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	**AVONHEAD MALL LIMITED (SUBMITTER 379)**

MEMORANDUM ON BEHALF OF AVONHEAD MALL LIMITED

Dated: 19 December 2014

NOVO GROUP LIMITED
PLANNER
CHRISTCHURCH
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1 This memorandum is filed on behalf of Avonhead Mall Limited (AML).

2 On 3 December 2014 AML 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 AML filed a submission in relation to the following chapters of the Proposal:

(a) Transport;

(b) Commercial;

(c) Industrial;

(d) Planning Maps;

(e) Natural Hazards; and

(f) Subdivision.

4 AML provided specific relief in the Schedules attached to their original submission. For convenience that relief is replicated here (Appendix 1). In instances where AML made a broader or more general submission, AML 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 AML wish to emphasise that the amended provisions set out at Appendix 2 provide an example of how the outcomes sought by AML could be better supported and enabled by specific wording in each relevant chapter. The relief and outcomes requested in AML's submission have been stated broadly to provide the Hearings Panel with sufficient scope to implement the principal outcomes sought by

AML through a range of alternative wording. Accordingly AML 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

J Phillips

Representative for Avonhead Mall Limited

SCHEDULE 1: DETAILED SUBMISSIONS AND RELIEF SOUGHT

	Provision	Relief sought
Chapter 1: Introduction		
1.	Introduction Chapter- 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- 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		
6.	Transport chapter- objectives and policies	Review and amend the transport objectives and policies to focus on transport matters
7.	Transport chapter- High	Exempt permitted activities from the high trip generator rule and otherwise apply a clear threshold of

	Provision	Relief sought
	Trip Generators 7.2.3.10 Rule 10	250vpd to the rule Remove prescribed ITA assessment content for high trip generators
8.	Transport chapter- Rules 7.2.3	Reduce and/or redraft rules that require compliance with Appendices, so that there are fewer detailed requirements.
9.	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.
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- 8.5 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.
Chapter 15: Commercial		
14.	Commercial Chapter- general	Amend the Commercial Chapter to remove or amend proposed new provisions that increase uncertainty, and are unnecessarily onerous, prescriptive and/or complicated.
15.	Commercial Chapter- objectives and policies	Amend commercial objectives and policies to provide greater recognition of: the centres-based approach to commercial centre distribution; the positive contribution of commercial activity to the city; functional

	Provision	Relief sought
		requirements; and existing built form.
16.	Commercial Core- permitted activities (15.2.2.1 P1-P18)	Delete activity specific standards in 15.2.2.1 for permitted activities P1-P18.
17.	Commercial Core- built form standards (15.2.3.3(a)(i)(D) & (E)	Delete clause (15.2.3.3(a)(i)(D) and clause (15.2.3.3(a)(i)(E) in respect of minimum transparent glazing
18.	Commercial Core- built form standards (15.2.3.3(b)(i)(D) & (E)	Delete clause (15.2.3.3(b)(i)(D) and clause (15.2.3.3(b)(i)(E) in respect of minimum transparent glazing
19.	Commercial Core- built form standards (15.2.3.4 and 15.2.3.5)	Insert the term 'internal boundary' in place of 'boundary' and 'site boundary' in rules 15.2.3.4 and 15.2.3.5.
20.	Commercial Core- built form standards (15.2.3.7)	Delete rule 15.2.3.7 (waste management)
21.	Commercial – urban design assessment matters 15.8.1	Amend and simplify the urban design assessment matters in clause 15.8.1.
Chapter 16: Industrial		
22.	Industrial chapter – generally	Retain the provisions proposed in the Industrial Chapter as notified.
Planning Maps		
23.	Planning Map 24	Retain Commercial Core zoning of subject land as shown on Planning Map 24.

	Provision	Relief sought
		Delete the KPF notation for the Wairakei Road frontage of the centre, as shown on planning map 24.

Chapter 15 Commercial (excludes Central City and New Brighton commercial provisions)

Contents

15.1 Objectives and policies
- 15.1.1 Objective 1 - Focus of commercial activity
- 15.1.2 Objective 2 - Achieving high quality urban design outcomes

15.2 Rules- Commercial core zone
- 15.2.1 How to use the rules
- 15.2.2 Activity Status Tables - Commercial Core Zone
- 15.2.3 Built Form Standards - Commercial Core Zone
- 15.2.4 Rules - Commercial Core Zone (Belfast)
- 15.2.5 Rules - Commercial Core Zone (Ferrymead)
- 15.2.6 Rules - Commercial Core Zone (North Halswell)
- 15.2.7 Rules - Commercial Core Zone (Prestons)
- 15.2.8 Rules - Commercial Core Zone (Sydenham)
- 15.2.9 Rules - Commercial Core Zone (Yaldhurst)

15.3 Rules - Commercial Fringe Zone
- 15.3.1 How to use the rules
- 15.3.2 Activity Status Tables - Commercial Fringe Zone
- 15.3.3 Built Form Standards - Commercial Fringe Zone

15.4 Rules- Commercial Local Zone
- 15.4.1 How to use the rules
- 15.4.2 Activity Status Tables - Commercial Local Zone
- 15.4.3 Built Form Standards - Commercial Local Zone
- 15.4.4 Rules - Commercial Local Zone (St Albans)
- 15.4.5 Matters of Discretion for Commercial Local Zones in greenfield areas

15.5 Rules - Commercial Banks Peninsula zone
- 15.5.1 How to use the rules
- 15.5.2 Activity Status Tables - Commercial Banks Peninsula zone
- 15.5.3 Built Form Standards - Commercial Banks Peninsula zone

15.6 Rules - Commercial retail park zone
- 15.6.1 How to use the rules
- 15.6.2 Activity Status Tables - Commercial Retail Park Zone
- 15.6.3 Built Form Standards - Commercial Retail Park Zone

15.7 Rules - Other methods
- 15.7.1 Non-regulatory methods

15.8 Matters of discretion
15.8.1 Urban design
15.8.2 Matters of Discretion for non- compliance with Activity Specific Standards
15.8.3 Matters of Discretion for Built Form Standards

15.9 Appendices
15.9.1 Centres description and function table
15.9.2 Commercial Core Zone (Belfast) - Outline Development Plan
15.9.3 Commercial Core Zone (Ferrymead) - Outline Development Plan
15.9.4 Commercial Core Zone (North Halswell) - Outline development Plan
15.9.5 South West area catchment (for North Halswell Outline Development Plan area)
15.9.6 Commercial Core Zone (Sydenham) - Master Plan Overlay area
15.9.7 Commercial Local Centre Zone/ Residential Medium Density Zone (St Albans)
15.9.8 Design guidelines- Akaroa Commercial Banks Peninsula Zone
15.9.9 Design guidelines- Lyttelton Commercial Banks Peninsula Zone
15.9.10 Lyttelton Master Plan Overlay area
15.9.11 Sumner Master Plan Overlay area
15.9.12 Commercial Retail Park Zone (Moorhouse Avenue)
15.9.13 Requirements for a 'context and site analysis' and 'detailed design statement'

15.1 Objectives and policies

15.1.1 Objective 1 - Focus of commercial activity

a. Commercial activity is primarily focussed within a network of centres (comprising the Central City, District, Neighbourhood, Local and Large Format centres) through intensification and in a way and at a rate that:

   i. supports the function of District and Neighbourhood Centres as community focal points, while giving primacy to the central city, followed by District Centres and Neighbourhood Centres identified as Key Activity Centres;

   ii. is consistent with the defined role of each centre (refer to Policy 1 Table 15.1 and Appendix 15.9.1);

   iii. supports a compact and sustainable urban form that provides for the integration of commercial activity with community, residential and recreational activities in locations highly accessible by a range of modes of transport;

   iv. supports the recovery of centres in the short to medium term, and enhances the vitality and the amenity of centres;

   v. ensures goods, services and other facilities are readily accessible to residents, visitors and workers by a range of modes of transport;

   vi. manages ~~strategic~~ significant adverse effects, including effects on the transport network and public and private infrastructure.~~; and~~

   vii. ~~is integrated with the delivery of infrastructure.~~

15.1.1.1 Policy 1 - Role of centres

a. Maintain and strengthen commercial centres through intensification within centres that reflects their functions and catchment sizes, and in a way that:

   i. gives primacy to and does not significantly adversely affect the recovery of the Central City as a regional centre and the primary destination for a concentration of a wide range and scale of activities ~~serving the district's population including shopping, employment, offices, commerce, administration, entertainment, events, tourism and transport services~~;

   ii. supports and enhances the role of District Centres as significant focal points of commercial and community activity, serving a wide catchment and providing for a diverse range of commercial and community activities, social interaction and recreation in a highly accessible location by a range of modes of transport;

   iii. maintains the role of Neighbourhood Centres, while prioritising support for the Neighbourhood centre of Spreydon defined as Key Activity Centre, as a destination for weekly and daily shopping, local employment and community needs, with a range of activities that are accessible to the surrounding residential catchment by a range of modes of transport;

   iv. maintains Local Centres and their role to cater primarily for the day to day convenience shopping and commercial service needs of the immediate walkable residential catchment; and

v. maintains the large format retail function of the Commercial Retail Park Zone, located within District Centres at Hornby and Belfast or as standalone 'Large Format Centres', by providing for predominately large format retail activities (excluding supermarkets and department stores), yard based suppliers and trade suppliers and limiting the scale of office activity to an ancillary function .

vi. **Table 15.1 - Centre's role**

	Role	Centre	Zoning can include:
A.	Central Business District Principal employment and business centre for the city and wider region and to become the primary destination for comparison shopping, entertainment, events, cultural and tourism activities. Provides for residential, recreational, and community activities as well as civic and cultural venues/ facilities serving the City's population and visitors to the City. The focus for City, sub-regional and wider transport services, accessible to large areas of the city by public transport routes.	Central City	Central City Business Central City Mixed Use
B.	District Centre - Key Activity Centre Major retail destination for shopping and a focal point for employment (including offices), community activities (including libraries, meeting places), entertainment (including	Riccarton, Hornby, Papanui/Northlands, Shirley/Palms, Eastgate/Linwood, Belfast, North Halswell (emerging),	Commercial Core Commercial Fringe Commercial Retail Park in Hornby and Belfast

	Role	Centre	Zoning can include:
	movie theatres, restaurants, bars) and residential activity. Anchored by large retailers including department store(s) and supermarket(s). Serves a sector of the City's population and in some cases, the greater Christchurch area. Accessible by a range of modes of transport, including multiple bus routes. Public transport facilities/ interchange proposed.		
C.	Neighbourhood Centre - Key Activity Centre A retail destination for weekly and daily shopping needs as well as community, entertainment (cafes, restaurants and bars) and residential activities. In some cases, small scale offices provide employment. A focal point for intensification and activity. Anchored by a supermarket(s) and in some cases, a department store. Serves the immediately surrounding suburbs. Accessible by a range of modes of transport, including frequent bus services. Public transport facilities/ interchange	Spreydon/ Barrington	Commercial Core Commercial Fringe

	Role	Centre	Zoning can include:
	proposed.		
D.	Neighbourhood Centre - Other A retail destination for weekly and daily shopping needs as well as community, entertainment (cafes, restaurants and bars) and residential activities. In some cases, small scale offices provide employment. Anchored by a supermarket(s) and in some cases, a department store. Serves the immediately surrounding suburbs. Accessible by a range of modes of transport, including frequent bus services.	Bush Inn/Church Corner, Merivale, Bishopdale, Prestons (emerging), Ferrymead, Sydenham (Colombo Street between Brougham Street and Moorhouse Avenue), Addington, Avonhead, Sumner, Akaroa, Colombo/Beaumont (Colombo Street between Devon Street and Angus Street), Edgeware, Fendalton, Beckenham, Halswell, Lyttelton, Ilam/Clyde, Parklands, Redcliffs, Richmond, St Martins, Stanmore/Worcester, Sydenham South (Colombo Street between Brougham Street and Southampton Street), Wairakei/Greers Road, Wigram (emerging), Woolston, Wainoni, Yaldhurst (emerging)	Commercial Core Commercial Fringe Commercial Banks Peninsula at Lyttelton and Akaroa Commercial Local zone at Beckenham and Wigram
E.	Large Format centre Standalone retail centre, comprising stores with large footprints for the display of furniture, whiteware and/or other bulky goods, and/or building improvement centres. Provision of other commercial activities, residential and community uses is limited. Serves large sectors of the	Cranford, Moorhouse Avenue, Shirley Homebase, Tower Junction	Commercial Retail Park

	Role	Centre	Zoning can include:
	City. Accessible by private vehicle with limited public transport services.		
F.	Local Centres A small group of primarily convenience shops and community uses, serving the needs of the immediately surrounding residential area. Accessible by walking, cycling from the area it serves and on a bus route in some instances.	All other commercial centres	Commercial Local

15.1.1.2 Policy 2 - Role, extent and development of key activity centres

a. Recognise and promote the development and enhancement of ~~strengthen the role~~ of ~~the following District and Neighbourhood Centres as~~ Key Activity Centres, being: the Commercial Core Zone and~~,~~ Commercial Fringe Zone at Belfast, Hornby, Linwood, Papanui, Riccarton, Shirley, North Halswell ~~(District centres)~~, Spreydon ~~(Neighbourhood centres)~~;~~,~~ and also the Commercial Retail Park Zone at Hornby and Belfast.~~:~~
~~Belfast, Hornby, Linwood, Papanui, Riccarton, Shirley, North Halswell (District centres), Spreydon (Neighbourhood centres)~~

b. Give primacy to Key Activity Centres ahead of Neighbourhood Centres (excluding Spreydon) as the primary community focal points for those parts of the city they are located in terms of commercial, cultural, community and residential activities and as a focus for the transport network.

~~b.~~c. Avoid development that gives rise to significant adverse distributional or urban form effects on Key Activity Centres.

15.1.1.X Policy: Consolidation

a. To encourage the consolidation of District Centres, whilst recognising that minor adjustments to boundaries of District Centres may be effective in achieving an improved layout.

15.1.1.1 Policy 3 - Comprehensive approach to development of the Halswell and Belfast Key Activity Centres

a. Require development within the Halswell and Belfast Key Activity Centres to:

i. be planned and co-ordinated in accordance with an Outline Development Plan;

ii. provide for a high quality, safe commercial centre which is easily accessible by a range of transport modes and well connected to the surrounding area; and

iii. be developed in a manner aligned with roading improvements to avoid adverse effects on the safe, efficient and effective functioning of the road network.

b. Require development within the Halswell Key Activity Centre to:

i. be developed in a manner that ensures the role of District and Neighbourhood centres within

the city and adjoining towns are not significantly adversely affected;

ii. provide high quality public open spaces, a strong Main Street with a concentration of finer grain retailing, and strong linkages between key anchor activities;

iii. be of a human scale that recognises the context of the landscape; and

iv. achieve a supply of both large and finer grain retail activity (approx 60/40 split) that provides for the long term needs of the population in the south west.

e. Require development within the Belfast Key Activity Centre to:

i. achieve a high quality of landscaping and avoid adverse effects on the natural character, ecology and amenity values of the Styx River corridor; and

ii. discourage the development of office and retailing at the Styx Centre in excess of the identified total retailing and office caps so as to ensure:

A that the central city's role as the region's primary commercial area is protected following the Canterbury earthquakes of 2010 and 2011; and

B that the role of other district centres within the city and commercial centres in adjoining towns are not significantly adversely affected.

15.1.1.2 Policy 4 - Activities in district and neighbourhood centres

a. Enable a wide range of activities in District and Neighbourhood Centres including commercial, transport, residential, guest accommodation, entertainment, cultural and community activities, while providing for retailing as the primary activity.

~~b. Support the vitality of centres by facilitating the use of ground floor level for activities that encourage high levels of pedestrian and street activity and convenience to shoppers and visitors, while providing for a mix of activities with offices and residential activity above ground floor level.~~

15.1.1.3 Policy 5 - New local centres in greenfield areas

a. In new greenfield residential areas, land identified through zoning and/or on an Outline Development Plan for new Local Centres shall be developed and used for primarily commercial activity to serve the needs of existing and future residents by walking and cycling, while not impacting on the character, coherence or amenity of the adjoining residential area.

15.1.1.4 Policy 6- Banks Peninsula commercial centres

a. Recognise and protect the special character and role of the commercial areas in Banks Peninsula, including Lyttelton and Akaroa, which provide a range of activities and services meeting the needs of their respective communities as well as visitors to the townships and the wider area of Banks Peninsula.

15.1.2 Objective 2 - Achieving high quality urban design outcomes

a. A scale, form and design of development that is consistent with the role of a centre, and which:
   i. recognises the Central City and District Centres as strategically important focal points for community and commercial investment;
   ii. contributes to a high quality urban environment and enhances the character of the centre;
   iii. is integrated with the surroundings where practicable;
   iv. ~~minimises~~ manages adverse effects on adjoining land~~.~~
   ~~v. recognises Ngāi Tahu/ manawhenua values~~

15.1.2.1 Policy 7 - Scale and form of development

a. Provide for development of a significant scale and form in the core of District and Neighbourhood centres, and of a lesser scale and form on the fringe of centres.
b. The scale and form of development in centres will:
   i. reflect the context, character and the anticipated scale of the Zone;
   ii. increase the prominence of buildings on street corners;
   iii. for Local Centres, maintain a low rise built form to respect and integrate with their suburban residential context;
   iv. for Key Activity Centres and Large Format Centres, enable larger floor plates while maintaining a high level of amenity in the Centre; and
   v. ~~minimise~~ manage adverse effects on the surrounding environment, particularly at the interface with residential areas and other more sensitive zones.

15.1.2.2 Policy 8- Design of new development

a. Recognise the scale, form and design of existing development and the functional requirements of activities in commercial centres when evaluating the design of new development.

~~a.~~b. ~~Require~~ Encourage new development to be well-designed and laid out by:

i. encouraging pedestrian activity and amenity along ~~street~~ key pedestrian frontages and in adjoining public spaces and enabling interaction between public and private space;

ii. being of visual interest and a human scale while contributing to the character and coherence of a centre;

iii. ~~integrating with adjacent sites and buildings around it;~~

iv. ~~facilitating movement within a site and with the surrounding area for people of all mobilities and ages, by a range of modes of transport through well-defined, convenient and safe routes;~~

v. ~~enabling visitors to a centre to orientate themselves and find their way with strong visual and physical connections with the surrounding area;~~

vi. promoting a safe environment for people and reflecting principles of Crime Prevention through Environmental Design;

vii. providing for adaptive re-use of buildings and sites where practicable;

viii. incorporating principles of environmentally sustainable design including energy efficiency, water conservation and the reuse of stormwater; and

ix. promoting or maintaining views to prominent physical features

x. achieving an appropriate ~~high~~ level of amenity as viewed from the street and other public spaces through the location and layout of buildings, landscaping and screening while ~~minimising~~ managing impacts on adjoining environments.

~~xi. providing adequate and convenient space for storage while ensuring it is screened to not detract from the site's visual amenity.~~

~~b. Ensure the design of development makes a positive contribution to the streetscape and character of its surroundings, while having regard to the functional requirements of activities, particularly large format retail activities.~~

c. In addition to the above, require residential development to be well-designed and laid out by ensuring:
   i. a high quality healthy living environment through:
      A the provision of sufficient and conveniently located internal and outdoor living spaces;
      B good accessibility within a development and with adjoining areas; and
      C minimising disturbance from noise and activity in a centre (and the potential for reverse sensitivity issues to arise).

15.1.2.3 Policy 9 - Suburban centre master plans

a. Give effect to the actions in Suburban Centre Master Plans that necessitate regulatory methods to ensure the built form and activities in the following centres support their recovery, long term growth and a high level of amenity:
   i. Lyttelton;
   ii. Sydenham;
   iii. Linwood Village;
   iv. Selwyn Street shops;
   v. Sumner;
   vi. Edgeware;
   vii. Ferry Road
   viii. Main Road; and
   ix. New Brighton.

15.1.2.4 Policy 10 - Recognition of Ngāi Tahu/ manawhenu values

a. To encourage the use of indigenous species, appropriate to the local environment, in landscaping and tree planting to recognise the cultural values of Ngāi Tahu/manawhenua

15.2 Rules- Commercial core zone

15.2.1 How to use the rules

15.2.1.1 The Rules that apply to activities in the Commercial Core Zone are contained in:

a. The Activity Status Tables (incl. Activity Specific Standards) in Rule 15.2.2; and

b. Built Form Standards in 15.2.3.

15.2.1.2 The Rules that apply to activities within the following specific areas of the Commercial Core Zone are contained in the Activity Status Tables and Rules in 15.2.4 – 15.2.9 in addition to the rules in 15.2.2 and 15.2.3.

a. Belfast (Rule 15.2.4, Appendix 15.9.2) - land between Radcliffe Road and the Styx River, east of Main North Road

b. Ferrymead (Rule 15.2.5, Appendix 15.9.3)

c. North Halswell (Rule 15.2.6, Appendix 15.9.4) – land off Halswell Road, between Halswell Road and Sparks Road

d. Prestons (Rule 15.2.7)

e. Sydenham (Rule 15.2.8, Appendix 15.9.6)

f. Yaldhurst (Rule 15.2.9)

15.2.1.3 The Activity Status Tables and Standards in the following Chapters also apply to activities in all areas of the Commercial Core Zone (where relevant):

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

15.2.2 Activity status tables- Commercial core zone

15.2.2.1 Permitted activities

In the Commercial Core Zone the activities listed below are Permitted Activities if they comply with any Activity Specific Standards set out in this table and the Built Form Standards in Rule 15.2.3. The Built form standards do not apply to an activity that does not involve any development.

Activities may also be Restricted Discretionary, Discretionary or Non-complying, as specified in Rules 15.2.2.3 – 15.2.2.5 below.

Activity	Activity specific standards
Any new building, alteration, addition or repair to an existing building or a relocatable building or relocation of a building for any of the following activities:	

Activity		Activity specific standards
P1	Department store, Supermarket	a. Nil ~~a. Any development shall:~~ ~~i. comprise less than 500m² GFA at ground floor level; and~~ ~~ii. have a road frontage, defined as a Key Pedestrian Frontage, of less than 20 metres; and~~ ~~iii. not be on a corner site with a Key Pedestrian Frontage.~~ ~~Key Pedestrian Frontages are defined on the Planning maps.~~ ~~(Refer to RD1, 15.2.2.3 for any development not complying with clause a).~~ ~~iv. The activity specific standards above shall not apply where the development is one of the following:~~ ~~A new buildings or additions to buildings not visible from a Publicly accessible space; or~~ ~~B the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades~~.
P2	Retail Activity excluding Supermarket and Department store, unless otherwise specified	~~a. Any development shall:~~ ~~i. comprise less than 500m² GFA at ground floor level; and~~ ~~ii. have a road frontage, defined as a Key Pedestrian Frontage, of less than 20 metres; and~~ ~~iii. not be on a corner site with a Key Pedestrian Frontage.~~ ~~Key Pedestrian Frontages are defined on the Planning maps.~~ ~~(Refer to RD1, 15.2.2.3 for any development not complying with clause a).~~ ~~iv. The activity specific standards above shall not apply where the development is one of the following:~~ ~~A new buildings or additions to buildings not visible from a Publicly accessible space; or~~ ~~B the development is limited to repairs, maintenance, and seismic, fire and/or~~
P3	Trade supplier	
P4	Second-Hand Goods Outlet	
P5	Commercial Services	
P6	Entertainment Facility	
P7	Food and Beverage Outlet	
P8	Gymnasium	

Activity		Activity specific standards
		~~access building code upgrades.~~ a. Any activity shall have a maximum tenancy size of 500m² GLFA in a Neighbourhood Centre. This clause does not apply to the Key Activity Centre at Spreydon.
P9	Offices	a. Any development shall: i. comprise less than 500m² GFA at ground floor level; and ii. have a road frontage, defined as a Key Pedestrian Frontage, of less than 20 metres; and iii. not be on a corner site with a Key Pedestrian Frontage. Key Pedestrian Frontages are defined on the Planning maps. (Refer to RD1, 15.2.2.3 for any development not complying with clause a). iv. The activity specific standards above shall not apply where the development is one of the following: A new buildings or additions to buildings not visible from a Publicly accessible space; or B the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades. b. Any activity shall be located above ground floor level, except for a pedestrian entrance including lobby and/or reception area associated with offices/ guest accommodation, which may be located at ground floor level. c. Any office activity shall have a maximum tenancy size of 500m² GLFA in a Neighbourhood Centre. This clause does not apply to the Key Activity Centre at Spreydon. d. Any bedroom in guest accommodation must be designed and constructed to achieve an external to internal noise reduction of not less than 35 dB $D_{tr,2m,nTw+}C_{tr}$.
P10	Guest Accommodation	
P11	Community facility	~~a. Any development shall:~~

Activity		Activity specific standards
P12	Health care facility	~~i. comprise less than 500m² GFA at ground floor level; and~~ ~~ii. have a road frontage, defined as a Key Pedestrian Frontage, of less than 20 metres; and~~ ~~iii. not be on a corner site with a Key Pedestrian Frontage.~~ ~~Key Pedestrian Frontages are defined on the Planning maps.~~ ~~(Refer to RD1, 15.2.2.3 for any development not complying with clause a).~~ ~~iv. The activity specific standards above shall not apply where the development is one of the following:~~ ~~A new buildings or additions to buildings not visible from a Publicly accessible space; or~~ ~~B the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades.~~ ~~b~~a. Any activity shall have a maximum tenancy size of 500m² GLFA in a Neighbourhood Centre, This clause does not apply to the Key Activity Centre at Spreydon. ~~c~~b. Any pre-school, education activity, care facility or health care facility shall not be located in the air noise contour (50 dBA Ldn) identified on the planning maps
P13	Education activity	
P14	Pre-school	
P15	Care facility	
P16	Spiritual facility	
P17	Public Artwork	a. Nil
P18	Public Transport Facility	a. Nil
P19	Residential Activity	a. Residential activity shall be located above ground floor level, except for a pedestrian entrance including lobby and/or reception area associated with residential activity, which may be located at ground floor level; and b. Any residential activity shall have a minimum net floor area (including toilets and bathrooms but excluding lobby and/or reception area, car parking, garaging and balconies) per unit of: i. Studio 35m² ii. 1 Bedroom 45m²

Activity		Activity specific standards
		iii. 2 Bedroom 70m² iv. 3 Bedroom 90m² c. Each residential unit shall be provided with: i. an outdoor service space of 3m² and a waste management area of 2m² per unit, each with a minimum dimension of 1.5 metres in either a private or communal area; ii. a single, indoor storage space of 4m³ with a minimum dimension of 1 metre. iii. any space designated for waste management, whether private or communal, shall not be located between the road boundary and any building and shall be screened from adjoining sites, roads, and adjoining outdoor living spaces by screening from the floor level of the waste management area to a height of 1.5 metres. d. Each residential unit shall be provided with a single balcony with a minimum area and dimension as set out in the folliwing table, located immediately outside and accessible from an internal living area of the residential unit. <table><tr><th></th><th>Type</th><th>Area</th><th>Dimension</th></tr><tr><td>i.</td><td>Studio, 1 bedroom</td><td>6m²</td><td>1.5 metres</td></tr><tr><td>ii.</td><td>2 or 3 bedroom</td><td>10m²</td><td>1.5 metres</td></tr><tr><td>iii.</td><td>More than 3 bedrooms</td><td>15m²</td><td>1.5 metres</td></tr></table>e. Any bedroom must be designed and constructed to achieve an external to internal noise reduction of not less than 35 dB $D_{tr,2m,nTw+}C_{tr}$. f. Any residential activity shall not be located in the air noise contour (50 dBA Ldn) identified on the planning maps.
P20	Activities P1 to P19 in Rule 15.2.2.1 in the Commercial Core zone at Sumner and Sydenham.	a. For activities P1 to P16 any development shall: i. comprise less than 250m² GFA at ground floor level; and ii. be located on a site without a Key Pedestrian Frontage on the Planning maps iii. The activity specific standards in clause a. above shall not apply where the development is one of the following:

Activity		Activity specific standards
		A new buildings or additions to buildings not visible from a Publicly accessible space; or B the width of the site is less than 6 metres (excluding corner sites); or C the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades Clause a. replaces clause a. of the Activity specific standards for P1 to P16 of rule 15.2.2.1. Refer to RD1, 15.2.2.3 for any development greater than 250m² outside a Key Pedestrian Frontage, or with a Key Pedestrian Frontage. b. All other activity specific standards for P1 to P19 shall apply.

15.2.2.2 Controlled activities

There are no Controlled activities.

15.2.2.3 Restricted discretionary activities

The Activities listed below are Restricted Discretionary Activities.
Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.8.1, 15.8.2 and 15.8.3 for each standard, as set out in the following table.

	Activity	The Council's discretion shall be limited to the following matters:
RD1	Any Permitted Activity listed in Rule 15.2.2.1 that does not comply with the Activity specific standards for permitted activities P1 - P20 unless specified under Rule 15.2.2.4 (Discretionary activities). Rule 15.2.3.3 shall not	a. Urban Design Matters – 15.8.1.

	Activity	The Council's discretion shall be limited to the following matters:
	apply to any activity subject to this rule. Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	
RD2	Any Permitted Activity that does not meet one or more of the Built Form Standards in 15.2.3, unless otherwise specified	a. Maximum Building Height – 15.8.3.1 b. Minimum Floor to Ceiling Heights between Ground and First Floors - 15.8.3.2 c. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3 d. Minimum Building Setback from the Boundary with a Residential Zone – 15.8.3.4 e. Sunlight and Outlook at Boundary with a Residential Zone – 15.8.3.5 f. Outdoor Storage Areas – 15.8.3.6 g. Waste management areas– 15.8.3.7 h. Landscaping and Trees – 15.8.3.8
RD3	Yard-based supplier	a. Centre Vitality and Amenity – 15.8.2.5
RD4	Service Station	
RD5	Drive-through Services	a. Centre Vitality and Amenity – 15.8.2.5 b. Nuisance – 15.8.2.6
RD6	Emergency Service Facilities	
RD7	The creation of any surface water management structure within 3 kilometres of the outer edge of the runways at Christchurch International Airport. Compliance with Rule RD7, 15.2.2.3 is not required if a resource consent (Subdivision	a. Surface water management structures and Birdstrike Risk – 15.8.3.14

	Activity	The Council's discretion shall be limited to the following matters:
	and/or land use) provides for the same non-compliance on the site proposed for the activity. Any application arising from non-compliance with this rule will only require written approval from Christchurch International Airport Limited	

15.2.2.4 Discretionary activities

The activities listed below are Discretionary Activities.

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D1	Parking Lot/ Parking Building	a. Parking Lots/ Parking Buildings – 15.8.2.7
D2	Any Activities listed as P2 - P9, P11 - P16 in 15.2.2.1 that are located in Neighbourhood Centres (other than Key Activity Centres) and exceed 500m² GLFA at ground floor level. This rule also applies to activities P2 - P9 and P11 - P16 (Rule 15.2.2.1) in Sumner and Sydenham that exceed 500m² GLFA at ground floor level. Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	a. Maximum Tenancy Size– 15.8.2.1 b. Centre Vitality and Amenity - 15.8.2.5
D3	Any Activities listed as P9, P10 (Office, Guest Accomodation) in Rule 15.2.2.1 that are located at ground floor level (other than as permitted by those rules). This rule also applies to any office or guest accommodation at ground floor level in Sumner and Sydenham.	a. Activity at Ground Floor Level – 15.8.2.2 b. Centre Vitality and Amenity – 15.8.2.5

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
	Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	
D4	Activity P19 (Residential Activity) that does not comply with one or more of the Activity Specific Standards. This rule also applies to any residential activity in Sumner and Sydenham that does not comply with one or more of the Activity Specific Standards specified for P19.	a. Residential Activity - 15.8.2.3 b. Activities at Ground Floor Level – 15.8.2.2 c. Centre Vitality and Amenity – 15.8.2.5
D5	Any Activity not provided for as a Permitted, Restricted Discretionary or Non-Complying Activity.	

15.2.2.5 Non-complying activities

The activities listed below are Non-Complying activities

	Activity
NC1	Any Residential activity or Guest Accommodation not complying with rules 15.2.2.1 P10(d) (Guest Accommodation) and P19(e) (Residential Activity).
NC2	Sensitive activity within the air noise contour (50 dBA Ldn) as defined on the Planning maps

15.2.2.6 Prohibited activities

There are no Prohibited Activities.

15.2.3 Built form standards- Commercial core zone

The following Built Form Standards shall be met by all Permitted Activities and for Restricted Discretionary Activities unless otherwise stated.

15.2.3.1 Maximum building height

	Applicable to	Permitted	Restricted discretionary	Matters of discretion
a.	All sites in a District Centre, unless specified below	20 metres	Greater than 20 metres	Maximum Building Height – 15.8.3.1
b.	All sites in a District Centre wholly or party within ~~30~~ 15 metres of a shared internal boundary with a residential zone	12 metres	Greater than 12 metres	
c.	All sites in a Neighbourhood Centre	12 metres	Greater than 12 metres	

15.2.3.2 Minimum floor to ceiling height between ground and first floor

	Permitted	Restricted discretionary	Matters of discretion
a.	Greater than or equal to 3.5 metres	Less than 3.5 metres	Minimum Floor to ceiling Height between Ground and First Floor – 15.8.3.2

Note: Height is taken from the top of the finished floor level surface to ceiling surface.

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

15.2.3.3 Building setback from road boundaries/ street scene

	Permitted	Restricted discretionary	Matters of discretion

a.	i. On the road frontage of a site identified as a Key Pedestrian Frontage (identified on the planning maps), all buildings that are built up to the road boundary shall: ~~A. be built up to the road boundary with the buildings occupying the full length of the road frontage, except where necessary to provide pedestrian or vehicle access to the rear of the site or to provide a recessed entrance up to a depth of 1.5 metres and width of 2 metres;~~ ~~B~~ A provide pedestrian access directly from the road boundary; and	Non-compliance with permitted standard	Minimum Building Setback from Road Boundaries/ Street scene– 15.8.3.3

	Permitted	Restricted discretionary	Matters of discretion
	weather protection along the full width of the building fronting the street; ~~D. have visually transparent glazing for a minimum of 60% of the ground floor elevation facing the street , and~~ ~~E. have visually transparent glazing for a minimum of 20% of each elevation above ground floor and facing the street~~ ii. For buildings that are not built up to the road boundary, they shall: A. be set back a minimum distance of 3 metres from the road boundary for that part of the building not built up to the road frontage; and B. include tree planting in the setback with at least 1 tree for every 10 metres of road frontage or part thereof, and evenly spaced adjacent to the road frontage, within the setback. (Appendix 15.9.1 also applies); .		

b.	ii. On the road frontage of a site that is not identified as a Key Pedestrian Frontage on the planning maps, all buildings shall: A be built up to the road boundary for a minimum width of 40% of the site's road frontage, unless the site has two or more road frontages, in which case this requirement does not apply to the road frontages not identified as Key Pedestrian Frontages; B be set back a minimum distance of 3 metres from the road boundary for that part of the building not built up to the road frontage; and C include tree planting in the setback with at least 1 tree for every 10 metres of road frontage or part thereof, and evenly spaced adjacent to the road frontage, within the setback. (Appendix 15.9.1 also applies). ~~; and~~ ~~D have visually transparent glazing for a minimum of 60% of the ground floor elevation facing the street , and~~ ~~E have visually transparent glazing for a minimum of 20% of each elevation above ground floor and facing the street~~ .	Non-compliance with permitted standard	

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

15.2.3.4 Minimum building setback from the boundary with a residential zone

	Applicable to	Permitted	Restricted discretionary	Matters of discretion
a.	All buildings within sites which share an internal boundary with a Residential Zone.	6 metres or greater	Less than 6 metres	Minimum building setback from the boundary with a Residential Zone – 15.8.3.4

15.2.3.5 Sunlight and outlook at boundary with a residential zone

	Permitted	Restricted discretionary	Matters of discretion
a.	Where an internal ~~site~~ boundary adjoins a Residential Zone (other than the Residential Suburban zone and Residential Suburban Density Transition zone), no part of any building shall project beyond a building envelope contained by a 45 degree recession plane measured from any point 2.3 m above the ~~site boundary~~internal boundary.	Non-compliance with Permitted Standard	Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5
b.	Where an internal ~~site~~ boundary adjoins a Residential Suburban zone or Residential Suburban Density Transition zone, no part of any building shall project beyond a building envelope contained by 1. a 45 degree recession plane measured from any point 2.3 m above any adjoining north, west or east ~~site~~internal boundary 2. a 35 degree recession plane measured at any point 2.3m above any adjoining south ~~site~~ internal boundary		

Where sites are located within a Floor Level and Fill Management Area, recession plane breaches created by the need to raise floor levels will not require written approvals and shall not be limited or publicly notified.

15.2.3.6 Outdoor storage areas and waste management areas

	Permitted	Restricted discretionary	Matters of discretion
a.	~~i. Any outdoor storage area shall be located to the rear of a building on the site;~~ ~~i~~i. Any outdoor storage area and waste management area shall be screened by fencing or landscaping so as to not be visible from 1.8 metres ~~above ground~~ level on any adjoining road or adjoining site; and ~~i~~ii. Outdoor storage areas and waste management areas shall not be located within the setbacks specified in Rules 15.2.3.3 and 15.2.3.4.	Non-compliance with Permitted Standard	Outdoor Storage Area – 15.8.3.6

~~15.2.3.7 Waste management areas~~

	~~Permitted~~	~~Restricted discretionary~~	~~Matters of discretion~~
~~a.~~	~~i. An area shall be identified for waste storage with a minimum area (in m²) as set out below:~~ ~~A. Retailing and office activity~~	~~Non-compliance with Permitted Standard~~	~~Waste Management Area – 15.8.3.7~~

	~~GLF \ (m²) of retiling/ office activity~~	~~Minimum area required for waste storage~~
~~A.~~	~~0 - 100~~	~~3.5~~
~~B.~~	~~101 - 250~~	~~4.0~~
~~C.~~	~~251 - 500~~	~~5.5~~
~~D.~~	~~501 - 1,000~~	~~9.5~~
~~E.~~	~~1,001 - 2,500~~	~~14~~
~~F.~~	~~2,501 - 5,000~~	~~25~~
~~G.~~	~~Greater than 5,000~~	~~50~~

	Permitted	Restricted discretionary	Matters of discretion
	B. Food and beverage outlet GLFA (m²) of Food and beverage outlet — Minimum area required for waste storage A. 0 - 100 — 4 B. 101 - 250 — 6 C. 251 - 500 — 10 D. 500 - 1000 — 17 ii. Rule 15.2.3.6 (outdoor storage) shall apply to Waste Management Areas		

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

15.2.3.8 Landscaping and trees

	Permitted	Restricted discretionary	Matters of discretion
a.	i. On sites adjoining a Residential Zone, trees shall be provided adjacent to the shared boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof, and evenly spaced extending to the road boundary within the setback. ii. On all sites, one tree shall be planted for every 5 car parking spaces provided between buildings and the street. Trees shall be planted within or adjacent to the car parking area at the front of the site.	Non-compliance with Permitted Standard	Landscaping and trees – 15.8.3.8

	Permitted	Restricted discretionary	Matters of discretion
	iii. All landscaping / trees required under these rules shall be in accordance with the provisions in Appendix 15.9.1.		

Any application arising from non-compliance with clause (ii) will not require written approvals and shall not be limited or publicly notified.

15.2.4 Rules- Commercial core zone (Belfast)

Rules 15.2.4.1 – 15.2.4.3 and the Belfast Outline Development Plan (Appendix 15.9.2) shall apply to the Commercial Core Zone (Belfast) in addition to the requirements in 15.2.2.

15.2.4.1 Activity status tables- Commercial core zone (Belfast)

15.2.4.1.1 Restricted discretionary activity (application for approval of a Development Plan)

RD8	A Development Plan shall be submitted for the whole of the area subject to the Outline Development Plan in Appendix 15.9.2 as part of an application for resource consent either prior to or in conjunction with an application for the first development within the zone. The Development Plan shall identify the following: a. Existing and proposed building footprints and their proposed use including commercial, community, residential and other activities b. Proposed open space and landscaping areas c. Proposed location of car parking areas d. Proposed pedestrian and cycle routes including: i. linkages between the proposed public transport interchange and the commercial area ii. linkages between the zone and the surrounding area e. Proposed area for a proposed public transport interchange f. Proposed internal road network and access ways for vehicles g. Proposed stages for development and interim uses h. The Development Plan shall be accompanied by i. A Context and Site Analysis and Detailed Design Statement (Refer to Appendix 15.9.13) ii. A Landscape plan for the whole of the Outline Development Plan area (as defined in Appendix 15.9.2) iii. Geotechnical assessments of the land and building sites in accordance with

	Permitted	Restricted discretionary	Matters of discretion
	iii. All landscaping / trees required under these rules shall be in accordance with the provisions in Appendix 15.9.1.		

Any application arising from non-compliance with clause (ii) will not require written approvals and shall not be limited or publicly notified.

15.2.4 Rules- Commercial core zone (Belfast)

Rules 15.2.4.1 – 15.2.4.3 and the Belfast Outline Development Plan (Appendix 15.9.2) shall apply to the Commercial Core Zone (Belfast) in addition to the requirements in 15.2.2.

15.2.4.1 Activity status tables- Commercial core zone (Belfast)

15.2.4.1.1 Restricted discretionary activity (application for approval of a Development Plan)

RD8	A Development Plan shall be submitted for the whole of the area subject to the Outline Development Plan in Appendix 15.9.2 as part of an application for resource consent either prior to or in conjunction with an application for the first development within the zone. The Development Plan shall identify the following: a. Existing and proposed building footprints and their proposed use including commercial, community, residential and other activities b. Proposed open space and landscaping areas c. Proposed location of car parking areas d. Proposed pedestrian and cycle routes including: i. linkages between the proposed public transport interchange and the commercial area ii. linkages between the zone and the surrounding area e. Proposed area for a proposed public transport interchange f. Proposed internal road network and access ways for vehicles g. Proposed stages for development and interim uses h. The Development Plan shall be accompanied by i. A Context and Site Analysis and Detailed Design Statement (Refer to Appendix 15.9.13) ii. A Landscape plan for the whole of the Outline Development Plan area (as defined in Appendix 15.9.2) iii. Geotechnical assessments of the land and building sites in accordance with

	the Guidelines for the geotechnical investigation and assessment in the Canterbury region (Department of Building and Housing, December 2012). Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.2.4.3.1 - 15.2.4.3.4 and 15.8.1. Written approval may be sought from other landowners within the Outline Development Plan area (Refer to Appendix 15.9.2) Refer to NC3 for Activity status if any development precedes approval of a Development Plan for the whole of the Outline Development Plan area (Refer to Appendix 15.9.2).

