

BEFORE THE INDEPENDENT HEARINGS PANEL

UNDER

the Resource Management Act 1991
and the Canterbury Earthquake
(Christchurch Replacement District
Plan) Order 2014

IN THE MATTER OF

**THE PROPOSED CHRISTCHURCH
REPLACEMENT DISTRICT PLAN –
CHAPTER 1 – STRATEGIC
DIRECTIONS**

SUBMITTER

**MAURICE R CARTER LIMITED
(SUBMITTER 377)**

**MEMORANDUM OF COUNSEL ON BEHALF OF MAURICE R CARTER
LIMITED**

Dated: 19 December 2014

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- 1 This memorandum is filed on behalf of Maurice R Carter Limited (MRC).
- 2 On 3 December 2014 MRC was served with a direction from the Hearings Panel that *"any submitter who has not clearly specified relief sought by way of amended provisions, for all Stage 1 Proposals, shall lodge with the Independent Secretariat, and serve on the Council, on or before 5pm Friday 19 December 2014 the relief they are seeking with reference to the provisions of the District Plan."*
- 3 MRC filed a submission in relation to the following chapters of the Proposal:
 - (a) Transport;
 - (b) Subdivision;
 - (c) Natural Hazards;
 - (d) Residential; and
 - (e) Planning Maps.
- 4 MRC provided specific relief in the Schedules attached to their original submission. For convenience that relief is replicated here (Appendix 1). In instances where MRC made a broader or more general submission, MRC has now provided a tracked change version of the provisions (Appendix 2)
- 5 The changes sought in Appendix 2 constitute amendments and additions to the relevant chapters as notified by the Christchurch City Council. In each instance the deletions are shown in strike through and bold, while the new provisions are in underline and bold. Please note that the amendments have been made to a word version of the provisions converted from the pdf versions available on the Council website and accordingly there are some formatting issues which have arisen. This is regretted however attempts to obtain Word version from the Council were unsuccessful.
- 6 MRC wish to emphasise that the amended provisions set out at Appendix 2 provide an example of how the outcomes sought by MRC could be better supported and enabled by specific wording in each relevant chapter. The relief and outcomes requested in MRC's submission have been stated broadly to provide the Hearings Panel with sufficient scope to implement the principal outcomes sought by

MRC through a range of alternative wording. Accordingly MRC is not necessarily wedded to the wording provided in Appendix 2 and is prepared to consider alternative wording that would give effect to the principal outcomes sought in its submission.

DATED this 19th day of December 2014



L J Semple

Counsel for Maurice R Carter Limited

SCHEDULE 1: DETAILED SUBMISSIONS AND RELIEF SOUGHT

	Provision	Relief sought
Chapter 2: Definitions		
1.	Definitions – general	Ensure that the Definitions in the Proposal give effect to the relief sought in the balance of this submission.
Chapter 3: Strategic Directions		
2.	Strategic directions chapter- general	Amend the Strategic Directions Chapter to include clear Objectives and Policies that link to the Statement of Expectations in the Order in Council and which reflect the matters of priority outlined in the Chapter 1 Strategic Outcomes Amendments are also required to better recognise the role of quarrying within the rural environment and acknowledge its potential adverse effects.
Chapter 7: Transport		
3.	Transport chapter- objectives and policies	Review and amend the transport objectives and policies to focus on transport matters
4.	Transport chapter- High Trip Generators 7.2.3.10 Rule 10	Exempt permitted activities from the high trip generator rule and otherwise apply a clear threshold of 250vpd to the rule Remove prescribed ITA assessment content for high trip generators
5.	Transport chapter- Rules 7.2.3	Reduce and/or redraft rules that require compliance with Appendices, so that there are fewer detailed requirements.
6.	Transport chapter- Minimum car parking requirements 7.2.3.1 Rule 1	Apply minimum car parking requirements to all activities, not just non-high trip generators.

	Provision	Relief sought
7.	Transport chapter- Matters of discretion 7.3	Simplify matters of discretion and focus on transport matters
Chapter 8: Subdivision		
8.	Subdivision chapter- general	Amend the subdivision chapter to remove or amend proposed new provisions that increase uncertainty, and are unnecessarily onerous, prescriptive and/or complicated.

Attachment 1. Location plan



SCHEDULE 1: DETAILED SUBMISSIONS AND RELIEF SOUGHT

	Provision	Relief sought
Chapter 1: Introduction		
1.	Introduction Chapter- 9.2 Strategic Outcomes – general	Amend the Strategic Outcomes in Chapter 1 to better recognise and support business activity and development; and more explicitly recognise the centres-based provision and distribution of commercial activities.
Chapter 2: Definitions		
2.	Definitions – general	Ensure that the Definitions in the Proposal give effect to the relief sought in the balance of this submission.
Chapter 3: Strategic Directions		
3.	Strategic directions chapter-general	Amend the Strategic Directions Chapter to include clear Objectives and Policies that link to the Statement of Expectations in the Order in Council and which reflect the matters of priority outlined in the Chapter 1 Strategic Outcomes
Chapter 5: Natural Hazards		
4.	Natural hazards chapter-flood/floor levels	Provide confirmation that the Council modelling has been subject to appropriate technical scrutiny and peer review
5.	Natural hazards chapter-permitted activities 5.8.1.1	Specify permitted activity standards for buildings in Floor Level and Fill Management Areas that are not within the Fixed Minimum Floor Overlay.
6.	Natural hazards chapter-liquefaction rules 5.9.1	Amend the liquefaction rules to ensure consents are only required where necessary in accordance with the direction in the Statement of Expectations to reduce reliance on consents
Chapter 7: Transport		
7.	Transport chapter- objectives	Review and amend the transport objectives and policies to focus on transport matters

	Provision	Relief sought
	and policies	
8.	Transport chapter- High Trip Generators 7.2.3.10 Rule 10	Remove prescribed ITA assessment content for high trip generators
9.	Transport chapter- Rules 7.2.3	Reduce and/or redraft rules that require compliance with Appendices, so that there are fewer detailed requirements.
10.	Transport chapter- Matters of discretion 7.3	Simplify matters of discretion and focus on transport matters
Chapter 8: Subdivision		
11.	Subdivision chapter- general	Amend the subdivision chapter to remove or amend proposed new provisions that increase uncertainty, and are unnecessarily onerous, prescriptive and/or complicated.
12.	Subdivision chapter- Activity Status 8.2.1.1	Retain non-notification provisions for subdivision applications Retain controlled activity status (rather than restricted discretionary activity status) for subdivision applications.
13.	Subdivision chapter- 8.2.3.1 RD3- general matters	Amend 8.2.3.1 such that subdivision ' <u>generally</u> in accordance with an outline development plan' is provided for as a controlled (rather than restricted discretionary) activity; and non-compliance with this requirement is provided for as a discretionary (rather than non-complying) activity.
14.	Subdivision chapter- 8.4.2- New neighbourhood zone	Amend and simplify the provisions in RD1 and RD2 and remove requirements for third-party involvement (notification).
15.	Subdivision chapter- 8.5 Assessment Matters	Amend assessment matters, to reduce their effectively unrestricted extent of discretion, their subjective content, and their implied requirements for notification of third parties.
16.	Subdivision chapter- Appendices	Insert a new ODP in Appendix 8.6.7 for Highsted (refer Schedule 1, Figure 2 below)

	Provision	Relief sought
Chapter 14: Residential		
17.	Residential chapter- general	Amend the residential chapter to remove or amend proposed new provisions that increase uncertainty, and are unnecessarily onerous, prescriptive and/or complicated.
18.	Residential chapter- policy 14.1.5.4	Delete policy 14.1.5.4.
19.	Residential chapter- objective 14.1.6 and policies 14.1.6.1, 14.1.6.5, 14.1.6.6, 14.1.6.7, and 14.1.6.8.	Amend objective 14.1.6 (comprehensive planning) and its associated policies to ensure any comprehensive planning process is certain and commercially realistic. Amend or delete the policies under objective 14.1.6 where these concern matters addressed by other chapters in the plan (e.g. transport, open space, etc).
20.	Residential chapter- built form standards 14.16.3.13 (ground floor habitable space and overlooking the street); 14.16.3.17 (Life-stage design); 14.16.3.18 (energy and water efficiency); and 14.16.3.10 (water supply for fire fighting).	Delete built form standards: 14.16.3.13 (ground floor habitable space and overlooking the street); 14.16.3.17 (Life-stage design); 14.16.3.18 (energy and water efficiency); and 14.16.3.10 (water supply for fire fighting).
21.	Residential chapter- urban design and Maori urban design principles 14.9.6.	Amend 14.9.6 to remove or amend proposed new provisions that increase uncertainty, and are unnecessarily onerous, prescriptive and/or complicated.
Planning Maps		
22.	Planning Map 18	Amend Map 18 to identify the subject land as a Residential New Neighbourhood zone (refer Schedule 1, Figure 1 below) Note- Floor level overlays may need to be added, pending the results of Council flood modelling.

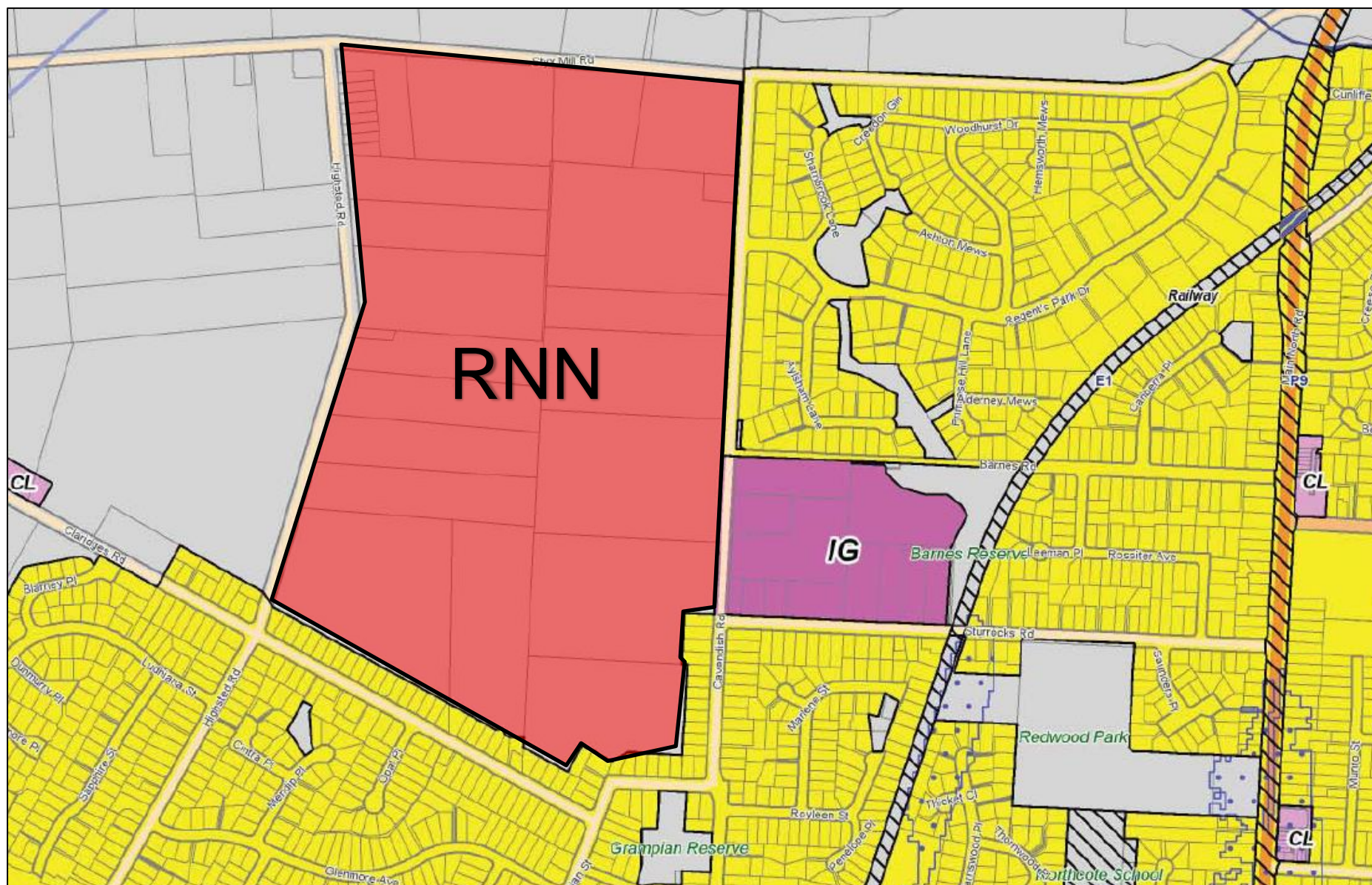


Figure 1. Proposed amendment to planning map 18

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11/4/2013

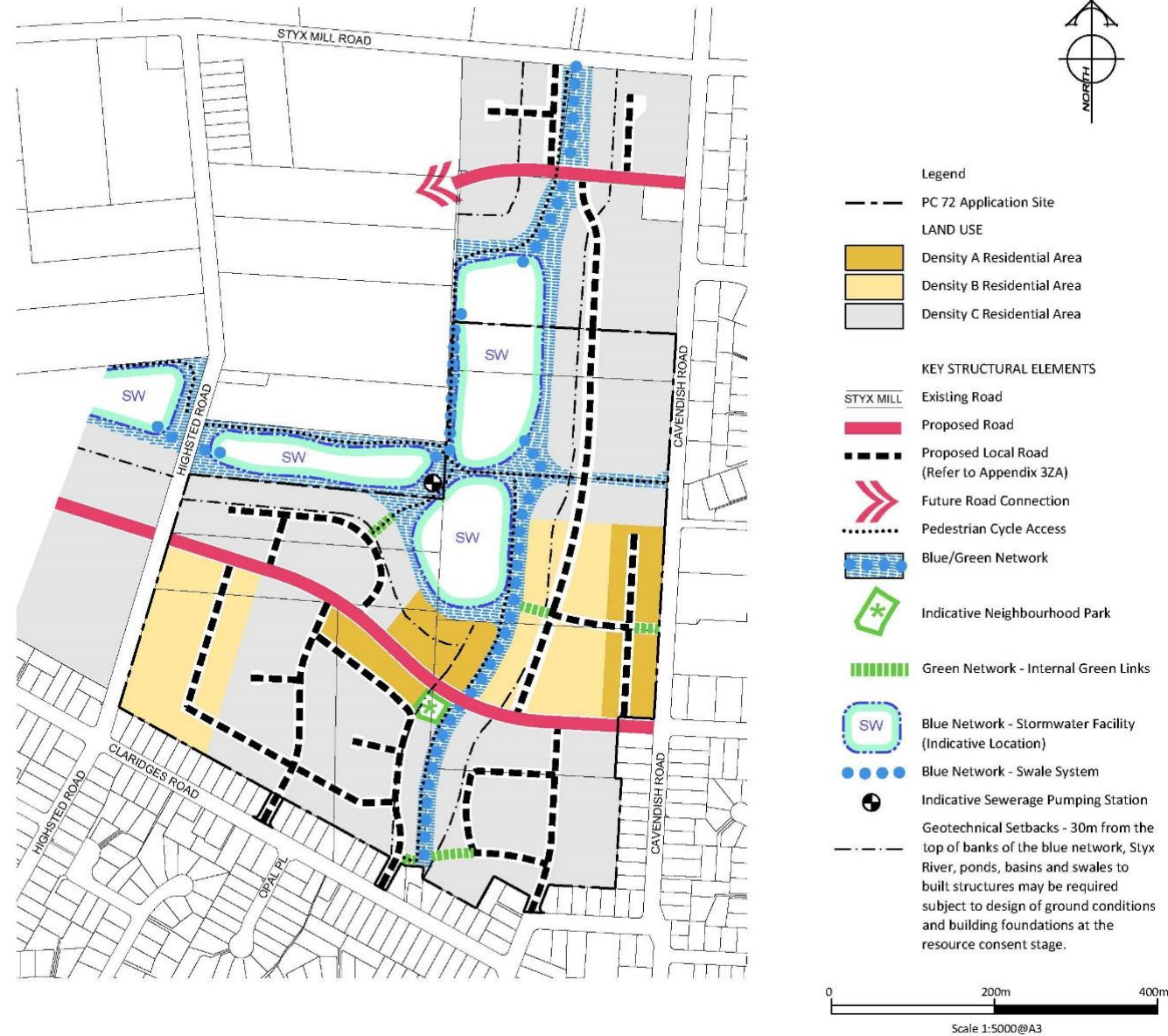
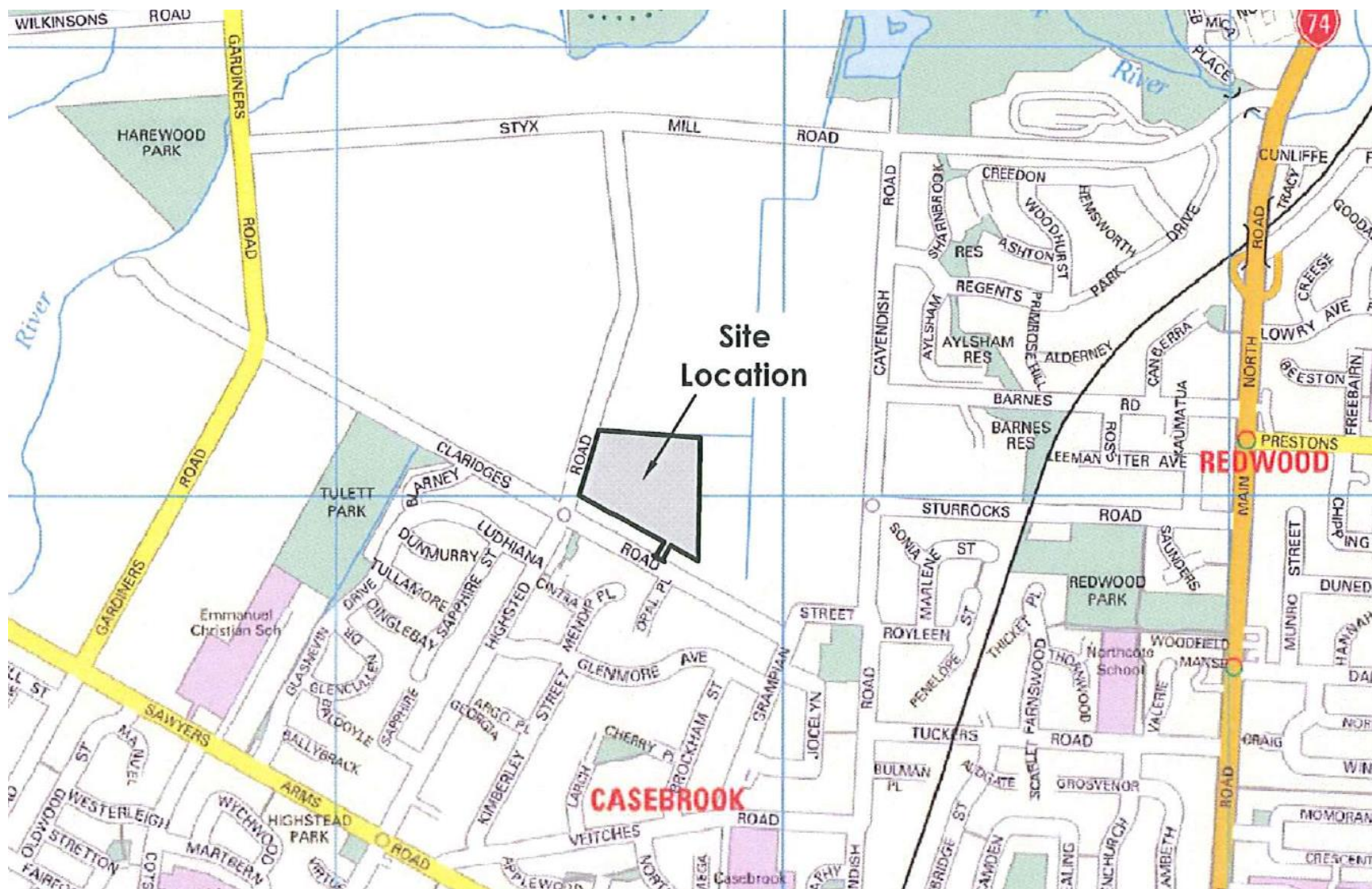


Figure 2. Proposed ODP for Highsted (Appendix 8.6.7)

Attachment 1. Location plan





Chapter 5 Natural Hazards (part)

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5.11.2 Additional information requirements for all resource consent applications for subdivision

5.11.3 Additional information requirements for applications for resource consents for land use activities in flat areas where a geotechnical report is required.

5.11.4 Additional information requirements for applications for resource consents within Port Hills and Banks Peninsula Slope Instability Management Areas

5.12 General procedure - Compliance with other chapters

5.13 Appendices

5.13.1 Liquefaction assessment areas in Christchurch

5.13.2 Liquefaction assessment areas on Banks Peninsula



5.1 Natural hazards objectives

5.1.1 Objective - Reduced risk

- a. Reduced risk to people, property, infrastructure and the environment from the effects of natural hazards, including:
 - i. intense rainfall events causing flooding from rivers, streams, overland flow and lakes;
 - ii. liquefaction during earthquake shaking;
 - iii. cliff collapse, rockfall or boulder roll, and mass movement;
 - iv. tsunami;
 - v. inundation from the sea and storm surge;
 - vi. coastal erosion;
 - vii. exacerbation of hazards (i) to (vi) through climate change and sea level rise; and
 - viii. multiple hazards consisting of combinations of the above.

5.1.2 Objective - Awareness of natural hazards

- a. Increased public awareness of the range and scale of natural hazard events that can affect the District.

5.1.3 Objective - Repair of earthquake damaged land

- a. Repair of earthquake damaged land used for residential purposes is facilitated as part of the recovery.

5.2 General natural hazards policies

5.2.1 Policy - Avoid development where there is unacceptable or intolerable risk

- a. Avoid new subdivision, use and development, particularly new urban zonings, where:
 - i. there is intolerable risk of loss of life or serious injury in the event of a natural hazard occurrence; or
 - ii. other potential adverse effects arising from a natural hazard event are serious and the natural hazard cannot be mitigated to an acceptable level.

5.2.2 Policy - Critical infrastructure

- a. Avoid new critical infrastructure locating where it is at risk of being affected by a significant natural hazard unless there is no reasonable alternative location, and infrastructure is designed,



maintained and managed to function to the fullest extent possible during and after natural hazard events.

5.2.3 Policy - Restrict land use to avoid or mitigate hazards

- a. Apply different levels of control on subdivision, use and development in areas at risk of natural hazards, depending on the level of risk, to ensure that the adverse effects of natural hazards are avoided or adequately mitigated.

5.2.4 Policy - Precautionary approach

- a. Adopt a precautionary approach to subdivision, use and development where:
 - i. there is uncertainty as to likelihood and scale of a natural hazard; or
 - ii. there are multiple natural hazards, with potential cumulative effects; or
 - iii. there is potential for serious or irreversible effects from a natural hazard.

5.2.5 Policy - Worsening, adding or transferring hazard

- a. Ensure that subdivision, use and development, or hazard mitigation proposals do not:
 - i. worsen the adverse effects of any known natural hazard;
 - ii. create a new hazard; or
 - iii. transfer or increase risk to other people, property, infrastructure or the environment.

5.2.6 Policy - Natural features providing hazard resilience

- a. Ensure that natural features which assist in avoiding or reducing the effects of natural hazards, such as natural ponding areas, coastal dunes, wetlands, waterway margins and riparian vegetation, are protected from inappropriate subdivision, use and development.

5.2.7 Policy - Awareness of natural hazards

- a. Ensure people are informed about the natural hazards relating to their properties and surrounding area.
- b. Encourage property owners to incorporate additional measures into the rebuild of earthquake damaged buildings beyond existing use rights to avoid or mitigate natural hazards affecting their property.

5.3 Policies for flooding

5.3.1 Policy - High flood hazard



- a. Avoid subdividing or developing new residential units, other habitable buildings, buildings for concentrations of people and additions to those buildings, in areas where there is a high flood hazard.

5.3.2 Policy - Flood protection works

- a. Avoid activities locating where they could undermine the integrity of the Waimakariri River primary stopbank system.
- b. Restrict activities locating where they could undermine the integrity of the Waimakariri River secondary stopbank system.
- c. Ensure that activities located near stopbank systems do not exacerbate or transfer flood risk elsewhere.

5.3.3 Policy - Protection of flood storage and overflow areas

- a. Maintain the flood storage capacity and function of natural floodplains, wetlands and ponding areas, including the Hendersons Basin, Cashmere Stream Floodplain, Hoon Hay Valley, Cashmere-Worsleys Ponding Area, Cranford Basin, and Lower Styx Ponding Area.
- b. Limit filling in urban areas at risk of flooding in a major flood event, where that filling activity could transfer risk to other properties.

5.3.4 Policy - Flood damage mitigation by raising floor levels

- a. Reduce potential flood damage by ensuring floor levels for new buildings or additions to buildings are above flooding predicted to occur in a major flood event, including an allowance for sea level rise.

Interim Policy for specific areas

- b. Provide for variations in minimum floor levels and their application only in the Waimakariri Stopbank Floodplain, within the Open Space 3D (Clearwater) zone, and around Te Waihora (Lake Ellesmere) and Wairewa (Lake Forsyth).

5.3.5 Policy - Repair of earthquake damaged land

- a. Facilitate recovery by enabling property owners to make immediate repairs to earthquake damaged land for residential purposes in areas at risk of flooding, where these repairs will have minimal adverse effects.

5.4 Policies for geotechnical hazard and risks for flat areas of the district



5.4.1 Policy - Geotechnical risk including liquefaction susceptibility

- a. In flat areas of the district ensure that geotechnical site suitability is assessed, including liquefaction susceptibility, before new areas are zoned for urban activities or where they are already zoned, before subdivision, use and development take place.
- b. Ensure that the level of assessment undertaken for subdivision reflects the potential scale and significance of the liquefaction hazard that could occur during ground shaking, acknowledging that some areas are more susceptible to these hazards than others.

5.4.2 Policy – Management of geotechnical risks on flat land

- a. Ensure subdivision, use and development is able to occur where geotechnical hazards have been appropriately identified and assessed and risks can be adequately remedied or mitigated.
- b. Avoid subdivision, use and development, where the risk arising from geotechnical hazard cannot be mitigated and the site would not be suitable for reasonable use.

5.5 Policies for slope instability areas

5.5.1 Policy - Areas subject to an intolerable risk to life-safety from potential cliff collapse

- a. Avoid subdivision, use and development at the top of and/or base of cliffs in areas subject to an intolerable risk to life-safety from the effects of cliff collapse.

5.5.2 Policy - Areas potentially affected by rockfall or boulder roll

- a. Avoid subdivision, use and development in areas subject to an intolerable risk to life-safety from the effects of rockfall or boulder roll.
- b. Control subdivision, use and development in areas subject to life-safety risk from the effects of rockfall or boulder roll, where the life-safety risk can be reduced to a tolerable level.

5.5.3 Policy - Areas potentially affected by mass movement

- a. Avoid subdivision, use and development in areas subject to an intolerable risk to life-safety from the effects of mass movement.
- b. Control subdivision, use and development in areas subject to a heightened risk from the effects of mass movement, where there is a potential for damage to property and infrastructure.

5.5.4 Policy - Slope instability in areas not already identified as cliff collapse, rockfall or mass movement (remainder of Port Hills and Banks Peninsula)



- a. In areas not already identified as subject to cliff collapse, rockfall or mass movement, require proposals for subdivision, use and development to be assessed by a geotechnical expert, to evaluate the type of hazard and level of risk to people and property from slope instability hazards, and only allow subdivision, use and development where risk can be reduced to an acceptable level.

5.5.5 Policy - Hazard mitigation works for slope instability in the Port Hills and across Banks Peninsula

- a. Avoid hazard mitigation works in areas of the Port Hills and across Banks Peninsula where cliff collapse or mass movement is likely to destroy or significantly damage such mitigation works, or where construction or maintenance of hazard mitigation works creates a safety hazard.
- b. Control hazard mitigation works for slope instability across all other areas of the Port Hills and Banks Peninsula, to ensure that hazard mitigation proposals:
 - i. are effective; and
 - ii. do not worsen any existing natural hazard; and
 - iii. do not transfer or increase the risk to other people, property, infrastructure or the environment.

5.6 Interim policy for coastal hazards (to be further considered in Phase 2 of the District Plan Review)

5.6.1 Policy - Climate change and sea level rise

- a. Avoid intensification of built development in areas that are projected to be subject to flooding and/or inundation as a result of the effects of climate change, including sea level rise.
- b. Limit intensification of development in locations where the effects of climate change, including sea level rise, are likely to result in decreasing levels of service from drainage or other infrastructure.

5.7 Policy - Multiple natural hazard areas

- a. Where multiple natural hazards have been identified on a site and result in an elevated overall risk profile, adopt a precautionary approach to subdivision, use and development.

5.8 Flood hazard rules

5.8.1 Residential zones - Activities and earthworks in Floor level and Fill Management Areas

5.8.1.1 Permitted activities

The activities listed below are permitted in all residential zones where the activity is located in a Flood Level and Fill Management Area subject to compliance with:

1. activity status rules and any standards specified elsewhere in the Plan for that activity, and
2. the standards specified in this Rule 5.8.1.1.

Activity		Activity specific standards
P1	New buildings located within <u>a Flood Level and Fill Management Area</u> the Fixed Minimum Floor Overlay , unless specified in P3, P4, P5 and P6 in Rule 5.8.1.1.	<p>a. Minimum floor levels shall be the highest of the following:</p> <ol style="list-style-type: none"> i. flooding predicted to occur in a 1 in 200-year <u>rainfall</u> event concurrent with a 1 in 20-year tidal event¹, including 1m sea level rise plus 400mm <u>freeboard</u>, as predicted by the relevant Christchurch City Council model and version identified in Table 5.8.1.1.a; or ii. flooding predicted to occur in a 1 in 200-year <u>tidal</u> event concurrent with a 1 in 20-year rainfall event², including 1m sea level rise plus 400mm <u>freeboard</u>, as predicted by the relevant Christchurch City Council model and version identified in Table 5.8.1.1.a; or iii. 12.3m above <u>Christchurch City Council Datum</u>. <p>(Link to table with floor levels)</p>
P2	Additions to existing buildings which increase the ground floor area of the building located within the Fixed Minimum Floor Overlay <u>a Flood Level and Fill Management Area</u> , except those specified in P4, P5 and P6 in Rule 5.8.1.1.	

Table 5.8.1.1.a Hydrologic and Hydraulic Models Used to Provide Minimum Floor Levels

Floor Level and Fill Management Area Catchment	Model	Version
Styx	Styx River Hydrologic and Hydraulic Model	R004
Avon	Avon River Hydrologic and Hydraulic Model	D13



Activity		Activity specific standards	
Heathcote		Heathcote River Hydrologic and Hydraulic Model	2012 Design
P3	Additions to existing buildings that do not increase the ground floor area of the building.	a. Nil	
P4	Additions which do not increase the ground floor area of an existing building by more than 25m ² within any continuous period of 10 years.	a. Nil	
P5	Garages of 40m ² or less in area, and any other accessory building of 25m ² or less in area.	a. Nil	
P6	Decks, swimming pools, and unenclosed buildings without floors.	a. Nil	
P7	Support structures for overhead transmission lines including lattice towers.	a. Nil	
P8	<u>Filling</u> for <u>residential building platforms</u> only to the extent necessary to achieve the minimum floor levels specified for P1 and P2 in Rule 5.8.1.1 for new buildings and for additions to buildings.	a. Nil	
P9	<u>Filling</u> or excavation associated with the maintenance of flood protection and bank erosion protection works; and the maintenance of existing drains or ponds.	a. Nil	
P10	<u>Filling</u> or excavation associated with permitted utilities, or their replacement, repair or maintenance.	a. Nil	
P11	Any other <u>filling</u> or excavation.	a. A maximum height of 0.3m of fill above ground, and 0.6m depth of excavation below	



Activity	Activity specific standards
	<p>ground; and</p> <p>b. A maximum volume of <u>filling</u> above ground level of 10m³ per site, and a maximum cumulative volume of <u>filling</u> and excavation of 25m³ per site, in each case within any continuous period of 10 years.</p>
<p>With regard to P1 and P2, irrespective of anything to the contrary in this Plan, recession plane breaches created directly by the need to raise floor levels to meet the minimum floor level standards set in Rule 5.8.1.1 are exempt from compliance with:</p> <p>Rule 14.2.3.6 Daylight Recession Planes - Residential Suburban Zone and Residential Suburban Density Transition Zone;</p> <p>Rule 14.3.3.5 Daylight Recession Planes - Residential Medium Density Zone; and</p> <p>Rule 14.6.3.5 Daylight Recession Planes - New Neighbourhood Zone.</p> <p>Recession plane breaches in excess of those created by the need to raise floor levels are not exempt from these rules.</p>	

Note: For filling or excavation (before 31 December 2018) for repair of land used for residential purposes and damaged by earthquakes, see [Rule 5.8.2](#).

