DISCRETIONARY ACTIVITIES

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, and which is not otherwise listed as a discretionary activity shall be a restricted discretionary activity, with the exercise of the Council's discretion restricted to the listed Assessment Matter(s).

Resource consent applications in relation to non-compliance with any Development Standards (other than 4a.2.3, 4a.2.5 or 4a.2.7) shall not be publicly or limited notified.

4a.1.3 DISCRETIONARY ACTIVITIES

- (a) Any educational, spiritual, pre-school, health facility or travellers accommodation other than on sites with frontage to Fitzgerald Avenue or Bealey Avenue (between Durham Street North and Madras Street) which does not meet the development standards for a permitted activity but which complies with all of the city wide standards and critical standards and has a gross floor area of less than 200m² shall be a discretionary activity.
- (b) A residential demonstration project that does not comply with 4a.1.1(b) shall be a discretionary activity.

4a.1.4 NON-COMPLYING ACTIVITIES

Any activity that is neither a permitted activity or otherwise listed as a restricted discretionary or discretionary activity or 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.

4a.2 Development Standards for Central City Residential Zone

4a.2.1 MINIMUM UNIT SIZE

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>35m²</u>
<u>1 Bedroom</u>	<u>45m²</u>
<u>2 Bedroom</u>	<u>70m²</u>
<u>3 or more Bedrooms</u>	<u>90m²</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;
- (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 or another residential unit, 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 12m² 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, Part 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 Residential Zone or Living 5 Zone within the Central City; and
- amending clauses (c) and (d) to delete reference to the Living 4A Zone, and include reference to the Central City Residential Zone.

4a.2.3 BUILDING HEIGHT

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 24m² 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 8m² 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 on site residents 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

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 boundary¹ 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.**

¹ 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.

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 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 Living 4A Zone on recession plane containment diagram D and E; and
- apply recession plane containment angle diagram E to the Central City Residential 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 space 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) Buildings shall be set back a minimum of 1.8m from other 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) 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 and/or where the accessory building faces the ground floor window of a habitable space on the adjoining site it shall be setback minimum of 1.8m from that neighbouring window for a minimum length of 2m either side of the window;**
- (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;

(c) 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 3m² of outdoor or indoor service space at ground floor level for the dedicated storage of waste and recycling bins²;**
- (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 space.**

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 3m² 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 fully screened from any site, road and outdoor living space which adjoins the service space;**
- (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 structures³ 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,**

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 partial 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.**

² 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.

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

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 native tree for every 250m² 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 URBAN DESIGN APPEARANCE AND AMENITY

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

- (i) three or more residential units; or**
- (ii) one or two residential units on a site smaller than 300m² gross site area**

including all accessory buildings, fences and walls associated with that development, shall be a restricted discretionary activity in relation to urban design, appearance and amenity, with the exercise of the Council's discretion limited to the following assessment matters:

The extent to which the development, while bringing change to existing environments:

- (a) Engages with and contributes to adjacent streets, lanes and public open spaces.**
- (b) Integrates access, car parking and garaging in a way that is safe for pedestrians and cyclists, and that does not dominate the development.**
- (c) Has appropriate regard to:**
 - (i) residential amenity for occupants, neighbours and the public, in respect of outlook, privacy, and incorporation of Crime Prevention Through Environmental Design principles; and**
 - (ii) existing design styles and established landscape features on the site or adjacent sites.**
- (d) Provides for human scale and creates sufficient visual quality and interest.**

4a.3 Critical Standards for Central City Residential Zone

4a.3.1 SCALE OF ACTIVITIES

- (a) For educational, spiritual, pre-school, health facilities or travellers accommodation the maximum gross floor area of buildings plus the area of any outdoor storage used for activities other than residential activities shall be 200m² except that this gross floor area limit shall not apply to sites with frontage to Fitzgerald Avenue or Bealey Avenue (between Durham Street North and Madras Street).**
- (b) For all other non-residential activities the maximum gross floor area of buildings plus the area of any outdoor storage used for activities other than residential activities shall be 40m².**

