

CHRISTCHURCH DISTRICT PLAN

PLAN CHANGE 14

HOUSING AND BUSINESS CHOICE

**PLANNING OFFICER'S REPORT UNDER SECTION 42A OF THE RESOURCE
MANAGEMENT ACT 1991**

Transport

11 August 2023

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LIST OF ABBREVIATIONS

RMA / the Act	Resource Management Act 1991
the plan change/ PC14 PPC14	Plan Change 14 – Housing and Business Choice
the Plan/CDP/the operative plan	Christchurch District Plan
CCRP	Christchurch Central Recovery Plan
CRPS	Canterbury Regional Policy Statement
FDS	Future Development Strategy ('Our Space 2018-2048')
GCRA / GCR Act	Greater Christchurch Regeneration Act 2016
IPI	Intensification Planning Instrument
ISPP	Intensification Streamlined Planning Process
ITA	Integrated Transport Assessment
LTP	Long Term Plan
LURP	Land Use Recovery Plan
HRZ	High Density Residential Zone
MRZ	Medium Density Residential Zone
MDRS	Medium Density Residential Standards
MfE	Ministry for the Environment
NPS-UD	National Policy Statement on Urban Development 2020
QM	Qualifying matter
s32 / s32AA	Section 32 / Section 32AA of the RMA (evaluations)
the Council	Christchurch City Council

1 EXECUTIVE SUMMARY

- 1.1.1 I have been asked by the Christchurch City Council (**Council**) to prepare this report pursuant to section 42A of the Resource Management Act 1991 (**the Act/RMA**). This report considers the issues raised by submissions to Council initiated Plan Change 14 – Housing and Business Choice (**the plan change / PC14 / PPC14**) to the Christchurch District Plan (**the Plan**) and makes recommendations in response to the issues that have emerged from these submissions, as they apply to:
- a. The Transport Chapter
- 1.1.2 This report forms part of the Council’s ongoing reporting obligations to consider the appropriateness of the proposed provisions; the benefits and costs of any policies, rules or other methods; and the issues raised in submissions on PC14.
- 1.1.3 Sixty-eight submissions were received on PC14 in relation to the Transport Chapter in PC14. In total, ten submitters support the provisions, sixty-two seek amendments to the provisions, nine oppose the provisions. The main issues raised by the submitters relevant to this s42A report are:
- a. Issue 1: The removal of car parking requirements by the NPS-UD, including the provision for EV charging and cycle parking in residential developments;
 - b. Issue 2: Application of carbon emission and climate change responses outlined in the NPS-UD;
 - c. Issue 3: Pedestrian access in relation to minimum requirements for private ways and vehicle access;
 - d. Issue 4: Fire safety and emergency standards in relation to access;
 - e. Issue 5: Vehicle crossings provisions;
 - f. Issue 6: Minimum number of loading spaces: and,
 - g. Issue 7: Other transport matters.
- 1.1.4 This report addresses each of these key issues, as well as any other relevant issues raised in the submissions relating to the Transport Chapter.
- 1.1.5 Having considered the notified PC14 material, the submissions received, the findings of the Council's expert advisors and the additional information provided by the Council since notification, I have evaluated the PC14 provisions relating to the Transport Chapter and provided recommendations and conclusions in this report. The PC14 provisions / planning maps with my recommended amendments are included in Appendix B. These recommendations take into

account all of the relevant matters raised in submissions and relevant statutory and non-statutory documents.

- 1.1.6 In accordance with the further evaluation undertaken under section 32AA of the RMA that has been included throughout this report, I consider that the provisions with recommended amendments / as notified are the most appropriate way to achieve the objectives of PC14 and the purpose of the RMA.

2 INTRODUCTION

2.1 REPORTING OFFICER

2.1.1 My full name is Clare Joan Piper. I am employed as a Senior Policy Planner in the City Planning Team, in the Infrastructure, Planning and Regulatory Services Group of the Council. I have been in this position since August 2018.

2.1.2 I hold a Bachelor of Social Science (majoring in Environmental Planning) degree from Waikato University and a Master's in Environment Policy degree (Hons) from Lincoln University. I am also a Full member of the New Zealand Planning Institute.

2.1.3 I have sixteen years' experience in planning and resource management in New Zealand, having worked as a planner in various roles for the Council since 2006. Over this time my work has included the processing of land use and subdivision resource consents within the Resource Consent Team, providing strategic planning and policy development advice for the City Planning Team, supporting the active recovery and regeneration of the Central City in the Urban Regeneration Team, developing and delivering tactical urbanism street projects for the Transport Team, and most recently reviewing the medium density housing provisions in the District Plan for the City Planning Team.

2.1.4 I was not a contributing author of the plan change or any of the s32 reports. However, in preparing this report, I have familiarised myself with the plan change, and have read and considered the Transport s32 Report. Except where I say otherwise in this report, I agree with the content and analysis set out in the Transport s32 Report. I rely on, and refer back to, that report, but do not intend to repeat its content in order to minimise duplication. The Transport s32 Report, and all other s32 reports including their appendices can be accessed from the Council's website: <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/christchurch-district-plan/changes-to-the-district-plan/proposed-changes-to-the-district-plan/pc14/>.

2.1.5 My role in preparing this report is that of an expert planner.

2.1.6 Although this is a Council-level process, I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2023 and I agree to comply with it. I confirm I have considered all the material facts I am aware of that might alter or detract from the opinions that I express. I confirm this evidence is within my area of expertise, except where I state I am relying on the evidence of another person. I confirm that, while I am employed by the Council, the Council has agreed to me providing this Section 42A report in accordance with the Code of Conduct.

2.2 THE PURPOSE AND SCOPE OF THIS REPORT

2.2.1 In response to the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (the **Housing Supply Amendment Act**), tier 1 territorial authorities were required to notify changes or variations to their district plans to incorporate the Medium Density Residential Standards (**MDRS**) and give effect to Policy 3 of the National Policy Statement – Urban Development 2020 (**NPS-UD**). PC14 is an Intensification Planning Instrument (**IPI**) under section 80E of the Resource Management Act 1991 (**RMA**).

2.2.2 As a tier 1 territorial authority the Council has established an Independent Hearings Panel (*IHP*) to hear submissions and make recommendations on PC14 using the Intensification Streamlined Planning Process (**ISPP**).

2.2.3 I have prepared this report in accordance with the ISPP and Section 42A of the RMA for the purpose of:

- a. Assisting the IHP in considering and making their recommendations on the issues raised by submissions on Christchurch's Intensification Planning Instrument – PC14 - by presenting the key themes and associated issues in relation to the Transport provisions of PC14 that require consideration by the IHP.
- b. Identifying submissions related to the Transport provisions of PC14, provide submitters with information on how their submissions have been evaluated and make recommendations on the Transport provisions of PC14 and the submissions received on it. Where I recommend substantive changes to the plan change provisions, I provide an assessment of those changes in terms of section 32AA of the RMA.

2.2.4 The scope of this s42A report relates to the Transport Chapter.

2.2.5 This s42A report:

- a. Addresses the contextual, procedural and statutory considerations and instruments that are relevant to Transport provisions which have been outlined in the section 42A 'Strategic Overview' report, and addressed in the following Section 32 reports insofar as they relate to Transport: Section 32 report: Part 5 – Transport;

- b. Discusses the relevant Christchurch District Plan Objectives and Policies as they relate specifically to Transport;
- c. Discusses the PC14 provisions as they relate to the Transport Chapter;
- d. Provides an overview, analysis and evaluation of submissions received on Transport provisions and the qualifying matters listed above; and
- e. provides conclusions and recommendations.

2.2.6 In this s42A report I consider the issues raised and the relief sought in submissions received by the Council in relation to the Transport Chapter along with relevant objectives, policies, rules, definitions as they apply to the Transport Chapter. I then make recommendations on whether to accept or reject each submission point along with conclusions and recommendations for changes to PC14 provisions or maps relating to Transport based on the assessment and evaluation contained in the report. Where appropriate, this report groups submission points that address the same provision or subject matter. A summary of my recommendations as to acceptance, acceptance in part or rejection of the submissions is included throughout this report with detail provided in Appendix A – Table of Submissions with Recommendations and Reasons.

2.2.7 As required by Section 32AA, a further evaluation of recommended changes (including reasonably practicable alternatives) to the amendments proposed in PC14 to the Transport Chapter has been undertaken and has been included throughout this report.

2.2.8 This report is intended to be read in conjunction with the following reports, documents, assessments, expert evidence and other material which I have used or relied upon in support of the opinions expressed in this report:

- a. the Section 42A Assessment Report: Part A – Strategic Overview, including:
 - b. All statutory matters and instruments, background information and administrative matters pertaining to PC14 discussed in that report;
 - c. The overview of the relevant Christchurch District Plan Objectives and Policies as they relate to Transport as discussed in that report.
 - d. The overview of PC14 in particular as it relates to Transport as discussed in that report; and
 - e. S42A report on Residential matters, including the Low Public Transport Accessibility Qualifying Matter and the City Spine Corridor.

2.2.9 The advice and recommendations of the following experts, as set out in their statements of evidence:

- a. William Field (CCC, Senior Urban Design Planner) – Urban design

- b. Anne Heins (CCC, Community Travel Advisor) – Cycle parking facilities
- c. Chris Rossiter (Stantec New Zealand, Principal Transportation Engineer) – Technical transport assessments

2.2.10 I have considered and assessed the following reports and documents in preparing this section 42A report:

- a. the following section 32 Reports including all statutory matters and instruments, background information and administrative matters pertaining to PC14 and all other matters relevant to Transport discussed in those reports:
 - Section32 report: Part 5 - Transport; and
- b. Submissions related to Transport;
- c. all other associated documentation related to PC14 prepared by the Council insofar as it relates to Transport

2.2.11 The discussion and recommendations included in this report are intended to assist the IHP and submitters on PC14. Any conclusion and recommendations made in this report are my own and are not binding upon the IHP or the Council in any way. The IHP may choose to accept or reject any of the conclusions and recommendations in this report and may come to different conclusions and make different recommendations, based on the information and evidence provided to them by persons during the hearing.

2.2.12 I have not been involved in the preparation of the Christchurch City Council submission on plan change 14. Nonetheless, I understand that planning evidence will separately be given in respect of that submission. As such, in this report I will not be considering or commenting on relief sought in the Council submission (#751).

3 KEY ISSUES IN CONTENTION

3.1.1 A number of submissions were received on the provisions relating to Transport.

3.1.2 I consider the following to be the key issues in contention in the Transport chapter:

- a. Issue 1 - The removal of car parking provision requirements by the NPS-UD including the provision for EV charging and cycle parking in residential developments;
- b. Issue 2 - Application of carbon emission and climate responses as outlined in the NPS-UD;
- c. Issue 3 - Pedestrian access in relation to minimum private driveway width requirements;
- d. Issue 4 - Fire safety and emergency standards in relation to access;
- e. Issue 5 - Vehicle crossings provisions;

- f. Issue 6 - Minimum number of loading spaces; and
- g. Issue 7 – Other transport matters.

3.1.3 I address each of these key issues in this report, as well as any other issues raised by submissions.

4 PROCEDURAL MATTERS

4.1 PROCEDURAL MATTERS

4.1.1 At the time of writing this report there has been a pre-hearing conference on 1 August 2023. There have not been any clause 8AA meetings or expert witness conferencing in relation to submissions on any Transport provisions.

4.1.2 It is noted that many submissions relate to matters that will be addressed in other s42A reports. Where a submission point is included in the summary tables for the Transport Chapter but would be more suitable to assess under other reports, this has been noted in the relevant table. Likewise, if submission points have been addressed in the 'Strategic overview' s42A report (for example definitions), this has been noted.

5 BACKGROUND AND STATUTORY CONSIDERATIONS

5.1 THE RESOURCE MANAGEMENT ACT 1991

5.1.1 The 'Strategic Overview' section 42A report and the section 32 report(s) 'Part 5 – Transport' provide a detailed overview of the key RMA matters to be considered by PC14 and will not be repeated in detail here.

5.1.2 In summary, PC14 has been prepared in accordance with the RMA and in particular, the requirements of:

- a. Section 74 Matters to be considered by territorial authority, and
- b. Section 75 Contents of district plans; and
- c. Section 76 District Rules.

- 5.1.3 As discussed in the 'strategic overview' section 42A report and the section 32 report(s) 'Part 5 – Transport'. The RMA-Enabling Housing Supply and Other Matters Amendment Act 2021 requires the Council to make changes to its operative district plan for the purposes of:
- a. Incorporating Medium Density Residential Standards into all relevant residential zones (s77G(1));
 - b. Implementing the urban intensification requirements of the NPS-UD (s77G(2)) and give effect to Policy 3 in non-residential zones (s77N); and
 - c. Including the objectives and policies in clause 6 to Schedule 3A of the RMA (s77G(5)).
- 5.1.4 The required plan changes and variations must be undertaken using an Intensification Planning Instrument (IPI) in accordance with sections 80E to 80H of the RMA. Councils must use the Intensification Streamlined Planning Process (ISPP) set out in Part 6 of Schedule 1 of the RMA.
- 5.1.5 The primary focus of PC14 is to achieve the above requirements of the RMA as amended by the RMA-EHS.
- 5.1.6 As set out in the 'Strategic Overview' section 42A report and the section 32 report(s) 'Part 5 – Transport' there are a number of higher order planning documents and strategic plans that provide direction and guidance for the preparation and content of PC14. The Transport section 32 report includes a comprehensive assessment of the PC14 Transport provisions and qualifying matters in relation to these documents and plans and all statutory considerations in so far as they relate to Transport, and will not be included here. This include: Canterbury Regional Policy Statement, Land Use Recovery Plan (LURP), Central City Recovery Plan (CCRP), Canterbury Regional Land Transport Plan 2021-31, Mahaanui Iwi Management Plan (IMP), Our Space 2018-2048 (Future Development Strategy), Greater Christchurch Urban Development Strategy (2016), Christchurch Transport Strategic Plan 2012-2042.

5.2 SECTION 32AA

- 5.2.1 As noted above I have undertaken an evaluation of the recommended amendments to the Transport Chapter since the initial section 32 evaluation(s) was/were undertaken in accordance with s32AA. Section 32AA states:

32AA Requirements for undertaking and publishing further evaluations

- (1) A further evaluation required under this Act—
 - (a) is required only for any changes that have been made to, or are proposed for, the proposal since the evaluation report for the proposal was completed (the **changes**); and
 - (b) must be undertaken in accordance with [section 32\(1\) to \(4\)](#); and
 - (c) must, despite paragraph (b) and [section 32\(1\)\(c\)](#), be undertaken at a level of detail that corresponds to the scale and significance of the changes; and
 - (d) must—
 - (i) be published in an evaluation report that is made available for public inspection at the same time as the approved proposal (in the case of a national policy statement or a New Zealand coastal policy statement or a national planning standard), or the decision on the proposal, is notified; or
 - (ii) be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken in accordance with this section.
- (2) To avoid doubt, an evaluation report does not have to be prepared if a further evaluation is undertaken in accordance with subsection (1)(d)(ii).
- (3) In this section, **proposal** means a proposed statement, national planning standard, plan, or change for which a further evaluation must be undertaken under this Act.

Section 32AA: inserted, on 3 December 2013, for all purposes, by [section 70](#) of the Resource Management Amendment Act 2013 (2013 No 63).

Section 32AA(1)(d)(i): amended, on 19 April 2017, by [section 15\(1\)\(a\)](#) of the Resource Legislation Amendment Act 2017 (2017 No 15).

Section 32AA(1)(d)(i): amended, on 19 April 2017, by [section 15\(1\)\(b\)](#) of the Resource Legislation Amendment Act 2017 (2017 No 15).

Section 32AA(3): amended, on 19 April 2017, by [section 15\(2\)](#) of the Resource Legislation Amendment Act 2017 (2017 No 15).

5.2.2 The required section 32AA evaluations for changes I have proposed as a result of consideration of submissions are contained within the assessments provided in relation to submissions on Transport. These evaluations are provided at the relevant sections of this s42A report, as required by s32AA(1)(d)(ii).

5.2.3 The Section 32AA evaluations contain a level of detail that corresponds to the scale and significance of the anticipated effects of the changes that have been made. Recommendations on editorial, minor, and consequential changes that improve the effectiveness of provisions without changing the policy approach are not re-evaluated. No re-evaluation has been undertaken if the amendments have not altered the policy approach.

5.2.4 For changes that represent a significant departure from the PC14 Transport provisions as notified, I have undertaken the s32AA evaluation within the report in the same location as a recommendation.

5.3 TRADE COMPETITION

5.3.1 Trade competition is not considered relevant to the Transport provisions.

5.3.2 There are no known trade competition issues raised within the submissions.

5.4 CHRISTCHURCH DISTRICT PLAN

5.4.1 The relevant district plan provisions also need to be considered in preparing a plan change and considering any submissions on the change. The section 32 report 'Part 5 – Transport' contains an evaluation of PC14 Section 3.2 of the s32 report 'Part 5 – Transport' sets out the policies and

objectives of the CDP (Chapter 3) that are relevant to the proposed changes to the Transport Chapter under PC14.

- 5.4.2 Objective 3.3.7 – Urban growth, form and design is found to be the most relevant provision for this topic as seeks to improve overall accessibility and connectivity for people, transport and services as per clause viii and promotes the safe, efficient and effective provision and use of infrastructure, including the optimization of existing infrastructure as per clause ix. Furthermore, Objective 7.2.1 – Integrated transport system for Christchurch District is also found relevant to the proposed Plan Change. The purpose of the plan change is to update the Transport Chapter of the Christchurch District Plan to give effect to the Medium Density Residential Standards (MDRS) as set out in Schedule 3A of the Resource Management Act and the National Policy Statement for Urban Development 2020. The proposed amendments aim to give effect to the above-mentioned policies by: (1) providing certainty around the design of pedestrian access to residential developments; (2) ensuring that emergency services vehicles have adequate access to new residential buildings; (3) reducing greenhouse gas emissions from High Trip Generating Activities; (4) managing the potential pedestrian safety and streetscape impacts from additional vehicle crossings onto a site; (5) providing for the increased uptake in cycling as a transport mode; and (6) providing for the additional demand associated with service vehicles/loading.
- 5.4.3 I generally agree with the assessment carried out. However I noted there is another objective in the District Plan ,and other high-order policy documents and statements, are also of relevance to this plan change. In the District Plan this includes Objective 3.3.1 – Emergency services and public safety, in relation to the provision for vehicle access to residential development for emergency services. The Ministry of Transport has also produced a draft strategy concerning EV charging requirements, called '[Charging our Future – Draft Strategy](https://consult.transport.govt.nz/policy/charging-our-future/)¹, which does provide some guidance for EV charging infrastructure in the future that aligns with outcomes sought under the [Ministry for the Environment’s Emissions Reduction Plan](https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/emissions-reduction-plan/)².

6 PLAN CHANGE 14 – TRANSPORT

6.1 OVERVIEW

- 6.1.1 This section of the Section 42A Report discusses submissions in relation to the proposed changes in the Transport Chapter in PC14, and is intended to build a picture of, and respond to, the main issues raised.

¹ <https://consult.transport.govt.nz/policy/charging-our-future/>

² <https://environment.govt.nz/what-government-is-doing/areas-of-work/climate-change/emissions-reduction-plan/>

- 6.1.2 In summary, the proposed changes notified as part of PC14 were:
- a. New definition, policy, and provisions for 'Pedestrian Access'
 - b. Amendment to the High Trip Generation Activities policy (7.2.1.9) and matters of discretion to consider reduction of greenhouse gas emissions.
 - c. New standards for co-location of vehicle crossings, cycle parking in residential developments, loading bay for residential developments.
 - d. Amendments to existing standards relating to; vehicle access design where on the same side of the road as a Major Cycle Route and/or Key Pedestrian Frontages, providing cycle parking and loading bay in residential developments, and increasing widths of access ways.
- 6.1.3 The changes proposed above are focused on updating the transport provisions to ensure they are appropriate for new residential development enabled under the NPS-UD and MDRS.
- 6.1.4 As above, when reviewing the submissions received on the proposed transport changes, the key issues of contention were in relation to:
- a. Issue 1 - The removal of car parking requirements by the NPS-UD including the provision for EV charging and cycle parking in residential developments;
 - b. Issue 2 - Application of carbon emission and climate change responses outlined in the NPS-UD;
 - c. Issue 3- Pedestrian access in relation to minimum requirements for private ways and vehicle access;
 - d. Issue 4 - Fire safety and emergency standards in relation to access;
 - e. Issue 5 - Vehicle crossings provisions;
 - f. Issue 6 - Minimum numbers of loading spaces required;
 - g. Issue 7 - Other transport related matters;
 - h. Approve the Plan Change; and
 - i. Reject the Plan Change.
- 6.1.5 The issues raised in submissions will be discussed in section 7 below. Where further amendments to the Transport provisions proposed by PC14 are recommended, I have specifically considered the obligations arising under s32AA and have addressed these within the responses to the submissions as per below.