¹ 1 in 200 year event = 0.5% AEP event; 1 in 20 year event = 5% AEP event.

² As for footnote 1.

5.8.1.2 Restricted discretionary activities

The activities listed below are restricted discretionary activities in all residential zones where the activity is located in a FloorLevelandFillManagementArea.

Activity	The Council's discretion shall be limited to the following matters:
<p>RD1 New buildings located within the Fixed Minimum Floor Overlay which do not meet the standards set out in P1 under Rule 5.8.1.1 and are not permitted by P3, P4, P5 or P6 in Rule 5.8.1.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<p>a. The setting of the minimum floor level of the building and/or addition.</p> <p>b. The frequency at which any proposed building or addition is predicted to be flooded and the extent of damage likely to occur in such an event.</p> <p>c. Any proposed mitigation measures, and their effectiveness and</p>



RD2	<p>New buildings not located within the Fixed Minimum Floor Overlay <u>which do not meet the standards set out in P1 under Rule 5.8.1.1</u> and <u>are</u> not permitted by P3, P4, P5 or P6 set out in Rule 5.8.1.1.</p> <p>Any application arising from this rule will not require written approvals and shall</p>	<p>environmental impact, including any benefits associated with flood management.</p> <p>d. Any adverse effects of the scale and nature of the building and its location in relation to neighbouring buildings, including effects on the privacy of neighbouring properties as a result of the difference between minimum and proposed floor levels, and effects on streetscape.</p>
RD3	<p>Additions to existing buildings located within the Fixed Minimum Floor Overlay, which increase the ground floor area of the building, but which do not meet the standards set out in Rule 5.8.1.1 - P2 and are not permitted by P4, P5 or P6 set out in Rule 5.8.1.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	
RD4	<p>Additions to existing buildings not located within the Fixed Minimum Floor Overlay, which increase the ground floor area of the building, but are not permitted by P4, P5 or P6 set out in Rule 5.8.1.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	
RD5	<p><u>Filling</u> or excavation which is not a permitted activity under P8, P9 or P10 set out in Rule 5.8.1.1, or <u>filling</u> or excavation that exceeds the standards in P11 set out in Rule 5.8.1.1.</p>	<p>a. The effects of <u>filling</u> or excavation on flooding, waterways, groundwater and natural ground levels on and/or off site, including:</p> <ul style="list-style-type: none"> i. Any likelihood of exacerbation of flooding, erosion, or siltation either upstream or downstream of the site. ii. Any adverse effects on other properties from disturbances to surface drainage patterns. iii. Effects on flood storage capacity and function in the immediate area,



		<p>and any wider effects on the flood storage in the catchment; and any effects on existing stormwater and flood protection works.</p> <ul style="list-style-type: none"> iv. Any implications for groundwater and the water table, on or off site. v. Any benefits associated with flood management. <ul style="list-style-type: none"> b. Any proposed mitigation measures, and their effectiveness and environmental impact. c. The effects of the scale and nature of the <u>filling</u> or excavation, and location in relation to neighbouring sites, including: <ul style="list-style-type: none"> i. Effects on privacy of neighbouring properties and effects on streetscape. ii. The stability of adjoining land, and its susceptibility to subsidence or erosion upon excavation or <u>filling</u> taking place. d. Effects on access, character, ecology and amenity, and on sites of archaeological and cultural value, including: <ul style="list-style-type: none"> i. Any adverse effects or benefits for public access, natural character, or ecology of waterways and wetland areas. ii. Any adverse effects on amenity values including dust nuisance, visual impact, noise, vibration and traffic associated with the <u>filling</u> or excavation. iii. Effects on sites of archaeological value including consideration of the need to impose an Accidental Discovery Protocol.
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5.8.1.3 Discretionary, non-complying and prohibited activities

Note: There are no discretionary, non-complying or prohibited activities in respect of Rule 5.8.1.

5.8.2 Repair of land used for residential purposes damaged by earthquakes within a Floor Level and Fill Management Area (provisions previously introduced under s27 Canterbury Earthquake Recovery Act to the Operative Plan).

5.8.2.1 Permitted activities

The activities listed below are permitted activities in Floor Level and Fill Management Areas provided the activity:

1. complies with all of the activity specific standards set out in a to j in P1 and P2 in Rule 5.8.2.1.
2. occurs in the Suburban Residential (except for the Suburban Residential Zone on the corner of Hendersons and Sparks Road), Medium Density Residential and New Neighbourhood zones only
3. is commenced prior to the expiry date of this rule on 31 December 2018

Activity		Activity specific standards
P1	Any <u>filling</u> or excavation activity undertaken to repair land used for residential purposes and damaged by the earthquakes, where any site or part of a site is located within a Floor Level and Fill Management Area unless specified by P2 in Rule 5.8.2.1.	<ol style="list-style-type: none"> a. Any <u>filling</u>, excavation or disturbance of soils shall not exceed the criteria in Table 1 or 2 under Rule 5.8.2.1. b. There shall be no <u>filling</u>, excavation or disturbance of soil within: <ol style="list-style-type: none"> i. 3m from any utility waterway to be piped; ii. 5m from any open utility waterway; iii. 7m from any environmental asset waterway; iv. 10m from any other waterway; and v. 20m from Mean High Water Springs except where works within these riparian area setbacks are permitted under the Canterbury Regional Council rules for repair to earthquake damaged land or where the earthworks are authorised by a land use consent granted by the Canterbury Regional Council. c. All <u>filling</u>, excavation or disturbance of soil: <ol style="list-style-type: none"> i. is not within the dripline of a listed heritage or notable tree; or ii. does not alter the finished ground level by more than 0.25m within 5m of the dripline of a listed heritage or notable tree; or iii. is not within an Ecological Heritage Site; or iv. is not at or within 5m of a listed heritage item, including items of significance to
P2	Any <u>filling</u> or excavation activity undertaken to repair land used for residential purposes and damaged by the earthquakes involving soil mixing, aggregate piers, or <u>grout</u> , where any site or part of a site is located within a Floor Level and Fill Management Area.	



Activity	Activity specific standards
	<p>tangata whenua, where the heritage item is on the same site.</p> <p>d. All <u>filling</u>, excavation or disturbance of soil greater than 10m³ in volume and 0.6m in depth or within the waterway setbacks at activity specific standard b in Rule 5.8.2.1 shall be undertaken in accordance with the Erosion and Sediment Control Guidelines for Small Sites and Section 6.1 of the Erosions and Sediment Control Guidelines (both prepared by Environment Canterbury).</p> <p>e. All <u>filling</u>, excavation or disturbance of soil greater than 0.3m in depth shall be in accordance with New Zealand Standard NZS 4431:1989 Code of Practice for Earth Fill for Residential Development. Certification is not required except as specified at activity specific standard g in Rule 5.8.2.1.</p> <p>f. All <u>filling</u>, excavation or disturbance of soil is to be undertaken in accordance with New Zealand Standard NZS 6803:1999 Acoustics – Construction Noise and DIN 4150 1999-02 Structural Vibration.</p> <p>g. For <u>filling</u>, excavation or disturbance of soil completed under Table 2 in Rule 5.8.2.1, PS-4 certification completed by a suitably qualified and experienced chartered geotechnical engineer must be provided to the Council within 3 months of the land repair being completed. This shall include as-built plans of the works.</p> <p>h. Land repair works involving mixing or insertion of <u>grout</u> shall not involve:</p> <ol style="list-style-type: none"> mixtures with a flow time greater than 30 seconds when tested in accordance with the <u>grout</u> flow test at NZS 3112: Part 1:1986 (Test 3) or a flowable concrete/ <u>grout</u> including cement and inert additives which exceed a diameter of 300mm when tested in accordance with the inverted cone test at NZS 3112: Part 1:1986 (Test 11) except for in-situ mixing; or <u>pressurised injection</u> of <u>grout</u> into the ground. <p>i. Where <u>grout</u> is deposited into land:</p>



Activity	Activity specific standards
	<ul style="list-style-type: none"> i. using in-situ mixing the <u>grout</u> shall be mixed evenly through the augured soil column and the percentage of <u>grout</u> within the augured soil column shall not exceed 20%; or ii. Where <u>grout</u> is deposited into land using methods other than in-situ mixing, the percentage of cement in the dry <u>grout</u> mixture shall not exceed 30%. j. Land repair materials shall consist only of: <ul style="list-style-type: none"> i. soil, gravel, rocks, concrete, sand, silt (such as exists on site already), or clean, inert material; or ii. cement and/or bentonite <u>grout</u> including inert additives.

Table 1: Standards where the land repair and earthworks are not designed, supervised or certified by a Chartered Professional Engineer with experience in geotechnical engineering.

	Column A Max. Volume (Cumulative)	Column B Max. depth (m)	Column C Max. depth of fill (m) [below ground level]	Column D Fill (m) [above ground level]	Column E Setback from boundary
P1	50m³/site	0.6	0.6	0.3 max. depth; and 10 m³/site max. volume	Setback from boundary must be equivalent to or greater than the depth of <u>filling</u> or excavation.
P2	10m³/site	1.0	1.0	0.3m max. depth	

Table 2: Standards where the land repair and earthworks are designed, supervised or certified by a Chartered Professional Engineer with experience in geotechnical engineering.

	Column A Max. Volume (Cumulative)	Column B Max. depth (m)	Column C Max. depth of fill (m) [below ground level]	Column D Fill (m) [above ground level]	Column E Setback from boundary
P1	250m³/site	2.0	2.0	0.3 max. depth; and 10m³/site max. volume	Nil

P2	250m³/site , where not more than 50m³ may be <u>grout</u>	4.0	4.0	Nil	1.5m
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5.8.2.2 Restricted discretionary activities

The activities listed below are a restricted discretionary activity. Discretion to grant or decline consent or impose conditions is restricted to the matters for discretion identified below.		
Activity		The Council's discretion shall be limited to the following matters:
RD1	<p>Any <u>filling</u> or excavation undertaken to repair land used for residential purposes damaged by earthquakes that does not comply with P1 or P2 set out in Rule 5.8.2.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	The matters for discretion reserved for RD5 set out in Rule 5.8.1.2 .

5.8.2.3 Discretionary, non-complying and prohibited activities

Note: There are no discretionary, non-complying or prohibited activities in respect of Rule 5.8.2.

5.8.2.4 Exemptions to Rules 5.8.2.1 and 5.8.2.2

- a. Works involving the establishment, repair or replacement of any permitted utilities or the maintenance of existing drains or ponds by a utility operator.
- b. Works permitted by a building consent do not require resource consent under Rules [5.8.2.1](#) or [5.8.2.2](#) where;
 - i. they comply with the criteria in column D of Tables 1 and 2 in [Rule 5.8.2.1](#) controlling fill above ground level in Floor Level and Fill Management Areas; or
 - ii. they are designed, supervised and certified by a Chartered Professional Engineer with experience in geotechnical engineering, including where they exceed the criteria at columns A,



- B, C or E of Tables 1 and 2 in [Rule 5.8.2.1](#); or
- iii. they comply with activity specific standards b – j of P1 and P2 in [Rule 5.8.2.1](#); or
 - iv. for the purposes of this rule, the building consent platform extends to a maximum of 2.5m from the exterior wall of an enclosed structure or support structures of open structures.
- c. Testing or investigation preceding land repairs or remediation as a result of land damaged by earthquakes is permitted provided it meets the activity specific standards b, c, e, f, h and i of P1 and P2 in [Rule 5.8.2.1](#).
 - d. Filling or excavation associated with the maintenance of flood protection works.
 - e. Post holes for the erection of fences or for permitted or approved buildings and signs.
 - f. Planting holes for trees and plants.

Advice Notes:

- 1. Where the earthworks are associated with the repair of land damaged by earthquakes and used for residential purposes in the zones listed in [Rule 5.8.2.1](#), [Rule 5.8.2](#) substitutes for all other earthworks rules in this Plan.
- 2. For the purposes of this rule, “repair of land used for residential purposes damaged by earthquakes” does not include repair of land on the Port Hills or Banks Peninsula.
- 3. Those intending to do land repair earthworks are responsible for complying with the [National Environmental Standard \(NES\) for Assessing and Managing Contaminants in Soil to Protect Human Health \(2011\)](#). Such persons should contact the Christchurch City Council or Environment Canterbury to find out whether their land has been used for hazardous activities which might trigger the need for compliance with the [NES](#).
- 4. Any vegetation removed during land repairs should not be replaced with pest species as listed in Appendix 1 to the [Infrastructure Design Standard](#) (Part 10). The Council prefers that replanting occurs in accordance with its Streamside Planting Guideline to ensure bank stability is not compromised.
- 5. Information regarding the disposal of excavated material and the Standards and Guidelines referenced in the rule is available from the Council.
- 6. Measurement of volume shall include only areas which have been disturbed, including by filling, excavation, soil mixing or injection of materials. Soil above or between these areas which remains undisturbed does not form part of the allowable volume, including where those undisturbed soils are compacted or otherwise altered by the works.
- 7. The injection of grout under pressure should be undertaken by competent practitioners in line with current best practice guidelines. The practitioner should be aware of buried services when undertaking works.

5.8.3 Commercial and industrial zones - Activities and earthworks in Floor Level and Fill Management Areas

5.8.3.1 Permitted activities



The activities listed below are permitted activities in all commercial and industrial zones where the activity, is located in a FloorLevelandFillManagementArea subject to compliance with:

1. activity status rules and any standards specified elsewhere in the Plan for that activity, and
2. the standards specified in this Rule 5.8.3.1

Activity		Activity specific standards
P1	New buildings located within the Fixed Minimum Floor Overlay, unless specified in P3 and P4 as set out in Rule 5.8.3.1.	<p>a. Minimum floor levels shall be the highest of the following:</p> <ul style="list-style-type: none"> i. flooding predicted to occur in a 1 in 200-year <u>rainfall</u> event concurrent with a 1 in 20-year tidal event³, including 1m sea level rise plus 400mm <u>freeboard</u>, as predicted by the relevant Christchurch City Council model and version identified in Table 5.8.3.1.a; or ii. flooding predicted to occur in a 1 in 200-year <u>tidal</u> event concurrent with a 1 in 20-year rainfall event⁴, including 1m sea level rise plus 400mm <u>freeboard</u>, as predicted by the relevant Christchurch City Council model and version identified in Table 5.8.3.1.a; or iii. 12.3m above <u>ChristchurchCityCouncil Datum</u> <p>Link to table with floor levels</p>
P2	Additions to existing buildings located within the Fixed Minimum Floor Overlay, which increase the ground floor area of the building unless specified in P4 in Rule 5.8.3.1.	

Table 5.8.3.1.a Hydrologic and Hydraulic Models Used to Provide Minimum Floor Levels

FMA Catchment	Model	Version
Styx	Styx River Hydrologic and Hydraulic Model	R004
Avon	Avon River Hydrologic and Hydraulic Model	D13
Heathcote	Heathcote River Hydrologic and Hydraulic Model	2012 Design

P3	Additions to existing buildings that do not increase the ground floor area of the building.	a. Nil
P4	Additions which do not increase the ground floor area of an existing building by more than 25m ² within	a. Nil



Activity		Activity specific standards
	any continuous period of 10 years.	
P5	Support structures for overhead transmission lines including lattice towers.	a. Nil
P6	<u>Filling</u> for building platforms only to the extent necessary to achieve the minimum floor levels specified in P1 and P2 in Rule 5.8.3.1, for new buildings and for additions to existing buildings.	a. Nil
P7	<u>Filling</u> or excavation associated with the maintenance of flood protection and bank erosion protection works; and the maintenance of existing drains or ponds.	a. Nil
P8	<u>Filling</u> or excavation associated with permitted utilities, or their replacement, repair or maintenance.	a. Nil
P9	Any other <u>filling</u> or excavation.	a. A maximum height of 0.3m of fill above ground, and 0.6m depth of excavation below ground, and b. A maximum volume of <u>filling</u> above ground level of 20m ³ per site, and a maximum cumulative volume of <u>filling</u> and excavation of 50m ³ per site in each case within any continuous period of 10 years.

³1 in 200 year event = 0.5% AEP event; 1 in 20 year event = 5% AEP event.

⁴ As for footnote 3.

5.8.3.2 Restricted discretionary activities

The activities listed below are restricted discretionary activities in all commercial or industrial zones where the site or part of the site is located in a FloorLevelandFillManagementArea.

Activity	The Council's discretion shall be limited
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		to the following matters:
RD1	<p>New buildings located within the Fixed Minimum Floor Area Overlay which do not meet the standards specified for P1 as set out in Rule 5.8.3.1 and are not permitted by P3 or P4 of Rule 5.8.3.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<p>a. The setting of the minimum floor level of the building and/or addition.</p> <p>b. The frequency at which any proposed building or addition is predicted to be flooded and the extent of damage likely to occur in such an event.</p> <p>c. Any proposed mitigation measures, and their effectiveness and environmental impact, including any benefits associated with flood management.</p> <p>d. Any adverse effects of the scale and nature of building and/or addition and its location in relation to neighbouring buildings, including effects on privacy of neighbouring properties as a result of the difference between minimum and proposed floor levels, and effects on streetscape.</p>
RD2	<p>New buildings not located within the Fixed Minimum Floor Area Overlay and which are not permitted by P3 or P4 of Rule 5.8.3.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	
RD3	<p>Additions to existing buildings located within the Fixed Minimum Floor Area Overlay which increase the ground floor area of the building, but which do not meet the standards specified for P2 set out in Rule 5.8.3.1 and are not permitted by P4 of Rule 5.8.3.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	
RD4	<p>Additions to existing buildings not located within the Fixed Minimum Floor Area Overlay which increase the ground floor area of the building and are not permitted by P4 of Rule 5.8.3.1.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	
RD5	<p>Filling and excavation which is not a permitted activity under P6, P7, or P8 set out in Rule 5.8.3.1 or filling and excavation which exceeds the standards</p>	
		<p>a. The effects of filling or excavation on flooding, waterways, groundwater and natural ground levels on and/or off site, including:</p>



Activity	The Council's discretion shall be limited to the following matters:
<p>in P9 of Rule 5.8.3.1.</p>	<ul style="list-style-type: none"> i. Any likelihood of exacerbation of flooding, erosion, or siltation either upstream or downstream of the site. ii. Any adverse effects on other properties from disturbances to surface drainage patterns. iii. Effects on flood storage capacity and function in the immediate area, and any wider effects on the flood storage in the catchment; and any effects on existing stormwater and flood protection works. iv. Any implications for groundwater and the water table, on or off site. v. Any benefits associated with flood management. b. Any proposed mitigation measures, and their effectiveness and environmental impact. c. The effects of the scale and nature of the <u>filling</u> or excavation, and location in relation to neighbouring sites, including: <ul style="list-style-type: none"> i. Effects on privacy of neighbouring properties and effects on streetscape. ii. The stability of adjoining land, and its susceptibility to subsidence or erosion upon excavation or <u>filling</u> taking place. d. Effect on the reasonable use of the site. e. Effects on access, character, ecology and amenity and sites of archaeological and cultural value, including: <ul style="list-style-type: none"> i. Any adverse effects or benefits for public access, natural character, or ecology of waterways and wetland areas. ii. Any adverse effects on amenity values including dust nuisance, visual impact, noise, vibration and traffic associated with the <u>filling</u> or excavation.

<p>Activity</p>	<p>The Council's discretion shall be limited to the following matters:</p> <ul style="list-style-type: none"> iii. Effects on sites of archaeological value including consideration of the need to impose an Accidental Discovery Protocol.
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5.8.3.3 Discretionary, non-complying and prohibited activities

Note: There are no discretionary, non-complying or prohibited activities in respect of [Rule 5.8.3](#).

5.9 Liquefaction rules

[Click here for Planning Maps](#)

[Click here for Liquefaction assessment area maps](#)

5.9.1 Permitted activities - Liquefaction Assessment Areas 1 and 2

Note: ~~There are no~~ All activities are permitted activities in respect of Rule 5.9, except where they are specified as requiring resource consent under rules 5.9.2 and 5.9.3.

5.9.2 Restricted discretionary activities - Liquefaction Assessment Areas 1 and 2

The activities listed below are restricted discretionary activities in any zone within the area shown on the Planning Maps as “Liquefaction Assessment Areas 1 and 2” and are subject to compliance with any standards specified elsewhere in the Plan for that activity.

Note for clarification: Liquefaction is a process that can occur during strong earthquake shaking which causes loss of stiffness and strength in generally loosely consolidated fine grained water saturated soils and can result in ground damage from lateral spreading, settlement, ground cracking, sand boils and deposition of sediment, as well as localised flooding.

For all resource consent applications under Rule 5.9.2 a geotechnical assessment is required to be undertaken by a Chartered Professional Engineer with experience in geotechnical engineering or a Professional Engineering Geologist (IPENZ registered). Assessments must provide the relevant information set out in [Clause 5.11](#) for resource consent applications in areas of liquefaction potential, and address the relevant matters set out below for which discretion is restricted.



	Activity	The Council's discretion shall be limited to the following matters which are in addition to those matters of discretion stated for these activities elsewhere in this Plan:
RD1	<p>Any subdivision which creates an additional vacant lot or lots.</p> <p>Any resource consent application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<ul style="list-style-type: none"> a. All matters which discretion has been reserved over for restricted discretionary activity subdivision in Chapter 8 (Subdivision). b. The nature and extent of the liquefaction hazard identified for the site. c. Techniques proposed for mitigation of the effects of any liquefaction hazard identified, including but not limited to: <ul style="list-style-type: none"> i. Measures proposed for ground strengthening and foundation design, and the ability of these proposals to be incorporated into the subdivision consent as conditions. ii. Any geotechnical setbacks provided in relation to size of any waterway or waterbody, or alternatively, ground strengthening or other proposed engineering or geotechnical solutions to address any identified potential for lateral spread. d. The layout of the subdivision with respect to the extent of liquefaction hazard, including: <ul style="list-style-type: none"> i. The proposed location of earthworks, servicing and building platforms in regard to the liquefaction hazards identified including, where appropriate: <ul style="list-style-type: none"> A the location of services and buildings where there is liquefaction susceptibility variability across the site; and B the ability to relocate services affected by liquefaction to more desirable locations. e. The suitability of the site for the range of uses anticipated, given the nature and extent of any geotechnical constraints identified and mitigation measures proposed. f. The overall effect on the reasonable use of the site. g. Potential environmental effects of any mitigation measures on adjoining sites.



Note: See Clause 5.11 for additional information requirements in respect to liquefaction potential, for all applications for subdivision, and for all resource consent applications for land use activities where a geotechnical report is required.

5.9.3 Restricted discretionary activities - Liquefaction Assessment Area 1

The activities listed below are restricted discretionary activities in any zone within the area shown on the [Planning Maps](#) as "Liquefaction Assessment Area 1" and are subject to compliance with any standards specified elsewhere in the Plan for that activity.

Note for clarification: Liquefaction is a process that can occur during strong earthquake shaking which causes loss of stiffness and strength in generally loosely consolidated fine grained water saturated soils and can result in ground damage from lateral spreading, settlement, ground cracking, sand boils and deposition of sediment, as well as localised flooding.

For all resource consent applications under Rule 5.9.3 a geotechnical assessment is required to be undertaken by a Chartered Professional Engineer with experience in geotechnical engineering or a Professional Engineering Geologist (IPENZ registered). Assessments must provide the relevant information set out in Clause 5.11 for resource consent applications in areas of liquefaction potential, and address the relevant matters set out below for which discretion is restricted.

	Activity	The Council's discretion shall be limited to the following matters which are in addition to those matters of discretion stated for these activities elsewhere in this Plan:
RD2	<p>Any activity located on a site with an area of 1500m² or more, qualifying as a restricted discretionary activity under any of the following residential rules:</p> <ol style="list-style-type: none"> Enhanced Development Mechanism - Rule 14.7.2.1 RD1, RD2; Community Housing Redevelopment Mechanism - Rule 14.8.2.1 RD1, RD2; Residential Suburban Zone and Residential Suburban Density Transition Zone - Rule 14.2.2.3 RD7, RD8, RD9; New Neighbourhood Zone - Rule 14.6.2.3 RD5; Residential Medium Density Zone - 	<ol style="list-style-type: none"> The nature and extent of the liquefaction hazard identified for the site. The siting and layout of buildings, carparking areas, access and services proposed for the site, including the ability to locate buildings and services on land of lesser liquefaction potential where there is variability across the site. Techniques proposed for mitigation, including, but not limited to, measures for ground strengthening and foundation design. The effectiveness and environmental

	<p>Activity</p> <p>Rule 14.3.2.3 RD7;</p> <p>6. Residential Banks Peninsula Zone - Rule 14.4.2.3 RD3;</p> <p>7. Residential Conservation Zone - Rule 14.5.2.3 RD3.</p> <p>Resource consent application/s arising from this rule in respect to the Enhanced Development Mechanism or the Community Housing Redevelopment Mechanism will not require written approvals and shall not be publicly or limited notified.</p>	<p>The Council's discretion shall be limited to the following matters which are in addition to those matters of discretion stated for these activities elsewhere in this Plan:</p> <p>impact of any mitigation measures proposed.</p>
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Note: See Clause [5.11](#) for additional information requirements in respect to liquefaction potential, for all applications for subdivision, and for all resource consent applications for land use activities where a geotechnical report is required.

5.9.4 Discretionary, non-complying and prohibited activities - Liquefaction Assessment Areas 1 and 2

Note: There are no discretionary, non-complying or prohibited activities in respect of Rule 5.9.

5.10 Port Hills and Banks Peninsula slope instability rules

[Click here for Planning Maps](#)

5.10.1 Activity status for Port Hills and Banks Peninsula Slope Instability Management Areas

The activities listed below have the activity status listed within each slope instability management area, and are subject to compliance with any standards specified elsewhere in the Plan for that activity.



For all resource consent applications under [Rule 5.10.1](#) a geotechnical assessment is required to be undertaken by a Chartered Professional Engineer with experience in geotechnical engineering or a Professional Engineering Geologist (IPENZ registered). Assessments must provide the relevant information set out in [Clause 5.11.4](#) for resource consent applications in slope instability management areas, and address the relevant assessment matters below.

The design of rockfall protection structures, must be carried out by a Chartered Professional Engineer with specific experience in the investigation, design and/or construction of rockfall protection structures, who has registered with the Christchurch City Council.

Slope Instability Management Areas							
Activity	Cliff Hazard Mgmt Area 1	Cliff Hazard Mgmt Area 2	Rockfall Hazard Mgmt Area 1	Rockfall Hazard Mgmt Area 2	Mass Movement Hazard Mgmt Area 1	Mass Movement Hazard Mgmt Areas 2 & 3	Remainder of Port Hills and Banks Peninsula Slope Instability Mgmt Area
Key: P = Permitted; RD = Restricted Discretionary; D = Discretionary; NC = Non-complying; PR = Prohibited.							
a. Subdivision	PR1/NC1*	NC2	NC3	D1	NC4	D2	RD1
b. Earthworks except as provided in activities c, d and g in Rule 5.10.1	PR2	NC5	NC6	D3	NC7	D4	PHASE 2 REVIEW
c. <u>Hazard mitigation works</u> , including earthworks associated with those works unless provided for in d.	PR3	NC8	D5	D6	NC9	D7	RD2
d. <u>Hazard mitigation works</u> to protect <u>infrastructure</u> including earthworks associated with those works.	D8 includes works to protect Brittan Terrace Port related activities.	D9	D10	D11	D12	D13	RD3
e. Demolition of	D14	D15	D16	D17	D18	D19	P1



	buildings							
f.	Repair of roads and other <u>infrastructure</u> .	D20	D21	P2	P3	D22	P4	P5
g.	Retaining walls which are both less than 6m ² in area and less than 1.8m in height including earthworks associated with those works.	P6	P7	P8	P9	P10	P11	P12
h.	Any building or structure not listed in activities a to g of Rule 5.10.1.	PR4	NC10	NC11	D23	NC12	D24	PHASE 2 REVIEW
i.	Any other activity not otherwise listed in this table.	NC13	NC14	NC15	D25	NC16	D26	PHASE 2 REVIEW

* Prohibited where site subject to proposed subdivision is solely located within Cliff Hazard Management Area¹; non-complying activity where it is proposed to subdivide off land within Cliff Hazard Management Area 1 from an area of land not within Cliff Hazard Management Area 1.

Any resource consent application arising from RD1, RD2 and RD3 set out in Rule 5.10.1 above will not require written approvals and shall not be publicly or limited notified.

Note: See Clause [5.11.4](#) for additional information requirements for all resource consent applications within Port Hills and Banks Peninsula Slope Instability Management Areas.

5.10.2 Remainder of Port Hills and Banks Peninsula Slope Instability Management Areas - RD1, RD2 and RD3 matters of discretion

- a. The Council's discretion shall be limited to the following matters:
 - i. With respect to subdivision applications: All matters which discretion has been limited to for restricted discretionary activity subdivision in [Chapter 8](#).
 - ii. The nature and extent of the natural hazard and the associated risks posed to subdivision, use and development, both on and off site.
 - iii. The nature and scale of any existing or proposed development, including engineering works, and its design, effects and levels of risk.



- iv. Proposed hazard mitigation works, the effects on levels of risk and proposed monitoring procedures and maintenance.
- v. Suitability of proposed building platforms and access to the site.
- vi. The visual impact of any proposed earthworks or hazard mitigation/protection works.
- vii. Drainage and sediment control measures, both during and after the development.

5.10.3 Slope Instability Management Areas – D5 (Discretionary Activity 5) to D26 (Discretionary Activity 26) assessment matters for land use resource consent applications

- a. The land use activities listed in [Rule 5.10.1](#) as discretionary activities will be assessed against the relevant assessment matters below, together with other matters specified in section 104 of the Resource Management Act 1991.
 - i. The risk to life, property and the environment posed by the natural hazard, either on the site of the activity, or elsewhere such as downhill.
 - ii. The extent to which [hazard mitigation works](#), or conditions on the activity, would enable the effects of the hazard, either on site or elsewhere, to be remedied or mitigated.
 - iii. The suitability of the site for the activities proposed.
 - iv. Whether or not the work would be carried out under the supervision of either a Chartered Professional Engineer with experience in geotechnical engineering or a Professional Engineering Geologist (IPENZ registered).
 - v. For hazard mitigation measures, whether the works:
 - A can be shown, based on evaluation by a Chartered Professional Engineer with experience in geotechnical engineering, using best practice methods, to increase the stability of land and/or protect structures and buildings and their occupants;
 - B can be shown, based on evaluation by a Chartered Professional Engineer with experience in geotechnical engineering, using best practice methods, to reduce risk to life to a tolerable level, including the extent to which an [Annual Individual Fatality Risk](#) of 10^{-4} (1 in 10,000) or better can be achieved;
 - C will have appropriate monitoring procedures applied, with inspections and maintenance undertaken and reported to the Council.
 - vi. The extent to which the activity or works will lead to removal of vegetation or topsoil, or modification of ecosystems or natural character, or adverse landscape and visual effects.
 - vii. The extent to which the activity or works would impact on recreational access, where available, or historical or cultural heritage.

5.10.4 Slope Instability Management Areas - D1 (Discretionary Activity 1) to D13 (Discretionary Activity 13) assessment matters for subdivision or earthworks resource consent applications

- a. Where subdivision or earthworks are listed in [Rule 5.10.1](#) as Discretionary Activities, they will be



assessed against the relevant assessment matters below together with other matters specified in



section 104 of the Resource Management Act 1991.