4a.3.2 RESIDENTIAL COHERENCE

Only those persons who reside permanently on the site can be employed in any activity other than residential activities on the site, except that this rule shall not apply to:

- (i) sites with frontage to Fitzgerald Avenue or Bealey Avenue (between Durham Street North and Madras Street);**
- (ii) for educational, spiritual, pre-school, educational or health facilities with a gross floor area of buildings plus the area of any outdoor storage used for non-residential activities between 41m² and 200m²; or**
- (iii) travellers accommodation with a gross floor area of buildings plus the area of any outdoor storage used for non-residential activities between 41m² and 200m², in which case at least one person employed in the activity shall reside permanently on site.**

4a.3.3 HOURS OF OPERATION

Other than for travellers accommodation that has a gross floor area of buildings plus the area of any outdoor storage used for non-residential activities of less than 200m², 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 – 2100 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

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 day⁴; and**
- (ii) this rule shall not apply to educational, spiritual, pre-school, health facilities and travellers accommodation that has a gross floor area of buildings plus the area of any outdoor storage used for non-residential activities of between 41m² and 200m² and which are located on sites with frontage to Main Distributor, Local Distributor or Arterial Roads not covered by 4a.3.4(a)(i).**

4a.3.5 STORAGE OF HEAVY VEHICLES

The maximum number of heavy vehicles stored on a site for any activity shall be one.

4a.3.6 RESTRICTION ON OUTDOOR ACTIVITIES

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 45m² of site coverage.**

4a.3.8 BOARDING OF ANIMALS

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.

4a.3.9 MINIMUM RESIDENTIAL DENSITY

The minimum residential site density to be achieved when a site is developed or redeveloped with a residential unit or units shall be not less than one residential unit for every 200m² of site area.

⁴ 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, Part 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 Residential** Zone
- **Montreal** **As for the Central City Residential Zone**
- **Avon** As for the **L4G Central City Residential** Zone
- **Latimer** **As for the Central City Residential Zone**
- Riccarton (...)

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, **Latimer 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, **Latimer, 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, **Latimer, Montreal**, Avon, Riccarton, Kilmarnock, Raceway, Wigram (Sioux Avenue) and Merivale: 3 metres
 - (...)

5.2.8 EXTERNAL APPEARANCE

- (a) Peterborough, **Latimer, Montreal and Avon**: ~~Within special amenity areas 31 and 32 only;~~ 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 15.2.8 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, **Latimer and Montreal**: 0.9
- (...)

5.4.3 BUILDING HEIGHT

The maximum height of any building shall be:

- Peterborough, **Latimer, 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 and 33.

Amend the rules and assessment matters in Volume 3, Part 7, 8, 9, 10, 11, 12, 13, and 14, as necessary to:

- *Replace reference to the Living 4A (Central City Diverse) Zone, and Living 4B (Central City and North Beach High Rise) Zone, with 'Central City Residential Zone' as it relates to the Central City only;*
- *Where the Living 4C Zone is referred to, also include reference to the Central City Residential Zone as it relates to the Central City only.*

Amend the rules and assessment matters in Volume 3 Part 13 as follows:

Where provisions are added or deleted renumber remaining provisions accordingly.

2.2 Development Standards – Parking and Loading

2.2.1 PARKING SPACE NUMBERS

(...)

Table 1. Minimum parking required in all zones outside the Central City

Activity	Car parking spaces		Cycle parking spaces	Loading/unloading
	Residents/visitors	Staff		
Column 1	Column 2	Column 3	Column 4	Column 5
(...)				
Residential activities Generally:				
(...)				
Living 4A , 4B and 4C Zones	Residents: 1 garageable space per unit + Visitors: No parking requirement for the first 10 units, thereafter 1 space per 5 units.	N/A	Nil	

2.2.9 PARKING SPACES FOR RESIDENTIAL ACTIVITIES

(a) Garagable 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	2.5m
Depth	5m

(...)