7 CONSIDERATION OF SUBMISSIONS

7.1 OVERVIEW OF SUBMISSIONS

- 7.1.1 PC14 was notified on 17 March 2023, with submissions closing on 12 May 2023 and 17 July respectively.
- 7.1.2 In relation to the Transport Chapter, the Council received sixty eight (68) submissions requesting 121 separate decisions, which are detailed in Appendix A, including my recommendation to accept or reject them.
- 7.1.3 A copy of the submissions received have been provided to the Hearing Panel and copies of all submissions can also be viewed on the Council website [here](#)³ a.
- 7.1.4 Ten submissions express their support for PC14 in relation to the Transport Chapter. Nine submissions request that the plan change in relation to the Transport Chapter be declined. Sixty-two submissions request specific amendments to the provisions without indicating their general support or opposition to the plan change. One submission did not state their position.

7.2 OUT-OF-SCOPE SUBMISSIONS

- 7.2.1 In accordance with the established legal tests for determining whether submissions are within scope or not as set out in the 'Strategic Overview' section 42A report, the table below summarises the submission points that I consider are outside the scope of PC14 or which raise potential scope issues. I address the potential scope issues in further detail in the paragraphs following the tables below:

³ <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/christchurch-district-plan/changes-to-the-district-plan/proposed-changes-to-the-district-plan/pc14/>

Sub. No.	Submitter name	Summary of relief sought <i>[copy from the summary of submissions table]</i>	Recommendation
S170.1	John Lieswyn	Amend by removing provision point 7.2.1.4 b. ii. A, which states that car parking should support the recovery of the Central City. Additionally, amend provision point 7.2.1.4 b. ii. F by clearly defining 'significantly adversely affect the demand for public transport'	Out-of-scope/ Reject
S315.1	Denis Morgan	Given that PC14 emphasises high density within walking distance to key transport routes, HDZ streets (particularly the narrow Merivale streets) should be restricted from all parking to encourage biking and walking, to improve spatial separation around high density residential units, to improve pedestrian and cyclist safety, and reduce emissions to meet the PC14 Objective + Policies. Common sense dictates a proper transport analysis contemporaneously with PC14/MDRS	Out-of-scope/ Reject
S315	Denis Morgan	Supports Objective 7.2.1 (iv)	Out of scope/ Reject
S315	Denis Morgan	Supports Policy 7.2.1 .1 (iv)	Out of scope/ Reject
S315	Denis Morgan	Supports Policy 7.2.1.6 (iii)	Out-of-scope/ Reject
S303.1	Bron Durdin	[Require access and parking areas to use permeable materials] Enforce storm water planning with porous materials in driveway developments.	Out-of-scope/ Reject
S237.56	Marjorie Manthei	Add a rule to all relevant sections of the District Plan encouraging the use of permeable surfaces for drives, parking lots, residential and commercial sites	Out-of- scope/ Reject
S314.2	Graham Townsend	[Continue to add to the] growing network of cycle/walking tracks across the city and plan for better public transport options	Out-of-scope/ Reject
S485.6	John Buckler	Change parking on St Albans Street to residents only parking	Out-of-scope/ Reject

S145.11	Te Mana Ora / Community and Public Health	Te Mana Ora recommends that the Council uses the Healthy Streets Approach	Out-of-scope/ Reject
S144.1	Anthony William Norbert-Munns	Consider making Allister Avenue a one-way street running east to west. Leaving present parking as is. In addition, the submitter seeks that all right hand turns from Leinster Road, Allister Avenue and Heaton Street are stopped	Out-of-scope/ Reject
S685.31	Canterbury / Westland Branch of Architectural Designers NZ	[Clarify requirements for garages] - If a garage is provided, it should be of a size that allows for an 85th percentile car to be parked in it	Out-of-scope/ Reject
S720.8	Mitchell Coll	If a garage is provided, it should be of a size that allows for an 85 th percentile car to be parked in it.	Out-of-scope/ Reject
S868.3	Maureen Kerr	Address existing issues of traffic congestion, carparking, flooding, liquefaction [in area from Papanui Road to Watford Street]	Out-of-scope/ Reject
S3.1	Richard Abey- Nesbit	Seeks that the council invests more into public transport, beyond what the changes allow for	Out-of-scope/ Reject
S200.9	Robert Manthei	Begin now to establish a street running large spacing busway system of public transport. Reinstate the inner-city shuttle bus immediately.	Out-of-scope/ Reject
S294.9	Chessa Crow	Seek to Improve transport links and public transport service to New Brighton area	Out-of-scope/ Reject
S478.3	Mark Siddal	[That] public transport [is] in place for the CBD and suburban shopping centres.	Out-of-scope/ Reject
S540.4	Ben Close	More frequent buses and safer cycle ways are an absolute must all across the city.	Out-of-scope/ Reject
S476.6; S467.7	Rob Seddon-Smith	Consideration should be given to prohibiting on-street parking for residents of larger developments	Out-of-scope/ Reject
S476.?	Rob Seddon-Smith	That Council should guarantee quality public transport options with direct bus routes to all major destinations	Out of scope/ Reject

- 7.2.2 **John Lieswyn (S170.1)** requests that 7.2.1.4 b. ii. clause A be removed and 7.2.1.4 b. ii. F be amended by clearly defining significantly adversely affect the demand for public transport. Policy 7.2.1.4 is currently under review and will be amended accordingly in a future Plan change. I, therefore, consider **S170.1** out-of-scope of PC14 and recommend the IHP rejecting this submission.
- 7.2.3 **Te Mana Ora / Community and Public Health (S145.11)** requests that the Council uses the Healthy Streets Approach to consider how to make walking and cycling more attractive and challenge car dominance. The Healthy Street Approach is one of the tools currently already being used in transport planning for Christchurch outside of the District Plan. The Council supports the assessments being undertaken as we further plan and invest in transport, together with informing the development of local area and neighbourhood plans. Based on these considerations, I consider the submission by **Hebe Gibson for Te Mana Ora / Community and Public Health (S145.11)** out-of-scope and recommend rejecting it.
- 7.2.4 **Canterbury / Westland Branch of Architectural Designers NZ (S685.31)** and **Mitchell Coll (S720.8)** seek that the garage requirements are clarified and request that if a garage is provided, it should be of a size that allows for an 85th percentile car to be parked in it. Currently, there are no requirements in the CDP for garage size and/or residential parking space dimensions. Standards for on-site manoeuvring from parking spaces as set out in Appendix 7.5.6 (c) ensure that identified parking spaces are fit for purpose and can accommodate an 85th percentile vehicle. As discussed by Chris Rossiter from Stantec New Zealand in his evidence, the NZS2890.1: 2004 includes requirements for minimum space dimensions for a garage. Under current standards, a garage is required to be 3.0m wide by 5.4m long and have a minimum door opening of 2.4m. The length and door width requirements will increase in the revised standard to 5.8m and 2.5m respectively, thereby allowing a 85th percentile vehicle to be parked in. As the minimum space dimension requirements for garages are set out in the New Zealand standards, it falls out-of-scope of RMA processes. As such, I consider **S685.31** and **S720.8** to be out-of-scope of PC14 and recommend the submission point to be rejected.
- 7.2.5 **Richard Abey-Nesbit (S3.1)** requests that the Council invest more into public transport, beyond what the changes allow for. Furthermore, **Graham Townsend (S314.2)** requests that the Council continues to add to the growing network of cycle/walking tracks across the city and plan for better public transport options. The Council's services, including various public transport services, and investments into services and infrastructure are set out in the capital and finances programme of the Long Term Plan. As such, changes in investment in public transport services and infrastructure fall outside of RMA processes and are therefore not to be changed under PC14. Based on these considerations I consider the submissions in question out-of-scope and recommend rejecting both **S3.1** and **S314.2**.
- 7.2.6 **Bron Durdin (S303.1)** and **Marjorie Manthei (S237.56)** both seek that provisions are added to require or encourage the use of permeable materials for accessways, parking lots, residential

and/or commercial sites. The design and construction of infrastructural assets are set out in the Council's Infrastructure Design Standards⁴ (IDS). Changes in approved material specifications and material requirements, along changes driven by changes in policy and the revision of reference documents, are subject to annual reviews of the IDS. Any requirements in the use of permeable material for accessways, parking lots, residential and/or commercial sites can be made through a review process of current standards. Based on these considerations I consider the submissions to be out-of-scope of PC14 and recommend the IHP to rejecting submission points in question.

- 7.2.7 **Maureen Kerr (S868.3)** strongly opposes the introduction of High Density Residential Developments within the area from Papanui Road to Watford street as it will exacerbate existing traffic related issues. Accordingly, the submitter seeks that existing issues of traffic congestion and car parking in the said area are addressed. Furthermore, **Anthony William Norbert-Munns (S144.1)** requests that Allister Avenue will be changed to a one-way street running east to west. Leaving present parking as is. In addition, the submitter seeks that all right hand turns from Leinster Road, Allister Avenue and Heaton Street are stopped. Both these decisions sought are not subject to a RMA process, rather an integrated transport assessment is required to assess the potential traffic impact of new developments. An ITA covers all transport modes and considers whether a proposed development will be accessible by all modes and, if not, what needs to change to ensure that accessibility. Based on the outcomes of these assessments, appropriate measures will be taken to mitigate adverse traffic impacts associated with new developments. As the ITA is not an RMA process, I consider the submissions by **Maureen Kerr (S868.3)** and **Anthony William Norbert-Munns (S144.1)** out-of-scope.
- 7.2.8 **Rob Seddon-Smith (S476.6; S476.7)** and **Denis Morgan (S315.1)** seek that on-street parking is prohibited for either specific areas or for residents of larger developments. On-street parking control falls outside the District Plan, However policy 2 of the Suburban Parking Policy⁵ sets out parking management criteria that can be applied in areas of high parking demand. Through this Policy, case-by-case assessments will be made to determine the Council response in suburban areas with the highest parking demand. Based on these considerations, I consider both submissions to be out-of-scope of PC14 and recommend rejecting **S476.6, S476.7** and **S315.1**.
- 7.2.9 **John Buckler (S485.6)** requests that parking on St. Albans Street is changed to residents only. Based on the above considerations in relation to the decisions sought by **Rob Seddon-Smith (S476.6; S476.7)** and **Denis Morgan (S315.1)**, I consider **S485.6** out-of-scope of PC-14 and recommend the IHP to reject this submission.

⁴ <https://ccc.govt.nz/consents-and-licences/construction-requirements/infrastructure-design-standards>

⁵ <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/policies/transport-parking-and-drones-policies/christchurch-parking-policies>

- 7.2.10 **Rob Seddon-Smith (S476)** requests that the Council should guarantee quality public transport options with direct routes to all major destinations. In addition, **Robert Manthei (S200.9)** requests that a street running large spacing busway system of public transport is established alongside the inner-city shuttle bus. Moreover, **Chessa Crow (S294.9)** seeks to improve the transport links and public transport service to the New Brighton Area. **Mark Siddal (S478.3)** seeks that public transport is in place for the CBD and suburban shopping centres. Finally, **Ben Close (S540.4)** more frequent buses and safer cycle ways are an absolute must all across the city. The investment in public transport and cycling infrastructure is, however, addressed in the Long Term Plan. Therefore, the frequency of bus services and bus routes and the development of cycleways are not subject to be changed under any RMA processes. Based on these considerations, I consider the submissions in question out-of-scope and recommend rejecting them.
- 7.2.11 I note that submissions relating to sections of PC14 that have already been addressed or will be considered other section 42A reports (or hearing streams) are not considered in this S42A report. Notably, the following matters will not be addressed in detail in this report:
- a. City Spine Corridor; and
 - b. Low Public Transport Accessibility Qualifying Matter.
- 7.2.12 I am aware of Environment Court's decision in *Waikanae Land Company v Heritage New Zealand Pouhere Taonga* [2023] NZEnvC 056 (Waikanae), which addresses the scope of local authorities' powers in notifying an Intensification Planning Instrument in accordance with section 80E of the RMA.
- 7.2.13 The decision is summarised in the 'Strategic Overview' section 42A report. In order to assist the IHP, I have identified the following provisions in PC14 that I consider impose additional controls and/or restrictions that affect (or could potentially affect) status quo development rights (as per the Operative District Plan).
- 7.2.14 The proposed bicycle parking facility rate requirements for social housing complexes and other residential activities other than care facilities, retirement villages, student hostel accommodation and residential activities provided under EDM in Table 7.4.7.1 would place additional controls/restrictions that affect *status quo* development rights. The introduction of the MDRS combined with the effects of the removal of the minimum requirement for car parking by Policy 11 of the NPS UD will facilitate more medium and high-density residential development with pedestrian only access and facilities. Where residents are less likely to have cars, it is important for alternative transport modes like cycling to be practical and convenient. In turn, these amendments seek to give effect to Section 7(i) of the RMA by addressing the effects of climate change by reducing vehicular omissions associated with high trip generating activities. In addition, it intends to give effect to Policy 6 (e) and Objective 8 of the NPS-UD by supporting reductions in greenhouse gas emissions and increase resilience to current and future effects of climate change. I, therefore,

recommend the IHP to consider the benefits of the newly proposed bicycle facility requirements and the importance of enabling this mode in light of the removal of the minimum requirement for car parking by Policy 11 of the NPS UD.

- 7.2.15 Under PC14, new loading space requirements have been introduced requiring large developments of 20 or more units to provide one loading bay (Tables 7.4.3.1 and 7.4.2.1). The intent of the proposed requirement for developments is to provide for increased demand for courier deliveries, pick-up and drop-off activity at larger sites induced by increased density. The proposed amendments, however, impose additional restrictions to *status quo* development rights. As discussed in the S32 report – Part 5, maintaining the *status quo* does not provide for loading requirements for larger developments and the potential impacts that can arise from the lack of an on-site loading facility, including increased inefficiencies with providing delivery services to residential units and for trades people to attend developments without loading bays. I recommend that the IHP considers the importance of introducing loading requirements for larger developments in the mitigation of adverse effects imposed by increased demand for courier deliveries, pick-up and drop-off activity at larger sites.
- 7.2.16 As part of PC14, several amendments have been proposed in relation to pedestrian access and vehicle access. Particularly, for developments of three or more residential units, each unit shall be accessed by either a combined vehicle-pedestrian access or a dedicated pedestrian access that is a minimum of 3 metres in width with a formed pathway of at least 1.5m (Rules 7.4.3.7(b), 7.4.4.27, 7.5.7 (c), and (d)). The proposed changes to pedestrian access width from 2.7m to 3m might place additional restrictions to *status quo* development rights as there is less space for residential units. The design criteria proposed as part of the PC14 amendments represent a compromise that reduces the total land requirement for access while still offering improvements to safety and accessibility consistent with various (international) accessibility standards. Furthermore, the minimum vehicle access width from 3.5 metres to 4 metres where there is no fully reticulated water supply, where a residential unit is located further than 75 metres from the road, and for rear sites in the Residential Port Hills Precinct. The minimum formed width will remain 3.5 metres (Rules 7.4.3.7(a), 7.4.4.9, 7.5.7 (h)). The proposed changes might impose additional restrictions to *status quo* development rights as there is less space for residential units. The proposed changes to the Transport Chapter are consequential and address the transport related effects of increased density to emergency vehicles access to residential units in higher risk situations. The vehicle access dimensions proposed within the provision are considered to be suitable for Fire appliances by Fire and Emergency New Zealand. I recommend that the IHP considers the merits of maintaining good accessibility as imposed by the proposed changes to the CDP in their decision.

7.3 REPORT STRUCTURE

7.3.1 The points made and decisions sought in submissions can be grouped according to the issues raised, as set out in Table 1 below, and they will be considered in that order further below in this section 42A report.

Table 1 – Issues raised in submissions

ISSUE	CONCERN / REQUEST
<p>1. The removal of car parking requirements by the NPS-UD</p>	<ul style="list-style-type: none"> • Concerns about the removal of the requirements for new residential housing developments to provide for on-site parking by the NPS-UD on car parking capacity. • Consider the provision of electric vehicle (EV) charging in new developments. • Amend Appendix 7.5.2 by requiring future housing developments to provide cycle parking and update requirements of cycle parking facilities. <p>Submissions:</p> <p>(1) S9.2, S28.3, S45.1, S58.2, S65.1, S90.2, S130.2, S211.3, S239.1, S252.2, S294.4, S312.1, S325.1, S334.2, S447.2, S468.4, S497.1, S585.3, S654.1, S425.8, S692.5, S692.6, S693.5, S693.6, S842.25, S668.3, S862.3</p> <p>(2) S768.2, S367.6; S312.3, S112.15, S356.3</p> <p>(3) S768.1, S764.1, S396.1, S396.2, S396.3, S170.2, S170.4 S367.6, S72.4, S72.5, S219.1, S312.2, S362.11, S325.5, S80.1, S676.3, S762.41, S814.72, S823.65,</p>
<p>2. Application of carbon emission and climate change responses outlined in the NPS-UD</p>	<ul style="list-style-type: none"> • Delete or amend wording in Policy 7.2.1.2.xi to better reflect the provision of alternative modes in reducing private car use and/or removing references to greenhouse gas emissions. • Delete or amend wording in 7.4.4.18 by removing references to greenhouse gas emissions. • Oppose Policy 7.2.1.2.xi due to being car centric. <p>Submissions:</p> <p>(1) S705.12, S805.33, S814.63, S823.56, S689.11</p> <p>(2) S705.13, S705.14, S814.69, S823.62</p> <p>(3) S625.5</p>
<p>3. Pedestrian access in relation to minimum</p>	<ul style="list-style-type: none"> • Concerns about Policy 7.2.1.9 Pedestrian access and its effect on Rule 7.4.3.7 and the minimum requirements for private ways and vehicle access as set out in Table 7.5.7.1

ISSUE	CONCERN / REQUEST
requirements for private ways and vehicle access	<p>S30.13, S89.2, S89.25, S684.2, S685.27, S720.5, S762.15, S805.34, S806.10, S814.64, S814.65, S814.66, S814.70, S814.74, S823.57, S823.58, S823.59, S823.63, S823.67,</p>
4. Fire safety and emergency standards in relation to access	<ul style="list-style-type: none"> • Amend Policy 7.2.1.9 a.i to include access for emergency services • Amend 7.4.4.27 by including a clause to ensure that pedestrian access is suitable for use by emergency services • Amend 7.5.7 to address the transport related effects of increased density to emergency vehicles access to residential units in higher risk situations • Amend minimum height clearance requirement for private ways and vehicle access as set out in Table 7.5.7.1. <p>Submissions:</p> <p>(1) S842.13</p> <p>(2) S842.14</p> <p>(3) S842.15, S842.16,</p> <p>(4) S842.17</p>
5. Vehicle crossings provisions	<ul style="list-style-type: none"> • Remove the requirements of co-location of vehicle crossings in new urban areas in 7.4.3.8 • Remove the requirements of co-location of vehicle crossings in new urban areas in 7.4.3.13 • Remove amendments to 7.4.4.12 • Remove amendments to 7.4.4.28 <p>Submissions:</p> <p>(1) S814.67</p> <p>(2) S814.68, S823.60</p> <p>(3) S823.61</p> <p>(4) S823.64, S814.71</p>
6. Minimum number of loading spaces required	<ul style="list-style-type: none"> • Amend Table 7.5.3.1. by removing proposed rule that require on-site loading for residential developments of 20 or more units • Requests compulsory provisions for deliveries, tradesmen and emergency services <p>Submissions:</p> <p>(1) S823.66, S814.73;</p> <p>(2) S205.3, S237, S288.4</p>

ISSUE	CONCERN / REQUEST
7. Other transport related matters	<ul style="list-style-type: none"> • Include the impact of increased traffic on a shared long driveway be added to the list of Qualifying Matters • Remove 7.4.4.3 a. v. from the District Plan • Supports limitation of heritage areas to promote better public transport options. • Requests a residents parking permit system for high density residential development areas. • That provisions are made for widening main transport routes to enable access. • Amend Objective 7.2.1 (a)(i) and (ii) • [That buildings are required] to provide secure facilities to store micro-mobility devices. • Introduce traffic impact assessments in light of increased intensification. • Requirements for mobility parking for residential activities <p>Submissions:</p> <p>(1) S472.2</p> <p>(2) S170.3</p> <p>(3) S1009.3</p> <p>(4) S288.5</p> <p>(5) S276.32</p> <p>(6) S625.3</p> <p>(7) S793.2</p> <p>(8) S425.10, S673.1, S674.10</p> <p>(9) S288.4, S113.2, S113.3</p>
8. Approve the Plan Change	<ul style="list-style-type: none"> • That the proposed changes to the Transport Chapter be approved as notified <p>Submissions:</p> <p>S855.2</p>
9. Reject the plan change	<ul style="list-style-type: none"> • Opposes all of the PC14 changes to the Transport chapter • Delete the proposed provisions to the Transport Chapter in their entirety <p>Submissions:</p> <p>(1) S814.62</p> <p>(2) S823.55</p>

7.3.2 Some submissions raise more than one matter, and these will be discussed under the relevant issue(s) in this report.

