NZIA CANTERBURY BRANCH SUBMISSION TO DRAFT CENTRAL CITY PLAN

TRANSPORT (IN RELATION TO CENTRAL CITY CORE & FRINGE ZONES)

OVERALL STATED AIM FOR TRANSPORT

Draft Central City Plan - Volume 1
Transport Choice (pg 84)

The goal is to improve travel choices to support the recovery of the Central City, renewed economic prosperity, and importantly to support the wide range of projects included in the Central City Plan.

The Branch supports this policy objective

1. CAR PARKING IN CENTRAL CITY CORE & FRINGE ZONES

A. STATED AIM

Draft Central City Plan - Volume 2
Regulatory Framework – Section 3.5 Transport

7.9.5 Policy: Car Parking provided by activities in the Central City (pg 121)
To enable vehicle parking and loading facilities that integrate with urban form and support the Central City Plan

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B. METHOD OF ACHIEVING THIS AIM

Draft Central City Plan - Volume 2
Regulatory Framework – Section 3.5 Transport

Rule 2.4 Development standards – Parking, loading and access – Central City Zones (pg 131)

2.4.1 Maximum Parking space numbers – Central City Zones

The maximum provision of off-street parking spaces shall be 1 space per 75 m2 of Gross Floor Area for Central City properties that are located in the Central City Core or have direct access to at least one of the [streets listed].

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

C. OUTCOME OF PROPOSED METHOD

Positive outcomes

i) No minimum number of car parks will be an advantage for building owners whose tenants do not require car parking as they can use more of the available floor area for rentable space.

ii) Encourages CBD staff & visitors to cycle to work or shop rather than drive into the city, although this should be a long term aim.

Negative outcomes

i) A maximum number of carparks may penalise building owners whose tenants require large numbers of car parks, especially during the transitional phase of rebuilding as businesses move back into the city from temporary suburban offices.

ii) May discourage tenants from re-occupying buildings in the CBD (in the short/medium term) if they believe that there will be nowhere for them to park their cars. Many staff are currently driving to work and parking in the temporary offices in the suburbs and will be unwilling (or unable) to use other modes of transport.

D. RECOMMENDATIONS

i) The Branch does not support this rule at this point

ii) That there be no maximum or minimum number of carparks during the Transitional phase of the Recovery Plan to allow developers and land owners the freedom to encourage tenants back into the CBD.

iii) If required, rules about car parking restrictions could be gradually introduced in future as the CBD recovers.

2. BICYCLE PARKING IN CENTRAL CITY CORE & FRINGE ZONES

A. STATED AIM

Draft Central City Plan - Volume 2
Regulatory Framework – Section 3.5 Transport

7.9.3 Policy: Cycling in the Central City (pg 120)

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

B. METHOD OF ACHIEVING STATED AIM

RULE 2.5 Critical Standards – Parking, Loading and Access – Central City Zones (Volume 2, pg 143)

2.5.1 Cycle parking – Central City Zones (new rule)

(a) For any activity the owner, occupier or developer shall make provision for visitor and staff cycle parking in accordance with Table 5j except that for any activity where the building has no road frontage setback for the entire length of the development site visitor cycle parking is not required.

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

Activity	Visitor Cycle Parking	Staff Cycle Parking
Retail	1 space/ 350m^2 GLFA	1 space/ 125m^2 GLFA
Food and Beverage	1 space/ 125m^2 PFA	1 space/ 400m^2 PFA
Office	1 space/ 500m^2 GFA	1 space/ 125m^2 GFA

(b) Visitor cycle parking shall be located within 30m of at least one public entrance to the activity.
(c) Staff cycle parking shall be located so it is easily accessible for staff of the activity and could be provided off-site.
(d) The design of cycle parking facilities shall meet the [criteria listed below].

If an activity is required to provide 50 or more staff cycle parking spaces, then showering facilities and lockers must be provided on-site. Please note this rate is a minimum, it is recommended to provide one locker for every staff cycle parking space and at least one shower for every 12 staff cycle parking spaces.

C. OUTCOME OF PROPOSED METHOD

Positive outcomes

i) Encourages people to cycle into the city rather than drive into the city.
ii) It is commendable that the cycle parking requirements have been determined by activity rather than the current blanket requirement for 1 space / 200m^2 GFA.

Negative outcomes

i) This rule is proposed to be a Critical Standard, so it may be very hard for developers to get a Resource Consent for non-compliance – and on many CBD sites it will simply not be possible to comply. Provision of more cycle parking is a significant ongoing issue in the long term, but it is not important enough to justify being a Critical Standard in the medium term.

ii) The CCC emphasis on cycling & public transport may discourage tenants from re-occupying buildings in the CBD if they feel that staff they are being forced to cycle to work (by lack of car parking)

iii) Cycling is not an option for many shoppers, as they feel they need a car to carry home their purchases. Retailers will probably not benefit from more cycle parking.

iv) The zero setback requirement for building frontages means that there is generally nowhere to put visitor cycle spaces, except on the footpath.

v) The use of Gross Floor Area to calculate the number of cycle parks is not sensible, as Net Floor Area is the standard way to calculate the occupation of a building. The GFA will include unoccupied carparking and service spaces, while the NFA is the rentable space that will be occupied by tenants.

vi) Office buildings require one cycle space for every 125m^2 of GFA which equates to one cycle space for every 100m^2 of NFA (as NFA is generally about 85% of GFA). This is 50% more than the maximum rate required by Green Star Office 2009 Design & Built at 1 cycle space/150m^2 of NFA (10% of staff at 15m^2 per person). This is a lot of cycle parks for developers to find space for and is far beyond the number required for a Green Building. This will be seen as another hurdle for redevelopment.

D. RECOMMENDATIONS

i) The Branch does not support this rule in its current state

ii) This rule should be a Development Standard (as it is in the existing City Plan), which will allow some flexibility for both developers and CCC. This will still encourage compliance by developers where possible, but it will not be realistic to comply with this rule on many sites.

iii) The CCC is to provide more cycle parking on the footpath - at the expense of street car parks if need be. Most retail sites in the Central City Zone will not be able to provide on-site visitor cycle spaces.

iv) Buildings need to be modelled to see if the new cycle parking requirements are feasible.

v) During the transitional phase of the Central City rebuild, the current cycle parking rule be left in place until the new rules have been tested. If this is not an option, then the Office Activity requirement should be 1 cycle space/150m^2 of NFA so that it is in line with the maximum Green Star cycle parking requirement.