2.2.12 MAXIMUM GRADIENTS FOR ACCESS

(a) **Other than for residential activities in the Central City Residential Zone** the maximum average gradient of any access shall be 1 in 6;

(b) **Other than for residential activities in the Central City Residential 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 Residential 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 Residential 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 Residential~~ 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 Residential 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 Residential 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)(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,** ~~a~~All buildings with a Gross Floor Area of more than 2500m² 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 100m² 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;**
- (e) All on-site manoeuvre areas shall be designed to accommodate the turning path of a cycle as shown in Appendix 9;
- (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.

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

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 Accesses 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(5)	3.0	(1)	Yes	Yes	4.0
Residential	More than 8	5.0	4.0	(1)	Yes	Yes	4.0
Residential and Offices	9 to 15	5.0	4.0	(1)	Yes	Yes	4.0
Other	15 or fewer	6.0(5)	4.5	(1)	Yes	Yes	4.0
All activities Offices and Other	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, where 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 Residential 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.

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

(...)

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 Residential Zone, any audio method should not operate between 8pm to 8am.**

Changes to the Planning Maps

*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.*

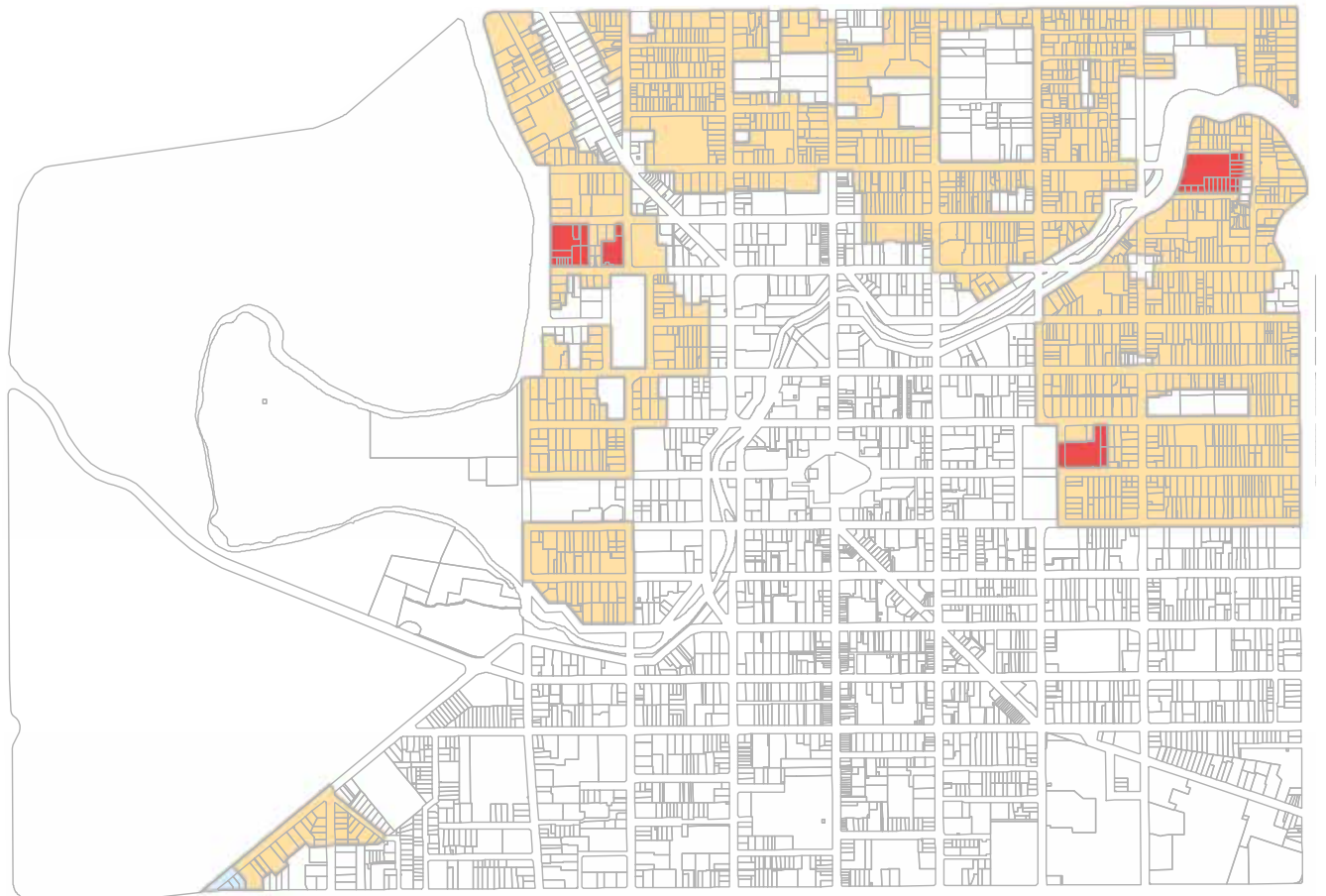
Planning Maps

Mapi Hoahoa

Christchurch Central Recovery Plan



Map 1

Central City Living, Living 5 and Mixed Use Zones



Legend

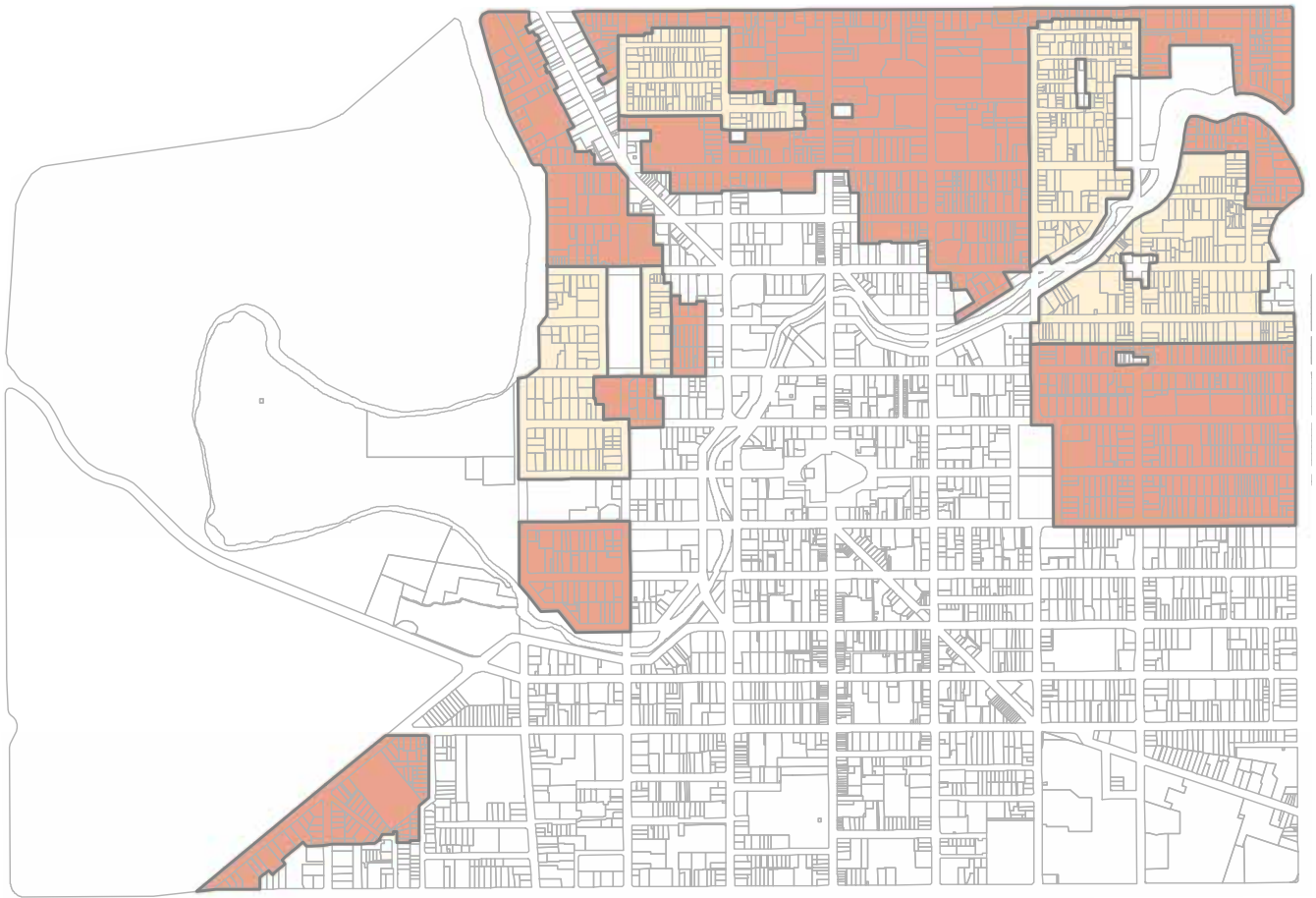
Zone

-  Central City Residential
-  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