- i. The implications of any proposed works on hydrological and geological features, both underlying and surface and on site and on adjoining sites.
- ii. The nature, extent and implications of hazards relevant to the site e.g. slope instability or stream bank erosion.
- iii. The effectiveness of mitigation measures proposed, and whether they will lower risk to an acceptable level.
- iv. The design of proposed works including buildings and retaining walls, and access roads.
- v. The nature of any existing or proposed fill or earthworks, engineering design, and their effects on the stability of the site and adjacent sites.
- vi. Effects of development on surface and subsurface drainage patterns and stormwater management.
- vii. The adequacy of drainage and sediment control measures; for example, the extent to which the works will retain excavations as soon as possible, drain stormwater into an approved stormwater system, and when excavating, be undertaken outside of periods of water saturation.
- viii. The ability of the site to accommodate specific, stable, accessible and serviceable building platforms for each site.
- ix. The extent to which the works will lead to removal of vegetation or topsoil, or modification of ecosystems or natural character, or adverse landscape and visual effects.
- x. The extent to which the activity or works would impact on recreational access, where available, or historical or cultural heritage.
- xi. Any planting proposed and the usefulness of that planting as a mitigation measure.

5.11 General procedures - Information requirements

5.11.1 Information requirements for all plan changes

Liquefaction potential

- a. Plans and accompanying information will be required to show the results of a geotechnical site suitability assessment, in accordance with the densities, depths, methods and reporting specified for plan changes, in Ministry of Business, Innovation and Employment (MBIE) (December 2012): Part D of "Guidance: Repairing and rebuilding houses affected by the Canterbury Earthquakes": Guidelines for the geotechnical investigation and assessment of subdivisions in the Canterbury region: Minimum requirements for geotechnical assessment for land development ('flatland areas' of the Canterbury region). This will be required to include an indication of liquefaction susceptibility across the site in terms of performance characteristics, as well as a broad classification of the land in accordance with those guidelines. The level of investigation should correspond with the scale and significance of the hazard and the requirements of the MBIE guidelines. Plans and information shall also:
 - i. identify any areas which require particular ground strengthening or other mitigation measures, and recommendations for such mitigation;
 - ii. identify any areas which should be excluded from built development, due to geotechnical constraints, or which require geotechnical setbacks, including areas near the edges of rivers,



streams, lakes, wetlands, stormwater detention areas and swales where lateral spread may occur;

- iii. indicate any options and recommended locations for the proposed land uses, transport features and other infrastructure recommended by the geotechnical engineer.
- b. All geotechnical reports with respect to liquefaction potential are to be prepared by a Chartered Professional Engineer with experience in geotechnical engineering, or a Professional Engineering Geologist (IPENZ registered), and should contain all relevant geotechnical information, presented in both a factual and interpretive manner.

Advice Notes

- 1. The Council reserves the right to obtain peer reviews of geotechnical reports.
- 2. The Council encourages the provision of geotechnical data and assessments to the Canterbury Geotechnical Database.

5.11.2 Additional information requirements for all resource consent applications for subdivision

5.11.2.1 Liquefaction Assessment Areas 1 and 2

Liquefaction potential

- a. At subdivision consent application stage, detailed liquefaction susceptibility assessment and reporting will be required in accordance with the densities, depth, methods and reporting specified in Ministry of Business, Innovation and Employment (December 2012): Part D of "Guidance: Repairing and rebuilding houses affected by the Canterbury Earthquakes": Guidelines for the geotechnical investigation and assessment of subdivisions in the Canterbury region: Minimum requirements for geotechnical assessment for land development ('flatland areas' of the Canterbury region).
- b. Subdivision consent applications will be required to include sufficient information and proposed measures to satisfy the Council that liquefaction risk (if present) can be adequately avoided, remedied or mitigated, including the potential effects of lateral spread within 200 metres of the edges of rivers, streams, lakes, wetlands, stormwater detention areas and swales.
- c. Subdivision plans shall show:
 - i. any areas which require particular ground strengthening or other mitigation measures, and recommendations for such mitigation;
 - ii. any areas which should be excluded from built development due to geotechnical constraints, or which require geotechnical setbacks; and
 - iii. any features of subdivision layout recommended by the geotechnical engineer, for example any recommended locations for proposed land uses, transport features and other infrastructure as a result of geotechnical constraints.
- d. All geotechnical reports with respect to liquefaction potential are to be prepared by a Chartered Professional Engineer with experience in geotechnical engineering, or a Professional Engineering Geologist (IPENZ registered), and should contain all relevant geotechnical information, presented in both a factual and interpretive manner.



- e. Where land within Liquefaction Assessment Area 2 is to be subdivided, it is likely to require a lower level of detail of geotechnical assessment than for Liquefaction Assessment Area 1. The density of deep investigation and mix of methods used in characterisation should be appropriate to the geomorphology of the site, the scale of the proposed development, the importance of the infrastructure and the nature of the community facilities planned for the site, and the level of risk to people and property arising from structural failure. More detailed assessment may be required where visual assessment and reasonable enquiry suggests that the land or parts of the land should be subject to the same level and intensity of deep geotechnical investigation as for Liquefaction Assessment Area 1.

Other geotechnical risks

- f. All applications for subdivision consent will be required to include assessment and reporting on normal geotechnical investigations for the purpose of evaluating all other potential geotechnical risks, including information on soil types, static bearing capacities, settlements, stability, and section 106 of the Act matters.

Advice notes:

1. The Christchurch City Council has subdivision guidance entitled Subdivision Bulletin 23.2. May 2013 "Geotechnical Assessment to Satisfy Section 106 of the Act matters". The Council's Infrastructure Design Standard includes a chapter on geotechnical requirements for the design and construction of infrastructural assets.
2. The Council reserves the right to obtain peer reviews of geotechnical reports.
3. The Council encourages the provision of geotechnical data and assessments to the Canterbury Geotechnical Database.

5.11.3 Additional information requirements for resource consent applications for land use activities in flat areas where a geotechnical report is required.

Liquefaction potential

- a. Applicants will be required to supply the results of a detailed geotechnical investigation and interpretation. The level of investigation should correspond with the scale and significance of the liquefaction hazard. Plans and information shall:
 - i. identify any areas which require particular ground strengthening or other mitigation measures, and recommendations for such mitigation;
 - ii. identify any areas which should be excluded from built development, due to geotechnical constraints, or which require geotechnical setbacks, including areas near the edges of rivers, streams, lakes, wetlands, stormwater detention areas and swales where lateral spread is likely to occur; and
 - iii. indicate any options and recommended locations for the proposed land use, transport features and other infrastructure recommended by the geotechnical engineer.
- b. All geotechnical reports in respect of liquefaction potential are to be prepared by a Chartered Professional Engineer with experience in geotechnical engineering or a Professional Engineering

Geologist (IPENZ registered), and should contain all relevant geotechnical information, presented in both a factual and interpretive manner.

Advice notes:

1. Where land is within the area shown on the Planning Maps as “Liquefaction Assessment Area 2”, or where land has already been subject to recent significant geotechnical assessment, existing geotechnical information may be adequate for land use consent application purposes. Identifying geotechnical issues other than liquefaction potential, e.g. the presence of peat, is also part of normal geotechnical investigations.
2. Land to be used for commercial or other non-residential purposes may require more substantial investigations, ground strengthening, and foundation design measures than for residential lots, depending on the activities proposed and the size and weight of the proposed structures.
3. The Council reserves the right to obtain peer reviews of geotechnical reports.
4. The Council encourages the provision of geotechnical data and assessments to the Canterbury Geotechnical Database.

5.11.4 Additional information requirements for resource consent applications within Port Hills and Banks Peninsula Slope Instability Management Areas

- a. Plans and accompanying information shall show:
 - i. the geological and geotechnical constraints across the site, including any relationship to or effect on areas of actual or potential instability off the site, including the location of any inferred faults.
 - ii. the location of the site in relation to the natural hazard, or the location of the hazard on the site itself, and the location of building platforms in relation to the hazard.
 - iii. the nature of the proposed activities on the site and the impact on other sites potentially affected by the natural hazard, and the effect of the hazard on the activity and vice versa.
- b. All geotechnical reports are to be prepared by a Chartered Professional Engineer with experience in geotechnical engineering or a Professional Engineering Geologist (IPENZ registered), and should contain all relevant geotechnical information, presented in both a factual and interpretive manner. The design of rockfall protection structures must be carried out by a Chartered Professional Engineer as set out in [Rule 5.10.1](#).

Advice Notes:

1. The Council reserves the right to obtain peer reviews of geotechnical reports.
2. The Council encourages the provision of geotechnical data and assessments to the Canterbury Geotechnical Database.

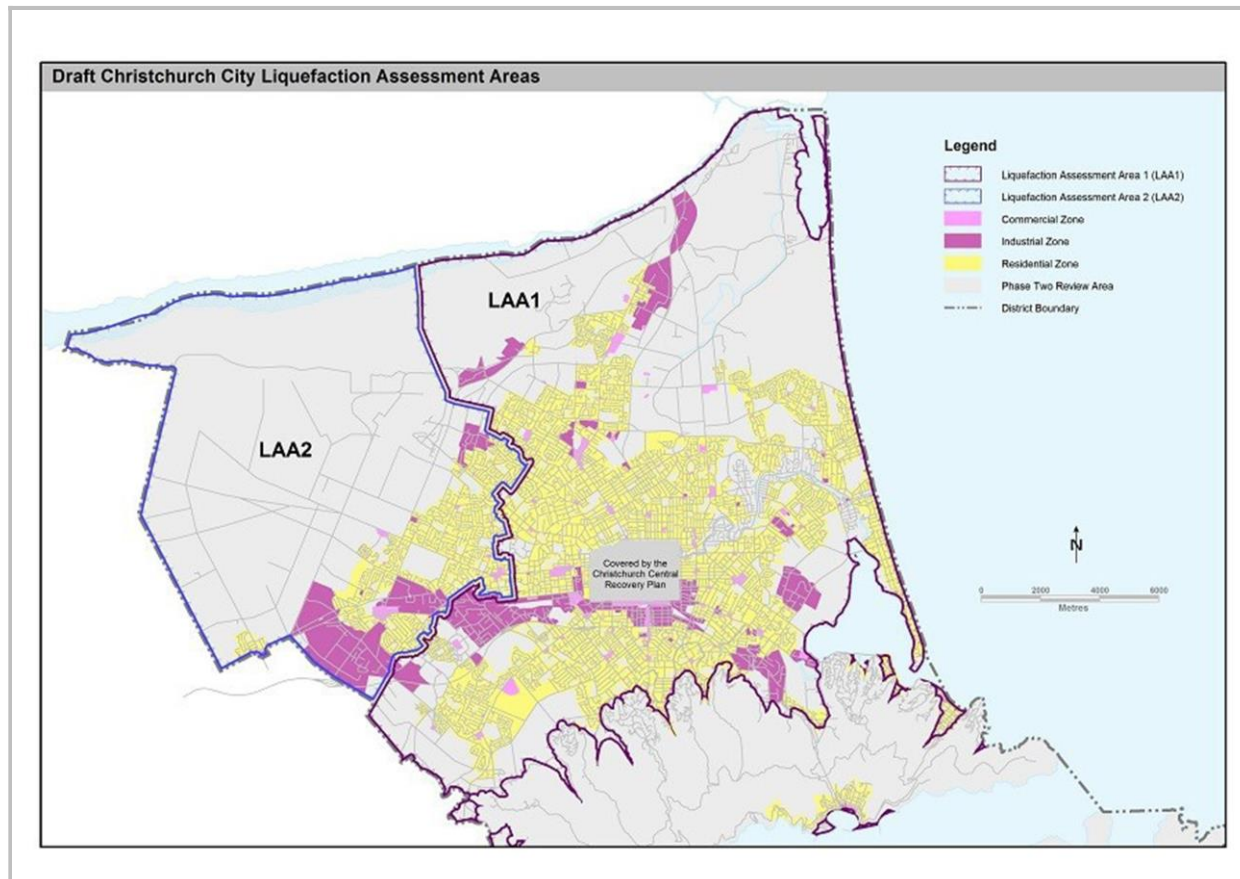
5.12 General procedure - Compliance with other chapters

- a. All subdivision, use and development shall comply with all the provisions of other chapters.

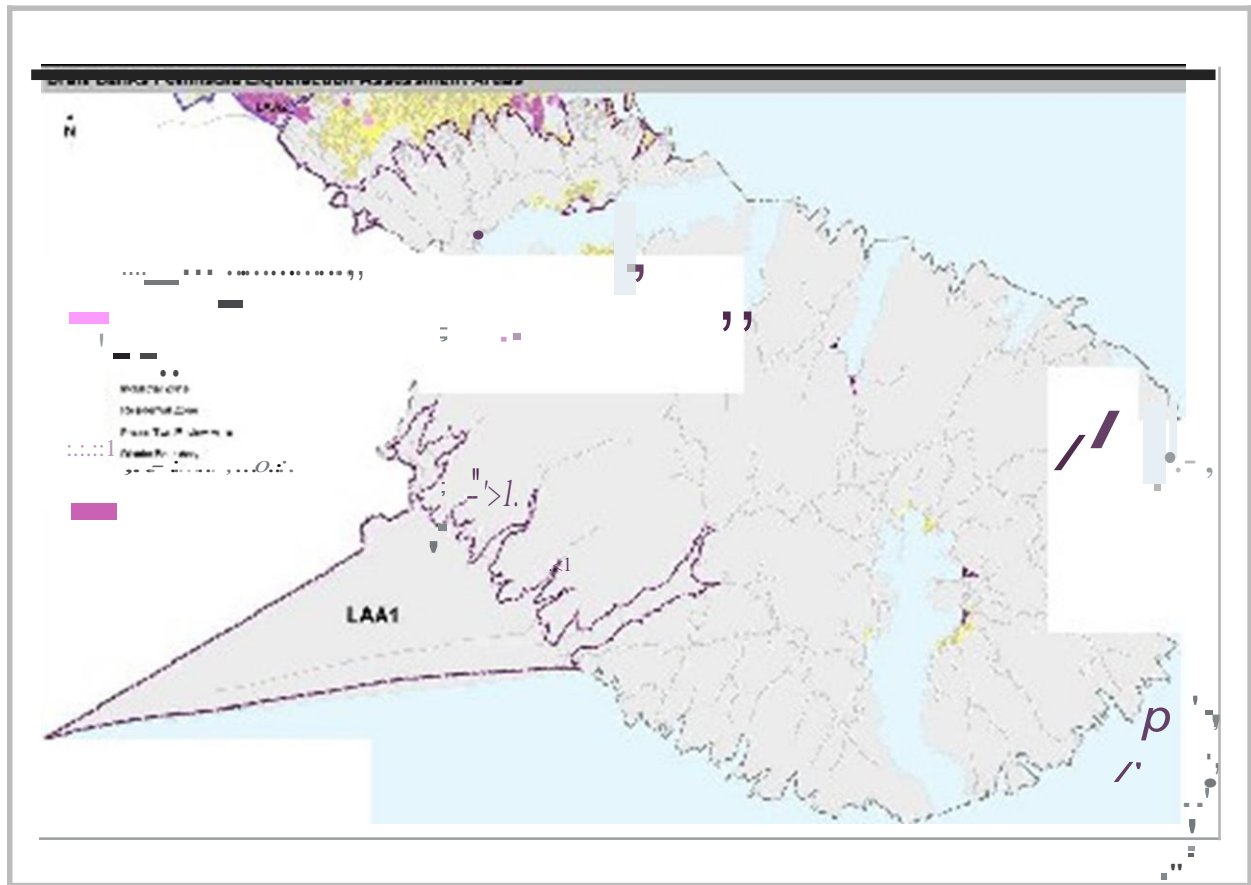


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7.1 Objectives and policies

7.1.1 Objective 1- Integrated transport system

- a. An integrated transport system:
 - i. that is safe and efficient for accessible, affordable, resilient, safe, sustainable and efficient for people using all transport modes;
 - ii. that is responsive to the current recovery needs, future needs, and economic development;
 - iii. that supports safe, healthy and liveable communities by maximising integration with land use;
 - iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport where practicable;
 - v. ~~that recognises Ngāi Tahu/ Manawhenua values; and~~
 - vi. ~~that is managed using the one network approach.~~

7.1.1.1 Policy 1- Establishment of a road classification system

- a. A road network that recognises different access and movement functions for all transport modes, whilst:
 - i. ~~ensuring supporting~~ the ~~continued~~ safe and efficient operation of the transport network for all modes, including freight;
 - ii. ~~providing for public places to enable community activities, including opportunities for people to interact and spend time,~~
 - iii. providing space for utility services;
 - iv. reflecting neighbourhood identity and amenity; and
 - v. recognising cross-boundary connections with adjoining districts.

Refer to [Appendix 7.12](#) for a description of the road classification system.

Policy 1 also achieves [Objective 2](#).

7.1.1.2 Policy 2 - High trip generating activities

Require that the location and design of high trip generating activities are assessed with regard to ensure the extent that they:

- a. are accessible by a range of transport modes ~~and promote public and active transport use;~~
- b. promote the safe and efficient ~~and effective~~ use of the transport system;
- ~~c. optimise use of existing capacity within the transport system;~~
- d.c. reduce the impact of trip generation through travel plans and other travel demand management measures;



e.d. avoid or mitigate significant adverse effects from development on the transport system, including



reverse sensitivity effects on the strategic transport network;

~~f.e. limit adverse effects and maximise positive effects from transport on the amenity of surrounding areas, on the environment, and on Ngāi Tahu/ Manawhenua values;~~

~~g.f.~~ encourage the use of parking management measures which, to the extent they are practicable;

- i. make efficient use of land;
- ii. minimise adverse effects on the safety, efficiency and amenity of the surrounding area, including the transport network;
- iii. ~~cater for the parking demand of the activity;~~
- iv. support recovery and economic activity;
- v. encourage public and active transport use;

~~h.g.~~ provide for the transport needs of people with disabilities; and

~~i.h. maximise~~ integrates and coordinates ~~ion~~ with ~~the transport system, including planned~~ and committed transport infrastructure and service improvements, ~~_by coordinating land use and the implementation of transport infrastructure and services.~~

Policy 2 also achieves [Objective 2](#).

7.1.1.3 Policy 3 - Vehicle access and manoeuvring

a. Ensure the number, location, design and gradient of vehicle accesses and associated manoeuvring:

- i. ~~is compatible with the range of functions of that part of the road network;~~
- ii. ~~promotes safety by minimising conflicts between pedestrians, cyclists and vehicle movements;~~
- iii.
- iv. ~~is designed to encourage safe and attractive active transport access; and~~
enables the safe and efficient operation of the transport system.

Policy 3 also achieves [Objective 2](#).



7.1.1.4 Policy 4 - Requirements for car parking and loading

- a. Require car parking and loading spaces which provide for the expected needs of an activity in a way that minimises adverse effects.
- b. Enable an assessment of whether a reduction in the number of car parking spaces required can be considered as an opportunity to facilitate public and active transport use, but only where:
 - i. the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and/or
 - ii. there is good accessibility by active and public transport and the activity is designed to encourage public and active transport use; and/or
 - iii. the extent of the reduction is appropriate to the characteristics of the activity and its location; and/or
 - iv. the extent of the reduction is appropriate having regard to Appendix 7.14— Parking reduction adjustment factors.
- c. Provide for flexible approaches to car parking ~~in local and neighbourhood centres~~provision to support the use of public and active transport and existing parking supply.
- d. Provide car parking for people with disabilities where any car parking is provided and for activities with a Gross Floor Area greater than 2500m² even when no other parking is provided.

Policy 4 also achieves Objective 2.



7.1.1.5 Policy 5 - Design of car parking and loading areas

- a. Require that car parking and loading areas are designed to:
 - i. operate safely and efficiently;
 - ii. ~~incorporate CPTED and good urban design principles where practicable. mitigate adverse~~
 - iii. ~~effects on the character and amenity of the surrounding environment; provide quality-~~
 - iv. ~~urban amenity outcomes within the development;~~
 - v. ~~prevent crime;~~
 - vi. ~~support the efficient and safe use and operation of land use activities; and~~
~~support amenity and safety for all transport modes.~~

Policy 5 also achieves [Objective 2](#).

7.1.1.6 Policy 6 - Promote public transport and active transport

- a. Promote public and active transport and reduce dependency on private motor vehicles, by:
 - i. ensuring new road corridors provide sufficient space and facilities to safely promote walking, cycling and public transport;
 - ii. ensuring activities provide an adequate amount of safe, secure, ~~attractive~~ and convenient cycle parking and associated end of trip facilities;
 - iii. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and
 - iv. requiring new district centres to provide opportunities for a public transport interchange.

Policy 6 also achieves [Objective 2](#).

7.1.1.7 Policy 7 - Rail level crossings

- a. Improve ~~or and~~ maintain safety at road/rail level crossings by:
 - i. requiring safe visibility at uncontrolled level crossings;
 - ii. managing vehicle accesses close to level crossings; and
 - iii. managing the creation of new level crossings.



Policy 7 also achieves [Objective 2](#).

7.1.1.8 Policy 8 - Effects from transport infrastructure

- a. ~~Minimise the adverse effects and maximise positive~~Manage the effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including effects associated with:
- i. air quality and water quality;
 - ii. economic recovery;
 - iii. severance;
 - ~~iv. water quality;~~
 - ~~v.~~iv. noise, vibration and glare;
 - ~~vi. the vibration;~~
 - ~~vii. glare;~~
 - ~~viii.v.~~ amenity and safety of all transport users;
 - ~~ix.vi.~~ effects on the built environment; and,
 - ~~x.vii.~~ cultural values; ~~and~~
 - ~~xi. safety of users.~~
- ~~b. The cultural values of Ngāi Tahu/ Manawhenua are recognised, protected and enhanced through:~~
- ~~i. the use of indigenous species in landscaping and tree planting of transport infrastructure;~~
 - ~~ii. a multi-value approach to stormwater management of transport infrastructure; and~~
 - ~~iii. the protection and enhancement of wāhi tapu and wāhi taonga including waipuna.~~

Policy 8 also achieves [Objective 2](#).

7.1.2 Objective 2 - Adverse effects from the transport system

- a. Enable Christchurch's transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system.

Notes:

1. Policies 7.1.1.1, 7.1.1.2, 7.1.1.3, 7.1.1.4, 7.1.1.5, 7.1.1.6, 7.1.1.7 and 7.1.1.8 also apply to Objective 7.1.2
2. For more details on Christchurch City Council's vision, expectation and plans for transport, during the recovery period and longer term, please refer to the '[Christchurch Transport Strategic Plan](#)'.



7.2 Rules- All zones outside the Central City

7.2.1 How to use the rules

7.2.1.1 The transport rules that apply to activities in all zones outside the Central City are contained in:

- a. The Activity Status table in 7.2.2; and
- b. Rules in 7.2.3

7.2.1.2 The Activity Status table and standards for the zone where the activity is located, and the Activity Status table and standards in the following chapters also apply (where relevant):

- 5 Natural Hazards
- 6 General Rules and Procedures
- 8 Subdivision, Development and Earthworks
- 9 Heritage and Natural Environment
- 11 Utilities, Energy and Infrastructure
- 12 Hazardous Substances and Contaminated Land.

7.2.2 Activity status tables- All zones outside of the Central City

7.2.2.1 Permitted activities

The activities listed below are Permitted Activities:

	Activity
P1	Any activity that complies with 7.2.3.1 Rule 1 - Minimum number and dimensions of car parks required
P2	Any activity that complies with 7.2.3.2 Rule 2 - Minimum number of cycle parking facilities required
P3	Any activity that complies with 7.2.3.3 Rule 3 -Minimum number of <u>loading spaces</u> required
P4	Any activity that complies with 7.2.3.4 Rule 4 -Manoeuvring for <u>parking</u> and <u>loading areas</u>
P5	Any activity that complies with 7.2.3.5 Rule 5 -Gradient of <u>parking</u> and <u>loading areas</u>
P6	Any activity that complies with 7.2.3.6 Rule 6 - Design of <u>parking</u> and <u>loading areas</u>
P7	Any activity that complies with 7.2.3.7 Rule 7 - <u>Access</u> design
P8	Any activity that complies with 7.2.3.8 Rule 8 - <u>Vehicle crossings</u>
P9	Any activity that complies with 7.2.3.9 Rule 9 - Location of <u>buildings</u> and <u>access</u> in relation to <u>road/rail level crossings</u>
P10	Any activity that complies with 7.2.3.10 Rule 10 -High trip generators

7.2.2.2 Restricted discretionary activities

The activities listed below are a Restricted Discretionary activity.

Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion specified in the following table and as set out for that Matter in 7.3.

	Activity	The <u>Council</u> 's discretion shall be limited to the following matters:
RD1	Any activity that is not in accordance with any one or more of Rules 1 – 10 in Section 7.2.3	Matters over which the <u>Council</u> has restricted discretion are set out in sections 7.3.1 - 7.3.19 for each standard.

7.2.2.3 Discretionary activities

There are no Discretionary activities.

7.2.2.4 Non complying activities

There are no Non Complying activities.

7.2.2.5 Prohibited activities

There are no Prohibited activities.

7.2.3 Rules- All zones outside the Central City

7.2.3.1 Rule 1- Minimum number and dimensions of car parks required

	Applicable to	Rule	Matters of discretion
a.	Any activity _, unless: i located within a commercial zone that is identified as a local or neighbourhood centre in Chapter 15; or ii it is an activity that requires resource consent under rule 7.2.3.10 – High Trip Generators	At least the minimum number of car parking spaces in Table 7.2 in Appendix 7.1 shall be provided on the same <u>site</u> as the activity.	Matters specified in 7.3.1
b.	Any <u>required</u> car parks available to the general public.	Car parking spaces shall be provided with the minimum dimensions in Table 7.4 in Appendix 7.1 .	Matters specified in 7.3.2
c.	Any activity: i. where standard car parks are provided, or ii. containing <u>buildings</u> with a <u>GFA</u> of more than 2,500 m ²	At least the minimum number of car parking spaces for people with disabilities in accordance with Table 7.3 in Appendix 7.1 shall be provided on the same <u>site</u> as the activity.	Matters specified in 7.3.3

~~**Note:** The amount of car parking spaces required for activities that require resource consent under Rule 10 in this chapter (i.e. a High Trip Generator) will be determined through the resource consent process under Rule 10 (i.e. as part of the Integrated Transport Assessment process). The requirements for a minimum number of car parking spaces under Rule 1 can be used as guidance for High Trip Generators.~~

7.2.3.2 Rule 2- Minimum number of cycle parking facilities required

	Applicable to	Rule	Matters of discretion
a.	Any activity	Cycle parking facilities in accordance with Appendix 7.2 shall be provided on the same <u>site</u> as the activity.	Matters specified in 7.3.4



7.2.3.3 Rule 3- Minimum number of loading spaces required

	Applicable to	Rule	Matters of discretion
a.	Any activity where standard car parks are provided	<u>Loading spaces</u> in accordance with Appendix 7.3 shall be provided on the same <u>site</u> as the activity.	Matters specified in 7.3.5

7.2.3.4 Rule 4- Manoeuvring for parking and loading areas

	Applicable to	Rule	Matters of discretion
a.	Any activity with a <u>vehicle access</u> .	On-site <u>manoeuvring area</u> shall be provided in accordance with Appendix 7.6 .	Matters specified in 7.3.6
b.	Any activity with a <u>vehicle access</u> to: <ul style="list-style-type: none"> i. a major or minor arterial road; or ii. a <u>collectorroad</u> where three or more car parking spaces <u>are</u> provided on <u>site</u>; or iii. six or more car parking spaces; or iv. a <u>heavyvehicle</u> bay required by Rule 7.2.3.3. 	On-site <u>manoeuvring area</u> shall be provided to ensure that a vehicle can manoeuvre in a forward gear onto or <u>and</u> off a <u>site</u> .	Matters specified in 7.3.6

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.



7.2.3.5 Rule 5- Gradient of parking and loading areas

	Applicable to		Rule	Matters of discretion
a.	All non- <u>residential activities</u> with <u>vehicle access</u>	Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be $\leq 1:16$ (6.25%)	Matters specified in 7.3.7
b.		Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be $\leq 1:20$ (5%)	
c.		Gradient of disability car park spaces.	Gradient shall be $\leq 1:50$ (2%)	

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.

7.2.3.6 Rule 6- Design of parking and loading areas

	Applicable to	Rule	Matters of discretion
a.	All non- <u>residentialactivities</u> with <u>parking</u> and/or <u>loading areas</u> used during hours of darkness	Lighting of <u>parking</u> and <u>loadingareas</u> shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	Matters specified in 7.3.8
b.	Any urban activity, except: <ul style="list-style-type: none"> i. <u>residential activities</u> containing less than three car parking spaces; or ii. <u>sites</u> where access is obtained from an unsealed <u>road</u>. 	The surface of all car <u>parking</u> , <u>loading</u> , and associated <u>access</u> areas shall be formed, sealed and drained and car parking spaces permanently marked.	Matters specified in 7.3.9

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.

7.2.3.7 Rule 7- Access design

	Applicable to	Rule	Matters of discretion
a.	Any activity with <u>vehicleaccess</u> .	<u>Access</u> shall be provided in accordance with Appendix 7.7 .	Matters specified in 7.3.10
b.	Any activity providing 4 or more car parking spaces or <u>residential units</u> .	Queuing Spaces shall be provided in accordance with Appendix 7.8	Matters specified in 7.3.11
c.	Any <u>vehicleaccess</u> : <ul style="list-style-type: none"> i. to an <u>urbanroad</u> serving more than 15 car parking spaces or more than 10 <u>heavyvehicle</u> movements per day; and/or ii. on a <u>keypedestrian frontage</u> 	Either an audio and visual method of warning pedestrians of the presence of vehicles or a <u>visibility splay</u> in accordance with Appendix 7.9 shall be provided.	Matters specified in 7.3.12

Any application arising from non-compliance with this rule will not require written approvals and shall not be publicly or limited notified.



7.2.3.8 Rule 8- Vehicle crossings

	Applicable to	Rule	Matters of discretion
a.	Any activity with a <u>vehicle access</u> to any <u>road</u> or <u>servicelane</u> .	A <u>vehicle crossing</u> shall be provided constructed from the property <u>boundary</u> to the edge of the carriageway / <u>servicelane</u> .	Matters specified in 7.3.13
b.	Any <u>vehicle crossing</u> on an <u>arterial road</u> or <u>collector road</u> with a speed limit 70 kilometres per hour or greater	<u>Vehicle Crossing</u> shall be provided in accordance with Appendix 7.10 .	Matters specified in 7.3.13
c.	Any <u>vehicle crossing</u> to a <u>rural selling place</u>	<u>Vehicle Crossing</u> shall be provided in accordance with Figure 7.14 in Appendix 7.10 .	Matters specified in 7.3.13
d.	Any <u>vehicle crossing</u> on a <u>road</u> with a speed limit 70 kilometres per hour or greater	The minimum spacing to an adjacent <u>vehicle crossing</u> on the same side of the <u>frontage road</u> , shall be in accordance with Table 7.14 in Appendix 7.11 .	Matters specified in 7.3.14
e.	Any activity with a <u>vehicle crossing</u>	The maximum number of <u>vehicle crossings</u> shall be in accordance with Table 7.15 in Appendix 7.11 .	Matters specified in 7.3.15
f.	Any activity with a <u>vehicle crossing</u>	The minimum distance between a <u>vehicle crossing</u> and an intersection shall be in accordance with the Table 7.16 in Appendix 7.11 .	Matters specified in 7.3.16
g.	Any <u>vehicle crossing</u> on a <u>rural road</u>	The minimum sight lines to <u>vehicle crossings</u> shall be provided in accordance with Figure 7.16 in Appendix 7.11 .	Matters specified in 7.3.17

Any application arising from non-compliance with this rule will only require written approval from the NZ Transport Agency and only where there is direct access to a state highway. Where written approval from the NZ Transport Agency is provided the application shall not be publicly or limited notified.