15.2.4.1.2 Permitted activities

The activities listed below are Permitted Activities if they comply with the specified Activity Specific Standards in 15.2.2.1 and an approved Development Plan for the whole of the Outline Development Plan area (as defined in Appendix 15.9.2).

Activities that are not listed in this table or that do not meet the standards will be Restricted Discretionary, Discretionary, or Non-complying, as specified in Rules 15.2.4.1.4 - 15.2.4.1.6 below.

Activity		Activity specific standards
P21	Activities P1 - P19 in rule 15.2.2.1 , which does not involve any development.	a. Refer to 15.2.2.1

15.2.4.1.3 Controlled activities

There are no Controlled Activities.

15.2.4.1.4 Restricted discretionary activities

The activities listed below and activities RD1 - RD7 in 15.2.2.3 are Restricted Discretionary Activities in the Commercial Core zone (Belfast)
Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.8.1, 15.8.2, 15.8.3 and 15.2.4.3 for each standard, as set out in the following table.

	Activity	The Council's discretion shall be limited to the following

		matters:
RD9	Activities P1 - P19 in 15.2.2.1 involving development subject to complying with a, b and c below: a. all the Key Structuring Elements on the Belfast Outline Development Plan (refer to Appendix 15.9.2): i. Public Transport Interchange; ii. Basement Car Parking Area; iii. Building Restriction Area; iv. Styx River Riparian Setback/Esplanade Reserve; v. Vehicle Access Points; vi. Community Linkages; vii. Alignment of North/South Main Street; viii. Maximum Building Height Areas; ix. Special Area A; and x. Special Area B; Compliance with a Key Structuring Element as shown on the Belfast Outline Development Plan (Refer to Appendix 15.9.2) is not required if resource consent (subdivision and/or land use) already provides for the same non-compliance with the Key Structural Element on the land proposed for the activity. b. Built Form Standards in Rules 15.2.3, 15.2.4.2 and the Activity Specific Standards set out in 15.2.2.1. Where there is a conflict between a rule in 15.2.3 and 15.2.4.2, the rule in 15.2.4.2 shall prevail. c. a Development Plan for the whole of the Outline Development Plan area (refer to Appendix 15.9.2) approved prior to the first development within the zone.	a. Matters of discretion for Belfast- 15.2.4.3 b. Urban Design Matters- 15.8.1
RD10	P1 - P19 involving development that does not comply with one or more of the Built form standards in 15.2.4.2, unless otherwise specified.	a. Maximum building height - 15.8.3.1 b. Design and amenity - 15.2.4.3.2 and 15.8.1 c. Landscaping - 15.8.3.8 d. Urban Design matters - 15.8.1

	Activity	The Council's discretion shall be limited to the following matters:
		e. Roading, access and parking - 15.2.4.3.4 f. Maximum total number of vehicles exiting the site - 15.2.4.3.6 g. Maximum reatil activity thresholds - 15.2.4.3.5

15.2.4.1.5 Discretionary activities

The activities listed below and activities D1 - D5 in 15.2.2.4 are Discretionary Activities in the Commercial Core zone (Belfast)

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D6	Activities P1 to P19 that do not comply with one or more of the Key Structuring Elements on the Belfast Outline Development Plan (Refer to Appendix 15.9.2)	a. Urban Design Matters – 15.8.1; b. Outline Development Plan – 15.2.4.3.1.
D7	Activities P1 to P19 in 15.2.2.1 that does not comply with an approved Development Plan for the zone	a. Nil
D8	Any application under 15.2.4.1.1 RD8 that does not identify one or more of the matters required as	a. Nil

	Activity part of the Development Plan in Rule 15.2.4.1.1	**The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:**

15.2.4.1.6 Non- complying activities

The activities listed below and activity NC1 in 15.2.2.5 are Non-complying activities in the Commercial Core zone (Belfast)

	Activity
NC3	Any development within the Commercial Core Zone (Belfast) ahead of approval of a Development Plan for the whole of the Outline Development Plan area (refer to Appendix 15.9.2).
NC4	Any building within the 'Building Restriction Area' and 'Styx River Riparian Setback' identified on the Outline Development Plan in Appendix 15.9.2
NC5	Any activity not complying with Rule 15.2.4.2.8 (Maximum threshold for non-residential activities)

15.2.4.1.7 Prohibited activities

There are no Prohibited activities.

15.2.4.2 Built form standards- Commercial core zone (Belfast)

15.2.4.2.1 Maximum building height

	Applicable to	**Permitted**	**Restricted Discretionary**	**Matters of discretion**
a.	Land on north-western corner of zone as identified on the Outline Development Plan in Appendix 15.9.2.	20 metres	Non-compliance with Permitted standard	Maximum Building Height – 15.8.3.1
b.	Land on north-eastern corner of zone as identified on the Outline Development Plan in Appendix 15.9.2.	15 metres		
c.	Land adjoining eastern boundary of zone as identified on the Outline Development Plan in Appendix 15.9.2. Land fronting Main North Road north of the	12 metres		

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
	indicative alignment of the internal spine road, as identified on the Outline Development Plan in Appendix 15.9.2,			
d.	Land within area identified as 'Special Area A' on the Outline Development Plan in Appendix 15.9.2.	8 metres		
e.	Land within area identified as 'Special Area B' on the Outline Development Plan in Appendix 15.9.2.	5 metres		
f.	All other areas	16 metres		

15.2.4.2.2 Design and amenity

	Permitted	Restricted Discretionary	Matters of discretion
a.	All walls and roofs facing and on sites adjoining the eastern boundary of the zone and buildings in 'Special Areas A and B' identified on the Outline Development Plan in Appendix 15.9.2 shall be painted or clad in recessive earth tone colours with less than 30% reflectivity.	Non-compliance with Permitted Standard	a. Design and amenity -15.2.4.3.2 b. Urban Design Matters-15.8.1
b.	Any building within 'Special Area B' on the Outline Development Plan in Appendix 15.9.2 shall not exceed a total floor area of 300m².		
c.	There shall be no freestanding signage or signage on building elevations directly facing the Styx River.		

15.2.4.2.3 Landscaping

	Permitted	Restricted Discretionary	Matters of discretion
a.	The Styx River riparian setback (refer to Appendix 15.9.2ii) shall be: i. planted with native species; and ii. completed prior to any retail activities being open to the public within the zone.	Non-compliance with Permitted Standard	a. Landscaping – 15.2.4.3.3 b. Landscaping and trees – 15.8.3.8

	Permitted	Restricted Discretionary	Matters of discretion
b.	A landscaped strip with a minimum width of 3 metres shall be provided and planted along the Main North Road frontage, excluding access points.		
c.	Parking associated with any service lane parallel to Main North Road shall be landscaped in accordance with rule 15.2.3.8.		
d.	A landscaped strip shall be provided and planted along the site frontage with the eastern boundary and shall be: i. a minimum width of 5 metres; and ii. planted with trees, evenly spaced and not more than 3 metres apart.		
e.	A landscaped strip with a minimum width of 3 metres shall be provided along the Radcliffe Road frontage excluding: i. access points; ii. the road frontage of the area identified on the Outline Development Plan for the public transport interchange in Appendix 15.9.2 (if established); and iii. areas used for on-site vehicle parking adjoining the road boundary with Radcliffe Road.		
f.	On-site car parking areas adjoining the road boundary with Radcliffe Road shall: i. be landscaped in accordance with Rule 15.2.3.8(a)(ii); and ii. not extend to a depth greater than 21 metres from the road boundary with Radcliffe Road.		
g.	Requirements of Appendix 16.1 Part A shall apply to all landscaping within the Outline Development Plan area defined in Appendix 15.9.2.		
h.	Planting shall be completed within the first planting season (April to September) after the commencement of construction of the first buildings on any site adjoining the boundary that landscaping is required on.		

	Permitted	Restricted Discretionary	Matters of discretion
i.	A Landscape Planting and Management Plan shall accompany any resource consent application for new development in the Commercial Core zone (Belfast).		

Any application arising from non-compliance with clauses b, c, e and f will not require written approvals and shall not be limited or publicly notified.

15.2.4.2.4 Roading, access and parking

	Permitted	Restricted discretionary	Matters of discretion
a.	All vehicle access points shall only be provided in the locations specified on the Outline Development Plan in Appendix 15.9.2.	Non-compliance with Permitted Standard	Roading, access and parking - 15.2.4.3.4
b.	The point marked on the Outline Development Plan in Appendix 15.9.2 for a 'future left in/ left out vehicle access point' shall only be provided following the completion and opening of the Northern Arterial.		
c.	Any basement or underground parking shall only be provided only within the area identified on the Outline Development Plan in Appendix 15.9.2 as 'extent of basement car parking"		

15.2.4.2.5 Maximum total number of vehicles exiting the site

	Applicable To	Permitted	Restricted Discretionary	Matters of Discretion
a.	Thursday Evening Peak Hour, until the Northern Arterial has been constructed and open to traffic (See c-g below)	625 vehicles	Non-compliance with Permitted standard	Maximum Total Number of Vehicles Exiting the Site – 15.2.4.3.6
b.	Saturday Peak Hour, until the Northern Arterial has been constructed and open	700 vehicles	Non-compliance with Permitted standard	Maximum Total Number of Vehicles Exiting the Site – 15.2.4.3.6

	to traffic (See c-g below)			

Where there is non-compliance with this rule, written approval shall be obtained from the New Zealand Transport Agency

c. The total traffic volume emerging from the site shall be determined through monitoring all intersections providing egress from the site, at intervals of no more than six months.

d. Monitoring shall be undertaken over four consecutive Thursdays and four consecutive Saturdays, between the hours of 1600 and 1800 on Thursday and 1200 to 1400 on Saturday

e. The total traffic volume emerging from the site shall be deemed to be the mean of the four Thursday peak hours and the mean of the four Saturday peak hours.

f. Monitoring shall commence no later than six months following completion of the first building on the site.

g. Monitoring shall be undertaken by a qualified traffic engineer on behalf of and funded by the applicant and results shall be lodged with the Christchurch City Council within 20 working days of the completion of each six monthly monitoring period.

15.2.4.2.6 Maximum thresholds for office activities

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	Up to 1 February 2015	a. The total amount of office floorspace within the 'Commercial Core zone (Belfast) zone boundary' as defined on the Outline Development Plan (Appendix 15.9.2) shall not exceed 3,000m² GLFA. b. No single tenancy shall exceed 400 m² GFLA.	Non-compliance with Permitted Standard	Maximum retail/ office activity thresholds - 15.2.4.3.5
b.	Between 1 February 2015 and 1 February 2020	a. The total amount of office floorspace within the 'Commercial Core zone (Belfast) zone boundary' as defined on the Outline Development Plan (Appendix 15.9.2) shall not exceed 8,000m² GLFA.		
c.	1 February 2020 onwards	a. The total amount of office floorspace within the 'Commercial Core zone (Belfast) zone boundary' as defined on the ODP (Appendix 15.9.2) shall not exceed 12,000m² GLFA.		

15.2.4.2.7 Maximum thresholds for retailing activities

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	Up to 1 July 2017	The total amount of floorspace for retailing within the 'Commercial Core zone (Belfast) zone boundary' as defined on the ODP (Appendix 15.9.2) shall not exceed 10,000m² GLFA and retailing tenancies of 2,000m² GLFA or less shall not exceed 6,000m² GLFA.	Non-compliance with Permitted Standard	Maximum retail/office activity thresholds - 15.2.4.3.5
b.	From 1 July 2017	The total amount of floorspace for retailing within the 'Commercial Core zone (Belfast) zone boundary' as defined on the ODP (Appendix 15.9.2) area shall not exceed 20,000 m² GLFA.		

15.2.4.2.8 Maximum threshold for non- residential activities

	Permitted	Non-complying
a.	The total amount of floorspace for non-residential activities within the 'Commercial Core zone (Belfast) zone boundary' as defined on the ODP (Appendix 15.9.2) shall not exceed 45,000m² GLFA.	Non-compliance with Standard

15.2.4.3 Matters of discretion for the Belfast outline development plan area

15.2.4.3.1 Outline development plan

a. Community Facilities
   i. Ensures that community facilities are publicly accessible and can be easily accessed from Main North Road and Radcliffe Road.
   ii. Ensures that sufficient floor space is provided for community facilities across the zone, being a minimum gross floor area of 1,600m².

b. Open Space
   i. Ensures that external public open space is provided in convenient, publicly accessible locations within the zone.
   ii. Ensures that sufficient open space is provided across the zone, being 1200m² of public

open space with at least one space making up 1200m² and capable of containing a circle with a minimum diameter of 18 metres.

c. Connectivity
   i. Ensures the proposed development includes and/or provides for future development of an open air main street connecting Main North Road and Radcliffe Road as a route through the site and which provides a high quality pedestrian environment.
   ii. Ensures that linkages are made from the development to the Styx River and which contributes to improved public accessibility along the river.

d. Public Transport Interchange
   i. Ensures provision is made for the future development of an area for a public transport interchange in the location shown on the Outline Development Plan that is at least 4,000m².
   ii. The degree to which interim uses of land identified for a public transport interchange affect the ability to develop a public transport interchange at a future date.

15.2.4.3.2 Design and amenity

a. Whether any proposed signage, building colours or fences associated with development will adversely impact on the natural character and values of the Styx River.
b. The visual appearance and attractiveness of the development.

15.2.4.3.3 Landscaping

a. The extent and quality of landscaping, and the effectiveness of proposed planting and trees in screening car parking areas and buildings from adjoining zones.
b. The extent of native and other planting within the Styx River riparian setback to enhance the ecological values associated with the Styx River and to screen buildings adjacent to the Styx River.
c. Whether consideration has been given to the retention of existing trees until new planting is sufficiently established.
d. The extent to which the historic use of the area for market gardening and horticultural activities is retained through landscaping or other features.

15.2.4.3.4 Roading, access and parking

a. The extent to which the transport network creates safe and efficient movement within the site and ensures connectivity and convenience for pedestrians and cyclists.
b. The extent to which any underground or basement car parking structure is integrated into the development to avoid adverse visual effects.
c. Any adverse effects of parking areas/access points on adjoining zones and whether mitigation minimises these effects.
d. The extent to which the location and design of parking, access and manoeuvring areas supports pedestrian safety.

15.2.4.3.5 Maximum retai/ office activity thresholds

The extent to which the additional gross leasable floor area:

a. avoids adverse effects on the function and recovery of the central city and District Centres within and outside the District; and

b. limits adverse effects on people and communities who rely on the central city and District Centres for their social and economic wellbeing, and allows ease of access to these centres by a variety of transport modes.

15.2.4.3.6 Maximum total number of vehicles exiting the site

a. Prior to the opening of the Northern Arterial motorway, the extent to which any significant adverse effects arise on the safety and efficiency of the transport network as a result of the proposed activity.

15.2.5 Rules- Commercial core zone (Ferrymead)

Rules 15.2.5.1 – 15.2.5.3 and the Ferrymead Outline Development Plan (Appendix 15.9.3) shall apply to the Commercial Core Zone (Ferrymead), in addition to the requirements in 15.2.2.

15.2.5.1 Activity status tables- Commerical core zone (Ferrymead)

15.2.5.1.1 Permitted activities

The activities listed below are permitted activities in the Commercial Core Zone (Ferrymead):

	Activity
P21	Activities P1 - P19 in rule 15.2.2.1 subject to complying with a. – c. below: a. All the Key Structuring Elements on the Ferrymead Outline Development Plan (see Appendix 15.9.3): i. Pedestrian Link ii. Pedestrian Accessway iii. Key Mixed Modal Link iv. Future and Secondary Vehicular and Pedestrian Accessways v. Boundary with Sensitive Environment vi. Pedestrian Interface vii. Key Public Vehicle Access viii. Landscape Access ix. Development Blocks Compliance with a Key Structuring Element as shown on the Ferrymead Outline Development Plan in Appendix 15.9.3 is not required if resource consent (subdivision and/or land use) already provides for the same non-compliance with the Key Structuring Element on the land proposed for the activity.

	Activity b. Built Form Standards in Rules 15.2.3 and 15.2.5.2. Where there is a conflict between a rule in 15.2.3 and 15.2.5.2, the rule in 15.2.5.2 shall prevail. c. Activity Specific Standards set out in 15.2.2.1 P20.

15.2.5.1.2 Controlled activities

There are no Controlled Activities.

15.2.5.1.3 Restricted discretionary activities

The activities listed below and RD1 - RD7 in 15.2.2.3 are Restricted Discretionary Activities in the Commercial Core zone (Ferrymead)		
	Activity	**The Council's discretion shall be limited to the following matters:**
RD8	Activities P1 - P19 in 15.2.2.1 that do not comply with the Key Structuring Elements on the Ferrymead Outline Development Plan in Appendix 15.9.3.	a. Urban Design Matters – 15.8.1. b. Pedestrian and Cycle Movement to and from adjoining Area - 15.2.5.3.1 c. Roading and Access - 15.2.5.3.2
RD9	Activities P1 - P19 specified in 15.2.2.1 that do not meet one or more of the Built Form Standards in 15.2.5.2	a. Maximum Building Height - 15.8.3.1 b. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3(i) c. Pedestrian and cycle movement with adjoining area - 15.2.5.3.1 d. Landscaping and Trees – 15.8.3.8 e. Roading and access – 15.2.5.3.2
RD10	Any retail activity resulting in the total GLFA in the Commercial Core Zone (Ferrymead) to exceed 30,000 m^2.	a. Maximum retail/office activity thresholds - 15.2.5.3.3

15.2.5.1.4 Discretionary activities

Activities D1 to D5 in Rule 15.2.2.4 are Discretionary activities in the Commercial Core zone

(Ferrymead).

15.2.5.1.5 Non-complying activities

Activity NC1 in Rule 15.2.2.5 is a non-complying activity in the Commercial Core zone (Ferrymead).

15.2.5.1.6 Prohibited activities

There are no Prohibited Activities.

15.2.5.2 Built form standards- Commercial core zone (Ferrymead)

15.2.5.2.1 Maximum building height

	Permitted	Restricted Discretionary	Matters of discretion
a.	20 metres	Greater than 20 metres	Maximum Building Height- 15.8.3.1

15.2.5.2.2 Minimum building setback from Ferry Road

	Permitted	Restricted Discretionary	Matters of discretion
a.	10 metres	Less than 10 metres	Minimum Building Setback from Road boundaries/ Street scene - 15.8.3.3(i)

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

15.2.5.2.3 Pedestrian and cycle movement to and from adjoining area

	Permitted	Restricted Discretionary	Matters of discretion
a.	Any access points to Charlesworth reserve shall be sited to avoid ecologically areas adjoining the zone.	Non-compliance with standard	Pedestrian and cycle movement to and from adjoining area- 15.2.5.3.1

15.2.5.2.4 Landscaping- Minimum width of landscaping strip

	Applicable to	Permitted	Restricted	Matters of

			Discretionary	**discretion**
a.	A landscaped strip with a minimum width as specified shall be provided along and adjacent to the boundary with Charlesworth Reserve.	5 metres	Less than 5 metres	Landscaping and Trees – 15.8.3.8
b.	A landscaped strip with a minimum width as specified shall be provided along and adjacent to the road boundary of Ferry Road.	3 metres	Less than 3 metres	

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

15.2.5.2.5 Roading and access

	Permitted	**Restricted Discretionary**	**Matters of discretion**
a.	There shall be only one vehicle access point onto Kite Lane.	Non-compliance with standard	Roading and access – 15.2.5.3.2(a)

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

15.2.5.3 Matters of discretion for the Ferrymead outline development plan area

15.2.5.3.1 Pedestrian and cycle movement to and from adjoining area

a. The degree to which safe, landscaped pedestrian and cycle access is provided through the site, to connect with the wider movement network (particularly with the key cycleway along Humphreys Drive and to public transport stops on Ferry Road) and with open spaces (i.e. the Ihutai/Estuary edge, Charlesworth Reserve, the Ōpāwaho/Heathcote River Towpath) while avoiding adverse effects on ecological areas.

15.2.5.3.2 Roading and access

a. The effect of any additional access points on the safety and efficiency of the adjoining road network, having regard to the level and type of traffic that will use the proposed access point, the location and design of the proposed access point and the adequacy of existing or alternative access points.

b. The extent to which the location of vehicular access points, the design of the transport network including intersection design and connections with the wider network, may individually or cumulatively impact on amenity of the zone and the surrounding area, and the safety and efficiency of the transport network.

c. The extent to which traffic generated by the development may individually or cumulatively impact on amenity of the zone and the surrounding area, and the safety and efficiency of the transport

network.

d. The extent to which future access through to Waterman Place for pedestrians and vehicles is enabled.

15.2.5.3.3 Maximum retail/office activity thresholds

a. The extent of adverse effects created by increased vehicular traffic from the development on the adjoining road network, including both access and the wider network.

b. The extent to which retail activity above ground floor level creates the potential for over-intensification of the site, decreases the ability to achieve a variety of activities on-site or compromise development of the zone as shown in the Outline Development Plan.

15.2.6 Rules- Commercial core zone (North Halswell)

Rules 15.2.6.1 – 15.2.6.3 and the North Halswell Outline Development Plan (Appendix 15.9.4) shall apply to the Commercial Core Zone (North Halswell) in addition to the requirements in 15.2.2

15.2.6.1 Activity status tables- Commercial core zone (North Halswell)

15.2.6.1.1 Restricted discretionary activity- Development plan

RD8	A Development Plan shall be submitted for the whole of the area subject to the Outline Development Plan in Appendix 15.9.4 or the first or subsequent stage that development is proposed within, as part of an application for resource consent either prior to or in conjunction with an application for the first development within the Outline Development Plan area (as defined in Appendix 15.9.4) or stage that development is for. The Development Plan shall identify the following: a. A Context and Site analysis (Refer to Appendix 15.9.13 for requirements); b. A Detailed Design Statement (Refer to Appendix 15.9.13 for requirements); c. Plans and documents addressing the following matters: i. Assessment to demonstrate compliance with the North Halswell Outline Development Plan (Refer to Appendix 15.9.4); ii. A description of the anticipated character, sense of place and Turangawaewae of the Key Activity Centre and key design elements for achieving this; iii. Proposed staging of development; iv. The design intent for interfaces both between development phases and with the surrounding environment; v. Location, range and scale of building typologies including the activities anticipated; vi. Location of an open air Main Street as a focus for finer grain retailing; vii. Indicative locations of different formats of retail activity i.e. areas for anchor stores, other large format retail activity, and finer grain retailing; viii. Location of a Public Transport Interchange in close proximity to the Main Street

	including defined, safe and legible pedestrian routes between the two; ix. Identification of Key Pedestrian Frontages; x. The indicative scale and form of Main Street development and the design of the building elevations; xi. The greenspace network, including a visually prominent Civic Park which forms the heart of the Key Activity Centre; xii. The stormwater network, including land for storm water treatment, retention and drainage paths and associated recreational corridors including appropriate setbacks; xiii. Pedestrian linkages between the Key Activity Centre and Spreydon Lodge and its surrounds; xiv. A comprehensive landscape plan including the design of streets (in addition to compliance with rules in the Subdivision chapter), lanes and other public and publicly accessible spaces; xv. Location of car parking areas including safe and legible pedestrian routes through car parking areas to activities and development; xvi. Safe pedestrian/cycle crossing facilities on Halswell and Sparks Road as well as roads within the development; xvii. The Dunbars Road extension as a strategically important road that is the primary link across the Outline Development Plan (Refer to Appendix 15.9.4). Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.2.6.3 and 15.8.1. Written approval may be sought from other landowners within the area subject to the Development Plan Refer to NC3 for Activity status if any development precedes approval of a Development Plan for the area that development is proposed within.

15.2.6.1.2 Permitted activities

The activities listed below are Permitted Activities if they comply with the Activity Specific Standards in 15.2.2.1, and an approved Development Plan for the whole of the Outline Development Plan area (as defined in Appendix 15.9.4) or the part of the Outline Development Plan area that the activity is proposed within.
Activities that are not listed in this table or that do not meet the standards will be Restricted Discretionary, Discretionary, or Non-complying activities as specified in Rules 15.2.6.1.4-15.2.1.6

Activity		Activity specific standards
P21	Activities P1 - P19 in rule 15.2.2.1, which do not involve any development.	Refer to 15.2.2.1

15.2.6.1.3 Controlled activities

There are no Controlled activities.

15.2.6.1.4 Restricted discretionary activities

The Activities listed below and RD1 - RD7 in 15.2.2.3 are Restricted Discretionary Activities in the Commercial Core zone (North Halswell)
Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.8.1, 15.8.2, 15.8.3 and 15.2.6.3 for each standard, as set out in the following table.

	Activity	**The Council's discretion shall be limited to the following matters:**
RD9	Activities P1 - P19 in 15.2.2.1 involving development subject to complying with a. – c. below: a. All the Key Structuring Elements on the North Halswell Outline Development Plan (refer to Appendix 15.9.4): i. Road Access Points (including pedestrian/ cycle access) ii. Collector Roads iii. Reserves iv. Green Corridor v. Stormwater Network vi. Public Transport Interchange Compliance with a Key Structuring Element as shown on the North Halswell Outline Development Plan in Appendix 15.9.4 is not required if resource consent (subdivision and/or land use) already provides for the same non-compliance with the Key Structuring Element on the land proposed for the activity. b. Built Form Standards in Rules 15.2.3, 15.2.6.2 and the Activity Specific Standards set out in 15.2.2.1. Where there is a conflict between a rule in 15.2.3 and 15.2.6.2, the rule in 15.2.6.2 shall prevail. c. A Development Plan for the whole of the Commercial Core Zone (North Halswell) or the stage that the proposed development forms a part.	All matters in - 15.2.6.3
RD10	Activities P1 - P19 involving development that does not meet one or more of the Built form standards in 15.2.6.2, unless otherwise specified.	a. Maximum Building Height - 15.8.3.1 b. Type of retail

	Activity	The Council's discretion shall be limited to the following matters:
		activity: i. General matters - 15.2.6.3.1 ii. Commercial layout- 15.2.6.3.2

15.2.6.1.5 Discretionary activities

The Activities listed below and D1 - D5 in 15.2.2.4 are Discretionary Activities in the Commercial Core zone (North Halswell)

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D6	Activities P1 - P19 in 15.2.2.1 that do not comply with one or more of the Key Structuring Elements on the North Halswell Outline Development Plan in Appendix 15.9.4.	a. Urban Design Matters – 15.8.1 b. All matters in 15.2.6.3 c. Any other matter the Council considers appropriate.
D7	Activities P1 - P19 in 15.2.2.1 that do not comply with an approved Development Plan for the zone or stage for which development is proposed.	a. Nil
D8	Any application under rule 15.2.6.1.1 RD8 that do not identify one or more of the matters required as part of the Development Plan.	a. Nil
D9	Any activity not complying with Rules 15.2.6.2.3 (Maximum retail activity threshold) and 15.2.6.2.5 (Maximum office activity threshold)	a. NIL

15.2.6.1.6 Non- Complying activities

The activities listed below and NC1 in 15.2.2.5 are Non-complying activities in the Commercial Core Zone (North Halswell)

	Activity
NC3	Any development within the Commercial Core Zone (North Halswell) ahead of approval of a Development Plan for the whole of the Commercial Core Zone (North Halswell) or the relevant stage that the proposed development forms a part.
NC4	Any activity not complying with the Rule 15.2.6.2.2 (Intersection Upgrades)

15.2.6.1.7 Prohibited activities

There are no Prohibited Activities.

15.2.6.2 Built form standards- Commercial core zone (North Halswell)

16.2.6.2.1 Minimum and maximum building height

	Standard	Permitted	Restricted Discretionary	Matters of discretion
a.	Minimum Building Height	8 metres (2 storeys)	Less than 8 metres or 2 storeys	Maximum Building Height - 15.8.3.1
b.	Maximum Building Height	14 metres (4 storeys including 1 storey in the roof space)	Greater than 14 metres or 4 storeys (including 1 additional storey in the roof space)	

15.2.6.2.2 Intersection upgrades

	Permitted	Non-complying
a.	No retailing within the Commercial Core Zone (North Halswell) shall be open to the public until: i. the construction of the upgrade of the intersection of Augustine Drive and Halswell Road to traffic lights has been completed. ii. the construction of the upgrade of the intersection of Aidanfield Drive and Halswell Road incorporating traffic lights has commenced.	Non-compliance with permitted standard

15.2.6.2.3 Maximum retail activty threshold

	Permitted	Discretionary
a.	The total amount of retail floorspace within the Commercial Core zone (North Halswell) shall not exceed 25,000m² (GFA)	Greater than 25,000m² (GFA)

15.2.6.2.4 Type of retail activity

	Permitted	Restricted Discretionary	Matters of discretion
a.	Development shall ensure the achievement of a 60:40 split between large format (greater than 450m²) and finer grain retailing (Less than 450m²).	Non-compliance with Permitted Standard	General matters - 15.2.6.3.1 Commercial layout- 15.2.6.3.2

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

15.2.6.2.5 Maximum office activity threshold

	Permitted	Discretionary
a.	The total amount of office floorspace within the Commercial Core zone (North Halswell) shall not exceed 5,000 m² (GFA)	Non-compliance with Permitted standard

15.2.6.3 Matters of discretion- Commercial core zone (North Halswell)

15.2.6.3.1 General

The extent to which development :

a. supports the role of the North Halswell Key Activity Centre as a high intensity area of commercial and community activity; and

b. enables people to orientate themselves and find their way with strong visual and physical connections with the surrounding neighbourhoods and wider area.

15.2.6.3.2 Commercial layout

The extent to which development :

a. ensures a critical mass of activity is centred upon the open air Main Street including a concentration of finer grain commercial activities;

b. supports a retail mix (large format and finer grain retailing) which ensures the centre meets its role as a District Centre and Key Activity Centre and meets the needs of the catchment population; and

c. functions operationally and visually as an integrated commercial entity.

15.2.6.3.3 Design and amenity

The extent to which development :

a. provides a strong visual relationship and high quality urban interface with State Highway 75;

b. provides primary active ground floor frontages on all sites intended for commercial and community focussed activity where they face an accessible public open space;

c. enables q continuous frontage of retailing on the Main Street in order to ensure a high intensity of commercial activity;

d. orientates buildings, streets, and open space to take advantage of solar access and views, and to mitigate other climatic effects such as wind;

e. provides high quality public open space, including streets, squares and lanes;

f. provides for a multi-value approach to stormwater management that supports objectives of stormwater retention, water quality treatment, biodiversity enhancement, and landscape amenity, and that recognises Ngāi Tahu/manawhenua values.

15.2.6.3.4 Transport

The extent to which development:

a. provides for an easily accessible, readily visible Public Transport Interchange located centrally within the commercial core of the Key Activity Centre;

b. provides car parking as shared spaces, available for shared use, which does not visually or physically dominate the area;

c. provides for pedestrian priority within the retail core, particularly in respect to the open air Main Street environment;

d. provides a high level of physical connectivity between the Key Activity Centre, surrounding neighbourhoods and the wider area;

e. identifies safe crossing facilities on Halswell and Sparks Road between the Halswell North Outline Development Plan area and adjacent areas/communities and within the development;

f. supports a high level of permeability within the Key Activity Centre;

g. supports the strategic importance of the Dunbars Road extension as the primary link through the Outline Development Plan area;

h. provides opportunities for walking, cycling and public transport use; and

i. supports the construction and operation of the movement network as shown on the Outline Development Plan.

15.2.6.3.5 Civic park

The extent to which development:

a. connects the Civic Park and the Main Street, both visually and physically;

b. provides for a civic park of a sufficient size to allow for a range of community activities, events and interaction; and

c. provides a high quality civic park laid out and designed in a manner that achieves a high quality and safe open space environment.

15.2.7 Rules- Commercial core zone (Prestons)

Rules 15.2.7.1 – 15.2.7.3 shall apply to the Commercial Core Zone (Prestons), in addition to the requirements in 15.2.2.

15.2.7.1 Activity status tables- Commercial core zone (Prestons)

15.2.7.1.1 Permitted activities

The activities listed below are permitted activities in the Commercial Core Zone (Prestons)

Activity	
P21	Activities P1 - P19 in rule 15.2.2.1 subject to complying with the following: a. Built Form Standards in Rules 15.2.3, 15.2.7.2 and the Activity Specific Standards set out in 15.2.2.1. Where there is a conflict between a rule in 15.2.3 and 15.2.7.2, the rule in 15.2.7.2 shall prevail.

15.2.7.1.2 Controlled activities

There are no Controlled Activities.

15.2.7.1.3 Restricted discretionary activities

The activities listed below and RD1 - RD7 in 15.2.2.3 are Restricted Discretionary Activities in the Commercial Core zone (Prestons)
Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.8.1, 15.8.2, 15.8.3 and 15.2.7.3 for each standard, as set out in the following table.

	Activity	The Council's discretion shall be limited to the following matters:
RD8	Activities P1-P19 in Rule 15.2.2.1 that do not meet one or more of the Built Form Standards in 15.2.7.2.	a. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3 b. Minimum building setback from the boundary with a Residential Zone – 15.8.3.4

	Activity	**The Council's discretion shall be limited to the following matters:** c. Landscaping and Trees – 15.8.3.8 d. Staging of development to align with intersection upgrades – 15.2.7.3.1

15.2.7.1.4 Discretionary activities

Activities D1 to D5 in Rules 15.2.2.4 are Discretionary activities in the Commercial Core zone (Prestons)

15.2.7.1.5 Non-Complying activities

The activities listed below and NC1 in Rule 15.2.2.5 are Non-complying activities in the Commercial Core zone (Prestons)

	Activity
NC3	Any activty not complying with Rules 15.2.7.2.5 (Staged Development) and 15.2.7.2.6 (Maximum Retail Activity Thresholds)

15.2.7.1.6 Prohibited activities

There are no Prohibited Activities.

15.2.7.2 Built form standards- Commercial core zone (Prestons)

15.2.7.2.1 Minimum building setback from road boundaries

	Applicable to	**Permitted**	**Restricted Discretionary**	**Matters of discretion**
a.	Marshland Road Boundary	10 metres	Less than 10 metres	Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3

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

15.2.7.2.2 Minimum building setback from the zone boundary

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	Boundary of the area identified as 'Commercial B' on the Outline Development Plan, adjacent to the Rural Zone	3 metres	Less than 3 metres	Minimum building setback from the boundary with a Residential Zone – 15.8.3.4

15.2.7.2.3 Landscaping

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	A Landscaped Strip with a minimum width as specfiied shall be provided along and adjacent to the boundary with Marshland Road.	10 metres	Less than 10 metres	Landscaping and Trees – 15.8.3.8

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

15.2.7.2.4 Staging of development to align with intersection upgrades

	Permitted	Restricted discretionary	Matters of discretion
a.	No non-residential activities shall occur until upgrades of the following intersections has commenced: i. Marshland Road / Mairehau Road,; ii. Marshland Road / Prestons Road; and iii. Lower Styx Road / Marshland Road (including traffic signals).	Non-compliance with Permitted standard	Staging of development to align with intersection upgrades – 15.2.7.3.1
b.	No more than 7200m² of non-residential activities (comprising 4000m² for a supermarket and 3200m² for other non-residential activities) shall occur until such time as: i. Construction of the Northern Arterial and the 4-laning of QEII Drive between Main North Road and Innes Road together with either the Northern Arterial extension or the Hills Road extension has commenced; and		

	Permitted	Restricted discretionary	Matters of discretion
	ii. The portion of the main primary road linking Prestons Road to Mairehau Road is open to traffic.		

Note: The 7,200m² of non-residential development referred to in this rule is inclusive of existing commercial activities contained within zone (as at 27 March 2010). For the purposes of this rule, the Northern Arterial is defined as being one of the New Zealand Transport Agency Roads of National Significance, and is a new road extending the existing Christchurch Northern Motorway from just north of Belfast (Chaneys) to connect with QEII Drive. The scheme also includes an extension being progressed by Christchurch City Council from QEII Drive to Cranford Street. The Hills Road extension is a Christchurch City Council roading scheme, extending Hills Road from Innes Road to join QEII Drive east of Philpotts Road.

15.2.7.2.5 Staged development

	Permitted	Non-Complying
a.	No development shall occur until: i. Either: A a comprehensive plan which shows the overall wastewater system for all activities is provided; or B it is demonstrated that such a plan has already been provided to Council pursuant to clause (i) above or as part of a subdivision application. And, either: A an approved wastewater system is established within the zone and as required, beyond the zone to service the activity; or B it is demonstrated that such an approved wastewater system has already been established.	Non-compliance with standard

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

15.2.7.2.6 Maximum retail activity threshold

	Applicable to	Permitted	Non-Complying
a.	The maximum gross leasable floor area for retail activities within the Commercial Core Zone (Prestons) shall be - **Note:** This includes all existing lawfully established retail	12,000m²	Non-compliance with standard

	Applicable to	Permitted	Non-Complying
	activity as at 27 March 2010.		
b.	The maximum gross leasable floor area of any single tenancy for a retail activity within the Commercial Core zone (Prestons) shall be - **Note:**This does not apply to that area identifies as 'Commercial A', on the Outline Development Plan.	150m²	

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

15.2.7.3 Matters of discretion- Commercial core zone (Prestons)

15.2.7.3.1 Staging of development to align with intersection upgrades

a. The nature and extent of any adverse effect arising on the transport network from a proposal that:
   i. deviates from the design of specific intersection upgrades approved by Council; and/or
   ii. exceeds the quantum of non-residential activities anticipated as maximums before specific transport network upgrades are commenced.

15.2.8 Rules- Commercial core zone (Sydenham)

Rules 15.2.8.1 – 15.2.8.3 and the Sydenham Master Plan overlay (Appendix 15.9.6) shall apply to the Commercial Core Zone (Sydenham), in addition to the requirements in 15.2.2.

15.2.8.1 Activity status tables- Commercial core zone (Sydenham)

15.2.8.1.1 Permitted activities

The activities listed below are permitted activities.

	Activity
P21	Activities P1 - P19 in Rule 15.2.2.1 subject to complying with the following a. Built Form Standards in Rules 15.2.3 and 15.2.8.2. Where there is a conflict between a rule in 15.2.3 and 15.2.8.2, the rule in 15.2.8.2 shall prevail. b. Activity specific standards in Rule 15.2.2.1 P20

15.2.8.1.2 Controlled activities

There are no Controlled activities.

15.2.8.1.3 Restricted discretionary activities

The Activities listed below and activities RD1-RD7 in Rules 15.2.2.3 are Ristricted Discretionary activities in the Commercial Core Zone (Sydenham)

	Activity	The Council's discretion shall be limited to the following matters:
RD8	Activities P1 - P19 within the area identified as 'Site for comprehensive mixed use development' on the Sydenham Master Plan overlay (Appendix 15.9.6), subject to a Development Plan being submitted for the whole of the mixed use area as part of an application for resource consent or development being in accordance with an approved Development Plan. The Development Plan shall identify the following for the whole of the area identified on the Master Plan Overlay (Appendix 15.9.6) as 'mixed use retail, commercial and residential development area': a. the bulk and location of all existing and proposed buildings; b. the nature of each activity and the integration of areas identified for different activities; c. access, circulation (vehicular/pedestrian/cycle) and parking areas; d. overall landscaping concepts; e. areas of open space, including the degree to which such spaces are private, shared by on-site residents or available for wider public use; and f. stormwater capture and management, including first flush. Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.2.8.3 and 15.8.1. Written approval may be sought from other landowners within the area subject to the Development Plan Refer to NC3 for Activity status if any development precedes approval of a Development Plan for the area that development is proposed within.	

	Activity	The Council's discretion shall be limited to the following matters:
RD9	Activities P1-P19 specified in Rule 15.2.2.1 that do not meet one or more of the built form standards in 15.2.8.2.	a. Maximum Building Setback from Road Boundaries/Street Scene – 15.2.8.3

15.2.8.1.4 Discretionary activities

Activities D1 - D5 are Discretionary activities in the Commercial Core zone (Sydenham)

15.2.8.1.5 Non-complying activities

The activities listed below and NC1 in 15.2.2.5 are Non-complying activities in the Commercial Core zone (Sydenham)

	Activity
NC3	Any development within the area identified as 'site for comprehensive mixed use development' on the Sydenham Master Plan overlay (Appendix 15.9.6) ahead of approval of a Development Plan.

15.2.8.1.6 Prohibited activities

There are no Prohibited activities.

15.2.8.2 Built form standards- Commercial core zone (Sydenham)

15.2.8.2.1 Sites with frontage to Colombo Street

	Permitted	Restricted Discretionary	Matters of discretion
a.	Rule 15.2.3.3 shall apply to sites with frontage to Colombo Street except as follows: i. there shall be no vehicle access ways onto Colombo Street from sites fronting Colombo Street;	Non-compliance with standard	Maximum building setback from road boundaries/

	Permitted	Restricted Discretionary	Matters of discretion
	ii. buildings shall be setback no more than 2 metres from the road boundary on sites with a boundary marked 'potential for ground floor building setback' on the Sydenham Master Plan overlay (Appendix 15.9.6); and iii. the setback from the road shall not be used for car parking.		streetscene - 15.8.8.3

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

15.2.8.3 Matters of discretion- Commercial Core zone (Sydenham)

15.2.8.3.1 Development plan

a. The extent to which the development, including ground floor tenancies on Colombo Street, contribute to the diversity, vitality and economic viability of Sydenham.

b. The extent to which the development provides for safe vehicle access that does not compromise the safety and attractiveness of the pedestrian environment, centre vitality (particularly with regard to the Colombo Street frontage) or the efficient functioning of the State Highway Network.

c. The extent to which development is integrated with any other existing or committed development within or adjoining the site.

d. Whether the development creates a landmark and provides a gateway that retains strong visual connections with the Port Hills while reinforcing the existing and historical character and identity of the Sydenham commercial area.

e. Whether the scale and nature of development is consistent with that anticipated for a Neighbourhood centre.

f. The extent to which publicly open space is provided on the site and is comprehensively designed with good pedestrian connections (including lane ways to Colombo Street) to the surrounding area to maximise community use and enjoyment.

g. Whether the design and layout of buildings is effective in achieving a high amenity environment for residents and visitors, particularly the internal noise environment, while providing for good pedestrian and cycle movement and safety, having regard to Brougham Street's role as a busy road corridor.

h. The extent to which the development incorporates design features such as balconies, roof top gardens and courtyards at upper levels to maximise connections between internal activities and public or publicly accessible space.

i. The extent to which stormwater treatment areas are integrated with open space.