- 7.3.3 For each identified topic, the consideration of submissions has been undertaken in the following format:
- a. Matters raised by submitters;
 - b. Assessment;
 - c. Summary of recommendations. The specific recommendations are in Appendix A;
 - d. Section 32AA evaluation where necessary.
- 7.3.4 For ease of reference, all submission points considered under a particular issue, as outlined in Table 1, are listed in the heading of the relevant discussion. Following discussion and evaluation of the submissions, the names of submitters and recommendations on their submissions within or at the end of the discussion, are typed in bold within this report. My recommendation on each submission shown in a table format in Appendix A – Table of Submissions with Recommendations, attached to this report. I note that due to the number of submission points, my evaluation of the submissions is generic only and may not contain specific recommendations on each submission point, but instead discusses the issues generally.
- 7.3.5 As a result of consideration of submissions, for the reasons discussed below I recommend some amendments to the District Plan provisions/ and/or objectives. I have provided a consolidated ‘track changes’ versions of the Transport Chapter with my recommended amendments in response to submissions as Appendix B.
- 7.3.6 In Appendix B, the operative District Plan text is shown as normal text or in **bold**, and text . proposed by PC14 as notified are shown as **bold underlined** and text to be deleted as ~~**black bold strikethrough**~~. Any text recommended to be added by this report will be shown as **bold purple underlined** and that to be deleted as ~~**bold purple strikethrough**~~. Text in normal black front purple underlined indicates text that was proposed to be deleted in the notified PC14 and is recommended to be reinstated. Text in **green** denotes existing defined expressions and in **bold green underlined** shows proposed new definitions. Text in **blue** represents cross-reference jump links to other provisions in e-plan.
- 7.3.7 Section 32 of the Act requires the Council to carry out an evaluation of PC14 to examine the extent to which relevant objectives are the most appropriate way to achieve the purpose of the Act, and whether, having regard to their efficiency and effectiveness, the related policies, rules, or other methods are the most appropriate for achieving the objectives.
- 7.3.8 All of the provisions proposed in PC14 have already been considered in terms of section 32 of the Act (**s32**). Where amendments to PC14 are recommended, I have specifically considered the obligations arising under section 32AA (**s32AA**) and undertaken a s32AA evaluation in respect to the recommended amendments within my assessment.

- 7.3.9 The evaluation of submissions provided in this section 42A report should be read in conjunction with the summaries of submissions, and the submissions themselves as well as the following appendices:
- a. Appendix A – Recommended Responses to Submissions on Transport; and
 - b. Appendix B - Transport Chapter with my recommended amendments in response to submissions
- 7.3.10 This report addresses all definitions that are specific to the Transport provisions in PC14. There are some definitions addressed in this report that relate to topics addressed in other s42A reports.

8 ANALYSIS OF SUBMISSIONS

8.1 ISSUE 1 - The removal of car parking requirements by the NPS-UD, including the provision for EV charging and cycle parking in residential developments

- 8.1.1 This section will review the submissions received, and make recommendations as to accept, accept in part or reject the submitters/submission request. They will be discussed in three (3) parts relating to car parking provisions for residential development, namely:
- a. the removal of car parking requirements by the NPS_UD,
 - b. the provision for EV charging in residential developments, and
 - c. cycle parking provisions for residential developments.

Removal of car parking requirements by the NPS_UD

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S9.2	Mary-Anne Thomson	Require onsite carparking	Reject
S28.3	Alistair Grigg	[Consider the provision of adequate car parking for residents of high-density developments]	Reject
S45.1	Kelvin Lynn	Provide sufficient car parking in the High Density Residential Zone	Reject
S58.2	Stephen Walsh	[Require more carparking provision]	Reject
S65.1	Ali McGregor	Require off-street parking for residential developments	Reject
S90.2	Blair McCarthy	[That residential developments be required to provide on-site carparking]	Reject
S130.2	Paul Cary	Ensure onsite carparks are required for all new High Density Residential Zone and Medium Density Residential Zone developments	Reject
S211.3	Pauline McEwen	[Provide adequate carparking for residential developments]	Reject
S239.1	Andrea Floyd	[Require on-site carparking for residential units]	Reject
S252.2	Phil Ainsworth	[Require off-street carparking for residential units]	Reject
S294.4	Chessa Crow	Seek to require on-site carparking for residential developments	Reject
S312.1	Joyce Fraser	[Require] off-street parking as a design requirement for new developments.	Reject
S334.2	Michael Tyuryutikov	Retain existing parking space rules for residential properties.	Reject
S447.2	Alex Lowings	That all new properties have a requirement for a minimum of two off-road parking spaces per property.	Reject

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S468.4	David Fisher	Oppose increasing building height and density... amend rule to increase parking etc this will potentially attract more families back to these areas.	Reject
S497.1	Sydney John Kennedy	[Require] all Papanui apartment building sites to have at least 1 car park per apartment on site	Reject
S585.3	Nick Brown	[That on-site parking is required to be provided] for new residential housing developments	Reject
S654.1	Wendy Fergusson	Please ensure there is off street parking for every residential building/block	Reject
S325.1	Michael Galambos	[R]equire: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit...	Reject
S385.1	Claire Williams	If further intensification is permitted there must be provision made for adequate parking	Reject
S668.3	Keri Murison	Require new residential housing development to provide on-site carparking	Reject
S692.5; S692.6	David Murison	... At a general level, the removal of the requirements for new residential housing developments to provide for any on-site parking will have a significant and disproportionate impact on a number of vulnerable groups in our community	Reject
S693.5; S693.6	Henri Murison	... At a general level, the removal of the requirements for new residential housing developments to provide for any on-site parking will have a significant and disproportionate impact on a number of vulnerable groups in our community	Reject
S425.8	Tom King	Oppose constructing dwellings without garages to be permitted activities	Reject

S862.3	Lloyd Barclay	Seeks that minimum car parking requirements are included for new developments	Reject
S842.25; S842.26	Fire and Emergency New Zealand (FENZ)	[S]upports the consideration of parking made through the PC14 amendments made to the matter of control 14.15.1 Residential Design Principles	Accept

8.1.2 Several submissions have been received in which submitters express their concerns with regard to car parking capacity in light of increased intensification. 18 submissions seek to require on- or off-street parking requirements for new developments (**S9.2, S28.3, S45.1, S58.2, S65.1, S90.2, S130.2, S211.3, S239.1, S252.2, S294.4, S312.1, S447.2, S468.4, S497.1, S585.3, S654.1, S325.1, S385.1, S668.3, S862.3**). In addition, submitter **Tyuryutikov (S334.2)** seeks that existing parking space rules for residential properties are retained. Furthermore, **King (S425.8)** is concerned that the removal of parking rate requirements will lead to increased traffic related problems. Finally, **David Murison (S692.5; S692.6)** and **Henri Murison (S693.5; S693.6)** express their concerns the removal of the requirements for new residential housing developments to provide for any on-site parking will have a significant and disproportionate impact on a number of vulnerable groups in our community. However, it is unclear what both submitters seek as no amendments to the CDP have been proposed. As such, I recommend rejecting their submissions.

8.1.3 The National Policy Statement on Urban Development 2020 (NPS-UD) requires tier 1, 2 and 3 territorial authorities to remove minimum car parking rate requirements, other than for accessible car park in their District Plans. As a result, minimum car parking rate requirements have been removed as part of the operative changes made to the Transport Chapter in the CDP in February 2022 per Section 55(2A) of the RMA. These amendments were done in accordance with Policy 11 and Clause 3.38 of the NPS-UD. The removal of car parking rate requirements permits new building developments to be built without providing car parks, allowing developers to determine the amount of parking necessary.

8.1.4 As provisions in relation to minimum car parking rate requirements have been removed prior to this Plan Change as part of the operative changes made to the CDP in February 2022, no proposed changes have been made through PC14.

8.1.5 In addition, moreover, **Fire and Emergency New Zealand (FENZ) (S842.25)** supports the consideration of parking made through the PC14 amendments.

Recommendation – The removal of car parking requirements by the NPS-UD

8.1.6 I consider that the relief sought by the submitters seeking to require minimum on- and/or off-street parking rate requirements unable to be granted by the Council as it would breach Section

75(3)(a) of the RMA. In particular, Section 75(3)(a) of the RMA requires the CDP to give effect to the NPS-UD. Additionally, setting minimum car parking rate requirements, other than accessible car parks, is inconsistent with Policy 11 in the NPS-UD. As a result, granting relief inconsistent with Policy 11 would fail to give effect to the NPS-UD. I, therefore, recommend that submissions seeking to include minimum on- and off-street car parking rate requirements to be rejected. In addition, I recommend accepting the **FENZ (S842.25)** submission.

EV Charging in residential developments

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S786.2	Mark Darbyshire	Seeks that a rule be included that requires EV charging stations and infrastructure in apartment buildings	Reject
S367.6	John Bennet	Introduce the requirement to provide secure storage and parking on site for e-transport (bicycles, cars, scooters etc) and the charging of them	Reject
S312.3	Joyce Fraser	[Require provision for] EV charging stations as a design requirement for new developments.	Reject
S112.15	Nikki Smetham	[Require] Provision for common electric car charging stations on development sites	Reject
S356.3	David Hood	[Require the provision of facilities to charge e-vehicles]	Reject

8.1.7 Several submissions were received that seek to include EV-charging rate requirements for new developments (**S786.2, S367.6, S312.3, S112.15, S356.3**).

8.1.8 Objective 4 of the NPS-UD aims to achieve that New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities and future generations. In addition, Policy 1 (e) aims to achieve that planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum, support reductions in greenhouse gas emissions. The provision for e-transport charging points would effectively give effect to these policies as it caters to the increasing e-transport use among the public as shown in the e-scooters and e-bike trips dashboard provided by the CCC⁶. The increasing trend in e-bike and e-scooter ownership and use in Christchurch has additionally been discussed the evidence report produced by Ms Heins.

⁶ <https://smartview.ccc.govt.nz/travel/escooters>

- 8.1.9 Alternatively, it could also be argued that introducing e-transport charging could be a related provision that supports and/or is consequential to Policies 3-4 of the NPS-UD (RMA Section 80E(1)(b)(iii)) by providing accessibility in light of increased intensification, and, in the process, better promote sustainable management of the city and its community. However, introducing EV-charger rate requirements is inconsistent with Policy 11 of the NPS-UD. The NPS-UD requires tier 1, 2 and 3 territorial authorities to remove minimum car parking rate requirements, other than for accessible car park in their District Plans. As a result, minimum car parking rate requirements have been removed by means of the operative changes made to the Transport Chapter in the CDP in February 2022 per Section 55(2A) of the RMA. Introducing an EV-charging rate requirement will undermine the intent of Policy 11. Currently, national direction in relation to EV-charging requirements for tier 1, 2 and/or 3 district councils is missing.
- 8.1.10 Recently, the Ministry of Transport consulted with the public on their 'Charging Our Future – Draft Strategy' and discussion document⁷. The strategy sets out the Government's long-term strategic vision for Aotearoa New Zealand's national Electric Vehicle charging infrastructure system. It is noted that electrifying New Zealand's transport fleet is an important step towards a zero-carbon future. The Christchurch City Council supports prioritising the investigation of EV parking requirements to planning strategies at the national level. In order to not undermine the original intention of the removal of the parking minimums, EV parking requirements could apply to parking spaces only when provided. Additionally, the requirements could potentially be a ratio of provided spaces, linked to national EV uptake targets or uptake. However, assessment of EV demand and impacts in New Zealand, and Christchurch specifically is needed to inform policy standards and rules with regard to EV rate requirements for new developments. Furthermore, the costs and benefits of introducing charging infrastructure requirements for new developments (residential, commercial, and industrial) needs to be explored. Requiring space on the switchboard, appropriately sized mains and necessary conduit, cable route and/or cable ladders for EV charging will likely result in unnecessary costs and uncertainty to new developments. This matter is currently being considered by the Auckland Council in a recent Plan Change seeking to manage the impact of the MDRS on Auckland's transport network by making amendments to their transport provisions accordingly (PC79⁸). Christchurch City Council intends to revisit the CDP based on the recent IHP hearing decisions with regard to EV charging requirements for new developments.

⁷ <https://consult.transport.govt.nz/policy/charging-our-future/>

⁸ <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanId=145>

Recommendation – EV Charging in residential developments

- 8.1.11 Based on the above considerations, I recommend rejecting the relief sought by Mark Darbyshire (S786.2), John Bennet (S367.6), Joyce Fraser (S312.3), Nikki Smetham (S112.15) and David Hood (S356.3).

Cycling parking provisions in residential developments

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S768.1	Mark Darbyshire	Seeks that the number of bike parks required for apartment buildings is increased	Accept
S768	Mark Darbyshire	Require resident bike parks to be in a secure, indoor location that isn't visible from outside.	Accept in part
S768	Mark Darbyshire	Require resident bike parks to be suitable for heavy electric bikes (e.g. horizontal rather than hanging).	Accept
S768	Mark Darbyshire	Monitor apartment developers and inspect apartment buildings upon completion to ensure these requirements are met in newly built complexes.	Reject
S764.1	Spokes Canterbury	[That] [t]he council should require accessible, weatherproof and secure storage be provided for bikes and other forms of active transport, including space suitable for e-bikes, cargo and accessibility trikes	Accept
S396.1; S396.2; S396.3	Craig Gilmore	We are keen to work with the council to provide and get feedback on what can be done to improve the bike parking in order to make it more secure in the central city and promote useage of bikes in the city by medium density city dwellers and others	Reject
S170.2	John Lieswyn	That provision point 7.2.1.6 ii. be amended by including that convenient cycle parking encompasses being provided indoors and excludes the provision of hanging bike racks.	Reject
S170.4	John Lieswyn	Amend provision point 7.5.2 to be more descriptive to ensure that cycle parking is actually safe, weather protected and convenient. Additionally, spacing and other design criteria from the Cycle parking planning and design guide produced by Waka Kotahi should be referred too.	Accept

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S367.6	John Bennet	Introduce the requirement to provide secure storage and parking on site for e-transport (bicycles, cars, scooters etc) and the charging of them	Accept in part
S72.4; S72.5	Rosemary Neave	Update regulations to support Council's commitment to mode shift in regard to carbon budgets, and actively encouraging people to cycle by ensuring developments cater in a meaningful and useful way.	Accept
S219.1	George Booty	That bike parking be required to be enclosed and weatherproof, and lockable to prevent theft.	Accept
S312.2	Joyce Fraser	[Retain] cycle storage as a design requirement for new developments	Accept
S362.11	Cynthia Roberts	That developers must also provide suitable secure storage for electric bikes	Accept
S325.3	Michael Galambos	[Require] 2 - High-Density Residential Zones be required to provide a lock-up for each unit sufficiently sized to store one e-bike per room. Lock-ups shall have a power supply	Accept in part
S80.1	Meg Christie	That Appendix 7.5.2 Cycle parking facilities will be amended by requiring future housing developments to provide easy to use, practical and secure cycle parking. This requires the cycle parking to: have sufficient space for multiple bikes and/or larger bikes to be locked up, including electric bikes; be provided indoors and secure; be located on the ground level with no steps; and, exclude the provision of hanging bike racks.	Accept in part
S676.3	Jack Gibbons	Require secured bicycle parking areas and specify racks that are able to be used by all people and bicycles	Accept

S762.41	New Zealand Institute of Architects Canterbury Branch	[Seeks that] adequate secure storage needs to be provided / be allowed for in all housing units / developments.	Accept
S814.72	Carter Group Limited	Oppose Table 7.5.2.1. Seek that it is deleted.	Reject
S823.65	The Catholic Diocese of Christchurch	Table 7.5.2.1 - Minimum numbers of cycle parks required - Delete the proposed provisions to the Transport Chapter in their entirety.	Reject

8.1.12 Several submissions have been received with regard to the proposed changes to Table 7.5.2.1 - Minimum number of cycle parks required and requirements of cycle parking facilities as set out in Appendix 7.5.2. The majority of these submissions seek that cycle storage is included as a design requirement for new developments (**S762.41, S80.1, S325.5, S362.11, S312.2, S72.4, S72.5, S367.6, S786.1**). Furthermore, several submitters are seeking to include more requirements to cycle parking facilities (**S676.3, S80.1, S170.2, S170.4, S396.3, S786.1, S219.1**). These submitters request that bicycle parking facilities are provided indoors, are secure, weather-proof, located on the ground floor without steps, provide for accessible racks to be used by all people and/or provide for a range of bike sizes and e-bikes. In addition to this, **Mark Darbyshire (S786)** seeks that apartment developers monitored and wants Council to inspect apartment buildings upon completion to ensure these requirements are met in newly built complexes. **Craig Gilmore (S396.1; S396.2, S396.3)** would like to work with the Council to provide and get feedback on what can be done to improve the bike parking in order to make it more secure in the central city and promote useage of bikes in the city by medium density city dwellers and others. Moreover, **Carter Group (S814.72)** and **The Catholic Diocese of Christchurch (S823.65)** oppose the requirements for cycle parking for social housing and residential units on the basis that the requirements are prescriptive and inflexible, and any additional cycle parking needs are best determined by the developer accounting for the needs of future residents, or informally provided as required. The submitter believes that the proposed amendments will add unnecessary development costs, or onerous consenting requirements and will likely reduce development capacity.

8.1.13 The introduction of the MDRS combined with the effects of the removal of the minimum requirement for car parking by Policy 11 of the NPS UD will facilitate more medium and high-density residential development with pedestrian only access and facilities. This trend is already evident in parts of Christchurch. Cycling as a primary or secondary transport mode in Christchurch is growing significantly. The size and variety of different bicycles is also changing with electric bikes and different styles of cargo bikes now readily available and growing in popularity. Where residents are less likely to have cars, it is important for alternative transport modes like cycling to be practical and convenient. In order to provide for alternative modes other than conventional private vehicles,

amendments to Table 7.5.2.1 - Minimum number of cycle parks required are proposed by setting cycle parking number requirements to social housing and residential developments. In turn, these amendments seek to give effect to Section 7(i) of the RMA by addressing the effects of climate change by reducing vehicular omissions associated with high trip generating activities. In addition, it intends to give effect to Policy 6 (e) and Objective 8 of the NPS-UD by supporting reductions in greenhouse gas emissions and increase resilience to current and future effects of climate change. However, a range of issues is emerging with the cycle parking being provided under the current District Plan provisions, as mentioned by other submitters per above. These include: inadequate security and weather proofing; hanging bike racks which cannot be used by e-bikes or cargo bikes; and cycle parking provided in a location which requires the cyclist to carry their bike.

- 8.1.14 Furthermore, **Spokes Canterbury (S764.1)** believes that the current rules in the CDP are lacking in terms of requiring useable, practical and secure bike parking. Therefore, the submitter seeks that the Council requires that accessible, weatherproof and secure storage be provided for bikes and other forms of active transport, including space suitable for e-bikes, cargo and accessibility trikes. Additionally, **Cynthia Roberts (S362.11)** seeks that developers must also provide suitable secure storage for electric bikes.
- 8.1.15 Finally, **John Lieswyn (S170.2)** seeks that provision point 7.2.1.6 ii. will be amended by including that convenient cycle parking encompasses being provided indoors and excludes the provision of hanging bike racks. The intent of the Policies in the CDP is to provide directions on how to achieve the objectives.
- 8.1.16 I note that the Christchurch City Council submission (**S751.26**) proposes a range of amendments which address cycle parking. I have not considered that submission in this report, but note that the specific wording changes sought in that submission relate to a number of the issues I have addressed above in relation to other submissions.
- 8.1.17 I agree with the above submitters seeking changes to cycling parking facilities (**S170.4, S764.1, S762.41, S676.3, S362.11, S312.2; S219.1, S72.4, S72.5** and **S786.1**), accept their submissions, and recommend that provisions for cycle parking storage that is secure and weatherproof for residents, is supported where residents do not have a private garage for cycle storage. The process and rationale behind this approach is discussed and supported in the evidence report by Ms Heins. I have not proposed specific amendments at this stage, as the IHP will need to consider those submission points in the context of amendments proposed by Christchurch City Council (**S751.26**
- 8.1.18 Furthermore, **Michael Galambos (S325.3)** and **John Bennet (S367.6)** request that besides the provision of secure (electric) bicycle parking facilities, provisions should be made for charging e-transport. For reasons given in above, I consider that setting requirements for e-transport charging points to new developments is difficult to manage and enforce. Moreover, while sustainability standards in relation to e-transport charging requirements might be beneficial in terms of health,

greenhouse gas emission reductions and equity, such standards are likely to add significant costs and uncertainty to a range of residential developments across the city. Based on these considerations, I, therefore, recommend that the submissions by **Michael Galambos (S325.3)** and **John Bennet (S367.6)** are accepted in part, and as per above recommend additional amendments to the cycle parking facilities provisions that would provide sufficient space to store a range of various types of bicycles and e-transport, but no requirements for charging points to new developments are to be made. However, I acknowledge the increasing trend of E-Cargo Bikes and E-Bikes in Christchurch, as outlined in the evidence report provided by Ms Heins in the Travel demand and Management Team at the Christchurch City Council. Based on the technical advice of the expert, I recommend that an advice note be added to Appendix 7.5.7.1 that encourages developers to provide for standard power points in residential and non-residential cycle parking facilities and would read as follows:

The installation of standard 240V electrical power points in cycle parking facilities is strongly encouraged to enable the charging of e-bikes, e-scooters and other micro mobility devices. A ratio of 1 power point to 5 parking spaces is recommended to accommodate future growth.