Note: All vehicle crossings designed and constructed onto public roads managed by Council require a vehicle crossing application and the form can be found at: resources.ccc.govt.nz/files/VehicleCrossingApplication-docs.pdf. An approval must be given before construction can start. Design and construction works shall be at the Owner or Developer's own expense. Standards for the design of vehicle crossings can be found in Council's Construction Standard Specifications.

7.2.3.9 Rule 9- Location of buildings and access in relation to road/rail level crossings

	Applicable to	Rule	Matters of discretion
a.	Any new <u>road</u> or <u>access</u> that crosses a railway line.	No new <u>road</u> or <u>access</u> shall cross a railway line.	Matters specified in 7.3.18
b.	All new <u>road</u> intersections located less than 30 metres from a rail <u>level crossing limitline</u> .	The <u>road</u> intersection shall be designed to give priority to rail movements at the <u>level crossing</u> through <u>road</u> traffic signals.	Matters specified in 7.3.18
c.	All new <u>vehicle crossings</u> located less than 30 metres from a rail <u>level crossing limitline</u> .	No new vehicle crossing shall be located less than 30 metres from a rail level crossing limit line unless the boundaries of a <u>site</u> do not enable the <u>vehicle crossing</u> to be more than 30 metres from a rail <u>level crossing limitline</u> .	Matters specified in 7.3.18
d.	Any <u>building</u> located close to a <u>level crossing</u> not controlled by automated warning devices (such as alarms and/or barrier arms).	<u>Buildings</u> shall be located outside of the sight triangles in Appendix 7.13 .	Matters specified in 7.3.18

Any application arising from non-compliance with this rule will only require written approval from KiwiRail. Where written approval from KiwiRail is provided the application shall not be publicly or limited notified with respect to this rule.



7.2.3.10 Rule 10- High trip generators

Any activity on a site which is not in the Central City Business Zone that is not listed as a permitted activity in the activity status tables for any land use zone (irrespective of compliance with permitted activity standards) and generates more than 250 vehicle trips per day shall be a discretionary activity with the Council's discretion limited to the matters specified in 7.3.19:

	Applicable to	Rule—Resource Consent under this rule is required for activities with:	Matters of discretion
a.	<u>EducationActivities</u> (unless specified below)	≥ 150 <u>FTE</u> Students	Matters specified in 7.3.19
b.	<u>EducationActivities</u> (Pre-School)	≥ 60 Children	
c.	<u>GuestAccommodationActivities</u>	≥ 40 bedrooms	
d.	<u>HealthCareFacilities</u>	≥ 250 m ² GFA	
e.	<u>IndustrialActivities</u> (unless specified below)	≥ 830 m ² <u>GFA</u>	
f.	<u>IndustrialActivities</u> (Warehousing and Distribution Activities)	$\geq 10,400$ m ² <u>GFA</u>	
g.	<u>Office</u>	≥ 960 m ² <u>GFA</u>	
h.	<u>ResidentialActivities</u>	≥ 23 <u>Residentialunits</u>	
i.	<u>RetailActivities</u> (unless specified below)	≥ 250 m ² <u>GLFA</u>	
j.	<u>RetailActivities</u> (Foodand BeverageOutlet)	≥ 70 m ² <u>PFA</u>	
k.	Any other activities	≥ 250 <u>vehicletrips</u> per day ⁺	

- ~~1.—An Integrated Transport Assessment shall be undertaken for activities that are High Trip Generators (i.e. are restricted discretionary activities under this rule).~~
- ~~2.—If an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then this rule does not apply to any development that is within the scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed.~~
- ~~3.—A checklist outlining the requirements that must be covered by an Integrated Transport Assessment is provided in Appendix 7.15. Further guidance on preparing an Integrated Transport Assessment to address the assessment matters in 7.3.19 may be obtained from Christchurch City Council's Integrated Transport Assessment Guidelines. A basic Integrated Transport~~



~~Assessment shall be undertaken for High Trip Generators that do not exceed the thresholds in 7.3.19 Table 7.1. A full Integrated Transport Assessment shall be undertaken for activities that exceed the thresholds in 7.3.19 Table 7.1.~~

- ~~4. Any application under this rule will require written approval from the NZ Transport Agency and/or KiwiRail, where:~~
- ~~a. for the NZ Transport Agency, direct vehicle access from the activity is to a state highway.~~
 - ~~b. a. for KiwiRail, direct access to the activity crosses a railway line.~~

If the activity has fluctuations in daily vehicle trips, then the calculation should be based on an average of the days (across the week) that the activity operates.

7.3 Matters of discretion

The Activity Status table states which activity is a restricted discretionary activity. The matters over which the Council has restricted its discretion are specified for each restricted discretionary activity listed below.

7.3.1 Minimum number of car parks required

The following are assessment matters for Rule 1a, Section 7.2.3.1:

1. Whether the equivalent number of parking spaces can be conveniently and appropriately provided on a separate site, ~~which:~~
 - ~~a. is sited within safe and easy walking distance of the activity; and~~
 - ~~b. does not require people to cross arterial roads to gain access to the activity, thereby compromising the safety of pedestrians and the function of the road, unless there are safe crossing facilities; and/or~~
 - ~~c. is clearly associated with the activity through signage or other means; and/or~~
 - ~~d. whether a legal agreement has been entered into, bonding the parking to the activity; and/or~~
 - ~~e. is surrounded by appropriate land use activities with which the car parking is compatible.~~
2. Whether the parking demand occurs at a different time from another land use activity, with which a parking area could be shared without adverse effects for on street parking.
3. Whether a legal agreement has been entered into securing mutual usage of any parking areas shared with other activities.
4. Where the required number of off-street car parking spaces are not to be provided:
 - a. whether the proposal ~~or application demonstrates that it~~ will generate more or less parking ~~and/or staff parking~~ demand than is required by this District Plan;
 - b. whether the required parking can physically be accommodated on the site and/or off site;
 - c. whether the movement function, safety and amenity values of the road network and surrounding environment may be adversely affected by extra parked and manoeuvring vehicles on these roads;
 - d. whether the site is well serviced by public transport and is designed or operated to facilitate public transport use;



- e. whether additional cycle parking facilities (more than the number required by this District Plan) have been provided to off-set a reduction in the number of car parking spaces, and there is a reasonable expectation of them being used;
- f. the cumulative effect of the lack of on-site parking spaces for the proposal in conjunction with other activities in the vicinity ~~which are not providing the required number of parking spaces;~~
- g. whether the reduction in parking will affect the ability of future activities on the site to meet the parking requirements;
- h. whether the safety of pedestrians will be affected by being set down on-street;
- i. whether a reduction in, or waiver of, the required on-site car parking will reduce travel to the activity by private vehicles and facilitate public and active transport use, such as through the development and implementation of a travel plan;
- j. whether a reduction in, or waiver of, the required on-site car parking will enable a significant improvement in the urban design, appearance, and amenity values of the site and a more efficient site layout without compromising the amenity values, safety and efficiency of the transport network;
- k. whether a reduction in, or waiver of, the required on-site car parking is appropriate because there are ~~other~~ public parking facilities close to the activity that can be used by people accessing the activity; and
- l. whether there are mitigating factors for a reduced parking supply, with regard given to the parking reduction adjustment factors in Appendix 7.14.

7.3.2 Parking space dimensions

The following are assessment matters for Rule 1b, Section 7.2.3.1:

- 1. The safety and usability of the parking spaces.
- 2. Whether a parking stacker or a similar mechanism is being used.

7.3.3 Parking spaces for people with disabilities

The following are assessment matters for Rule 1c, Section 7.2.3.1:

- 1. Whether the equivalent number of disability car park spaces can be provided on a separate site which:
 - a. is sited within a readily accessible distance from the activity for persons with disabilities; and
 - b. is clearly associated with the activity through signage or other means.
- 2. Whether the nature of the particular activity is such that it will generate less disability car parking demand than is required by this District Plan.
- 3. Whether the safety of people with disabilities will be affected by being set down on-street.
- 4. The assessment matters under 7.3.1 also apply.

7.3.4 Minimum number of cycle parking facilities required

The following are assessment matters for Rule 2, Section 7.2.3.2:



1. Whether adequate alternative, safe and secure cycle parking and end of trip facilities (such as showers and lockers), that meet the needs of the intended users, are available in a nearby location that is readily accessible.
2. Whether the parking can be provided and maintained in a jointly used cycle parking area.
3. Whether a legal agreement has been entered into securing mutual usage of any cycle parking areas shared with other activities.
4. Whether the cycle parking facilities are designed and located to match the needs of the intended users.
5. Whether the provision, design and location of cycle parking facilities may disrupt pedestrian traffic, disrupt active frontages, or detract from an efficient site layout or street scene amenity values.
- 5.6. Whether the activity will generate more or less cycle parking demand than is required by this Plan.

7.3.5 Minimum number of loading spaces required

The following are assessment matters for Rule 3, Section 7.2.3.3:

1. Whether the nature and operation of the particular activity will require dedicated loading spaces or alternative loading arrangements of a different size, number and frequency of use.
2. Whether an off-street shared loading area can be safely and efficiently provided in conjunction with an adjacent activity.
3. Whether a legal agreement has been entered into securing mutual usage of any loading areas shared with other activities.
4. Whether loading can be safely and efficiently undertaken on-street.
5. Whether the movement function and/or safety of the surrounding transport network may be adversely affected by extra parked and manoeuvring vehicles on street.
6. Whether loading and service functions disrupt pedestrian and cycling traffic, disrupt active frontages, or detract from street scene amenity values.

7.3.6 Manoeuvring for parking and loading areas

The following are assessment matters for Rule 4, Section 7.2.3.4:

1. Whether there would be any adverse effects on the efficiency, safety and amenity values of users of transport modes within and passing the site, and/or function of the frontage road.
2. The number and type of vehicles using the parking or manoeuvring area.
3. Whether the required manoeuvring area can physically be accommodated on the site.
4. Whether the strategic transport network is adversely affected.

7.3.7 Gradient of parking and loading areas

The following are assessment matters for Rule 5, Section 7.2.3.5:

1. Whether the gradient non-compliance affects any parking spaces for people with disabilities, and whether the proposed gradient will make it difficult for people with disabilities to use these parking spaces.



2. The total number of parking spaces affected by the gradient non-compliance.
3. Whether the gradient will make the use of the parking and loading spaces impracticable.
4. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring sites.

7.3.8 Illumination of parking and loading areas

The following are assessment matters for Rule 6a, Section 7.2.3.6:

1. Whether the facility is often used during the hours of darkness.
2. Whether other light sources in the area give adequate light to provide security for users of the area.
3. Whether glare from the light source will adversely affect the safety of surrounding roads and/or the rail corridor.

7.3.9 Surface of parking and loading areas

The following are assessment matters for Rule 6b, Section 7.2.3.6:

1. Whether the non-compliance with this rule will cause adverse effects on the activity and on other sites in the area in terms of noise and dust nuisance.
2. Whether mud or gravel will be carried on to public roads, footpaths or the rail corridor.
3. Whether the materials used for the car park surface and the car park's stormwater management system will adequately manage contaminants from run-off and flooding.

7.3.10 Vehicle access design

The following are assessment matters for Rule 7a, Section 7.2.3.7:

1. Whether the driveway serves more than one site and the extent to which other users of the driveway may be adversely affected.
2. Whether there are any adverse effects on the safety ~~and amenity values of neighbouring~~ immediately adjoining properties and/or the function of the transport network.
3. The effects on the safety and security of people using the facility.
4. Whether the access disrupts, or results in conflicts with, active frontages, convenient and safe pedestrian circulation and cycling flows.
5. Whether the safety of pedestrians, particularly the aged and people with disabilities, will be compromised by the length of time needed to cross a ~~ny footpath that adjoins the~~ access ~~wider driveway~~.

Where the access exceeds the maximum gradient standards, in addition to (1) to (5) above:

6. Whether the gradient will make the use of the access impracticable.
7. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring sites.



7.3.11 Queuing spaces

The following are assessment matters for Rule 7b, Section 7.2.3.7:

1. Whether there would be any adverse effects on the safety, ~~amenity values~~ and/or efficient operation ~~and functioning~~ of the frontage road or a rail level crossing for all modes.
~~The effect of queuing vehicles on the safety of pedestrians and cyclists.~~

7.3.12 Visibility splay

The following are assessment matters for Rule 7c, Section 7.2.3.7:

1. Whether vehicles exiting the vehicle access, and cyclists and pedestrians on the footpath or frontage road, are likely to be aware of each other in time to avoid conflicts.
2. Whether the speed and volume of vehicles using a vehicle access, and/or the volumes of cyclists and pedestrians on the footpath or frontage road, will exacerbate the adverse effects of the access on people's safety.
3. If a visibility splay is unable to be provided, whether alternative adequate methods of improving pedestrian safety at the vehicle access have been provided, for example an audio and/or visual method of warning pedestrians of the presence of vehicles about to exit the access.

7.3.13 Vehicle crossing design

The following are assessment matters for Rules 8 a, b and c, Section 7.2.3.8:

1. The number of pedestrian movements and the number and type of vehicles using or crossing the vehicle crossing.
2. The ability for vehicles to use the vehicle crossing without adversely affecting the safety and/or efficiency of the frontage road or rail level crossing.
3. The speed at which vehicles will be able to enter/exit the site and the effect of this on the safety of pedestrians and other road users.

7.3.14 Minimum distance between vehicle crossings

The following are assessment matters for Rule 8d, Section 7.2.3.8:

1. Whether the landscaping adjacent to the road will be adversely affected by the location of the vehicle crossing.
2. Whether safety will be adversely affected by conflict between manoeuvring vehicles at the crossings.

7.3.15 Maximum number of vehicle crossings

The following are assessment matters for Rule 8e, Section 7.2.3.8:

1. Whether the extra crossing(s) will adversely affect the efficient and safe operation of the road for



all road users.

2. Any cumulative effects of the introduction of extra vehicle crossings in the immediate ~~when considered in the context of existing and future vehicle crossings serving other activities in the~~ vicinity.
3. Whether the physical form of the road will minimise the adverse effects of the extra vehicle crossings for example the presence of a solid median to stop right hand turns.
4. Whether the landscaping adjacent to the road will be adversely affected by the vehicle crossings.

7.3.16 Minimum distance between vehicle crossings and intersections

The following are assessment matters for Rule 8f, Section 7.2.3.8:

1. Whether extra conflict may be created by vehicles queuing across the vehicle crossing.
2. Whether any potential confusion between vehicles turning at the crossing or the intersection may have adverse affects on safety.
3. The effects on the safety of users of all transport modes.
4. Whether the number and type of vehicles generated by the activity on the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
5. Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the vehicle crossing on the safety of users of all transport modes.
6. Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the vehicle crossing.
7. Whether there are present, or planned, traffic controls along the road corridor where the vehicle crossing is proposed.
8. Any cumulative effects of the proposed crossing(s) when considered in the context other of ~~existing and future vehicle~~ crossings ~~serving other activities~~ in the immediate vicinity.
9. ~~Whether traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures are proposed.~~

7.3.17 Sight lines at vehicle crossings

The following are assessment matters for Rule 8g, Section 7.2.3.8:

1. Whether the operating speed environment of the road is such that the sight line standards can be safely reduced.
2. Whether the sight line distances at the vehicle crossing are adequate to provide safe ingress/egress.

7.3.18 Location of building and access in relation to rail/road level crossings

The following are assessment matters for Rule 9 a, b and c, Section 7.2.3.9:

1. Where a new road or access crosses a railway line and/or a road intersection or vehicle crossing does not comply with the minimum setback from a rail level crossing limit line:
 - a. whether the safety and efficiency of rail and road operations will be adversely affected;



- b. whether a grade separated crossing will be provided; and/or
- c. whether connectivity and accessibility for pedestrians, cyclists and vehicles will be improved, without compromising safety.

The following are assessment matters for Rule 9d, Section 7.2.3.9:

2. Where the minimum setbacks for buildings are not provided:
 - a. whether there will be an adverse effect on the safety of the level crossing for vehicles and pedestrians; and/or
 - b. whether visibility and safe sight distances will be adversely affected, particularly to the extent that vehicles entering/exiting the level crossing can see trains.

7.3.19 High trip generators

The following are assessment matters for Rule 10, Section 7.2.3.10.

Note- In some circumstances and for significant developments, the assessment of these matters may be assisted through the preparation of an Integrated Transportation Assessment (further guidance on preparing an Integrated Transport Assessment may be obtained from Christchurch City Council's Integrated Transport Assessment Guidelines).

1. The actual or potential level of vehicle, cycle, and pedestrian traffic likely to be generated from and moving past the proposed access point(s), particularly at peak times.
2. The extent to which the access point(s) will adversely affect the transport function and/or the safety of the immediately adjoining road corridor.
3. The extent to which any extra conflict may be created by vehicles queuing on the frontage road past the vehicle crossing.
4. The ability to gain access to an alternative road which has a lesser traffic function and the environmental impacts on that alternative road in respect of residential amenities where relevant.
5. The extent to which the noise, vibration and fumes of vehicles at the access would affect surrounding activities, particularly residences.
6. The extent to which the physical form of the frontage road (either existing or proposed) may mitigate the adverse effects of the extra vehicle movements generated. For example, the presence of a solid median to stop right hand turns.
7. Whether the sight distances at the access are adequate to provide safe access/egress with reference to "Road and Traffic Standards Guidelines for Visibility at Driveways".
- ~~2.8.~~ Whether the ~~environmental~~ effects of vehicles using the site will adversely affect surrounding activities, particularly residential activities.
- ~~3.9.~~ Whether the proposed activity is located, designed or operated to minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.
- ~~4.~~ ~~Whether the provision of parking, access and manoeuvring areas, including loading and servicing deliveries, affects the safety, accessibility, and amenity values of the site and surrounding network.~~
- ~~5.10.~~ Whether the proposal has demonstrated the accessibility of the site by a range of transport modes.
- ~~6.~~ ~~Whether the proposal considers and responds to issues and outcomes arising from consultation~~



~~with the relevant road controlling authorities, public transport provider and/or KiwiRail.~~

~~7. Whether the proposal adequately provides for the mobility needs of all users of the site, including whether there are sufficient parking spaces for people with disabilities to meet demand and whether these parking spaces are coloured blue so they can be easily identified.~~

~~8.11. Whether the proposal integrates with, and minimises adverse effects on, the safe, efficient functioning of the transport network and the amenity values of the surrounding environment.~~

~~9.12. Whether the proposal minimises the number of vehicle access points proposed is appropriate to transport corridors, taking into account:~~

- ~~a. the movement function classification of the frontage road and opportunities that exist for minimising accesses on to arterial roads, in particular the strategic transport network, or gaining access to an alternative road which has a lesser movement function, whilst having regard to the environmental effects on that alternative road with respect to residential amenity;~~
- ~~b. opportunities for sharing access with other activities;~~
- ~~c. the place function classification of the frontage road and opportunities that exist for minimising accesses on to streets that are within the Urban (Centres) place function category, especially Key Pedestrian Frontages shown on the planning maps, or gaining access to an alternative road with lesser pedestrian flows or a lesser adverse effect on amenity values;~~
- ~~d. whether the frontage road is identified as part of one of the five modal networks as described in Appendix 7.12.1.b;~~
- ~~e. whether any conflict arises because of the location of multiple the access points, with respect to adjacent access points has the potential for vehicle conflict or confusion between drivers turning into and out of accessways;~~
- ~~f. visibility and obstruction of pedestrian crossings;~~
- ~~g. access to network utilities; and~~
- ~~h.g. the impact of multiple vehicle crossings (which break up berm, landscaping, footpath and cycle way continuity) on streetscape amenity values, retail frontage areas and pedestrian and cycle movements.~~

~~13 Any effects of any car parking and loading spaces proposed to be provided, and whether the number of car parking spaces proposed to be provided meets or exceeds anticipated demand, is appropriate for the needs of the activity (considering people's and communities' social, cultural and economic wellbeing), supports urban consolidation, and supports the recovery needs of the district.~~

~~14 Whether the minimum car parking space requirements (as shown in Table 7.2 of Appendix 7.1) are appropriate for the activity, and whether there are mitigating factors for a reduced parking supply, having regard to the parking reduction adjustment factors in Appendix 7.14.~~

~~15 Whether more parking spaces than stated in the minimum car parking space requirements (as shown in Table 7.2 of Appendix 7.1) should be provided to address any adverse effects on the safety, efficiency and amenity values of the surrounding environment, including the transport network.~~

~~16 The ability to operate parking in a coordinated or shared way with other car park areas.~~

~~17 Where there is more than one public entrance to the building, the extent to which visitor cycle parking is apportioned between the entrances in accordance with their potential usage.~~

~~18 Whether any accesses to the activity are directly opposite a T-intersection and whether the access can be moved to avoid this situation.~~

~~19.13 Whether Crime Prevention through Environment Design (CPTED) principles and techniques have been used to mitigate any safety issues.~~



2014 The extent to which pedestrians and cyclists have safe and easy access to and through the site from the surrounding area ~~and whether any mitigation measures are proposed to improve accessibility and safety for pedestrians and cyclists, including consideration of whether the traffic volumes and speed on the nearby streets could affect the ability of pedestrians and cyclists to have safe and easy access to the site.~~

2415 Whether the activity will increase the amount of freight and volume of heavy vehicles on local or collector roads adjoining residential zones.

The public transport provider for Christchurch is the Canterbury Regional Council (Environment Canterbury).

~~The following assessment matters (18 – 21) are only applicable for High Trip Generator activities which exceed the thresholds in the following Table 7.1. A full Integrated Transport Assessment shall be undertaken for high trip generators that exceed the thresholds in Table 7.1. Only a basic Integrated Transport Assessment (which does not need to cover assessment matters 18-21) needs to be undertaken for High Trip Generators that do not exceed the thresholds in Table 7.1.~~

Table 7.1- Thresholds for full Integrated Transport Assessments

	Activity	Thresholds
a.	Education Activities (unless specified below)	≥ 600 FTE students
b.	Education Activities (Pre-School)	≥ 240 children
c.	Guest Accommodation Activities	≥ 160 bedrooms
d.	Health Care Facilities	≥ 1000 m ² GFA
e.	Industrial Activities (unless specified below)	≥ 3320 m ² GFA
f.	Industrial Activities (Warehousing and Distribution Activities)	≥ 41,600 m ² GFA
g.	Offices	≥ 3840 m ² GFA
h.	Residential Activities	≥ 92 Residential Units
i.	Retail Activities (unless specified below)	≥ 1000 m ² GLFA
j.	Retail Activities (Food and Beverage Outlet)	≥ 280 m ² PFA
i.	All other activities	≥ 1000 vehicle trips per day ²

~~²If the activity has fluctuations in daily vehicle trips, then the calculation should be based on an average of the days (across the week) that the activity operates.~~

2216 Any cumulative effects of ~~present and projected~~ trip generation (for all transport modes) from the activity in conjunction with trip generation from other activities in the vicinity. For



~~clarification, this is limited to existing and consented activities. and associated construction work, when considered in the context of existing and future trip generation from other activities in the vicinity.~~

~~2317~~ Whether the development is of a scale and in a location where a public transport interchange should be provided.

~~2418~~ Whether the proposal has considered the impact of any future planned and committed upgrades to the transport network near to the site which may affect the activity. For clarification this is limited to committed transport projects in the Council's Three Year Plan or Long Term Council Community Plan.

~~2519~~ Whether the proposal or application has demonstrated that travel demand will be reduced through the implementation of a travel plan for the activity.



Appendices

Appendix 7.1- Parking space requirements

1. The minimum number of car parking spaces provided shall be in accordance with Tables 7.2 and 7.3.
 - a. The car parking requirements listed in Table 7.2 are categorised by activity. When calculating the overall parking requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total parking requirement for any activity will be the sum of the parking requirements for each area.
 - b. Where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - c. Where an activity falls under the definition of more than one activity in Table 7.2, then the higher parking requirement shall apply.
 - d. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
2. Any space required for off-street parking other than for a residential activity shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
3. All required staff car parking spaces shall be permanently marked and signed for the exclusive use of staff. Staff parking may be relocated within the site.
4. Parking spaces for people with disabilities shall be provided at the closest possible point to the accessible entrance to the activity with which they are associated, and the most direct route from the disability car park spaces to the activity shall be accessible for mobility impaired persons. The spaces shall be clearly signed.
- ~~5. Each residential unit shall provide at least one parking space for people with disabilities to enable safe access in wet or icy conditions.~~
- ~~6.5.~~ All car parking spaces and aisle widths shall be laid out in accordance with Table 7.4 and Figure 7.1.
- ~~7.6.~~ Critical manoeuvring areas such as aisles in or between major structures, or changes in grade, shall be designed to accommodate the 99 percentile design vehicle as set out in Appendix 7.5.
- ~~8.7.~~ All other manoeuvring areas shall be designed to accommodate the 85 percentile design motor car as set out in Appendix 7.4.

Note: It is recommended that blue colouring be used to help better identify parking spaces reserved for people with disabilities.



Table 7.2- Minimum number of car parks required

	Activity	Car parking spaces	
		Residents/ Visitors/ Students	Staff
<u>Education Activities:</u>			
a.	<u>Pre-Schools</u>	1 space/ 10 children	0.5 space per FTE staff
b.	Schools	1 space/ 25 pupils (year 8 and below) 0.5 spaces/ 25 pupils (year 9 and above)	0.5 space per FTE staff
c.	<u>Tertiary Education and Research</u> Activities	20 spaces/ 100 FTE students	5.5 spaces/ 100 FTE students
d.	<u>Student Hostel Accommodation</u>	1 space/ 5 beds	1 space/ 20 beds
<u>Entertainment Facilities:</u>			
e.	Cinemas	2.5 spaces/ 10 seats	1 space/ 1 screen
f.	<u>Theatres</u>	3 spaces/ 10 seats	1 space/ 60 seats
g.	Museums and Galleries	1 space/ 30m² PFA	1 space/ 300m² PFA
h.	Libraries	1 space/ 50m² PFA	1 space/ 200m² PFA
i.	<u>Gymnasiums</u> (for public, or private club use), Dance Studios	5 space/ 100m² GFA	1 space/ 300m² GFA
j.	Sports Courts (for public, or private club use)	1 space/ 50m² court area	1 space/ 200m² court area
k.	Sports Fields (for public, or private club use)	15 spaces/ ha pitch area	1 space
l.	Swimming Pools (for public, or private club use)	1 space/ 10m² pool area	1 spaces/ 200m² pool area



m.	Other Entertainment Facilities, if not specified above	1 space/ 10m ² PFA, or 1 space/ 10 seats (whichever is greater)	10% of visitor requirements
<u>Guest Accommodation Activities:</u>			
n.	<u>Hotels</u>	1 space/ 4 bedrooms	1 space/ 30 bedrooms
o.	Other Guest Accommodation	1 space/unit or 1 space/2.5 bedrooms, whichever is the greater (except that for	1 space/ 10 units or 1 space/ 10 bedrooms, whichever is the greater
<u>Health Care Facilities:</u>			
p.	<u>Hospitals</u>	1 space/ 350m ² GFA	1 space/ 350m ² GFA
q.	Other Health Care Facilities if not specified above	1 space/ 25m ² GFA	1 space/ 100m ² GFA
<u>Industrial Activities:</u>			
r.	<u>Warehousing and Distribution Activities</u>	1 space/ 2000m ² GFA(1 space minimum)	4.5 spaces/ 1000m ² GFA
s.	Other Industrial Activities, if not specified above	1 space/ 800m ² GFA (1 space minimum)	11 spaces/ 800m ² GFA
t.	<u>Offices</u>	5% of staff requirement (1 space minimum)	2.5 spaces/ 100m ² GFA
u.	<u>Public Transport Interchanges</u>	Nil	Nil
v.	<u>Reserves</u> (if there is not a specified car parking requirement in this table for the activity on the reserve)	Nil	Nil
<u>Residential Activities:</u>			
w.	<u>Care Facilities</u>	1 space/ 6 clients	1 space/ 6 clients
x.	<u>Sheltered Housing</u>	1 space/ 4 units	1 space/ resident staff unit
y.	Social Housing	0.5 space/ 1 unit for units with only one bedroom, 1 space per unit for units with two or more bedrooms	Nil



z.	Other Residential Activities, if not specified above	1 space/ unit, where that unit has less than 150m ² GFA, 2 spaces/ unit otherwise	Nil
<u>Retail Activities</u> and Commercial Services			
aa.	<u>Food and Beverage Outlets</u>	4 spaces/ 100m ² PFA for the first 150m ² PFA, 19 spaces/ 100m ² PFA thereafter	1 space/ 100m ² PFA (2 spaces minimum)
bb.	<u>Motor Servicing Facility</u>	2.5 spaces/ workbay	1 space/ workbay
cc.	Factory Shops, Retail Activities in Retail Park Zones	18 spaces/ 1000m ² PFA	10% of visitor requirements
dd.	Other Retail Activities or Commercial Services, if not specified above	4 spaces/100m ² GLFA for the first 20,000m ² GLFA, 3.3 spaces/100m ² GLFA for the next 10,000m ² GLFA, 3 spaces/100m ² GLFA thereafter. 3 spaces/100m ² GLFA of any outdoor display area	0.5 spaces/ 100m ² GLFA
ee.	<u>Service Stations</u>	1 per 100m ² PFA	1 per 100m ² PFA
ff.	<u>Spiritual Facilities</u>	1 space/10m ² PFA or 1 space/10 seats (whichever is the greater)	10% of visitor requirement
gg.	<u>Trade Suppliers</u>	1 space/ 100m ² PFA	1 space/ 100m ² PFA
hh.	<u>Yard-Based Suppliers</u>	1 space/ 100m ² PFA	1 space/ 100m ² PFA

Notes: Appendix 7.14 contains parking reduction adjustment factors that can be considered for reducing parking requirements through the resource consent process.



9.8. Table 7.3- Minimum number of car parks required for people with disabilities

	Total number of car park spaces being provided	Minimum number of car parks for people with disabilities
a.	1 - 20	1
	21 - 50	2
c.	> 50	2 <u>for the first 50 car park spaces</u> + 1 additional disability car park for every additional 50 car parks <u>or part thereof.</u>



- d. Rule 1 in 7.2.3.1 all buildings with a GFA greater than 2,500 m² to provide parking spaces for people with disabilities, even if no other parking spaces are provided. If no other car parks are provided, the amount of disability car park spaces required shall be calculated by determining how many disability car park spaces would be required if one standard parking space per 100 m² GFA were provided.

10. Table 7.4 - Minimum car park dimensions

	Type of use	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
a.	Long term (refer to Note 1)	90°	2.4	6.6	5.0	0.6	11.6
b.	Medium term (refer to Note 2)		2.5	6.4			11.4
c.	Short term (refer to Note 3)		2.6	6.2			11.2
d.	Car parks for people with disabilities		3.6	6.6			11.6
e.	Long term (refer to		2.4	5.4			10.4



	Type of use Note 1)	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
f.	Medium term (refer to Note 2)	60°	2.5	5.1	5.0	0.4	10.1
g.	Short term (refer to Note 3)		2.6	4.8			9.8
h.	Long term (refer to Note 1)	45°	2.4	4.5	5.0	0.4	9.5
i.	Medium term (refer to Note 2)		2.5	4.2			9.2
j.	Short term (refer to Note 3)		2.6	3.9			8.9
l.	Long term (refer to Note 1)	30°	2.3	4.1	4.0	0.4	8.1
m.	Medium term (refer to Note 2)		2.4	3.8			7.8
	Short term						



n.	Type of use (refer to Note 3)	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
			2.5	3.5			7.5
o.	Car parks for people with disabilities	Parallel	3.6	3.3 (one way) 5.5 (two way)	6.1		
p.	All users	Parallel	2.0	3.3 (one way) 5.5 (two way)	6.1		

- q. Stall widths shall be increased by 300 millimetres where they abut permanent obstructions such as a wall, column or other permanent obstruction. Where there is such an obstruction on both sides of a parking space the minimum width shall be increased by 600mm.
- r. The stall depth may be reduced by the corresponding overhang length if a low kerb allows overhang, but this overhang shall not encroach any pedestrian facilities or required landscape areas.
- s. In any car park structure, columns shall be set back a minimum of 300 millimetres from the parking aisle and shall not be located so as to obstruct the opening of car doors from within any parking space.