Legend

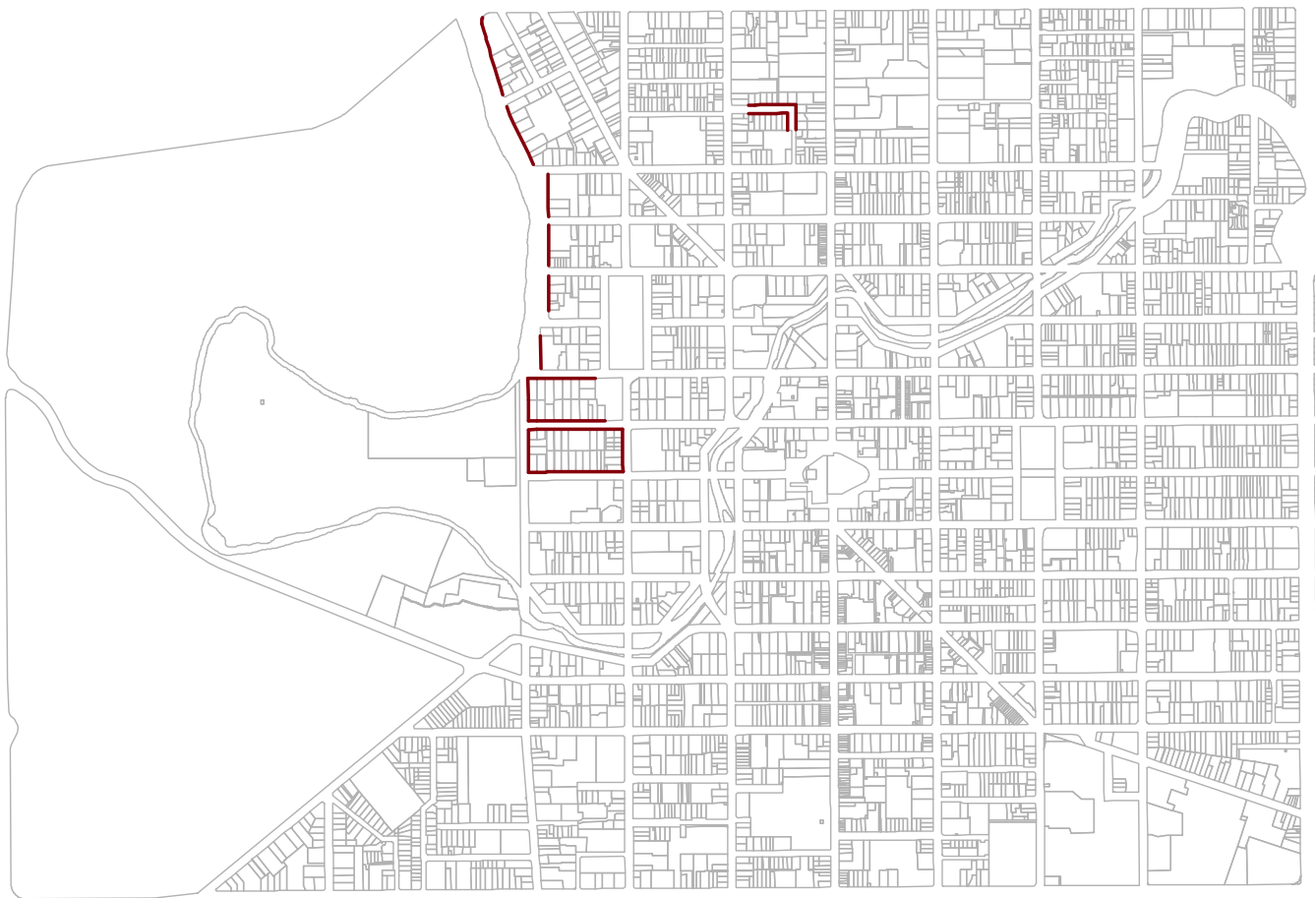
Maximum Building Height

- 11m
- 14m



Map 3

Central City Building Setbacks



Legend

— 4.5m Road Boundary Setback

0 250 500 m



APPENDIX 3 Christchurch District Plan – Relevant Objectives and Policies

CHAPTER 3 – STRATEGIC DIRECTIONS

3.3.1 Objective - Enabling recovery and facilitating the future enhancement of the district

- a. The expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city, in a manner that:
 - i. Meets the community's immediate and longer term needs for housing, economic development, community facilities, infrastructure, transport, and social and cultural wellbeing; and
 - ii. Fosters investment certainty; and
 - iii. Sustains the important qualities and values of the natural environment.

3.3.5 Objective - Business and economic prosperity

- a. The critical importance of business and economic prosperity to Christchurch's recovery and to community wellbeing and resilience is recognised and a range of opportunities provided for business activities to establish and prosper.

3.3.7 Objective - Urban growth, form and design

- a. A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:
 - i. Is attractive to residents, business and visitors; and
 - ii. Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and
 - iii. Provides for urban activities only
 - A. Within the existing urban areas; and ...
 - iv. Increases the housing development opportunities in the urban area to meet the intensification targets specified in the Canterbury Regional Policy Statement, Chapter 6, 6.2.2 (1); particularly;
 - A. in and around the Central City ...; and
 - v. Maintains and enhances the Central City, Key Activity Centres and Neighbourhood Centres as community focal points.

3.3.8 Objective - Revitalising the Central City

- a. The Central City is revitalised as the primary community focal point for the people of Christchurch; and

- b. The amenity values, function and economic, social and cultural viability of the Central City are enhanced through private and public sector investment, and
- c. A range of housing opportunities are enabled to support at least 5,000 additional households in the Central City between 2012 and 2028, and;
- d. The Central City has a unique identity and sense of place, incorporating the following elements, which can contribute to a high amenity urban environment for residents, visitors and workers to enjoy:
 - i. a green edge and gateway to the City defined by the Frame and Hagley Park;
 - ii. a variety of public spaces including the Avon river, squares and precincts and civic facilities;
 - iii. built form and historic heritage that reflects the identity and values of Ngai Tahu, and the City's history as a European settlement; including cathedrals and associated buildings at 100 Cathedral Square and 136 Barbados Street;
 - iv. a wide diversity and concentration of activities that enhance its role as the primary focus of the City and region.