Recommendation - Cycling parking provisions in residential developments

- 8.1.19 Based on the above considerations, I recommend that the submissions from John Lieswyn (S170.4), Daniel Crooks for New Zealand Institute of Architects Canterbury Branch (S762.41), Jack Gibbons (S676.3), Cynthia Roberts (S362.11), Joyce Fraser (S312.2), George Booty (S219.1), Rosemary Naeve (S72.4; S72.5), Anne Scot for Spokes Canterbury (S764.1) and Mark Darbyshire (S786.1).are accepted, along with Mark Darbyshire (S786.1) and Meg Christie (S80.1), which are accepted in part. I have not proposed specific amendments at this stage, as the IHP will need to consider those submission points in the context of amendments proposed by Christchurch City Council (**S751.26**)
- 8.1.20 Moreover, based on the considerations above, I recommend rejecting the submissions in relation to cycle parking number requirements by **Carter Group (S814.72)** and **The Catholic Diocese of Christchurch (S823.65)**, and recommend that the proposed changes will be retained.
- 8.1.21 Finally, based on the above considerations, I recommend accepting in part the submission by Michael Galambos (S325.5) and **John Bennet (S367.6)** with regard to requiring sufficient storage space for e-transport and EV charging rate standards for new developments, and that an advice note be added to Appendix 7.5.7(a) to encourage developers to provide for power points in residential and non-residential cycle parking facilities, and reads as:

The installation of standard 240V electrical power points in cycle parking facilities is strongly encouraged to enable the charging of e-bikes, e-scooters and other micro mobility devices. A ratio of 1 power point to 5 parking spaces is recommended to accommodate future growth.

- 8.1.22 Furthermore, I recommend rejecting the submission by **John Lieswyn (S170.2)** in relation to amending policy 7.2.1.6 ii based on the premises that this is already being addressed in the Transport Chapter standards as per the above recommended proposed provisions.
- 8.1.23 Finally, the submission by **Craig Gilmore (S396.1; S396.2, S396.3)** is rejected as consultation on the Council transport planning processes is done by means of public consultation on plans as per the RMA.

8.2 Issue 2 - Application of carbon emission and climate change responses outlined in the NPS-UD

Sub. No.	Submitter name	Summary of relief sought <i>[copy from the summary of submissions table]</i>	Recommendation
S705.12	Foodstuffs	Delete, or amend to: a.xi incorporate encourage measures to reduce greenhouse gas emissions from vehicular trips associated with the activity.	Reject
S705.13	Foodstuffs	Delete, or amend High trip generators a.vii. Greenhouse gas emissions: Whether measures are proposed to be implemented to encourage reduction of the greenhouse gas emissions from vehicle use associated with the activity, and the ability for any measures to reduce greenhouse gas emissions to be implemented and maintained over the lifetime of the activity.	Reject
S705.14	Foodstuffs	Regarding advice note - Delete words "yes" from columns relating to activities that are otherwise permitted in the Zone's Activity Status Table.	Accept
S805.33	Waka Kotahi (NZ Transport Agency)	Amend the policy as follows: xi. incorporate measures to promote opportunities for safe and efficient travel other than by private reduce greenhouse gas emissions from vehicle trips associated with the activity	Accept
S814.63	Carter Group Limited	Oppose 7.2.1.2(xi). Seek that this is deleted.	Reject
S814.69	Carter Group Limited	Oppose Rule 7.4.4.18(a)(v ii) and advice note vii in Table 1. Seek that these be deleted.	Reject
S823.56	Catholic Diocese of Christchurch	Delete the proposed provisions to the Transport Chapter in their entirety.	Reject
S823.62	Catholic Diocese of Christchurch	[Oppose] Rule 7.4.4.18(a)(vii) and advice note vii in Table 1. Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S625.5	Pamela-Jayne Cooper	Oppose car centric objective.	Accept
S689.11	Environment Canterbury / Canterbury Regional Council	[Retain Policy as notified]	Accept in part

8.2.1 Several submissions have been received in relation to the application of carbon emissions and climate change responses as outlined in the NPS-UD (**S705.12, S705.13, S705.14, S805.33, S814.63,**

S814.68, S823.56, S823.62, S625.5 and **S689.11**). The majority of these submissions seek references to greenhouse gas emissions and in Policy 7.2.1.2 a.xi and/or 7.4.4.18 to be amended or removed. Furthermore, **Pamela-Jayne Cooper (S625.5)** opposes Policy 7.2.1.2 a.xi due to being car centric. However, as it is unclear what the submitter is seeking to change in the CDP, I recommend rejecting this submission point. Finally, **Environment Canterbury / Canterbury Regional Council (S689)** seeks to retain Policy 7.2.1.2 as notified.

8.2.2 **Waka Kotahi (S805.33)** supports the intent of the proposed policy as it is seeking that activities that trigger high trip generating activities thresholds incorporate measures to reduce vehicular trips and associated greenhouse gasses. However, **Waka Kotahi (S805.33)** argues that the s32 evaluation report is specifically seeking that high trip generating activities should incorporate measures to provide for alternative transport modes, rather than those related to reducing greenhouse gas emissions. As such, it is noted that the proposed Policy could result in a potential assessment of greenhouse gas emissions instead of reductions in vehicular trips, thereby undermining the intended outcomes of the S32 evaluation report. In light of this, **Waka Kotahi (S805.33)** seeks Policy 7.2.1.2 a.xi to be amended by better reflecting the provisions for alternative transport modes and delete references to greenhouse gas emissions.

8.2.3 Due to similar concerns raised regarding Policy 7.2.1.2 a.xi not reflecting the provisions for alternative transport modes, and the impracticability and appropriateness of measures to reduce greenhouse gas emissions from vehicular trips, **Carter Group (S814.63)** and **The Catholic Diocese of Christchurch (S823.56)** oppose Policy 7.2.1.2 a.xi - High trip generating activities. For the reasons expressed in relation to Policy 7.2.1.2 a.xi, the submitters also oppose 7.4.4.18 a.vii and advice note vii in Table 1 of 7.4.4.18. Aside from those reasons, the submitter also considers it impractical from a commercial, monitoring and enforcement perspective to require 'measures to be implemented and maintained over the lifetime of the activity'.

8.2.4 **Foodstuffs (S705.12; S705.13; S705.14)** seek in their submissions that Policy 7.2.1.2 a.xi - High trip generating activities and 7.4.4.18 a.vii be either deleted or amended by removing references to incorporating measures to reduce greenhouse gas emissions. The submitter believes that the benefits do not outweigh the costs of site-specific assessments. Instead, the wording is requested to be amended to encourage (any) measures to reduce greenhouse gas emissions. In addition, the submitter seeks to remove any references to greenhouse gas emission reduction assessments in the advice note vii in 7.4.4.18 by deleting the words "yes" from columns relating to activities that are otherwise permitted in the Zone's Activity Status Table.

8.2.5 The intent of the proposed Policy and Rule is to promote mode shift and greater use of low emissions vehicles. Thereby, it seeks to give effect to Section 7(i) of the RMA by addressing the effects of climate change by reducing vehicular emissions associated with high trip generating activities. In addition, it intends to give effect to Policy 6 (e) and Objective 8 of the NPS-UD by supporting reductions in greenhouse gas emissions and increase resilience to current and future

effects of climate change. However, the extent of the proposed Policy 7.2.1.2 a.xi and 7.4.4.18 a.vii is broader than the MDRS and Policy 1(e) of the NPS-UD, as it requires calculating greenhouse gas emission reductions as part of an ITA.

8.2.6 As noted by **Waka Kotahi (S805.33)**, this is not consistent with the intent of the Policy and the S32 evaluation report, as the Policy and Matters of Discretion in question, specifically seek that high trip generating activities should incorporate measures to provide for alternative transport mode, rather than those related to reducing greenhouse gas emissions. As discussed by Mr Rossiter in his evidence report, and in line with the points raised by **Carter Group (S814.63; S814.69)** and **The Catholic Diocese of Christchurch (S823.56; S823.61)**, the requirement to make provision for alternative transport modes is effectively the method to reduce greenhouse gas emissions albeit without the ability to measure it. In the context of the MDRS, developments close to public transport services, cycle routes and places of employment better enable the use of alternative transport modes due to decreased distances and increased safety and convenience to use these modes. Successful implementation of the MDRS in the CDP might, in turn, lead to reductions in greenhouse gas emissions. The reduction in greenhouse gas emissions is, therefore, an outcome of the proposed Policy 7.2.1.2 a.xi and 7.4.4.18 a.vii within the context of providing for alternative modes. As a result, the addition of a requirement to assess greenhouse gas emissions reductions should be excluded of the overall effects assessment outlined in 7.4.4.18 in advice note vii of Table 1, as proposed by **Foodstuffs (S705.14)**, and should not add a significant cost to the ITA preparation. In addition, both Policy 7.2.1.2 a.xi and 7.4.4.18 a.vii should better reflect the provisions for alternative transport modes and remove references to measures to reduce greenhouse gas emissions, consistent with the proposed wording in the **Waka Kotahi (S805.33)** submission.

8.2.7 Given the above, with regards to Policy 7.2.1.2 xi., I recommend that minor changes are made to reflect accepted submissions from **Waka Kotahi (S805.33)**, **Carter Group (S814.63)**, **The Catholic Diocese of Christchurch (S823.56)**, and **Pamela-Jayne Cooper (S625.5)**, and to read as follows:

xi. Incorporate measures to promote opportunities for safe and efficient travel, other than by conventional private vehicles, that seeks to reduce greenhouse gas emissions from vehicular trips associated with the activity

8.2.8 In regards of the submission by **Foodstuffs (S705.13)**, the proposed wording for 7.4.4.18 vii is to be rejected to better reflect the intent of the Rule and Policy 7.2.1.2 a.xi – High generating trip activities. As stated above, the requirements to assess greenhouse gas emissions reductions need to be excluded from 7.4.4.18 in advice note vii of Table 1 to give effect to MDRS. As a result, wording should focus on providing provisions for alternative transport as a way to support reduction in greenhouse gas emissions. In addition, **Foodstuffs (S705.12)** seeks to amend the wording of Policy 7.2.1.2 a.xi to encourage measures to reduce greenhouse gas emissions. To effectively give effect to Section 7(i) of the RMA and Policy 6 (e) and Objective 8 of the NPS-UD,

measures should be incorporated that lead to reduction in greenhouse gas emissions. In the context of the MDRS, this translates to incorporating measures that provide for alternative modes, rather than incorporating measures that seek to reduce greenhouse gas emissions. However, as stated earlier, there is currently no method to measure conventional vehicular reductions as part of larger scale developments. Therefore, any requirement to assess vehicular reductions should be excluded from the overall effects assessment outlined in 7.4.4.18 in advice note vii of Table 1 and should not add a significant cost to the ITA preparation. Instead, the application of the MDRS to the CDP under PC14 supports urban growth in places with high levels of amenity and are well-connected by sustainable transport modes, thereby enabling the use of alternative transport modes.

- 8.2.9 Finally, the submission by **Foodstuffs (S705.13)** in relation to the wording in 7.4.4.18 vii considers requiring ‘measures to be implemented and maintained over the lifetime of the activity’ impractical from a commercial, monitoring and enforcement perspective. The intent of this policy is to give effect to Section 7(i) of the RMA by addressing the effects of climate change by reducing vehicular emissions associated with high trip generating activities. In addition, it intends to give effect to Policy 6 (e) and Objective 8 of the NPS-UD by supporting reductions in greenhouse gas emissions and increase resilience to current and future effects of climate change. To effectively give effect to these policies, the implementation of measures that provide provisions for alternative modes require a long-term lookout. Instead of this being monitored, the application of the MDRS to the CDP under PC14 supports urban growth in places with high levels of amenity and are well-connected by sustainable transport modes, thereby enabling the use of alternative transport modes. The enablement of increased intensification around places that are well-connected by sustainable transport modes will likely contribute to a greater reduction of conventional vehicular and associated greenhouse gas emissions compared to the *status quo*.

Recommendation

- 8.2.10 Based on the above considerations, I recommend accepting and further amending the proposed wording from **Waka Kotahi (S805.33)** for Policy 7.2.1.2 a.xi – High generating trip activities, thereby rejecting the proposed wording from **Foodstuffs (S705.12)** and submissions by **Carter Group (S814.63)** and **The Catholic Diocese of Christchurch (S823.56)**. In addition, the word ‘conventional’ has been added in both Policy 7.2.1.9 a.xi and 7.4.4.18 vii to refer specifically to gas-powered vehicles, thereby including electric vehicles as alternative transport modes and give effect to Policy 6 (e) and Objective 8 of the NPS-UD.
- 8.2.11 This proposed amended change would now read as: as follows:

- 8.2.12 xi. Incorporate measures to promote opportunities for safe and efficient travel, other than by conventional private vehicles, that seeks to reduce greenhouse gas emissions from vehicular trips associated with the activity
- 8.2.13 In addition, I recommend that the submission by **Foodstuffs (S705.14)** is accepted by removing references to greenhouse gas emissions assessments in 7.4.4.18 in advice note vii of Table 1 by effectively deleting the advice note vii column in said Table. Finally, I recommend rejecting the submission by **Foodstuffs (S705.13)** with regard to amending 7.4.4.18 vii and the submission by **Carter Group (S814.69)** and **The Catholic Diocese of Christchurch (S823.62)** to delete this rule. Instead, to better achieve the outcomes and intent of Policy 7.2.1.2 a.xi, I recommend 7.4.4.18 vii to be amended (see Appendix B)
- 8.2.14 Due to the changes proposed to Policy 7.2.1.2, as per the relief sought by **Waka Kotahi (S805.33)**, I accept in part the submission by **Jeff Smith for Environment Canterbury / Canterbury Regional Council (S689.11)**

8.3 Issue 3 - Pedestrian access in relation to minimum requirements for private ways and vehicle access

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S814.64	Carter Group Limited	Oppose Policy 7.2.1.9. Seek that it is deleted.	Reject
S814.65	Carter Group Limited	Oppose 7.4.3.7(b). Seek that it is deleted.	Reject
S814.66	Carter Group Limited	Oppose 7.4.3.7(d). Seek that it is deleted.	Reject
S814.70	Carter Group Limited	Oppose 7.4.4.27. Seek that it is deleted.	Reject
S814.74	J Carter Group Limited	Oppose 7.5.7. Seek that it is deleted.	Reject
S823.57	The Catholic Diocese of Christchurch	[With regards to Policy 7.2.1.9] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S823.58	The Catholic Diocese of Christchurch	Rule 7.4.3.7(b). Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S823.59	The Catholic Diocese of Christchurch	Rule 7.4.3.7(d). Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S823.63	The Catholic Diocese of Christchurch	[With regards to Table 7.4.4.27] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S823.67	The Catholic Diocese of Christchurch	[With regards to Table 7.5.7.1] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S805.34	Waka Kotahi	[S]upports the matters of discretion [and seeks to] [r]etain as notified	Accept in part

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S720.5	Mitchell Coll	Amend Table 7.5.7.1(a) [Minimum requirements for private ways and vehicle access] back to 3m for minimum legal width and 2.7m for minimum formed width	Reject
S30.13	Doug Latam	Amend Appendix 7.5.7 Access design, by reverting back to current provisions with regard to driveway width of residential properties with one to three units	Reject
S762.15	New Zealand Institute of Architects Canterbury Branch	[In relation to Table 7.5.7.1] That the increase in minimum driveway widths from 2.7 to 3m, and other minimum formed widths will be reviewed based upon the scale of the development, where carparking is ideally situated on site, and consideration for pedestrian and vegetation corridors throughout a site and the clause in question to be amended	Reject
S89.2	Andrew Evans	Amend Appendix 7.5.7 table 7.5.7.1 Minimum requirements for private ways and vehicle access to retain the operative district plan provisions	Reject
S89.25	Andrew Evans	Amend Appendix 7.5.7 Table 7.5.7.1 to replace the wording 'for residential activities , the number of residential units' to ' <u>for residential activities, the number of residential units or parking spaces whichever is less</u> '.	Reject
S684.2	Wayne Bond	[That] the proposed changes [to Table 7.5.7.1 Minimum requirements for private ways and vehicle access] be deleted and the exist[ing] minimums be retained	Reject
S685.27	Canterbury / Westland Branch of Architectural Designers NZ	[Retain existing minimum widths in Table 7.5.7.1 Minimum requirements for private ways and vehicle access]	Reject

S806.10	Te Tahuhu o te Mataranga (Ministry of Education)	Support Policy 7.2.1.9 as notified	Accept
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- 8.3.1 **Carter Group Limited (S814.64)** and **The Catholic Diocese of Christchurch (S823.57)** oppose proposed Policy 7.2.1.9 due to concerns that requiring all pedestrian access to be of a width and grade suitable for all users may not be appropriate or practicable in all cases. For the same reasons expressed they also oppose the proposed amendments for 7.4.3.7 (b) **(S814.65, S823.58)**.
- 8.3.2 To implement Policy 7.2.1.9 - Pedestrian Access, provisions in relation to legal and formed driveway width have been amended under PC14 (the proposed changes by PC14 can be accessed from the Council’s website⁹):). Several submissions seek to retain the minimum legal driveway width of 2.8m as set out in Table 7.5.7.1 **(S30.13, S720.5, S762.15, S685, S89.2, S684.2, S685.27)**. **Doug Latam (S30.13)** argues that the proposed amendments for 1-3 units are excessive and that the existing provisions are adequate. This is based on the line of reasoning that when there are only 1-3 dwellings there are not going to be a significant number of vehicles, pedestrians, cyclists, which results in a low likelihood for any conflict and safety issues. Submitters **Mitchell Coll (S720.5)**, **New Zealand Institute of Architects Canterbury Branch (S762.15)**, **Canterbury / Westland Branch of Architectural Designers NZ (S685.27)** and **Andrew Evans (S89.2)** seek the requirements in the CDP to be retained as the proposed changes would lead to increased driveway accessways that leave less space for development and/or planting. In contrast, **Te Tahuhu o te Mataranga (Ministry of Education) (S806.10)** seeks to retain Policy 7.2.1.9 as notified in PC14.
- 8.3.3 Furthermore, **Carter Group Limited (S814.66)** and **The Catholic Diocese of Christchurch (S823.59)** oppose the proposed provisions to include audio and visual warning device or visibility splay as set out in Rule 7.4.3.7 (d) – Access design. In addition, the submitters also oppose the changes made under PC14 in relation to pedestrian access, including 7.4.4.27 - Matters of discretion **(S814.70, S823.63)**. **Carter Group Limited (S814.74)** and **The Catholic Diocese of Christchurch (S823.67)** additionally oppose the minimum vehicle access width requirements as set out in Appendix 7.5.7 (Table 7.5.7.1 in particular). Moreover, **Waka Kotahi (S805.34)**, seeks to retain 7.4.4.27 as it appropriately provides for safety, alternative pedestrian access and to ensure access is function to allow cyclists to safely access any private or shared cycle storage areas.