Notes:

1. Long term parking: generally all day parking.
2. Medium term parking: generally two to four hour parking.
3. Short term parking: generally two hour parking or less.
4. Aisle widths for 90° parking allow for two-way operation. If not otherwise specified, all other aisle widths are given for one-way operation with forward entry to spaces.

5. Design guidance for parking areas in buildings may be obtained from the **New Zealand Building Code D1/AS1: Access Routes** or *Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004*, and any subsequent amendments. Compliance with the Australian/ New Zealand Standard is recommended, but is not a requirement to achieve permitted activity status.

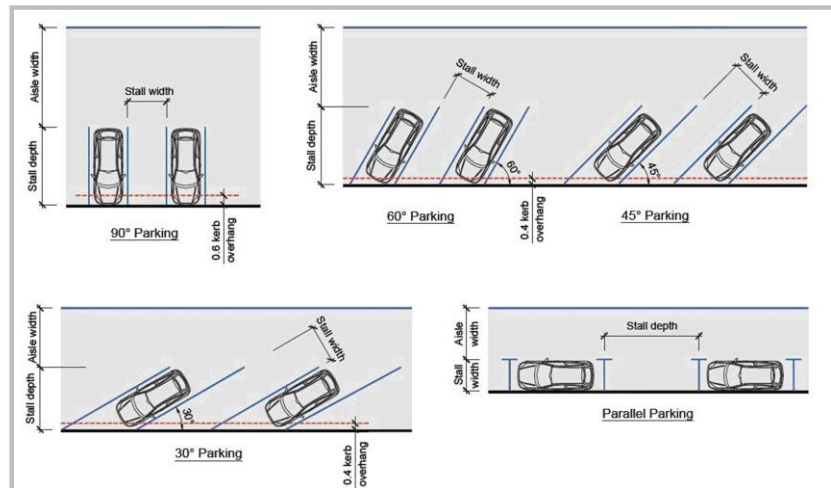


Figure 7.1: Car park dimensions

Appendix 7.2 - Cycle parking facilities

1. Visitor cycle parking facilities shall be provided as follows:
 - a. The number of visitor cycle parks provided shall be at least the minimum number of visitor cycle parks specified in Table 7.5.
 - i. when calculating the overall parking requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total parking requirement for any activity will be the sum of the parking requirements for each area.
 - ii. where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - iii. where an activity falls under the definition of more than one activity in Table 7.5, then the higher parking requirement shall apply.
 - iv. where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
 - b. Stands shall be securely anchored to an immovable object.
 - c. Stands shall adequately support the ~~bicycle frame and front wheel~~.
 - d. Stands shall allow the bicycle frame to be secured.
 - e. Cycle parking facilities shall be clearly signposted or visible to cyclists entering the site.
 - f. Cycle parking facilities shall be located so as not to impede pedestrian thoroughfares including areas used by mobility or visually impaired persons.
 - g. Cycle parking facilities shall be located so that the bicycle is at no risk of damage from vehicle

movements within the site.

- h. Cycle parking facilities shall be located as close as possible to and no more than 30 metres from at least one main pedestrian public entrance to the building/activity. However, the requirement to provide visitor cycle parking does not apply to a building on a key pedestrian frontage that has no setback from the road frontage, which results in there being no space for the visitor cycle parking to be provided within 30 metres of at least one main pedestrian public entrance.
- i. Lighting must comply with the lighting requirements in 7.2.3.6 Rule 6.
- j. Stands shall have the minimum dimensions in Figure 7.2.
- k. Cycle parking facilities shall be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

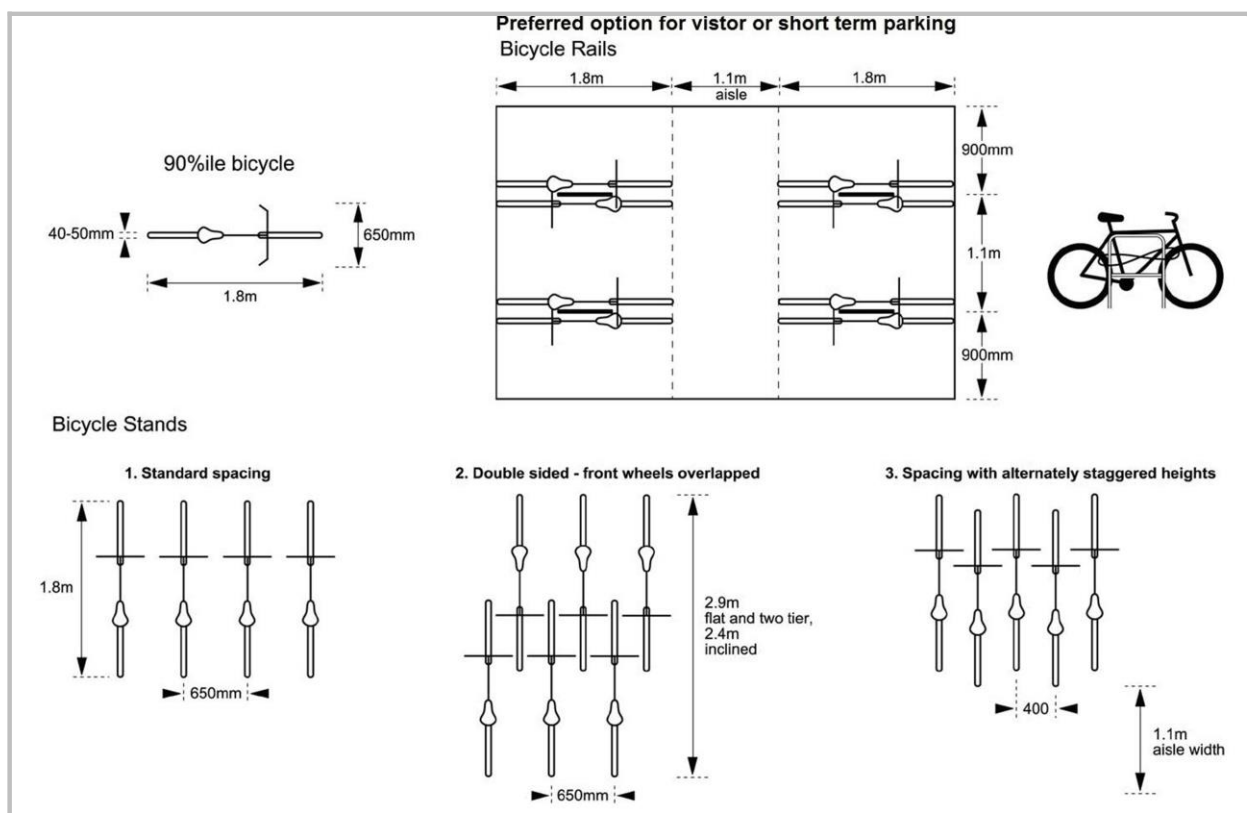


Figure 7.2 – Minimum cycle parking dimensions

- 2. Staff/residents/students cycle parking facilities shall be provided as follows:
 - a. The number of staff/residents/students cycle parks provided shall be at least the minimum number of staff/residents/students cycle parks in Table 7.5. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply. Where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - b. Staff/residents/students cycle parking facilities shall be located so it is easily accessible for staff, residents or students of the activity.
 - c. Located in a covered, secured area ~~that is not open to the general public.~~



~~d. Where a stand is provided, it shall meet the visitor cycle parking requirements in (1) except for (e) and (h).~~

~~e.d.~~ The number of on-site cycle parking end of trip facilities provided shall be at least the minimum number of cycle parking end of trip facilities set out in Table 7.6.

Table 7.5 - Minimum numbers of cycle parks required

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
<u>Education Activities</u>			
a.	<u>Pre-Schools</u>	1 space/ 20 FTE staff	1 staff space/ 3 FTE staff
b.	Schools	1 space/ 30 of student capacity (year 6 and below) 1 space/ 100 of students capacity (year 7 and above)	1 space/ 5 FTE students (year 6 and below) 1 space/ 1.5 FTE students (year 7 and above)
c.	<u>Tertiary Education and Research Activities</u>	1 space/ 100 of student capacity	1 staff space/ 4 FTE staff and 1 student space/ 4 FTE students
d.	<u>Student Hostel Accommodation</u>	1 space/ 10 bedrooms	1 space/ 2 bedrooms
<u>Entertainment Facilities</u>			
e.	Cinemas and <u>Theatres</u> (Small to medium venues - up to 500 seats)	1 space/ 30 seats	1 space/ 5 FTE staff
f.	Cinemas and <u>Theatres</u> (Large venues - more than 500 seats)	1 space/ 60 seats	1 space/ 5 FTE staff
g.	Museums and Galleries	1 space/ 100m ² PFA	1 space/ 5 FTE staff
h.	Libraries	1 space/ 100m ² PFA	1 space/ 5 FTE staff
i.	<u>Gymnasiums</u> (for public, or private club use), Dance Studios	1 space/ 50m ² GFA	1 space/ 2 FTE staff
j.	Sports courts (for public, or private club use)	1 space/ 150m ² court area	1 space/ 5 FTE staff



	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
k.	Sports Fields (for public, or private club use)	10 spaces/ ha pitch area	1 space/ 5 FTE staff
l.	Swimming Pools (for public, or private club use)	1 space/ 10m ² pool area	1 space/ 5 FTE staff
m.	Other Entertainment Facilities, if not specified above	1 space/ 50m ² PFA	1 space/ 5 FTE staff
n.	<u>Guest Accommodation Activities</u>	1 space/ 20 bedrooms	1 space/ 5 FTE staff
<u>Health Care Facilities</u>			
o.	<u>Hospitals</u>	1 space/ 1000m ² GFA	1 space/ 300m ² GFA
p.	Other Health Care Facilities, if not specified above	1 space/ 100m ² GFA	1 space/ 2 FTE staff
q.	<u>Industrial Activities</u>	1 space/ 1000m ² GFA	1 space/ 5 FTE staff
r.	<u>Offices</u>	1 space/ 500m ² GFA	1 space/ 100m ² GFA
s.	<u>Reserves</u> (if there is not a specified cycle parking requirement in this table for the activity on the reserve)	Nil	Nil
<u>Residential Activity</u>			
t.	<u>Care Facilities</u>	1 space/ 30 clients	1 space/ 2 FTE staff
u.	<u>Social Housing</u>	1 space/ 10 units, for developments with 10 or more units	1 residents' space/ dwelling without a garage
v.	Other Residential Activities, if not specified above	1 space/ 20 units for developments with 20 or more units	1 space/ dwelling without a garage
<u>Retail Activities and Commercial Services</u>			
w.	Commercial Services	1 space/ 500m ² GFA	1 space/ 100m ² GFA
x.	Factory shops, Retail activities in Commercial Retail Park zones	1 space/ 600m ² GLFA	1 space/ 750m ² GLFA



	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
y.	<u>Food and Beverage Outlets</u>	1 space/ 25m ² PFA plus 1 space/ 100m ² outside area	1 space/ 100m ² PFA plus 1 space/ 200m ² outside area
z.	Other Retail Activities, if not specified above	1 space/ 300m ² GLFA	1 space/ 750m ² GLFA
aa.	<u>Service Stations</u>	1 space/ 600m ² GLFA	1 space/ 750m ² GLFA
bb.	<u>Spiritual Facility</u>	1 per 50m ² GFA	1 per 2 FTE staff
cc.	<u>Trade Suppliers</u>	1 space/ 600m ² GLFA	1 space/ 750m ² GLFA
dd.	<u>Yard Based Suppliers</u>	1 space/ 600m ² GLFA	1 space/ 750m ² GLFA

Table 7.6- Minimum number of cycle parking end of trip facilities required

	Number of staff/ residents/ students cycle parks required	Number of end of trip facilities required
ff.	1	None
gg.	2 - 10	1 locker ¹ per every staff/resident/student cycle park provided
hh.	> 10	1 locker ¹ per every staff/resident/student cycle park provided + 1 shower per every 10 staff cycle parks provided

¹ The minimum internal dimensions of a single locker shall be: height - 85 centimetres, depth - 45 centimetres, width - 20 centimetres.

Appendix 7.3 - Loading areas

1. The minimum number of on-site loading spaces provided shall be in accordance with Table 7.7. Where an activity does not fall within a particular category, the activity which is closest in



definition shall apply. Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.

- a. The loading space requirements listed in Table 7.7 are categorised by activity. When calculating the overall loading space requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total loading space requirement for any activity will be the sum of the ~~parking-loading~~ requirements for each area.
- b. Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
- c. Where an activity falls under the definition of more than one activity in Table 7.7, then the higher loading space requirement shall apply.
- d. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
- e. Any space required for loading ~~other than for a residential activity~~ shall be available ~~for staff and visitors~~ during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

Table 7.7: Minimum number of loading spaces required

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
<u>Education Activities:</u>			
i.	Schools and <u>Pre-Schools</u>	With 100 or more pupils: 1 bay	With 20 pupils or more, but less than 100: 1 bay With 100 or more pupils: 1 bay/100 pupils
ii.	<u>Tertiary Education and Research Activities</u>	1 bay per site	1 bay/100 FTE students
iii.	<u>Student Hostel Accommodation</u>	1 bay per hostel	1 bay/100 beds
<u>Entertainment Facilities:</u>			
iv.	Cinemas	1 bay per cinema complex	Nil
v.	<u>Theatres</u>	1 bay per theatre	Nil
vi.	<u>Gymnasium</u> (for public, or private use), Dance Studios	1/ 8,000m ² GFA	Nil



	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
vii.	Sports Courts (for public, or private use)	Nil	Nil
viii.	Sports Fields (for public, or private use)	Nil	Nil
ix.	Swimming Pools (for public, or private use)	1 bay/ 2000m ² pool area	Nil
x	Other Entertainment Facilities, if not specified above	Nil	1 bay/ 2000m ² PFA
<u>Guest Accommodation Activities:</u>			
xi.	<u>Hotels</u>	1 bay/ 100 bedrooms (for the first 300 bedrooms, nil thereafter)	1 bay /50 bedrooms
xii.	Other Guest Accommodation Activities, if not specified above	1 bay/ 100 units or 100 bedrooms, whichever is the greater (for the first 200 units or 200 nil thereafter)	1 bay/50 units or 50 bedrooms, whichever is the greater
<u>Health Care Facilities:</u>			
xiii.	<u>Hospitals</u>	1/ bay 8,000m ² GFA	Nil
xiv.	Other Health Care Facilities, if not specified above	Nil	Nil
xv.	<u>Industrial Activities</u>	1 bay/ 1,000m ² GFA or part thereof	Nil
xvi.	<u>Offices</u>	1 bay/ 8,000m ² GFA (up to 16,000m ² GFA), 1 bay/ 20,000m ² GFA (after 16,000m ² GFA)	1 bay/ 8,000m ² GFA or part thereof
xvii.	<u>Public Transport Interchanges</u>	Nil	Nil
	<u>Reserves</u> (if there is not a		



	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
xviii.	specified loading requirement in this table for the activity on the reserve)	Nil	Nil
<u>Residential activities:</u>			
xix.	<u>Care Facilities</u>	Nil	One for care facilities with more than 20 clients
xx.	Other Residential Activities, if not specified above	Nil	Nil
<u>Retail Activities and Commercial Services:</u>			
xxi.	<u>Food and Beverage Outlets</u>	1 bay/ 1000m ² PFA	Nil
xxii.	Other Retail Activities or Commercial Services, if not specified above	1 bay/ 1600m ² GLFA for the first 6,400m ² GLFA, 1/ 5,000m ² GLFA thereafter	Nil
xxiii.	<u>Service Stations</u>	1 bay/ 1600m ² GLFA for the first 6,400m ² GLFA, 1/ 5,000m ² GLFA thereafter	Nil
xxiv.	<u>Spiritual Facilities</u>	Nil	1 bay/ 200m ² PFA
xxv.	<u>Trade suppliers</u>	1 bay/ 1600m ² GLFA for the first 6,400m ² GLFA, 1/ 5,000m ² GLFA thereafter	Nil
xxvi.	<u>Yard Based suppliers</u>	1 bay/ 1600m ² GLFA for the first 6,400m ² GLFA, 1/ 5,000m ² GLFA thereafter	Nil

Note: FTE= Full Time Equivalent

2. Minimum loading area dimensions:

- a. A Heavy Vehicle Bay shall comply with one of the following vehicle sizes in Table 7.8

(depending on the largest vehicle expected to use the loading space). For commercial and industrial sites where waste collection occurs internally, a loading space and associated manoeuvring area large enough to accommodate a medium rigid vehicle must be allowed for.

Table 7.8 - Loading space dimensions for Heavy Vehicle Bays

	Largest vehicle expected to use the loading space	Minimum dimensions	Minimum dimensions (if loading space is parallel to the access to the loading space)	Associated manoeuvring areas shall be designed to accommodate the minimum turning area shown in:
i.	Small rigid vehicle	3.5m x 6.4m	3.5m x 8.4m	Figure 7.3
ii.	Medium rigid vehicle	3.5m x 8.8m	3.5m x 10.8m	Figure 7.4

- b. A 99 percentile vehicle bay shall be designed to the following minimum standards in Table 7.9:

Table 7.9- Loading space dimensions for 99 percentile vehicle bay

	Minimum dimensions	Minimum dimensions (if loading space is parallel to the access to the loading space)	Associated manoeuvring areas shall be designed to accommodate the minimum turning area shown in:
i.	3.5m x 5.2m	3.5m x 7.2m	Appendix 7.5

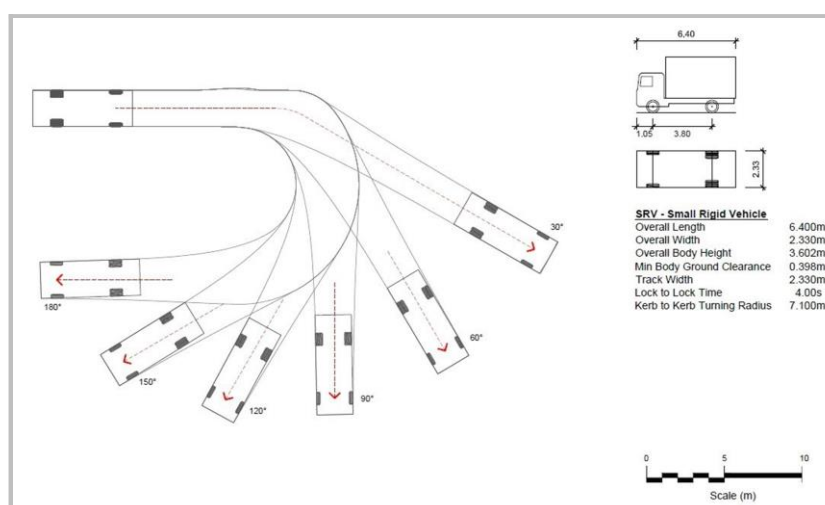


Figure 7.3 - Turning area for Small Rigid Vehicles

Note: The source of this tracking curve is from Australian Standard Parking Facilities Part 2: Off street

commercial vehicle facilities, AS 2890.2:2002

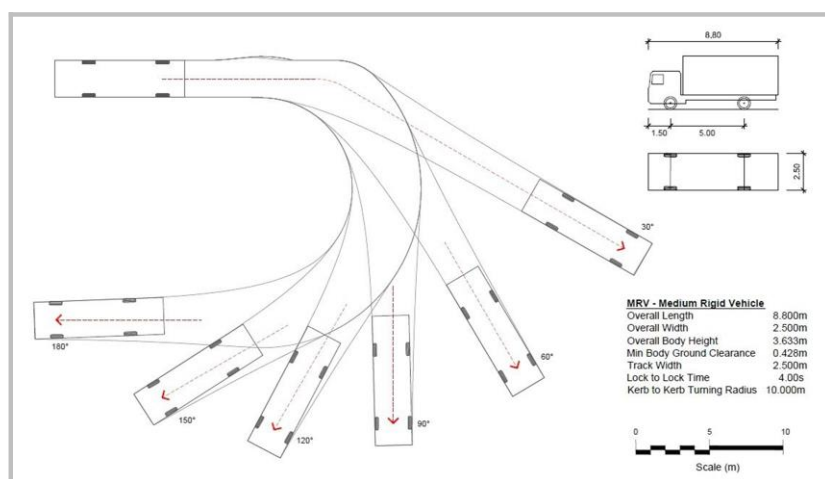


Figure 7.4 - Turning area for Medium Rigid Vehicles

Note: The source of this tracking curve is from Australian Standard Parking Facilities Part 2: Off street commercial vehicle facilities, AS 2890.2:2002.

Note:

1. Design guidance for commercial vehicle access and parking may be obtained from the Australian Standard Parking Facilities Part 2: Off street commercial vehicle facilities, AS 2890.2:2002, and any subsequent amendments. Please note compliance with AS 2890.2:2002 is recommended, but is not a requirement to achieve permitted activity status.

Appendix 7.4 - 85 percentile design motor car

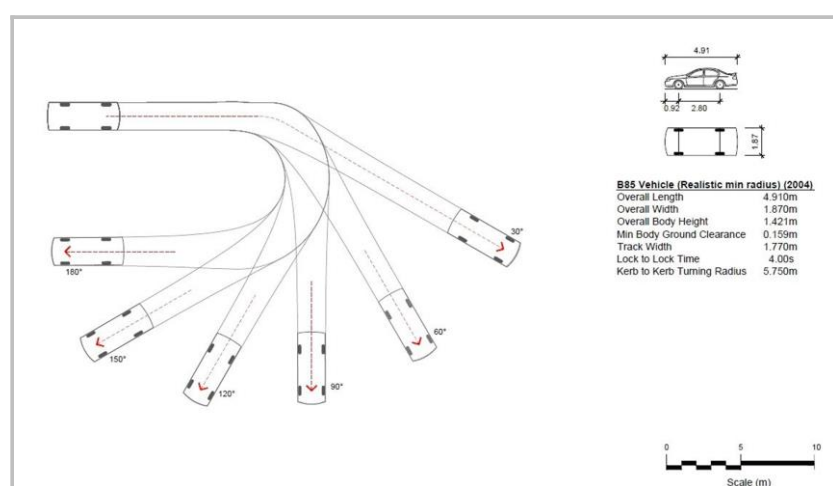


Figure 7.5 - 85 percentile design motor car

Note: The source of this tracking curve is from *Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004*

Appendix 7.5 - 99 percentile design vehicle

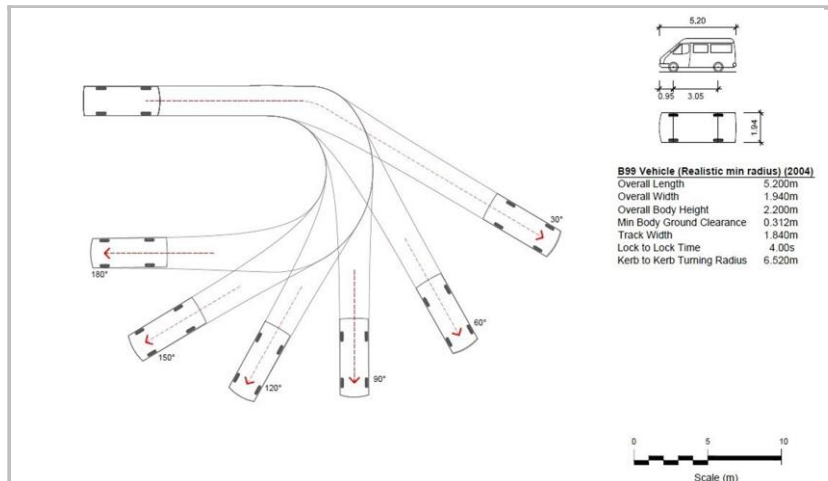


Figure 7.6 - 99 percentile design vehicle

Note: The source of this tracking curve is from *Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004*

Appendix 7.6 - Manoeuvring for parking and loading areas

1. Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any parking spaces, except for parallel parking spaces.
2. Parking and loading spaces shall be located so that vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring out of any parking or loading space.
- ~~3. For any activity, the vehicle access manoeuvring area shall be designed to accommodate the 85th percentile design motor car, as specified in Appendix 7.4, as a minimum.~~

Appendix 7.7- Access design and gradient

1. All vehicle access to and within a site shall be in accordance with the standards set out in Table 7.10 below.
 - a. Any vehicle accesses longer than 50 metres and with a formed width less than 5.5 metres wide shall provide passing opportunities (with a minimum width of 5.5 metres) at least every 50 metres, with the first being at the site boundary.
 - b. Where a vehicle access serves nine or more parking spaces or residential units and there is no other pedestrian and/or cycle access available to the site then a minimum 1.5 metres wide space for pedestrians and/or cycle shall be provided and the legal width of the access shall be increased by 1.5 metres.
 - c. All vehicle access to and within a site in a residential zone shall allow clear visibility above 1 metre for a width of at least 1.5 metres either side of the entrance for at least 2 metres measured from the road boundary.



- d. Where parking spaces are provided in separate areas, then the connecting vehicle access between the parking areas shall be in accordance with the standards in Table 7.10 based on the number of parking spaces served.
- e. The minimum and maximum widths shall be measured at the road/property boundary and apply within the site until the first vehicle control point.

Notes:

- 1. See 7.2.3.4 Rule 4 for when on-site manoeuvring is required.
- 2. The difference between minimum formed width and minimum legal width may be utilised for planting.

Table 7.10- Minimum requirements for private ways and vehicle access

	Activity	Number of marked parking spaces provided (For residential activities, the number of residential units)	Minimum legal width (m)	Minimum formed width (m) (refer to a)	Maximum formed width (m)
i.	Residential activity and offices	1 to 3	3.3 (refer to c)	2.7	4.5
ii.	Residential activity and offices	4 to 8	3.6 (refer to c)	3.0	6.0
iii.	Residential activity and offices	9 to 15	5.0 (refer to b and c)	4.0	6.0
iv.	All other activities	1 to 15	5.0 (refer to b)	4.0	7.0
v.	All activities	More than 15	6.5 (refer to b)	5.5	7.0

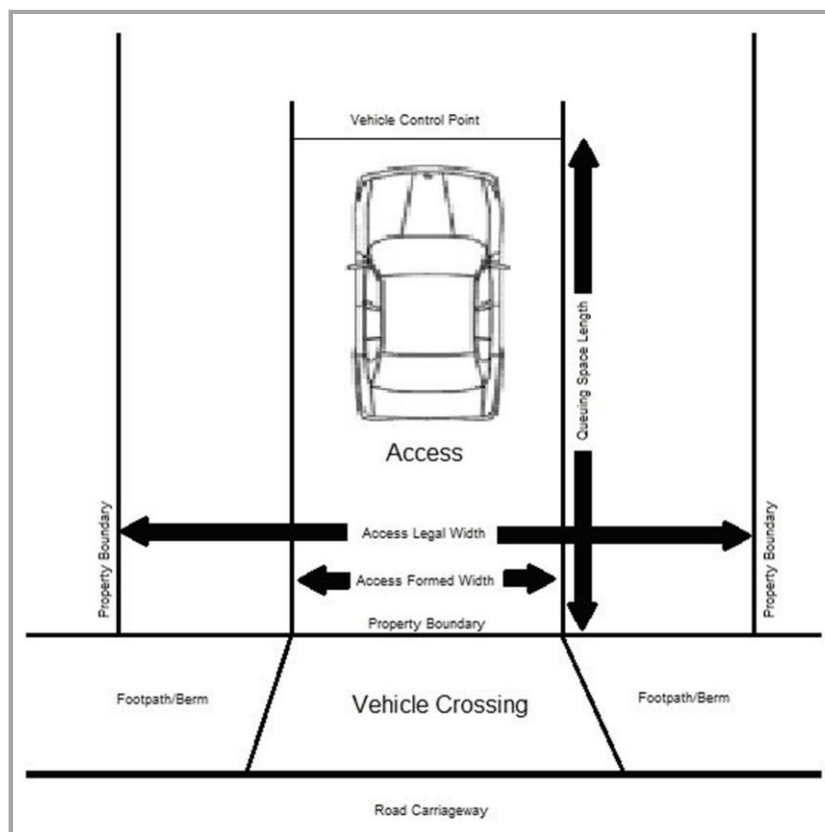


Figure 7.7- Explanation of the Location of Access Design Standards

2. The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.11.

Table 7.11- Maximum gradients for vehicle **access**

	Parking spaces provided (For residential activities- the number of residential units)	Length of vehicle access	Maximum gradient
i.	1 to 2	Any length	1 in 4 (25%)
ii.	3 to 6	< 20m	1 in 4 (25%)
iii.	3 to 6	≥ 20m	1 in 5 (20%)
iv.	More than 6	< 20m	1 in 5 (20%)
v.	More than 6	≥ 20m	1 in 6 (16%)

Note:

1. The maximum gradient shall be measured on the inside of a curved vehicle access (see Figure 7.8).

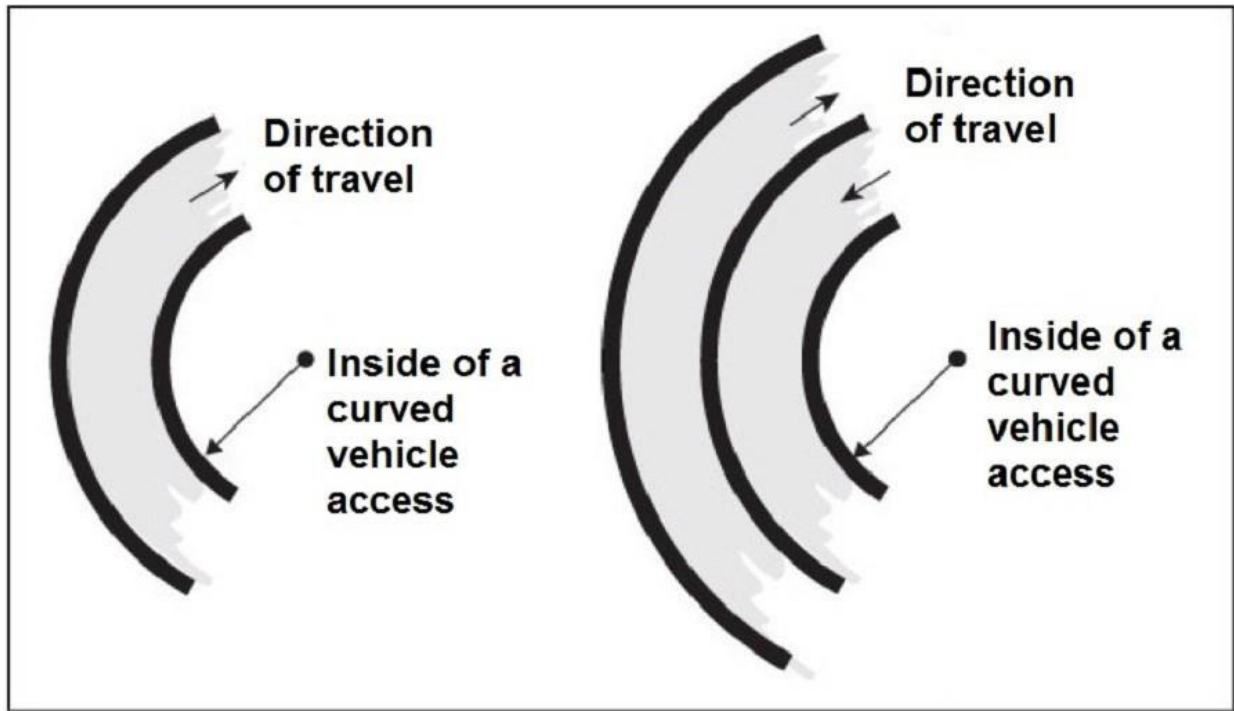


Figure 7.8 - Illustration showing an inside of a curved vehicle access

- a. The maximum change in gradient without a transition shall be no greater than 1 in 8 (12.5%). Changes of grade of more than 1 in 8 (12.5%) shall be separated by a minimum transition length of 2 metres (see Figure 7.9 for an example).