3.3.14 Objective - Incompatible activities

- a. The location of activities is controlled, primarily by zoning, to minimise conflicts between incompatible activities; and
- b. Conflicts between incompatible activities are avoided where there may be significant adverse effects on the health, safety and amenity of people and communities.

CHAPTER 6.8 – SIGNS

6.8.2.1 Objective - Signage

- a. Signage collectively contributes to Christchurch's vitality and recovery by:
 - i. supporting the needs of business, infrastructure and community activities;
 - ii. maintaining public safety; and
 - iii. enhancing the visual amenity values and character of the surrounding area, building or structures.

6.8.2.1.1 Policy - Enabling signage in appropriate locations

- a. Enable signage:
 - i. as an integral component of commercial and industrial environments, strategic infrastructure and community activities throughout the Christchurch District; and
 - ii. that is necessary for public health and safety and to provide direction to the public.

6.8.2.1.3 Policy - Managing the potential effects of signage

- a. In considering Policies 6.8.2.1.1 and 6.8.2.1.2, ensure that the size, number, height, location, design, appearance and standard of maintenance of signs:
- i. do not detract from, and where possible contribute to, the character and visual amenity of the surrounding area and public realm;
 - ii. integrate within the façade of the building, do not detract from the integrity of the building design, and maintain the building as the primary visual element;
 - iii. are in proportion to the scale of buildings and the size of the site; and
 - iv. enhance the Central City.

6.8.2.1.6 Policy - Managing off-site signage

- a. Limit off-site signs in the sensitive zones specified in Policy 6.8.2.1.2 and to enable such signage where it:
- i. is compatible with the surrounding environment and is located within a commercial or industrial context;
 - ii. is appropriately maintained;
 - iii will not cause or contribute to visual clutter and other cumulative adverse effects; and
 - iv. is consistent with the outcomes sought in Policy 6.8.2.1.3.

CHAPTER 15 – COMMERCIAL

15.2.2 Objective – Centres-based framework for commercial centres

- a. Commercial activity is focussed within a network of centres (comprising the Central City, District Centres, Neighbourhood Centres, Local Centres and Large Format Centres) to meet the wider community's and businesses' needs in a way and at a rate that:
- i. Supports intensification within centres;
 - ii. Enables the efficient use and continued viability of the physical resources of commercial centres and promotes their success and vitality, reflecting their critical importance to the local economy;
 - iii. Supports the function of District Centres as major focal points for commercial activities, employment, transport and community activities, and Neighbourhood Centres as a focal point for convenience shopping and community activities;
 - iv. Gives primacy to the Central City, followed by District Centres and Neighbourhood Centres identified as Key Activity Centres;
 - v. Is consistent with the role of each centre as defined in 15.2.2.1 Policy – Role of centres Table 15.1;

vi. Supports a compact and sustainable urban form that provides for the integration of commercial activity with community activity, residential activity and recreation activity in locations accessible by a range of modes of transport;

vii. Supports the recovery of centres that sustained significant damage or significant population loss from their catchment, including the Central City, Linwood, and Neighbourhood Centres subject to 15.2.4.3 Policy Suburban centre master plans;

viii. Enhances their vitality and amenity and provides for a range of activities and community facilities;

15.2.2.1 Policy – Role of centres

a. Maintain and strengthen the Central City and commercial centres as the focal points for the community and business through intensification within centres that reflects their functions and catchment sizes, and in accordance with frame work that;

i. Gives primacy to, and supports, the recovery of the Central City;

ii. Supports and enhances the role of District Centres; and

iii. Maintains the role of Neighbourhood Centres, Local Centres and Large Format Centres

