

Active Edges and Verandahs – Potential changes from Operative District Plan to Draft District Plan:

CCZ Area:	Active Edges (Display windows):	Reason for change:	Outcomes of discussions:		Verandahs:	Reason for change:	Outcomes of discussions:	
			Decision:	Reasoning:			Decision:	Reasoning:
Thorndon	N/A	N/A	N/A		<p>1. Proposed removal of Pipitea Street verandah cover requirement</p> <p>2. Proposed addition of Verandah requirement along majority of Thorndon Quay from Railway Station to City Centre boundary in Kaiwharwhara excluding Rail land and Pipitea Marae.</p> <p>3. Proposed addition of the southern side of Murphy Street between the Murphy and Molesworth interchange and Pipitea Street.</p>	<ul style="list-style-type: none"> Less pedestrian count – only rated M1/P2 in Place and Movement Framework. With the plaza in front of Rugby House, Rugby House and then Thai Embassy it's not likely any new development would go in this area. 	<ul style="list-style-type: none"> Yes remove. 	<ul style="list-style-type: none"> As per other column.
						<ul style="list-style-type: none"> Thorndon Quay has been identified as a 'Priority Street' in the Place and Movement Framework: <ul style="list-style-type: none"> Core public transport route on Thorndon Key is expected to activate new land uses – these are a mix of residential and commercial. Continuous frontages are provided for including shelter, but gaps (such as where the overhead motorway, or adjacent railway operations) are expected. Quay remains as more of a through space than a dwell space. Public transport, vehicles and active modes are expected to share this space. Connections up to Thorndon via steps and streets are well-used Connections to Railway/Stadium are well used. Potential connection across to inter-islander terminal. Street is easily and safely crossed formally and informally Rated 'moderate' for active edges + shelter Rated 'High' for public transport and active modes, parking and cars. Place and Movement Framework rating has increased from M3/P1 to M3/P2. LGWM route and changes to parking etc. 	<ul style="list-style-type: none"> Yes add verandah coverage. 	<ul style="list-style-type: none"> LGWM future changes. Key pedestrian route route/link. Redevelopment anticipated slowly overtime. Mixed-use environment.
						<ul style="list-style-type: none"> Place and Movement Framework – increase in rating from M2/P1 to M2/P2. Proposed along the commercial and mixed-use stretch i.e. multi-unit and apartments, no standalone dwellings. This section would cover cafes and New World stretch. This is a busy pedestrian area particularly around school drop-off and pick-up times and work start and ending. Two schools in the vicinity. 	<ul style="list-style-type: none"> Yes add verandah coverage. 	

Pipitea	N/A	N/A	N/A		4. Potential addition opposite existing verandah controls on Waterloo Quay to cover commercial buildings between Railway Station and Stadium carparking, not including Railway Station.	<ul style="list-style-type: none"> Place and Movement Framework – increase in rating from M3/P1 to M3/P2. Pedestrian connection to stadium, train station and City Centre. Pedestrian connection to commercial, recreational and carparking services along this edge. 		
CBD	N/A	N/A	N/A		5. Jervois Quay by the Sails – between Johnston Street and Hunter or Willeston Street.	<ul style="list-style-type: none"> Place and Movement Framework – M3/P2 but also now provides for a M2/P3 walkway link between Quay and TSB/Waterfront. There is no current verandah cover along this side of the quay. The only verandah cover along the quays on this side is along a stretch of the Inner Harbour Port Precinct. Heavy pedestrian use to connect between City Centre and Waterfront. 		
Te Aro	1. Lombard Lane	<ul style="list-style-type: none"> Lombard Lane upgrade was completed in 2018. It is now a well frequented pedestrian connection with retail, hospitality etc as well as mixed-use space with office space. It assists in connecting Manners Street to Victoria Street as well as being part of a connection to Lower Cuba Street. Could require active frontage along the western edge as all of these building have an active frontage anyway. Helps with informal surveillance. Could also keep this laneway vibrant. 			6. Lombard Lane (from edge of Pickle and Pie to Manners Street interface)	<ul style="list-style-type: none"> Lombard Lane upgrade was completed in 2018. It is now a well frequented pedestrian connection with retail, hospitality etc as well as mixed-use space with office space. It assists in connecting Manners Street to Victoria Street as well as being part of a connection to Lower Cuba Street. Doesn't have a rating in the Place and Movement Framework. 		
	2. Willis Street (from Ghuznee Street to Vivan Street)	<ul style="list-style-type: none"> Currently only verandah control but Willis Street from Customhouse Quay to Ghuznee has both active frontage and verandah control requirements. 			7. Corner of Willis Street and Ghuznee Street	<ul style="list-style-type: none"> Place and Movement Framework – has remained at M2/P2. Want to wrap verandah control around the corner site which isn't covered at the moment. 		