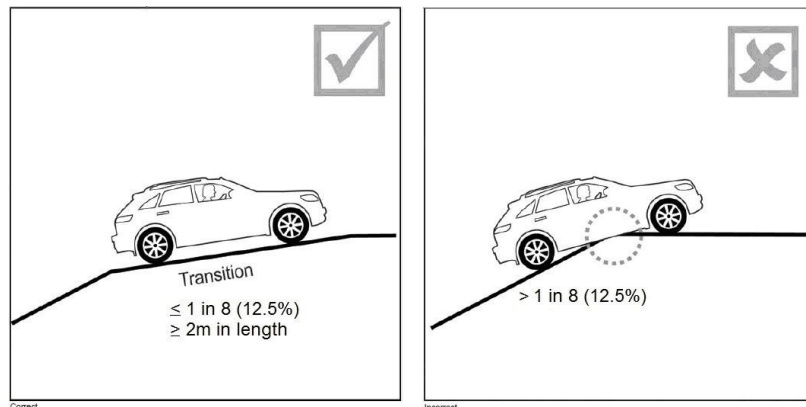


Figure 7.9 - Example of correct and incorrect vehicle access gradient transition.

- b. Where the gradient exceeds 1 in 10 (10%) the vehicle access is to be sealed with a surface that enables safe access in wet or icy conditions.
- c. Where a vehicle access serves more than six car parking spaces (or more than six residential units) and a footpath is provided on the frontage road, the gradient of the first 4.5 metres measured from the road boundary into the site shall be no greater than 1 in 10 (10%) (see Figure 7.10 for an example).

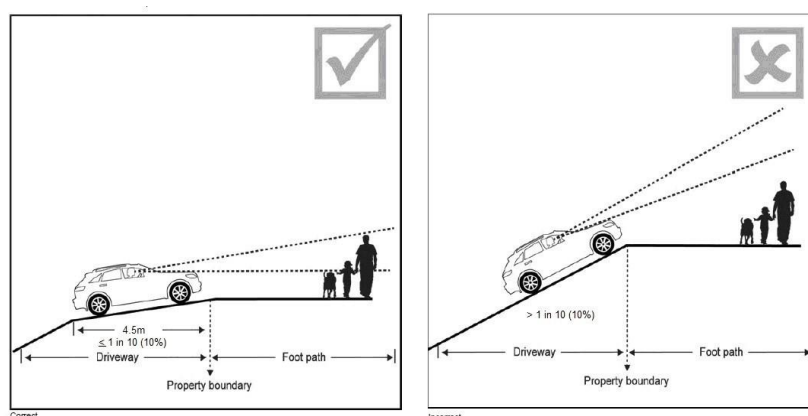


Figure 7.10 - Example of correct and incorrect vehicle access gradients in relation to footpaths.

Appendix 7.8- Queuing spaces

1. On-site queuing spaces shall be provided for all vehicles entering a parking or loading area in accordance with Table 7.12.
 - a. Queuing spaces shall be available during hours of operation.
 - b. 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 for the calculation of the queuing space.
 - c. 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 (see Figure 7.7).

Table 7.12- Queuing spaces

	Number of parking spaces (For residential activities, the number of residential units)	Minimum queuing space (m), if access serves:	
		Car parks accessed from local and collector roads	Car parks accessed from arterial roads
i.	4 - 10	0	7.5
ii.	11 - 20	7.5	10.5
iii.	21 - 50	10.5	
iv.	51 - 100	15.5	
v.	101 - 150	20.5	
vi.	151 or over	25.5	

Appendix 7.9- Visibility splay

Visibility Splay

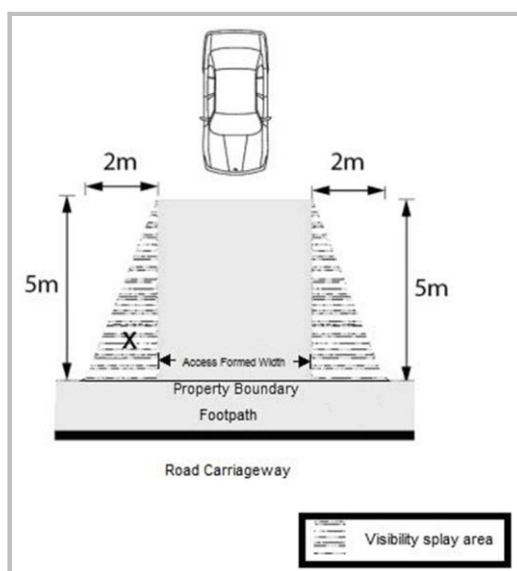


Figure 7.11 - Visibility splay measurement

1. The visibility splay areas (as shown on Figure 7.11) are to be kept clear of obstructions in all cases for visibility reasons. Landscaping or other features may be contained within the visibility splay areas, as long as it does not exceed 0.5 metres in height.
2. If the access is 4.5 metres wide or greater, and the access provides for two-way traffic flow, then there is no requirement to provide a visibility splay on the side of the access marked with an 'X' in Figure 7.11.

Appendix 7.10 - Design of rural vehicle crossings

1. Design for vehicle crossings on arterial roads and collector roads with a speed limit of 70km/hr or greater shall comply with the relevant figure in accordance with Table 7.13.

Table 7.13- Design of rural vehicle crossings

	Heavy vehicle movements per week	Volume of traffic using the vehicle crossing per day	Is the vehicle crossing located on a state highway?	Which figure to use for vehicle crossing design
a.	≤ 1	1 - 30	No	Figure 7.12
b.	≤ 1	1 - 30	Yes	Figure 7.14
c.	≤ 1	31 - 100	Yes or No	Figure 7.14
d.	> 1	1 - 30	Yes or No	Figure 7.13
e.	> 1	31 - 100	Yes or No	Figure 7.14

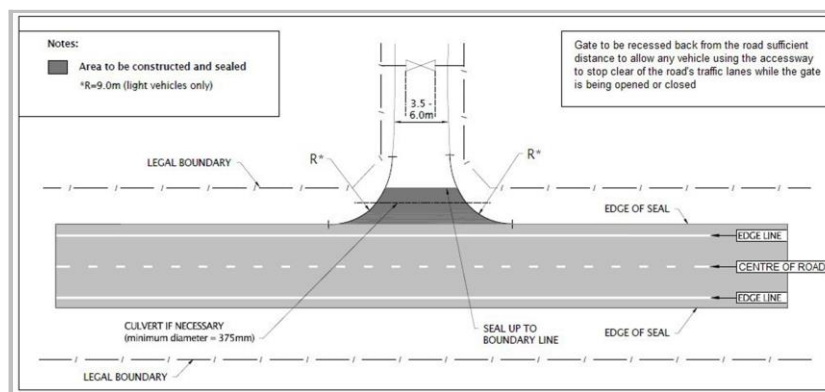


Figure 7.12

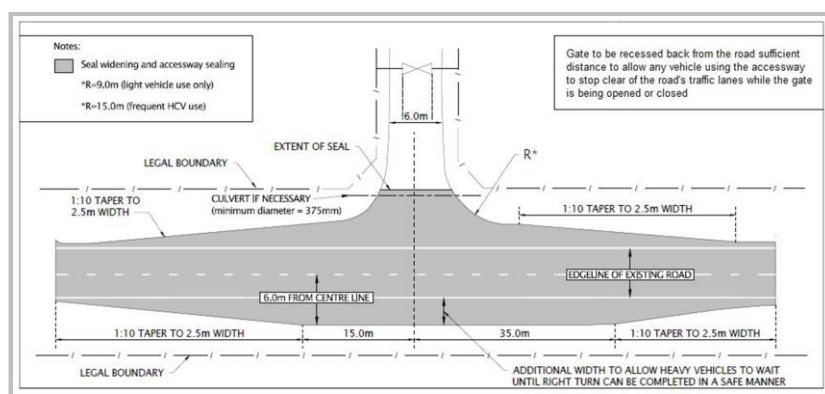


Figure 7.13

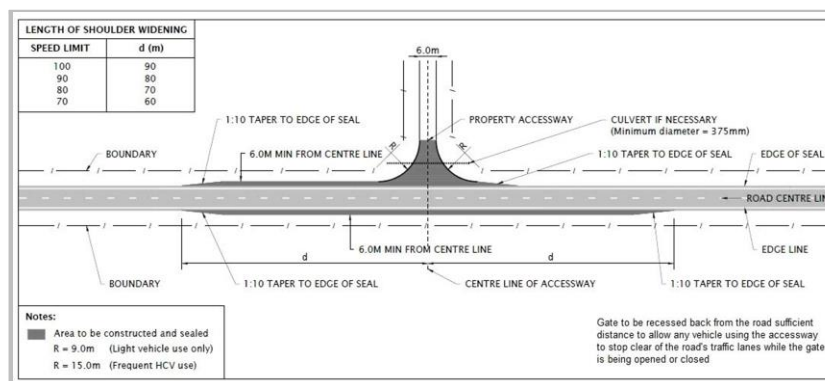


Figure 7.14

Notes:

- R = radius
- HCV = Heavy commercial vehicle (see 'heavy vehicle' for definition)

Appendix 7.11- Standards for the location of vehicle crossings

- Minimum distance between vehicle crossings:
 - Vehicle crossings to a frontage road with a speed limit of 70 Km/hr or greater shall have a minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, on the same or an adjacent site, in accordance with the minimum distances set out in Table 7.14.

Table 7.14- Minimum distance between vehicle crossings (distance in metres)



	Type of road frontage			
	Frontage road speed limit (km/h)	Arterial	Collector	Local
i.	70	40	40	40
ii.	80	100	70	50
iii.	90	200	85	65
iv.	100	200	105	80

- b. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing for the site may be constructed in the position which most nearly complies with the provisions of Table 7.14.

2. Maximum number of vehicle crossings:

- a. The maximum number of vehicle crossings permitted on each road frontage of any site shall be in accordance with Table 7.15.

Table 7.15- Maximum number of vehicle crossings

		Type of road frontage		
	Frontage length (m)	Local and collector	Minor arterial	Major arterial
i.	0 - 16	1	1	1
ii.	> 16 - 60	2	1	1
iii.	> 60 - 100	2	2	1
iv.	> 100	3	2	2

3. Minimum distance of vehicle crossings from intersections:

- a. Any part of a vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 7.16.

Table 7.16- Minimum distance of vehicle crossings from intersections

	Speed limit < 70 km/h			
	Intersecting road type (distance in metres)			
	Frontage road	Arterial	Collector	Local
i.	Arterial	30	30	30
ii.	Collector	20	20	10

iii.	Local	20	15	10
Speed limit 70 - 90 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial	Collector	Local
iv.	Arterial	100	100	100
v.	Collector	45	45	45
vi.	Local	45	45	45
Speed Limit > 90 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial	Collector	Local
vii.	Arterial	200	200	200
viii.	Collector	60	60	60
ix.	Local	60	60	60

- b. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 7.16.
- c. The measurement of the distances between the vehicle crossings and intersections shall be in accordance with Figure 7.15.

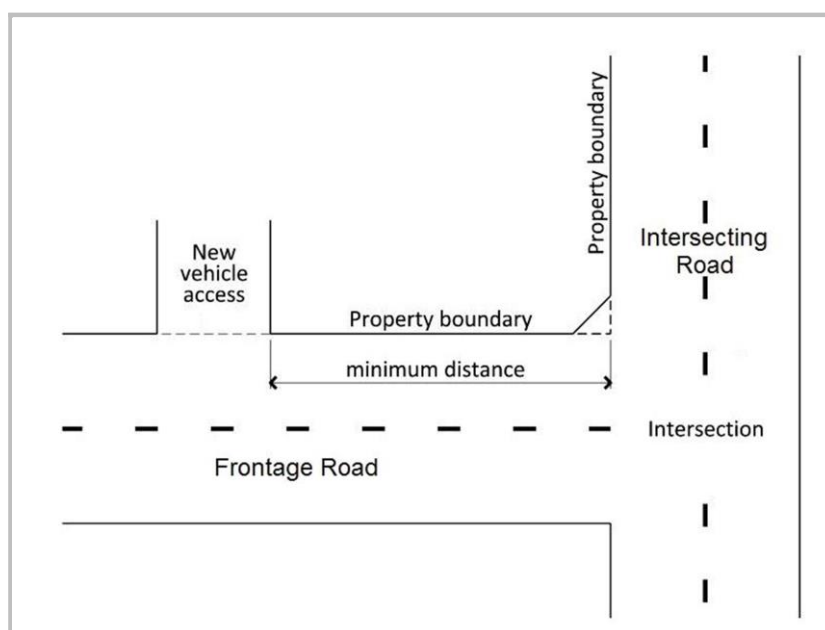


Figure 7.15 - Minimum distance of vehicle crossings from intersections

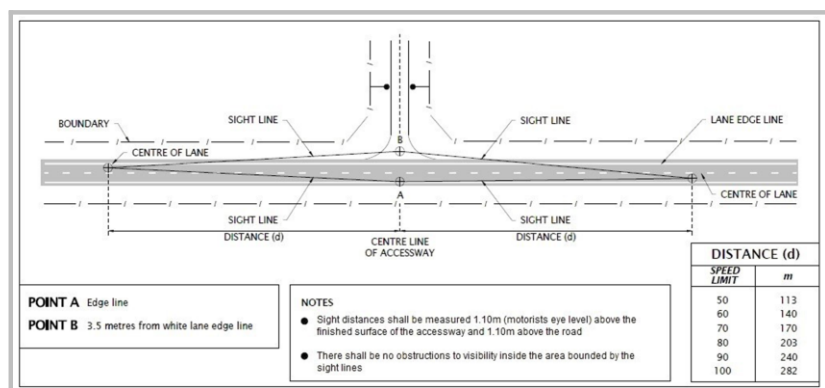


Figure 7.16 - Minimum sight lines for vehicle crossing for rural roads

Appendix 7.12- Road classification system

The purpose of Appendix 7.12 is to outline the Road Classification System, which is used to distinguish roads into categories, as some of the rules in the District Plan only apply to some of the roads in a particular category.

1. Description of the Road Classification System

a. Functional hierarchy (Movement and Place Functions):

Traditionally road classification systems have primarily focused on the movement function of roads (i.e. moving people and goods from 'a' to 'b') and seldom taken account of the communities and environment that surround them. However the Road Classification System in this Plan (which is based on the Road Classification System adopted in the [Christchurch Transport Strategic Plan](#)) presents a more balanced view of the role of roads by applying a 'place' (land use) function for roads, alongside a 'movement' (or link) function.

The Road Classification System in the [Christchurch Transport Strategic Plan](#) has been simplified for use in the District Plan. The traditional four 'movement' function categories remain (Major Arterial, Minor Arterial, Collector and Local) to show the role that the road plays in moving people and goods around the transport network. Some roads have changed their classification from the previous District Plans as changes to the network have occurred over the last few years.

In addition to the four 'movement categories', four 'place categories' now sit within the system to reflect the different 'place' requirements: Rural, Industrial, Residential, and Centres. These additions to the categories take into account the surrounding land use, and show the role the road plays in contributing to the amenity values, identity and public space of the adjoining area.

When the four place types are combined with the four levels of movement function, a two-dimensional array, or 'matrix', with 16 potential cells is created. This gives roads a dual classification, of one 'place' function and one 'movement' function. This ensures, for example, that arterial roads in residential areas are managed differently to reflect their context in a different manner than arterial roads in industrial areas or local roads in residential areas.



b. Use hierarchy (modal networks):

In addition to the functional hierarchy, a road use hierarchy has also been defined within the [Christchurch Transport Strategic Plan](#). These networks highlight that different modes of transport have different priorities within the network. There are five modal networks defined in the [Christchurch Transport Strategic Plan](#):

- i. the cycle network of major, local and recreational cycle routes (including on and off road cycle ways, and cycle ways within rail corridors);
- ii. the core public transport route network;
- iii. the walking network;
- iv. the freight network (including the rail network); and
- v. the strategic road network.

These networks are not specifically shown in the District Plan, as they will be subject to change over time. However, they are an important part of Christchurch's transport network and will be considered as part of the Integrated Transport Assessment process.

In addition to the classification system the [Christchurch Transport Strategic Plan](#) highlights the need to manage the road network more efficiently. The Christchurch Network Management Plan is being developed to guide how the network will be managed based on user priority and the time of day, to reflect the different demands that occur on the networks and the importance of prioritising users during different times of the day.

- vi. Note that [Appendix 8.6.3 of Chapter 8](#) contains the standards for new roads.

2. Summary of the Road Classification categories

- a. Each road will have a dual classification both a 'movement' and 'place' classification (see Figures 7.17(a-f) for maps of the road classification). The 'movement' and 'place' function categories are described in Table 7.17.

Table 7.17 Explanation of movement and place categories

	Movement function category	Explanation
i.	Major arterial roads	State Highways and key roads in Christchurch District that cater especially for longer trips. Major Arterial Roads are the dominant elements of the roading network which connect the major localities of the region, both within and beyond the main urban area, and link to the most important external localities. Some major arterials, particularly some state highways, serve an important by-pass function within Christchurch District, directing traffic through it to areas beyond. They are managed to minimise adverse effects from access on network efficiency. All motorways within Christchurch District are classified as major arterial roads.



	Movement function category	Explanation
ii.	Minor arterial roads	Roads that provide connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres. Generally, these roads cater for trips of intermediate length. They will generally connect to other minor and major arterial roads and to collector roads. Arterial roads provide the most important movement function and as such require the highest degree of movement function protection. They may also define the boundaries of neighbourhood areas.
iii.	Collector roads	Roads that distribute and collect local traffic between neighbourhood areas and the Arterial road network. These are of little or no regional significance, except for the loads they place on the Arterial road network. They link to the Arterial road network and act as local spine roads, and often as bus routes within neighbourhoods, but generally do not contain traffic signals. Their traffic movement function must be balanced against the significant property access function which they provide. Collector roads within the central city are known as distributor roads. These roads have a similar 'movement' function to the distributor streets in the Central City, which are shown in the Christchurch Central Recovery Plan.
iv.	Local roads	All other roads in Christchurch District. These roads function almost entirely for access purposes and are not intended to act as through routes for motor vehicles
	Place function category	
v.	Urban (Centres)	Any road that is adjacent to a Commercial Zone. These are the areas which are shown as the Urban (Centres) Place Type on the Road Classification Maps (Figures 7.17(a-f)).
vi.	Urban (Industrial)	Any road that is adjacent to an Industrial Zone. These are the areas which are shown as the Urban (Industrial) Place Type on the Road Classification Maps (Figures 7.17(a-f)).
vii.	Urban (Residential)	All other roads within the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy Statement, as well as roads that are adjacent to any other Residential Zone in Christchurch District. These are the areas which are shown as the Urban (Residential) Place Type on the Road Classification Maps (Figures 7.17(a-f)).
viii.	Rural	All roads outside the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy Statement, except for roads adjoining to any Residential, Industrial, and/or Commercial Zone in Christchurch District. Rural roads are generally the roads classified as rural or semi-rural in the road classification system in the Christchurch Transport Strategic Plan.

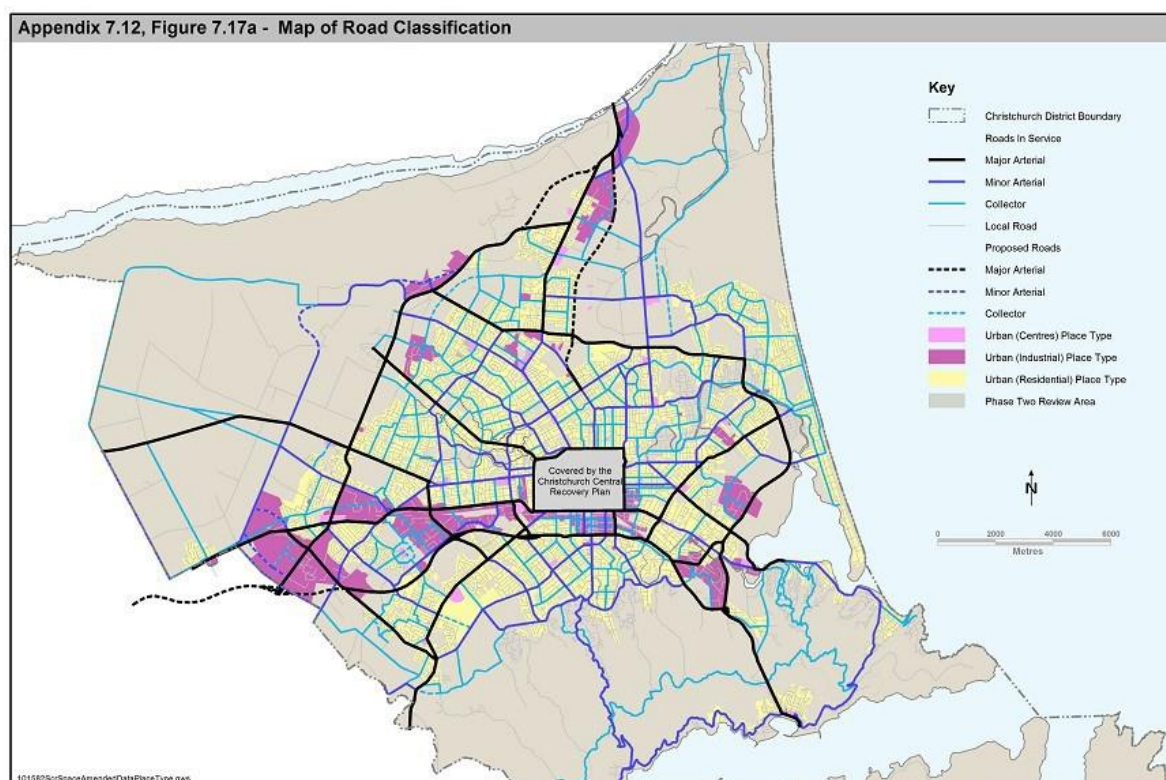
	Movement function category	Explanation

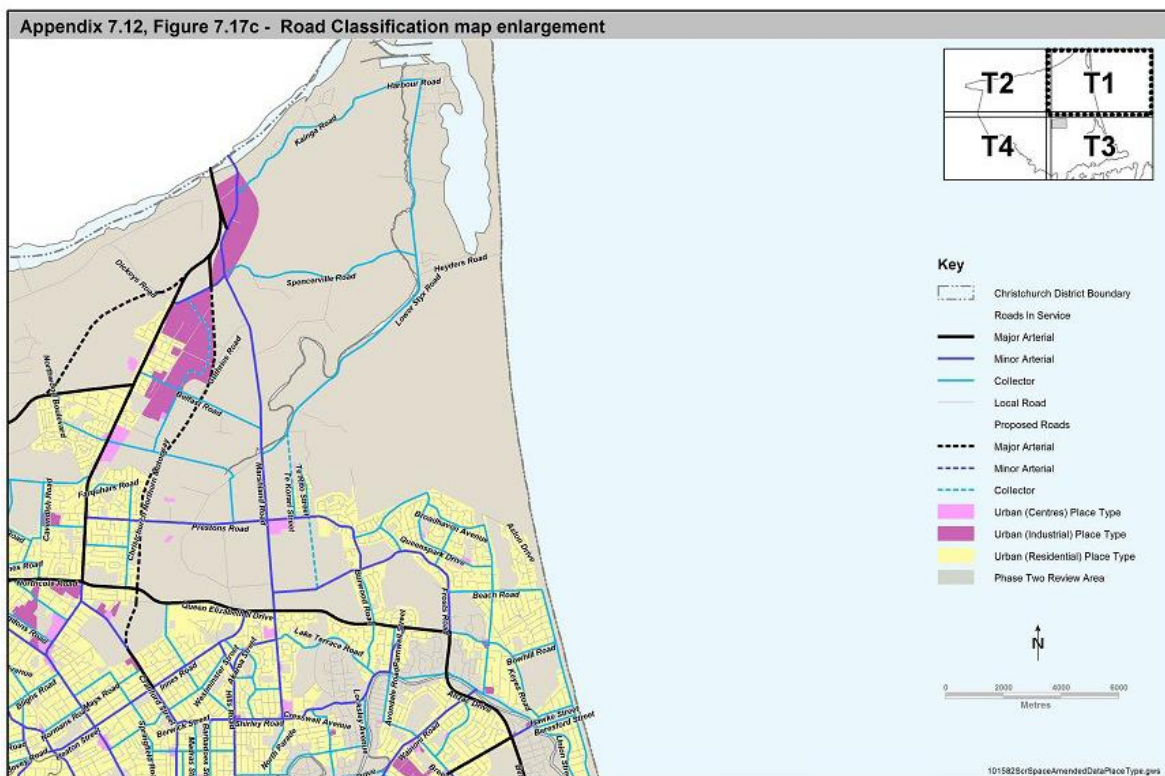
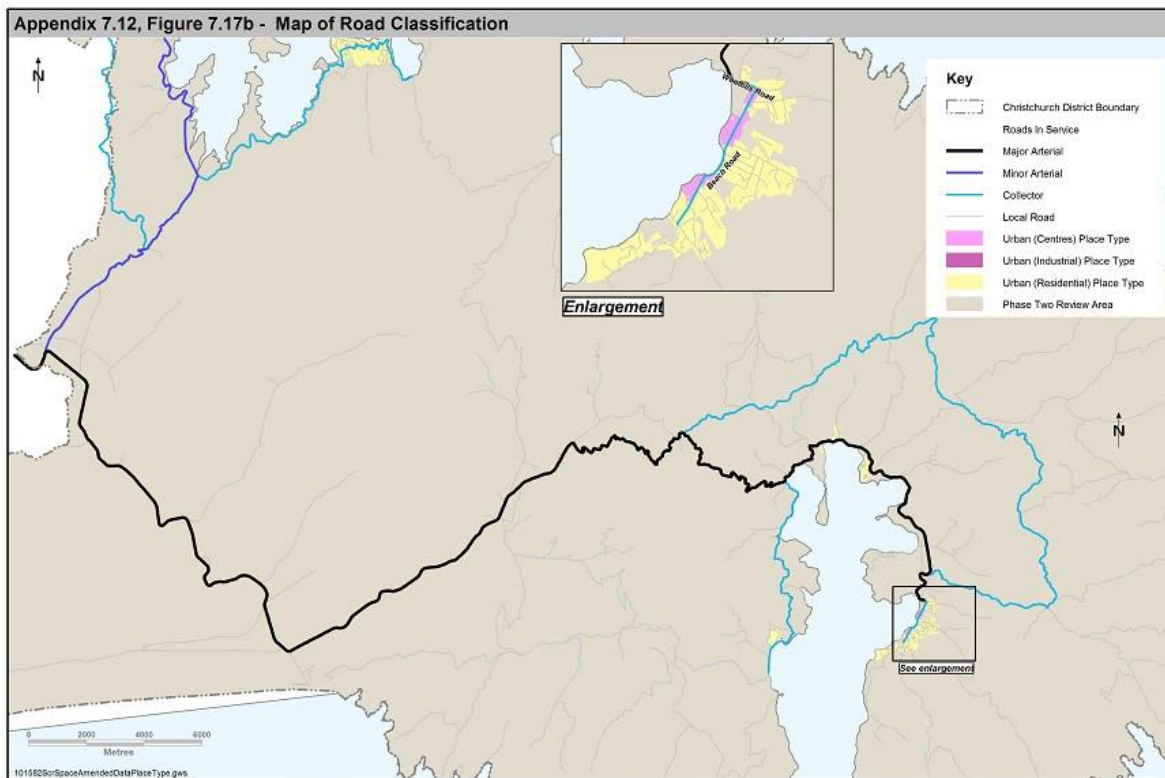
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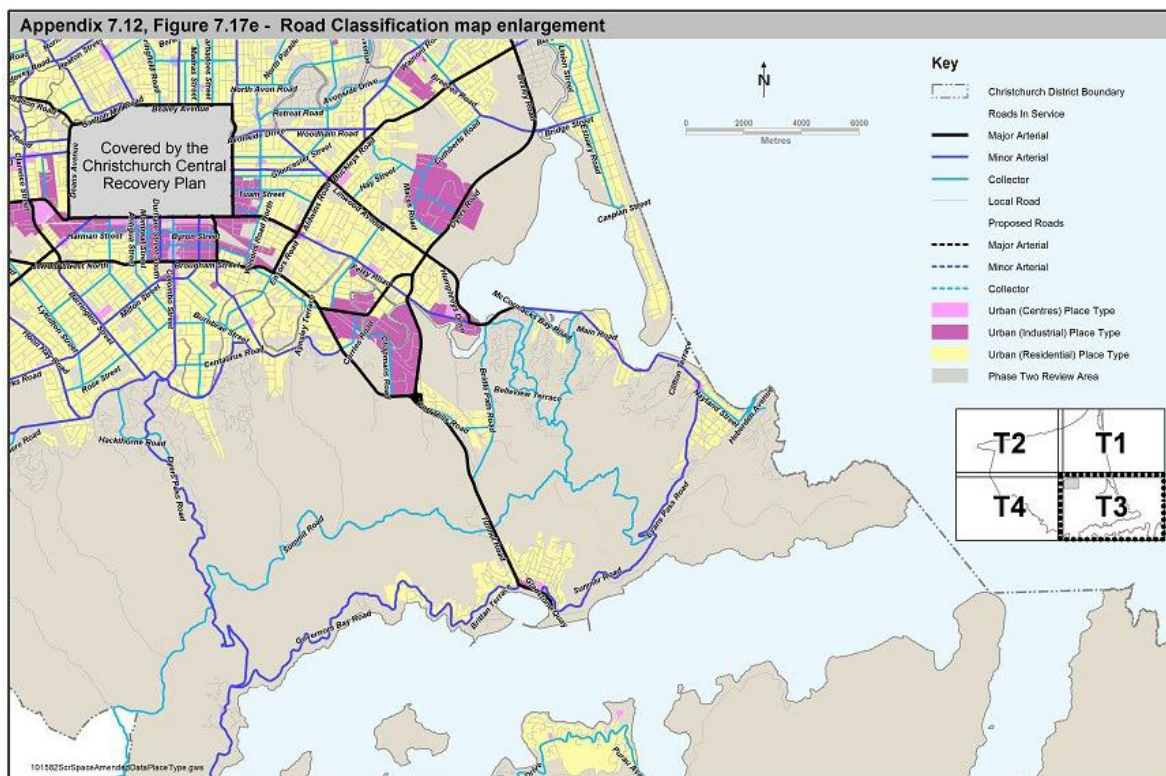
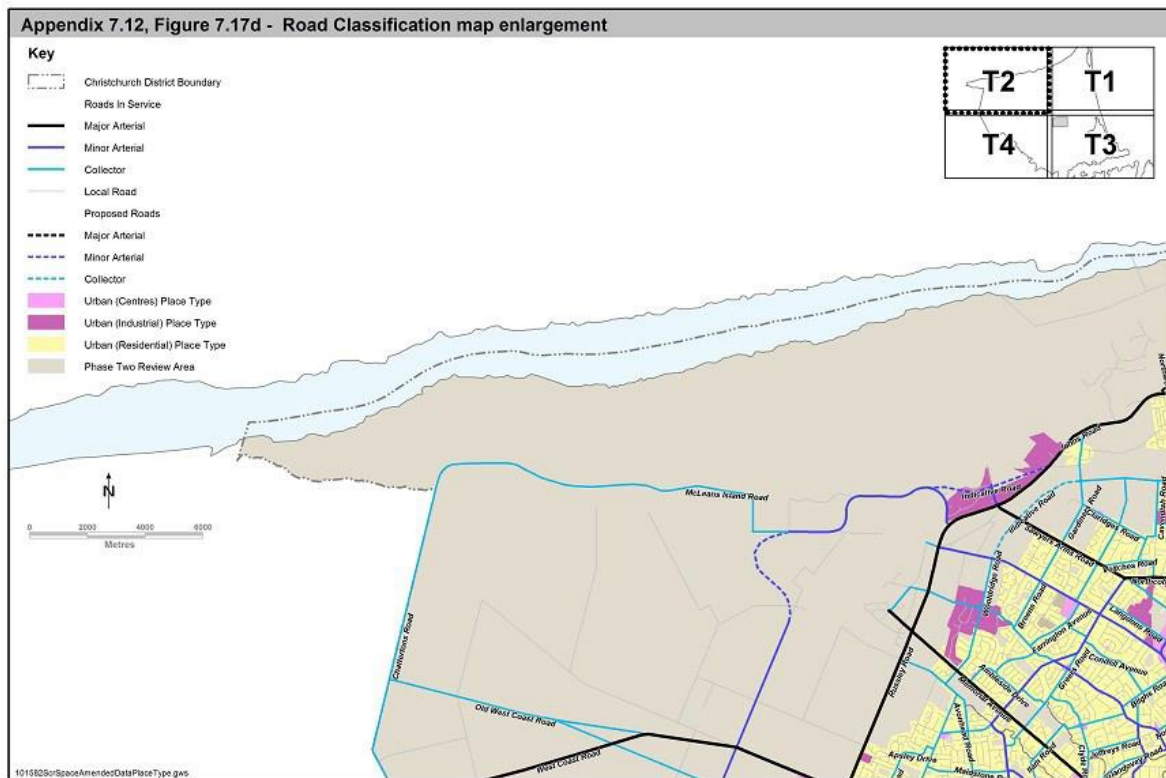
The exact area of all the place types is based on zoning and may be modified through the second phase of the District Plan Review (especially the rural place type). Thus the second phase review area is shown on the Road Classification maps and the rural place type is not shown.