⁹ <https://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/christchurch-district-plan/changes-to-the-district-plan/proposed-changes-to-the-district-plan/pc14>

- 8.3.4 Finally, **Andrew Evans (S89.25)** requests to amend Table 7.5.7.1 by replacing the wording ‘for residential activities, the number of residential units’ to ‘for residential activities, the number of residential units or parking spaces whichever is less’. The width requirements set in Table 7.5.7.1 are based on the number of residential units ranging from one unit to over 15 units. The change sought does not achieve the intent of the submitter as it is impossible to have less than one residential units. Therefore, the intent of the submitter is already accomplished through the existing standards as currently set out in Table 7.5.7.1.
- 8.3.5 The implementation of the MDRS standards to the CDP under PC14 will result in more pedestrian access only sites. Policy 7.2.1.9 has been proposed to give effect to Section 5(2) of the RMA through the sustainable development of urban land while also ensuring that the health and safety of future development occupants is provided for by having appropriate and safe vehicular and pedestrian access. In addition, the proposed policy gives effect to Sections 7(b), (c) and (f) of the RMA by ensuring that vehicular access and pedestrian access provides for the needs of future residents and achieves an appropriate amenity outcome. Policy 7.2.1.9 as proposed under PC14 seeks to ensure pedestrian safety and raises the importance of good pedestrian access design to a similar level to vehicle access design. To give effect to this policy, the legal and formed widths in Table 7.5.7.1 were amended under PC14 to ensure that vehicular access onto the site is of a sufficient width to provide for low-speed traffic and pedestrian safety. The existing widths were slightly too narrow to achieve this outcome as jointly assessed by Mr Beban from Urban Edge Planning, Mr Rossiter from Stantec and the CCC City Planning, Urban Design and Asset Planning staff. In light of this assessment, MrRossiter from Stantec provides an overview of the matters that have been considered for the proposed changes to the Transport chapter under PC14 in relation to pedestrian access in his evidence report. A summary of these matters is provided below.
- 8.3.6 The changes to Table 7.5.7.1 were proposed to address the following design related matters: 1) Recommended design standards in the National Medium Density Design Guide; 2) Pedestrian Visibility Splays; 3) Universal access; and 4) Fire and Emergency access. Each of these factors generates different design standards. Under all the design criteria that have been considered above, the minimum formed width and legal width are greater than proposed in PC14. Based on these design requirements, it would be desirable to specify a minimum formed width for an access of 3.3 metres to provide for universal access and a legal width of 5.0 to 6.0 metres to meet visibility splay requirements. This represents significant widening compared with existing requirements but would contribute to reducing the potential for crashes at driveway. However, it does create a tension with the objectives of PC14 to enable greater development, as it contests the space available for development. The design criteria proposed as part of the PC14 amendments represent a compromise that reduces the total land requirement for access while still offering improvements to safety and accessibility.

Recommendation

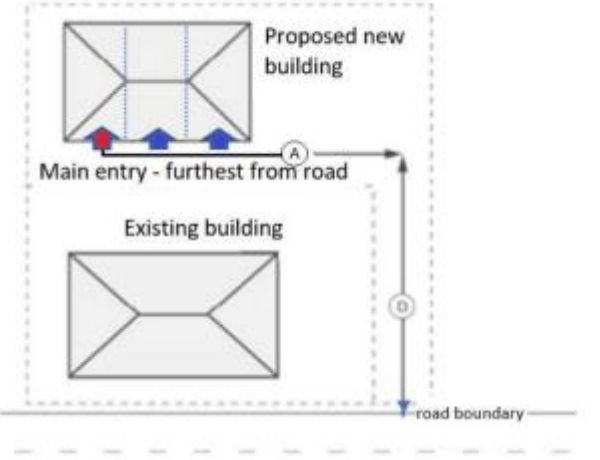
8.3.7 Based on the above considerations, I recommend that the proposed amendments to Policy 7.2.1.9, Rule 7.4.3.7 (b) and Table 7.5.7.1 to be retained (subject to the proposed amendments by **FENZ (S842.14; S842.15; S842.16)** and **CCC (S751.25)** with regard to emergency vehicles access) and the submissions seeking to retain the provisions in the operative CDP to be rejected (**S30.13, S720.5, S762.15, S685.27, S89.2, S684.2, S685.27, S814.64, S814.65, S814.70, S814.74, S823.57, S823.63, S823.67, S823.58**). In addition, I recommend that the submissions by **Carter Group (S814.66)** and **The Catholic Diocese of Christchurch (S823.59)** be rejected as the provision of visibility splays or other warning devices represent a road safety requirement which is required to be included in the CDP. Furthermore, based on the above considerations, the submission by **Te Tahuu o te Mataranga (Ministry of Education) (S806.10)** and **for Waka Kotahi (S805.34)** are accepted. Finally, based on the considerations in relation to amending the wording of Table 7.5.7.1, I recommend rejecting the submission by **Andrew Evans (S89.25)**.

8.4 ISSUE 4 - Fire safety and emergency standards in relation to access –

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S842.13	Fire and Emergency New Zealand (FENZ)	Amend as follows: 7.2.1.9 Policy – Pedestrian Access a. Pedestrian access is designed to: i. Be sufficient width and grade that the pedestrian access meets the access requirements of all users, including persons with a disability of with limited mobility and emergency services . ii. ...	Accept

S842.14	Fire and Emergency New Zealand (FENZ)	<p>Amend as follows:</p> <p>7.4.4.27 Pedestrian Access</p> <p>a. The following are matters of discretion for Rule 7.4.3.7</p> <p>b:</p> <p>i. whether the pedestrian access is suitable for use by persons with a disability or with limited mobility;</p> <p>ii. whether any alternative pedestrian access is provided and the formation and safety of that alternative;</p> <p>iii. the effects on the safety and security of people using the pedestrian access and those occupying residential units on the site; and</p> <p>iv. the functionality of the pedestrian access to meet the needs of occupants including but not limited to the transportation of rubbish and recycling for collection and the ability for cyclists to safely access any private and shared cycle storage areas, and</p> <p><u>v. whether the pedestrian access is suitable for use by emergency services</u></p>	Accept
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S842.15	Fire and Emergency New Zealand (FENZ)	<p>Amend as follows:</p> <p>Appendix 7.5.7 Access design and gradient ...</p> <p>c. For developments of three or more residential units, each unit shall be accessed by either a combined vehicle-pedestrian access or a dedicated pedestrian access that is:</p> <p>(i) a minimum <u>formed width</u> of 3 metres in-width on a straight accessway, with a formed pathway of at least 1.5m; or,</p> <p><u>(ii) 6.2m on a curved or cornered accessway;</u> and,</p> <p><u>(iii) each access shall be from the street to the front door of the unit and any garage or parking space for that unit.</u></p> <p>...</p> <p>h. For the purposes of access for firefighting, where a building is <u>either:</u></p> <p>i. located in an area where no fully reticulated water supply system is available; or</p> <p>ii. located further than 75 metres from the nearest road that has a fully reticulated water supply system including hydrants (as required by NZS 4509:2008). <u>75 metres is measured from the road boundary via an existing or proposed property access, to the main entry furthest from the road (Figure 7A); or</u></p> <p><u>(iii) located in the Residential Hills Precinct and is a residential unit on a rear site.</u></p> <p>vehicle access shall have <u>must be a</u> minimum formed width of 3.5-4 metres <u>for its entire length</u> and a height clearance of 4 metres. Such vehicle access shall be designed <u>and maintained to be</u> free of obstacles that could hinder access for emergency service vehicles.</p> <p>... n. The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.5.7.2, except a maximum gradient of 1 in 5 (minimum 4.0 metres long transition ramps for a change of grade 1 in 8 or greater) shall apply for accesses that are identified in (g <u>and h</u>). For curved accesses, the maximum gradient shall be measured on the inside of a curved vehicle access.</p>	Accept in part
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S842.16	Fire and Emergency New Zealand (FENZ)	<p><i>[Insert Figure 7A]</i></p> <p>A+B Less than or equal to 75m</p> 	Accept in part												
S842.17	Fire and Emergency New Zealand (FENZ)	<p>Amend as follows: Table 7.5.7.1 – Minimum requirement for private ways and vehicle access:</p> <table border="1" data-bbox="507 936 1088 1272"> <thead> <tr> <th></th> <th>Activity</th> <th>Minimum formed width (metres)</th> <th>Central City height clearance (metres)</th> </tr> </thead> <tbody> <tr> <td>a.</td> <td>Residential activity and offices</td> <td>3.0</td> <td>3.5 4.0</td> </tr> <tr> <td>b.</td> <td>Residential activity and offices</td> <td>3.0</td> <td>4.0</td> </tr> </tbody> </table> <p><u>Advice note: For any buildings that are greater than 75m from the road, Appendix 7.5.7 Access, gradient and design clause h is applicable.</u></p>		Activity	Minimum formed width (metres)	Central City height clearance (metres)	a.	Residential activity and offices	3.0	3.5 4.0	b.	Residential activity and offices	3.0	4.0	Accept in part
	Activity	Minimum formed width (metres)	Central City height clearance (metres)												
a.	Residential activity and offices	3.0	3.5 4.0												
b.	Residential activity and offices	3.0	4.0												

8.4.1 The proposed changes to the Transport Chapter are consequential and address the transport related effects of increased density to emergency vehicles access to residential units in higher risk situations. In particular, changes to Rule 7.4.3.7(b) seek to provide for adequate vehicle access for emergency services vehicles in all circumstances.

8.4.2 **Fire and Emergency New Zealand (FENZ) (S842.13; S842.14; S842.15; S842.16; S842.17)**, state in their submission that adequate fire appliance access to both the source of a fire, or other emergency, and a firefighting water supply is essential to the efficient operation of FENZ. The submitter has strong concerns that even in situations where the New Zealand Building Code (NZBC) applies, many developments do not comply with the minimum requirements of access for fire and emergency vehicles as set out in the performance criteria of C5 – Access and safety for firefighting operations. **FENZ (S842.13; S842.14; S842.15; S842.16; S842.17)** therefore requests amendments

to give effect to the guidance provided in the Firefighting Operations Emergency Vehicle Access Guide to ensure that adequate vehicle access for fire and emergency vehicles will be provided for.

- 8.4.3 **FENZ (S842.13)** supports the proposed Policy 7.2.1.9, but request to amend the policy to explicitly include references to emergency services given the importance of their role. The importance of this amendment is acknowledged and is recommended to be adopted in the CDP. In addition, the submitter expresses their concern with the pedestrian-only access developments not providing for emergency responder access. They state that the proposed matters of discretion set out in 7.4.4.27 that apply to Rule 7.4.3.7(b) do not consider the ability for emergency responders to undertake operational activities including movement of ladders. Subsequently, the submitter seeks to add a new clause to 7.4.4.27 (clause v): whether the pedestrian access is suitable for use by emergency services **(S842.14)**. I agree with the proposed amendment by **FENZ (S842.14)** and recommend adopting it in the CDP.
- 8.4.4 Furthermore, **FENZ (S842.15)** requests that the minimum standards for access design and gradient as set out in Appendix 7.5.7(c) be amended to provide for emergency service access. In their submission they seek to add several clauses that require developments of three or more residential unit have a combined vehicle-pedestrian access or a dedicated pedestrian access that is: **“(i) a minimum formed width of 3 metres ~~in width~~ on a straight accessway, with a formed pathway of at least 1.5m; or (ii) 6.2m on a curved or cornered accessway; and (iii) each access shall be from the street to the front door of the unit and any garage or parking space for that unit”**. These amendments are consistent with the minimum requirements as set out in the Fire and Emergency’s ‘Designer’s guide’ to firefighting operations Emergency vehicle access’ (F5-O2-FD).
- 8.4.5 The proposed amendments to Appendix 7.4.7(c) by **FENZ (S842.15)** have been discussed in the evidence report by Mr Rossiter. Here it is argued that if a site has a combined vehicle-pedestrian access that complies with the standards set out in Table 7.5.7.1 - Minimum requirements for private ways and vehicle access, it will accommodate access for emergency vehicles when the accessway is straight. The expert considers the proposed amendment to pedestrian access to be formed to a vehicle standard requires excessive land and, therefore, restricts the enablement of development. Furthermore, the CDP does not set width requirements for curved or cornered accessways, as it concerns a detailed design matter which is dependent upon the design width of the accessway and radius of the curve. It is argued by the expert that these matters are best addressed at a concept design stage, such as through the Engineering Approvals process or building consent approval process. Furthermore, the proposed amendments to Appendix 7.5.7(c) have also been considered in the evidence report of William Field from the Urban Design Team at CCC. From an urban design perspective, that the proposed width are considered to lead to poor urban design outcomes. Bends and curves vary significantly in radius that it may not be necessary to widen the accessway to the extent sought by the submitter. In addition, the requirement to provide for emergency vehicle access is already provided for in the Building Code C5 - Access and safety for

firefighting operations. Where there are instances of curved or cornered accessways, then the appropriate widths will be achieved through that mechanism. Based on the merits of these discussions, I recommend the submission by **FENZ (S842.15)** to be accepted in part and the provisions in the operative district plan with regard to Appendix 7.5.7(c) be retained.

8.4.6 In addition, **FENZ (S842.15)** seeks amendments to the standards set out in Appendix 7.5.7(h). The submitter notes that correspondence with Christchurch City Council post notification regarding Appendix 7.5.7(h) indicated that proposed changes to this clause were omitted from notification in error. The section 32 report for transport notes some of the issues raised by FENZ and others in relation to fire-related access, specifically access width and the application of the hose length requirements. In consultation with CCC, a new diagram has been drafted to assist plan users and provide clarity in relation to Appendix 7.5.7(h)ii (Figure 7A), including the application of multiunit or infill development, and a new access width has been proposed.

8.4.7 **FENZ (S842.15)** requests that the clause considers vehicle access for firefighting where a building is either located outside of a reticulated area, or further than 75m from the nearest road that is fully reticulated. This sets a minimum formed width of 3.5m and a height clearance of 4m. The submitter seeks to include the following wording to Appendix 7.5.7(h):

8.4.8 “For the purposes of access for firefighting, where a building is ~~either~~: i. located in an area where no fully reticulated water supply system is available; or ii. located further than 75 metres from the nearest road that has a fully reticulated water supply system including hydrants (as required by NZS 4509:2008). **75 metres is measured from the road boundary via an existing or proposed property access, to the main entry furthest from the road (Figure 7A); or iii. located in the Residential Hills Precinct and is a residential unit on a rear site,** vehicle access ~~shall have a must be a~~ minimum formed width of ~~3.5~~ **4** metres **for its entire length**, and a height clearance of 4 metres. Such vehicle access shall be designed **and maintained** to be free of obstacles that could hinder access for emergency service vehicles”.

8.4.9 The amendments to Appendix 7.5.7(h) by **FENZ (S842.15)** have also been considered William Field from the Urban Design Team at CCC in his evidence report. Based on the presented evidence, it is recommended to have a minimum formed width of 3.5 metres for the entirety of the length of the accessway with 0.6m on either side to provide for boundary amenity planting and foundation planting along residential unit edges as set out in 14.15.1(c)(D) - Residential Design Principles. This foundation planting provides for privacy separation from windows that are ideally located along driveways for passive surveillance reasons. Accordingly, the expert proposes a 4.2m minimum width. In turn, the proposed vehicle access width seeks to ensure that amenity values are maintained for new developments as set out in Section 7(c) of the RMA. However, the proposed vehicle access width and minimum formed width as proposed by the expert would insufficiently accommodate access for mobility impaired people as discussed in the evidence report of Mr Rossiter.

- 8.4.10 Furthermore, **FENZ (S842.15)** seeks further amendments to Appendix 7.5.7(n) as per relief: “The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.5.7.2, except a maximum gradient of 1 in 5 (minimum 4.0 metres long transition ramps for a change of grade 1 in 8 or greater) shall apply for accesses that are identified in (g **and h**). For curved accesses, the maximum gradient shall be measured on the inside of a curved vehicle access”. The addition of references to the standards as set out in Appendix 7.5.7(h) are supported and I recommend the changes to be made accordingly to the CDP.
- 8.4.11 To assist plan users and provide clarity in relation to Appendix 7.5.7 (h)ii, a conjointly developed diagram is requested to be included by **FENZ (S842.16)**
- 8.4.12 **FENZ (S842.17)** also seeks to amend Table 7.5.7.1 in relation to the minimum requirements for private ways and vehicle access to reflect the relief sought with regard to the standards as set out in Appendix 7.5.7(h). The submitter notes that Appendix 7.5.7(h) requires a minimum access width of 4m where an accessway exceeds 75m (as per proposed new Figure 7A above). This is in acknowledgment that where accessways do not exceed 75m, Fire and Emergency should be able to operate from the road. The submitter supports that the proposed minimum formed width for Table 7.5.7.1 a. and b. requires a 3.0m minimum formed width. However, this support is subject to these buildings being no more than 75m from the road and that the relief sought in Appendix 7.5.7(h) is accepted in order to manage risk relating to emergency service access in the medium and high-density environments. In light of this, **FENZ (S842.17)** requests that an advice note is added to the table stating that developments that are further than 75m from the road, Appendix 7.5.7 and clause h is applicable. To give effect to the amendments to Appendix 7.5.7(h), I recommend that this advice note to be added in the CDP. However, the proposed wording has been amended to make correct references to Appendix 7.4.7 Access design and gradient. It is noted, however, that a minor error has been made in the notified table as the notified table invertedly does not show the newly numbers italicized, underlined and in bold. In comparison, the strike-through text in the notified table is correct. We believe that this error had a nonsignificant effect on the submission process. In addition, the proposed amendments have been discussed in the S32 evaluation report.
- 8.4.13 Finally, **FENZ (S842.17)** seeks that the height clearance to be increased to 4 metres from 3.5 metres in line with the SNZ PAS 4509:2008 to enable emergency responders to provide effective and efficient assistance. The submitter argues that without the changes, assessment of non-compliance with this standard against matter of discretions is challenging as the permitted baseline is already insufficient. I support the proposed changes in relation to minimum height clearance requirements to comply with the Firefighting Water Supplies Code of Practice (SNZ PAS 4509:2008) and recommend the proposed amendments to be adopted.

Recommendation

8.4.14 Based on the above considerations, I recommend accepting in part the following submissions points by **FENZ (S842.14, S842.15)** with regard to adding an advice point in Table 7.5.7.1 a. and b. that refers to clause h of Appendix 7.5.7, amendments to Appendix 7.5.7(n) as per relief sought and adding a new clause to 7.4.4.27 (clause v). Furthermore, Furthermore, I recommend accepting in part submission **S842.15** in relation Appendix 7.5.7(h). In addition, I recommend accepting the submission by **FENZ** in relation to Policy 7.2.1.9 (**S842.13**). Finally, based on the above considerations, I recommend rejecting the **FENZ (S842.15)** submission in relation to the proposed changes for straight and curved or cornered accessway as set out in Appendix 7.5.7(c). In light of this, several changes to the District Plan text are proposed as outlined in Appendix B of this report.

8.5 ISSUE 5 - Vehicle crossings provisions

Sub. No.	Submitter name	Summary of relief sought	Recommendation
S814.67	Carter Group Limited	Oppose 7.4.3.8. Seek that it is deleted.	Reject
S814.68	Carter Group Limited	Oppose 7.4.3.13. Seek that it is deleted.	Reject
S814.71	Carter Group Limited	Oppose 7.4.4.28. Seek that it is deleted.	Reject
S823.60	The Catholic Diocese of Christchurch	[In reference to 7.4.3.13] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S823.61	The Catholic Diocese of Christchurch	[In reference to 7.4.4.12] Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S823.64	The Catholic Diocese of Christchurch	[In reference to 7.4.4.28] Delete the proposed provisions to the Transport Chapter in their entirety.	Reject

8.5.1 **Carter Group (S814.68)** and **The Catholic Diocese of Christchurch (S823.60)** consider the requirements in 7.4.3.13 (as referred to in rule 7.4.3.8) unnecessary, onerous and impractical. In addition, the submitters note that the rule creates a ‘first in first served’ situation for vehicle crossings which in greenfield residential areas may be problematic where adjoining sites are designed and/or obtain building consent, resource consents and/or vehicle crossing permits at a similar time with no knowledge of adjacent crossing positions. For the same reasons, **Carter Group (S814.67; S814.74)** also oppose 7.4.3.8 and 7.4.4.28, and **Catholic Diocese (S823.61; S823.64)** opposes 7.4.4.12 and 7.4.4.28. Accordingly, the **Carter Group (S814.67; S814.68)** request the

proposed provisions related to vehicle crossings as set out in 7.4.3.8(h) and 7.4.3.13 be deleted. In addition, **The Catholic Diocese of Christchurch (S823.61; S823.64)** seeks that 7.4.4.12 and 7.4.4.28 be removed, alongside 7.4.3.13 (**S823.60**).

- 8.5.2 Policy 1(c) of the NPS-UD outlines that planning decisions need to contribute to well-functioning urban environments that, as a minimum, have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport. In addition, Policy 7.2.1.9 – Pedestrian access achieves Objective 7.2.2 of the CDP by enabling Christchurch District’s transport system to provide for the transportation needs of people and freight whilst managing adverse effects from the transport system. The proposed changes in relation to vehicle crossings are consequential and address the increased number of vehicle crossings induced by increased density. The aim of the proposed changes is to manage the potential pedestrian safety and streetscape impacts from additional vehicle crossings onto a site. In addition, retaining the *status quo* could result in potential for new vehicle crossings to have a conflict with major cycle routes. An increase in the number of vehicle crossings have a detrimental effect on the accessibility of modes other than private vehicles and undermines the intent of Policy 1(c) of the NPS-UD and Objective 7.2.2 of the CDP.
- 8.5.3 Furthermore, the urban design impacts of co-locating vehicle crossings have been considered by the urban design team of CCC. In relation to this, technical expert advice has been provided by William Field. Where possible, the co-location of vehicle crossings in residential street environment improves the safety and amenity of the street environment by minimising potential conflicts between pedestrians, cyclists and other vehicles, and it provides for more opportunities for creating better street frontages with buildings and garden planting. It also potentially provides for more on street parking spaces or street tree planting locations. The proposed changes under PC14 would mean that further subdivision of existing lots would require existing co-located accesses to be shared with the new subdivided lot(s). As such, the proposed provisions intend to avoid situations where three or more adjacent driveways could be developed, which would create an adverse dominance of hardstand asphalt or concrete areas and concentrated vehicle movements adjacent to street public realms and within new residential developments.