15.2.9 Rules- Commercial core zone (Yaldhurst)

Rules 15.2.9.1 – 15.2.9.2 shall apply to the Commercial Core Zone (Yaldhurst), in addition to the

requirements in 15.2.2.

15.2.9.1 Activity status tables- Commercial core zone (Yaldhurst)

15.2.9.1.1 Permitted activities

The activities listed below are permitted activities in the Commercial Core Zone (Yaldhurst).

	Activity	Activity Specific Standards
P21	Activities P1 - P19 in rule 15.2.2.1 subject to complying with a. below: a. Built Form Standards in Rules 15.2.3, 15.2.9.2 and the Activity Specific Standards set out in 15.2.2.1. Where there is a conflict between a rule in 15.2.3 and 15.2.9.2, the rule in 15.2.9.2 shall prevail.	
P22	Buildings and fences within 12 metres of the centre line of a National Grid Transmission Line	a. An accessory building for a sensitive activity shall be under 2.5 metres high and less than 10m² in area b. Building alterations and additions to an existing building for a sensitive activity shall be under the height and within the footprint of the existing building. c. All buildings and structures shall have a minimum vertical clearance of 10 metres below the lowest point of the transmission line conductor (wire).

15.2.9.1.2 Controlled activities

There are no Controlled activities.

15.2.9.1.3 Restricted discretionary activities

Activities RD1 to RD7 in Rule 15.2.2.3 are Restricted Discretionary activities in the Commercial Core zone (Yaldhurst).

15.2.9.1.4 Discretionary activities

Activities D1 to D5 in Rule 15.2.2.4 are Discretionary activities in the Commercial Core zone (Yaldhurst).

15.2.9.1.5 Non-complying activities

The activities listed below and NC1 - NC2 in Rule 15.2.2.5 are Non-complying activities in the Commercial Core zone (Yaldhurst)

	Activity
NC3	Any activity not complying with the Built Form Standards specified in 15.2.9.2.
NC4	Any building or sensitive activity within 12 metres of a transmission line support structure.
NC5	Any fence within 5 metres of a transmission line support structure.
NC6	Any building for a sensitive activity or sensitive activity within 12 metres of the centre line of a National Grid transmission line unless provided for in P22 Rule 15.2.9.1.1.
NC7	Any individual site access to Yaldhurst Road.

15.2.9.1.6 Prohibited activities

There are no Prohibited Activities.

15.2.9.2 Built form standards- Commercial core zone (Yaldhurst)

15.2.9.2.1 Minimum building setback for residential activities on sites adjoining limited access roads

	Applicable to	Permitted	Non-Complying
a.	Residential activities where no acoustic mitigation is provided (as specified in (b) and (c) below).	80 metres	Non-compliance with Permitted standard
b.	Residential activities where the following measures are proposed-: i. Mounding, or other physical barrier to noise transmission, capable of reducing traffic noise intrusion to all parts of any site by at least 10dBA is to be provided within 20 metres of the road boundary across the entire width of the site, provided that such mounding or barrier shall be screened from the adjoining road by landscaping. ii. The landscaping required under (i) shall have a minimum depth of 1.5 metres, a minimum height of 1.8 metres (at the time of planting) and should be located between the mounding or fencing and the adjoining road.	40 metres	
c.	Residential activities where the following measures are proposed:	20 metres	

	Applicable to	Permitted	Non-Complying
	i. In addition to (b) above, all external windows and doors of residential units including those installed in the roof should be acoustically treated to achieve a an external to internal noise reduction of at least 25dBA with windows and doors closed.		

15.2.9.2.2 Roading and access

	Permitted	Non-complying
a.	Sites having frontage to Yaldhurst Road shall not have any direct vehicular access to Yaldhurst Road, other than via the intersection marked A on the Yaldhurst Outline Development Plan.	Non-compliance with standard

15.3 Rules- Commercial fringe zone

15.3.1 How to use the rules

15.3.1.1 The Rules that apply to activities in the Commercial Fringe Zone are contained in:

a. The Activity Status Tables (including Activity Specific Standards) in Rule 15.3.2; and

b. Built Form Standards in 15.3.3.

15.3.1.2 The Activity Status Tables and Standards in the following Chapters also apply to activities in all areas of the Commercial Fringe Zone (where relevant):

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

15.3.2 Activity status tables- Commercial fringe zone

15.3.2.1 Permitted activities

In the Commercial Fringe Zone the Activities listed below are Permitted Activities if they comply with any Activity Specific Standards set out in the table below and the Built Form Standards in Rule 15.3.3. Note the Built Form Standards do not apply to an activity that does not involve any development.

Activities may also be Restricted Discretionary, Discretionary, Non-Complying or Prohibited, as specified in Rules 15.3.2.3- 15.3.2.5 below.

Activity		Activity specific standards
Any new building, alteration, addition or repair to an existing building or a relocatable building or relocation of a building for any of the following activities:		
P1	Department Store, Supermarket,	a. Any development shall: i. comprise less than 500m² GFA at ground floor level; and ii. have a road frontage of less than 20 metres; and iii. not be on a corner site. (Refer to RD1, 15.3.2.3 for any development not complying with clause a). iv. The activity specific standards above shall not apply where the development is one of the following: A new buildings or additions to buildings not visible from a publicly accessible space; or B the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades.
P2	Retail Activity excluding Supermarket and Department Store, unless otherwise specified	a. Any development shall: i. comprise less than 500m² GFA at ground floor level; and ii. have a road frontage of less than 20 metres; and iii. not be on a corner site. (Refer to RD1, 15.3.2.3 for any development not complying with clause a). iv. The activity specific standards above shall not apply where the development is one of the following: A new buildings or additions to buildings not visible from a publicly accessible space; or B the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades. b. Any development shall have a maximum tenancy size of 500m² GLFA in a Neighbourhood Centre. This clause does not apply to the Key Activity Centre at Spreydon.
P3	Trade Supplier	
P4	Second-Hand Goods Outlet	
P5	Commercial Services	
P6	Entertainment Facility	
P7	Food and Beverage Outlet	

Activity		Activity specific standards
P8	Gymnasium	
P9	Offices	a. Any development shall: i. comprise less than 500m² GFA at ground floor level; and ii. have a road frontage of less than 20 metres; and iii. not be on a corner site. (Refer to RD1, 15.3.2.3 for any development not complying with clause a). iv. The activity specific standards above shall not apply where the development is one of the following: A new buildings or additions to buildings not visible from a publicly accessible space; or B the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades. b. Any activity shall be located above ground floor level, except for a pedestrian entrance including lobby and/or reception area associated with Offices/ Guest Accommodation, which may be located at ground floor level. c. Any office activity shall have a maximum tenancy size of 500m² GLFA in a Neighbourhood Centre GLFA. This clause does not apply to the Key Activity Centre at Spreydon. d. Any bedroom in Guest Accommodation must be designed and constructed to achieve an external to internal noise reduction of not less than 35 dB $D_{tr,2m,nTw+Ctr}$.
P10	Guest Accommodation	
P11	Community Facility	a. Any development shall: i. comprise less than 500m² GFA at ground floor level; and ii. have a road frontage of less than 20 metres; and iii. not be on a corner site. (Refer to RD1, 15.3.2.3 for any development not complying with clause a). iv. The activity specific standards above shall not apply where the development is one of the following: A new buildings or additions to buildings not visible from a publicly accessible space; or B the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades. b. Any activity shall have a maximum tenancy size of 500m² GLFA in a Neighbourhood Centre. This clause does not apply to the Key Activity Centre at Spreydon.
P12	Health Care Facility	
P13	Education activity	
P14	Pre-School	
P15	Care Facility	
P16	Spiritual Facility	

Activity		Activity specific standards
P17	Public Artwork	a. Nil
P18	Public Transport Facility	a. Nil
P19	Residential Activity	a. Any residential activity shall be located above ground floor level, except for a pedestrian entrance including lobby and/or reception area associated with Residential Activity, which may be located at ground floor level. b. Any Residential Activity shall have a minimum net floor area (including toilets and bathrooms but excluding lobby and/or reception area, car parking, garaging and balconies) per unit of: i. Studio 35m² ii. 1 Bedroom 45m² iii. 2 Bedroom 70m² iv. 3 Bedroom 90m² c. Each residential unit shall be provided with: i. an outdoor service space of 3m² and a waste management area of 2m² per unit, each with a minimum dimension of 1.5 metres in either a private or communal area; ii. a single, indoor storage space of 4m³ with a minimum dimension of 1 metres; and iii. any space designated for waste management, whether private or communal, shall not be located between the road boundary and any building and shall be screened from adjoining sites, roads, and adjoining outdoor living spaces by screening from the floor level of the waste management area to a height of 1.5 metres. d. Each residential unit shall be provided with a single balcony with a minimum area and dimension as follows, located immediately outside and accessible from an internal living area of the residential unit.

	Type	Area	Dimension
i.	Studio, 1 bedroom	6m²	1.5 metres
ii.	2 or 3 bedroom	10m²	1.5 metres
iii.	More than 3	15m²	1.5 metres

Activity		Activity specific standards
		bedrooms e. Any bedroom must be designed and constructed to achieve an external to internal noise reduction of not less than 35 dB $D_{tr,2m,nTw+}C_{tr}$.
P20	Activities P1 to P19 in Rule 15.3.2.1 in the Commercial Fringe zone at Sumner.	a. For activities P1 to P16 any development shall: i. comprise less than 250m2 GFA at ground floor level; and ii. be located on a site without a Key Pedestrian Frontage on the Planning maps iii. The activity specific standards in clause a. above shall not apply where the development is one of the following: A new buildings or additions to buildings not visible from a publicly accessible space; or B the width of the site is less than 6 metres (excluding corner sites); or C the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades Clause a. replaces clause a. of the Activity specific standards for P1 to P16 of rule 15.3.2.1. Refer to RD1, 15.3.2.3 for any development greater than 250m2 outside a Key Pedestrian Frontage, or with a Key Pedestrian Frontage. b. All other activity specific standards for P1 to P19 shall apply.

15.3.2.2 Controlled activities

There are no Controlled activities.

15.3.2.3 Restricted discretionary activities

The Activities listed below are Restricted Discretionary Activities.
Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.8.1, 15.8.2 and 15.8.3 for each standard, as set out in the following table.

	Activity	The Council's discretion shall be limited to the following matters:

	Activity	The Council's discretion shall be limited to the following matters:
RD1	Any Permitted Activity listed in Rule 15.3.2.1 that does not comply with the Activity specific standards for permitted activities P1 - P20 unless specified under Rule 15.3.2.4 (Discretionary activities). Rule 15.3.3.3 shall not apply to any activity subject to this rule. Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	a. Urban Design Matters – 15.8.1
RD2	Any Permitted Activity that does not meet one or more of the Built Form Standards in 15.3.3, unless otherwise specified.	a. Maximum Building Height – 15.8.3.1 b. Minimum Floor to Ceiling Heights between Ground and First Floors - 15.8.3.2 c. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3 d. Minimum Building Setback from the Boundary with a Residential Zone – 15.8.3.4 e. Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5 f. Outdoor Storage Areas – 15.8.3.6 g. Waste management areas– 15.8.3.7 h. Landscaping and Trees – 15.8.3.8
RD3	Drive-through Services	a. Centre Vitality and Amenity – 15.8.2.5

	Activity	The Council's discretion shall be limited to the following matters:
		b. Nuisance – 15.8.2.6
RD4	Emergency Service Facilities	a. Centre Vitality and Amenity – 15.8.2.5 b. Nuisance – 15.8.2.6
RD5	Yard-based Supplier	a. Centre Vitality and Amenity – 15.8.2.5
RD6	Service Station	a. Centre Vitality and Amenity – 15.8.2.5
RD7	The creation of any surface water management structure within 3 kilometres of the outer edge of the runways at Christchurch International Airport. Compliance with Rule RD7, 15.3.2.3 is not required if a resource consent (Subdivision and/or land use) provides for the same non-compliance on the site proposed for the activity. Any application arising from non-compliance with this rule will only require written approval from Christchurch International Airport Limited	a. Surface water management structures and Birdstrike Risk – 15.8.3.14

15.3.2.4 Discretionary activities

The activities listed below are Discretionary Activities.

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D1	Parking Lot/ Parking Building	a. Parking Lots/ Parking Buildings – 15.8.2.7
D2	Any Activities listed as P2 - P9 and P11 - P16 in 15.3.2.1 that are located in Neighbourhood Centres (other than Key	a. Maximum Tenancy Size – 15.8.2.1

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
	Activity Centres) and exceed 500m² GLFA at ground floor level. This rule also applies to activities P2 - P9 and P11 - P16 (Rule 15.3.2.1) in Sumner that exceed 500m² GLFA at ground floor level. Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	b. Centre Vitality and Amenity – 15.8.2.5
D3	Any Activities listed as P9, P10 (Office, Guest Accommodation) in Rule 15.3.2.1 that are located at ground floor level (other than as permitted by those rules). This rule also applies to any office or guest accommodation at ground floor level in Sumner. Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	a. Activity at Ground Floor Level – 15.8.2.2 b. Centre Vitality and Amenity – 15.8.2.5
D4	Activity P19 (residential activity) that does not comply with any one or more of the Activity Specific Standards. This rule also applies to any residential activity in Sumner that does not comply with one or more of the Activity Specific Standards specified for P19.	a. Residential Activity - 15.8.2.3 b. Activities at Ground Floor Level – 15.8.2.2 c. Centre Vitality and Amenity – 15.8.2.5
D5	Any Activity not provided for as a Permitted, Restricted Discretionary or Non-Complying Activity.	

15.3.2.5 Non-complying activities

The activities listed below are Non-Complying activities.

	Activity
NC1	Any Residential Activity or Guest Accommodation not complying with Rules 15.3.2.1 P10(d) (Guest Accommodation) and P19(e) (Residential Activity).
NC2	Sensitive activity within the air noise contour (50 dBA Ldn) as defined on the Planning maps

15.3.2.6 Prohibited activities

There are no Prohibited Activities.

15.3.3 Built form standards- Commercial fringe zone

The following Built Form Standards shall be met by all Permitted Activities and Restricted Discretionary Activities unless otherwise stated.

15.3.3.1 Maximum building height

	Applicable to	Permitted	Restricted discretionary	Matters of discretion
a.	All sites in a District Centre	12 metres	Greater than 12 metres	Maximum Building Height – 15.8.3.1
b.	Corner sites, being sites with frontage to two intersecting roads in the Commercial Fringe zone of a District Centre	16 metres where the top storey of the building shall not extend more than 25 metres in length from the intersection, or 25 metres in depth from the road frontage	Non-compliance with permitted standard	
c.	All sites in a Neighbourhood Centre	10 metres	Greater than 10 metres	
d.	Corner sites, being sites with frontage to two intersecting roads in a Neighbourhood Centre in the Commercial Fringe Zone	12 metres where the top storey of the building shall not extend more than 25 metres in length from the intersection, or 25 metres in depth from the road frontage	Non-compliance with standard	
e.	14 – 16 Wakefield Street, Sumner	12 metres	Non-compliance with standard	

15.3.3.2 Minimum floor-to-ceiling height between ground and first floor

	Permitted	Restricted Discretionary	Matters of discretion

a.	Greater than or equal to 3.5 metres	Less than 3.5 metres	Minimum floor-to-ceiling heights between ground and first floors – 15.8.3.2

Note: Height is taken from the top of the finished floor level surface to ceiling surface.

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

15.3.3.3 Building setback from road boundaries/ street scene

	Permitted	Restricted discretionary	Matters of discretion
a.	i. All buildings shall: A be built up to the road boundary with buildings occupying the full length of the road frontage of the site, except where necessary to provide pedestrian or vehicle access to the rear of the site or to provide a recessed entrance up to a depth of 1.5 metres and width of 2 metres; B provide pedestrian access directly from the road boundary; C provide a veranda or other means of weather protection along the full width of the building fronting a road; D have visually transparent glazing for a minimum of 60% of the ground floor elevation facing the street, and E have visually transparent glazing for a minimum of 20% of each elevation above ground floor and facing the street.	Non-compliance with permitted standard	Minimum Building Setback from Road Boundaries/ Street scene– 15.8.3.3

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

15.3.3.4 Minimum building setback from residential zones

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	All buildings within sites which share a boundary with a Residential Zone.	3 metres or greater	Less than 3 metres	Minimum building setback from the boundary with a Residential Zone

15.3.3.5 Sunlight and outlook at boundary with a residential zone

	Permitted	Restricted discretionary	Matters of discretion
a.	Where a site boundary adjoins a Residential zone (other than the Residential Suburban zone and Residential Suburban Density Transition zone) no part of any building shall project beyond a building envelope contained by a 45 degree recession plane measured from any point 2.3m above the site boundary.	Non-compliance with Permitted Standard	Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5
b.	Where a site boundary adjoins a Residential Suburban zone or Residential Suburban Density Transition zone, no part of any building shall project beyond a building envelope contained by 1. a 45 degree recession plane measured from any point 2.3 m above any adjoining north, west or east site boundary 2. a 35 degree recession plane measured at any point 2.3m above any adjoining south site boundary		

Where sites are located within a Floor Level and Fill Management Area, recession plane breaches created by the need to raise floor levels will not require written approvals and shall not be limited or publicly notified.

15.3.3.6 Outdoor storage areas

	Permitted	Restricted discretionary	Matters of discretion
a.	i. Any outdoor storage area shall be located to the rear of a building on the site; ii. Any outdoor storage area shall be screened by fencing or landscaping so as to not be visible from 1.8 metres above ground level on any adjoining road or adjoining site;	Non-compliance with permitted standard	Outdoor Storage Area – 15.8.3.6

	Permitted	Restricted discretionary	Matters of discretion
	iii. Outdoor storage areas shall not be located within the setbacks specified in Rules 15.3.3.3 and 15.3.3.4.		

15.3.3.7 Waste management areas

	Permitted	Restricted discretionary	Matters of discretion
a.	i. An area shall be identified for waste storage with a minimum area (in m²) as set out below: A Retailing and office activity B Food and beverage outlet ii. Rule 15.3.3.6 (outdoor storage) shall apply to Waste Management Areas	Non-compliance with Permitted Standard	Waste Management Area – 15.8.3.7

A Retailing and office activity

	GLFA (m²) of retailing/ office activity	Minimum area required for waste storage
A.	0 - 100	3.5
B.	101 - 250	4.0
C.	251 - 500	5.5
D.	501 - 1,000	9.5
E.	1,001 - 2,500	14
F.	2,501 - 5,000	25
G.	Greater than 5,000	50

B Food and beverage outlet

	GLFA (m²) of Food and beverage outlet	Minimum area required for waste storage
A.	0 - 100	4
B.	101 - 250	6
C.	251 - 500	10
D.	501 - 1000	17

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

15.3.3.8 Landscaping and trees

	Permitted	Restricted discretionary	Matters of discretion
a.	i. On sites adjoining a Residential Zone, trees shall be provided adjacent to the shared boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof, and evenly spaced. ii. In addition to the above, one tree shall be planted for every 5 car parking spaces provided between buildings and the street. Trees shall be planted within or adjacent to the car parking area at the front of the site. iii. All landscaping / trees required for these rules shall be in accordance with the provisions in Appendix 16.7.1.	Non-compliance with permitted standard	Landscaping and Trees – 15.8.3.8

Any application arising from non-compliance with clause (ii) will not require written approvals and shall not be limited or publicly notified.

15.4 Rules- Commercial local zone

15.4.1 How to use the rules

15.4.1.1 The Rules that apply to activities in the Commercial Local Zone are contained in:

a. The Activity Status Tables (including Activity Specific Standards) in Rule 15.4.2; and

b. Built Form Standards in 15.4.3.

15.4.1.2 The Rules that apply to activities within the following specific areas of the Commercial Local Zone are contained in the Activity Status Tables particular to the Outline Development Plan area and rules in 15.4.4 in addition to the rules in 15.4.2 and 15.4.3.

a. St Albans (Rule 15.4.4, Appendix 15.9.7)

15.4.1.3 The Activity Status Tables and Standards in the following Chapters also apply to activities in all areas of the Commercial Local Zone (where relevant):

5 Natural Hazards;
6 General Rules and Procedures

7 Transport;
8 Subdivision, Development and Earthworks;
9 Heritage and Natural Environment;
11 Utilities, Energy and Infrastructure; and
12 Hazardous Substances and Contaminated Land.

15.4.2 Activity status tables- Commercial local zone

15.4.2.1 Permitted activities

In the Commercial Local Zone the Activities listed below are Permitted Activities if they comply with any Activity Specific Standards set out in this table and the Built Form Standards in Rule 15.4.3. Note that the Built Form Standards do not apply an activity that does not involve any development.

Activities may also be Restricted Discretionary, Discretionary or Non-Complying as specified in Rules 15.4.2.3 – 15.4.2.5 below.

Activity		Activity specific standards
Any new building, alteration, addition or repair to an existing building or a relocatable building or relocation of a building for any of the following activities:		
P1	Retail Activity excluding Supermarket unless otherwise specified	a. The maximum tenancy size for an individual tenancy at ground floor level shall be 250 m² GLFA unless specified below b. The maximum size for an individual tenancy in the Commercial Local zones at East Belfast (Blakes Road) and Halswell West (Caufield Avenue)) shall be as follows i. East Belfast 300m² GLFA ii. Halswell West 1,000m² GLFA
P2	Supermarket	a. The maximum tenancy size at ground floor level shall be 1,000 m² GLFA unless specified below. b. The maximum size for an individual tenancy in the Commercial Local zones at East Belfast (Blakes Road) and Wigram (The Runway) shall be as follows i. East Belfast 500m² GLFA ii. Wigram 2,600m² GLFA
P3	Yard-based Supplier	a. The maximum tenancy size at ground floor level shall be 250 m² gross leasable floor area.
P4	Trade Supplier	
P5	Second-Hand Goods	

Activity		Activity specific standards
	Outlet	
P6	Service Station	
P7	Commercial Services	
P8	Office Activity	a. The Office Activity shall comprise a maximum tenancy size of 250 m² GLFA. b. Any activity shall be located above ground floor level, except for a pedestrian entrance including lobby and/or reception area associated with Offices/ Guest Accommodation, which may be located at ground floor level. c. Any bedroom in Guest Accommodation must be designed and constructed to achieve an external to internal noise reduction of not less than 30 dB $D_{tr,2m,nTw}$ +C_{tr}.
P9	Guest Accommodation	
P10	Community Facility	a. The maximum tenancy size at ground floor level shall be 250 m² gross leasable floor area. b. Any pre-school, education activity, care facility or health care facility shall not be located in the air noise contour (50 dBA Ldn) identified on the planning maps
P11	Health Care Facility	
P12	Education Activity	
P13	Care Facility	
P14	Pre-School	
P15	Spiritual Facility	
P16	Public Artwork	a. Nil
P17	Residential Activity	a. Any Residential Activity shall be located above ground floor level, unless provided for below: i. The use at ground floor level is limited to a pedestrian entrance including lobby and/or reception area associated with Residential Activity;. b. Any Residential Activity shall have a minimum net floor area (including toilets and bathrooms but excluding lobby and/or reception area, car parking, garaging and balconies) per unit of: i. Studio 35m² ii. 1 Bedroom 45m² iii. 2 Bedroom 70m² iv. 3 Bedroom 90m²

Activity		Activity specific standards
		c. Each residential unit shall be provided with: i. an outdoor service space of 3m² and a waste management area of 2m² per unit, each with a minimum dimension of 1.5 metres in either a private or communal area; ii. a single, indoor storage space of 4m³ with a minimum dimension of 1 metres; and iii. any space designated for waste management, whether private or communal, shall not be located between the road boundary and any building and shall be screened from adjoining sites, roads, and adjoining outdoor living spaces by screening from the floor level of the waste management area to a height of 1.5 metres. d. Each residential unit shall be provided with a single balcony with a minimum area and dimension as follows, located immediately outside and accessible from an internal living area of the residential unit. <table><tr><td></td><td>Type</td><td>Area</td><td>Dimension</td></tr><tr><td>i.</td><td>Studio, 1 bedroom</td><td>6m²</td><td>1.5 metres</td></tr><tr><td>ii.</td><td>2 or 3 bedroom</td><td>10m²</td><td>1.5 metres</td></tr><tr><td>iii.</td><td>More than 3 bedrooms</td><td>15m²</td><td>1.5 metres</td></tr></table>e. Any bedroom must be designed and constructed to achieve an external to internal noise reduction of not less than 30 dB $D_{tr,2m,nTw}+C_{tr}$. f. Any residential activity shall not be located in the air noise contour (50 dBA Ldn) identified on the planning maps
P18	Public Transport Facility	a. Nil
P19	Buildings and fences within 12 metres of the centre line of a National Grid Transmission Line	a. An accessory building for a sensitive activity shall be under 2.5 metres high and less than 10m² in area b. Building alterations and additions to an existing building for a sensitive activity shall be under the height and within the footprint of the existing building. c. All buildings and structures shall have a minimum vertical clearance of 10 metres below the lowest point of the transmission line conductor (wire).

Activity		Activity specific standards
P20	P1 to P19 in the Commercial Local Zones at Awatea, East Belfast, Halswell West, Highfield, North West Belfast, Upper Styx/ Highsted and Wigram	a. Any development shall comprise less than 100 m² (Refer to RD2 for any development greater than 100m²). Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified. b. The total amount of floorspace for retail activity in the following local centres shall be as follows: i. East Belfast 2,000m² (GLFA) ii. Wigram 6,000m² (GLFA) iii. Upper Styx/ Highsted 2,000m² (GLFA)

Note for P19: The requirements of the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP: 2001) also applies to land use activities and vegetation under or near transmission lines and includes restrictions on the location of structures and activities.

Note for P20: The location of the Commercial Local Zones specified in P20 are as described below:

a. Awatea (Awatea Road)
b. East Belfast (Blakes Road)
c. Halswell West (Caufield Avenue)
d. Highfield (comprising two areas west of Hills Road)
e. North west Belfast (North of Johns Road/ West of Main North Road)
f. Upper Styx/ Highsted (Claridges Road)
g. Wigram (The Runway)

15.4.2.2 Controlled activities

There are no Controlled Activities.

15.4.2.3 Restricted discretionary activities

The Activities listed below are Restricted Discretionary Activities.
Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.8.1, 15.8.2 and 15.8.3 for each standard, as set out in the following table.

	Activity	The Council's discretion shall be limited to the following matters:
RD1	Any Permitted Activity that does not meet one or more of the Built Form Standards in 15.4.3,	a. Maximum Building Height – 15.8.3.1

	Activity	The Council's discretion shall be limited to the following matters:
	unless otherwise specified	b. For the Commercial Local zone (Wigram), Building Height in the Commercial Local zone at Wigram - 15.4.5.4 c. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3 d. Minimum Building Setback from the Boundary with a Residential Zone – 15.8.3.4 e. Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5 f. Outdoor Storage Areas – 15.8.3.6 g. Waste management areas– 15.8.3.7 h. Landscaping and Trees – 15.8.3.8
RD2	Any Permitted Activity that does not meet one or more of the Activity Specific Standards specified in Rule 15.4.2.1	a. For P1 – P8, P10 – P15 - Maximum Tenancy Size – 15.8.2.1. b. For P8-P9, P17 – Activity at Ground Floor Level – 15.8.2.2 c. For P17 – Residential Activity – 15.8.2.3 d. For P17 in the Commercial Local zone at Highfield - Residential activities in the Commercial Local zone at Highfield - 15.4.5.3 e. For P20 - Design and amenity - 15.4.5.1 f. For P1, P2 and P20 applicable to East Belfast, Halswell West, Wigram and Upper Styx/ Highstead - Maximum retail activity threshold - 15.4.5.2
RD3	Drive-through Services	a. Centre Vitality and Amenity – 15.8.2.5 b. Nuisance – 15.8.2.6

	Activity	The Council's discretion shall be limited to the following matters:
RD4	Food and Beverage Outlet	a. Centre Vitality and Amenity – 15.8.2.5 b. Nuisance – 15.8.2.6
RD5	The creation of any surface water management structure within 3 kilometres of the outer edge of the runways at Christchurch International Airport. Compliance with Rule RD5, 15.4.2.3 is not required if a resource consent (Subdivision and/or land use) provides for the same non-compliance on the site proposed for the activity. Any application arising from non-compliance with this rule will only require written approval from Christchurch International Airport Limited	a. Surface water management structures and Birdstrike Risk – 15.8.3.14

15.4.2.4 Discretionary activities

The activities listed below are Discretionary Activities.

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D1	Parking Lot/ Parking Building	a. Parking Lots/ Parking Buildings – 15.8.2.7
D2	Any building within 150 metres of the secured yard of a National Grid substation Any application arising from non compliance with this rule shall not be publicly or limited notified other than to the network utility operator.	a. Buildings, Structures and Activities near a National Grid substation – 15.8.3.13.
D3	Any activity not provided for as a Permitted, Restricted Discretionary, or Non-Complying Activity.	

15.4.2.5 Non-complying activities

The activities listed below are Non-complying Activities	
NC1	Any Residential Activity or Guest Accommodation not complying with Rules 15.4.2.1 P9(c) (Guest Accommodation) and P17(e) (Residential Activity).
NC2	Any building or sensitive activity within 12 metres of a transmission line support structure.
NC3	Any fence within 5 metres of a transmission line support structure.
NC4	Any building for a sensitive activity or sensitive activity within 12 metres of the centre line of a National Grid transmission line unless provided for in Rule 15.4.2.1.
NC5	Sensitive activity within the air noise contour (50 dBA Ldn) as defined on the Planning maps

15.4.2.6 Prohibited activities

There are no Prohibited Activities.

15.4.3 Built form standards- Commercial local zone

The following Built Form Standards shall be met by all Permitted Activities and Restricted Discretionary Activities unless otherwise stated.

15.4.3.1 Maximum building height

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	All sites unless specified below	8 metres	Greater than 8 metres	Maximum Building Height – 15.8.3.1
b.	Commercial Local zone at Wigram (The Runway) excluding the 'Special building height area' defined on the Outline Development Plan.	15 metres	Greater than 15 metres	
c.	Within the 'Special building height area' defined on the Outline Development Plan.	2 buildings up to 32 metres with a maximum GFA of 800 m^2 on any single floor	Non-compliance with the permitted activity	

	Applicable to	Permitted	Restricted Discretionary standard	Matters of discretion

15.4.3.2 Building setback from road boundaries

	Permitted	Restricted discretionary	Matters of discretion
a.	i. On sites with a road frontage, all buildings shall: A be built up to the road boundary, with buildings occupying the full length of the road frontage of the site, except where necessary to provide pedestrian or vehicle access to the rear of the site or to provide a recessed entrance up to a depth of 1.5 metres and width of 2 metres; B provide pedestrian access directly from the road boundary; C provide a veranda or other means of weather protection along the full width of the building fronting a road; D have visually transparent glazing for a minimum of 60% of the ground floor elevation facing the street; and E have visually transparent glazing for a minimum of 20% of each elevation above ground floor and facing the street.	Non-compliance with permitted standard	Minimum Building Setback from Road Boundaries/ Street scene– 15.8.3.3

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

15.4.3.3 Minimum building setback from residential zones

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	All buildings within sites which share a boundary with a Residential Zone.	3 metres or greater	Less than 3 metres	Minimum building setback from the boundary with a Residential Zone– 15.8.3.4

15.4.3.4 Sunlight and outlook at boundary with a residential zone

	Permitted	Restricted Discretionary	Matters of discretion
a.	Where a site boundary adjoins a Residential zone (other than the Residential Suburban zone and Residential Suburban Density Transition zone) no part of any building shall project beyond a building envelope contained by a 45 degree recession plane measured from any point 2.3m above the site boundary.	Non-compliance with permitted standard	Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5
b.	Where a site boundary adjoins a Residential Suburban zone or Residential Suburban Density Transition zone, no part of any building shall project beyond a building envelope contained by 1. a 45 degree recession plane measured from any point 2.3 m above any adjoining north, west or east site boundary 2. a 35 degree recession plane measured at any point 2.3m above any adjoining south site boundary		
c.	In the Commercial Local Zone Wigram (The Runway), where a site boundary adjoins a Residential Zone and 1. Immediately adjoins an access or part of an access, the recession plane shall be constructed from points 2.3m above the far side of the access; and 2. where buildings on adjoining sites have a common wall along an internal boundary or a wall is not setback from the internal boundary, the recession plane shall not apply along that part of the boundary covered by such a wall.		

Where sites are located within a Floor Level and Fill Management Area, recession plane breaches created by the need to raise floor levels will not require written approvals and shall not be limited or publicly notified.

15.4.3.5 Outdoor storage areas

	Permitted	Restricted Discretionary	Matters of discretion
a.	i. Any outdoor storage area shall be located to the rear of a building on the site;	Non-compliance	Outdoor Storage

	Permitted	Restricted Discretionary	Matters of discretion
	ii. Any outdoor storage area shall be screened by fencing or landscaping so as to not be visible from 1.8 metres above ground level on any adjoining road or adjoining site; and iii. Outdoor storage areas shall not be located within the setbacks specified in Rules 15.4.3.2 and 15.4.3.3.	with permitted standard	Area – 15.8.3.6

15.4.3.6 Waste management areas

	Permitted	Restricted discretionary	Matters of discretion
a.	i. An area shall be identified for waste storage with a minimum area (in m²) as set out below:	Non-compliance with Permitted Standard	Waste Management Area – 15.8.3.7

A Retailing and office activity

	GLFA (m²) of retailing/ office activity	Minimum area required for waste storage
A.	0 - 100	3.5
B.	101 - 250	4.0
C.	251 - 500	5.5
D.	501 - 1,000	9.5
E.	1,001 - 2,500	14
F.	2,501 - 5,000	25
G.	Greater than 5,000	50

B Food and beverage outlet

	GLFA (m²) of Food and beverage outlet	Minimum area required for waste storage
A.	0 - 100	4

	Permitted	Restricted discretionary	Matters of discretion
	B. 101 - 250 6 C. 251 - 500 10 D. 501 - 1000 17 ii. Rule 15.2.3.6 (outdoor storage) shall apply to Waste Management Areas		

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

15.4.3.7 Landscaping and trees

	Permitted	Restricted discretionary	Matters of discretion
a.	i. On sites adjoining a Residential Zone, trees shall be provided adjacent to the shared boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof, and evenly spaced. ii. In addition to the above, one tree shall be planted for every 5 car parking spaces provided between buildings and the street. Trees shall be planted within or adjacent to the car parking area at the front of the site. iii. All landscaping/trees required for these rules shall be in accordance with the provisions in Appendix 16.9.1.	Non-compliance with permitted standard	Landscaping and Trees – 15.8.3.8

Any application arising from non-compliance with clause (ii) will not require written approvals and shall not be limited or publicly notified.

15.4.3.8 Minimum floor levels in the Commercial Local zone (Highfield)

	Permitted	Non-complying
a.	The minimum design standard for building floor levels shall be above a 0.5% AEP return period flood event.	Non-compliance with the permitted activity standard

Note: The Commercial Local zone (Highfield) comprises two areas west of Hills Road.

15.4.4 Rules- Commercial local zone (St Albans)

Rules 15.4.4. 1 – 15.4.4.3 and the St Albans Outline Development Plan (Appendix 15.9.7) shall apply to the Commercial Local Zone (St Albans) in addition to the requirements in 15.4.2.

15.4.4.1 Activity status tables- Commercial local zone (St. Albans)

15.4.4.1.1 Restricted discretionary activity- Development Plan

A Development Plan shall be submitted for the whole of the area subject to the Outline Development Plan as part of an application for resource consent, either prior to or or inconjuntion with an application for the first development within the zone. The Development Plan shall identify the following for the whole of the area subject to the Outline Development Plan:	
RD6	a. The bulk and location of all buildings b. The nature of each activity and the integration of areas identified for different activities c. Access, circulation (vehicular/pedestrian/cycle) and parking areas d. Overall landscaping concepts e. Areas of open space, including the degree to which such spaces are private, shared by on site residents or available for wider public use f. Stormwater capture and management, including first flush Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.4.4.3 and 15.8.1. Written approval may be sought from other landowners within the area subject to the Development Plan. Refer to NC1 for Activity status if any development precedes approval of a Development Plan.

15.4.4.1.2 Permitted activities

The activities listed below are Permitted Activities if they comply with the Activity Specific Standards in 15.4.2.1 and an approved Development Plan for the whole of the Outline Development Plan area.

Activities that are not listed in this table or that do not meet the standards will be Restricted Discretionary, Discretionary, or Non-complying, as specified in Rules 15.4.4.1.4- 15.4.4.1.6 below.

Activity		Activity specific standards
P20	Activities P1-P19 in Rule 15.4.2.1, which do not involve any development.	a. Refer to 15.4.2.1

15.4.4.1.3 Controlled activities

There are no Controlled Activities.

15.4.4.1.4 Restricted discretionary activities

The activities listed below and activities RD1-RD5 in Rule 15.4.2.3 are Restricted Discretionary Activities in the Commercial Local Zone (St Albans).

Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in 15.8.1, 15.8.2, 15.8.3 and 15.4.4.3 for each standard, as set out in the following table.

	Activity	**The Council's discretion shall be limited to the following matters:**
RD7	Activities P1-P19 in Rule 15.4.2.1 involving development subject to complying with a-c below: a. All the Key Structuring Elements on the St Albans Outline Development Plan (see Appendix 15.9.7): i. Public Access and Circulation; and ii. Semi-public Access and Circulation. Compliance with a Key Structuring Element as shown on the St Albans Outline Development Plan is not required if resource consent (subdivision and/or land use) already provides for the same non-compliance with the Key Structuring Element on the land proposed for the activity. b. Built Form Standards in Rules 15.4.3, 15.4.4.2 and the Activity Specific Standards set out in 15.4.2.1. Where there is a conflict between a rule in 15.4.3 and 15.4.4.2, the rule in 15.4.4.2 shall prevail. c. A Development Plan for the whole of the Commercial Core Zone (St Albans) approved prior to the first development within the zone.	a. Urban Design Matters- 15.8.1
RD8	Activities P1-P19 involving development that does not comply with one or more of the built form standards in Rule 15.4.4.2 in the Commercial Local Zone (St Albans).	a. Maximum retail activity threshold - 15.4.4.3.2

15.4.4.1.5 Discretionary activities

The activities listed below and activities D1-D3 under Rule 15.4.2.4 are Discretionary Activities.

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D4	Activities P1-P19 in Rule 15.4.2.1 that do not comply with Key Structuring Elements on the St Albans Outline Development Plan.	a. Urban Design Matters – 15.8.1 b. Outline Development Plan – 15.4.4.3.1
D5	Activities P1-P19 in Rule 15.4.2.1 that do not comply with an approved Development Plan for the zone.	a. Urban Design Matters– 15.8.1 b. Outline Development Plan – 15.4.4.3.1
D6	Any application under RD6 in Rule 15.4.4.1.1 that does not identify one or more of the matters required as part of the Development Plan in Rule 15.4.4.1.1.	a. Nil

15.4.4.1.6 Non-complying activities

The activities listed below and NC1 in Rule 15.4.2.5 are Non-Complying activities in the Commercial Local Zone (St Albans).

	Activity
NC1	Any development within the Commercial Local Zone (St Albans) before a Development Plan has been approved for the whole of the area subject to the Outline Development Plan.

15.4.4.1.7 Prohibited activities

There are no Prohibited Activities.

15.4.4.2 Built form standards- Commercial local zone (St. Albans)

15.4.4.2.1 Maximum retail floorspace limits

	Permitted	Ristricted Discretionary	Matters of discretion
a.	There shall be a maximum total GLFA of 3500m^2 for non-residential activites within combined areas D and E defined on the Outline Development Plan; and	Non-compliance with	Maximum Retail Activity Threshold -

	Permitted	Ristricted Discretionary	Matters of discretion
	i. one individual tenancy in areas d and e shall have a GLFA of up to 800m²; and ii. No other individual tenancy in areas d and e shall have a GLFA of greater than 450m². Any application arising from non-compliance with these rules will not require written approvals and shall not be limited or publicly notified.	Permitted Standard	15.4.4.3.2

15.4.4.3 Matters of discretion- Commercial local zone (St. Albans)

15.4.4.3.1 Outline development plan

a. The extent to which comprehensive, mixed-use development would continue to be achieved.
b. The nature and degree of any adverse effects caused by proposals not in accordance with the Outline Development Plan.
c. The relationship and interigation of proposals with any other existing development within the block.
d. Whether the scale and nature of development is consistent with that anticipated for a local centre.
e. The degree to which vehicle, cycle and pedestrian access has provided for internal pedestrian and cycle circulation, including the connections with that part of the blocked zoned Residential Medium Density Zone.
f. The extent to which comprehensive design enables greater use of open space within the development than would be the case with piecemeal development.
g. The extent to which stormwater treatment areas are integrated with open space.

15.4.4.3.2 Maximum retail activity threshold

a. The effects of any larger floor space for non-residential activity on District and Neighbourhood Centres.
b. Any effects in terms of traffic generation and access.
c. The maintenance of permeability within the block for internal pedestrian and cycle circulation including the connections with that part of the block within the residential zone.
d. Form, amenity and function of the Commercial Local zoned area as a local centre would be maintained.
e. Any potential for significant distributional effects on other commercial centres and any wider transport network effects from any associated transport generation.

15.4.5 Matters of Discretion for Commercial Local zones in greenfield areas

15.4.5.1 Design and amenity

a. The quality of architectural design of main elevations including building design, architectural features and details, use of colour and building materials.

b. The extent to which active rooms are positioned in relation to the street to maximise passive surveillance.

c. The extent to which tree planting, including species, height and calibre, achieves a high quality landscaping outcome and mitigates adverse visual effects and scale of commercial buildings and business activities.

d. The extent to which landscaping is used in preference to sealed areas, solid fencing and walls along road boundaries.

e. The position of security fencing to reduce the dominance of the streetscape and avoid compromising landscape areas.

f. The extent to which any signage on buildings is integrated with a buildings' architectural detail.

g. The extent to which the location of outdoor storage areas, loading, and parking areas are located behind buildings, away from public areas.

h. The extent to which measures are used to minimise stormwater runoff and potable water use from buildings and sites, such as rainwater collection tanks, permeable paving, rainwater gardens and swales.

15.4.5.2 Maximum retail activity threshold

a. The extent to which the local centre will remain dominated by finer grain retailing.

b. The potential for strategic and/or retail distributional effects on the function and amenity values of the Central City, District and Neighbourhood centres and their ability to provide for the future needs of their communities.

c. Any adverse effects, created by increased vehicular traffic from the development, on the adjoining road network.

d. Any adverse effects on the amenity of neighbouring residential properties.

e. In Wigram, the extent to which convenient access to retailing and community uses may be positively or adversely affected by the proposed quantum of retail activity.