¹ If a road is adjacent to a Commercial Zone on one side of the road and adjacent to an Industrial Zone on the other side of the road, then the place function is Urban (centres).

Figure 7.17: Road Classification Maps







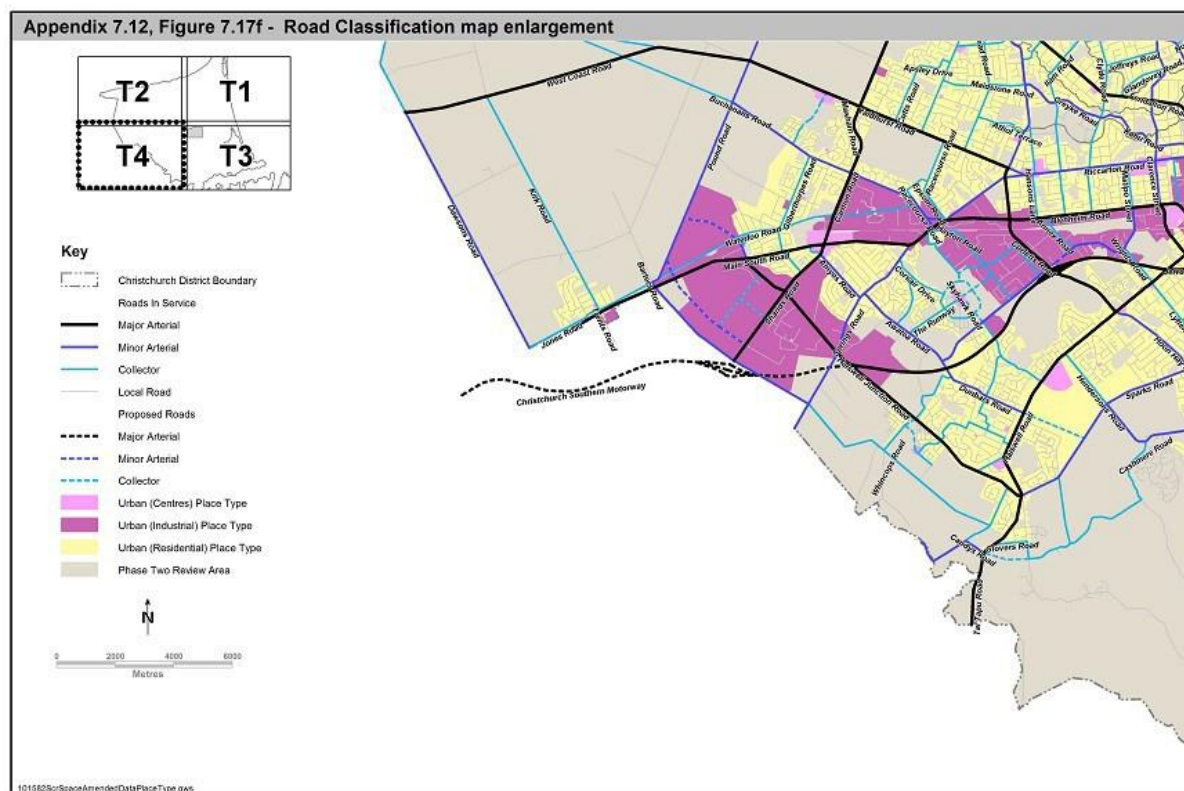


Table 7.18 - List of Arterial and Collector roads

Road	Classification
Acheson Avenue (Emmett Street – Hills Road)	Collector
Aidanfield Drive (Halswell Road – Wigram Road)	Collector
Akaroa Street (Briggs Road-Hills Road)	Minor arterial
Aldwins Road (Ferry Road – Linwood Avenue)	Major arterial
Alvaston Drive (Patterson Terrace – Halswell Junction Road)	Collector
Ambleside Drive (Grahams Road - Kendal Avenue)	Collector
Amyes Road (Shands Road – Springs Road)	Minor arterial
Annex Road (Blenheim Road-Birmingham Drive)	Collector
Antigua Street (Moorhouse Avenue –	Collector



Road	Classification
Brougham Street)	
Anzac Drive (Travis Road – Bexley Road)	Major Arterial
Apsley Drive (Withells Road – Cutts Road)	Collector
Athol Terrace (Brodie Street-Peer Street)	Collector
Avondale Road (Breezes Road-New Brighton Road)	Collector
Avonhead Road (Yaldhurst Road-Russley Road)	Collector
Avonside Drive (Fitzgerald Avenue-Linwood Avenue)	Minor arterial
Avonside Drive (Swanns Road-Retreat Road West)	Collector
Avonside Drive (Retreat Road East-Wainoni Road)	Collector
Awatea Road (Springs Road – Dunbars Road)	Minor Arterial
Aylesford Street (Westminster Street – Hills Road)	Collector
Aynsley Terrace (Opawa Road – Garlands Road)	Collector
Balcairn Street (Hindness St – Revell Street)	Collector
Barbadoes Street (Bealey Avenue - Warrington Street)	Collector
Barrington Street (Jerrold Street South-Cashmere Road)	Minor arterial
Barrington Street (Jerrold Street South-Lincoln Road)	Major arterial
Barthers Road (Waterloo Road-Main South Road)	Minor arterial
Bassett Street (Travis Road – New Brighton Road)	Minor arterial
Beach Road (Frosts Road-Marine Parade)	Collector



Road	Classification
Beach Road, Akaroa (Rue Lavaud – Rue Jolie)	Collector
Bealey Avenue (Park Terrace- Fitzgerald Avenue)	Major arterial
Belfast Road (Main North Road-Marshland Road)	Collector
Bellevue Terrace (Major Hornbrook Road-Mt Pleasant Road)	Collector
Beresford Street (Hardy Street-Marine Parade)	Collector
Berwick Street (Cranford Street-Forfar Street)	Minor arterial
Bexley Road (Anzac Drive-Breezes Road)	Major arterial
Birdwood Avenue (Eastern Terrace – Sandwich Road)	Collector
Birmingham Drive (Annex Road-Wrights Road)	Minor Arterial
Blakes Road (Belfast Road – Radcliffe Road)	Collector
Blenheim Road (Main South Road-Moorhouse Ave)	Major arterial
Blighs Road (Wairakei Road-Papanui Road)	Collector
Blighs Road (Wairakei Road-Idris Road)	Collector
Bowenvale Avenue Bridge (Centaurus Road – Eastern Avenue)	Collector
Bower Avenue (New Brighton Road-Broadhaven Avenue)	Collector
Bowhill Road (Palmers Road-Marine Parade)	Collector
Breens Road (Wairakei Road-Harewood Road)	Collector
Breezes Road (Avondale Road-Pages Road)	Collector
Breezes Road (Pages Road-Bexley Road)	Minor arterial
Bridge Street (Bexley Road-Estuary Road)	Minor arterial
Bridge Street (Estuary Road-Marine Parade)	Collector



Road	Classification
Bridle Path Road (Main Road-Tunnel Road)	Collector
Briggs Road (Innes Road – Akaroa Street)	Collector
Briggs Road (Akaroa Street-Marshland Road)	Minor arterial
Brittan Terrace (Simeon Quay – Park Terrace)	Minor Arterial
Broadhaven Avenue (Queenspark Drive-Bower Avenue)	Collector
Brodie Street (Parkstone Avenue – Athol Terrace)	Collector
Brougham Street (Simeon Street – Opawa Road) (South-east of Heathcote River)	Major arterial
Buchanans Road (Racecourse Road-Pound Rd)	Minor arterial
Buchanans Road (Pound Rd – Old West Coast Road)	Collector
Buckleys Road (Linwood Avenue – Rudds Road)	Major arterial
Burlington Street (Huxley Street – Brougham Street)	Minor arterial
Burnbrae Street (Tennyson Street – St Martins Road)	Collector
Burwood Road (Lake Terrace Road – Mairehau Road)	Collector
Burwood Road (Mairehau Road – Waitikiri Drive Road)	Minor arterial
Byron Street (Colombo Street-Waltham Road)	Collector
Candys Road (Sabys Road-Halswell Road)	Minor arterial
Carlton Mill Road (Harper Avenue-Rossall Street)	Minor arterial
Carmen Road (Main South Road-Masham Road)	Major arterial



Road	Classification
Cashel Street (Linwood Avenue – Fitzgerald Avenue)	Collector
Cashmere Road (Kennedys Bush Road-Hendersons Road)	Collector
Cashmere Road (Hendersons Road-Colombo Street)	Minor arterial
Caspian Street (Ebbtide Street-Rockinghorse Road)	Collector
Caulfield Avenue (Murphys Road – Hamill Road)	Collector
Cavendish Road (Northcote Road-Veitches Road)	Collector
Cavendish Road (Grampian Street-Styx Mill Road)	Collector
Centaurus Road (Colombo Street-Port Hills Road)	Minor arterial
Chapmans Road (Port Hills Road-Cumnor Terrace)	Collector
Charteris Bay Road (Governors Bay Teddington Road – Marine Drive)	Collector
Chattertons Road (McLeans Island Road-West Coast Road)	Collector
Checketts Avenue (Ensign Street – Wales Street)	Collector
Christchurch Akaroa Road (Selwyn District Boundary – Woodills Road)	Major arterial
Clarence Street (Riccarton Road – Blenheim Road)	Minor arterial
Clarence Street (Blenheim Road – Whiteleigh Avenue)	Major arterial
Claridges Road (Gardiners Road-Grampian Street)	Collector
Clyde Road (Riccarton Road-Greens Road)	Collector
Cobham Street (Barrington Street – Lyttelton	Collector



Road Street)	Classification
Colombo Street (Centaurus Road-Brougham Street)	Minor arterial
Colombo Street (Brougham Street-Moorhouse Avenue)	Collector
Condell Avenue (Greers Road-Blighs Road)	Collector
Connaught Drive (Halswell Junction Road – Produce Place)	Collector
Coronation Street (Barrington Street-Selwyn Street)	Collector
Corsair Drive (Springs Road – Kittyhawk Avenue)	Collector
Courtenay Street (Trafalgar Street-Westminster Street)	Collector
Cranford Street (Edgeware Road- Innes Road)	Minor arterial
Cranford Street (Innes Road-Proposed Northern Arterial Extension)	Major arterial
Cranford Street (Proposed Northern Arterial Extension –Main North Road)	Minor arterial
Cresswell Avenue (Gayhurst Road-westwards-New Brighton Road)	Collector
Creyke Road (Clyde Road-Ilam Road)	Minor arterial
Croydon Street (Southampton Street – Huxley Street)	Collector
Cumnor Terrace (Maunsell Street-Chapmans Road)	Collector
Curletts Road (Halswell Road- Yaldhurst Road)	Major arterial
Curries Road (Port Hills Road-Maunsell Street)	Collector
Cuthberts Road (Ruru Road-Breezes Road)	Collector
Cutts Road (Yaldhurst Road-Woodbury	Collector



Road Street)	Classification
Daniels Road (Main North Road-Grimseys Road)	Collector
Dawsons Road (Jones Road-West Coast Road)	Minor arterial
Deans Avenue (Moorhouse Avenue-Harper Avenue)	Major arterial
Disraeli Street (Selwyn Street-Orbell Street)	Collector
Dunbars Road (Awatea Road-Halswell Road)	Minor arterial
Dunbars Road (Awatea Road - Wigram Road)	Collector
Durham Street North (Bealey Avenue-Springfield Road)	Collector
Durham Street South (Brougham Street-Moorhouse Avenue)	Minor arterial
Dyers Pass Road (Colombo Street-Governors Bay Road)	Minor arterial
Dyers Road (Ferry Road-Breezes Road)	Major arterial
Eastern Terrace (Birdwood Avenue-Bowenvale Bridge)	Collector
Ebbtide Street (Estuary Road-Caspian Street)	Collector
Edgeware Road (Springfield Road-Hills Road)	Collector
Emmett Street (Briggs Road – Shirley Road)	Collector
Ensign Street (Checketts Avenue – Lillian Street)	Collector
Ensors Road (Brougham Street-Ferry Road)	Major arterial
Ensors Road (Fifield Terrace-Brougham Street)	Collector
Epsom Road (Racecourse Road-Main South Road)	Collector
Estuary Road (Jervois Street – Ebbtide	Collector



Road Street)	Classification
Evans Pass Road (Summit Road-Wakefield Avenue)	Minor arterial
Farquhars Road (Main North Road-Grimseys Road)	Collector
Farrington Avenue (Wairakei Road-Harewood Road)	Collector
Fendalton Road (Clyde Road- Deans Avenue)	Major arterial
Ferry Road (Fitzgerald Avenue- Moorhouse Avenue)	Collector
Ferry Road (Aldwins Road-Humphreys Drive)	Minor arterial
Ferry Road (Moorhouse Avenue-Aldwins Road)	Major arterial
Ferry Road (Humphreys Drive-St Andrews Hill Road)	Major arterial
Fitzgerald Avenue (Bealey Avenue-Moorhouse Avenue)	Major arterial
Forfar Street (Winton Street – Warrington Street)	Collector
Frankleigh Street (Lyttelton Street-Barrington Street)	Minor arterial
Frosts Road (Beach Road-Travis Road)	Minor arterial
Gamblins Road (Wilsons Road-St Martins Road)	Collector
Gardiners Road (Johns Road-Harewood Road)	Collector
Garlands Road (Aynsley Terrace-Opawa Expressway)	Collector
Garlands Road (Opawa Expressway-Rutherford Street)	Major arterial
Gasson Street (Brougham Street-Moorhouse Avenue)	Minor arterial
Gayhurst Road (Cresswell Avenue-Avonside	Collector



Road Drive)	Classification
Gebbies Pass Road (Governors Bay Teddington Road – Christchurch Akaroa Road)	Minor arterial
Gilberthorpes Road (Waterloo Road- Buchanans Road)	Collector
Gladstone Quay (Norwich Quay – Cashin Quay)	Major arterial
Glandovey Road (Fendalton Road-Idris Road)	Collector
Glandovey Road (Idris Road-Rossall Street)	Minor arterial
Glenstrae Road (McCormacks Bay Road – Monks Spur Road)	Collector
Gloucester Street (Fitzgerald Avenue – Gayhurst Road)	Collector
Glovers Road (Halswell Road-Kennedys Bush Road)	Collector
Goulding Avenue (Main South Road – Shands Road)	Collector
Governors Bay Road (Park Terrace - Dyers Pass Road)	Minor arterial
Governors Bay Teddington Road (Main Road, Governors Bay - Gebbies Pass Road)	Minor arterial
Grahams Road (Avonhead Road – Waimairi Road)	Collector
Grahams Road (Waimairi Road-Greers Road)	Minor arterial
Grampian Street (Veitches Road-Claridges Road)	Collector
Greers Road (Grahams Road-Sawyers Arms Road)	Minor arterial
Greers Road (Waimairi Road-Grahams Road)	Collector
Grimseys Road (Queen Elizabeth II Drive-	Collector



Road	Classification
Farquhars Road)	
Guildford Street (Greers Road-Grahams Road)	Collector
Hackthorne Road (Cashmere Road - Pentre Terrace)	Collector
Halswell Junction Road (Waterloo Road – Foremans Road)	Collector
Halswell Junction Road (Main South Road - Foremans Road)	Minor arterial
Halswell Junction Road (Main South Road-Halswell Road)	Major arterial
Halswell Road (Curletts Road- Old Tai Tapu Road)	Major arterial
Hamill Road (Halswell Junction Road – Caulfield Avenue)	Collector
Hammersley Avenue (Quinns Road – Marshland Road)	Collector
Hampshire Street (Wainoni Road – Breezes Road)	Collector
Hansons Lane (Riccarton Road-Blenheim Road)	Collector
Harbour Road (Kainga Road - Lower Styx Road)	Collector
Harewood Road (Orchard Road – Johns Road)	Collector
Harewood Road (Papanui Road-Johns Road)	Minor arterial
Hargood Street (Ferry Road-Linwood Avenue)	Collector
Harman Street (Lincoln Road-Selwyn Street)	Collector
Harper Avenue (Deans Avenue-Bealey Avenue)	Major arterial
Harrow Street (Olliviers Road-Aldwins Road)	Collector
Hawke Street (New Brighton Road-Marine	Collector



Road	Classification
Parade)	
Hawkins Road (Radcliffe Road – Quaid's Road)	Collector
Hay Street (Linwood Avenue-Ruru Road)	Collector
Hayton Road (Symes Road –Wigram Road)	Collector
Heaton Street (Strowan Road-Papanui Road)	Minor arterial
Heberden Avenue (Nayland Street-Scarborough Road)	Collector
Hendersons Road (Halswell Road-Sparks Road)	Collector
Hendersons Road (Sparks Road - Cashmere Road)	Minor arterial
Hereford Street (Fitzgerald Avenue-Linwood Avenue)	Minor arterial
Highsted Road (Harewood Road-Styx Mill Road)	Collector
Hills Road (Whitmore Street – Innes Road)	Minor arterial
Hindness St (Dunbars Road – Balcairn Street)	Collector
Holmwood Road (Fendalton Road-Rossall Street)	Collector
Hoon Hay Road (Halswell Road-Cashmere Road)	Minor arterial
Humphreys Drive (Linwood Avenue-Ferry Road)	Major arterial
Huxley Street (Colombo Street-Burlington Street)	Minor arterial
Huxley Street (Croydon Street – Burlington Street)	Collector
Idris Road (Fendalton Road-Wairakei Road)	Minor arterial
Idris Road (Wairakei Road - Blighs Road)	Collector
Ilam Road (Riccarton Road-Wairakei Road)	Collector
Innes Road (Papanui Road- Queen Elizabeth	Minor arterial



Road	Classification
Il Drive)	
Inwoods Road (Broadhaven Avenue-Mairehau Road)	Collector
Jarnac Boulevard (Buchanans Road – Millesimes Way)	Collector
Jeffreys Road (Clyde Road-Idris Road)	Collector
Jerrold Street North (Collins Street-Barrington Street)	Major arterial
Jerrold Street South (Collins Street-Barrington Street)	Major arterial
Johns Road (Harewood Road-Main North Road)	Major arterial
Jones Road (Railway Terrace-Dawsons Road)	Collector
Kahu Road (Kotare Street-Straven Road)	Minor arterial
Kainga Road (Main North Road- Harbour Road)	Collector
Kendal Avenue (Memorial Avenue-Wairakei Road)	Collector
Kennedys Bush Road (Glovers Road-Cashmere Road)	Collector
Kensington Avenue (Innes Road – Westminster Street)	Collector
Kerrs Road (Pages Road-Wainoni Road)	Minor arterial
Keyes Road (Bowhill Road-Hawke Street)	Collector
Kilburn Street (Greers Road-Farrington Avenue)	Collector
Kilmarnock Street (Deans Avenue-Straven Road)	Minor arterial
Kirk Road (West Coast Road-Main South Road)	Collector
Kittyhawk Avenue (The Runway – Corsair Drive)	Collector



Road	Classification
Kotare Street (Clyde Road-Kahu Road)	Minor arterial
Lake Terrace Road (Marshland Road-New Brighton Road)	Collector
Langdons Road (Greers Road-Main North Road)	Collector
Lillian Street (Ensign Street – Halswell Road)	Collector
Lincoln Road (Moorhouse Avenue-Whiteleigh Avenue)	Minor arterial
Lincoln Road (Whiteleigh Avenue- Curletts Road)	Major arterial
Linwood Avenue (Avonside Drive- Aldwins Road)	Minor arterial
Linwood Avenue (Aldwins Road – Humphreys Drive)	Major arterial
Locksley Avenue (McBratneys Road-New Brighton Road)	Collector
Lodestar Avenue (Hayton Road – Stark Drive)	Collector
Long Bay Road (Summit Road – Christchurch Akaroa Road)	Collector
Lower Styx Road (Marshland Road - Harbour Road)	Collector
Lowther Street (Racecourse Road – Main South Road)	Minor arterial
Lyttelton Street (Lincoln Road-Rose Street)	Collector
Maces Road (Cuthberts Road- Dyers Road)	Collector
Madras Street (Bealey Avenue – Winton Street)	Collector
Magdala Place (Birmingham Drive – Proposed Bridge Link to Wigram Road)	Minor arterial
Maidstone Road (Waimairi Road- Withells Road)	Collector



Road	Classification
Maidstone Road (Ilam Road - Waimairi Road)	Minor arterial
Main North Road (Northcote Road – Dickeys Road)	Major arterial
Main North Road (Cranford Street –Northcote Road)	Minor arterial
Main North Road (Dickeys Road- Waimakariri District Boundary)	Minor arterial
Main Road (McCormacks Bay Road west - The Esplanade)	Minor arterial
Main Road (St Andrews Hill Road- McCormacks Bay Road west)	Major arterial
Main Road, Governors Bay (Dyers Pass Road – Governors Bay Teddington Road)	Minor arterial
Main South Road (Blenheim Road – Selwyn District Boundary)	Major arterial
Main South Road (Riccarton Road-Blenheim Road)	Minor arterial
Mairehau Road (Marshland Road - Frosts Road)	Minor arterial
Major Hornbrook Road (Bellevue Terrace-St Andrews Hill Road)	Collector
Malcolm Avenue (Eastern Terrace – Colombo Street)	Collector
Manchester Street (Bealey Avenue – Edgeware Road)	Collector
Mandeville Street (Riccarton Road – Blenheim Road)	Collector
Marine Drive (Charteris Bay Road – Waipapa Avenue)	Collector
Marine Parade (Bridge Street-Beach Road)	Collector
Marriner Street (Wakefield Avenue - Main Road)	Minor arterial
Marshland Road (Shirley Road – Main North	Minor arterial



Road Road)	Classification
Marshs Road (Main South Road – Springs Road) ¹	Minor arterial
Marshs Road (Springs Road – Whincops Road)	Collector
Martindales Road (Port Hills Road-Bridle Path Road)	Collector
Masham Road (Yaldhurst Road- Carmen Road)	Major arterial
Matipo Street (Riccarton Road-Blenheim Road)	Collector
Matipo Street (Blenheim Road – Wrights Road	Minor arterial
Maunsell Street (Tanner Street – Cumnor Terrace)	Collector
McBratneys Road (River Road-Locksley Avenue)	Collector
McCormacks Bay Road (Main Road (west) - Main Road (east))	Collector
McFaddens Road (Rutland Street-Cranford Street)	Collector
McGregors Road (Ruru Road-Rudds Road)	Collector
McLeans Island Road (Johns Road-Proposed Pound Road deviation)	Minor arterial
McLeans Island Road (Proposed Pound Road deviation– Chattertons Road)	Collector
McMahon Drive (Aidanfield Drive – Dunbars Road)	Collector
Memorial Avenue (Clyde Road- Orchard Road)	Major arterial
Merrin Street (Avonhead Road-Withells Road)	Collector
Middleton Road (Blenheim Road-Riccarton Road)	Collector



Road	Classification
Milton Street (Barrington Street-Colombo Street)	Minor arterial
Moncks Spur Road (Mt Pleasant Road-Glenstrae Road)	Collector
Montreal Street (Brougham Street-Moorhouse Avenue)	Minor arterial
Moorhouse Avenue (Deans Avenue-Ferry Road)	Major arterial
Mt Pleasant Road (Main Road-Summit Road)	Collector
Mustang Avenue (Awatea Road – Corsair Drive)	Collector
Nayland Street (Wakefield Avenue-Heberden Avenue)	Collector
New Brighton Road (Marshland Road-Avondale Road)	Minor arterial
New Brighton Road (Avondale Road-Pages Road)	Collector
Nicholls Road (Halswell Junction Road – Halswell Road)	Collector
Normans Road (Strowan Road-Papanui Road)	Collector
North Avon Road (Whitmore Street-River Road)	Collector
North Parade (North Avon Road-Shirley Road)	Collector
Northcote Road (Greers Road-Main North Road)	Major arterial
Northern Motorway and Connectors (Waimakariri District Boundary-Dickeys Road)	Major arterial
Northwood Boulevard (Main North Road – Springbrook Lane)	Collector
Norwich Quay (Tunnel Road – Gladstone Quay)	Major arterial



Road	Classification
Norwood Street (Sandwich Road – Tennyson Street)	Collector
Nottingham Avenue (Wales Street – Patterson Terrace)	Collector
Nursery Road (Tuam Street – Ferry Road)	Collector
Old West Coast Road (Chattertons Road- West Coast Road)	Collector
Opawa Road (Wilsons Road North - Aynsley Terrace)	Collector
Opawa Road (Brougham Street (south-east of the Heathcote River) - Port Hills Road)	Major arterial
Orchard Road (Memorial Ave – Wairakei Road)	Collector
Orion Street (Emmett Street – Quinns Road)	Collector
Ottawa Road (Wainoni Road – Pages Road)	Collector
Owles Terrace (Pages Road-Union Street)	Collector
Oxford Street (Norwich Quay – Sumner Road)	Minor arterial
Pages Road (Rudds Road-Anzac Drive)	Major arterial
Pages Road (Anzac Drive – New Brighton Road)	Minor Arterial
Palinurus Road (Dyers Road-Ferry Road)	Major arterial
Papanui Road (Bealey Avenue-Harewood Road)	Minor arterial
Park Terrace (Brittan Terrace – Governors Bay Road)	Minor arterial
Parker Street (Waterloo Road-Main South Road)	Collector
Parkhouse Road (Hayton Road-Curletts Road)	Collector
Parkstone Avenue (Avonhead Road- Brodie Street)	Collector



Road	Classification
Parnwell Street (Basset Street-Travis Road)	Collector
Patterson Terrace (Nottingham Avenue – Alvaston Drive)	Collector
Peer Street (Waimairi Road-Yaldhurst Road)	Minor arterial
Philpotts Road (Queen Elizabeth II Drive – Innes Road)	Collector
Port Hills Road (Centaurus Road-Opawa Road)	Minor arterial
Port Hills Road (Opawa Road-Tunnel Road)	Major arterial
Port Hills Road (Horotane Valley Road-Martindales Road)	Collector
Pound Road (Waterloo Road-McLeans Island Road)	Minor arterial
Prestons Road (Main North Road-Waitikiri Drive Road)	Minor arterial
Purau Avenue (Waipapa Avenue – Camp Bay Road)	Collector
Putake Drive (Mairehau Road – Rothesay Road)	Collector
Quaids Road (Hawkins Road – Prestons Road)	Collector
Quaifes Road (Whincops Road – Sabys Road)	Collector
Queen Elizabeth II Drive (Travis Road-Main North Road)	Major arterial
Queenspark Drive (Rothesay Road-Bower Avenue)	Collector
Racecourse Road (Main South Road-Buchanans Road)	Minor arterial
Racecourse Road (Yaldhurst Road-Buchanans Road)	Collector
Radcliffe Road (Hawkins Road – Main North Road)	Collector



Road	Classification
Radley Street (Garlands Road-Ferry Road)	Collector
Railway Terrace (Kirk Road-Jones Road)	Collector
Retreat Road (Avonside Drive-Avonside Drive)	Collector
Revell Street (Balcairn Street – Checketts Ave)	Collector
Riccarton Road (Yaldhurst Road-Riccarton Avenue)	Minor arterial
River Road (North Avon Road-McBratneys Road)	Collector
Rookwood Avenue (Bower Avenue-Bowhill Road)	Collector
Rose Street (Hoon Hay Road-Barrington Street)	Collector
Rossall Street (Glandovey Road-Carlton Mill Road)	Minor arterial
Rothesay Road (Queenspark Drive – Burwood Road)	Collector
Roydvale Avenue (Avonhead Road-Wairakei Road)	Collector
Rudds Road (McGregors Road-Pages Road)	Collector
Rue Jolie (Beach Road, Akaroa – Alymers Valley Road)	Collector
Rue Lavaud (Woodhills Road – Beach Road, Akaroa)	Collector
Ruru Road (McGregors Road-Maces Road)	Collector
Russley Road (Johns Road-Yaldhurst Road)	Major arterial
Rutherford Street (Garlands Road-Ferry Road)	Major arterial
Rutland Street (Tomes Road-St Albans Street)	Collector
Sabys Road (Trices Road-Candys Road)	Minor arterial



Road	Classification
Sabys Road (Candys Road – Halswell Junction Road)	Collector
Sandwich Road (Birdwood Avenue – Norwood Street)	Collector
Sandyford Street (Orbell Street-Colombo Street)	Collector
Sawyers Arms Road (Johns Road-Greers Road)	Major arterial
Sawyers Arms Road (Johns Road – Brouchs Road)	Minor arterial
Sawyers Arms Road (Northcote Road-Main North Road)	Collector
Scarborough Road (Taylors Mistake Road-Heberden Avenue)	Collector
Scruttons Road (Port Hills Road - Tunnel Road on-ramp)	Major arterial
Selwyn Street (Somerfield Street-Hagley Avenue)	Collector
Seymour Street (Main South Road – Shands Road)	Collector
Shakespeare Road (Waltham Road-Wilsons Road North)	Collector
Shands Road (Main South Road- Selwyn District Boundary)	Major arterial
Sherborne Street (Bealey Avenue-Edgeware Road)	Minor arterial
Shirley Road (Hills Road-Marshland Road)	Minor arterial
Simeon Quay (Norwich Quay – Brittan Terrace)	Minor arterial
Somerfield Street (Barrington Street-Colombo Street)	Collector
Southern Motorway and connectors (Simeon Street- Halswell Junction Road)	Major arterial
Southampton Street (Tennyson Street –	Collector



Road	Classification
Croydon Street)	
Sparks Road (Halswell Road-Lyttelton Street)	Minor arterial
Spencerville Road (Main North Road-Lower Styx Road)	Collector
Springfield Road (Durham Street North-St Albans Street)	Collector
Springs Road (Main South Road- Selwyn District Boundary)	Minor arterial
St Albans Street (Papanui Road-Trafalgar Street)	Collector
St Andrews Hill Road (Main Road-Major Hornbrook Road)	Collector
St Martins Road (Fifield Terrace -Centaurus Road)	Collector
Stanmore Road (Tuam Street-North Avon Road)	Collector
Straven Road (Fendalton Road-Riccarton Road)	Minor arterial
Strickland Street (Brougham Street-Colombo Street)	Collector
Strowan Road (Heaton Street-Wairakei Road)	Minor arterial
Sturrocks Road (Cavendish Road-Main North Road)	Collector
Styx Mill Road (Gardiners Road-Main North Road)	Collector
Summit Road (Evans Pass Road-Selwyn District Boundary (west of Dyers Pass Road))	Collector
Summit Road (Gebbies Pass Road - Selwyn District Boundary (north of Gebbies Pass Road))	Collector
Summit Road (Christchurch Akaroa Road – Long Bay Road)	Collector
Sumner Road (Oxford Street – Evans Pass	Minor arterial



Road Road)	Classification
Sutherlands Road (Cashmere Road – Sparks Road)	Collector
Swanns Road (Stanmore Road-Avonside Drive)	Collector
Symes Road (Haytons Road-Main South Road)	Collector
Symes Road (Vickerys Road – Main South Road)	Collector
Tai Tapu Road (Old Tai Tapu Road- Selwyn District Boundary)	Major arterial
Tanner Street (Garlands Road - Maunsell Street)	Collector
Te Korari Street (Prestons Road Te Aue Street)	Collector
Te Rito Street (Prestons Road Urihia Street)	Collector
Tennyson Street (Colombo Street-Burnbrae Street)	Collector
The Runway (Awatea Road – Kittyhawk Avenue)	Collector
The Runway (Stark Drive - Hayton Road)	Collector
Tomes Road (Rutland Street – Papanui Road)	Collector
Travis Road (Queen Elizabeth Drive – Anzac Drive)	Major Arterial
Travis Road (Frosts Road-Bower Avenue)	Collector
Treffers Road (Parkhouse Road-Wigram Road)	Collector
Trices Road (Sabys Road- Selwyn District Boundary)	Minor arterial
Tuam Street (Fitzgerald Avenue-Olliviers Road)	Collector
Tunnel Road (Ferry Road-Norwich Quay)	Major arterial



Road	Classification
Union Street (Jervois Street-Owles Terrace)	Collector
Veitches Road (Sawyers Arms Road-Cavendish Road)	Collector
Vickerys Road (Pilkington Way – Symes Road)	Collector
Waimairi Road (Grahams Road-Peer Street)	Minor arterial
Waimairi Road (Peer Street - Riccarton Road)	Collector
Wainoni Road (Kerrs Road-New Brighton Road)	Minor arterial
Wainui Main Road (Christchurch-Akaroa Road – Jubilee Road)	Collector
Waipapa Avenue (Marine Drive – Purau Avenue)	Collector
Wairakei Road (Strowan Road-Grahams Road)	Minor arterial
Wairakei Road (Grahams Road-Orchard Road)	Collector
Wakefield Avenue (Evans Pass Road-Marriner Street)	Minor arterial
Wales Street (Checketts Avenue – Nottingham Avenue)	Collector
Waltham Road (Brougham Street-Moorhouse Avenue)	Major arterial
Waltham Road (Riverlaw Terrace-Brougham Street)	Minor arterial
Warrington Street (Forfar Street-Hills Road)	Minor arterial
Waterloo Road (Racecourse Road-Pound Road)	Collector
Waterloo Road (Pound Road-Barters Road)	Minor arterial
Waterloo Road (Barthers Road-Kirk Road)	Collector
West Coast Road (Yaldhurst Road- Selwyn	Major arterial



Road	Classification
District Boundary)	
Westminster Street (Courtenay Street-Hills Road)	Collector
Wharenui Road (Riccarton Road-Blenheim Road)	Collector
Whincops Road (Halswell Junction Road-Marshs Road)	Collector
Whiteleigh Avenue (Clarence Street-Lincoln Road)	Major arterial
Whitmore Street (Bealey Avenue-Hills Road)	Minor arterial
Wickham Street (Maces Road – Dyers Road)	Collector
Wigram Road (Halswell Junction Road-Dunbars Road)	Collector
Wigram Road (Awatea Road - Treffers Road)	Minor arterial
Wilsons Road North (Shakespeare Road - Ferry Road)	Collector
Wilsons Road South (Centaurus Road-Riverlaw Terrace)	Minor arterial
Withells Road (Yaldhurst Road-Avonhead Road)	Collector
Woodham Road (Avonside Drive - Pages Road)	Minor arterial
Woodills Road (Christchurch Akaroa Road – 60 metres east of Old Coach Road (end of State Highway 75))	Major arterial
Woodills Road (60 metres east of Old Coach Road (end of State Highway 75) - Rue Lavaud)	Collector
Wooldridge Road (Wairakei Road-Harewood Road)	Collector
Wordsworth Street (Durham Street-Waltham Street)	Collector
Wrights Road (Matipo Street-Birmingham Drive)	Minor arterial

Road	Classification
Wrights Road (Birmingham Drive – Lincoln Road)	Collector
Yaldhurst Road (Riccarton Road-Curletts Road)	Minor arterial
Yaldhurst Road (Curletts Road-West Coast Road)	Major arterial

¹ Marshs Road (Shands Road to Main South Road) is a Minor Arterial. However a new road between Main South Road and Shands Road (north of Marshs Road) is proposed to link with the Pound Road/Barters Road re-alignment (see the Road Classification maps). It is intended that in future this new road will be a Minor Arterial instead of Marshs Road between Main South Road and Shands Road.