		<ul style="list-style-type: none"> This portion of Willis Street contains a mix of activities – retail, commercial, office, residential etc. This area needs revitalisation and it would be beneficial to have active frontage given it's a main thoroughfare. The street activities and use fit the definition of active frontage. 						
3. Victoria Street between Ghuznee Street and Vivian Street		<ul style="list-style-type: none"> Place and Movement Framework – has remained at M3/P2. New Aro 4 storey townhouses going up in this section. This space may become more of a mixed-use space in time. The rest of Victoria Street has active frontage and verandah controls. The street activities and use fit the definition of active frontage. 			8. Victoria Street between Ghuznee Street and Vivian Street	<ul style="list-style-type: none"> Place and Movement Framework – has remained at M3/P2. Mix of activities and reasonably busy cycle, pedestrian etc. route. New Aro 4 storey townhouses going up in this section. The rest of Victoria Street has active frontage and verandah controls. 		
N/A					9. Marion Street	<ul style="list-style-type: none"> Place and Movement Framework – remained at M1/P2. Reasonably high pedestrian movement between Ghuznee Street and Vivian Street. It is a key connection to Victoria University's architecture campus. Mixture of commercial, office, retail, residential etc. 		
Maybe along Western side with Fortune Favour etc?		<ul style="list-style-type: none"> Mix of activities – residential, hospitality (fortune favour, Leeds St Bakery, Guerilla Burger). Active frontage and Verandah control along Ghuznee Street and would provide an opportunity to continue weather protection. Willis Carparking site (massive) on corner of 			10. Leeds Street	<ul style="list-style-type: none"> Mix of activities – residential, hospitality (fortune favour, Leeds St Bakery, Guerilla Burger). Active frontage and Verandah control along Ghuznee Street and would provide an opportunity to continue weather protection. Willis Carparking site (massive) on corner of Ghuznee and Leeds – putting verandah control in the plan provides an opportunity to ensure redevelopment provides verandah coverage. 		

		Ghuznee and Leeds – putting verandah control in the plan provides an opportunity to get this in the plan before its redeveloped.					
Maybe along Jervois Quay/ Cable Street between St John’s and end of Taranaki Street/ Mac’s Brew Bar?	<ul style="list-style-type: none"> Place and Movement Framework – remained as M3/P2. Exemptions for heritage buildings. This is a highly used pedestrian edge and has no weather protection along this edge. Active frontage and verandah control required along Southern edge of Jervois Quay and Wakefield so it could make sense to require it here and continue it given busy public interface. Key pedestrian and cycle crossing area across the Quays to Michael Fowler Centre. 			11. Potentially along Jervois Quay/ Cable Street between St John’s and end of Taranaki Street/ Mac’s Brew Bar plus along western edge/ Mac Brew bar edge to waterfront	<ul style="list-style-type: none"> Place and Movement Framework – remained as M3/P2. This is a highly used pedestrian edge and has no weather protection along this edge. Verandah coverage runs along lower Taranaki Street but not here. Key pedestrian and cycle crossing area across the Quays to Michael Fowler Centre. 		
				12. College Street and half of Jessie Street	<ul style="list-style-type: none"> Place and Movement Framework – College Street – was M1/P1 and is now M1/P2. Place and Movement Framework – Jessie Street – remained M1/P2. High pedestrian volumes along these streets. Also busy cycling street connection to Rugby Street and wider Mt Cook and Newtown. Mixed-use environment – supermarkets, food stores, commercial, office, residential, retail etc. 		
				13. Portion of Webb Street that interfaces with Cuba Street	<ul style="list-style-type: none"> Place and Movement Framework – increased from M2/P1 to M2/P2. Has a crossing here from Cuba Street end across Webb street. Mixed-use environment along this portion of Webb Street. 		
				14. Arthur Street – between Cuba Street and Taranaki	<ul style="list-style-type: none"> Place and Movement Framework – increased from M3/P1 to M3/P2. 		
				15. Vivian Street from Willis Street to Kent/Cambridge Terrace	<ul style="list-style-type: none"> Place and Movement Framework – identified as a ‘Priority Street’ and increased from increased from M3/P1 to M3/P2. 		

					<ul style="list-style-type: none"> • High pedestrian movement street. • Mix of activities and land uses. Key connection between busy Taranaki Street and Tory Street. 		
				16. Buckle Street	<ul style="list-style-type: none"> • High Pedestrian Movement Street rating of M3/P3 – but has heritage buildings. 		
				17. Dufferin Street			
				18. Adelaide Road			

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