Recommendation

- 8.5.4 Based on the above considerations, I reject the submissions in relation to vehicle crossings by **Carter Group (S814.67; S814.68)** and **The Catholic Diocese of Christchurch (S823.60; S823.61; S823.64)** and recommend that the proposed changes will be retained.

8.6 ISSUE 6 - Minimum number of loading spaces required

Sub. No.	Submitter name	Summary of relief sought <i>[copy from the summary of submissions table]</i>	Recommendation
S814.73	Carter Group Limited	Oppose Table 7.5.3.1. Seek that it is deleted	Reject
S823.66	The Catholic Diocese of Christchurch	Table 7.5.3.1 – Minimum numbers of loading spaces required. Delete the proposed provisions to the Transport Chapter in their entirety	Reject
S205.3	Addington Neighbourhood Association	Subdivisions should have at least one compulsory car park on each development for deliveries, tradesmen and emergency services	Reject
S237.43	Marjorie Manthei	Add a rule requiring at least one service bay for multi-unit developments of three or more units	Reject
S288.4	Waipapa Papanui-Innes-Central Community Board	The Board recognises that onsite parking is not a provision for residential development, however the Board wants to have compulsory provision introduced for loading bays and mobility parking. The Board believes there is a need to review options whereby residents could request resident-only parking through a permit system	Accept in part

8.6.1 Several submissions have been received in relation to the proposed changes to the minimum number of loading spaces required for new developments. **Carter Group (S814.73)** and **The Catholic Diocese of Christchurch (S823.66)** oppose the requirements for on-site loading spaces on the basis that the requirements are prescriptive and inflexible, and any loading needs are best determined by the developer accounting for the needs of future residents, or informally provided as required (including through on-street loading facilities). The submitter believes that requiring on-site loading (where car parking is not otherwise required and loading is not presently required) will reduce development capacity and/or significantly increase the costs of development, accounting for the corresponding requirements for on-site access to facilitate the on-site loading. Furthermore, **Addington Neighbourhood Association (S205.3)** seeks the requirement of loading spaces for deliveries, tradesmen and emergency services for each subdivision.

8.6.2 The intent of the proposed requirement for developments is to provide for increased demand for courier deliveries, pick-up and drop-off activity at larger sites induced by increased density. Maintaining the *status quo* does not provide for loading requirements for larger developments and the potential impacts that can arise from the lack of an on-site loading facility, including increased

inefficiencies with providing delivery services to residential units and for trades people to attend developments without loading bays.

- 8.6.3 In addition, the urban design outcomes of the proposed requirement of loading spaces for large developments have been discussed in the evidence report produced by Mr Field from the CCC Urban Design team. In this evidence it is noted that furniture, waste management, courier, loading areas are likely to be required particularly for larger developments. For smaller developments, loading areas may be able to be accommodated on streets particularly in conjunction with smaller scale developments in the area. Therefore, loading space requirements at the lower end of the development scale are not appropriate given the scale of the development and the likely number of delivery trips. Instead, infrequent loading can take place from the road without adversely affecting the road transport network. In addition, requiring loading spaces for smaller scale developments will result in unnecessary additional development costs. In accordance, Chris Rossiter considers the chosen threshold for minimum number of loading spaces required appropriate based on similar reasons. Based on the merits of this discussion, the proposed requirement is found to provide an appropriate balance between the enablement of development and adequately servicing people. On the basis of these considerations, I recommend rejecting **Addington Neighbourhood Association (S205.3)** and **Marjorie Manthei (S237.43)**.
- 8.6.4 Furthermore, the evidence report produced by Mr Field of the CCC Urban Design team express several concerns that developments that do not provide for rear parking and serving areas, will be required to provide a loading bay at the street frontage. This partly restricts the ability to create good street relationships between buildings and the public realm and could reduce the amenity of street frontages. It is therefore recommended that required loading spaces should be restricted to the rear of development to not detract from the amenity of street frontages and that of the site and surroundings. As such, amendments to the standards in regard of the location of loading spaces in Medium Density and High Density Residential Zones are sought.
- 8.6.5 Finally, **Waipapa Papanui-Innes-Central Community Board (S288.4)** requests that a compulsory provision for loading bays for High Density Residential Developments. The proposed amendments in Table 7.5.3.1 w. already introduce minimum requirements for loading bays for large scale developments. The proposed amendments to the CDP by PC14 require developments of 20 or more residential units to provide for one loading bay. Accordingly, I recommend accepting in part the submission by **Waipapa Papanui-Innes-Central Community Board (S288.4)**.

Recommendation

- 8.6.6 Based on the above considerations it is recommended that the submissions by **Carter Group (S814.73)** and **The Catholic Diocese of Christchurch (S823.66)** be rejected and to retain the proposed amendments in Table 7.5.3.1 - Minimum numbers of loading spaces required. In

addition, I recommend including a provision in the CDP that requires loading spaces for large developments to be located at the rear of the development in accordance with the recommendation of the Urban Design Team. Accordingly, I propose that the built form standards in relation to garaging and carport building locations be amended for both Medium Density Residential Zones (14.5.2.15 and 14.5.3.2.13) and High Density Residential Zones (14.6.2.14) by including a reference to loading space(s). Accordingly, several changes to 14.5.2.15, 14.5.3.2.13 and 14.6.2.14 are proposed (see Appendix C).

8.7 ISSUE 7 – Other transport related matters

Sub. No.	Submitter name	Summary of relief sought <i>[copy from the summary of submissions table]</i>	Recommendation
S472.2	John Glennie	That the impact of increased traffic on a shared long driveway be added to the list of Qualifying Matters and that the owners of existing houses on the driveway be able to object to the effects.	Reject
S170.3	John Lieswyn	Remove 7.4.4.3 a. v. from the District Plan	Reject
S1009.3	Richard Abey-Nesbit	[S]upports limitation of heritage areas to promote better public transport options.	Accept
S288.5	Waipapa Papanui-Innes-Central Community Board	The Board recommends a residents parking permit system for high density residential development areas.	Reject
S276.32	Steve Burns	That provisions are made for widening main transport routes to enable access.	Reject
S625.3	Pamela-Jayne Cooper	Amend Objective 7.2.1 (a)(i) and (ii) as they are too vague.	Reject
S793.2	Fiona Bennetts	[That buildings are required] to provide secure facilities to store micro-mobility devices	Accept in part
S425.10	Tom King	Consideration needs to be given and requirements increased for developers, as to the impact that high density housing and increased height will have on [...] road congestion	Reject

S673.1	Anne Ott	Add a new qualifying matter "traffic impact" - to enable assessment of additional traffic and cars parking on roads due to new developments around the small feeder streets (Cox St, Stirling St, Akela St, Office Rd (especially by the Mall), Rugby St (especially off Papanui Rd), Winchester St (by St Margarets), Andover St, Tonbridge St, Rastrick St, Shrewsbury St and Merivale Lane) in Merivale.	Reject
S674.10	David Ott	Add a new qualifying matter "traffic impact" - to enable assessment of additional traffic and cars parking on roads due to new developments around the small feeder streets (Cox St, Stirling St, Akela St, Office Rd (especially by the Mall), Rugby St (especially off Papanui Rd), Winchester St (by St Margarets), Andover St, Tonbridge St, Rastrick St, Shrewsbury St and Merivale Lane) in Merivale.	Reject
S288.4	Waipapa Papanui-Innes-Central Community Board	The Board recognises that onsite parking is not a provision for residential development, however the Board wants to have compulsory provision introduced for loading bays and mobility parking. The Board believes there is a need to review options whereby residents could request resident-only parking through a permit system	Accept in part
S113.2	Sally Wihone	Provide for accessible parking spaces and wheelchair access along footpaths in residential suburban areas	Accept in part
S113.3	Sally Wihone	Provide for accessible parking spaces, accesses and crossing points on public roads that accommodate older persons and wheelchairs where density is increased in residential zones and results in increased car parking on roads	Accept in part

8.7.1 **John Glennie (S472.2)** requests that the impact of increased traffic on long shared driveways will be accounted for in a Qualifying Matter and that the owners of the driveways can make objections. However, it is unclear what amendments to the CDP rules, standards and matters of discretion are sought by the submitter. Based on the above consideration, I recommend rejecting the submission by **John Glennie (S472.2)**.

8.7.2 **John Lieswyn (S170.3)** seeks to remove 7.4.4.3 a.v from the CDP. The submitter believes that the reference to 'efficient site layout' in the clause is a get out of jail free card for developers and should be struck from the Plan. It is acknowledged that this rule could be misinterpreted as giving efficient site layout priority over the provision of cycle parking facilities. To rectify this matter, it is proposed

to adopt terminology in the 14.15.1 c I Residential design principles – “logical and coherent site layout”, rather than “efficient” in 7.4.4.3 a.v in the following manner: “*Whether the provision, design and location of cycle parking facilities may disrupt pedestrian traffic, disrupt active frontages, or detract from an ~~efficient~~ logical and coherent site layout or street scene amenity values*”; in accordance with the evidence provided by Mr Field. Based on these considerations, I recommend rejecting the submission by **John Lieswyn (S170.3)**, as I deem it appropriately addressed by amending the wording of the clause as per above.

8.7.3 **Richard Abey-Nesbit (S1009.3)** supports the limitation of heritage areas to promote better public transport options. However, heritage areas only set controls to the developments and conservation of the site itself and does not limit transport options to the area or surroundings, including public transport. As the submitter seeks to retain the designated heritage areas as proposed in PC14 and does not seek amendments, I recommend accepting the submission by **Richard Abey-Nesbit (S1009.3)** and, hence, retain the amendments as proposed.

8.7.4 **Waipapa Papanui-Innes-Central Community Board (S288.5)** recommends introducing a residents parking permit system for high density residential development areas. The implementation of a resident parking system can already be provided for through the current Suburban Residential Parking Policy. In accordance with the Traffic & Parking Bylaw 2017, resident exemption parking areas have been introduced under Policy 3 of the Suburban Residential Parking Policy, alongside time-limit restrictions, to prioritise resident and short-term parking and deter commuter parking. Residents will be able to purchase parking permits to allow an exemption to time restriction within a defined area. As resident exemption parking permits can already be actioned through the abovementioned Policy, I, therefore, recommend rejecting the submission from **Waipapa Papanui-Innes-Central Community Board (S288.5)**.

8.7.5 **Steve Burns (S276.32)** requests that provisions are made for widening main transport routes to enable access. The enablement of access in light of increased intensification is already provided for through the various Policies and Objectives set out in the CDP. Objective 3.3.8 – Urban growth, form and design a.viii aims to achieve a well-integrated pattern of development and infrastructure, a consolidated urban form, and a high-quality urban environment that has good accessibility and connectivity for people between housing, hobs, community services, natural space and open space. Furthermore, Policy 8.2.3.2 – Availability, provision and design of, and connections to, infrastructure a.i states that the subdivision and development of land needs to be managed to ensure that it does not occur in areas where infrastructure is not performing, serviceable or functional; and ii will be appropriately connected to and adequately serviced by infrastructure. In addition, Objective 8.2.2 – Design and amenity a.iii outlines that an integrated pattern of development and urban form is achieved through subdivision and comprehensive development that improves people’s connectivity and accessibility to employment, transport, services and community facilities. In turn, this directly gives effect to Policy 1(c) of the NPS-UD, which requires

that planning decisions contribute to well-functioning urban environments that as a minimum have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces. As the Policies and Objectives set out in the CDP effectively give effect to the NPS-UD by requiring existing and future developments and subdivisions to have good accessibility, the decision sought by the submitter is already addressed in the current and proposed provisions in the CDP. Therefore, I recommend rejecting the submission by **Steve Burns (S276.32)**.

- 8.7.6 **Pamela-Jayne Cooper (S625.3)** seeks to amend Objective 7.2.1 (a)(i) and (ii) as they are considered “too vague”. As the submitter did not specify which aspects of these objectives are “vague” and propose amendments to make them clearer, changes to the objective in question could not be made. I, therefore, recommend rejecting **Pamela-Jayne Cooper (S625)**.
- 8.7.7 **Fiona Bennetts (S793.2)** seeks that buildings are required to provide secure facilities to store micro-mobility devices. The proposed amendments to Appendix 7.5.7 and Table 7.5.7.1 by **Christchurch City Council (S751.26)** require cycle parking facilities to be secure, accessible and weather-proof. In addition, new cycle parking rate requirements are set to residential developments to encourage active travel mode use. In turn, the newly proposed cycle parking requirements allow active travel modes with various dimensions to be securely stored, including micro-mobility. In light of these amendments, I recommend accepting in part the submission by **Fiona Bennetts (S793.2)**.
- 8.7.8 **Tom King (S425.10), Anne Ott (S673.1) and David Ott (S674.10)** express their concerns that increased intensification will have a detrimental impact on traffic. Accordingly, **Tom King (S425.10)** requests that consideration needs to be given and requirements increased for developments to mitigate impacts of increased intensification, and hence traffic, on road congestion. **Anne Ott (S673.1)** and **David Ott (S674.10)** request that a traffic impact qualifying matter should be introduced and applied to developments around already congested narrow streets, specifically those in Merivale. However, it is unclear what amendments to the CDP rules, standards and matters of discretion are sought by the submitters in their request. Therefore, I recommend rejecting the submissions by **Tom King (S425.10), Anne Ott (S673.1) and David Ott (S674.10)**.
- 8.7.9 Finally, **Sally Wihone (S113.2; S113.3)** expresses concerns about the removal of car parking requirements by the NPS-UD on pedestrian access. According to the submitter, the removal of minimum car parking requirements in conjunction with increased intensification will result in insufficient parking capacity and cause people to park on the road or on footpaths, thereby restricting access of mobility restricted population groups, including the elderly and disabled. The submitter seeks more consideration of these population groups in the requirements set to pedestrian access. Policy 7.2.1.9 and related rules already addresses the concerns of the submitter as it ensures that access for people of all sorts, including mobility impaired individuals, to activities is accommodated. The rules set out for parking enforcement, however, fall outside the scope of RMA processes and are therefore not be changed under PC14. In addition, the design of sidewalks,

including height of curbs and other design options that might disincentivize parking on sidewalks, is subject to the Infrastructure Design Standards. However, amendments to these standards are not subject to be changed under the Act.

- 8.7.10 Furthermore, **Sally Wihone (S113.2; S113.3)** also seeks that provisions are made for mobility car parking spaces in new developments. In addition, **Waipapa Papanui-Innes-Central Community Board (S288.4)** requests that a compulsory provision for mobility parking for High Density Residential Developments. Under Policy 11 in the NPS-UD mobility parking minimums and parking dimensions or maneuvering standards can continue to be specified in the CDP. Under the Building Code, the number of mobility parking spaces is determined using a ratio based on the number of general car parks provided. Consistent with the NZS 4121:2001 - Design for access and mobility buildings and associated facilities, Table 7.5.1.1 in the CDP sets requirements for minimum number of mobility parking spaces for non-residential activities. However, there is currently no requirement in the CDP that enables the Council to require a landowner or developer to provide mobility parking. While recognizing that the current provisions residential developments may not have any onsite parking, mobility restricted people may be excluded from everyday society without an appropriate number and distribution of mobility parking. The provision of mobility parking spaces for residential activities enables mobility impaired people enables to fully take part in everyday life. In turn, mobility parking space rate requirements give effect to Policy 1 (C) as it contributes to the accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport.
- 8.7.11 Mr Rossiter provided technical advice on this matter and notes that the issue of mobility parking supply rates have been addressed by the Kāpiti Coast District Council (KCDC) in Plan Change 1A to their district plan and in the Proposed Plan Change 79 to the Auckland Unitary Plan (PPC79) (Appendix G). The KCDC Plan Change 1A introduces a minimum mobility parking supply rate requirement for residential units following the removal of the minimum parking rate requirements under Policy 11 of the NPS-UD. The proposed supply rates are deemed reasonable from a practical perspective, as they ensure that a mobility parking space is available once four units are being developed and then gradually increased thereafter. The s32 report for PPC79 to the Auckland Unitary Plan proposes a similar approach with different thresholds. Both approaches ensure that mobility parking spaces are provided according to the size of the development. However, the proposed mobility parking rate requirements in PPC79 ensure that mobility parking spaces are provided at a consistent rate that is also consistent with possible mobility demands of the population. However, Mr Rossiter considers that there would be merit in adjusting the thresholds with the AUP approach, so that one mobility space is required at a lower number of units, in line with the approach taken in Plan Change 1A to the KCDC. To balance the provision of mobility parking for residential units and, at the same time, enabling development, several amendments to Table 7.5.1.1 in the CDP are proposed (see Appendix B, amendment to plan text 6). The proposed thresholds are consistent with the proportion of disabled people in the Christchurch City

population (28.8 per cent of the total population) as found in the 2013 Census and 2013 Disability survey (<https://www.stats.govt.nz/topics/disability>). With an aging population, the proportion of people with disabilities will likely significantly increase in the future. I recommend that the mobility parking requirements for residential units in the CDP are revised based on demographic changes in the Christchurch City population.

Recommendation

8.7.12 Based on the above considerations, I recommend rejecting the submissions by John Glennie (S472.2), Emma Norrish for Waipapa Papanui-Innes-Central Community Board (S288.5), Steve Burns (S276.32), Pamela-Jayne Cooper (s625.3), Tom King (s425.10), Anne Ott (S673.1) and David Ott (S674.10). I recommend rejecting the submission by John Lieswyn (S170.3) based on the merits that the provision should be amended instead of deleted. Furthermore, I recommend accepting the submission by Richard Abey-Nesbit (S1009.3). Moreover, I recommend the submission by Fiona Bennetts (S793.2) to be accepted in part as the proposed cycle parking requirements by CCC (S751.26) allow active travel modes with various dimensions to be securely stored, including micro-mobility. Finally, I recommend accepting in part the submissions by Sally Wihone (S113.2; S113.3) and Emma Norrish for Waipapa Papanui-Innes-Central Community Board (S288.4) with regard to introducing mobility parking supply rate requirements to new developments. It is noted, however, that PPC79 to the UAP and PC1A to the KCDC also consider mobility parking requirements for other activities. While this falls outside the scope of PC14, I recommend that the Council revises the mobility parking rate requirements for mobility parking for residential activities based on demographic changes of the Christchurch City population. Furthermore, I recommend that the Council specifies the minimum mobility parking requirements for other activities in a future review of the CDP, as consistent with the advice of Chris Rossiter given in his evidence report.

8.8 ISSUE 8 – Approve the Plan Change

Sub. No.	Submitter name	Summary of relief sought <i>[copy from the summary of submissions table]</i>	Recommendation
S855.2	Lendlease Limited	Retain Chapter 7 as notified	Accept in part

8.8.1 **Mark Arbuthnot for Lendlease Limited (S855.2)** expressed their support for the proposed changes in Chapter 7 – Transport as notified and seeks this to be retained.

8.8.2 Several decisions sought by other submitters have been considered in this report to be adopted and incorporated in the proposed Plan Change. As a result, several amendments are proposed to be made to Chapter 7 – Transport of the CDP (see Appendix B). This means that the proposed changes in Chapter 7 – Transport as notified will be altered subject to the decisions made by the IHP.

Recommendation

8.8.3 Based on the above considerations it is recommended that submission **S855.2** by **Mark Arbuthnot for Lendlease Limited** be accepted in part as the proposed changes are subject to decisions notified by the IHP with regard to any amendments to the proposed Plan Change.

8.9 ISSUE 9 – Reject the Plan Change

Sub. No.	Submitter name	Summary of relief sought [<i>copy from the summary of submissions table</i>]	Recommendation
S855.2	Lendlease Limited	Retain Chapter 7 as notified	Reject
S855.2	Lendlease Limited	Retain Chapter 7 as notified	Reject

8.9.1 **Carter Group Limited (S814.62)** and **The Catholic Diocese of Christchurch (S823.55)** seek that the proposed provisions to the Transport Chapter to be deleted in their entirety. The reason for this decision sought is that proposed provisions concerning transport are considered onerous and unnecessary by the submitter and are not necessary for the purposes of implementing the NPS-UD and/or the RMA (enabling housing supply and other matters).