15.4.5.3 Residential activities in the Commercial local zone at Highfield

a. The impact of any additional residential accommodation on the ability of existing or future permitted commercial activities to operate or to establish without undue constraint.

b. The effects of establishing any residential accommodation on the amenity, safety and convenience of on-site residents, having regard to existing or future potential business activities.

c. The effect of any residential buildings or units on the development scope of the site or adjoining sites.

d. The impact on the amenity values and community function of the centre resulting from the use of ground floor space for residential activity.

e. Any beneficial effects of residential units as a buffer for adjoining living, rural, cultural, zones

while still permitting commercial development on the site or adjoining sites.

f. The site layout, building specifications, nature and/or purpose of the proposed residential accommodation, and the need or likely demand for residential accommodation of that kind in the general area.

15.4.5.4 Building height in the Commercial Local centre at Wigram

a. Whether the additional building bulk and activities will have an adverse effect on the amenity of the town centre and surrounds.

b. The extent to which the character of the residential areas surrounding the Commercial Local Zone (Wigram) remains reasonably open rather than being dominated by buildings.

c. The extent to which the additional height results in a built form which would strengthen the role of the Commercial local zone as the physical, visual and activity centre for the community.

15.5 Rules- Commercial Banks Peninsula zone

15.5.1 How to use the rules

15.5.1.1 The Rules that apply to activities in the Commercial Banks Peninsula Zone are contained in:

a. The Activity Status Tables (including Activity Specific Standards) in Rule 15.5.2; and

b. Built Form Standards in 15.5.3.

15.5.1.2 The Activity Status Tables and Standards in the following Chapters also apply to activities in all areas of the Commercial Banks Peninsula Zone (where relevant):

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

15.5.2 Activity status tables- Commercial Banks Peninsula zone

15.5.2.1 Permitted activities

The Activities listed below are Permitted Activities if they comply with the Activity Specific Standards set out in this table and the Built Form Standards in Rule 15.5.3. Note that the Built Form Standards do not apply to an activity that does not involve any development.
Activities that are not listed in this table or that do not meet the standards will be Restricted

Discretionary, Discretionary or Non-complying, as specified in Rules 15.5.2.3 – 15.5.2.5 below.

Activity		Activity specific standards
The use of an existing building for the following activities in Lyttelton or Akaroa and the erection of buildings, relocatable building or relocation of a building, external additions, alterations, and repairs for the following activities in the Commercial Banks Peninsula Zone at Governors Bay, Diamond Harbour, Church Bay and Little River.		
P1	Retail Activity	a. Nil
P2	Second-hand Goods Outlet	a. Nil
P3	Supermarket	a. Nil
P4	Commercial Services	a. Nil
P5	Office	a. Nil
P6	Entertainment Facility	a. Nil
P7	Gymnasium	a. Nil
P8	Community Facility	a. Nil
P9	Health Care Facility outside the Lyttelton Port Influences Overlay Area defined on the planning maps	a. Nil
P10	Education Activity outside the Lyttelton Port Influences Overlay Area defined on the planning maps	a. Nil
P11	Care facility outside the Lyttelton Port Influences Overlay Area defined on the planning maps	a. Nil
P12	Pre-School outside the Lyttelton Port Influences Overlay Area defined on the planning maps	a. Nil

Activity		Activity specific standards
P13	Public Artwork	a. Nil
P14	Residential Activity outside the Lyttelton Port Influences Overlay Area	a. Any Residential Activity shall: i. be located above ground floor level or at the rear of a commercial activity. In Akaroa this shall only apply to sites fronting Beach Road between Rue Jolie and Bruce Terrace; ii. have a minimum net floor area (including toilets and bathrooms but excluding lobby and/or reception area, car parking, garaging and balconies) per unit of: A Studio 35m² B 1 Bedroom 45m² C 2 Bedroom 70m² D 3 Bedroom 90m²; and b. Each residential unit shall be provided with: i. an outdoor service space of 3m² and a waste management area of 2m² per unit, each with a minimum dimension of 1.5 metres in either a private or communal area; ii. a single, indoor storage space of 4m³ with a minimum dimension of 1 metre; and iii. any space designated for waste management, whether private or communal, shall not be located between the road boundary and any building and shall be screened from adjoining sites, roads, and adjoining outdoor living spaces by screening from the first floor of the waste management area to a height of 1.5 metres. c. Each residential unit shall be provided with a single balcony with a minimum area and dimension as follows, located immediately outside and accessible from an internal living area of the residential unit.

	Type	Area	Dimension
i.	Studio, 1 bedroom	6m²	1.5 metres
ii.	2 or 3 bedroom	10m²	1.5 metres
iii.	3 or more bedrooms	15m²	1.5 metres

d. Any bedroom must be designed and constructed to achieve an external to internal noise reduction of not less than 30 dB $D_{tr,2m,nTw}+C_{tr}$.

Activity		Activity specific standards
P15	Guest Accommodation outside the Lyttelton Port Influences Overlay Area defined on the planning maps	a. In Akaroa Guest Accommodation: i. shall be located above ground floor level or to the rear of a commercial activity on Beach Road, between Rue Jolie and Bruce Terrace, in Akaroa, except for a pedestrian entrance/ ground floor lobby/ reception area. b. In all areas outside Akaroa, Guest Accommodation shall be located above ground floor level, except for a pedestrian entrance/ ground floor lobby/ reception area. c. In Lyttelton, any bedroom must be designed and constructed to achieve an external to internal noise reduction of not less than 30 dB $D_{tr,2m,nTw}+C_{tr}$.
P16	Public Transport Facility	a. Nil
P17	Temporary buildings and activities in all areas excluding the 'Temporary Activities Area' shown on the Lyttelton Master Plan Overlay in Appendix 15.9.10	a. Temporary activity or buildings ancillary to a building project or construction project shall not be located on a site for more than one month before a project commences and not more than one month after the completion of the project. b. Accessory buildings or structures associated with one-off, occasional or recurring community or special events of short duration, such as concerts, markets, public meetings and exhibitions, shall not remain on the site longer than fourteen days and no more than six events shall be held annually per site. c. Any temporary buildings or activities associated with filming shall not remain on the site longer than one month.
P18	Temporary buildings and activities in the 'Temporary Activities Area' shown on the Lyttelton Master plan overlay in Appendix 15.9.10	a. Nil

15.5.2.2 Controlled activities

There are no Controlled Activities.

15.5.2.3 Restricted discretionary activities

The Activities listed below are Restricted Discretionary Activities provided they comply with the Built Form Standards set out in Section 15.5.3.
The Matters over which the Council has restricted its discretion are specified for each Restricted Discretionary Activity listed below.

	Activity	The Council's discretion shall be limited to the following matters:
RD1	Activities P1-P18 in Rule 15.5.2.1 that do not meet one or more of the Built Form Standards in 15.5.3, unless otherwise specified.	a. Maximum Building Height – 15.8.3.1 b. Plot ratio/Site Coverage – 15.8.3.9 c. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3 d. Minimum Building Setback from the Boundary with a Residential Zone (for non-compliance with Rule 15.5.3.4) – 15.8.3.4 e. Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5 f. Outdoor Storage Areas – 15.8.3.6 g. Waste Managment Areas – 15.8.3.7 h. Light Spill – 15.8.3.8
RD2	Activities P1-P18 in Rule 15.5.2.1 that does not meet one or more of the Activity Specific Standards in Rule 15.5.2.1, unless otherwise specified.	a. For P14 – Residential Activity – 15.8.2.3 b. For P14 and P15 – Activity at Ground Floor Level – 15.8.2.2
RD3	In Lyttelton and Akaroa, the erection of a new building, relocatable building or relocation of a building, external	a. Urban Design Matters – 15.8.1

	Activity	The Council's discretion shall be limited to the following matters:
	additions or alterations to a building, demolition and removal of a building for activities P1 to P18 listed under 15.5.2.1 and complying with the Activity Specific Standards in 15.5.2.1 and Built Form Standards in 15.5.3, unless specified otherwise in 15.5.3. This rule shall not apply where the development is one of the following: a. new buildings or additions to buildings not visible from a publicly accessible space; or b. the width of the site is less than 6 metres (excluding corner sites); or c. the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades. Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	b. Lyttelton Design Guidelines (Appendix 15.9.9) and Akaroa Design Guidelines (Appendix 15.9.8) c. The extent to which development provides Lane Ways and linkages in the locations identified on the Lyttelton Master Plan overlay (Appendix 15.9.10) and an active frontage onto Lane Ways.

15.5.2.4 Discretionary activities

The activities listed below are Discretionary Activities.

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D1	Activities P1 to P18 in Rule 15.5.2.1 in Lyttelton or Akaroa which involve the erection of a building, relocatable building or relocation of a building, external additions or alterations to a building, which does not comply with one or more of the Built Form Standards in 15.5.3 or Activity Specfic Standards in 15.5.2.1.	a. Built form standards: i. Maximum Building Height – 15.8.3.1 ii. Plot ratio/Site Coverage – 15.8.3.9 iii. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3 iv. Minimum Building Setback from the Boundary with a Residential Zone (for non-compliance with Rule

	Activity	**The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:** 15.5.3.4) – 15.8.3.4 v. Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5 vi. Outdoor Storage Areas – 15.8.3.6 vii. Waste Management Areas – 15.8.3.7 viii. Light Spill – 15.8.3.8 b. For any non-compliance with any one of the Built Form Standards or Activity Specific Standards in Lyttelton - Lyttelton Design Guidelines for Commercial Banks Peninsula Zone (Appendix 15.9.9). c. The extent to which development provides Lane ways and linkages in the locations identified on the Lyttelton Master Plan overlay (Appendix 15.9.9) and development has active frontages to Lane ways shall also be considered. d. For any non-compliance with any one of the Built Form Standards or Activity Specific Standards in Akaroa - Akaroa Design Guidelines for Commercial Banks Peninsula Zone (Appendix 15.9.8). e. Activity Specific Standard: i. For Residential Activity – 15.8.2.3. ii. For Residential and Guest Accomodation- Activity at above ground floor - 15.8.2.2.

	Activity	The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:
D2	Industrial Activity	a. Centre Vitality and Amenity – 15.8.2.5 b. Nuisance – 15.8.2.6
D3	Parking Lot/ Parking Building	a. Centre Vitality and Amenity – 15.8.2.5 b. Nuisance – 15.8.2.6 c. Parking Lots/ Parking buildings – 15.8.2.7
D4	Service Station	a. Centre Vitality and Amenity– 15.8.2.5 b. Nuisance – 15.8.2.6
D5	Emergency Service Facilities	a. Centre Vitality and Amenity– 15.8.2.5 b. Nuisance – 15.8.2.6
D6	Trade Supplier	a. Centre Vitality and Amenity– 15.8.2.5
D7	Health Care Facility in the Lyttelton Port Influences Overlay Area defined on the planning maps	
D8	Care Facility in the Lyttelton Port Influences Overlay Area defined on the planning maps	
D9	Pre-school in the Lyttelton Port Influences Overlay Area defined on the planning maps	
D10	Guest Accommodation in the Lyttelton Port Influences Overlay Area defined on the planning maps	
D11	Residential activity in the Lyttelton Port Influences Overlay Area defined on the planning maps	
D12	Any Activity not provided for as a Permitted, Restricted Discretionary, Discretionary or Prohibited Activity	

15.5.2.5 Non-complying activities

There are no Non-Complying activities.

15.5.2.6 Prohibited activities

There are no Prohibited Activities.

15.5.3 Built form standards-Commercial Banks Peninsula zone

15.5.3.1 Maximum building height

	Applicable to	Permitted	Restricted discretionary	Matters of discretion
a.	All sites in Lyttleton unless specified below	12 metres	Greater than 12 metres	Maximum Building Height – 15.8.3.1
b.	All other parts of the Commercial Banks Peninsula Zone including Akaroa	7.5 metres	Greater than 7.5 metres	

15.5.3.2 Maximum site coverage

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	Sites in Lyttelton	80% of the net site area	Greater than 80% of the net site area	Plot Ratio / Site Coverage – 15.8.3.9
b.	Sites in all other areas	65% of the net site area	Greater than 65% of the net site area	

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

15.5.3.3 Building setback from road boundaries/ street scene

	Permitted	Restricted Discretionary	Matters of discretion
a.	i. All buildings shall: A be built up to the road frontage with buildings occupying the full length of the road frontage of the site, except where necessary to provide pedestrian or vehicle access to the rear of the site;	Non-compliance with permitted standard	Minimum Building Setback from Road Boundaries/ Street scene– 15.8.3.3

	Permitted	Restricted Discretionary	Matters of discretion
	B provide pedestrian access directly from the road boundary; C provide a veranda or other means of weather protection along the full width of the building fronting a road; D have visually transparent glazing for a minimum of 60% of the ground floor elevation facing the street , and E have visually transparent glazing for a minimum of 20% of each elevation above ground floor and facing the street . ii. Rule 15.5.3.3 shall not apply to Akaroa.		

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

15.5.3.4 Minimum building setback from the boundary with Residential Banks Peninsula, Residential conservation, small settlement zones

	Permitted	Restricted Discretionary	Matters of discretion
a.	3 metres or more	Less than 3 metres	Minimum Building Setback from the Boundary with a Residential Zone – 15.8.3.4

15.5.3.5 Sunlight and outlook at boundary with a residential zone

	Permitted	Restricted Discretionary	Matters of discretion
a.	Where a site boundary adjoins a residential zone, or public space (other than a road) in the block between London Street, Norwich Quay, Oxford Street and Canterbury Street, no part of any building shall project beyond a building envelope contained by a 45 degree recession plane measured at any point 2.3m above the site boundary, unless specified below	Non-compliance with Permitted Standard	Sunlight and Outlook at Boundary with a Residential Zone- 15.8.3.5
b.	Where a site boundary adjoins a Residential Banks Peninsula zone or Residential Conservation zone, no part of any building shall project beyond a building envelope contained by a 35 degree recession plane measured from		

	Permitted	Restricted Discretionary	Matters of discretion
	any point 2.3m above any adjoining south site boundary		
c.	In Lyttelton, no part of any building on the north side of London Street over 8 metres in height shall project beyond a building envelope contained by a 23 degree recession plane from any point 2 metres above the southern boundary of London Street.		

Where sites are located within a Floor Level and Fill Management Area, recession plane breaches created by the need to raise floor levels will not require written approvals and shall not be limited or publicly notified

15.5.3.6 Outdoor storage areas

	Permitted	Restricted Discretionary	Matters of discretion
a.	i. Any outdoor storage area shall be located to the rear of a building on the site; ii. Any outdoor storage area shall be screened by fencing or landscaping so as to not be visible from 1.8 metres above ground level on any adjoining road or adjoining site; and iii. Outdoor storage areas shall not be located within the setbacks specified in Rules 15.5.3.3 and 15.5.3.4.	Non-compliance with Permitted Standard	Outdoor Storage Area – 15.8.3.6

15.5.3.7 Waste management areas

	Permitted	Restricted discretionary	Matters of discretion
a.	i. An area shall be identified for waste storage with a minimum area (in m²) as set out below: A Retailing and office activity GLFA (m²) of retailing/ office | Minimum area required for waste	Non-compliance with Permitted Standard	Waste Management Area – 15.8.3.7

	Permitted	Restricted discretionary	Matters of discretion
	activity storage A. 0 - 100 3.5 B. 101 - 250 4.0 C. 251 - 500 5.5 D. 501 - 1,000 9.5 E. 1,001 - 2,500 14 F. 2,501 - 5,000 25 G. Greater than 5,000 50 B Food and beverage outlet GLFA (m^2) of Food and beverage outlet / Minimum area required for waste storage A. 0 - 100 4 B. 101 - 250 6 C. 251 - 500 10 D. 501 - 1000 17 ii. Rule 15.2.3.6 (outdoor storage) shall apply to Waste Management Areas		

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

15.5.3.8 Light spill

	Permitted	Restricted discretionary	Matters of discretion
a.	Maximum light spill from artificial sources of light shall not exceed 10 lux (horizontal and vertical) at or within any adjoining site within a Residential Banks Peninsula or Residential Conservation.	Non-compliance with Permitted Standard	Light Spill – 15.8.3.10

15.6 Rules- Commercial retail park zone

15.6.1 How to use the rules

15.6.1.1 The Rules that apply to activities in the Commercial Retail Park Zone are contained in:

a. The Activity Status Tables (including Activity Specific Standards) in Rule 15.6.2; and

b. Built Form Standards in 15.6.3.

15.6.1.2 The Activity Status Tables and Standards in the following Chapters also apply to activities in all areas of the Commercial Retail Park Zone (where relevant):

5 Natural Hazards;
6 General Riles and Procedures
7 Transport;
8 Subdivision, Development and Earthworks;
9 Natural and Cultural Heritage;
11 Utilities and Infrastructure; and
12 Hazardous Substances and Contaminated Land.

15.6.2 Activity status tables- Commercial retail park zone

15.6.2.1 Permitted activities

The Activities listed below are Permitted Activities if they comply with any Activity Specific Standards set out in this table and any Built Form Standards in Rule 15.6.3. Note the Built form standards do not apply to an activity that does not involve any development.

Activities that are not listed in this table or that do not meet the standards will be Restricted Discretionary, Discretionary, or Non-complying, as specified in Rules 15.6.2.3 – 15.6.2.5 below.

Activity		Activity specific standards
Any new building, alteration, addition or repair to an existing building or a Relocatable Building or Relocation of a Building for any of the following activities		
P1	Retail Activity, unless specified below	The minimum tenancy size of any single retail activity shall be 450m² gross leasable floor area
P2	Trade Supplier	a. Nil
P3	Yard-based Supplier	a. Nil
P4	Second-Hand Goods Outlet	a. Nil

Activity		Activity specific standards
P5	Service Station	a. Nil
P6	Food and Beverage Outlet	a. The maximum gross leasable floor area per tenancy shall be 150m² b. The activity shall only operate between the hours of 7am and 7pm.
P7	Ancillary Office Activity on the same site as a permitted activity	a. Any Ancillary office activity shall: i. occupy no more than 500m² or 30% of the gross floor area of all buildings on the same site, whichever is the lesser; and ii. be located at the front of buildings facing the street, except on rear sites; and iii. At least 20% of the ground floor elevation facing the road frontage shall be visually transparent.
P8	Public Transport Facility	a. Nil
P9	Emergency Service Facilities	a. Nil
P10	Health Care Facility	a. Nil
P11	Pre-school	a. Nil

15.6.2.2 Controlled activities

There are no *Controlled* activities.

15.6.2.3 Restricted discretionary activities

The Activities listed below are Restricted Discretionary Activities unless otherwise specified. The matters over which the Council has restricted its discretion are specified for each Restricted Discretionary Activity listed below.

	Activity	The Council's Discretion shall be limited to the following matters:
RD1	Activities P1-P11 in Rule 15.6.2.1 that do not meet one or more of the Built Form Standards in 15.6.3, unless otherwise specified	a. Maximum Building Height – 15.8.3.1 b. Maximum Site Coverage – 15.8.3.9

	Activity	The Council's Discretion shall be limited to the following matters:
		c. Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3 d. Minimum Building Setback from the Boundary with a Residential Zone – 15.8.3.4 e. Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5 f. Outdoor Storage Areas – 15.8.3.6 g. Waste Management Areas – 15.8.3.7 h. Landscaping and Trees- 15.8.3.8 i. Development Plan- Area bounded by Antigua Street, Moorhouse Avenue, Selwyn Street, and the railway line- 15.8.3.12
RD2	Activities P1-P11 in Rule 15.6.2.1 that do not meet one or more of the Activity Specific Standards in 15.6.2.1.	a. For P6 – Food and Beverage Outlet/ Restaurant – 15.8.2.4 b. For P7 – (Ancillary Office Activty)- 15.8.2.8
RD3	Any building associated with a permitted activity, comprising 2,000m² of gross leasable floor area, or addition to an existing building that results in the total floorspace on a site exceeding 2,000m² This rule shall not apply where the development is one of the following: a. new buildings or additions to buildings not visible from a publicly accessible space; or b. the width of the site is less than 6 metres (excluding corner sites); or c. the development is limited to repairs, maintenance, and seismic, fire and/or access building code upgrades.	a. Urban Design Matters – 15.8.1

	Activity Any application arising from non-compliance with this rule will not require written approvals and shall not be limited or publicly notified.	**The Council's Discretion shall be limited to the following matters:**

15.6.2.5 Discretionary activities

The activities listed below are Discretionary Activities

	Activity	**The Council will consider the Matters of Discretion specified below and any other relevant matter under Section 104 of the Act:**
D1	Any building within 150 metres of the secured yard of a National Grid substation Any application arising from non compliance with this rule shall not be publicly or limited notified other than to the network utility operator.	a. Buildings, Structures and Activities near a National Grid substation – 15.8.3.13
D2	Any activity not provided as a permitted, restricted discretionary, or non-complying activity	

15.6.2.6 Non-complying activities

The activities listed below are Non-Complying activities

	Activity
NC1	Any non-compliance with the Activity Specific Standard for 15.6.2.1 P1 (Retail Activity)

15.6.2.7 Prohibited activities

There are no *Prohibited* activities.

15.6.3 Built form standards- Commercial retail park zone

15.6.3.1 Maximum building height

	Applicable	**Permitted**	**Restricted**	**Matters of discretion**

	to		**discretionary**	
a.	All sites	15 metres	Greater than 15 metres	Maximum Building Height – 15.8.3.1

15.6.3.2 Maximum plot ratio

	Permitted	Restricted discretionary	Matters of discretion
a.	0.5 per net site area	More than 0.5 per net site area	Plot Ratio/ Site Coverage- 15.8.3.9

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

15.6.3.3 Minimum building setback from road boundaries

	Applicable to	Permitted	Restricted discretionary	Matters of discretion
a.	Any activity unless specified in b. – c. below	6 metres	Less than 6 metres	Minimum Building Setback from Road Boundaries/ Street scene – 15.8.3.3
b.	Ancillary Offices	1.5 metres	Less than 1.5 metres	
c.	For sites with frontage to two intersecting roads in the Commercial Retail park Zone	1.5 metres on one road boundary and 6 metres on the other road boundary	Less than1.5 on one road boundary and/or Less than 6 metres on the other road boundary	

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

15.6.3.4 Minimum building setback from residential zones

	Applicable to	Permitted	Restricted discretionary	Matters of discretion
a.	All buildings within sites which share a boundary with a Residential Zone.	6 metres or greater	6 metres or greater	Minimum separation from a Residential Zone– 15.8.3.4

15.6.3.5 Sunlight and outlook at boundary with a residential zone

	Permitted	Restricted discretionary	Matters of discretion
a.	Where a site boundary adjoins a Residential zone (other than the Residential Suburban zone and Residential Suburban Density Transition zone) no part of any building shall project beyond a building envelope contained by a 45 degree recession plane measured from any point 2.3m above the site boundary.	Non-compliance with Permitted Standard	Sunlight and Outlook at Boundary with a Residential Zone– 15.8.3.5
b.	Where a site boundary adjoins a Residential Suburban zone or Residential Suburban Density Transition zone, no part of any building shall project beyond a building envelope contained by 1. a 45 degree recession plane measured from any point 2.3 m above any adjoining north, west or east site boundary 2. a 35 degree recession plane measured at any point 2.3m above any adjoining south site boundary		

Where sites are located within a Floor Level and Fill Management Area, recession plane breaches created by the need to raise floor levels will not require written approvals and shall not be limited or publicly notified.

15.6.3.6 Outdoor storage areas

	Permitted	Restricted discretionary	Matters of discretion
a.	i. Any outdoor storage area shall be located to the rear of a building on the site; and ii. Any outdoor storage area shall be screened by fencing or landscaping so as to not be visible from 1.8 metres above ground level on any adjoining road or adjoining site; and iii. Outdoor storage areas shall not be located within the setbacks specified in Rules 15.6.3.3 and 15.6.3.4.	Non-compliance with Permitted Standard	Outdoor Storage Area – 15.8.3.6

15.6.3.7 Waste storage areas

	Permitted	Restricted discretionary	Matters of discretion

	Permitted	Restricted discretionary	Matters of discretion
a.	i. An area shall be identified for waste storage with a minimum area (in m²) as set out below: A Retailing and office activity B Food and beverage outlet ii. Rule 15.2.3.6 (outdoor storage) shall apply to Waste Management Areas	Non-compliance with Permitted Standard	Waste Management Area – 15.8.3.7

A Retailing and office activity

	GLFA (m²) of retailing/ office activity	Minimum area required for waste storage
A.	0 - 100	3.5
B.	101 - 250	4.0
C.	251 - 500	5.5
D.	501 - 1,000	9.5
E.	1,001 - 2,500	14
F.	2,501 - 5,000	25
G.	Greater than 5,000	50

B Food and beverage outlet

	GLFA (m²) of Food and beverage outlet	Minimum area required for waste storage
A.	0 - 100	4
B.	101 - 250	6
C.	251 - 500	10
D.	501 - 1000	17

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

15.6.3.8 Landscaping and Trees

Permitted	Restricted discretionary	Matters of discretion
a. The minimum percentage of the site to be set aside as a	Non-	Landscaping

Permitted	Restricted discretionary	Matters of discretion
landscaped area shall be 10% excluding those areas required to be set aside for trees within or adjacent to parking areas (refer to clause d below); b. The area adjoining the road frontage of all sites shall be landscaped in accordance with the following standards: i. Minimum width - 1.5 metres ii. Minimum density of tree planting - 1 tree for every 10 metres of road frontage or part thereof, evenly spaced. c. On sites adjoining a Residential Zone, trees shall be planted adjacent to the shared boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof, with the trees evenly spaced along that boundary. d. 1 tree shall be planted for every 5 car parking spaces within any car parking area and along any pedestrian routes. e. All landscaping / trees required for these rules shall be in accordance with the provisions in Appendix 16.9.1.	compliance with Permitted Standard	and trees – 15.8.3.8

Note 1: Vegetation in close proximity to the electricity transmission corridor is to be planted and managed in a manner that complies with the Electricity (Hazards from Trees) Regulations 2003.

Note 2: Stormwater facilities that support multiple values such water quality treatment, biodiversity enhancement and landscape amenity, should be incorporated into landscaped areas, where practicable, to achieve effective stormwater management in an integrated manner.

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

15.6.3.9 Development plan- Area bound by Antigua Street, Moorhouse Avenue, Selwyn Street and the Railway line

	Permitted	Restricted discretionary	Matters of discretion
a.	Any development shall be in accordance with the development plan in Appendix 15.9.12	Non-compliance with permitted standard	Development Plan - Area bounded by Antigua Street, Moorhouse Avenue, Selwyn Street, and the railway line 15.8.3.12

15.7 Rules- Other methods

15.7.1 Non-regulatory methods

15.7.1.1 Planning Studies to investigate issues and opportunities in Key Activity Centres and initiate appropriate mechanisms over time to address these.

15.7.1.2 Undertake regular monitoring of District and Neighbourhood Centres including surveys to determine whether a centre is performing as anticipated.

15.7.1.3 Apply a case management approach to the rebuild of centres, facilitating discussions with landowners and developers.

15.7.14 Apply a consistant approach to the assessment of applications with additional guidance to aid the applicant and Council e.g. Design Guidelines 15.9.8

15.7.15 Require development contributions to provide for network infrastructure and community infrastructure maintenance and improvements to service growth in centres.

15.8 Matters of discretion

When assessing any application for a Discretionary Activity, Council shall have regard to the relevant Built Form Standards, Activity Standards, Area Specific Standards and assessment criteria for permitted, and restricted discretionary activities, and the relevant General and Specific assessment criteria below, and any other matters it considers appropriate. For Commercial Banks Peninsula Zone, the Council shall also have regard to Design Guidelines for Lyttelton (Appendix 15.9.8) and Akaroa (Appendix 15.9.9).

15.8.1 Urban Design

a. the extent to which the development addresses local context and character, including any natural, heritage or cultural assets;

b. the extent to which the development actively engages with and contributes to the vibrancy and legibility of the street, access lane or adjacent public space;

c. the extent to which the development provides for the safety, security and comfort of people using the centre; and

d. the extent to which the development is designed to provide a human scale and minimise building bulk.

~~15.8.1.1 City context and character~~

~~a. Whether the development:~~

i. ~~addresses the local context and any natural, heritage and cultural assets and reinforces the grain, scale and character of surrounding development~~

ii. ~~retains and incorporates on-site protected heritage assets and existing character buildings and structures, the landscape qualities of the site and surrounds and, existing trees and mature vegetation.~~

iii. ~~integrates with and contributes to the existing urban structure of streets, blocks and open space, providing opportunities for public open space, pedestrian connections, public access, and sightlines to significant features.~~

iv. ~~design has drawn upon any specific design guidelines for the area.~~

~~15.8.1.2 Relationship to street and the creation of public spaces~~

a. ~~Whether the development actively engages with and contributes to the vibrancy and legibility of the street, access lane or adjacent public spaces by:~~
   i. ~~Locating buildings adjacent to the street, providing a contiguous street frontage.~~
   ii. ~~Providing a high level of glazing across the facade and locating active areas of buildings, including those at upper levels, along street frontages and other publicly accessible spaces.~~
   iii. ~~Providing well defined, clear and direct pedestrian entrance access from the street.~~
   iv. ~~Providing the opportunity for open space to extend into the street.~~
   v. ~~Locating car parking away from the street or public spaces to reduce its visual dominance.~~
   vi. ~~Orientating corner buildings to each street frontage, providing a high level of glazing, architectural detailing and opportunity for additional building height.~~

b. ~~Whether the development ensures the safety, security and comfort of people using the site and centre through:~~
   i. ~~Providing informal surveillance, lighting, demarcation of private and public space and by excluding areas of potential entrapment.~~
   ii. ~~Providing for pedestrian and cycle routes to and through the site, particularly to key destinations, which are well formed, attractive, safe and direct, and are accessible for people of all abilities.~~
   iii. ~~Providing a comprehensive landscape approach including high quality landscape treatment and tree and garden planting across the site to provide shade, shelter and amenity, and to mitigate effects including noise, climatic effects, and pollution through landscaping and building orientation.~~

~~15.8.1.3 The site, buildings and amenity~~

a. ~~Whether the development is designed to provide a human scale and minimise building bulk by:~~
   i. ~~Providing variation in building form.~~
   ii. ~~Articulating the building through the use of architectural detail, glazing, materials and colour.~~
   iii. ~~Utilising modulation or projection and recesses, such as balconies and deep window and door sills, to generate visual interest in the street scene.~~
   iv. ~~Avoiding bland, monotonous and over repetitious facades, and limiting long continuous walls, parapets or ridgelines.~~
   v. ~~Integrating signage and branding within the building facade to minimise the potential for visual dominance.~~

~~b. Whether the development integrates a range of uses (particularly residential use) where part of a mixed use development by:~~

~~i. Providing for a visible, safe and separate access to other uses within the building or on the same site.~~

~~ii. Providing storage and service space, including for rubbish and recycling that is fit for purpose, convenient and secure for use by occupants.~~

~~iii. Avoiding, minimising and mitigating potential adverse amenity impacts or nuisance effects on other users of the building.~~

~~iv. Locating residential units within a building or on a site in a way that maximises their amenity, outlook and solar access.~~

~~c. Whether the development builds in environmentally sustainable design principles and~~

~~technologies, by:~~

~~i. Optimising solar heat gain, natural lighting and passive ventilation and conserving energy and water.~~

~~ii. Utilising stormwater management techniques such as rain gardens and water recycling.~~

~~15.8.1.4 Access, parking and servicing~~

~~a. Whether the development provides for safe, legible, efficient access for all transport users and site servicing, by:~~

~~i. Locating storage, servicing and vehicle parking areas to minimise visual impacts on the street, public areas or neighbouring residential uses.~~

~~ii. Providing for legible vehicle movement to the site and links to key connections external to the site.~~

~~iii. Providing for car parking, where required, that is designed, located and configured to benefit from natural surveillance, facilitate shared use and create flexible space.~~

~~iv. Siting buildings, and locating pedestrian access points and through routes to integrate with pedestrian and cycling networks and desire lines, including access to and from public transport infrastructure.~~

~~v. Providing cycle parking and facilities for cyclists that are integrated into the development and well located for safety and access.~~

~~15.8.1.5~~15.8.1.2 Suburban Centre Master Plan

a. Whether the proposal gives effect to the actions of the Suburban Centre Master Plan that require regulatory intervention to support their recovery, long term growth and a high level of amenity.

15.8.2 Matters of discretion for non- compliance with activity specific standards

15.8.2.1 Maximum tenancy size

a. The extent to which the scale of the activity:

i. affects recovery of the Central City and its function as the principal Centre;

ii. supports the intended role of the Centre having regard to the Centres Hierarchy (Refer to Policy 1 and Appendix 15.9.1);

iii. ~~would impact upon the diversity of shopping and community facilities within the Centre, its vitality and amenity;~~

iv. ~~is in keeping with, or complements, the local context, including, urban grain, character, scale and form of buildings;~~

v. promotes the efficient use of resources and a compact urban form.

15.8.2.2 Activity at ground floor level

~~a. The effect on the continuity of the commercial frontage and retailing as the primary activity;~~

~~b. Any adverse effects on the use of pedestrian space and street life;~~

~~c.~~a. The visual impact of any activity upon the street façade of a building and streetscene.

~~d.~~b. Any potential for residential activity to restrict the ability of existing or future commercial activities to operate or establish without undue constraint.

~~e.~~c. Any beneficial effects of the activity in providing for natural surveillance, and its contribution to the night-time economy.

15.8.2.3 Residential activity

a. In relation to minimum unit size; whether:
   i. The floorspace available and the internal layout represents a viable residential unit that would support the amenity of current and future occupants;
   ii. Other on-site factors compensate for a reduction in unit sizes e.g. communal facilities;
   iii. The balance of unit mix and unit sizes within the overall development is such that a minor reduction in the area of a small percentage of the overall units may be warranted;
   iv. The units are to be a part of a development delivered by a social housing provider and have been designed to meet any specific needs of future social housing tenants.

b. In relation to the amount of storage and waste management spaces; whether:
   i. The amount of space to store rubbish and recycling, whether communal, outdoor or indoor is adequate;
   ii. The volume of space provided for personal storage is adequate.

c. In relation to the configuration of storage and waste management space; whether:
   i. The location of rubbish and recycling space for residents is convenient;
   ii. The lack of screening of any outdoor service space will impact on the visual amenity within the site and of any adjoining site, activity, or the street scene;
   iii. The size and flexibility of the residential unit layout provides other indoor storage options where an indoor storage space is not provided for each unit;
   iv. The alternative storage areas provided on the site are adequate, accessible and convenient, where indoor storage space is not provided for each residential unit.

d. In relation to the amount of outdoor living space; whether:
   i. There is any alternative provision of publicly available space on, or in close proximity to the site to meet the needs of occupants now and in the future;
   ii. The reduction in outdoor living space is proportional to the size of the residential unit and the demands of the likely number of occupants now and in the future;
   iii. The reduction in outdoor living space or the lack of its access to sunlight is compensated for by alternative space within buildings with access to ample sunlight and fresh air.

e. In relation to the location and configuration of Outdoor Living Space:
   i. Whether the allocation between private and communal outdoor living spaces within the site is

adequate to meet the current and future needs of occupants of the site;

ii. Whether any communal outdoor living space on a large site is in a location that is easily accessible to all occupants of the site and is designed so that it is obviously for communal rather than private use;

iii. Where the communal outdoor/indoor spaces are not contiguous on a large site, the ability of the spaces to meet the needs of occupants and provide a high level of residential amenity;

iv. Whether the reduction in outdoor living space will result in additional loss of mature on-site vegetation and/or spaciousness of the area.

f. In relation to Noise Insulation:

i. The extent to which the building specifications, nature and/or purpose of the proposed residential accommodation reduce the impact of noise and minimise reverse sensitivity effects.

g. For Residential Activity in Lyttelton:

i. The potential for reverse sensitivity effects on port activities located at Lyttelton Port.

ii. Whether any methods to reduce the potential for reverse sensitivity effects on the port operator, other than acoustic insulation, have been incorporated into the design of the proposal.

iii. Whether any resultant outdoor living could create an increased potential for a complaint against port noise thus causing a potential reverse sensitivity effect on port activities.

15.8.2.4 Food and beverage outlet/ restaurant

a. Whether the activity would have adverse effects on any adjoining properties, particularly in terms of traffic generation and the ability for these effects to be avoided or mitigated.

b. Whether the scale of activity proposed would adversely affect the recovery vitality, and amenity of the central city, District and Neighbourhood centres.

c. The likely impacts of additional activity on access to a site and the safety and efficiency of the road network.

d. The potential for a Food and beverage outlet/ restaurant to become a dominant activity on the site in the zone and/or a destination serving a wider catchment than those visiting the centre.

15.8.2.5 Centre vitality and amenity

a. The extent to which the scale, character, form and location of the activity will:

i. Contribute to the vitality of the Centre, particularly along Key Pedestrian Frontages;

ii. Support the intended role of the Centre the development is proposed in, while not eroding the role of the Central City and District Centres in the Centres Hierarchy (Refer to Policy 1 and Appendix 15.9.1);

iii. Impact upon the diversity of activities within the Centre;

iv. Promote the efficient use of resources and a compact urban form.

15.8.2.6 Nuisance

a. Whether the scale, character and intensity of an activity is compatible with the amenity values of the centre and adjoining properties in terms of noise, traffic generation, odour, operating hours and lighting.

15.8.2.7 Parking lots/ Parking buildings

a. The ~~degree~~ extent to which existing car parking will be utilised and the need for additional car parking in the surrounding area;
b. The extent to which a Parking Lot or Parking building provides shared car parking for activities on other sites;
c. The extent to which a Parking Lot/ Parking building is integrated with existing parking facilities
d. The extent to which the car park will have impact on the efficiency and safety of the road network.
e. The extent to which the location and design of the car park and its accessibility affects safety and amenity of users, walkers and cyclists.
~~f. The extent to which stormwater is managed on-site.~~
~~g.~~f. The extent to which the car park can be adapted for alternative land uses.

15.8.2.8 Ancillary office activity

a. The extent to which the activity and its scale is consistent with the function of the Retail Park
b. The effect of the development on the capacity to accommodate future demand for large format retail activities
c. The extent to which the activity is ancillary to the primary use of a site.
d. The extent to which the site that the activity is proposed on relates to another site that the activity is ancillary to.
e. The extent to which the activity contributes to the agglomeration of other non-industrial activities that may discourage or displace large format retail activities
f. The visual impacts on the appearance of the site as viewed from the street of locating ancillary offices in a position that does not face the street.
g. The degree to which the orientation and location of the ancillary office activity affects the amenity of the surrounding area.
h. The extent that site context including the shape of the site, existing buildings and access constrains the location of ancillary offices.
i. The desirability of siting ancillary offices elsewhere in a non-complying position.
j. The visual effect of the extent of areas of glazing facing the street particularly at ground level.

15.8.3 Matters of discretion for built form standards

15.8.3.1 Maximum building height

a. The extent to which an increase in height~~, and potential resultant increase in scale and bulk,~~ of the development:
   i. Is visually mitigated through the design and appearance of the building, and the quality and

scale of any landscaping and tree planting proposed

ii. May allow better use of the site and the efficient use of land in the Centre

iii. Enables the long term protection of significant trees or natural features on the balance of the site through more intensive development.

iv. Improves the legibility of a centre in the context of the wider area.

v. contributes to variety in the scale of buildings in a centre, and creates landmarks on corner sites.

vi. Is set back from any zone boundaries

~~b. The extent to which an increase in height, and potential resultant increase in scale and bulk, of the development:~~

vii. Results in ~~any~~ adverse effects on ~~any~~ adjoining residential zones or on the character, quality and use of public ~~or publically accessible~~ open space.

viii. Contributes to the visual dominance of the building when viewed from the surrounding area, having regard to the scale and form of buildings in the surrounding environment.

15.8.3.2 Minimum floor-to-ceiling heights between ground and first floors

a. The extent to which a reduced floor to ceiling height of a development:

i. Precludes future alternative uses on the ground floor.

ii. Impacts on the continuity of built form with adjacent properties.

iii. Is practicable, having regard to existing built form and activities on the site and the functional requirements of the centre.~~Reduces the ability of the building to utilise environmental design techniques for minimising energy use.~~

15.8.3.3 Minimum building setback from road boundaries/ street scene

a. The extent to which the setback of the building from the street and the design of the building facades:

i. ~~Provides for continuity of facades along the street frontage.~~Is necessary having regard to the form, scale and design of existing buildings.

ii. ~~Provides visual interest appropriate to the context and character of the site and surrounds~~.Is necessary having regard to the functional requirements of activities on the site.

iii Incorporates architectural variation into the façade and building form to provide interest and to break up the bulk of a building to a human scale.

iv. Provides for main entrances, openings and display windows onto the street, and maintains clear and visible visual and physical connections between the interior of a building and public spaces.

v. Provides for verandahs and/or other means of weather protection, which are functional, provide continuity in height and depth with adjacent verandahs, and contribute to the design and appearance of the building, adjoining buildings and the character of the suburban centre.

vi. Provides for functional and quality space for public amenity and accessibility, such as for outdoor dining, and contributes to the functional width of a public footpath, without compromising the overall character of the street frontage and its continuity.

b. The extent to which a setback of the building from the street results in the visual dominance of vehicles through the use of space for car parking, vehicle manoeuvring or loading.

c. Where a reduced road boundary setback is proposed at Ferrymead, the effect of this on accessibility for pedestrians and other modes of transport with adjacent sites, the continuity of a setback, and the orientation of buildings on adjoining sites.

15.8.2.1 Minimum separation from the boundary with a residential zone

a. The extent to which building intrusion into the setback:
   i. Allows for better utilisation and outcomes for the site, for example, the protection of significant trees or significant environmental features on the site.
   ii. Impacts on the outdoor living spaces and main living areas of residential buildings, and/or activities undertaken within the space affected.
   iii. Visually impacts on the adjoining residential zones including any public space or recreation area
   iv. Impacts on the privacy for an adjoining site.
   v. Is mitigated by the extent and quality of any landscaping proposed.

15.8.2.2 Sunlight and outlook at boundary with a residential zone

a. The extent to which building intrusion into a recession plane:
   i. Allows for better utilisation and outcomes for the site, for example, the protection of significant trees or significant environmental features on the site.
   ii. Overshadows and impacts on the outdoor living spaces and main living areas of residential buildings, and/or activities undertaken within the space affected, while having regard to the time of year that over shadowing is expected to occur.
   iii. Visually impacts on the adjoining residential zones.
   iv. Impacts on the privacy of an adjoining site.
   v. Is mitigated by the extent and quality of any landscaping proposed.
   vi. is necessary in order to avoid, remedy or mitigate adverse effects on the building resulting from a natural hazard including inundation or flooding

b. The extent to which shading by buildings impacts on the use and amenity of London Street or other public space.