Appendix 7.13- Building set backs to level crossings

1. Sight triangles for road/rail level crossings

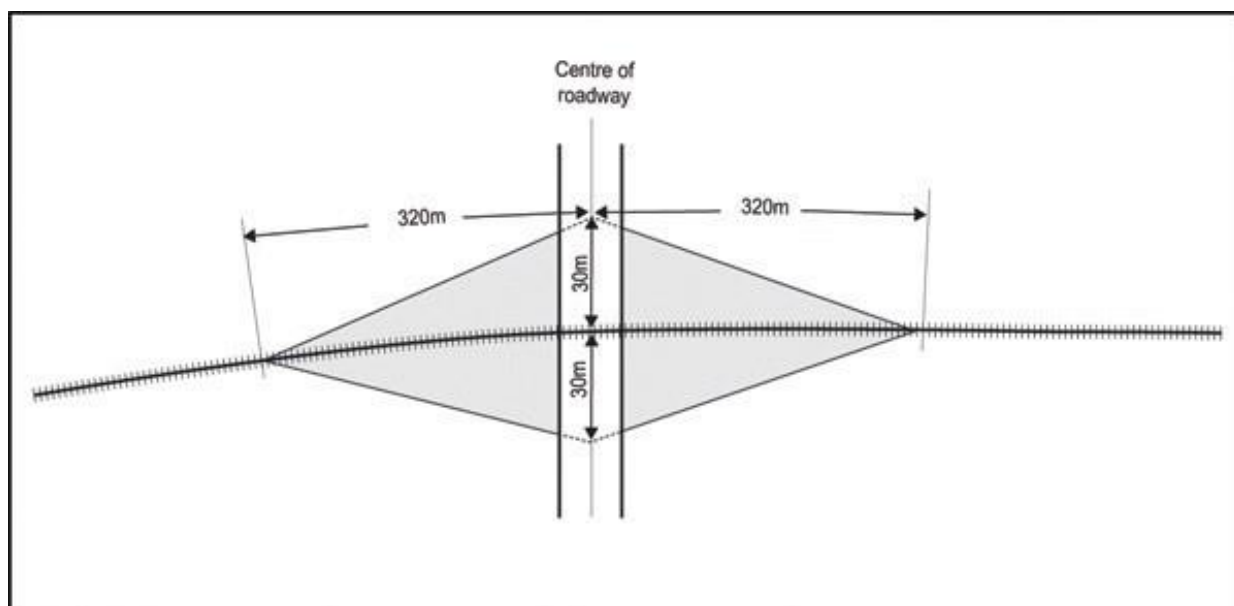


Figure 7.18: Approach sight triangles for public road/rail level crossings

Note:

1. The 30 metre distance is measured from the closest outside rail.
2. Where there is more than one set of railway tracks, then 25 metres is added to the 320 metre distance along the railway track for each additional set of tracks.

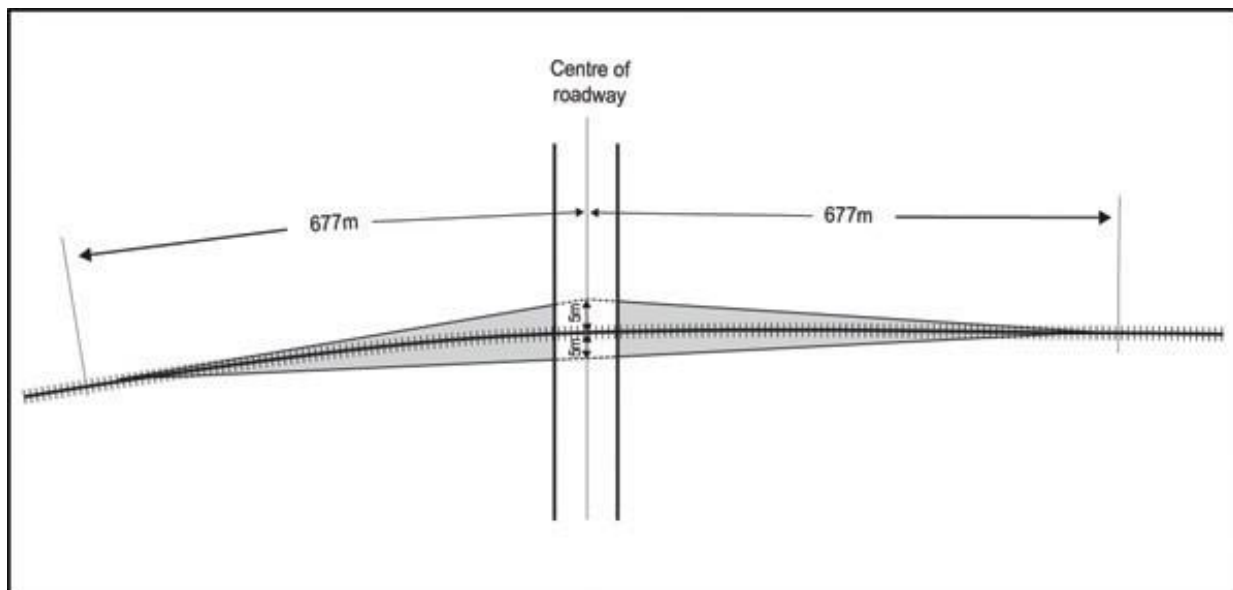


Figure 7.19: Restart sight triangles for public road/rail level crossings

Note:

1. The 5 metre distance is measured from the closest outside rail.

2. Sight triangles for rail siding level crossings

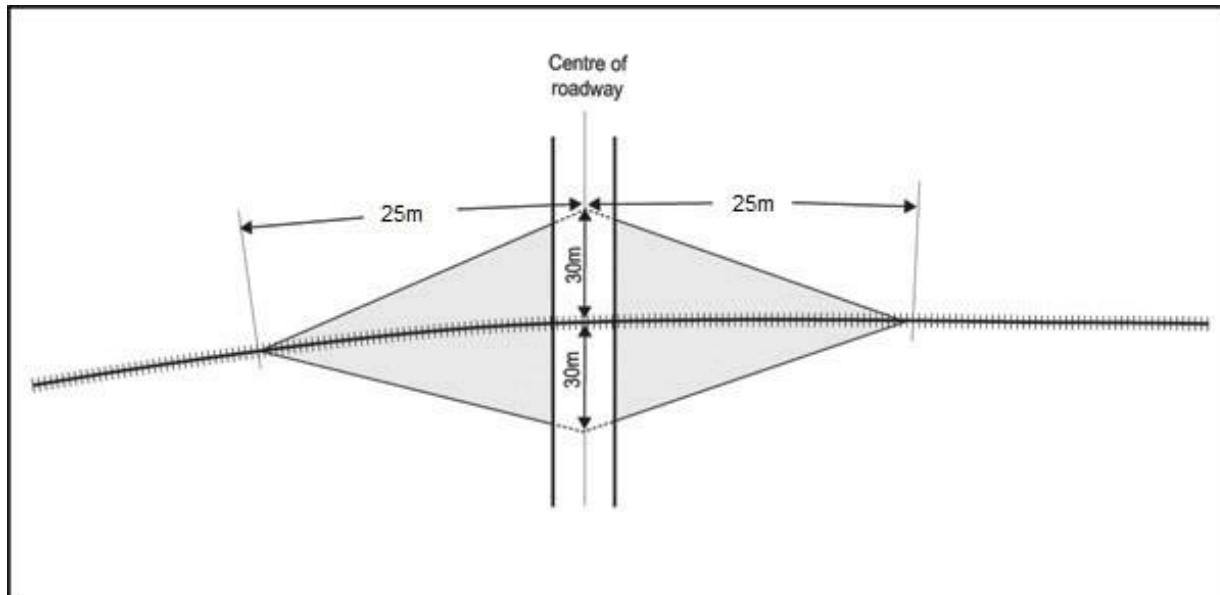


Figure 7.20: Approach sight triangles for public road/rail siding level crossings

Note:

1. The 30 metre distance is measured from the closest outside rail.

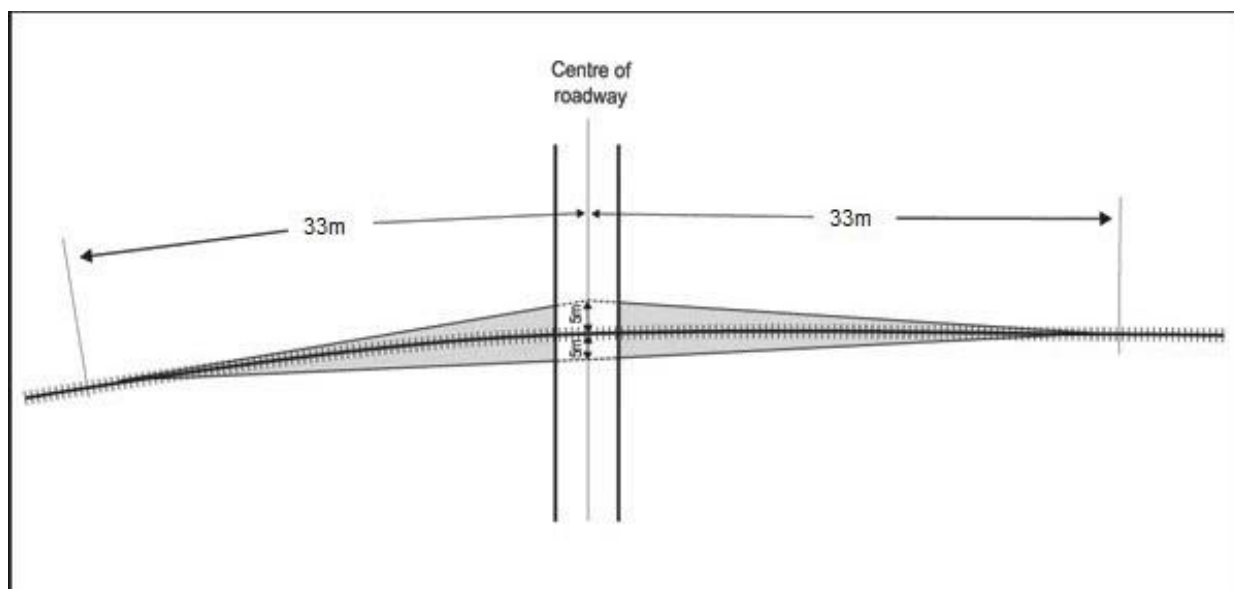


Figure 7.21: Restart sight triangles for public road/rail siding level crossings

Note:

1. The 5 metre distance is measured from the closest outside rail.

Appendix 7.14- Parking reduction adjustment factors

1. ~~If an activity is a High Trip Generator under 7.2.3.10 Rule 10 of this chapter or requires resource consent under 7.2.3.1 Rule 1 of this chapter because the activity does not meet the minimum parking requirements, the amount of parking proposed will be assessed through a resource consent application.~~ The following parking reduction adjustment factors can be considered as part of the resource consent process. These suggested reductions from the minimum parking requirements are simply suggestions: the exact suitability for the reduction, (considering the specific characteristics of the activity and its location), can be considered through the resource consent process.

Table 7.19 Parking reduction adjustment factors

	Factor	Description	Suggested reduction from the minimum parking requirements
Geographic factors			
a.	Public transport accessibility	Located within a 400m walk of a public transport stop served by a public transport service with a frequency of at least 15 minutes on weekdays between 7am and 6pm.	Up to 10%
b.		Located within a 200m walk of a public transport	Up to 5%



	Factor	Description	Suggested reduction from the minimum parking requirements
		stop served by a public transport service' with a frequency of at least 30 minutes on weekdays between 7am and 6pm.	
c.	Public parking facility	Located within a 400m walk from an off-street car park that is available for use by the general public.	Up to 10%
d.	Walking accessibility	Located within: <ul style="list-style-type: none"> i. an 800m walk of the Central City (i.e. within an 800m walk from one of the 'Four Avenues' (Bealey, Fitzgerald, Moorhouse, Deans, Harper Avenues), or ii. an 800m walk of a commercial zone that is identified as a District Centre (refer to Chapter 15), or iii. a 400m walk of a commercial zone that is identified as a local or neighbourhood centre (refer to Chapter 15). 	Up to 10%
e.	Access to a Major Cycle Route	Located within 800m of a Major Cycle Route.	Up to 10%
Activity factors			
f.	Cycle parking	The number of cycle parks (and lockers and showers) provided for the activity exceeds the requirements under 7.2.3.2 Rule 2 (cycle parking requirements) by at least 5%.	Up to 5%
g.	Cycle parking facilities	The activity provides additional cycle parking facilities such as secure bicycle storage lockers for visitors and tyre pump and puncture repair equipment.	Up to 5%
h.	Motorcycle parking	The activity provides motorcycle and scooter parking space. The number of motorcycles and scooters that the parking space caters for shall be at least 5% of the number of car parks that are	Up to 5%



	Factor	Description	Suggested reduction from the minimum parking requirements
		required under the minimum car parking requirements (without any reductions) for the activity in Table 7.2 of Appendix 7.1.	
i.	Mixed-use development	Developments that contain a mix of both residential activities and activities where people are employed at the site.	Up to 5%
j.	Good pedestrian/ wheelchair access to buildings	Site layouts that: <ul style="list-style-type: none"> i. have a pedestrian access way (separated from the vehicle access and parking areas) with a direct distance of less than 10m from a footpath on public road reserve to the activity's main building public entrance², and, ii. enable people in wheelchairs or mobility scooters to have full access to the activity. 	Up to 5%
k.	Integration with public transport	Activities that contain a waiting area for users of public transport or taxis that is safe, sheltered, attractive, accessible, and comfortable.	Up to 5%
l.	Overflow parking plan	If a plan can adequately address any overflow parking from the activity, without adversely affecting on-street parking.	Up to 5%
m.	Travel plan	A reduction in parking demand is adequately supported by measures in a travel plan that has been submitted as part of the application ³ .	Up to 5%
n.	Incentives to encourage public and/or active transport use	Incentives to encourage public and/or active transport use are provided to the users of the activity, with acceptance of review conditions to be placed on the resource consent to monitor the ongoing provision of adequate incentives.	Up to 5%
o.	Incentives to reduce travel demand	Providing opportunities to reduce the need for users of the activity to travel to the activity, with acceptance of review conditions to be placed on the resource consent to monitor the ongoing provision of adequate incentives. For example,	Up to 5%



	Factor	Description	Suggested reduction from the minimum parking requirements
		incentives could include providing facilities for online shopping and home deliveries, providing opportunities to enable employees to work from home, or teleconferencing.	
p.	Car pooling	The activity is designed to encourage car pooling (for example designating priority car parks for cars with multiple occupants, or providing a shuttle bus/van for its residents and/or employees and/or customers).	Up to 5%

Note:

1. If the activity satisfies more than one factor then each percentage can be added together to create a combined reduction (for example a 10% suggested reduction + a 5% suggested reduction + a 10% suggested reduction = 25% suggested reduction from the minimum parking requirements).
2. If an activity satisfies a factor it should not automatically be assumed that the entire suggested percentage reduction from the minimum parking requirements should be applied. If an activity only just satisfies a factor then only part of the suggested percentage reduction should be applied. The full suggested percentage reduction should only be applied in cases where the activity substantially satisfies the factor. The exact reduction will be determined through the resource consent application.
3. For more information on Travel Plans or to see some examples of incentives to encourage active and/or public transport use, refer to www.transportforchristchurch.govt.nz/travelling-around/travel-planning/.

¹ This public transport service must be an additional public transport service from the one used to achieve the previous factor (a).

² For developments with multiple public entrances, this requirement to provide good pedestrian access applies to both the busiest public entrance and the public entrance closest to the nearest public transport stop.

³ Please note that factors n, o and p can be included in a Travel Plan, which could result in up to a 20% reduction for the Travel Plan.

Appendix 7.15- Integrated transport assessment requirements checklist

1. Requirements for a basic Integrated Transport Assessment

Item description	Details to be included
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a.	Introduction	Description of the site's characteristics, proposed land use and transport issues.
b.	Description of existing land use and transport environment	An outline of the surrounding land use, transport networks, safety and parking.
c.	Travel characteristics	Estimated trip generation for all modes.
d.	Accessibility	An explanation of how accessible the activity will be for each mode with regard to access to facilities and safety.
e.	Parking and loading	An outline of how the parking and cycle parking demand will be accommodated, and how any loading issues will be addressed.
f.	Assessment of effects	Consideration the effects the activity will have on the transport network, and the effects the proposed transport infrastructure will have on the environment.
g.	Mitigation and options to influence travel choice	An outline of measures which have been incorporated to mitigate the effects.
h.	Summary	A summary of the main aspects of the assessment.

2. Requirements for a full Integrated Transport Assessment

	Item description	Details to be included
a.	Executive summary	A short synopsis of the assessment.
b.	Introduction	A brief description of the site's characteristics, proposed land use and transport issues.
c.	Description of existing land use and transport environment	An outline of the surrounding land use, transport networks, safety and parking.
d.	The proposal	An outline of access, parking, loading and cycle facility arrangements.
e.	Travel characteristics	Estimated trip generation for all modes.
f.	Future planned transport infrastructure changes	An indication of any upgrades to the transport network near the site which may have relevance to the activity.
g.	Accessibility	An explanation of how accessible the activity will be for each mode with regard to access to facilities and safety. An outline of how the activity supports relevant objectives and policies.

	Item description	Details to be included
h.	Parking and loading	An outline of how the parking and cycle parking demand will be accommodated, and how any loading demand issues will be addressed.
i.	Assessments of effects	Consideration of the effects the activity will have on the transport network for all modes including freight, and the effects the proposed transport infrastructure will have on the environment. This could include transport modelling.
j.	Mitigation and options to influence travel choice	An outline of measures which have been incorporated to mitigate the effects.
k.	Summary	A summary of the main aspects of the assessment.

For further guidance refer to Christchurch City Council's Integrated Transport Assessment Guidelines.



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More Specific Relief

Amendment sought	Reasons
<p>A. Rule 8.4.2.1 (RD3) – Activity Status</p> <p>Delete Rule RD3 and replace with new Controlled Activity Rule for Subdivision consent only.</p>	<p>The Replacement District Plan proposes to utilise the NNZ to manage the development of new greenfield priority areas identified in the RPS². Policy 6.3.3 of the RPS sets out that these areas are to be developed in accordance with Outline Development Plans (ODPs), which are to be incorporated into the District Plan prior to subdivision occurring.</p> <p>Controlled activity status is considered to be more appropriate for the subdivision of greenfield areas in general accordance with ODPs as:</p> <ul style="list-style-type: none"> a. many of the ‘discretionary’ matters considered under the assessment criteria for the NNZ subdivision would already have been subject of assessment at the plan change stage required to incorporate an ODP in the District Plan; and b. the approach is considered to be consistent with the aims of LURP³ Action 45 and the Order⁴ to reduce consenting requirements.
<p>B. Rule 8.4.2.1 (RD3) – Restricted Discretionary</p>	<p>Clause e and the housing typology requirements of</p>

¹ It is acknowledged that alternative rule configurations and content may also be appropriate

² The Canterbury Regional Policy Statement

³ Land Use Recovery Plan

⁴ Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014

Amendment sought	Reasons
<p>Standards</p> <p>Amend the standards as follows:</p> <ul style="list-style-type: none"> i. Clause b. should be deleted ii. Clause c. should be deleted iii. Clause d. should be amended to read: <p style="padding-left: 40px;">The development-subdivision shall be in <u>general</u> accordance with the applicable Outline Development Plan. The application may include future development allotments;</p> <ul style="list-style-type: none"> iv. Clause e. should be deleted <p><i>Note: Clause a. requires compliance with other standards under Clause 8.4.2.5. These are addressed below under relief point D.</i></p>	<p>Clause b are unnecessary as the matters addressed under these standards are already required to be addressed by outline development plans (ODPs) – which in turn must be included in the District Plan prior to subdivision proceeding, and complied with under other standards.</p> <p>In addition, the requirement in Clause b to demonstrate full compliance with land use rules in Chapter 14 is duplicative, unnecessary, and contrary to the <u>subdivide first, build later path</u> otherwise 'enabled' under RD3.</p> <p>Clause c applies to the comprehensive subdivision and land use approach considered under RD1 and RD2. It is not relevant to the subdivide-only approach under RD3.</p> <p>Clause d should be amended to recognise that ODPs are a high level method, and that more detailed subdivision investigations may give rise to minor alterations to layout which need not require resource consent. The term 'development' is defined in the plan as only referring to buildings, so this term should be replaced with the term 'subdivision'.</p>
<p>C. Rule 8.4.2.1 (RD3) – Notification statement (Note 1)</p> <p>Delete Note 1 and replace with a new notification clause as a rule as follows (or similar):</p> <p>The consent aApplications considered under Rule RD3* shall not be publicly notified or limited notified, but instead will be limited notified within the <u>Density uplift area</u>.</p> <p><i>*Note: If relief point A. above is granted a consequential change will be required to RD3.</i></p>	<p>Use of notes for notification clauses is ineffective as notes are not enforceable. The notification clause should be drafted as a rule, per normal planning practice.</p> <p>Reference to the Density Uplift areas is not required, given that these areas are subject to rule RD2.</p> <p>Otherwise, reliance on Clause 8.2.2.1 may also be acceptable (notwithstanding that this submission seeks that subdivision be considered as a Controlled activity).</p>
<p>D. Rule 8.4.2.5 New Neighbourhood Zone standards</p> <p>Amend the standards as follows:</p> <ul style="list-style-type: none"> i. Clause 1 should be amended as follows: <ul style="list-style-type: none"> a. The minimum residential allotment area shall be: <u>200</u> b. corner allotments 400 square metres; and c. a. all other allotments 300 square metres. 	<p>To achieve the minimum net density of 15hh/ha and the mixture of lots sizes and development densities required by the RPS, lot sizes should be able to be as low as 200m² to balance lower density lots which may also be provided. This is similar to the approach utilised in the existing Living G Zones.</p> <p>It is not considered that a maximum lot size is required, given the 15hh/ha minimum net density requirement.</p>

Amendment sought	Reasons
<p>ii. Clauses 3* and 8 should be amended to exempt rear lots from a minimum road boundary and/or frontage width;</p> <p>iii. Clauses 4, 5, 6, 7 and 9 should be deleted;</p> <p><i>*Note: The numbering under Rule 8.4.2.5 as notified contains several errors. For the purposes of this document, Clause 3 under this rule means the third standard listed. For the avoidance of doubt, there are 9 standards under the rule (considered 1-9 here).</i></p>	<p>The minimum road boundary width of 10m is not opposed in general; however, it should be clearly stated that this rule does not apply to rear lots. An alternative method for achieving this would be to change the focus of the standard from road boundary width to allotment width. Likewise, the definition of boundary could be amended to exempt rear lots. It is likewise unclear what relationship this standard has with the 8th standard under the rule, relating to 'allotment frontage'. This should be rationalised and simplified.</p> <p>Clauses 4, 7 and 9 (relating to cul de sac length, block length, and entry area width) are unnecessary and should be deleted. The relationship between the standards and adverse effects to be managed is unclear.</p> <p>Clauses 5 and 6 (relating to reserve frontage width and minimum reserve area) are not required as they can be managed through ODP design. Requiring consent separately for these design elements after scrutiny at plan change stage is not efficient, particularly given the requirement for subdivision to be in (general) accordance with the ODP.</p>
<p>E. Rule 8.4.2.2 (D3) and Rule 8.4.2.3 (NC4) – Activity Status</p> <p>Delete Rules D3 and NC4 and replace with new Restricted Discretionary Activity Rule for noncompliance with controlled activity standards (per relief point A. above).</p>	<p>It is not necessary to have unfettered discretion and/or require that the 104D (RMA) test be met for non-compliance with the standards under these rules. Restricted Discretionary is more efficient and consistent with the LURP and Order in Council. This aligns with the approach under relief point A for subdivision to be a controlled activity as an 'entry' status.</p>
<p>F. Clause 8.4.2.6 Context Analysis, Site Analysis and Neighbourhood Plan requirements</p> <p>Clarify that Clause 8.4.2.6 only applies to applications for comprehensive subdivision and land use (under Rules RD1 and RD2), and not to the separate subdivision process under RD3.</p>	<p>Virtually all matters set out in these requirements are already required to be addressed in ODPs, subdivision plans and Environmental Effects Assessments. It is not necessary or efficient to produce three additional plans that state this same information in an arbitrary way.</p>
<p>G. Clause 8.5.4 Assessment matters</p> <p>Rationalise the 89 assessment matters proposed for the New Neighbourhood Zone.</p>	<p>The assessment matters for the Zone are repetitive, unnecessarily broad, and (in many instances) unhelpful for actual consent assessment purposes. Significant deletions and alterations should be made to these matters to make them understandable to applicants (for the purposes of informing how applications will be processed) and effective for practitioners to use.</p> <p>In revising these matters, reference should also be made to other information requirements for ODPs,</p>

Amendment sought	Reasons
	Context Plans, Site Analyses, and Neighbourhood Plans. The sum total of information requirements of these (in addition to policy assessment and environmental effects assessment requirements) makes for an unnavigable and inefficient zoning framework.
<p>H. Objectives and Policies relating to the NNZ</p> <p>Make any consequential changes to the objectives and policies for the New Neighbourhood Zone required.</p>	Some changes may be required in the policy framework to reflect the proposed amendments to rules and methods sought in this submission.
<p>I. Rule 14.6.2.3 (RD19) – Activity Status for Residential Units</p> <p>Delete rule RD19 and replace with a new permitted activity rule for construction of residential units on sites within the New Neighbourhood Zone.</p>	It is inefficient to require resource consent for each individual dwelling created in the Zone. This will add unnecessary cost to the delivery of new homes. Dwellings should be permitted, subject to meeting bulk & location requirements.
<p>J. Rule 14.6.2.5 (NC2 & NC5) – Non-Complying Activities</p> <p>Delete rules NC2 and NC5 and replace with a new restricted discretionary activity rule for non-compliance with permitted site density and site coverage rules.</p>	It is not necessary or efficient to require the 104D test or to have unfettered discretion for non-compliance with these rules. This is particularly the case, given that the site coverage maximum (at 45%) is too low for a mixed density development, as is the minimum site area of 300m ² .
<p>K. Rule 14.6.3 – Built Form Standards 1-5</p> <p>Amend the permitted built form standards for site density, building height, site coverage, outdoor living space, and daylight recession planes to provide for a mixed density model, rather than fixed minimums/maximums as proposed. Reference should be made to the existing Living G standards as a basis for this framework.</p> <p>Consequential amendments may also be required to corresponding restricted discretionary standards under Rule 14.6.2.3.</p>	<p>For the subdivide-then-build approach, the proposed standards are not facilitative of a mixed density model. Permitted site coverage and building height standards, for example, should be able to be higher on sites where higher density dwellings are proposed than is currently proposed (without the need for a resource consent).</p> <p>ODPs are required to provide for mixed density, and this should be facilitated by the rules that implement a given ODP.</p>
<p>L. Rule 14.6.3 – Built Form Standards 7, 9-18</p> <p>Delete standards 7, and 9-18 under Rule 14.6.3.</p>	<p>These standards are unnecessary and contrary to the direction in the LURP and the Order to reduce consenting requirements and reliance on unnecessary design standards.</p> <p>There are also examples where standards are contrary to one another – for example, standard 9 requires a maximum height of 1m adjoining the road boundary, while standard 10 requires a minimum fence or other screen of 1.2m where parking areas adjoin the road boundary.</p>
<p>M. Rule 14.9 – Matters of Discretion</p>	These matters are written as assessment criteria, rather than as matters to which the Council's

Amendment sought	Reasons
<p>Delete all matters of discretion under Rule 14.9.</p>	<p>discretion is limited where processing applications. The breadth of discretion these matters introduce otherwise would make the restricted discretionary status useless. Matters of discretion are also already provided under Rule 14.6.2.3.</p>
<p>N. Other Consequential Amendments</p> <p>Any other consequential amendments required to give effect to the relief sought above and in the original submissions cited in the introduction to this appendix. This may include, for example, Changes to Rules 8.2.1 and 8.3.1.1 to reflect the controlled activity status sought.</p>	<p>Some consequential amendments may be required to give effect to the more specific relief sought.</p>