8.9.2 Objective 1 of the NPS-UD recognises the national significance of having well-functioning urban environments that enable people and communities to provide for their social, economic and cultural well-being, and for their health and safety, now and into the future. In addition, Objective 6 of the NPS-UD states that local authority decisions on urban development that affect urban environments are: a) integrated with infrastructure planning and funding decisions; b) strategic over the medium term and long term; and, c) responsive, particularly in relation to proposals that would supply significant development capacity. The purpose of the amendments to the Transport Chapter is to address the transport related impacts arising from the Schedule 3A of the Resource Management Act - Medium Density Residential Development Standards as well as to give effect to the National Policy Statement for Urban Development. The S32 evaluation report found that the proposed changes to the Transport Chapter under PC14 partially, but sufficiently, respond to the resource management issues related to Objective 1 and Objective 6 of the NPS-UD.

Recommendation

8.9.3 Based on the above considerations, it is recommended that submission **S814.62** And **S823.55** be rejected.

9 MINOR AND INCONSEQUENTIAL AMENDMENTS

- 9.1.1 Pursuant to Schedule 1, clause 16 (2) of the RMA, a local authority may make an amendment, without using the process in this schedule, to its proposed plan to alter any information, where such an alteration is of minor effect, or may correct any minor errors.
- 9.1.2 Any minor and inconsequential amendments relevant to the Transport Chapter provisions will be listed in the appropriate sections of this s42A report.
- 9.1.3 The recommended amendments are set out in the tracked changes versions of the applicable chapters, which are provided at Appendix B.

10 CONCLUSIONS AND RECOMMENDATIONS

- 10.1.1 Having considered all of the submissions and reviewed all relevant instruments and statutory matters, I am satisfied that the Plan Change 14 Transport Chapter provisions, with the amendments I am suggesting, will:
- a. result in amended objective(s) that better achieve(s) the purpose of the RMA;
 - b. result in amended policy(-ies) that better achieve(s) the operative and proposed objective(s);
 - c. result in amended rule(s) that better implement the operative and proposed policy(-ies)
 - d. give effect to relevant higher order documents, in particular the NPS-UD; and
 - e. more appropriately achieve the District Plan objectives and better meet the purpose of the Act than the current Plan provisions.
- 10.1.2 For the reasons set out in the Section32AA evaluation included throughout this report, I consider that the proposed objectives and provisions, with the recommended amendments, will be the most appropriate means to:
- 10.1.3 Achieve the purpose of the Resource Management Act 1991 (RMA) where it is necessary to revert to Part 2 and otherwise give effect to higher order planning documents, in respect to the proposed objectives, and
- 10.1.4 Achieve the relevant objectives of the PDP, in respect to the proposed provisions.
- 10.1.5 I recommend therefore that:
- a. Submissions on the Plan Change be accepted or rejected as set out in Appendix A to this report; and,
 - b. Plan Change 14 be approved with modifications as set out in the attached Appendix B.

APPENDIX A - TABLE OF SUBMISSIONS WITH RECOMMENDATIONS

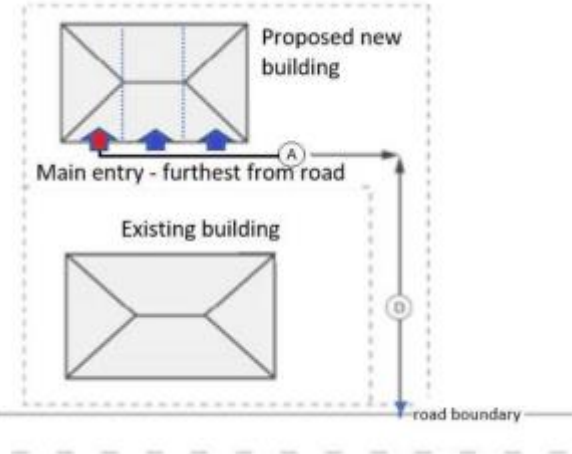
Sub. No.	Submitter name	Summary of relief sought	Recommendation
Out of Scope submissions			
S170.1	John Lieswyn	Amend by removing provision point 7.2.1.4 b. ii. A, which states that car parking should support the recovery of the Central City. Additionally, amend provision point 7.2.1.4 b. ii. F by clearly defining 'significantly adversely affect the demand for public transport'	Reject
S315.1	Denis Morgan	Given that PC14 emphasises high density within walking distance to key transport routes, HDZ streets (particularly the narrow Merivale streets) should be restricted from all parking to encourage biking and walking, to improve spatial separation around high density residential units, to improve pedestrian and cyclist safety, and reduce emissions to meet the PC14 Objective + Policies. Common sense dictates a proper transport analysis contemporaneously with PC14/MDRS	Reject
S315	Denis Morgan	Supports Objective 7.2.1 (iv)	Reject
S315	Denis Morgan	Supports Policy 7.2.1 .1 (iv)	Reject
S315	Denis Morgan	Supports Policy 7.2.1.6 (iii)	Reject
S303.1	Bron Durdin	[Require access and parking areas to use permeable materials] Enforce storm water planning with porous materials in driveway developments.	Reject
S237.56	Marjorie Manthei	Add a rule to all relevant sections of the District Plan encouraging the use of permeable surfaces for drives, parking lots, residential and commercial sites	Reject
S314.2	Graham Townsend	[Continue to add to the] growing network of cycle/walking tracks across the city and plan for better public transport options	Reject
S485.6	John Buckler	Change parking on St Albans Street to residents only parking	Reject
S145.11	Te Mana Ora / Community and Public Health	Te Mana Ora recommends that the Council uses the Healthy Streets Approach	Reject
S144.1	Anthony William Norbert-Munns	Consider making Allister Avenue a one-way street running east to west. Leaving present parking as is. In addition, the submitter seeks that all right hand turns from Leinster Road, Allister Avenue and Heaton Street are stopped	Reject
S685.31	Canterbury / Westland Branch of Architectural Designers NZ	[Clarify requirements for garages] - If a garage is provided, it should be of a size that allows for an 85th percentile car to be parked in it	Reject
S720.8	Mitchell Coll	If a garage is provided, it should be of a size that allows for an 85th percentile car to be parked in it.	Reject
S868.3	Maureen Kerr	Address existing issues of traffic congestion, carparking, flooding, liquefaction [in area from Papanui Road to Watford Street]	Reject
S3.1	Richard Abey-Nesbit	Seeks that the council invests more into public transport, beyond what the changes allow for	Reject
S200.9	Robert Manthei	Begin now to establish a street running large spacing busway system of public transport. Reinstate the inner-city shuttle bus immediately.	Reject

S294.9	Chessa Crow	Seek to Improve transport links and public transport service to New Brighton area	Reject
S478.3	Mark Siddal	[That] public transport [is] in place for the CBD and suburban shopping centres.	Reject
S540.4	Ben Close	More frequent buses and safer cycle ways are an absolute must all across the city.	Reject
S476.6; S467.7	Rob Seddon-Smith	Consideration should be given to prohibiting on-street parking for residents of larger developments	Reject
S476.?	Rob Seddon-Smith	That Council should guarantee quality public transport options with direct bus routes to all major destinations	Reject
Issue 1 – 1.1. The removal of car parking requirements by the NPS-UD			
S9.2	Mary-Anne Thomson	Require onsite carparking	Reject
S28.3	Alistair Grigg	[Consider the provision of adequate car parking for residents of high-density developments]	Reject
S45.1	Kelvin Lynn	Provide sufficient car parking in the High Density Residential Zone	Reject
S58.2	Stephen Walsh	[Require more carparking provision]	Reject
S65.1	Ali McGregor	Require off-street parking for residential developments	Reject
S90.2	Blair McCarthy	[That residential developments be required to provide on-site carparking]	Reject
S130.2	Paul Cary	Ensure onsite carparks are required for all new High Density Residential Zone and Medium Density Residential Zone developments	Reject
S211.3	Pauline McEwen	[Provide adequate carparking for residential developments]	Reject
S239.1	Andrea Floyd	[Require on-site carparking for residential units]	Reject
S252.2	Phil Ainsworth	[Require off-street carparking for residential units]	Reject
S294.4	Chessa Crow	Seek to require on-site carparking for residential developments	Reject
S312.1	Joyce Fraser	[Require] off-street parking as a design requirement for new developments.	Reject
S334.2	Michael Tyuryutikov	Retain existing parking space rules for residential properties.	Reject
S447.2	Alex Lowings	That all new properties have a requirement for a minimum of two off-road parking spaces per property.	Reject
S468.4	David Fisher	Oppose increasing building height and density... amend rule to increase parking etc this will potentially attract more families back to these areas.	Reject
S497.1	Sydney John Kennedy	[Require] all Papanui apartment building sites to have at least 1 car park per apartment on site	Reject
S585.3	Nick Brown	[That on-site parking is required to be provided] for new residential housing developments	Reject
S654.1	Wendy Fergusson	Please ensure there is off street parking for every residential building/block	Reject
S325.1	Michael Galambos	[R]equire: 1 - High-Density Residential Zones be required to provide a minimum of one off-street parking space for each unit...	Reject
S385.1	Claire Williams	If further intensification is permitted there must be provision made for adequate parking	Reject
S668.3	Keri Murison	Require new residential housing development to provide on-site carparking	Reject

S692.5; S692.6	David Murison	... At a general level, the removal of the requirements for new residential housing developments to provide for any on-site parking will have a significant and disproportionate impact on a number of vulnerable groups in our community	Reject
S693.5; S693.6	Henri Murison	... At a general level, the removal of the requirements for new residential housing developments to provide for any on-site parking will have a significant and disproportionate impact on a number of vulnerable groups in our community	Reject
S425.8	Tom King	Oppose constructing dwellings without garages to be permitted activities	Reject
S862.3	Lloyd Barclay	Seeks that minimum car parking requirements are included for new developments	Reject
S842.25; S842.26	Fire and Emergency New Zealand (FENZ)	[S]upports the consideration of parking made through the PC14 amendments made to the matter of control 14.15.1 Residential Design Principles	Accept
Issue 1 – 1.2 EV Charging in residential developments			
S786.2	Mark Darbyshire	Seeks that a rule be included that requires EV charging stations and infrastructure in apartment buildings	Reject
S367.6	John Bennet	Introduce the requirement to provide secure storage and parking on site for e-transport (bicycles, cars, scooters etc) and the charging of them	Reject
S312.3	Joyce Fraser	[Require provision for] EV charging stations as a design requirement for new developments.	Reject
S112.15	Nikki Smetham	[Require] Provision for common electric car charging stations on development sites	Reject
S356.3	David Hood	[Require the provision of facilities to charge e-vehicles]	Reject
Issue 1 – 1.3 – Cycle parking			
S768.1	Mark Darbyshire	Seeks that the number of bike parks required for apartment buildings is increased	Accept
S768	Mark Darbyshire	Require resident bike parks to be in a secure, indoor location that isn't visible from outside.	Accept in part
S768	Mark Darbyshire	Require resident bike parks to be suitable for heavy electric bikes (e.g. horizontal rather than hanging).	Accept
S768	Mark Darbyshire	Monitor apartment developers and inspect apartment buildings upon completion to ensure these requirements are met in newly built complexes.	Reject
S764.1	Spokes Canterbury	[That] [t]he council should require accessible, weatherproof and secure storage be provided for bikes and other forms of active transport, including space suitable for e-bikes, cargo and accessibility trikes	Accept
S396.1; S396.2; S396.3	Craig Gilmore	We are keen to work with the council to provide and get feedback on what can be done to improve the bike parking in order to make it more secure in the central city and promote useage of bikes in the city by medium density city dwellers and others	Reject
S170.2	John Lieswyn	That provision point 7.2.1.6 ii. be amended by including that convenient cycle parking encompasses being provided indoors and excludes the provision of hanging bike racks.	Reject
S170.4	John Lieswyn	Amend provision point 7.5.2 to be more descriptive to ensure that cycle parking is actually safe, weather protected and convenient. Additionally, spacing and other design criteria from the Cycle parking planning and design guide produced by Waka Kotahi should be referred too.	Accept
S367.6	John Bennet	Introduce the requirement to provide secure storage and parking on site for e-transport (bicycles, cars, scooters etc) and the charging of them	Accept in part

S72.4; S72.5	Rosemary Neave	Update regulations to support Council's commitment to mode shift in regard to carbon budgets, and actively encouraging people to cycle by ensuring developments cater in a meaningful and useful way.	Accept
S219.1	George Booty	That bike parking be required to be enclosed and weatherproof, and lockable to prevent theft.	Accept
S312.2	Joyce Fraser	[Retain] cycle storage as a design requirement for new developments	Accept
S362.11	Cynthia Roberts	That developers must also provide suitable secure storage for electric bikes	Accept
S325.3	Michael Galambos	[Require] 2 - High-Density Residential Zones be required to provide a lock-up for each unit sufficiently sized to store one e-bike per room. Lock-ups shall have a power supply	Accept in part
S80.1	Meg Christie	That Appendix 7.5.2 Cycle parking facilities will be amended by requiring future housing developments to provide easy to use, practical and secure cycle parking. This requires the cycle parking to: have sufficient space for multiple bikes and/or larger bikes to be locked up, including electric bikes; be provided indoors and secure; be located on the ground level with no steps; and, exclude the provision of hanging bike racks.	Accept in part
S676.3	Jack Gibbons	Require secured bicycle parking areas and specify racks that are able to be used by all people and bicycles	Accept
S762.41	New Zealand Institute of Architects Canterbury Branch	[Seeks that] adequate secure storage needs to provided / be allowed for in all housing units / developments.	Accept
S814.72	Carter Group Limited	Oppose Table 7.5.2.1. Seek that it is deleted.	Reject
S823.65	The Catholic Diocese of Christchurch	Table 7.5.2.1 - Minimum numbers of cycle parks required - Delete the proposed provisions to the Transport Chapter in their entirety.	Reject
Issue 2 – Application of carbon emission and climate change responses outlined in the NPS-UD			
S705.12	Foodstuffs	Delete, or amend to: a.xi Incorporate encourage measures to reduce greenhouse gas emissions from vehicular trips associated with the activity.	Reject
S705.13	Foodstuffs	Delete, or amend High trip generators a.vii. Greenhouse gas emissions: Whether measures are proposed to be implemented to encourage reduction of the greenhouse gas emissions from vehicle use associated with the activity, and the ability for any measures to reduce greenhouse gas emissions to be implemented and maintained over the lifetime of the activity.	Reject
S705.14	Foodstuffs	Regarding advice note - Delete words "yes" from columns relating to activities that are otherwise permitted in the Zone's Activity Status Table.	Accept
S805.33	Waka Kotahi (NZ Transport Agency)	Amend the policy as follows: xi. incorporate measures to promote opportunities for safe and efficient travel other than by private reduce greenhouse gas emissions from vehicle trips associated with the activity	Accept
S814.63	Carter Group Limited	Oppose 7.2.1.2(xi). Seek that this is deleted.	Reject
S814.69	Carter Group Limited	Oppose Rule 7.4.4.18(a)(v ii) and advice note vii in Table 1. Seek that these be deleted.	Reject
S823.56	Catholic Diocese of Christchurch	Delete the proposed provisions to the Transport Chapter in their entirety.	Reject
S823.62	Catholic Diocese of Christchurch	[Oppose] Rule 7.4.4.18(a)(vii) and advice note vii in Table 1. Delete the proposed provisions to the Transport Chapter in their entirety	Reject

S625.5	Pamela-Jayne Cooper	Oppose car centric objective.	Accept
S689.11	Environment Canterbury / Canterbury Regional Council	[Retain Policy as notified]	Accept in part
Issue 4 - Fire safety and emergency standards in relation to access			
S842.13	Fire and Emergency New Zealand (FENZ)	Amend as follows: 7.2.1.9 Policy – Pedestrian Access a. Pedestrian access is designed to: i. Be sufficient width and grade that the pedestrian access meets the access requirements of all users, including persons with a disability of with limited mobility and emergency services. ii. ...	Accept
S842.14	Fire and Emergency New Zealand (FENZ)	Amend as follows: 7.4.4.27 Pedestrian Access a. The following are matters of discretion for Rule 7.4.3.7 b: i. whether the pedestrian access is suitable for use by persons with a disability or with limited mobility; ii. whether any alternative pedestrian access is provided and the formation and safety of that alternative; iii. the effects on the safety and security of people using the pedestrian access and those occupying residential units on the site; and iv. the functionality of the pedestrian access to meet the needs of occupants including but not limited to the transportation of rubbish and recycling for collection and the ability for cyclists to safely access any private and shared cycle storage areas, and v. whether the pedestrian access is suitable for use by emergency services	Accept
S842.15	Fire and Emergency New Zealand (FENZ)	Amend as follows: Appendix 7.5.7 Access design and gradient ... c. For developments of three or more residential units, each unit shall be accessed by either a combined vehicle-pedestrian access or a dedicated pedestrian access that is: (i) a minimum <u>formed width</u> of 3 metres <u>in width on a straight accessway, with a formed pathway of at least 1.5m</u>; or, (ii) <u>6.2m on a curved or cornered accessway</u>; and, (iii) each access shall be from the street to the front door of the unit and any garage or parking space for that unit. ... h. For the purposes of access for firefighting, where a building is either : i. located in an area where no fully reticulated water supply system is available; or ii. located further than 75 metres from the nearest road that has a fully reticulated water supply system including hydrants (as required by NZS 4509:2008). 75 metres is measured from the road boundary	Accept in part

		<p>via an existing or proposed property access, to the main entry furthest from the road (Figure 7A); or</p> <p>(iii) located in the Residential Hills Precinct and is a residential unit on a rear site,</p> <p>vehicle access shall have must be a minimum formed width of 3.5-4 metres for its entire length and a height clearance of 4 metres. Such vehicle access shall be designed and maintained to be free of obstacles that could hinder access for emergency service vehicles.</p> <p>... n. The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.5.7.2, except a maximum gradient of 1 in 5 (minimum 4.0 metres long transition ramps for a change of grade 1 in 8 or greater) shall apply for accesses that are identified in (g and h). For curved accesses, the maximum gradient shall be measured on the inside of a curved vehicle access.</p>	
S842.16	Fire and Emergency New Zealand (FENZ)	<p><i>[Insert Figure 7A]</i></p> <p>A+B Less than or equal to 75m</p>  <p>The diagram illustrates a site layout with a 'Proposed new building' at the top and an 'Existing building' below it. A 'Main entry - furthest from road' is marked on the proposed building with a red arrow. A vehicle access path is shown starting from a 'road boundary' at the bottom, moving up to the main entry (distance A), and then moving back down to the road boundary (distance B). A dashed line indicates the road boundary. The total distance A+B is noted as being less than or equal to 75m.</p>	Accept in part
S842.17	Fire and Emergency New Zealand (FENZ)	Amend as follows: Table 7.5.7.1 – Minimum requirement for private ways and vehicle access:	Accept in part

		Activity	Minimum formed width (metres)	Central City height clearance (metres)	
		a. Residential activity and offices	3.0	3.5 4.0	
		b. Residential activity and offices	3.0	4.0	
<p><u>Advice note: For any buildings that are greater than 75m from the road, Appendix 7.5.7 Access, gradient and design clause h is applicable.</u></p>					
Issue 5 – Vehicle crossing provisions					
S814.67	Carter Group Limited	Oppose 7.4.3.8. Seek that it is deleted.			Reject
S814.68	Carter Group Limited	Oppose 7.4.3.13. Seek that it is deleted.			Reject
S814.71	Carter Group Limited	Oppose 7.4.4.28. Seek that it is deleted.			Reject
S823.60	The Catholic Diocese of Christchurch	[In reference to 7.4.3.13] Delete the proposed provisions to the Transport Chapter in their entirety			Reject
S823.61	The Catholic Diocese of Christchurch	[In reference to 7.4.4.12] Delete the proposed provisions to the Transport Chapter in their entirety			Reject
S823.64	The Catholic Diocese of Christchurch	[In reference to 7.4.4.28] Delete the proposed provisions to the Transport Chapter in their entirety.			Reject
Issue 6 – Minimum number of loading spaces					
S814.73	Carter Group Limited	Oppose Table 7.5.3.1. Seek that it is deleted			Reject
S823.66	The Catholic Diocese of Christchurch	Table 7.5.3.1 – Minimum numbers of loading spaces required. Delete the proposed provisions to the Transport Chapter in their entirety			Reject
S205.3	Addington Neighbourhood Association	Subdivisions should have at least one compulsory car park on each development for deliveries, tradesmen and emergency services			Reject
S237.43	Marjorie Manthei	Add a rule requiring at least one service bay for multi-unit developments of three or more units			Reject
S288.4	Waipapa Papanui-Innes-Central Community Board	The Board recognises that onsite parking is not a provision for residential development, however the Board wants to have compulsory provision introduced for loading bays and mobility parking. The Board believes			Reject

		there is a need to review options whereby residents could request resident-only parking through a permit system	
Issue 7 – Other transport matters			
S472.2	John Glennie	That the impact of increased traffic on a shared long driveway be added to the list of Qualifying Matters and that the owners of existing houses on the driveway be able to object to the effects.	Reject
S170.3	John Lieswyn	Remove 7.4.4.3 a. v. from the District Plan	Reject
S1009.3	Richard Abey-Nesbit	[S]upports limitation of heritage areas to promote better public transport options.	Accept
S288.5	Waipapa Papanui-Innes-Central Community Board	The Board recommends a residents parking permit system for high density residential development areas.	Reject
S276.32	Steve Burns	That provisions are made for widening main transport routes to enable access.	Reject
S625.3	Pamela-Jayne Cooper	Amend Objective 7.2.1 (a)(i) and (ii) as they are too vague.	Reject
S793.2	Fiona Bennetts	[That buildings are required] to provide secure facilities to store micro-mobility devices	Accept in part
S425.10	Tom King	Consideration needs to be given and requirements increased for developers, as to the impact that high density housing and increased height will have on [...] road congestion	Reject
S673.1	Anne Ott	Add a new qualifying matter "traffic impact" - to enable assessment of additional traffic and cars parking on roads due to new developments around the small feeder streets (Cox St, Stirling St, Akela St, Office Rd (especially by the Mall), Rugby St (especially off Papanui Rd), Winchester St (by St Margarets), Andover St, Tonbridge St, Rastrick St, Shrewsbury St and Merivale Lane) in Merivale.	Reject
S674.10	David Ott	Add a new qualifying matter "traffic impact" - to enable assessment of additional traffic and cars parking on roads due to new developments around the small feeder streets (Cox St, Stirling St, Akela St, Office Rd (especially by the Mall), Rugby St (especially off Papanui Rd), Winchester St (by St Margarets), Andover St, Tonbridge St, Rastrick St, Shrewsbury St and Merivale Lane) in Merivale.	Reject
S288.4	Waipapa Papanui-Innes-Central Community Board	The Board recognises that onsite parking is not a provision for residential development, however the Board wants to have compulsory provision introduced for loading bays and mobility parking. The Board believes there is a need to review options whereby residents could request resident-only parking through a permit system	Accept in part
S113.2	Sally Wihone	Provide for accessible parking spaces and wheelchair access along footpaths in residential suburban areas	Accept in part
S113.3	Sally Wihone	Provide for accessible parking spaces, accesses and crossing points on public roads that accommodate older persons and wheelchairs where density is increased in residential zones and results in increased car parking on roads	Accept in part
Issue 8 – Approve the Plan Change as notified			
S855.2	Lendlease Limited	Retain Chapter 7 as notified	Accept in part
Issue 9 – Oppose the Plan Change as notified			
S855.2	Lendlease Limited	Retain Chapter 7 as notified	Reject
S855.2	Lendlease Limited	Retain Chapter 7 as notified	Reject

APPENDIX B – PC14 - DISTRICT PLAN TEXT AMENDMENTS WITH RECOMMENDED CHANGES

TRANSPORT CHAPTER

Key:

For the purposes of this plan change, any unchanged text is shown as normal text or in **bold**, any text proposed to be added by the plan change is shown as **bold underlined** and text to be deleted as ~~**bold strikethrough**~~.