15.8.2.3 Outdoor storage areas

a. The extent to which
   i. the quality and form of fencing, landscaping or other screening minimises the visual effects of outdoor storage as viewed from the street or an adjoining property
   ii. the materials or goods stored within the setback have an adverse visual effect.

~~15.8.2.4 Waste management areas~~

~~a.~~b. ~~The extent to which the area provided for waste management purposes is sufficient to accommodate the waste associated with the activity, or whether alternative methods are proposed for waste management.~~\

~~15.8.2.5~~15.8.2.4 Landscaping and Trees

a. The extent to which the proposed landscaping and tree planting
   i. achieves a high level of on-site amenity while minimising the visual effects of activities and buildings on the surroundings
   ii. supports the growth of vegetation and its protection through the provision of space, or other methods e.g. barriers
   iii. continues to recognise Ngāi Tahu/manawhenua values through the use of indigenous species.

b. The extent to which the non-compliance is mitigated through the design, scale and type of landscaping proposed including the species used

~~15.8.2.6~~15.8.2.5 Plot ratio/ Site coverage

a. The extent to which an increased amount of development and/or greater site coverage
   i. maintains the function and character of the zone
   ii. provides adequate area for site access, manoeuvring and other activities
   iii. affects the amenity of adjoining sites or public spaces due to the visual dominance and/or scale of development
   iv. is mitigated through the provision of landscaping/ screening
   v. maintains the open character of the Commercial Retail Park zone.

~~15.8.2.7~~15.8.2.6 Light spill

a. The effect of light on adjoining and other properties
b. Whether a reduction in the level of glare is possible
c. Whether the direction in which the light is aimed, and the duration and hours of operation of the activity requiring the lighting, can be changed to avoid, remedy or mitigate any adverse effects

~~15.8.2.8~~15.8.2.7 Residential activity in the port of influences overlay area

a. The degree to which any outdoor living could result in increased potential for complaints about port related activities, thus causing potential reverse sensitivity effects on port activities
b. Whether the applicant has obtained written approval from the Lyttelton Port Company Limited

and/or whether a no complaint covenant(s) in favour of the Lyttelton Port Company has been registered against the title(s) upon which the proposal is situated

c. Whether any other methods to reduce the potential for reverse sensitivity effects on the port operator, other than the required acoustic insulation, have been incorporated into the design of the proposal.

~~15.8.2.9~~15.8.2.8 Development plan- Area bounded by Antigua Street, Moorhouse Avenue, Selwyn Street, and the railway line

a. The effectiveness of external access to the development plan area.
b. The extent to which the development provides linkages between different parts of the development plan area, and in particular to adjoining sites and to the rear access corridor.
c. The extent to which the proposal includes buildings that provide a consistent setback from public spaces, and clearly demarcates public and private spaces.
d. The extent to which the proposal orientates corner buildings towards all adjacent streets and public open spaces, with the corner itself being emphasised as a visual landmark.
e. The extent to which the proposal provides safe pedestrian entrances that are highlighted through the use of projecting canopies, differentiated ground treatment, planting or other entry markers.
f. The extent to which the proposal integrates vehicle accesses and car parking in a way that,
   i. does not dominate the public facing environment or opportunities for passive surveillance of it.
   ii. provides for storage and service space in a manner which is located and designed to minimise adverse effects on occupants, neighbours and public spaces.

~~15.8.2.10~~15.8.2.9 Buildings, Structures and Activities near a National Grid substation

a. The extent to which the development may adversely affect the efficient operation, maintenance, upgrading and development of the substation.
b. The extent to which the proposed development design and layout enables appropriate separation distances between activities sensitive to National Grid lines and the substation, including safe separation distances in the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP:34 2001).
c. The results of any detailed investigations to determine appropriate separation distances between activities sensitive to National Grid lines and the substation.
d. All other measures proposed to avoid or mitigate potential adverse effects, including reverse sensitivity effects, on the substation
e. The risk of electrical hazards affecting public or individual safety, and the risk of property damage.

~~15.8.2.11~~15.8.2.10 Surface water management structures and Birdstrike Risk

a. The extent to 'Y\hidl the design, and future operation and management of the proposed 'Y\6ter features/ stonn 'Y\6ter management system Wll be attractive to bird life that have the potential to pose a bird strike risk to the operation of Christchurch International Airport;

b. Whether a management plan has been developed that demonstrates there Wll be ongoing operation and maintenance of the stonn'Y\6ter system to minimise bird strike risk for the life of the storm'Y\6ter system, and Wlether that plan has been developed in consultation 'Y\(th Christchurch International Arport Limited

c. The extent to 'Y\hidl Ng8i T ahulmana'Y\henua values assodated Wth the creation of surface 'Y\6ter management structures are recognised and enhanced.

15.9 Appendices

15.9.1 Centres' description and function table

	Co,..,....oial œntre	Principle Calohrrenl	Approx. ire	Functions and frequency duse	Principal uses	Zoning
1.	-errtral	City, region, and tourist	+100,000m	The prindpal empiO)'tnent location for a dty and the primary destination for comparison shopping, dining, entertainment, events, nightlife and ourism based activHies. Indudes a range of cultural venues and civic faciiHies.	. Commercial: retail, large and smaller scale office and ser ces, Guest Accommodation. . CommunHy: a large range of health and sodal ser ces, central and local government, cultural venues (museums, art galleries etc), entertainment, recreation. c. Transport: Central transport interchange, multi-modal fadlities. . Residential: suitable for higher density and mixed use.	1- errtral CHy usiness, 1: errtral CHy illixed Use
2.	pistrict	Sectors of	+30,000m	A major retail	. Commercial:	....ommercial

	Commercial Centre	Principle Catchment	Approx. Size	Functions and frequency of use	Principal uses	Zoning
		City as well as wider City/ region in some cases e.g. Riccarton		destination for comparison and convenience shopping, also providing residents and visitors with entertainment and meeting places such as movie theatres, restaurants, bars and community facilities. Principal anchor tenants are department stores and large supermarkets.	retail, offices and services, Guest Accommodation. b. Community: a range of health and social services, government services centres, entertainment, recreation. c. Transport: usually contains suburban transport interchange, multi-modal facilities. d. Residential: suitable for medium - higher density and mixed use. e. Key Activity Centre Status: All	Core; Commercial Fringe; Commercial Retail Park
3.	Neighbourhood	Immediately surrounding suburbs (4-5 suburbs)	Small – 2,000 – 10,000m² Large – 10,000-30,000m²	A retail destination for weekly and daily shopping needs. Provides local meeting places including bars and restaurants and serves the weekly shopping needs of the surrounding community. Principally supermarket-	a. Commercial: retail and commercial services and offices of a smaller scale than District centre. b. Community: limited to small health providers and government service centres to meet local community needs c. Transport: sometimes	Commercial Core; Commercial Fringe

	Commercial Centre	Principle Catchment	Approx. Size	Functions and frequency of use	Principal uses	Zoning
				based with some convenience and comparison shops. Anchored by one or more large retailers.	contains suburban transport interchange, multi-modal facilities. Served by bus services including some high frequency. d. Residential: suitable for medium density and mixed use. e. Key Activity Centre Status: Spreydon/ Barrington only	
4.	Local	Surrounding streets	Usually up to 2,000m² or 1-20 shops	Caters to the daily convenience shopping needs of the immediate surrounds. Consists of a small group of primarily convenience based shops such as takeaways and dairies. There may be smaller comparison stores but these would not predominate.	a. Commercial: Finer grain convenience retail and commercial services. b. Community: limited to individual or small grouping of local health providers such as a GP or dentist. c. Transport: predominantly accessed by foot or cycle. May be located on bus routes and/or major/ collector roads. d. Residential: As per surrounding residential	Commercial Local

	Commercial Centre	Principle Catchment	Approx. Size	Functions and frequency of use	Principal uses	Zoning
					catchment. e. Key Activity Status: n/a	
5.	Large Format	City, region	N/A	Standalone comparison retail park, often with a focus on larger household items e.g. whiteware, DIY. Stores have large floorspace requirements, usually for display purposes and cater for a thinly spread catchment of predominately car borne shoppers.	a. Commercial: large format comparison retail. b. Community: n/a c. Transport: predominantly accessed by car and limited public transport services. d. Residential: n/a. Standalone large format centres may be separated from residential catchment. e. Key Activity Status: n/a	Commercial Retail Park

Those with an asterisk are Key Activity Centres.

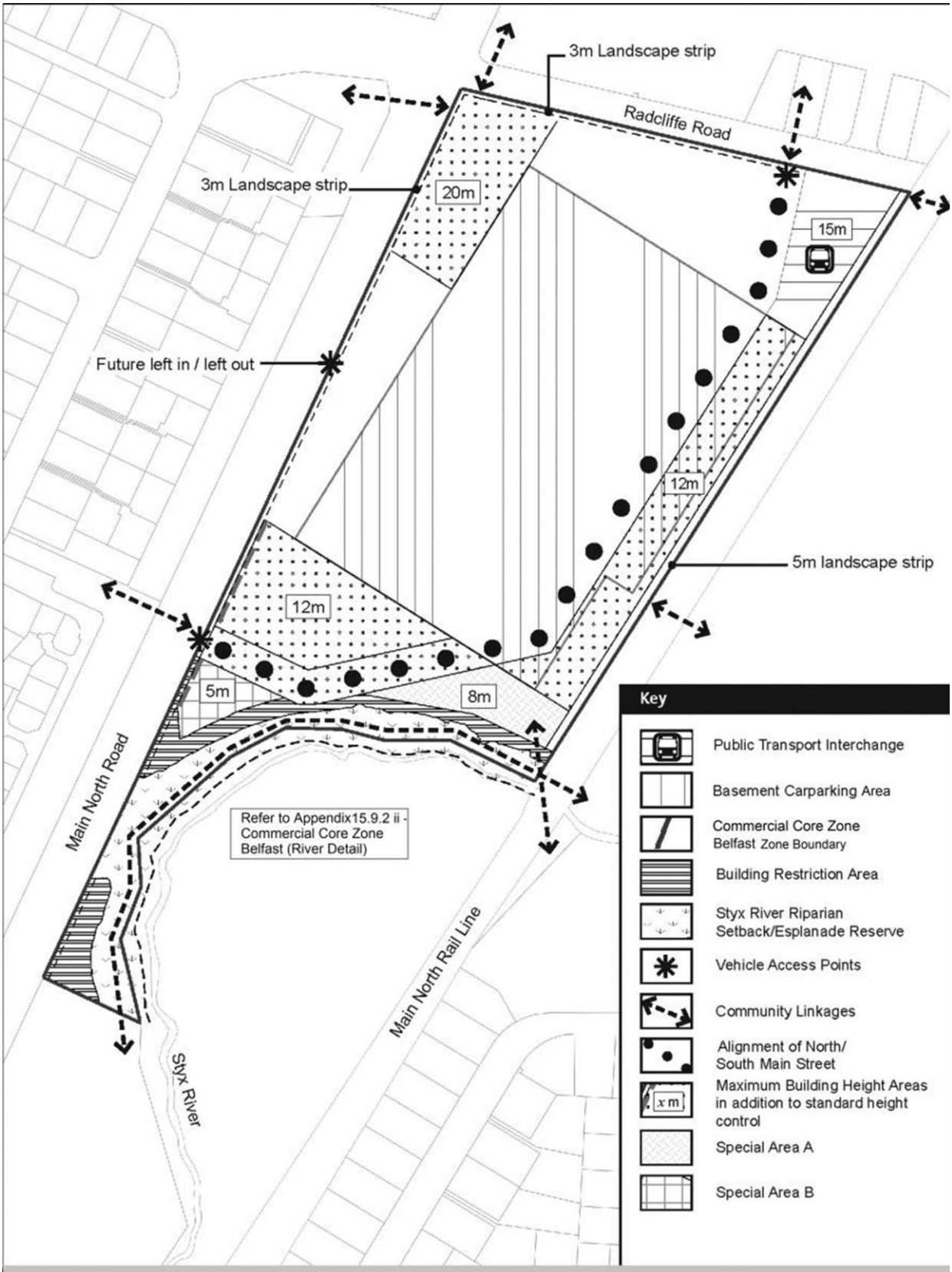
District Centres include: Riccarton*, Hornby*, Papanui/Northlands*, Shirley/Palms*, Eastgate/Linwood*, Belfast*
Large Neighbourhood Centres include: Bush Inn/Church Corner, Merivale, Barrington/ Spreydon*, North Halswell* (emerging), Bishopdale, Prestons (emerging), Ferrymead, Sydenham
Small Neighbourhood Centres include: Addington, Avonhead, Sumner, Akaroa, Colombo/Beaumont, Edgeware, Fendalton, Beckenham, Halswell, Lyttelton, Ilam/Clyde, Parklands, Redcliffs, Richmond, St Martins, Stanmore / Worcester, Sydenham South, Wairakei / Greers Road, Wigram (emerging), Woolston, Wainoni, Yaldhurst (emerging)
Large Format: Cranford, Moorhouse Ave, Shirley Homebase, Tower Junction

The following table identifies the boundaries of centres in locations where one or more centres are located directly adjacent to each other.

	Centre Type	Name of Centre	Geographical Boundaries

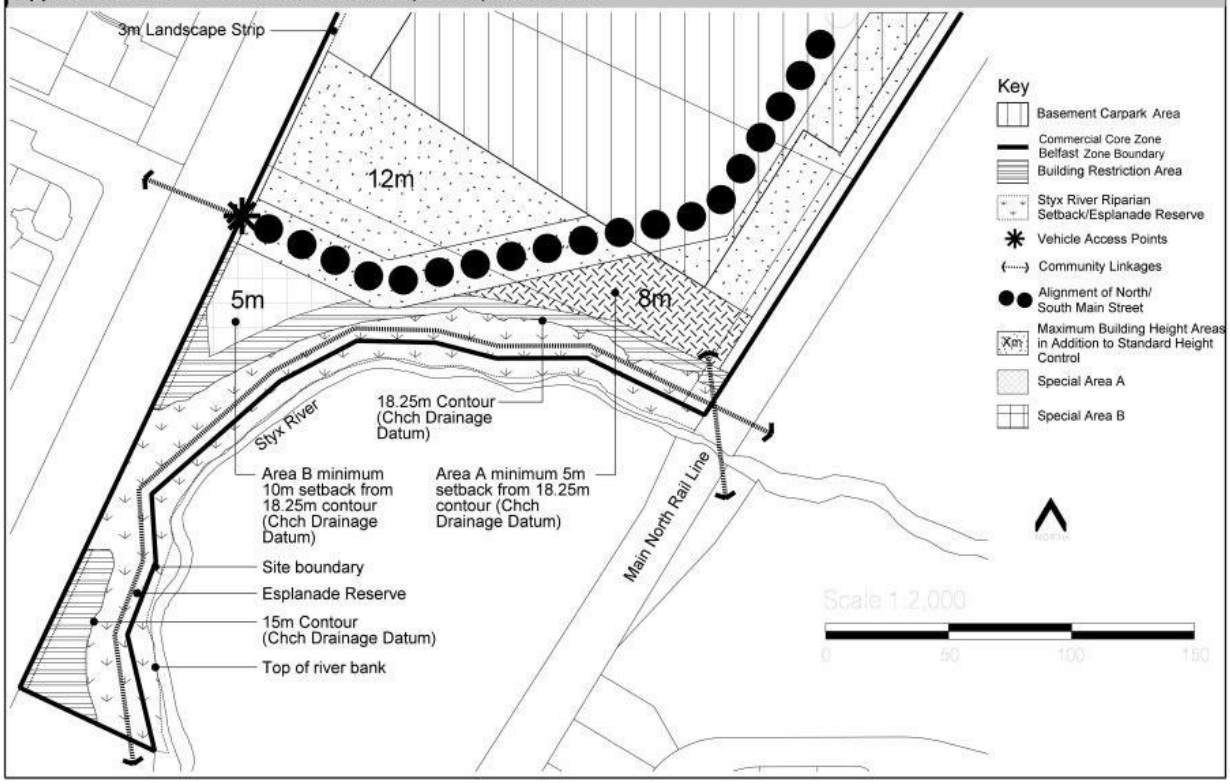
1.	Large Neighbourhood Centre	Sydenham	Along Colombo Street between Brougham Street and Moorhouse Avenue
2.	Small Neighbourhood Centre	Sydenham South	Along Colombo Street between Brougham Street and Southamton Street.
		Colombo/ Beaumont	Along Colombo Street between Devon Street and Angus Street

15.9.2 Commercial core zone (Belfast)- Outline development plan



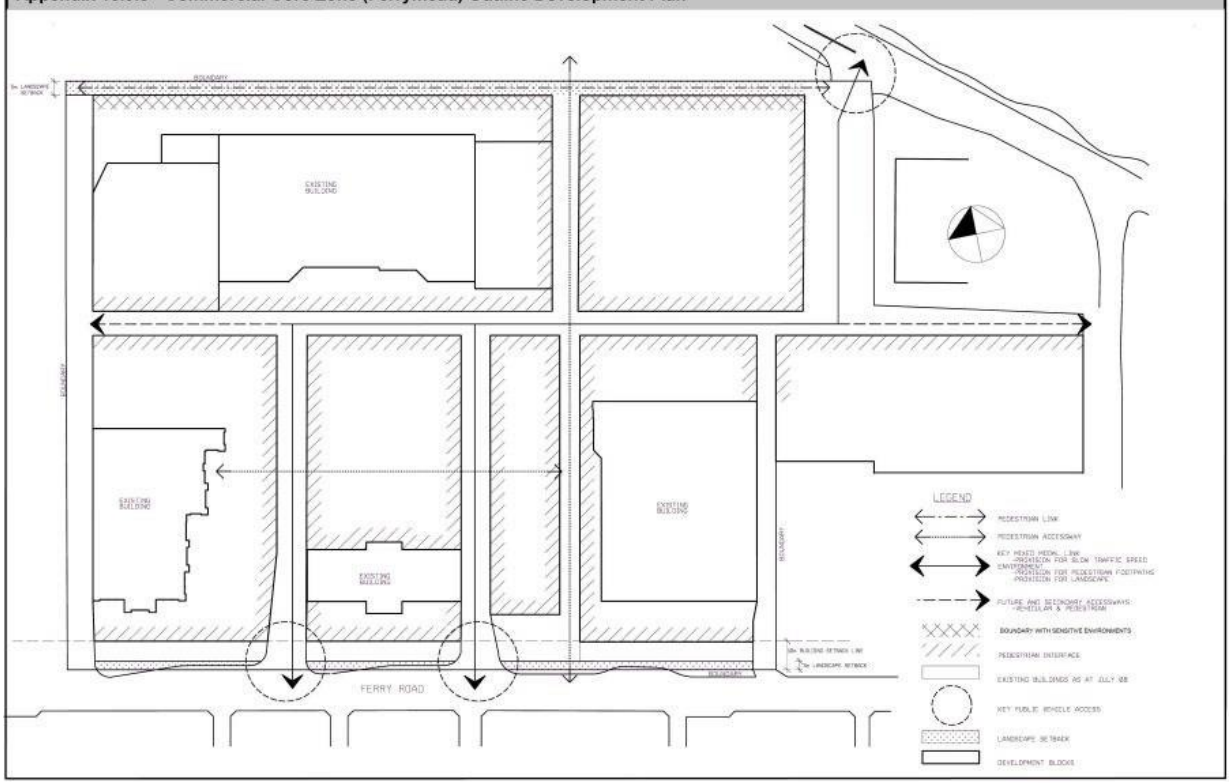
Appendix 15.9.2 i - Commercial Core Zone (Belfast) Outline Development Plan

Appendix 15.9.2 ii - Commercial Core Zone (Belfast) River Detail

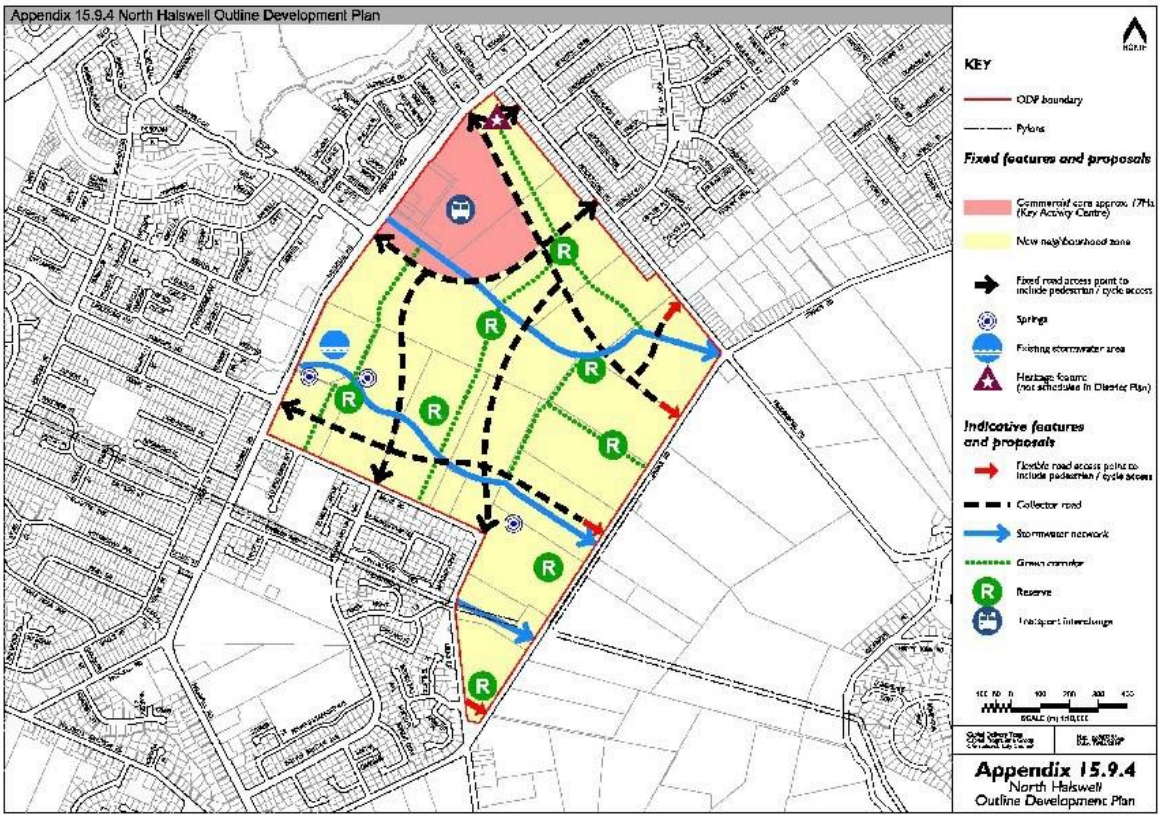


15.9.3 Commercial core zone (Ferrymead)- Outline development plan

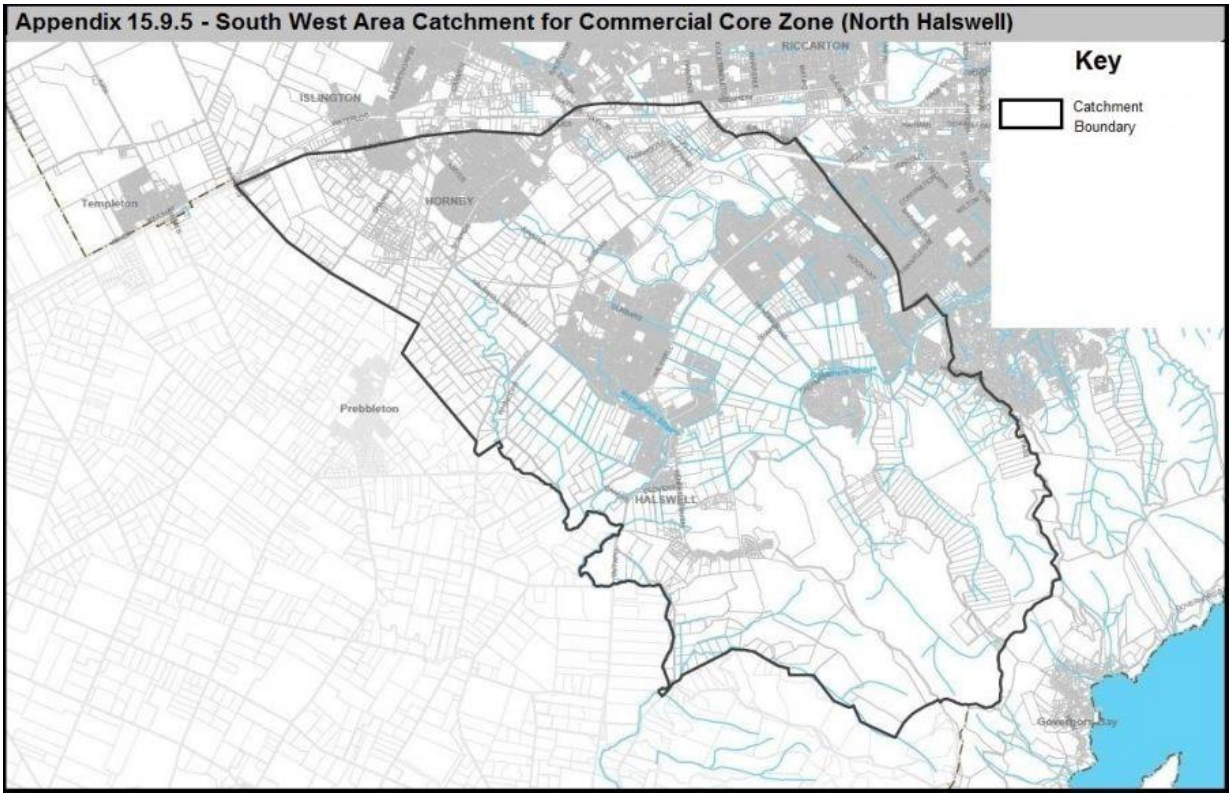
Appendix 15.9.3 - Commercial Core Zone (Ferrymead) Outline Development Plan



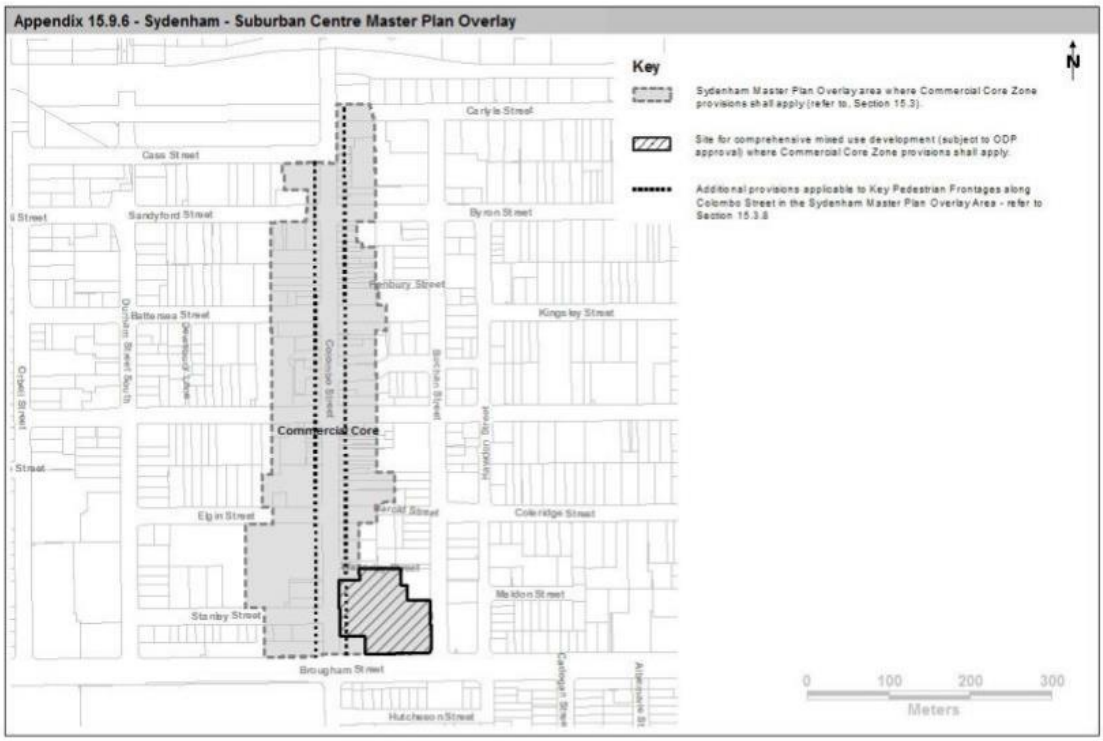
15.9.4 Commercial core zone (North Halswell)- Outline development plan



15.9.5 South West area catchment (for North Halswell ODP area)

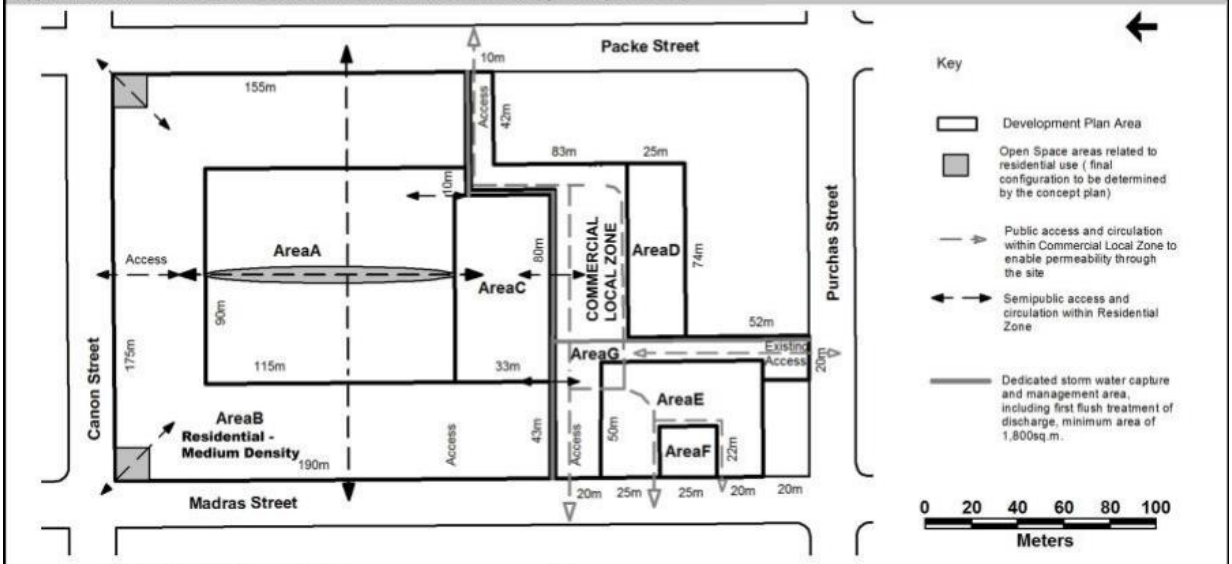


15.9.6 Commercial core zone (Sydenham)- Master plan overlay area



15.9.7 Commercial local centre zone/ Residential medium density zone (St.Albans)

Appendix 15.9.7 - Commercial Local Zone/Residential Medium Density Zone (St Albans)



	Activities \ Max.GLFA (where applicable)	Area
Area A	Residential and Related Car Parking	10,535sq.m.
Area B	Residential and Related Car Parking at the Rear or Beneath Buildings	18,460sq.m.
Area C	Residential and Related Recreation	2,640sq.m.
Area D	Maximum total GLFA of 3,500 sq.m. and	1,850sq.m.
Area E	one individual tenancy shall have a GLFA of up to 800sq.m. and no other individual tenancy shall have a GLFA greater than 450sq.m. (these maxima do not apply to residential activities)	2,950sq.m.
Area F	Publicly Accessible Open Space of a Minimum Area of 550 sq.m.	550sq.m.
Area G	Main Access, Circulation, Car Parking and Stormwater Management Areas	5,414sq.m.
	Total	**42,399sq.m.**
	Land Area in Commercial Local Zone	**10,764sq.m.**
	Area in Residential - Medium Density Zone	**31,635sq.m.**

Within the development plan area a minimum of 2,300 sq.m. of Open Space that is at least fully accessible to site residents (including Area F) shall be provided.

15.9.8 Design guidelines- Akaroa commercial Banks Peninsula zone

1. Introduction

   The illustrations used in the Guidelines are provided to assist in understanding the points expressed in the text. These are not all existing buildings but are stylised designs.

   These Guidelines have been prepared to help you if you are thinking of building in Akaroa, particularly in the historic town centre or residential conservation areas. They are intended to help you achieve the building you want, while at the same time ensuring that new buildings fit in with the town's surviving historic buildings and maintaining or enhancing the town's present character.

a. Figure 1: Typical Akaroa streetscape

b. You will find in this document a brief discussion of Akaroa's architectural history, and more importantly, a description of its architecture and value as a well preserved small scale historic town with a range of architectural styles. The historical and architectural importance of the town has been recognised by the local community, the Historic Places Trust and the Banks Peninsula District Council. The Guidelines outline the key principles which the Council will take into account in considering any consent applications.

   This document will elaborate on those principles, which can, in essence, be summarised as follows:

   i. New development and additions to existing structures should:

      A Recognise and respect the unique historic character of Akaroa.

      B Relate well to surrounding buildings and the general environment.

      C Avoid dominating neighbouring buildings.

      D Respect important views from public places.

2. Why guidelines?

   a. Akaroa has a distinctive visual character, based on its physical setting, its buildings and its open spaces and gardens. A large part of the centre of Akaroa has been recognised by the New Zealand Historic Places Trust and registered as a Historic Area. The Banks Peninsula District Council has similarly recognised that this special character is worth protecting by including in its District Plan, provisions, which give it, power to control the design of new buildings and alterations to existing buildings.

b. The Council's aim, through these Guidelines, is to ensure that the special historical character of Akaroa is maintained, as development of the town proceeds. In endeavouring to meet that objective, the other main goals are to provide property owners and developers with design and appearance guidance and to encourage early discussion of proposed building plans with the Council.

c. The primary concern of these Guidelines is to protect, for cultural and aesthetic reasons, the attractive appearance of the town after more than 150 years of growth and change. Adherence to these Guidelines also promises economic advantage for the town. Akaroa's appealing appearance and atmosphere help make it a desirable place to live, and an attractive place to visit. The town's architectural and historical heritage contributes greatly to its appeal as a holiday destination. By helping to protect the intrinsic characteristics of the town, the Guidelines will assist in strengthening the town's major economic base and potentially enhance the value of your property.

d. New buildings, or significant alterations to existing buildings in the town centre and residential conservation zones are the main concern of these Guidelines. However, many of the principles and specific guidelines could also be applied to the town's advantage in the residential areas which surround these two zones.

3. The Planning Framework

a. The Council can consider the design and appearance of proposed work in central areas of the town, these being the Residential Conservation and Town Centre Zones, through the resource consent process. Any building work in the residential conservation and town centre zones should comply with the standards of the District Plan and be in accordance with these design guidelines. Failure to comply with the intentions of the Guidelines can be grounds for the Council to decline resource consent approval.

b. The relevant sections of the District Plan are the Residential Conservation Zone and for the Town Centre Zone.

c. These guidelines set out issues which the Council will take into account when assessing a resource consent application required for design and appearance reasons. The Guidelines are intended to help applicants who require resource consents to undertake building work in the two zones understand how the Council will evaluate the design and appearance aspects of proposed work.

d. Most of the two zones lie within the Historic Area registered by the Historic Places Trust. This area has been recognised nationally as having a high percentage of original historic buildings which are of aesthetic and architectural importance in their own right, and form an inter-related group of historic places. As such the area is a vital part of the historical and cultural heritage of New Zealand. Approval from the Historic Places Trust is needed for work on any building within the Historic Area, or on any building elsewhere in the town which has been registered by the Trust. Failure to obtain the approval of the Historic Places Trust will normally necessitate the public notification of the application.

e. In considering the design and appearance aspects of proposed building work in the two zones, the Council may take advice from its Akaroa Design and Appearance Advisory Committee, the Historic Places Trust or any qualified expert. Individuals who need resource consent for building work in these areas are urged to study these Guidelines and to discuss their plans with the District Council, the Akaroa Design and Appearance Advisory Committee

and the Historic Places Trust (NZHPT) before formally applying for resource consent for the work. Early consultation can often facilitate subsequent consent processes, resulting in reduced time delays and costs.

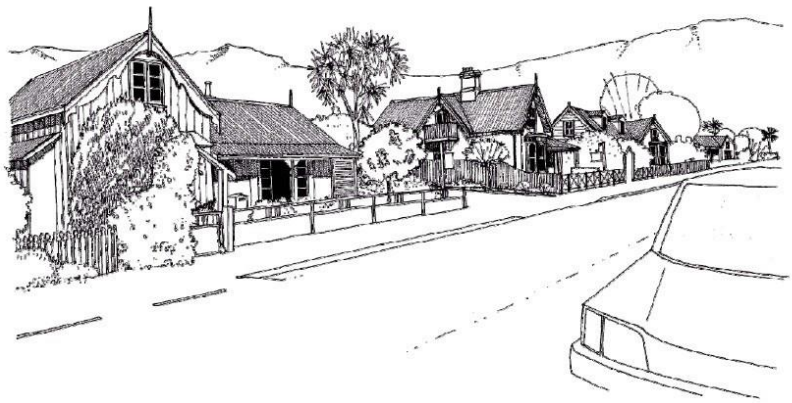
4. Akaroa's architectural history

a. Akaroa has a distinctive architectural quality that stems, in part, from the high number of colonial buildings that have been retained to this day. Akaroa is one of New Zealand's most charming and romantic towns, although its origins as a French settlement are not strongly reflected in much of its architecture today. The earliest buildings of the French had steeply pitched roofs, small dormers, casement windows divided into many panes, louvered shutters and symmetrical facades. As early as the mid 1850s, Akaroa's buildings were no longer markedly different from other New Zealand buildings. A great number were cottages with reasonably large dormers, verandahs and lean-to's. Almost all were built of horizontal weatherboards with steep roofs initially of shingles, then of corrugated iron. These were typical New Zealand colonial buildings.

b. The one and a half storey, gable ended cottage with verandah, lean-to and dormers is often idealised as the archetypal Akaroa building. Though these cottages are still abundant, and valued, the town's architectural traditions are much richer and more varied.

c. Later building designs in the town also followed general New Zealand trends, with horizontal weatherboard and corrugated iron the predominant building materials. Thus, nineteenth century churches are variants of colonial wooden Gothic, while Italianate was favoured for public and commercial buildings. Many commercial premises were two-storied and differed from residences only in being somewhat larger, and in being built-up to the street line. All were still relatively small buildings and almost all were built of "timber and tin". This uniformity in styles and materials for residences and public and commercial buildings, and little variation in building size, have been characteristic of Akaroa's architecture since the nineteenth century.

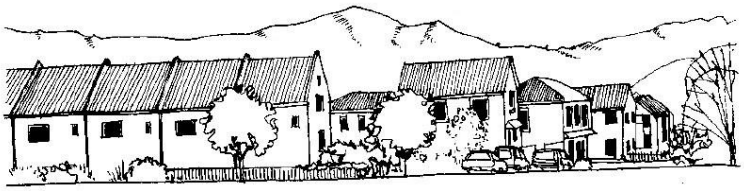
d. Figure 2: Examples of early colonial cottages



e. In the late twentieth century there was a new development in Akaroa's architectural history. A demand emerged for multi-unit, privately owned apartments. These were up to three storeys high, built up to or close to the street line, and often of masonry construction. These buildings

marked a significant departure from the single family houses and cottages, standing in individual sections, which were previously characteristic of most of the town. In retrospect many of these structures, individually or collectively, have not been successful in maintaining the intimate, mostly small scale of the town and the use of complementary building materials.

f. Figure 3: Townhouse block demonstrating overly repetitive elements. The buildings to the right display a pleasing variety and interest.



g. Akaroa's diverse range of buildings of different sizes, shapes, styles, set-backs, roof forms and materials mean there is a very large architectural vocabulary on which architects can draw for new building design, without introducing styles, or details that would appear out of place. It is important that new buildings and extensions reflect existing architectural themes and styles.

5. Akaroa's setting and urban form

a. Preserving and enhancing what is appealing about Akaroa requires careful consideration of more than the design of individual buildings. The spaces between matter too. Gardens and trees are generously dispersed throughout the town and large open spaces separate different built-up areas. Building has mostly been concentrated on the foreshore and up three small valleys, with the intervening spurs remaining open or bush-covered. The close integration between the natural and urban worlds in Akaroa also results from the town's position facing onto an extensive harbour, and being ringed by grand hills. Applicants are encouraged to consider the impact of their design or building extension on the existing views of water and hills from the town and of the integration of the built and the natural environment.

b. The town's development, and the proximity of commercial premises and residences give the town the relaxed, convivial atmosphere of a village. The maintenance of public and retail activities at street level is important to sustaining the town's vitality and is protected in certain areas along Beach Road between Rue Jolie and Bruce Terrace. The maintenance of open spaces and of private gardens is also important to maintaining the town's atmosphere.

6. Diversity and innovation

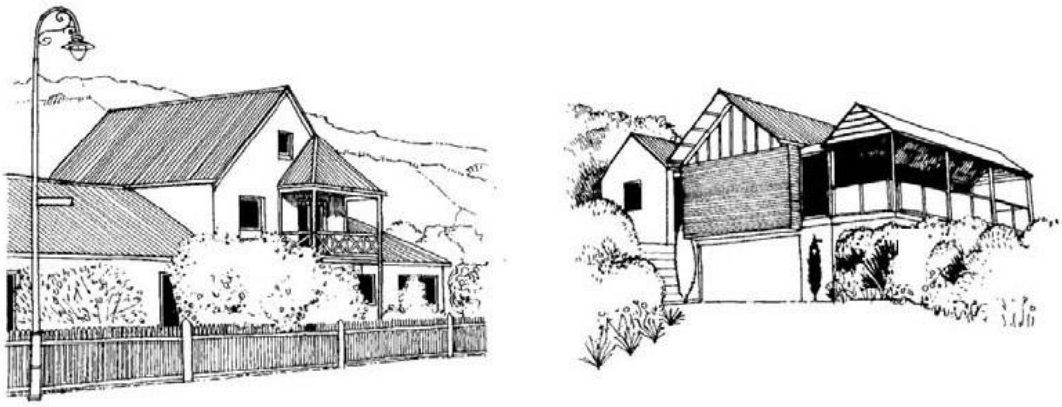
a. New designs will generally be acceptable if their proportions fit in well with nearby older buildings and maintain the scale of existing streetscapes. New buildings of contemporary design, built using up-to-date materials and building technologies can be added to Akaroa, provided they avoid or mitigate any adverse visual effects through careful use of scale, density, bulk, exterior cladding, external detailing and through their site location and setback.

b. Successful approaches are:

i. Compatible design: new buildings, or new work on old buildings may vary the design but maintain the proportions, scale, materials, textures and colours of the original.

ii. New design: work of completely contemporary design which uses modern materials and building technologies, but shows respect for the character of existing old buildings in the area. Care must be taken that the historic character of the town is maintained when new designs are introduced.

c. Figure 4: Modern buildings incorporating key architectural themes such as steeply pitched gabled roofs, verandahs and vertically oriented windows.



d. While nineteenth and early twentieth century buildings largely set the character of Akaroa, new development should generally reflect, rather than exactly replicate, these historic styles. Sympathetic design, whereby certain characteristics of historic buildings are incorporated into new buildings, is encouraged. Contemporary design, if carefully conceived to fit with the town's character, is often preferable to replica buildings.

