

# APPENDIX K

**Response to question 68 – Confirm whether or not the Council considered rezoning Sydenham as a residential zone as opposed to MUZ with the CHP (author Kirk Lightbody).**

Answer – Yes, Council considered the appropriateness, effectiveness, and efficiency of rezoning Sydenham wholly residential in the Commercial s32 Report at pg 74.

Reflecting on this matter further, the following additional assessment of this matter has been made in s32 terms.

*Rezoning industrial areas to MDZ or HDZ would be consistent with Policy 3(c) direction to enable at least 6 stories within a walking catchment of the City Centre Zone or height and density commensurate with relevant centre, which would be effective and efficient. However, the rezoning of industrial areas immediately to residential zoning would also create a conflict between existing industrial activities and new residential development sharing the same zoning without appropriate measures to mitigate potentially significant adverse reverse sensitivity effects. This outcome would result in industrial activities operating under an existing use rights framework which, is not an effective or efficient planning framework for recognising industrial land uses. The Council therefore maintains its position as per the original section 32 assessment that MDZ/HDZ option is not considered the most appropriate method to give effect to Policy 3(c) and Policy 3(d).*

**Response to question 69 – Confirm the activity status and consent pathway for developing car parking on a vacant site (author Kirk Lightbody).**

Within the Mixed Use Zone a Parking Lot and a Parking Building are permitted activities through Rule 15.10.1.1 P23 and P24.

No additional PC 14 rules limit/impede the potential for parking lots or parking buildings being established in the Mixed Use Zone.

Definition of Parking Lot and Parking Building

**Parking Lot** - *means stand-alone single level parking facilities at ground level used primarily for parking of motor vehicles and which are not provided to meet demand associated with an activity or development on the same site. It includes parking areas, access and landscaped areas associated with the parking.*

**Parking Building** - *means a building that has single or multiple storeys used primarily for parking of motor vehicles and which is not provided to meet demand associated with an activity or development on the same site. It includes parking areas, access and landscaped areas associated with the parking.*

**Response to question 75 - Confirm whether there are any permitted activities in the North Halswell town centres and, if so, whether this a point of difference with other town centres (author Kirk Lightbody).**

1. *Confirm whether there are any permitted activities in the North Halswell town centre – There are no permitted activities in the North Halswell town centre. Activities within the North Halswell ODP area, zoned Town Centre zone, are a Restricted Discretionary activity in the first instance under rule RD1 15.4.1.3 (Area specific rules – Commercial Core Zone (North Halswell) Outline Development Plan area). The Outline Development Plan for North Halswell is set out in Figure 1 below.*
2. *Whether this a point of difference with other town centres – Yes, this is a point of difference with some town centres because the ‘existing’ centres proposed for rezoning to Town Centre (established centres) do not have area specific rules while two ‘Greenfield’ locations proposed as a Town Centre zone at North Halswell and Belfast/ Northwood do have area specific rules. North Halswell and Belfast/Northwood both have outline development plans, and any activity is a restricted discretionary activity in the first instance. The basis for this activity status is to ensure activities in these greenfield centres achieve Policy 15.2.2.2.*

It is noted, that the land proposed to be zoned Town Centre at Belfast/ Northwood is being developed for a retirement village, approved by Resource consent.

The policy most relevant to North Halswell and Belfast/ Northwood Key Activity Centres provides as follows:

**Policy 15.2.2.2 Policy - Comprehensive approach to development of the North Halswell and Belfast/ Northwood Key Activity Centres**

- a. **Require development within the Belfast/Northwood and North Halswell Key Activity Centre 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 is well connected to the surrounding area; and**
  - iii. **be integrated with the transport network and developed in a manner aligned with improvements to the transport network in order to avoid adverse effects on the safe, efficient and effective functioning of the road network.**
- b. **Require development within the North Halswell Key Activity Centre to:**
  - i. **be developed to a scale that:**
    - A. **protects the Central City’s CBD’s City Centre’s role as the region’s primary commercial area; and**
    - B. **ensures the role of District Town Centres and Neighbourhood Local Centres within the city and commercial centres in Selwyn District is maintained.**

- ii. provide high quality public open spaces, a strong main street with a concentration of finer grain retailing, and strong linkages between key anchor stores;
  - iii. achieve a supply of both large and finer grain retail activity that provides for the long term needs of the population in the south west.
- c. Require development within the Belfast/ Northwood Key Activity Centre to:
  - i. provide for Ngāi Tahu/ mana whenua values through high quality landscaping;
  - ii. avoid adverse effects on the natural character, ecology and amenity values of the Styx River corridor; and
  - iii. for office and retail activity at the Styx Centre, be developed to a scale that:
    - A. protects the Central City's CBD's City Centre's role as the region's primary commercial centre; and
    - B. ensures the role of District Town Centres and Neighbourhood Local Centres within the City and commercial centres commercial centres in the Waimakariri District are maintained.