As set out in Table 15.1 – Centre’s role

Table 15.1 - Centre's role

	Role	Centre and size (where relevant)
A.	<p>Central Business District</p> <p>Principal employment and business centre for the City and wider region and to become the primary destination for a wide range and scale of activities including comparison shopping, dining and night life, entertainment activities, guest accommodation, events, cultural activities and tourism activities.</p> <p>Provides for high density residential activity, recreation activities and community activities and community facilities (including health and social services) as well as civic and cultural venues/ facilities (including museums, art galleries).</p> <p>Serves the district's population and visitors.</p> <p>The focus for the district, sub-regional and wider transport services with a central public transport interchange, providing access to large areas of the district and the surrounding districts of Selwyn and Waimakariri.</p>	<p>Centre: Central City</p>
...		

15.2.4 Objective - Urban form, scale and design outcomes

- a. A scale, form and design of development that is consistent with the role of a centre, and which:
- i. recognises the Central City and District Centres as strategically important focal points for community and commercial investment;
 - ii. contributes to an urban environment that is visually attractive, safe, easy to orientate, conveniently accessible, and responds positively to local character and context;
 - iii. recognises the functional and operational requirements of activities and the existing built form;
 - iv. manages adverse effects on the surrounding environment.

15.2.4.1 Policy - Scale and form of development

- b. The scale and form of development in centres shall:
- i. reflect the context, character and the anticipated scale of the zone and the centre's function;
 - ii. increase the prominence of buildings on street corners; ...
 - v. manage adverse effects on the surrounding environment, particularly at the interface with residential areas, sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6 and natural waterways.

15.2.4.2 Policy - Design of new development

- a. Require new development to be well-designed and laid out by:
- i. encouraging pedestrian activity and amenity along streets and in adjoining public spaces, to a degree that is appropriate to the location and function of the road;
 - ii. providing a principal street facing façade of visual interest that contributes to the character and coherence of a centre; ...
 - iv. enabling visitors to a centre to orientate themselves and find their way with strong visual and physical connections with the surrounding area; ...
 - viii. achieving a visually attractive setting when viewed from the street and other public spaces, while managing effects on adjoining environments; and ...
- b. Recognise the scale, form and design of the existing built form within a site and the immediately surrounding area and the functional and operational requirements of activities.
- c. Require residential development to be well-designed and laid out by ensuring a high quality healthy living environment through: ...
- iii. minimising disturbance from noise and activity in a centre (and the potential for reverse sensitivity issues to arise).

15.2.6 Objective - Role of the Commercial Central City Business Zone

a. A Commercial Central City Business Zone that re-develops as the principal commercial centre for Christchurch District and is attractive for businesses, residents, workers and visitors, consistent with the Strategic Direction outcomes for the built environment.

15.2.6.1 Policy - Diversity of activities and concentration of built development

a. Ensure the Commercial Central City Business Zone provides for the widest range of commercial activities, community activities, cultural activities, residential activities and guest accommodation and the greatest concentration and overall scale of built development in Christchurch.

15.2.6.3 Policy – Amenity

a. Promote a high standard of amenity and discourage activities from establishing where they will have an adverse effect on the amenity values of the Central City by:

i. requiring an urban design assessment within the Core of the Commercial Central City Business Zone;

ii. setting height limits to support the provision of sunlight, reduction in wind, avoidance of overly dominant buildings on the street and an intensity of commercial activity distributed across the zone; ...

15.2.6.4 Policy - Residential intensification

a. Encourage the intensification of residential activity within the Commercial Central City Business Zone by enabling a range of types of residential development with an appropriate level of amenity by including:

i. provision for outdoor living space and service areas;

ii. screening of outdoor storage areas and outdoor service space;

iii. separation of balconies or habitable spaces from internal site boundaries;

iv. prescribed minimum unit sizes; and

v. internal noise protection standards.

15.2.6.5 Policy - Pedestrian focus

a. Ensure compactness, convenience and an enhanced pedestrian environment that is accessible, pleasant, safe and attractive to the public, by: ...

iv. ensuring high quality public space design and amenity.