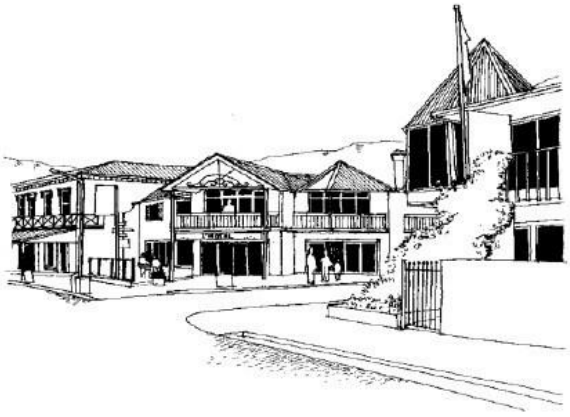
e. Figure 5: New residence demonstrating site specific sympathetic small scale forms and details, and vertical windows.

7. Building on specific sites

a. Each individual site has different buildings adjoining it, and sits in a different relationship to the

wider landscape. What is suitable for one particular site may be quite unsuitable on another site. Corner sites need particular care, since they form a visual focal point. In some situations larger buildings on corner sites will be desirable to define streetscapes, on other corner sites, it may be desirable to avoid overpowering historic buildings nearby.

b. Figure 6: Corner Treatment- both buildings strongly define the corner yet include smaller scale forms that the pedestrian can relate to.



c. The size and scale of new buildings in relation to their neighbours are as important as the materials or architectural style of the new building.

d. The use of materials and architectural style of any development may add or detract from the overall proposal, its visual impact on the streetscape and historic character of the town.

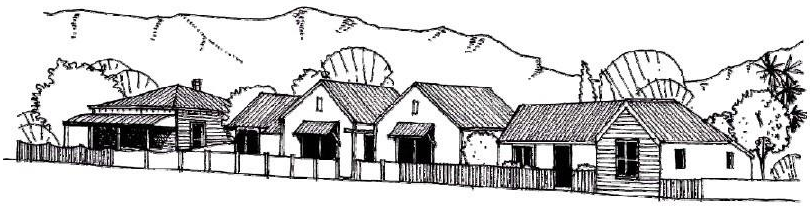
8. Key Concepts

a. Streetscape, rhythm and scale

i. The goal is to maintain appealing streetscapes, characterised by sequences of buildings which are in scale and exhibit a pleasing modulation. Streetscape refers to the ways in which buildings form, together with gardens and trees, attractive combinations of mass and colour. Buildings are in harmony when, while not identical, they share similar elements and are of compatible size and form. When a rhythm is discernable in a sequence of buildings there are no abrupt transitions, in size, form or architectural detail, from one building to the next.

ii. It may be appropriate for a contemporary building to sit beside a traditional weatherboard one provided there is some relationship to the rhythm and scale of windows, doors, roof pitch and other design elements.

iii. Figure 7: Height and rhythm- a pleasing relationship between height and rhythm is evident.



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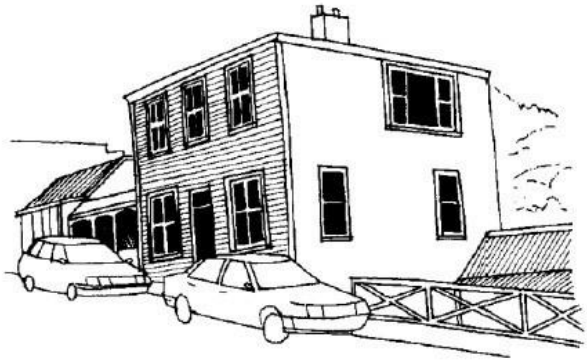
v. It may be appropriate for a contemporary building to sit beside a traditional weatherboard one provided there is some relationship to the rhythm and scale of windows, doors, roof pitch and other design elements.

vi. Figure 8: Scale- an out of scale building which dominates adjacent buildings by size, bulk and height.



vii. Larger, bulkier buildings can reflect the smaller scale of surrounding buildings by repetition of design elements such as gables, steps in the plan of the building, the use of different roof shapes, or dividing the building into visually separate units by using different treatments or colours for cladding.

viii. Generally, designers of new buildings are asked to look at the existing historic buildings in the vicinity of the site, not to imitate them, but to consider whether the new building is sensitive to the surroundings in which it is to be placed.

b. Replica buildings

i. Replica buildings, in the context of these guidelines, means an exact copy of the size, proportions, and architectural details of an older building. While it is generally

undesirable to have a new buildings replicate the exact design of historic buildings, design elements of older buildings can be used to achieve an overall visual harmony. Replica buildings can devalue the authentic historic character of Akaroa.

i. Attempts at 'replication' with inaccurate detailing, inappropriate materials and distorted proportions can become a caricature of the original building style.

c. Additions and alterations to historic buildings

i. The character of Akaroa depends to a large extent on the survival of its many historic buildings. The preservation of these surviving buildings is important in maintaining its overall character. The demolition of historic buildings has had detrimental effects on the character of the town. The retention of the remaining older buildings will generally be to the town's advantage.

ii. Registration by the Historic Places Trust, or listing by the District Council in its District Plan, are indications that particular historic buildings should be preserved and maintained for future generations.

iii. Adaptive re-use is recommended. New developments on sites occupied by older buildings should use the historic structures whenever possible by building around or adding to them in a sympathetic way.

iv. Key principles to bear in mind when adding to an historic building are:

A Alterations should be the minimum necessary.

B They should not detract from the heritage value of the place and/or building.

C They should be compatible with the original form and fabric of the building, but should be able to be read as new work, although this need not be obvious particularly for minor additions.

D They should be of a quality that does not detract form the heritage values of the place.

v. Ideally changes should also be reversible, to allow future generations to return the buildings to their original forms. When work is being done on historic buildings, previous inappropriate alterations should be reversed and unsympathetic additions removed whenever possible. The Historic Places Trust can provide advice on these matters.

vi. Figure 9: Sensitive alteration to an historic building.

vii. In the example to the right similar roof forms and window details have been used.

viii. When work on an historic building is being undertaken the Conservation Guidelines published by the Historic Places Trust should be consulted. Where major work is envisaged, an architect who has experience in conserving or adapting older buildings should be engaged.

ix. Both the Akaroa Civic Trust and the Historic Places Trust are available to advise owners of historic buildings who are considering major repairs or alterations to their buildings.

9. Specific guidleines

a. Roof Forms

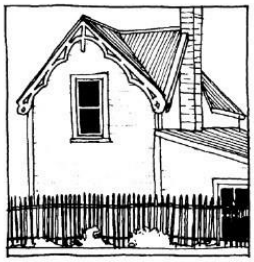
i. On Akaroa's older buildings, roofs are generally of relatively steep pitch, with gable ends. Hipped roofs are evident within the Town Centre Zone. More recent buildings in the town exhibit a great variety of roof forms, including hip roofs, roofs of shallow pitch, and flat, or mono-pitch, roofs. While there is a variety of existing roof forms, those which are steeply pitched (i.e. 25 degrees and steeper) maintain an attractive streetscape and achieve a pleasing relationship with adjacent and nearby buildings and are to be encouraged.

ii. Figure 10: Roof shapes and forms

Villa Gable and Verandah

Verandah and simple gable with roof domers

Two Storey Hipped Roof dormers



Two Storey Gable with Lean-to at rear

Multiple Gable Ends Roofs

b. Cladding, texture and roofing materials

i. Historically, weatherboard has predominated in Akaroa. Roofs have been mostly corrugated iron with door, and window frames of wood. Brick and other forms of masonry construction are unusual in Akaroa. Consequently, the use of traditional vernacular materials, such as weatherboard cladding, and corrugated iron roofing is encouraged in Akaroa. Some recent examples have not worked well because they lack detail and texture. An example of a modern application which reflects the character of the adjoining buildings, and has been successful, can be seen on the additions to the Akaroa museum.

ii. To harmonise contemporary with traditional buildings, extensive, blank masonry walls, lacking in texture, should be avoided where masonry walls are necessary. Careful detailing and placement of wall openings, sensitive selection of colours or judicious planting can be useful in reducing adverse visual impacts to a limited degree.

c. Windows

i. Attention should be paid to the sizes, symmetry and proportions of window openings and their placement, or grouping, in relation to neighbouring buildings. In the Residential Conservation Zone and Town Centre Zone any departure from the vertical orientation of windows of historic buildings is not encouraged. Timber windows are preferable to aluminium but if aluminium windows are used, they should be faced with timber.

ii. Figure 11: Window orientation- the illustration on the right demonstrates appropriate vertical orientation and facings and has pleasing symmetry.

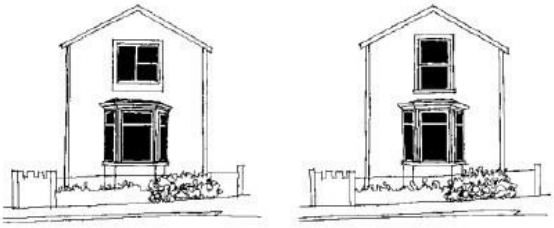


Figure 12: Window shapes and types

Dormer in a roof

Modern blend of windows
- all simple shapes

d. Colours

i. There is no reason, when choosing colours for the walls, facings and roofs of new buildings, or when repainting older buildings, not to use today's much wider palette of colours than the palette available in earlier years, provided the new colours are in accord with the historic character of the town and its streetscapes. Simple combinations of discreet individual colours are particularly preferable in areas where there are large numbers of older buildings, however, the colour of new structures should not visually dominate heritage buildings or the streetscape. Owners of historic buildings are encouraged to consider using heritage colours and information about these is available from major paint manufacturers and retailers. Stained timber finishes are acceptable in the town's residential areas, but in the two town centres and the Residential Conservation Zone the preference is for painted or coloured surfaces. Corporate colour schemes and large corporate logos are not appropriate in the Akaroa Historic Area.

e. Verandahs

i. The only sequence of nearly continuous shop verandahs over footpaths in Akaroa is found along Beach Road. On Rue Lavaud occasional shop verandahs contribute to the variety and modulation of the streetscape. Where new buildings are being erected in either of these precincts, maintenance of the sequence along Beach Road, and of the pattern of occasional verandahs along Rue Lavaud, should be the goal.

ii. Figure 13: Akaroa street verandahs

f. Setback and fences

i. The requirements in the District Plan, under the Residential Conservation Zone, for recession planes can mean new buildings must have setbacks from the street, and from neighbouring buildings. Greater setbacks than the District Plan requires

ii. may be advisable in some locations within that zone. Akaroa's charm and historic character depend, in part, on gardens and trees remaining key elements in Akaroa's streetscapes. Setbacks will help ensure plantings continue to be a major element in most residential streetscapes. Only in existing commercial areas of the town, where setbacks are already small or non-existent, is it desirable to maintain the sense of a fully built-up townscape.

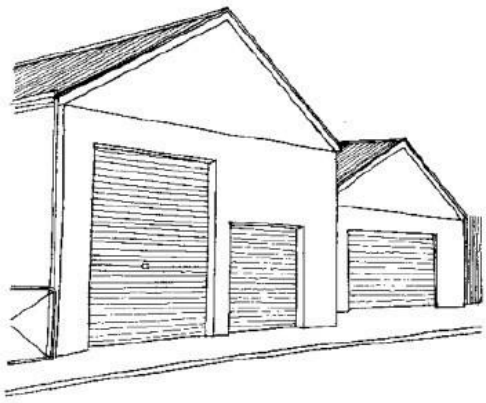
iii. In predominantly residential areas, generous setbacks may be desirable where there are historic buildings nearby, to avoid new, dissimilar facades overwhelming the historic buildings. Having some buildings hard up against the street, even in predominantly residential areas, gives the town's streetscapes attractive variety.

iv. To be able to look into and enjoy gardens along the street has long been the character of the settlement. Tall fences break this pattern, therefore low fences are encouraged. If taller fences are required, then they should be of a picket type so that the garden aspect is presented to the street.

g. Parking and garages

i. Garages should have a minimal visual impact on the historic character and amenity of the streetscape. They should be located further back from the road boundary than the main building and the repetitious sequences of multiple garage doors should be avoided. Within the Akaroa Historic Area, garages facing the street are required to be sited behind dwellings.

ii. Figure 14: Garages on street front - these buildings detract from the streetscape.



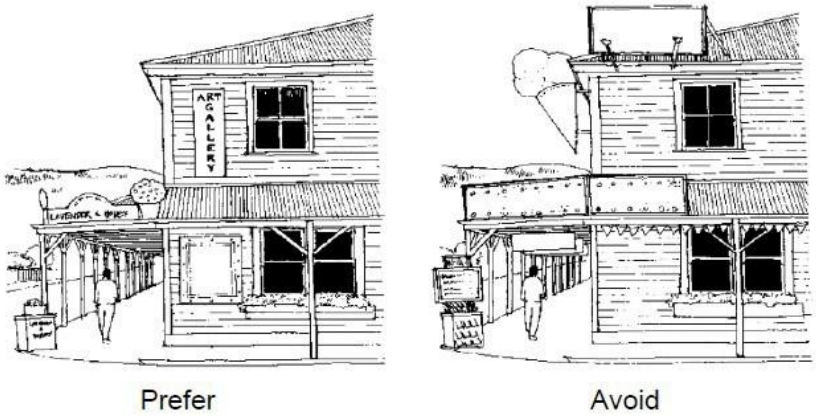
iii. Car parking, especially with larger developments, should be concealed behind the main buildings, with minimal access points. Where this is not practical or possible, attention should be given to screening parking areas from view from adjoining streets.

iv. Figure 15: Car parking visually softened by location behind buildings and screen planting

h. Signs

i. Rules in the District Plan govern the size and placement of signs. Besides conforming with these rules, new signs will help preserve the character of Akaroa if they are simple, not excessively large and do not obscure interesting architectural details of buildings. Signs incorporating simple backgrounds, borders and text are preferable to complex graphics, particularly photomontage based signage and large-scale advertising hoardings. The proliferation of signs which are obtrusive because of their size, colour or placement, could undermine the pleasing character of Akaroa. Neon, moving, illuminated or brightly lit signs will generally detract from the historic character of Akaroa and are discouraged.

ii. Figure 16: Signage



A. In this illustration the signs on the right detract from the form of the building and create a sense of visual clutter.

i. Site work

i. The District Plan controls the heights of buildings in Akaroa, but again a building, which meets the requirements of the Plan, may not be satisfactory in its design, or impact on townscapes. On slopes, to avoid buildings dominating gardens and trees from the street, or obscuring views of the harbour or hills, cut and fill, allowing the buildings to follow the slope on stepped levels, is preferable to pole construction. Where pole construction is used, trellises and appropriate planting should mask the poles and dead spaces beneath the buildings.

15.9.9 Design guidelines- Lyttelton commercial Banks Peninsula zone

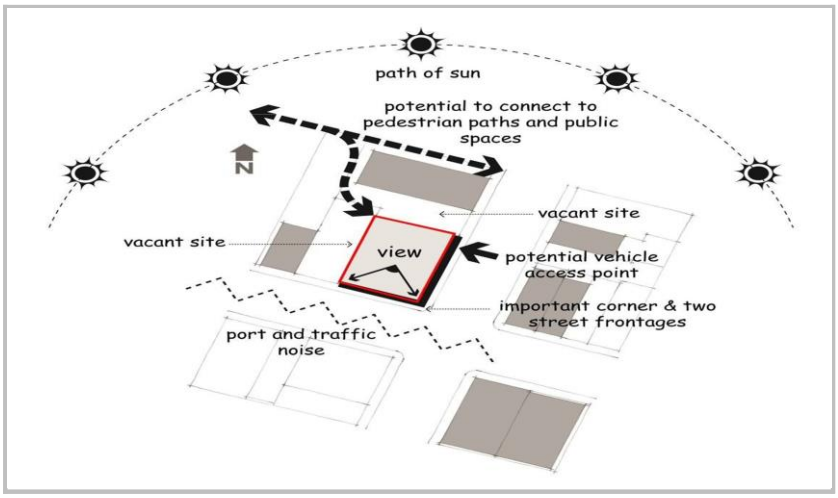
1. Introduction
   a. Lyttelton town centre (as defined by the Commercial Banks Peninsula Zone) is the focal point of the town, providing retail and commercial facilities and the opportunity for community exchange and interaction. The town centre has a distinct character, with a clear change in nature between it and the residential and port zones. Lyttelton has been described as quirky and creative, with a mix of old and new development, but overall, the buildings create a sense of place because, although they are all different, they are unified by their similarity in scale, form and relationship to the street.
   b. The town centre was significantly damaged in the 2011 Canterbury earthquakes, with the loss of many of the buildings that provided the heritage values and identity of the commercial heart. Despite the loss of buildings much of the physical framework for a vital and vibrant town centre remains in place.
2. Puropse
   a. The purpose of these guidelines is to identify the physical framework and explain the principles of designing new buildings and spaces, or additions to existing buildings, to uphold and strengthen the enduring character of the town centre. These are the key principles to consider in designing any new development in accordance with the rules in order to achieve

the objectives and policies contained in the District Plan. The intention of the guidelines is not to stifle flair or creativity, but by paying attention to and incorporating the aspects of Lyttelton town centre that make it special, the development can support, rather than diminish, its character and identity.

3. How the design guidelines work
   a. The District Plan requires that the design of all new developments and external alterations to existing buildings within the Commercial Banks Peninsula Zone in Lyttelton is assessed through the resource consent process. All development proposals will be assessed against the principles in these guidelines, in conjunction with the assessment matters related to the Lyttelton Master Plan Overlay Area, as applicable.

4. Principle 1: Reflect the context
   a. Lyttelton has a special character due to its sloping topography, portside location, layout of streets and lots, and eclectic mix of buildings. The four primary streets (London, Oxford and Canterbury Streets and Norwich Quay) have different characteristics, but are all important in defining and reinforcing the formality of the town centre layout. The land in the middle of the block without street frontage, and the area around Donald Street, lend themselves to more informal designs.
   b. A thorough evaluation of the development site's context and the site itself prior to the design process, including an understanding of the cultural heritage, will help identify the influences on and attributes of the site and its surroundings.
   c. Cultural heritage is an expression of the ways of living developed by a community and passed on from generation to generation and includes built and natural environment and artefacts, including customs, practices, places, objects, artistic expressions and values.

d. Figure 1: A simple context analysis identifying influences on the development site.



e. Reflecting the context means:

i. Considering how the development builds on and contributes to Lyttelton's cultural heritage in respect to the built and natural environment.

ii. Recognising the site topography, particularly building to suit and take advantage of sloping ground.

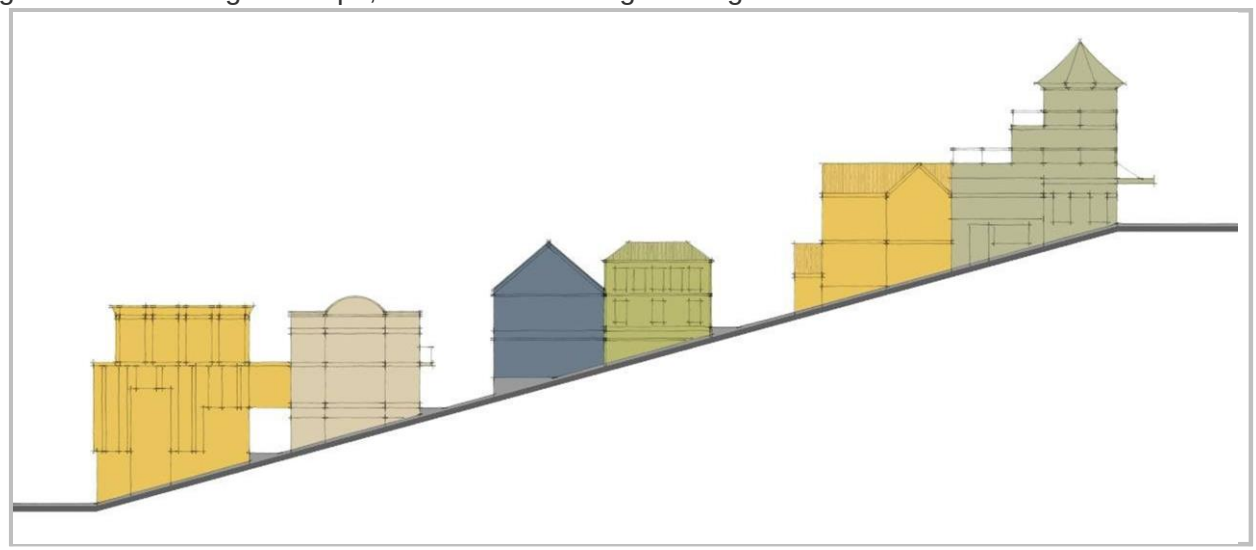
iii. Recognising that the streets and spaces within the town centre have differing character attributes. On Norwich Quay designs will need to take account of traffic and port noise.

iv. Taking advantage of the views to the south and sunny aspect to the north.

v. Incorporating mid-block pedestrian lanes and outdoor spaces at the rear of sites.

vi. Taking primary design references from the town centre character attributes rather than the surrounding residential buildings or the port.

f. Figure 2: Addressing the slope, views and exsisting building form



5. The scale of a building is the product of its height and size as well as the design details. While the town centre buildings vary considerably in height and size they are all compatible in terms of scale. The width of lots has played a large part in establishing the existing scale of development.

a. To keep in scale means:

i. Maintaining the generally low built form up to 3 storeys, but considering options for higher feature elements.

ii. Figure 3: Keeping in scale, through a combination of height, form, development gain and detailing

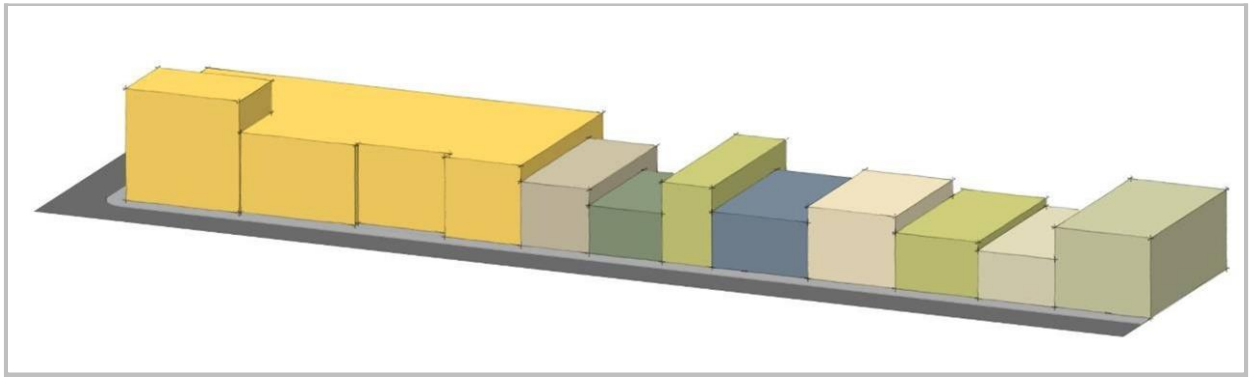
iii. Considering the scale of neighbouring buildings and the overall scale of the street in which the building is to be located. London Street has an enclosed, intimate scale. Norwich Quay is a wider street, single sided for the majority of its length, with an open outlook to the port and beyond. As such taller buildings would be more appropriate in this streetscape than in London Street.

iv. If building next to a character building, ensuring that its visual presence is not dominated or diminished by the new building or addition.

v. If building a single storey building, ensuring that the building height is sufficiently high to maintain a similar scale of building on the street frontage to those buildings adjacent and the streetscape as a whole.

vi. Breaking a large building into modules so that it reads as smaller joined buildings rather than one monolithic one. As a rule of thumb, modules of 4 to 12m in width on London Street and up to 20 metres elsewhere will reflect the historic subdivision pattern.

vii. Figure 4: Creating vertical and horizontal modulation in a large development block



viii. Designing the building with both horizontal and vertical divisions (articulation), particularly on elevations facing the street or adjacent to high use pedestrian lanes and spaces. Identifying each storey is important.

6. Principle 3: Respect the street pattern and building form
   a. The grid pattern of wide straight streets is defined by building frontages along the street, which enclose the street space. The building forms are solid, rectilinear and positioned square to the street.
   b. Respecting the street pattern and building form means:
      i. Building right up to the street edge, particularly on London Street, Norwich Quay and the western side of Oxford Street, and across the whole of the street frontage, (except where access is required from Norwich Quay).
      ii. Figure 5: Reinforcing the corner aspect and increasing way-finding for visitors to the town centre

      iii. If building on a corner site, reinforcing the corner and supporting the street form with a taller building of a minimum of two storeys in height.
      iv. Restricting irregular forms and shapes to feature elements or to internal block locations away from the primary street frontages.
      v. Keeping the building façade generally up to, but not beyond, the street boundary, except for verandas and small feature elements.
      vi. Using flat, symmetrically pitched, or hipped rooflines or parapets where buildings face the street.
      vii. Where there is an un-built frontage on Oxford Street or Canterbury Street, consider defining the street edge with a low wall.

7. Principle 4: Address the street

   a. Buildings in Lyttelton address the street. The building frontages are interesting and encourage activity, creating a lively atmosphere. Good visibility from buildings to the street and publicly accessible areas allows for casual surveillance. Addressing the street means:

i. Providing windows on all street elevations or elevations adjacent to pedestrian lanes and public spaces. On Canterbury and Oxford Streets windows will also be needed at lower ground level.

ii. Providing highly legible pedestrian entrances accessed directly from the street.

iii. On corner sites, wrapping the building around the corner and providing a high level of architectural detail particularly in respect to entrances and windows, and the quality of façade materials.

iv. Incorporating generous shop windows on the ground floor along London Street.

v. Avoiding building designs and layouts which create hidden, potentially unsafe alcoves and areas.

vi. Ensuring universal access (access for all people), with particular attention being paid to sites with sloping frontages.

vii. Where required, providing verandas that are in keeping with or complement adjacent verandas in respect to design, width and continuity.

viii. Figure 6: Creating a street frontage with a high level of visual interest, including ground floor windows and entrances to the street

8. Principle 5: Incorporate variety and pay attention to detail

a. Lyttelton had a wide variety of buildings of different ages and styles which, as a collection, created an eclectic, vibrant townscape. Although diminished, this variety, and particularly the level of detail within the building facades, remains. There is the opportunity for creative design and to incorporate features and details which are characteristic of Lyttelton, or a contemporary take on them. Incorporating variety and paying attention to detail means:

i. Distinguishing any new building from its neighbours and, if a large building, incorporating variety within the building design.

ii. Avoiding being exactly the same height as the neighbouring building.

iii. Avoiding repetition of the same design module along the street frontage, typically no more than a 12 metre run.

iv. Figure 7: Creating interest and variety along the street frontage

i. Creating depth to the building surface through the utilisation of, for example, recessed windows and doorways, protruding window and door surrounds, textured cladding and applied decorative features.
ii. Providing variation in building materials and colours. Avoid large expanses of the same material, colour or pattern.
iii. Picking up on historical references and traditional features such as angled corners, high parapets with a curvilinear top, corner towers, volcanic stone walls or mural.
iv. Orientating windows vertically to reinforce the fine grain of the town centre.
v. Creating interest and contrast where building additions are proposed, through the choice of materials and detailing.
vi. Integrating signage, where needed, within the design of the building to ensure that it does not visually dominate or detract from the architectural form and quality of the building.
vii. Figure 8: Integrated signage within the building form and design features

1. Principle 6: Promote sustainable building initiatives
   a. Lyttelton town centre has the opportunity to incorporate designs, technologies and systems

that promote more sustainable practice from concept design, through to the construction, use and maintenance of buildings and spaces, which means:

i. Using design and construction methods that minimise waste to landfill and cleanfill, and the implementation of environmental management systems to ensure other impacts are managed throughout the construction process.

ii. Incorporating design and technologies that conserve energy and water, promote renewable energy, encourage recycling, achieve a high level of thermal comfort and support natural ventilation and natural light penetration.

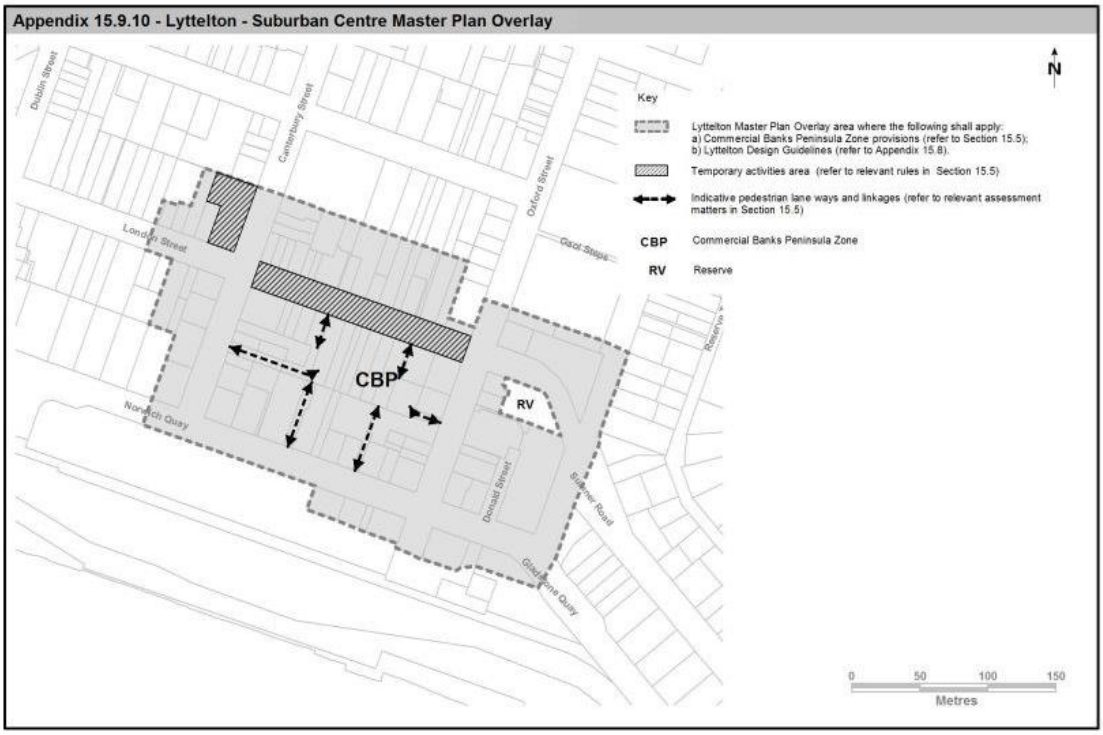
iii. Selecting materials that are durable, low maintenance, non-toxic and where possible, that have independent environmental certification and are from local and renewable sources.

iv. Providing facilities that encourage walking, cycling and the use of public transport, including high quality pedestrian access, showers, change facilities, storage and bicycle racks for staff and visitors.

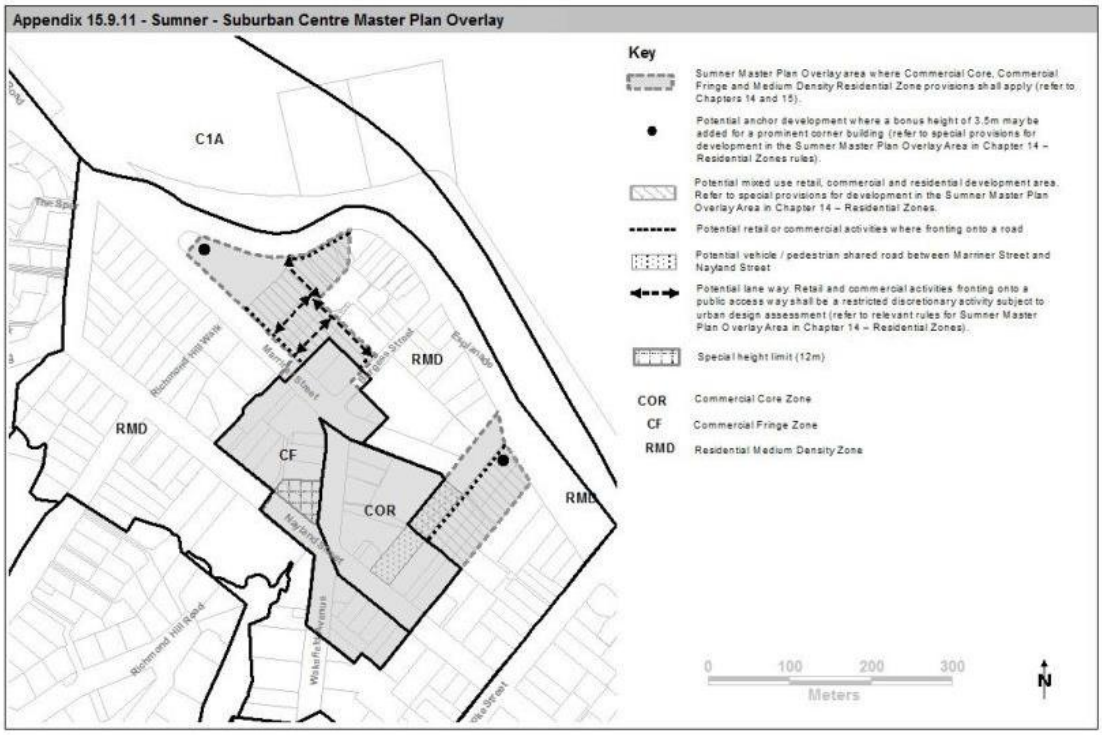
v. Designing for outdoor comfort by creating pleasant micro-climates and inviting, sheltered, sunny, spaces such as courtyards or balconies using verandas, planting or screens to help moderate temperature and wind.

vi. mproving ecology and stormwater management on the site through the provision of rain gardens, landscaping, pot plants or living roofs and walls.

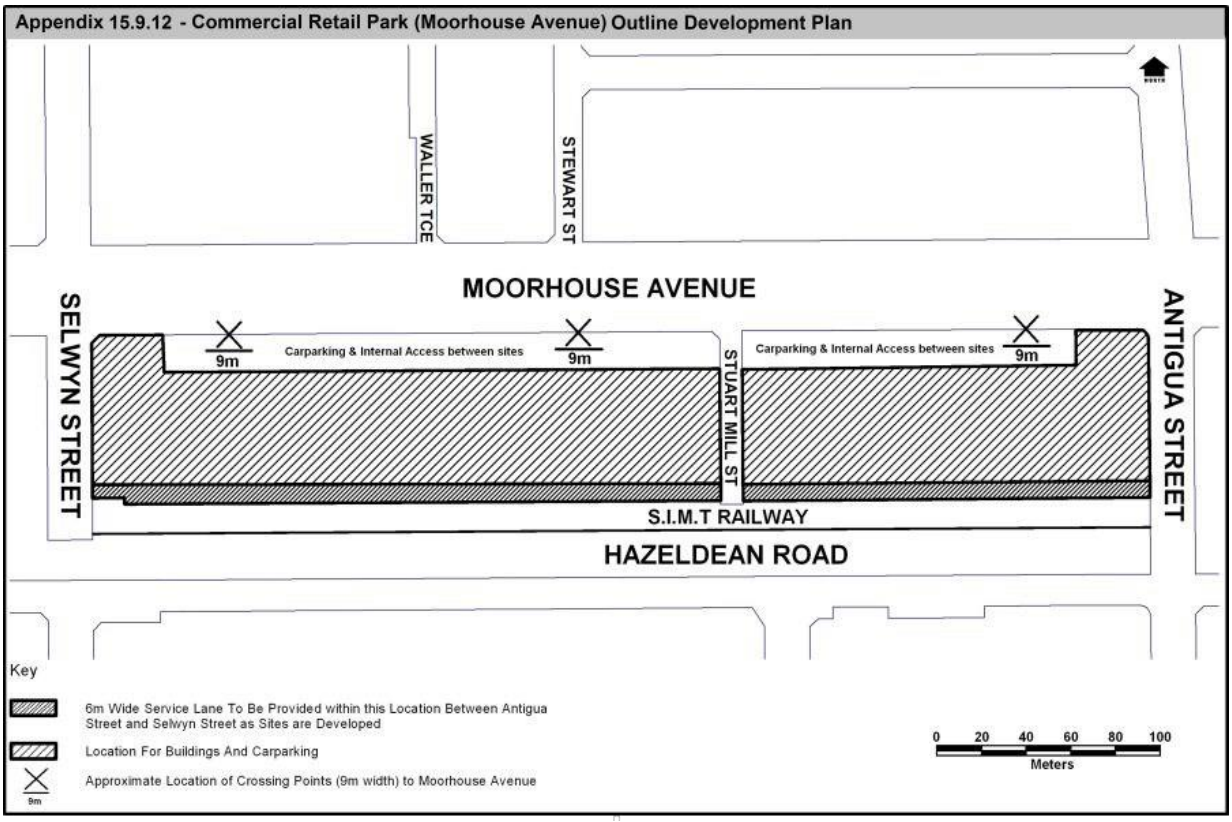
15.9.10 Lyttelton master plan overlay area



15.9.11 Sumner master plan overlay area



15.9.12 Commercial retail park zone (Moorhouse Avenue)



15.9.13 Requirements for a 'context and site analysis' and 'detailed design statement'

1. Context and Site Analysis

The context analysis should illustrate the relationship of the site to the surrounding area, while the site analysis illustrates the opportunities and constraints of the site itself. Minimum requirements for a context and site analysis include:

i.

ii. iii. iv.

v.

vi.

vii. viii.

ix.

Topography,

natural and built environment features, views and vistas; Adjacent land use zoning and land use;
Subdivision pattern, street and block layout;
Public open space and publicly accessible space;
Location of community facilities (shops, schools, sports and cultural facilities, etc);
Existing and proposed public transport routes and stops, and public access ways from the bus stops to the site;
Movement network including vehicle, cycle and pedestrian routes;
Protected buildings, places and objects, protected trees, historic heritage, and archaeological sites; and
Character and other existing buildings and structures.

a. Site analysis
   i. Site orientation including a north point;
   ii. Climatic conditions;
   iii. Topography, natural and built environment features, views and vistas;
   iv. Existing trees and landscaping and that to be retained;
   v. Protected buildings, places and objects, protected trees, historic heritage, and archaeological sites;
   vi. Hazardous features, such as areas of soil contamination, unstable land and overhead power lines;
   vii. Public open space and publicly accessible space;
   viii. Site subdivision pattern, internal access and layout;
   ix. Existing and potential vehicle, pedestrian and cyclist access points (including natural desire lines), parking areas and potential connections through the site;
   x. Land use zoning and land use, including required setbacks from adjacent activities;
   xi. Nature of site boundaries (residential, commercial, industrial, open space);
   xii. Interfaces where buffers will be required;
   xiii. Public domain elements such as footpaths, street trees and cycle stands;
   xiv. Existing buildings and structures, indicating whether or not they are to be retained and including building footprints and heights;
   xv. Character and other existing buildings and structures; and
   xvi. Potential locations available for stormwater management, if required.

2. Detailed Design Statement
   A Detailed Design Statement shall be in the form of a written statement, with accompanying graphic evidence, e.g. context photos and illustrations.
   a. Minimum requirements for a detailed design statement include the rationale for the:
      i. Site layout and design;
      ii. Location of key building and site entry points and associated pedestrian movement to and through the site;
      iii. Building scale, form, design and appearance;
      iv. Site landscape treatment (both soft and hard landscaping); and
      v. Location and layout of any proposed parking area and access points to and through the site.