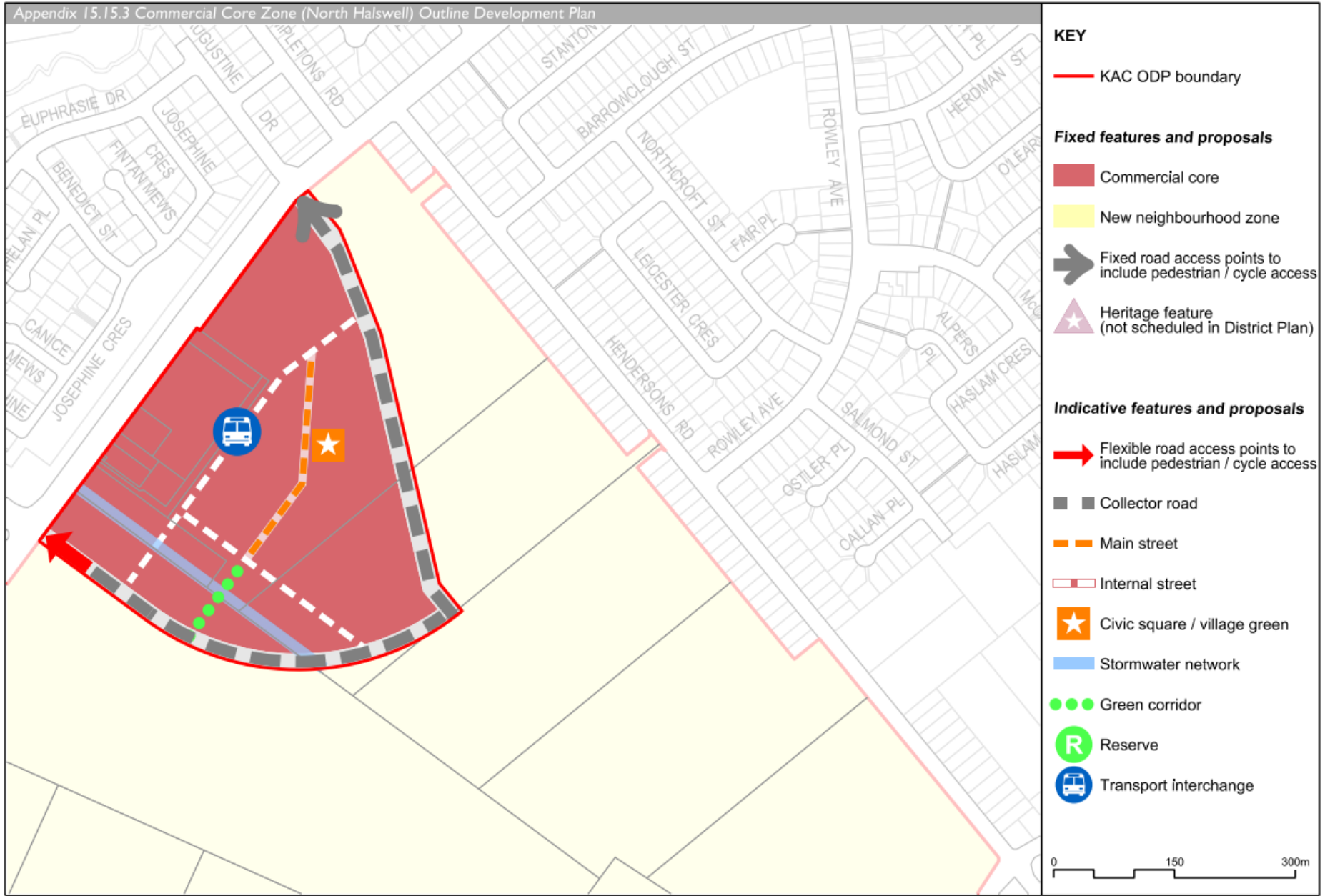


Figure 1 Appendix 15.15.3 ODP North Halswell KAC