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Chapter 5 Natural Hazards (part)

Contents

5.1 Natural hazards objectives
- 5.1.1 Objective - Reduced risk
- 5.1.2 Objective - Awareness of natural hazards
- 5.1.3 Objective - Repair of earthquake damaged land

5.2 General natural hazards policies
- 5.2.1 Policy - Avoid development where there is unacceptable or intolerable risk
- 5.2.2 Policy - Critical infrastructure
- 5.2.3 Policy - Restrict land use to avoid or mitigate hazards
- 5.2.4 Policy - Precautionary approach
- 5.2.5 Policy - Worsening, adding or transferring hazard
- 5.2.6 Policy - Natural features providing hazard resilience
- 5.2.7 Policy - Awareness of natural hazards

5.3 Policies for flooding
- 5.3.1 Policy - High flood hazard
- 5.3.2 Policy - Flood protection works
- 5.3.3 Policy - Protection of flood storage and overflow areas
- 5.3.4 Policy - Flood damage mitigation by raising floor levels
- 5.3.5 Policy - Repair of earthquake damaged land

5.4 Policies for geotechnical hazard and risks for flat areas of the district
- 5.4.1 Policy - Geotechnical risk including liquefaction susceptibility
- 5.4.2 Policy - Management of geotechnical risks on flat land

5.5 Policies for slope instability areas
- 5.5.1 Policy - Areas subject to an intolerable risk to life-safety from potential cliff collapse
- 5.5.2 Policy - Areas potentially affected by rockfall or boulder roll
- 5.5.3 Policy - Areas potentially affected by mass movement
- 5.5.4 Policy - Slope instability in areas not already identified as cliff collapse, rock fall or mass movement (remainder of Port Hills and Banks Peninsula)
- 5.5.5 Policy - Hazard mitigation works for slope instability in the Port Hills and across Banks Peninsula

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

5.7 Policy - Multiple natural hazard areas

5.8 Flood hazard rules

5.8.1 Residential zones - Activities and earthworks in Floor Level and Fill Management Areas
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).
5.8.3 Commercial and industrial zones - Activities and earthworks in Floor Level and Fill Management Areas

5.9 Liquefaction rules
5.9.1 Permitted activities - Liquefaction Assessment Areas 1 and 2
5.9.2 Restricted discretionary activities - Liquefaction Assessment Areas 1 and 2
5.9.3 Restricted discretionary activities - Liquefaction Assessment Area 1
5.9.4 Discretionary, non-complying and prohibited activities - Liquefaction Assessment Areas 1 and 2

5.10 Port Hills and Banks Peninsula slope instability rules
5.10.1 Activity status for 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 for discretion
5.10.3 Slope Instability Management Areas – D5 (Discretionary Activity 5) to D26 (Discretionary Activity 26) assessment matters for land use resource consents
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

5.11 General procedures - Information requirements
5.11.1 Information requirements for all plan changes
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

Click here for Planning Maps

5.8.1.1 Permitted activities

The activities listed below are permitted in all residential zones where the activity is located in a Floor LevelandFillManagementArea 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 a Floor LevelandFillManagementArea~~the Fixed Minimum Floor Overlay~~, unless specified in P3, P4, P5 and P6 in Rule 5.8.1.1.	a. Minimum floor levels shall be the highest of the following: i. flooding predicted to occur in a 1 in 200-year rainfall event concurrent with a 1 in 20-year tidal event[1], including 1m sea level rise plus 400mm freeboard, 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 tidal event concurrent with a 1 in 20-year rainfall event[2], including 1m sea level rise plus 400mm freeboard, as predicted by the relevant Christchurch City Council model and version identified in Table 5.8.1.1a; or iii. 12.3m above ChristchurchCityCouncil Datum. (Link to table with floor levels)
P2	Additions to existing buildings which increase the ground floor area of the building located within ~~the Fixed Minimum Floor Overlay~~a Floor LevelandFillManagementArea, 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 25m² within any continuous period of 10 years.	a. Nil
P5	Garages of 40m² or less in area, and any other accessory building of 25m² 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	Filling for residential building platforms 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	Filling 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	Filling or excavation associated with permitted utilities, or their replacement, repair or maintenance.	a. Nil
P11	Any other filling or excavation.	a. A maximum height of 0.3m of fill above ground, and 0.6m depth of excavation below

Activity		Activity specific standards
		ground; and b. A maximum volume of filling above ground level of 10m³ per site, and a maximum cumulative volume of filling and excavation of 25m³ per site, in each case within any continuous period of 10 years.
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: Rule 14.2.3.6 Daylight Recession Planes - Residential Suburban Zone and Residential Suburban Density Transition Zone; Rule 14.3.3.5 Daylight Recession Planes - Residential Medium Density Zone; and Rule 14.6.3.5 Daylight Recession Planes - New Neighbourhood Zone. Recession plane breaches in excess of those created by the need to raise floor levels are not exempt from these rules.		

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:
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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	a. The setting of the minimum floor level of the building and/or addition. 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. c. Any proposed mitigation measures, and their effectiveness and

RD2	New buildings not 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 set out in Rule 5.8.1.1. Any application arising from this rule will not require written approvals and shall	environmental impact, including any benefits associated with flood management. 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.
RD3	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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	
RD4	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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	
RD5	Filling or excavation which is not a permitted activity under P8, P9 or P10 set out in Rule 5.8.1.1, or filling or excavation that exceeds the standards in P11 set out in Rule 5.8.1.1.	a. The effects of filling or excavation on flooding, waterways, groundwater and natural ground levels on and/or off site, including: 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 filling or excavation, and location in relation to neighbouring sites, including: 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 filling taking place. d. Effects on access, character, ecology and amenity, and on sites of archaeological and cultural value, including: 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 filling or excavation. iii. Effects on sites of archaeological value including consideration of the need to impose an Accidental Discovery Protocol.

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 filling 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.	a. Any filling, 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 filling, excavation or disturbance of soil within: 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 filling, excavation or disturbance of soil: 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 filling or excavation activity undertaken to repair land used for residential purposes and damaged by the earthquakes involving soil mixing, aggregate piers, or grout, where any site or part of a site is located within a Floor Level and Fill Management Area.	

Activity	Activity specific standards
	tangata whenua, where the heritage item is on the same site. d. All filling, 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). e. All filling, 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. f. All filling, 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. g. For filling, 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. h. Land repair works involving mixing or insertion of grout shall not involve: i. mixtures with a flow time greater than 30 seconds when tested in accordance with the grout flow test at NZS 3112: Part 1:1986 (Test 3) or a flowable concrete/ grout 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 ii. pressurisedinjection of grout into the ground. i. Where grout is deposited into land:

Activity		Activity specific standards
		i. using in-situ mixing the grout shall be mixed evenly through the augured soil column and the percentage of grout within the augured soil column shall not exceed 20%; or ii. Where grout is deposited into land using methods other than in-situ mixing, the percentage of cement in the dry grout mixture shall not exceed 30%. j. Land repair materials shall consist only of: i. soil, gravel, rocks, concrete, sand, silt (such as exists on site already), or clean, inert material; or ii. cement and/or bentonite grout 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 filling 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 grout	4.0	4.0	Nil	1.5m

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	Any filling 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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	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.	a. Minimum floor levels shall be the highest of the following: i. flooding predicted to occur in a 1 in 200-year rainfall event concurrent with a 1 in 20-year tidal event[3], including 1m sea level rise plus 400mm freeboard, 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 tidal event concurrent with a 1 in 20-year rainfall event[4], including 1m sea level rise plus 400mm freeboard, as predicted by the relevant Christchurch City Council model and version identified in Table 5.8.3.1.a; or iii. 12.3m above ChristchurchCityCouncil Datum Link to table with floor levels
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	Filling 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	Filling 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	Filling or excavation associated with permitted utilities, or their replacement, repair or maintenance.	a. Nil
P9	Any other filling 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 filling above ground level of 20m³ per site, and a maximum cumulative volume of filling and excavation of 50m³ per site in each case within any continuous period of 10 years.

[3]1 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

		to the following matters:
RD1	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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	a. The setting of the minimum floor level of the building and/or addition. 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. c. Any proposed mitigation measures, and their effectiveness and environmental impact, including any benefits associated with flood management. 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.
RD2	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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	
RD3	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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	
RD4	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. Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.	
RD5	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	a. The effects of filling or excavation on flooding, waterways, groundwater and natural ground levels on and/or off site, including:

Activity	The Council's discretion shall be limited to the following matters:
in P9 of Rule 5.8.3.1.	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 filling or excavation, and location in relation to neighbouring sites, including: 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 filling 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: 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 filling or excavation.

Activity		The Council's discretion shall be limited to the following matters:
		iii. Effects on sites of archaeological value including consideration of the need to impose an Accidental Discovery Protocol.

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	Any subdivision which creates an additional vacant lot or lots. Any resource consent application arising from this rule will not require written approvals and shall not be publicly or limited notified.	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: 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: i. The proposed location of earthworks, servicing and building platforms in regard to the liquefaction hazards identified including, where appropriate: 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	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: 1. Enhanced Development Mechanism - Rule 14.7.2.1 RD1, RD2; 2. Community Housing Redevelopment Mechanism - Rule 14.8.2.1 RD1, RD2; 3. Residential Suburban Zone and Residential Suburban Density Transition Zone - Rule 14.2.2.3 RD7, RD8, RD9; 4. New Neighbourhood Zone - Rule 14.6.2.3 RD5; 5. Residential Medium Density Zone -	a. The nature and extent of the liquefaction hazard identified for the site. b. 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. c. Techniques proposed for mitigation, including, but not limited to, measures for ground strengthening and foundation design. d. The effectiveness and environmental

	Activity Rule 14.3.2.3 RD7; 6. Residential Banks Peninsula Zone - Rule 14.4.2.3 RD3; 7. Residential Conservation Zone - Rule 14.5.2.3 RD3. 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.	**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:** impact of any mitigation measures proposed.

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.	Hazard mitigation works, including earthworks associated with those works unless provided for in d.	PR3	NC8	D5	D6	NC9	D7	RD2
d.	Hazard mitigation works to protect infrastructure 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 infrastructure.	D20	D21	P2	P3	D22	P4	P5
g.	Retaining walls which are both less than 6m² 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 section104 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 hazardmitigationworks, 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 AnnualIndividual FatalityRisk 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

section104 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:

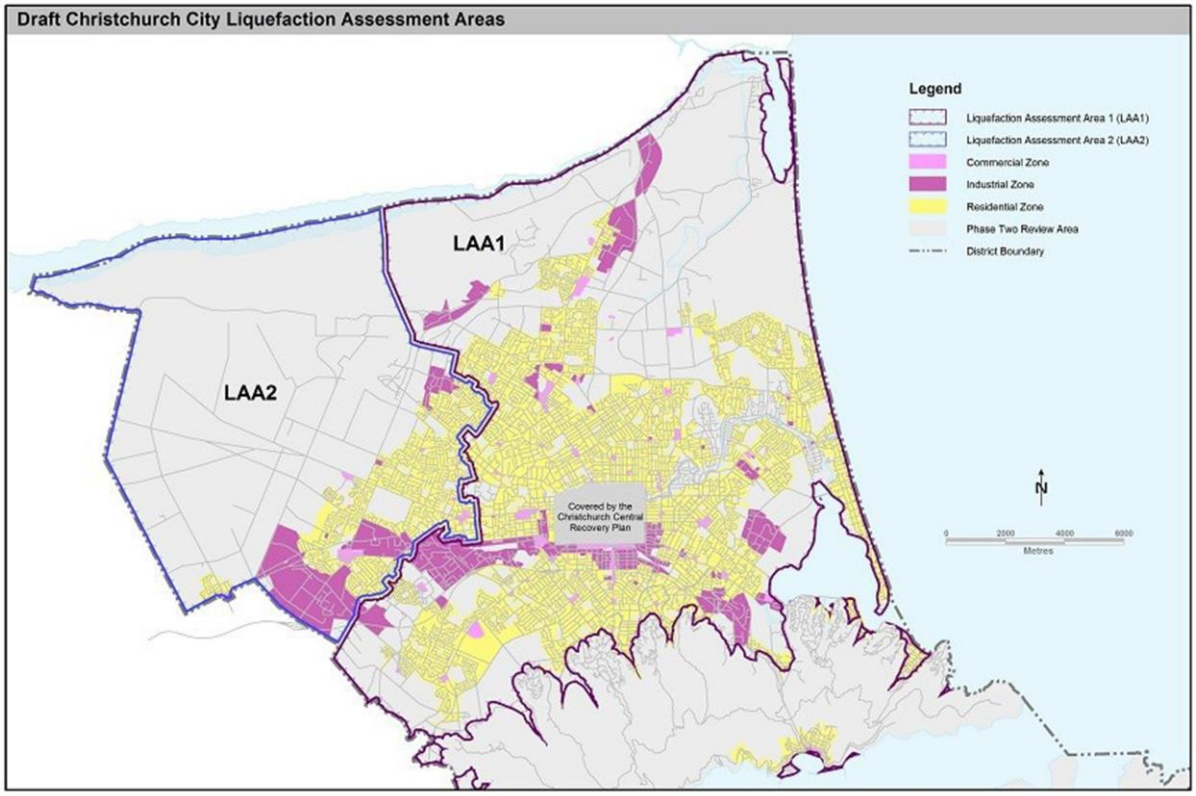
1. The Council reserves the right to obtain peer reviews of geotechnical reports.
2. The Council encourages the provision of geotechnical data and assessments to the Canterbury Geotechnical Database.

5.12 General procedure - Compliance with other chapters

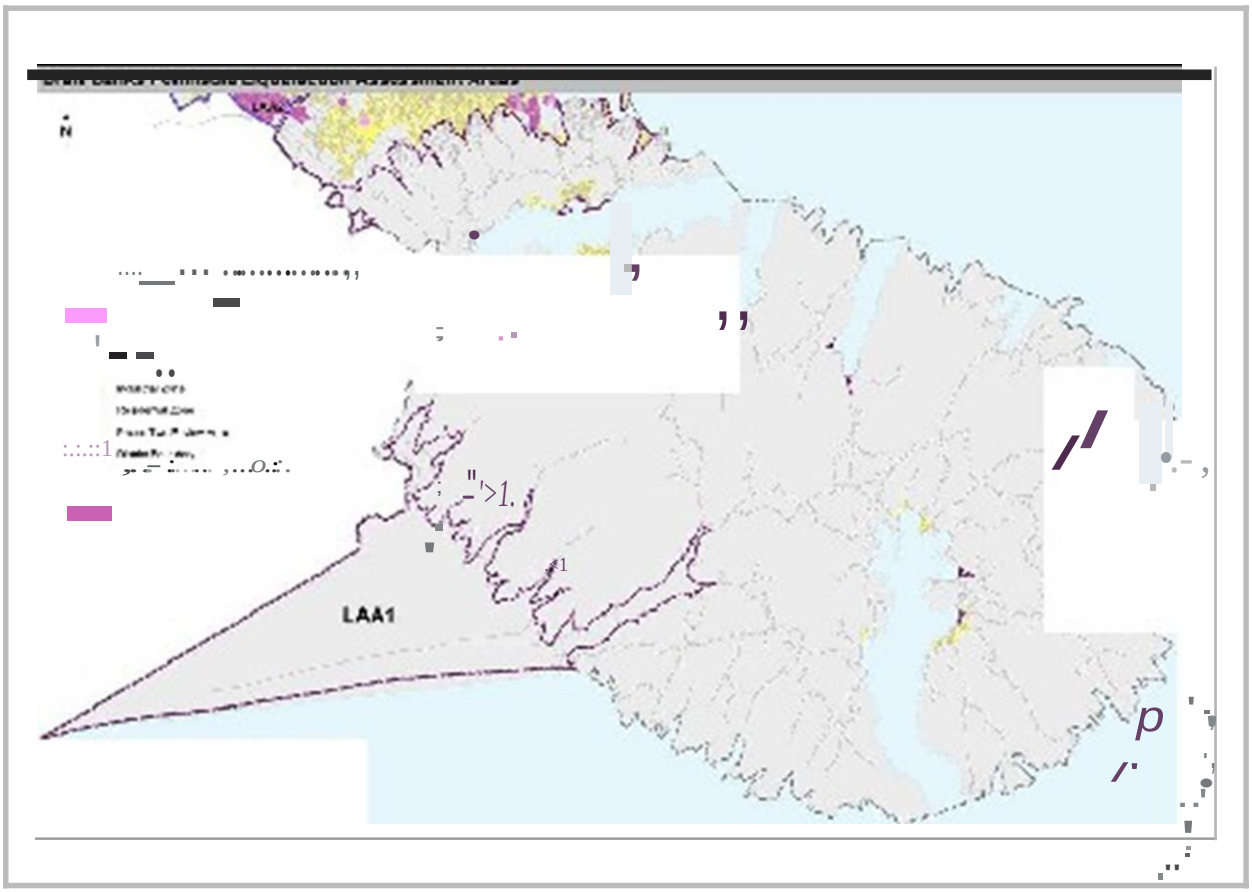
a. All subdivision, use and development shall comply with all the provisions of other chapters.

5.13 Appendices

5.13.1 Liquefaction assessment areas in Christchurch



5.13.2 Liquefaction assessment areas on Banks Peninsula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Chapter 7 Transport

Contents

7.1 Objectives and policies
- 7.1.1 Objective 1- Integrated transport system
- 7.1.2 Objective 2 - Adverse effects from the transport network

7.2 Rules- All zones outside the Central City
- 7.2.1 How to use the rules
- 7.2.2 Activity Status Tables- All zones outside of the Central City
- 7.2.3 Rules- All zones outside the Central City

7.3 Matters of Discretion
- 7.3.1 Minimum number of car parks required
- 7.3.2 Parking space dimensions
- 7.3.3 Parking spaces for people with disabilities
- 7.3.4 Minimum number of cycle parking facilities required
- 7.3.5 Minimum number of loading spaces required
- 7.3.6 Manoeuvring for parking and loading areas
- 7.3.7 Gradient of parking and loading areas
- 7.3.8 Illumination of parking and loading areas
- 7.3.9 Surface of parking and loading areas
- 7.3.10 Vehicle access design
- 7.3.11 Queuing spaces
- 7.3.12 Visibility splay
- 7.3.13 Vehicle crossing design
- 7.3.14 Minimum distance between vehicle crossings
- 7.3.15 Maximum number of vehicle crossings
- 7.3.16 Minimum distance between vehicle crossings and intersections
- 7.3.17 Sight lines at vehicle crossings
- 7.3.18 Location of building and access in relation to road/rail level crossings
- 7.3.19 High trip generators

Appendices
- Appendix 7.1- Parking space requirements
- Appendix 7.2 - Cycle parking facilities
- Appendix 7.3 - Loading areas
- Appendix 7.4 - 85 percentile design motor car
- Appendix 7.5 - 99 percentile design vehicle
- Appendix 7.6 - Manoeuvring for parking and loading areas
- Appendix 7.7- Access design
- Appendix 7.8- Queuing spaces
- Appendix 7.9- Visibility splay
- Appendix 7.10 - Design of rural vehicle crossings
- Appendix 7.11- Standards for the location of vehicle crossings

Appendix 7.12- Road classification system
Appendix 7.13- Building set backs to level crossings
Appendix 7.14- Parking reduction adjustment factors
Appendix 7.15- Integrated transport assessment requirements checklist

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 it's 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.

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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 loading spaces required
P4	Any activity that complies with 7.2.3.4 Rule 4-Manoeuvring for parking and loading areas
P5	Any activity that complies with 7.2.3.5 Rule 5–Gradient of parking and loadingareas
P6	Any activity that complies with 7.2.3.6 Rule 6– Design of parking and loadingareas
P7	Any activity that complies with 7.2.3.7 Rule 7- Access design
P8	Any activity that complies with 7.2.3.8 Rule 8 –Vehiclecrossings
P9	Any activity that complies with 7.2.3.9 Rule 9- Location of buildings and access in relation to road/rail levelcrossings
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 Council'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 Council 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 neighbourhoodcentre 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 site as the activity.	Matters specified in 7.3.1
b.	Any required 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 buildings with a GFA 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 site 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 site 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	Loading spaces in accordance with Appendix 7.3 shall be provided on the same site 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 vehicle access.	On-site manoeuvring area shall be provided in accordance with Appendix 7.6.	Matters specified in 7.3.6
b.	Any activity with a vehicle access to: i. a major or minor arterial road; or ii. a collectorroad where three or more car parking spaces are provided on site; or iii. six or more car parking spaces; or iv. a heavyvehicle bay required by Rule 7.2.3.3.	On-site manoeuvring area shall be provided to ensure that a vehicle can manoeuvre in a forward gear onto ~~or~~ and off a site.	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-residential activities with vehicle access	Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be ≤ 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 ≤ 1:20 (5%)	
c.		Gradient of disability car park spaces.	Gradient shall be ≤ 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-residentialactivities with parking and/or loading areas used during hours of darkness	Lighting of parking and loadingareas 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: i. residential activities containing less than three car parking spaces; or ii. sites where access is obtained from an unsealed road.	The surface of all car parking, loading, and associated access 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 vehicleaccess.	Access 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 residential units.	Queuing Spaces shall be provided in accordance with Appendix 7.8	Matters specified in 7.3.11
c.	Any vehicleaccess: i. to an urbanroad serving more than 15 car parking spaces or more than 10 heavyvehicle movements per day; and/or ii. on a keypedestrian frontage	Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay 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 vehicle access to any road or service lane	A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.	Matters specified in 7.3.13
b.	Any vehicle crossing on an arterial road or collector road with a speed limit 70 kilometres per hour or greater	Vehicle Crossing shall be provided in accordance with Appendix 7.10.	Matters specified in 7.3.13
c.	Any vehicle crossing to a rural selling place	Vehicle Crossing shall be provided in accordance with Figure 7.14 in Appendix 7.10.	Matters specified in 7.3.13
d.	Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater	The minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, shall be in accordance with Table 7.14 in Appendix 7.11.	Matters specified in 7.3.14
e.	Any activity with a vehicle crossing	The maximum number of vehicle crossings shall be in accordance with Table 7.15 in Appendix 7.11.	Matters specified in 7.3.15
f.	Any activity with a vehicle crossing	The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.16 in Appendix 7.11.	Matters specified in 7.3.16
g.	Any vehicle crossing on a rural road	The minimum sight lines to vehicle crossings 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 road or access that crosses a railway line.	No new road or access shall cross a railway line.	Matters specified in 7.3.18
b.	All new road intersections located less than 30 metres from a rail level crossing limitline.	The road intersection shall be designed to give priority to rail movements at the level crossing through road traffic signals.	Matters specified in 7.3.18
c.	All new vehicle crossings located less than 30 metres from a rail level crossing limitline.	No new vehicle crossing shall be located less than 30 metres from a rail level crossing limit line unless the boundaries of a site do not enable the vehiclecrossing to be more than 30 metres from a rail levelcrossing limitline.	Matters specified in 7.3.18
d.	Any building located close to a levelcrossing not controlled by automated warning devices (such as alarms and/or barrier arms).	Buildings 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.	EducationActivities (unless specified below)	≥ 150 FTE Students	Matters specified in 7.3.19
b.	EducationActivities (Pre-School)	≥ 60 Children	
c.	Guest Accommodation Activities	≥ 40 bedrooms	
d.	Health Care Facilities	≥ 250 m² GFA	
e.	IndustrialActivities (unless specified below)	≥ 830 m² GFA	
f.	Industrial Activities (Warehousing and Distribution Activities)	≥ 10,400 m² GFA	
g.	Office	≥ 960 m² GFA	
h.	Residential Activities	≥ 23 Residentialunits	
i.	RetailActivities (unless specified below)	≥ 250 m² GLFA	
j.	RetailActivities (Foodand Beverage Outlet)	≥ 70 m² PFA	
k.	Any other activities	≥ 250 vehicletrips per day [1]	

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.~~

[1]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. ~~f~~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.

1913 Whether Crime Prevention through Environment Design (CPTED) principles and techniques have been used to mitigate any safety issues.

~~20~~14 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~~.

~~21~~15 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 m² GFA~~
~~e.~~	~~Industrial Activities (unless specified below)~~	~~≥ 3320 m² GFA~~
~~f.~~	~~Industrial Activities (Warehousing and Distribution Activities)~~	~~≥ 41,600 m² GFA~~
~~g.~~	~~Offices~~	~~≥ 3840 m² GFA~~
~~h.~~	~~Residential Activities~~	~~≥ 92 Residential Units~~
~~i.~~	~~Retail Activities (unless specified below)~~	~~≥ 1000 m² GLFA~~
~~j.~~	~~Retail Activities (Food and Beverage Outlet)~~	~~≥ 280 m² PFA~~
~~l.~~	~~All other activities~~	~~≥ 1000 vehicle trips per day[2]~~

~~[2] 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.~~

~~22~~16 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.~~

~~23~~17 Whether the development is of a scale and in a location where a public transport interchange should be provided.

~~24~~18 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.

~~25~~19 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
	Education Activities:		
a.	Pre-Schools	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.	Tertiary Education and Research Activities	20 spaces/ 100 FTE students	5.5 spaces/ 100 FTE students
d.	Student Hostel Accommodation	1 space/ 5 beds	1 space/ 20 beds
	Entertainment Facilities:		
e.	Cinemas	2.5 spaces/ 10 seats	1 space/ 1 screen
f.	Theatres	3 spaces/ 10 seats	1 space/ 60 seats
g.	Museums and Galleries	1 space/ 30m^2 PFA	1 space/ 300m^2 PFA
h.	Libraries	1 space/ 50m^2 PFA	1 space/ 200m^2 PFA
i.	Gymnasiums (for public, or private club use), Dance Studios	5 space/ 100m^2 GFA	1 space/ 300m^2 GFA
j.	Sports Courts (for public, or private club use)	1 space/ 50m^2 court area	1 space/ 200m^2 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/ 10m^2 pool area	1 spaces/ 200m^2 pool area

m.	Other Entertainment Facilities, if not specified above	1 space/ 10m² PFA, or 1 space/ 10 seats (whichever is greater)	10% of visitor requirements
	Guest Accommodation Activities:		
n.	Hotels	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
	Health Care Facilities:		
p.	Hospitals	1 space/ 350m² GFA	1 space/ 350m² GFA
q.	Other Health Care Facilities if not specified above	1 space/ 25m² GFA	1 space/ 100m² GFA
	Industrial Activities:		
r.	Warehousing and Distribution Activities	1 space/ 2000m² GFA(1 space minimum)	4.5 spaces/ 1000m² GFA
s.	Other Industrial Activities, if not specified above	1 space/ 800m² GFA (1 space minimum)	11 spaces/ 800m² GFA
t.	**Offices**	5% of staff requirement (1 space minimum)	2.5 spaces/ 100m² GFA
u.	**Public Transport Interchanges**	Nil	Nil
v.	**Reserves** (if there is not a specified car parking requirement in this table for the activity on the reserve)	Nil	Nil
	Residential Activities:		
w.	Care Facilities	1 space/ 6 clients	1 space/ 6 clients
x.	Sheltered Housing	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 150m² GFA, 2 spaces/ unit otherwise	Nil
Retail Activities and Commercial Services			
aa.	Food and Beverage Outlets	4 spaces/ 100m² PFA for the first 150m² PFA, 19 spaces/ 100m² PFA thereafter	1 space/ 100m² PFA (2 spaces minimum)
bb.	Motor Servicing Facility	2.5 spaces/ workbay	1 space/ workbay
cc.	Factory Shops, Retail Activities in Retail Park Zones	18 spaces/ 1000m² PFA	10% of visitor requirements
dd.	Other Retail Activities or Commercial Services, if not specified above	4 spaces/100m² GLFA for the first 20,000m² GLFA, 3.3 spaces/100m² GLFA for the next 10,000m² GLFA, 3 spaces/100m² GLFA thereafter. 3 spaces/100m² GLFA of any outdoor display area	0.5 spaces/ 100m² GLFA
ee.	**Service Stations**	1 per 100m² PFA	1 per 100m² PFA
ff.	**Spiritual Facilities**	1 space/10m² PFA or 1 space/10 seats (whichever is the greater)	10% of visitor requirement
gg.	**Trade Suppliers**	1 space/ 100m² PFA	1 space/ 100m² PFA
hh.	**Yard-Based Suppliers**	1 space/ 100m² PFA	1 space/ 100m² 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 for the first 50 car park spaces + 1 additional disability car park for every additional 50 car parks or part thereof.

d. Rule 1 in 7.2.3.1 all buildings with a GFA greater than 2,500 m^2 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 m^2 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						

	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)
n.	(refer to Note 3)		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.

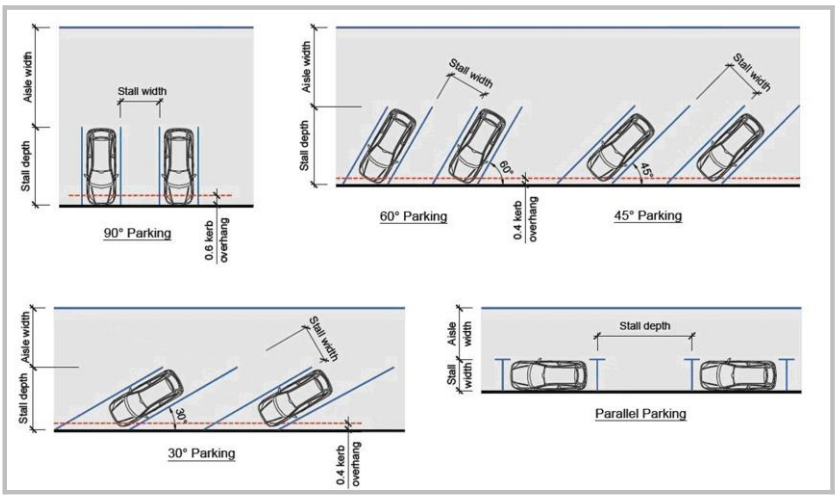


Figure 7.1: Car park dimensions

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 ~~bi~~cycle ~~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.

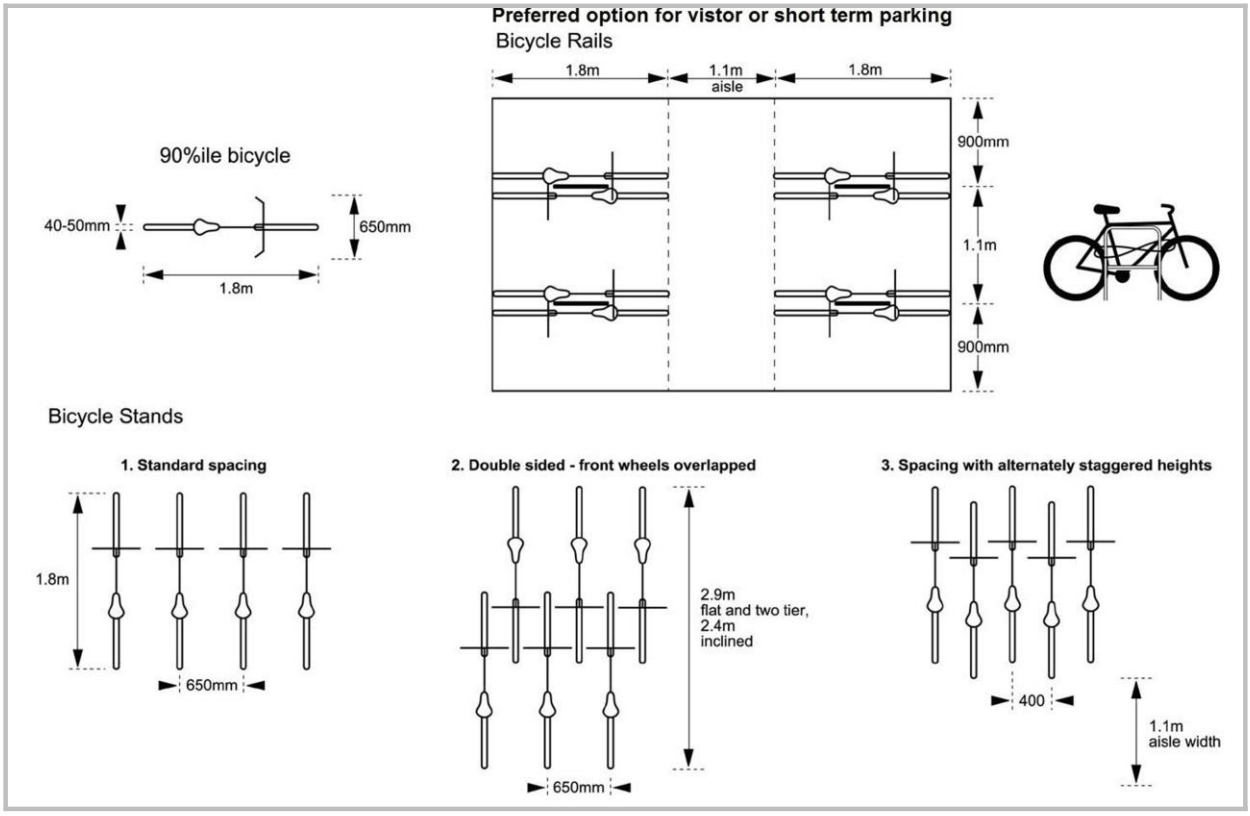


Figure 7.2 – Minimum cycle parking dimensions

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
	Education Activities		
a.	Pre-Schools	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.	Tertiary Education and Research Activities	1 space/ 100 of student capacity	1 staff space/ 4 FTE staff and 1 student space/ 4 FTE students
d.	Student Hostel Accommodation	1 space/ 10 bedrooms	1 space/ 2 bedrooms
	Entertainment Facilities		
e.	Cinemas and Theatres (Small to medium venues - up to 500 seats)	1 space/ 30 seats	1 space/ 5 FTE staff
f.	Cinemas and Theatres (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.	Gymnasiums (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/ 10m² pool area	1 space/ 5 FTE staff
m.	Other Entertainment Facilities, if not specified above	1 space/ 50m² PFA	1 space/ 5 FTE staff
n.	**Guest Accommodation Activities**	1 space/ 20 bedrooms	1 space/ 5 FTE staff
	Health Care Facilities		
o.	Hospitals	1 space/ 1000m² GFA	1 space/ 300m² GFA
p.	Other Health Care Facilities, if not specified above	1 space/ 100m² GFA	1 space/ 2 FTE staff
q.	**Industrial Activities**	1 space/ 1000m² GFA	1 space/ 5 FTE staff
r.	**Offices**	1 space/ 500m² GFA	1 space/ 100m² GFA
s.	**Reserves** (if there is not a specified cycle parking requirement in this table for the activity on the reserve)	Nil	Nil
	Residential Activity		
t.	Care Facilities	1 space/ 30 clients	1 space/ 2 FTE staff
u.	Social Housing	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
	Retail Activities and Commercial Services		
w.	Commercial Services	1 space/ 500m² GFA	1 space/ 100m² GFA
x.	Factory shops, Retail activities in Commercial Retail Park zones	1 space/ 600m² GLFA	1 space/ 750m² GLFA

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
y.	Food and Beverage Outlets	1 space/ 25m² PFA plus 1 space/ 100m² outside area	1 space/ 100m² PFA plus 1 space/ 200m² outside area
z.	Other Retail Activities, if not specified above	1 space/ 300m² GLFA	1 space/ 750m² GLFA
aa.	**Service Stations**	1 space/ 600m² GLFA	1 space/ 750m² GLFA
bb.	**Spiritual Facility**	1 per 50m² GFA	1 per 2 FTE staff
cc.	**Trade Suppliers**	1 space/ 600m² GLFA	1 space/ 750m² GLFA
dd.	**Yard Based Suppliers**	1 space/ 600m² GLFA	1 space/ 750m² 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
	Education Activities:		
i.	Schools and Pre-Schools	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.	Tertiary Education and Research Activities	1 bay per site	1 bay/100 FTE students
iii.	Student Hostel Accommodation	1 bay per hostel	1 bay/100 beds
	Entertainment Facilities:		
iv.	Cinemas	1 bay per cinema complex	Nil
v.	Theatres	1 bay per theatre	Nil
vi.	Gymnasium (for public, or private use), Dance Studios	1/ 8,000m² 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/ 2000m² pool area	Nil
x	Other Entertainment Facilities, if not specified above	Nil	1 bay/ 2000m² PFA
	Guest Accommodation Activities:		
xi.	Hotels	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
	Health Care Facilities:		
xiii.	Hospitals	1/ bay 8,000m² GFA	Nil
xiv.	Other Health Care Facilities, if not specified above	Nil	Nil
xv.	**Industrial Activities**	1 bay/ 1,000m² GFA or part thereof	Nil
xvi.	**Offices**	1 bay/ 8,000m² GFA (up to 16,000m² GFA), 1 bay/ 20,000m² GFA (after 16,000m² GFA)	1 bay/ 8,000m² GFA or part thereof
xvii.	**Public Transport Interchanges**	Nil	Nil
	Reserves (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
	Residential activities:		
xix.	Care Facilities	Nil	One for care facilities with more than 20 clients
xx.	Other Residential Activities, if not specified above	Nil	Nil
	Retail Activities and Commercial Services:		
xxi.	Food and Beverage Outlets	1 bay/ 1000m² PFA	Nil
xxii.	Other Retail Activities or Commercial Services, if not specified above	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² GLFA thereafter	Nil
xxiii.	**Service Stations**	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² GLFA thereafter	Nil
xxiv.	**Spiritual Facilities**	Nil	1 bay/ 200m² PFA
xxv.	**Trade suppliers**	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² GLFA thereafter	Nil
xxvi.	**Yard Based suppliers**	1 bay/ 1600m² GLFA for the first 6,400m² GLFA, 1/ 5,000m² 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

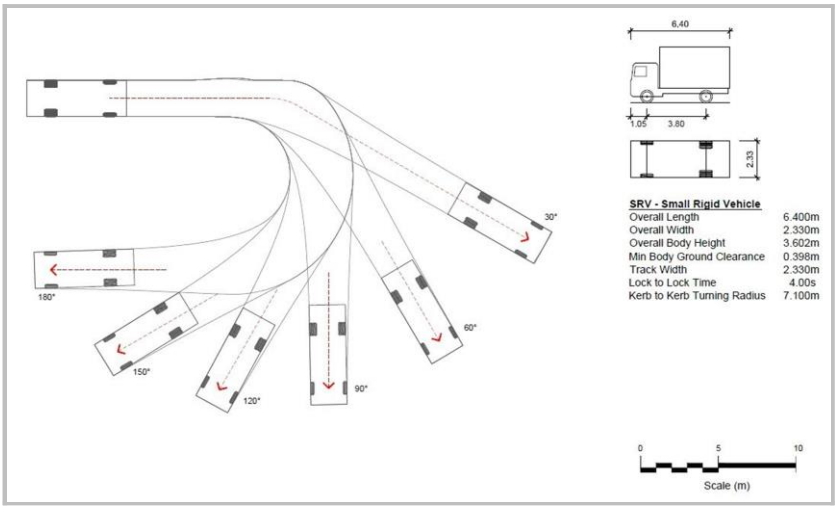


Figure 7.3 - Turning area for Small Rigid Vehicles

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

commercial vehicle facilities, AS 2890.2:2002

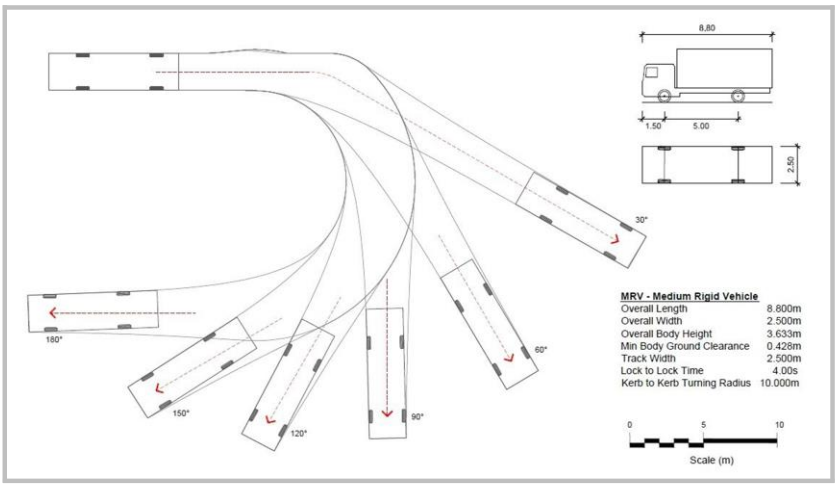


Figure 7.4 - Turning area for Medium Rigid Vehicles

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

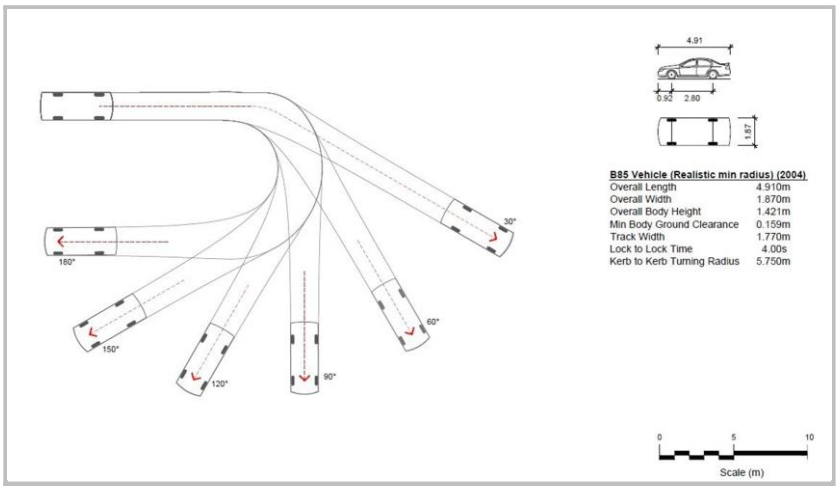


Figure 7.5 - 85 percentile design motor car

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

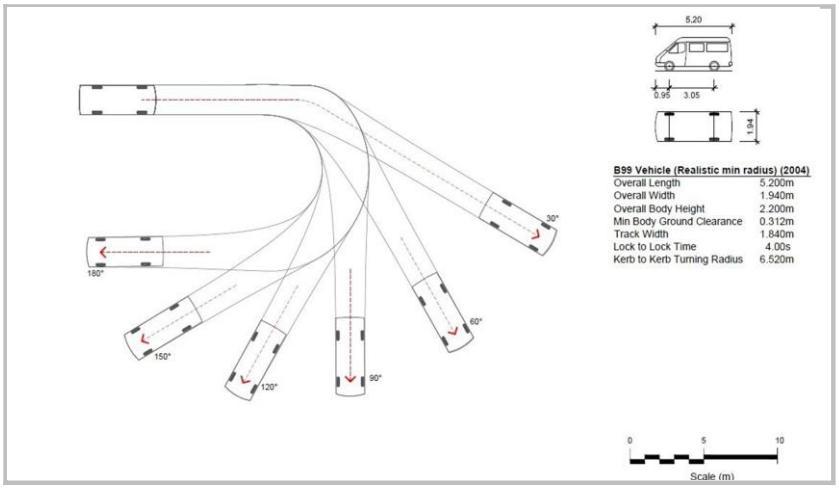


Figure 7.6 - 99 percentile design vehicle

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

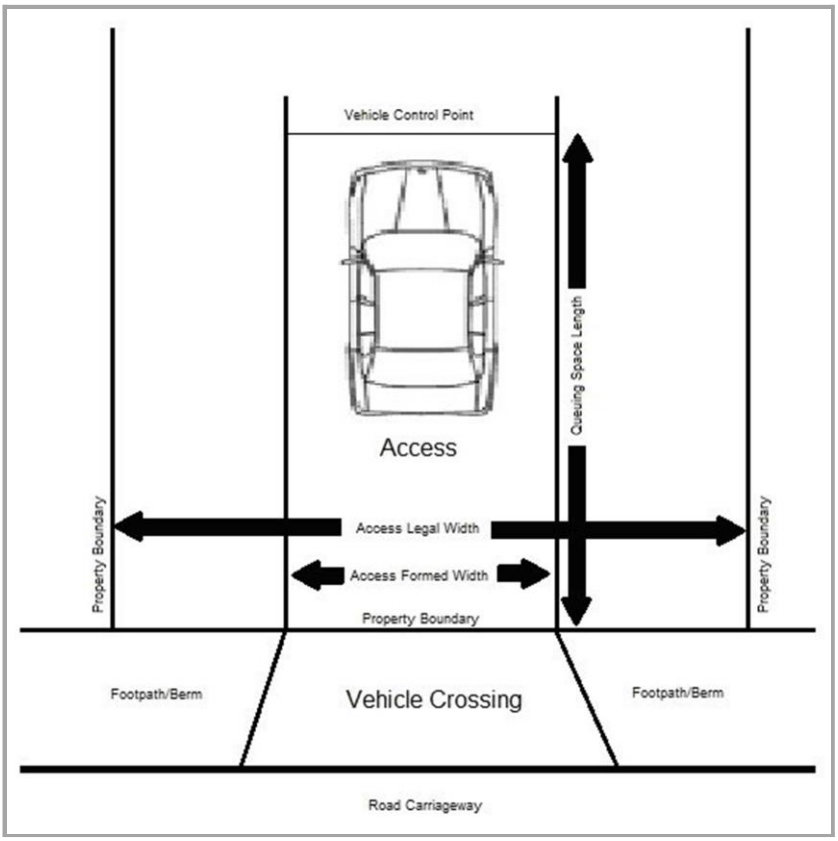


Figure 7.7- Explanation of the Location of Access Design Standards

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).

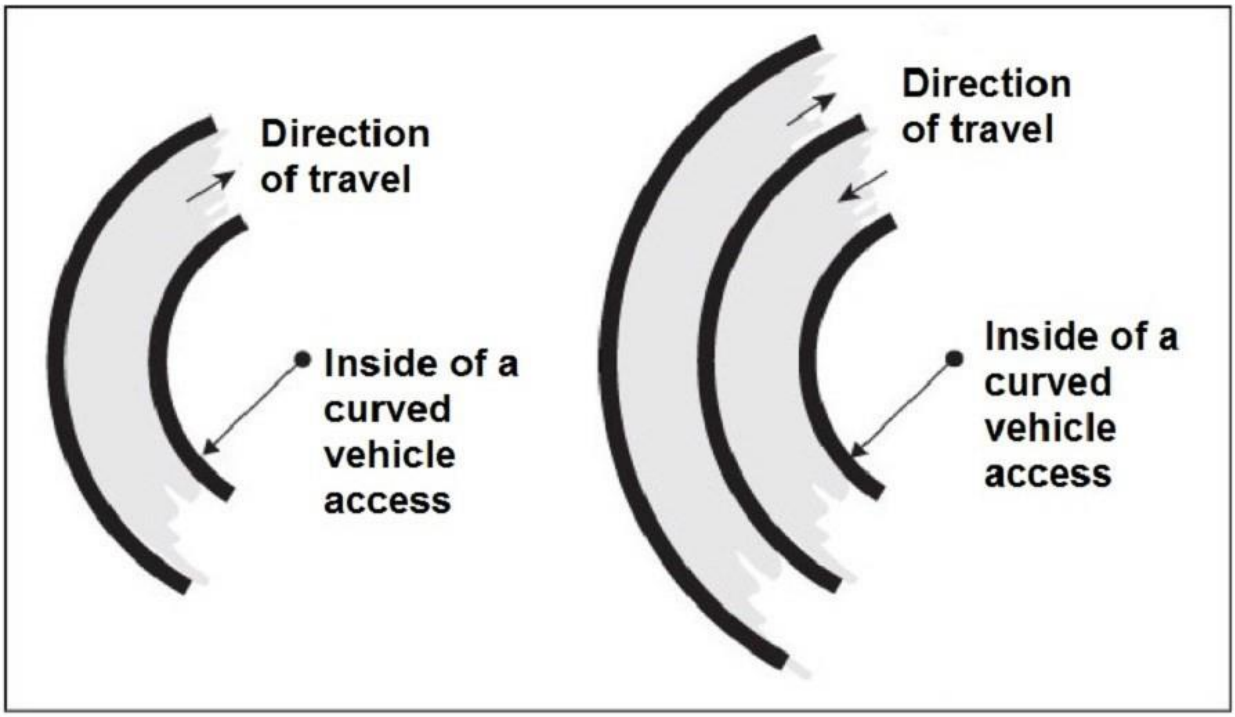


Figure 7.8 - Illustration showing an inside of a curved vehicle access

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).

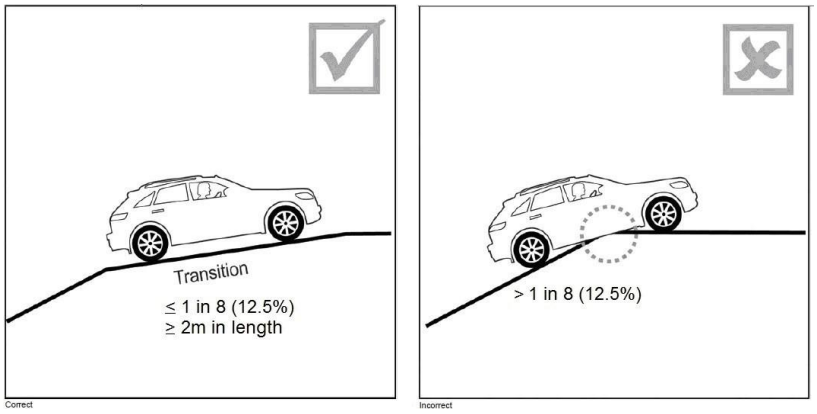


Figure 7.9 - Example of correct and incorrect vehicle access gradient transition.

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).

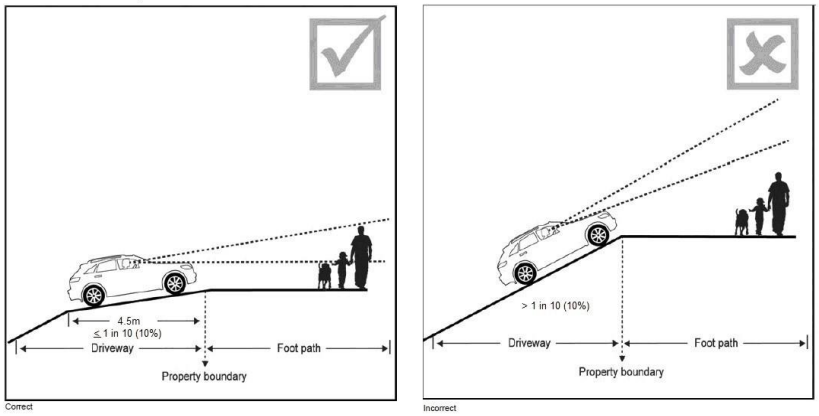


Figure 7.10 - Example of correct and incorrect vehicle access gradients in relation to footpaths.

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

		Minimum queuing space (m), if access serves:	
	Number of parking spaces (For residential activities, the number of residential units)	**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

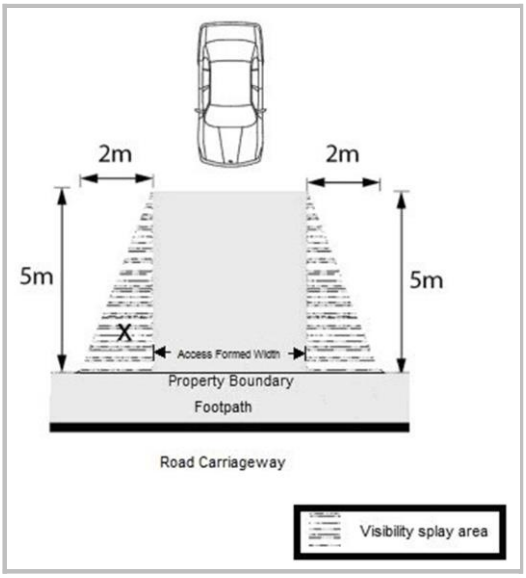


Figure 7.11 - Visibility splay measurement

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

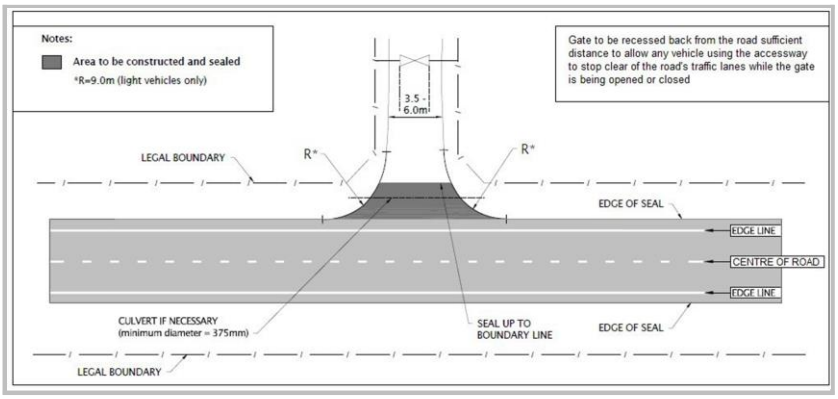


Figure 7.12

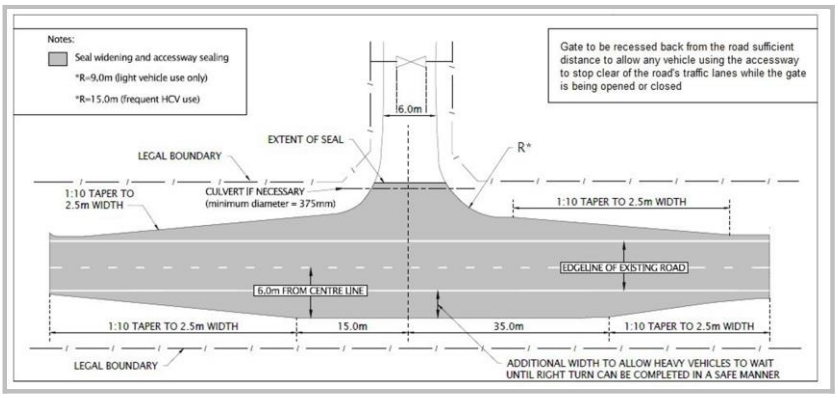


Figure 7.13

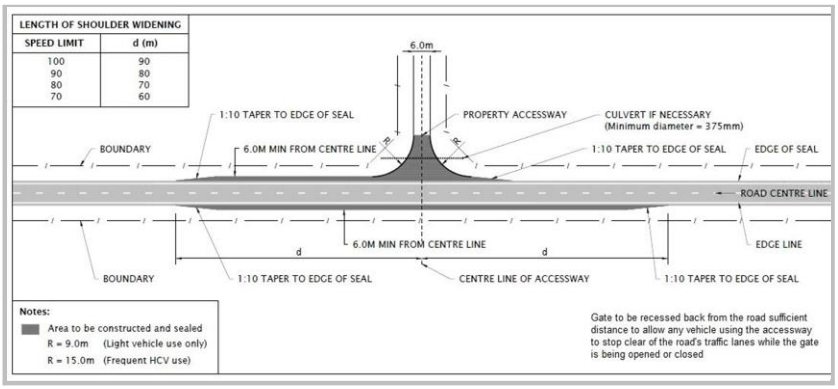


Figure 7.14

Notes:

1. R = radius
2. HCV = Heavy commercial vehicle (see 'heavy vehicle' for definition)

Appendix 7.11- Standards for the location of vehicle crossings

1. Minimum distance between vehicle crossings:
   a. 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.

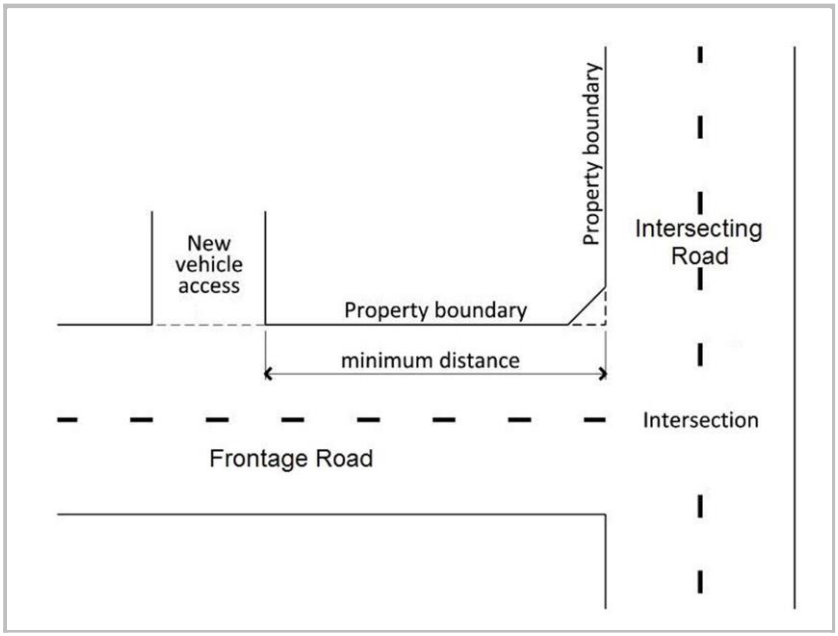


Figure 7.1**5** - Minimum distance of vehicle crossings from intersections

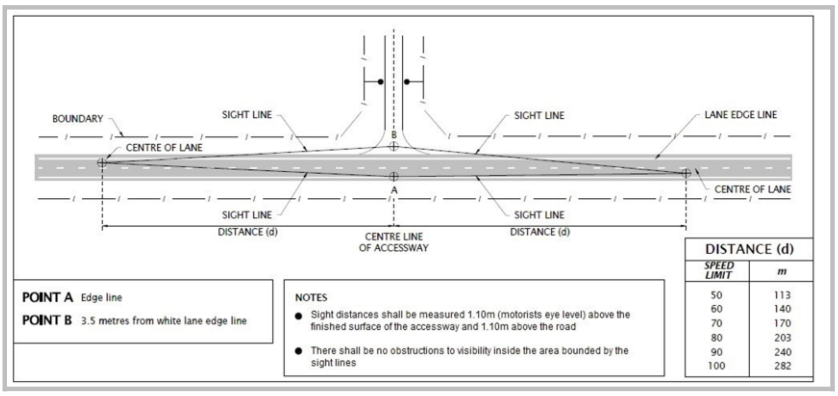


Figure 7.16 - Minimum sight lines for vehicle crossing for rural roads

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.

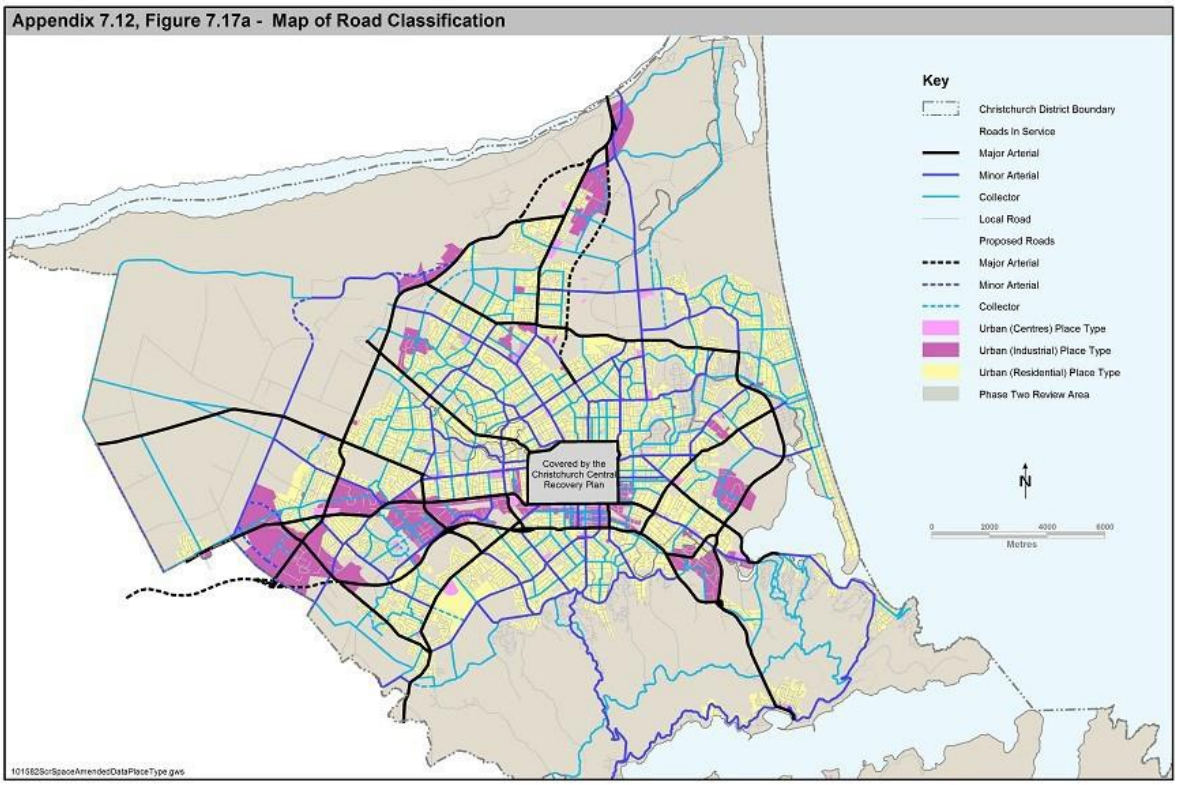
	Movement function category	Explanation
ii.	Minor arterial roads	Roads that provide connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres. Generally, these roads cater for trips of intermediate length. They will generally connect to other minor 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))[1].
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

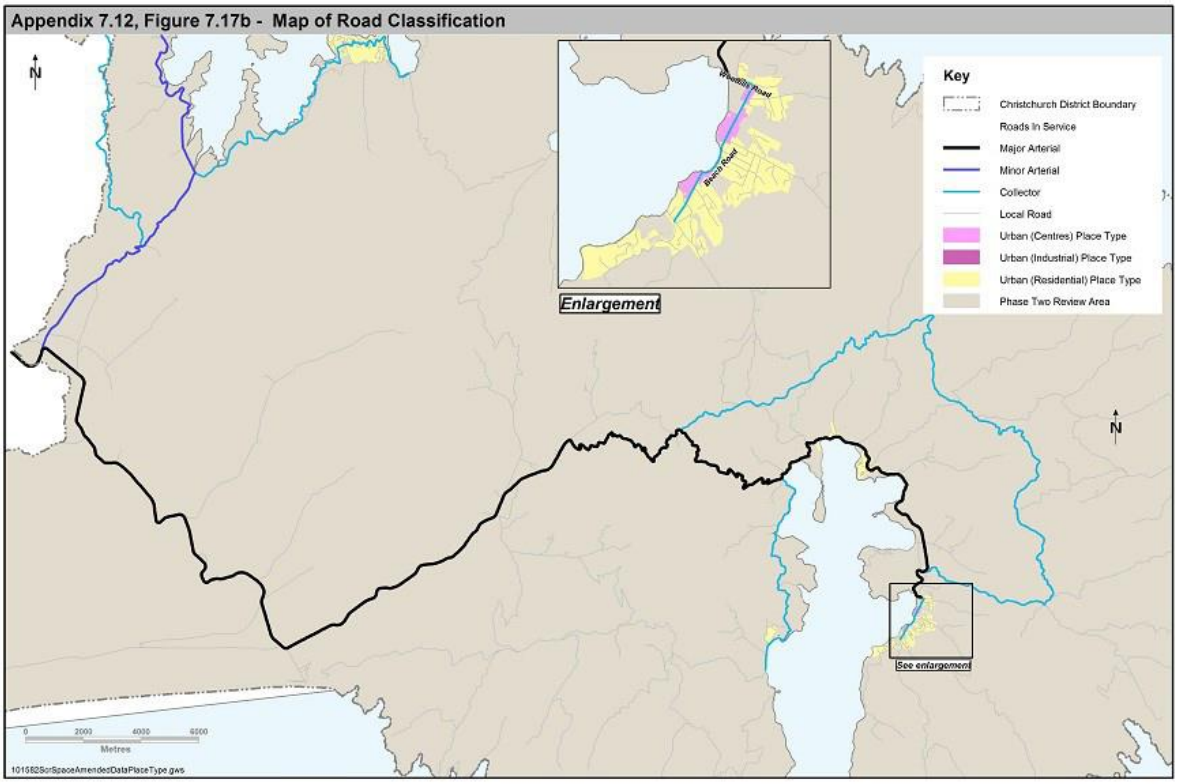
Note:
The exact area of all the place types is based on zoning and may be modified through the second phase of the District Plan Review (especially the rural place type). Thus the second phase review area is shown on the Road Classification maps and the rural place type is not shown.

[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).

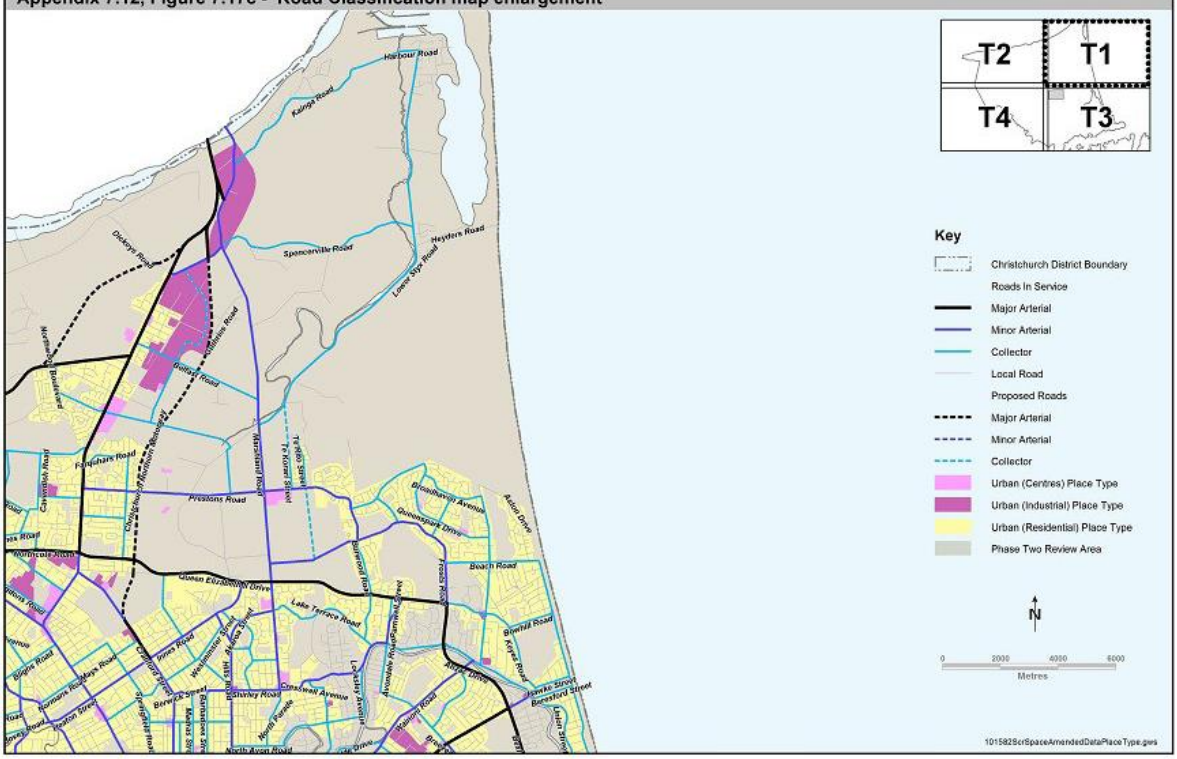
Figure 7.17: Road Classification Maps



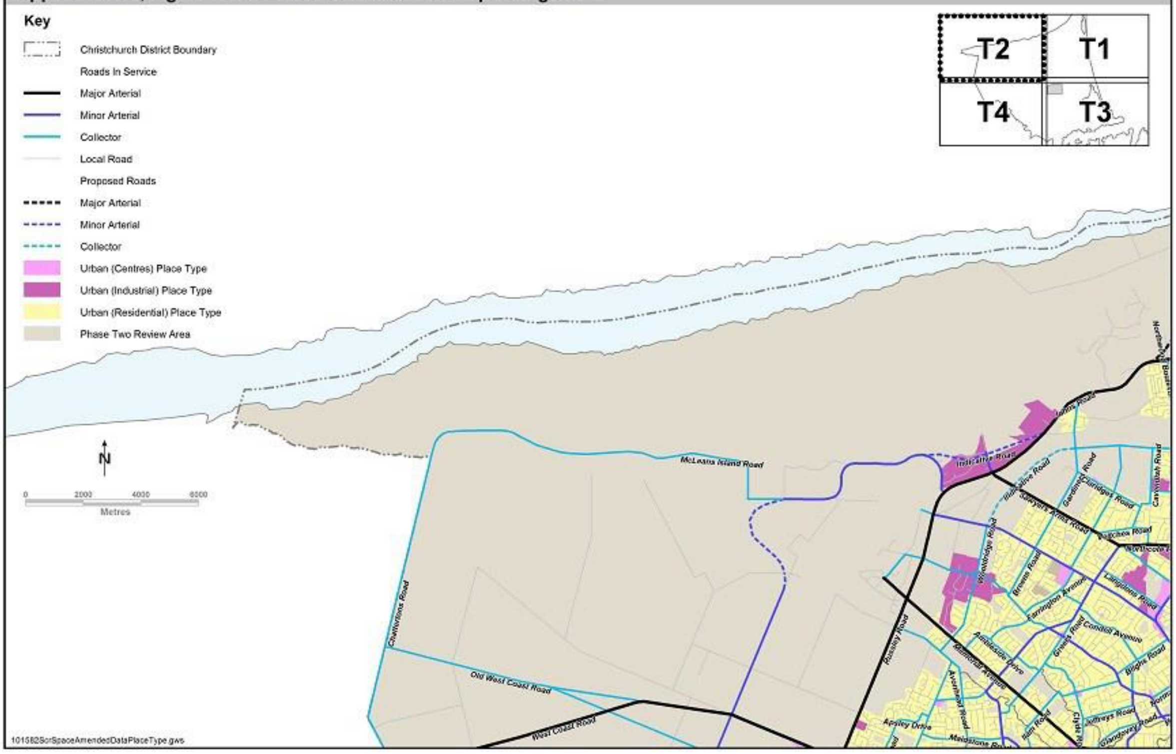
Appendix 7.12, Figure 7.17b - Map of Road Classification



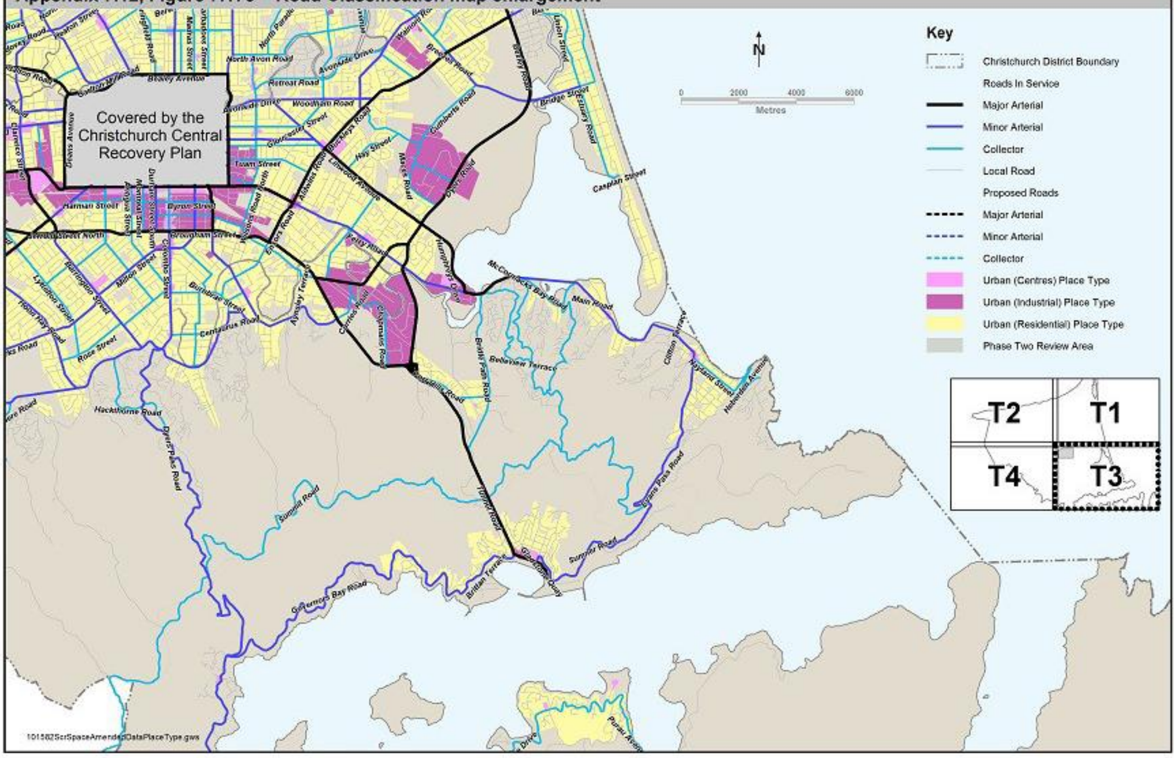
Appendix 7.12, Figure 7.17c - Road Classification map enlargement



Appendix 7.12, Figure 7.17d - Road Classification map enlargement



Appendix 7.12, Figure 7.17e - Road Classification map enlargement



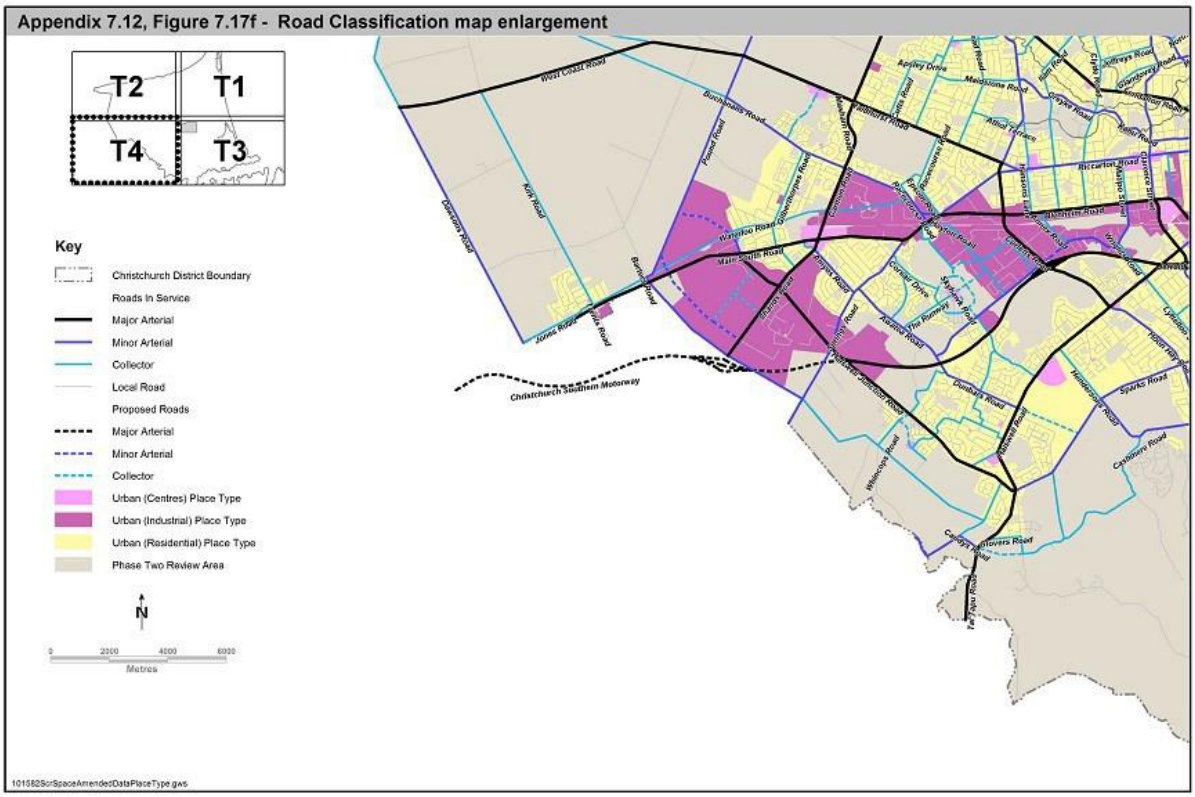


Table 7.18 - List of Arterial and Collector roads

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
Barters 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
Belleview 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-Greers Road)	Collector
Cobham Street (Barrington Street – Lyttelton	Collector

Road	Classification
Street)	
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 (Southhampton 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	Classification
Street)	
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	Classification
Street)	
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	Classification
Drive)	
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 – Quaids 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
II 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 (Belleview 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	Classification
Road)	
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 (Woodills 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 – Broughs 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
Southhampton 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	Classification
Road)	
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 (Barters Road-Kirk Road)	Collector
West Coast Road (Yaldhurst Road- Selwyn	Major arterial

Road District Boundary)	Classification
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

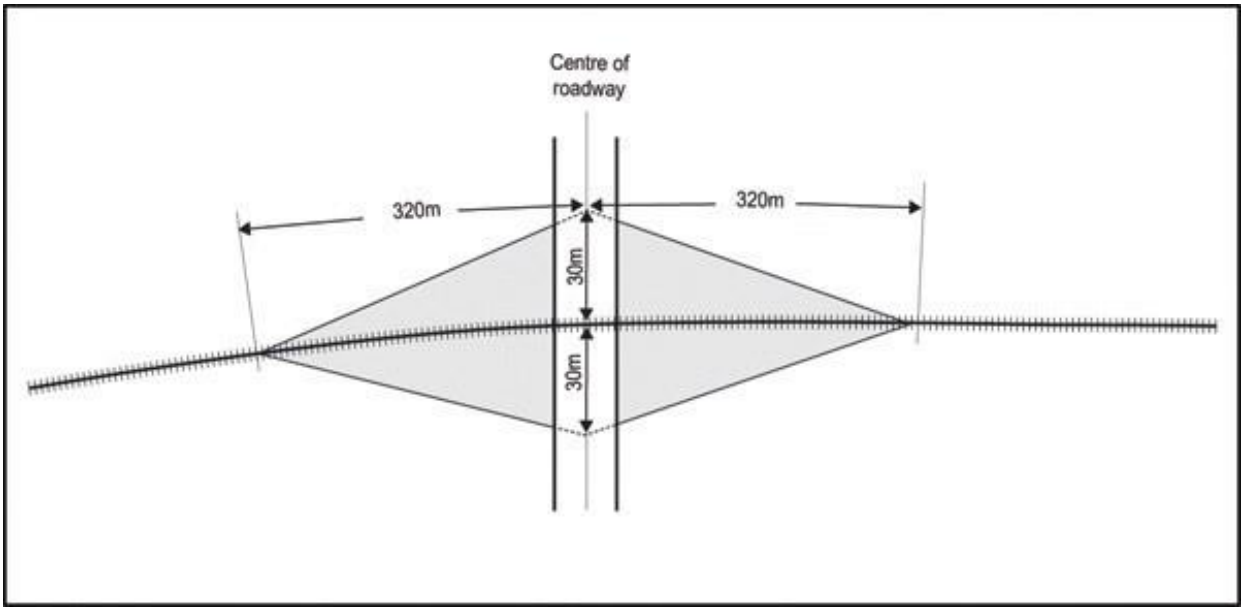


Figure 7.18: Approach sight triangles for public road/rail level crossings

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.

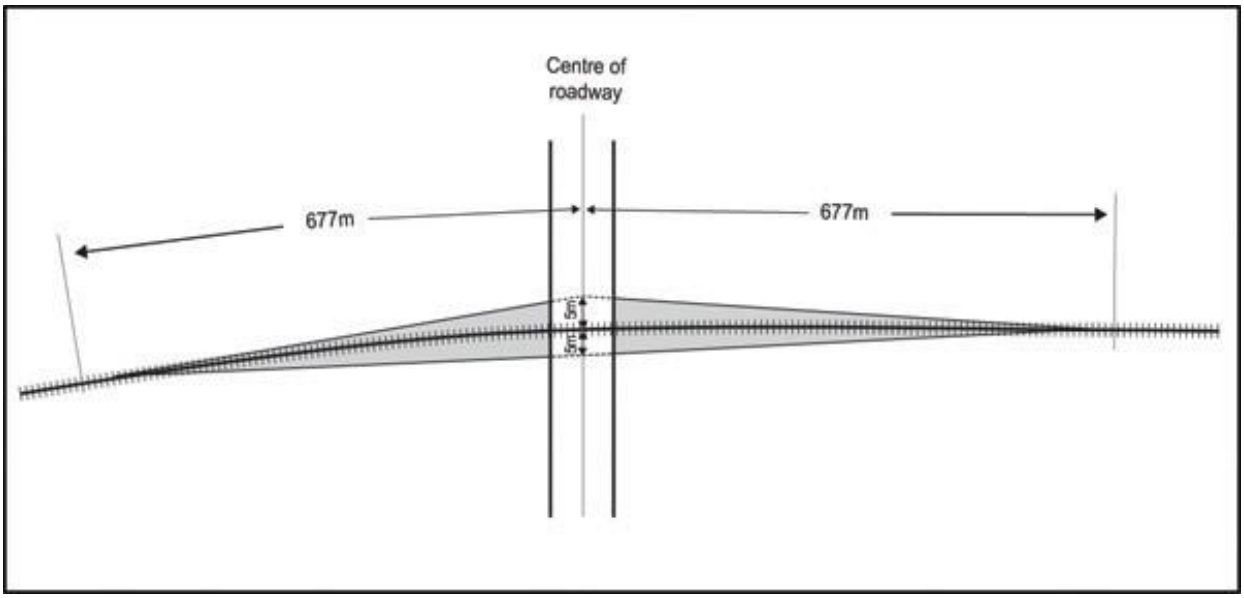


Figure 7.19: Restart sight triangles for public road/rail level crossings

Note:

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

2. Sight triangles for rail siding level crossings

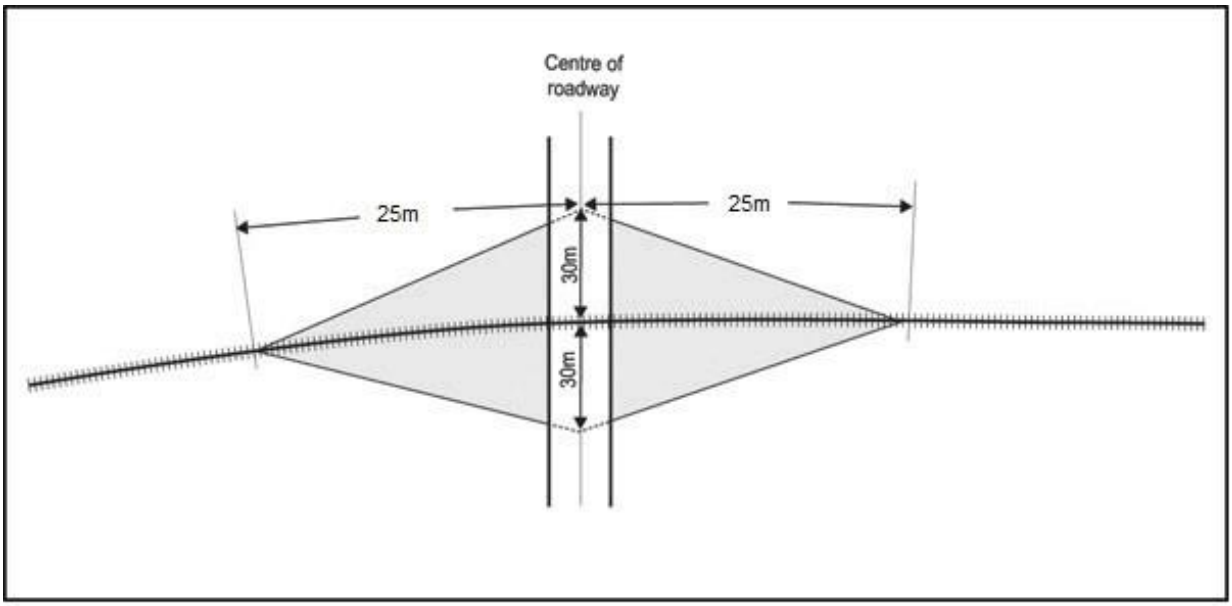


Figure 7.20: Approach sight triangles for public road/rail siding level crossings

Note:

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

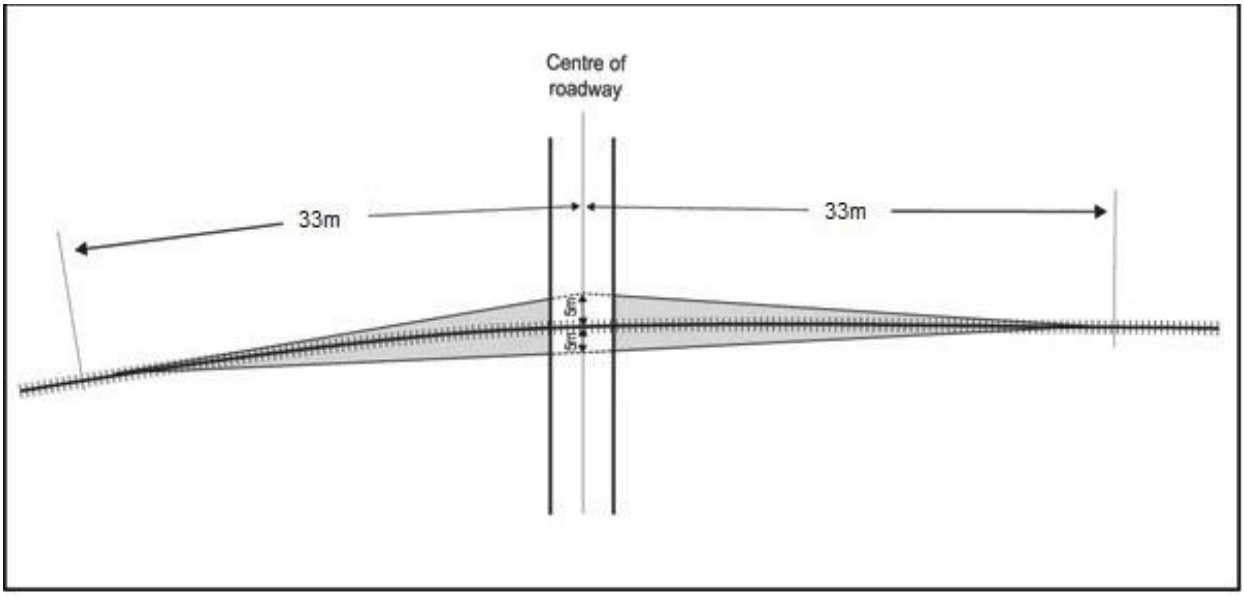


Figure 7.21: Restart sight triangles for public road/rail siding level crossings

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[1] 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: 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: 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 entrance[2], 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~~

~~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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