Text in **bold purple underlined** indicates text recommended in the s42A report to be added and text recommended in the s42A report to be deleted in ~~**bold purple strikethrough**~~. Text in normal black font purple underlined indicates text that was proposed to be deleted in the notified PC14 and is recommended to be reinstated.

Text in **bold red underlined** is that from Schedule 3A of the Resource Management Act and must be included.

Text in **green** font identifies existing terms in Chapter 2 – Definitions. Where the proposed change contains a term defined in Chapter 2 – Definitions, the term is shown as **bold underlined text in green** and that to be deleted as ~~**bold strikethrough in green**~~. New definition in a proposed rule is **bold green text underlined in black**.

Text in **purple** is a plan change proposal subject to Council Decision.

Text in **purple shaded in grey** is a Plan Change Council Decision.

Text in **black/green shaded in grey** is a Council Decision subject to appeal.

Text in ~~**light blue strikethrough shaded in grey**~~ is a Council Decision proposed to be deleted by this Plan Change.

Text in **blue** font indicates links to other provisions in the district Plan and/or external documents. These will have pop-ups and links, respectively, in the on-line Christchurch District

Chapter 7 Transport

7.1 Introduction

- a. This introduction is to assist the lay reader to understand how this chapter works and what it applies to. It is not an aid to interpretation in a legal sense.
- b. This chapter relates to transport requirements for all activities that occur throughout the District and to activities within the Transport Zone. Objectives, policies, rules, standards and assessment criteria relating to transport are provided that are not zone specific, as well specific provisions for the Transport Zone. This approach is informed by national and regional planning documents, but in particular the [Canterbury Regional Policy Statement](#).
- c. Functioning transport networks and transport modes are essential facilities and services that assist meet the needs of people and communities and promote the efficient functioning of the District. The land transport network therefore forms an important component of the physical resources of the District.

- d. In the life of the plan new roads will be vested and some roads will be stopped. The plan provides that when new roads are vested they become part of the Transport Zone and are subject to all the provisions of that zone. Where roads are stopped they become part of the adjoining zone as shown on the planning maps. Where there are different zones on each side of the road those zones shall apply to the area of stopped road on the basis that the zone boundaries shall be the centre line of the road.
- e. The provisions in this chapter give effect to the [Chapter 3 Strategic Directions objectives](#).

7.2 Objectives and Policies

7.2.1 Objective — Integrated transport system for Christchurch District

- a. An integrated transport system for Christchurch District:
 - i. that is safe and efficient for all transport modes;
 - ii. that is responsive to the current recovery needs, future needs, and enables economic development, in particular an accessible Central City able to accommodate projected population growth;
 - 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;
 - v. that is managed using the one network approach.

Advice note:

- 1. The “One Network Approach” is an approach where the transport network is considered as a whole. The aim of this approach is to ensure that the management and provision of all transport infrastructure (including all transport modes) is well connected and undertaken in an efficient and integrated manner. For more guidance on how the "one network approach" is applied, please refer to the [Greater Christchurch Transport Statement 2012](#) and [Christchurch Transport Strategic Plan 2012](#).

7.2.1.1 Policy – Establishment of a road classification system

- a. Identify a road network that connects people and places and recognises different access and movement functions for all people and transport modes, whilst:
 - i. supporting the safe and efficient operation of the transport network;
 - ii. providing for public places in accordance with the function of the road 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 values;

- v. recognising cross-boundary connections with adjoining districts, and
 - vi. providing for the efficient and effective functioning of the **strategic transport network**, including for freight.
- b. Recognise the **Central City** in the **road** classification system by establishing a people-focused and slow vehicle inner zone which provides safe and effective access and movement for all forms of transport.

Advice note:

1. Refer to **Appendix 7.5.12** for a description of the **road** classification system.
2. **Policy 7.2.1.1** also achieves **Objective 7.2.2**.

7.2.1.2 Policy – High trip generating activities

- a. Manage the adverse effects of high trip generating activities, except for permitted activities within the **Central City**, on the **transport system** by assessing their location and design with regard to the extent that they:
- i. are permitted¹ by the zone in which they are located;
 - ii. are located in urban areas and generate additional **vehicle trips** beyond what is already established or consented, unless the already established or consented **vehicle trips** are specifically included in rule thresholds;
 - iii. are **accessible** by a range of transport modes and encourage public and **active transport** use;
 - iv. do not compromise the safe, efficient and effective use of the **transport system**;
 - v. provide patterns of development that optimise use of the existing **transport system**;
 - vi. maximise positive transport effects;
 - vii. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located;
 - viii. mitigate other adverse transport effects, such as effects on communities, and the **amenity values** of the surrounding environment, including through **travel demand management** measures;
 - ix. provide for the transport needs of people whose mobility is restricted; ~~and~~
 - x. integrate and coordinate with the **transport system**, including proposed **transport infrastructure** and service improvements; **and**
 - xi. **Incorporate measures to promote opportunities for safe and efficient travel other than by conventional private vehicles, that seek to reduce greenhouse gas emissions from vehicular trips associated with the activity.**

¹ Refers to the activity being listed as a permitted activity in the activity status table for the zone in which it is located.

Advice note:

1. [Policy 7.2.1.2](#) also achieves [Objective 7.2.2](#).

7.2.1.3 Policy – Vehicle access and manoeuvring

- a. Provide [vehicle access](#) and manoeuvring, including for emergency service vehicles, compatible with the [road](#) classification, which ensures safety, and the efficiency of the [transport system](#).

Advice note:

1. Policy 7.2.1.3 also achieves [Objective 7.2.2](#).

7.2.1.4 Policy – Requirements for car parking and loading

- a. Outside the [Central City](#)
 - i. Require mobility [parking spaces](#) and [loading spaces](#) which provide for the expected needs of an activity in a way that manages adverse effects.
- b. Within the [Central City](#):
 - i. Enable activities to provide car [parking spaces](#) and [loading spaces](#), whilst minimising any adverse effects on the efficiency and safety of the transportation networks, including public transport, to the extent practicable.
 - ii. Manage the development of commercial car [parking buildings](#) and [parking lots](#) within the [Central City](#) so that they:
 - A. support the recovery of the [Central City](#);
 - B. are easily [accessible](#) for businesses within the [Central City](#);
 - C. minimise any adverse effects on the efficiency and safety of the transportation networks of all users, to the extent practicable;
 - D. protect the amenity values of the Central City;
 - E. reduce the need for activities to provide their own on-site parking;
 - F. do not significantly adversely affect the demand for public transport to, from or within the [Central City](#).
 - iii. Allow for temporarily vacant [sites](#) to be used for car [parking areas](#) within the [Central City](#) until 30 April 2018.

Advice note:

1. Policy 7.2.1.4 also achieves [Objective 7.2.2](#).

7.2.1.5 Policy – Design of car parking areas and loading areas

- a. Require that car **parking areas** and **loading areas** are designed to:
 - i. operate safely and efficiently for all transport modes and users;
 - ii. function and be formed in a way that is compatible with the character and **amenity values** of the surrounding environment; and
 - iii. be **accessible** for people whose mobility is restricted.

Advice note:

- 1. Policy 7.2.1.5 also achieves **Objective 7.2.2**.

7.2.1.6 Policy – Promote public transport and active transport

- a. Promote public and **active transport**, by:
 - i. ensuring new, and upgrades to existing, **road** corridors provide sufficient space and facilities to promote safe walking, cycling and public transport, in accordance with the **road** classification where they contribute to the delivery of an integrated **transport system**;
 - ii. ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and, outside the **Central City**, 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 **Town Centres** to provide opportunities for a **public transport interchange**.
 - v. encouraging the formation of new **Central City lanes** and upgrading of existing lanes in the **Central City**, where appropriate, to provide for walking and cycling linkages and public spaces.
 - vi. developing a core pedestrian area within the **Central City** which is compact, convenient and safe, with a wider comprehensive network of pedestrians and cycle linkages that are appropriately sized, direct, legible, prioritized, safe, have high amenity, ensure access for the mobility impaired and are free from encroachment.

Advice note:

- 1. Policy 7.2.1.6 also achieves **Objective 7.2.2**.

7.2.1.7 Policy – Rail level crossings

- a. Improve or 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**.

Advice note:

1. Policy 7.2.1.7 also achieves [Objective 7.2.2](#).

7.2.1.8 Policy – Effects from transport infrastructure

- a. Avoid or mitigate adverse effects and promote positive effects from new [transport infrastructure](#) and changes to existing [transport infrastructure](#) on the environment, including:
 - i. air and water quality;
 - ii. connectivity of communities
 - iii. noise, vibration and glare;
 - iv. amenity and effects on the built environment;
 - v. well-being and safety of users

Advice note:

1. Policy 7.2.1.8 also achieves [Objective 7.2.2](#).

7.2.1.9 Policy - Pedestrian Access

- a. [Pedestrian access](#) is designed to:
 - i. be of a sufficient width and grade that the [pedestrian access](#) meets the access requirements of all users, including persons with a disability or with limited mobility;
 - ii. have a surface treatment that provides for all weather access; and
 - iii. where required for consistency with Crime Prevention Through Environmental Design (CPTED), have sufficient illumination to provide for the safety of users after dark.

Advice note:

1. Policy 7.2.1.9 also achieves [Objectives 7.2.2](#) and [14.2.4](#)

7.2.2 Objective – Adverse effects from the transport system

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

7.2.2.1 Policy – Effects from the strategic transport network

- a. To manage any adverse effects from the ongoing use, repair, and development of the [strategic transport network](#), whilst recognising the national and regional scale and economic importance of this network, and the role of the [strategic transport network](#) in the recovery of Christchurch.

7.2.2.2 Policy – Activities within the Transport Zone

- a. Enable activities for transport purposes and ancillary activities within the Transport Zone that seek to provide, maintain or improve:
 - i. the safety, amenity values, efficiency and functionality of the Transport Zone, in particular the strategic transport network; and
 - ii. structures, facilities, services and installations of the transport network.
- b. Enable non-transport related activities which contribute to public amenity values and/or provide a public place for community activities, including opportunities for people to interact and spend time whilst not having an adverse effect on:
 - i. the safety, amenity, efficiency and functionality of the transport function of the Zone; and
 - ii. the potential for the full width of the Transport Zone to be utilised for transport use in the future.
- c. Outside the Central City, where land in the Transport Zone is not immediately required for transport purposes, enable non-transport related activities that:
 - i. will not give rise to reverse sensitivity effects that would undermine transport activities in the zone;
 - ii. do not prevent land designated for transport purposes reverting to a transport use when required;
 - iii. do not undermine the future transport use of the land designated for transport purposes; and
 - iv. are consistent with the activities provided for in the adjoining zones.
- d. Ensure the development of the Central City South Frame Pedestrian Precinct as shown on the planning maps provides, in particular, for safe and convenient pedestrian and cycle access through the South Frame.

7.2.2.3 Policy – Effect on adjacent land uses to the Transport Zone

- a. Manage the adverse effect(s) of an activity within the Transport Zone so that the effects of the activity are consistent with the amenity values and activity of adjacent land uses, whilst providing for the transport network, in particular the strategic transport network to function efficiently and safely.
- b. To ensure adjacent land uses are designed, located and maintained in such a way as to avoid reverse sensitivity effects on the strategic transport network.

Advice note:

1. Policies 7.2.1.1, 7.2.1.2, 7.2.1.3, 7.2.1.4, 7.2.1.5, 7.2.1.6, 7.2.1.7, 7.2.1.8 also apply to Objective 7.2.2.
2. Policies 7.2.2.2, 7.2.2.3 also apply to Objective 7.2.1.

3. For more details on the Council's vision, expectation and plans for transport, during the recovery period and longer term, please refer to the 'Christchurch Transport Strategic Plan'.

7.3 How to interpret and apply the rules

- a. The transport rules that apply to activities in all zones, outside the Specific Purpose (Lyttelton Port) Zone, are contained in:
 - i. The activity status tables (including activity specific standards) in [Rule 7.4.2 - Transport](#); and
 - ii. [Rule 7.4.3 - Standards - Transport](#).
- b. Activities, outside the Transport Zone, covered by the rules in this chapter are also subject to the rules in the relevant zone chapters.
- c. The activity status table and standards in the following chapters also apply:
 - [4 Hazardous Substances and Contaminated Land](#);
 - [5 Natural Hazards](#);
 - [6 General Rules and Procedures](#);
 - [8 Subdivision, Development and Earthworks](#);
 - [9 Natural and Cultural Heritage](#); and
 - [11 Utilities and Energy](#).
- d. Where the Transport Zone overlaps the Open Space Water and Margins Zone or Avon River Precinct Zone, as shown on the planning maps, the Transport Zone provisions apply only to the bridge/roadway above the waterway.

7.4 Rules – Transport

7.4.1 Deeming provisions for Transport Zone

- a. Any land vested in the Council, or the Crown, as road pursuant to any enactment or provision in this District Plan, from the date of vesting shall be deemed to be Transport Zone and be subject to all the provisions for that zone.
- b. If a road within the Transport Zone has been lawfully stopped under any enactment, and any relevant designation removed, then the land shall no longer be subject to the provisions for the Transport Zone but will instead be deemed to be included in the same zone as that of the land that

adjoins it (as shown on the planning maps) and subject to all the provisions for that zone from the date of the stopping and removal of any relevant designation.

- c. Where the zoning of the land that adjoins one side of the road being stopped is different to that of the land that adjoins the other side of that road, then the road shall be deemed to be included in both zones (as shown on the planning maps) on the basis that the zone boundaries shall be deemed as the centre line of the road.

7.4.2 Activity status tables – Transport (All zones outside the Specific Purpose (Lyttelton Port) Zone)

7.4.2.1 Permitted activities

- a. The activities listed below are permitted activities if they meet the activity specific standards set out in this table and the standards in Rule 7.4.3.
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules 7.4.2.2, 7.4.2.3, 7.4.2.4, 7.4.2.5 and 7.4.2.6 below.

	Activity	Activity specific standards
P1	Any activity that meets Rule 7.4.3.1 - Minimum number and dimensions of car parking spaces required.	Nil
P2	Any activity that meets Rule 7.4.3.2 - Minimum number of cycle parking facilities required.	
P3	Any activity that meets Rule 7.4.3.3 - Minimum number of loading spaces required.	
P4	Any activity that meets Rule 7.4.3.4 - Manoeuvring for parking areas and loading areas.	
P5	Any activity that meets Rule 7.4.3.5 - Gradient of parking areas and loading areas.	
P6	Any activity that meets Rule 7.4.3.6 - Design of parking areas and loading areas.	
P7	Any activity that meets Rule 7.4.3.7 - Access design.	
P8	Any activity that meets Rule 7.4.3.8 - Vehicle crossings.	

	Activity	Activity specific standards						
P9	Any activity that meets Rule 7.4.3.9 - Location of buildings and access in relation to road/rail level crossings.							
P10	Any activity that does not require resource consent in accordance with Rule 7.4.3.10 - High trip generators.							
P11	<p>Only until 30 April 2018, in the Rural Quarry Zone, heavy vehicle trips for any quarrying activity that do not exceed the average daily heavy vehicle trip generation that existed for the 12 month period prior to 27 August 2014.</p> <p>Advice note:</p> <ol style="list-style-type: none"> 1. P11 is a temporary measure to allow existing activities in the Rural Quarry Zone to continue while they seek the necessary consents required by this chapter. The average daily heavy trip generation relates to, and shall be calculated for, each calendar month. 							
P12	The operation or maintenance of transport infrastructure (including ancillary offices and car parking areas) and freight handling activities in the Transport Zone.							
P13	New transport infrastructure and additions to existing transport infrastructure in the Transport Zone (excluding activities or structures listed in Rule 7.4.2.1 P15) and new freight handling activities .	<p>A. The maximum height for any building (excluding street lighting, poles, traffic signals, safety cameras and fences) shall be as follows:</p> <table border="1" data-bbox="772 1503 1347 2056"> <thead> <tr> <th data-bbox="772 1503 1031 2056">Distance of the closest point of the building from the boundary of a Residential, Commercial (excluding Commercial Retail Park Large Format Retail), Specific Purpose Hospital Zone or Open Space Community Park Zone:</th> <th data-bbox="1031 1503 1187 2056">Maximum height - within a road reserve:</th> <th data-bbox="1187 1503 1347 2056">Maximum height - not within a road reserve:#:</th> </tr> </thead> <tbody> <tr> <td data-bbox="772 1503 1031 2056"></td> <td data-bbox="1031 1503 1187 2056"></td> <td data-bbox="1187 1503 1347 2056"></td> </tr> </tbody> </table>	Distance of the closest point of the building from the boundary of a Residential , Commercial (excluding Commercial Retail Park Large Format Retail), Specific Purpose Hospital Zone or Open Space Community Park Zone :	Maximum height - within a road reserve :	Maximum height - not within a road reserve :#:			
Distance of the closest point of the building from the boundary of a Residential , Commercial (excluding Commercial Retail Park Large Format Retail), Specific Purpose Hospital Zone or Open Space Community Park Zone :	Maximum height - within a road reserve :	Maximum height - not within a road reserve :#:						

	Activity	Activity specific standards		
		i. Less than 15 metres	5 metres*	8 metres
		ii. 15-50 metres	5 metres*	10 metres
		iii. More than 50 metres	10 metres	15 metres
		<p>b. The maximum gross floor area of buildings in the locations marked * shall be 5 m²</p> <p>c. Any building not within road reserve # that is located on a site which has a boundary with a residential zone, shall have minimum setback of 1.8 metres from that boundary; and shall not project beyond a building envelope constructed by the recession planes which apply in the adjacent residential zone.</p> <p>d. The maximum height for any buildings in the South Frame Pedestrian Precinct shown on the planning maps shall be 3 metres.</p> <p>Advice note:</p> <ol style="list-style-type: none"> 1. Provisions for signs and temporary activities and buildings can be found in Chapter 6. 2. Road design standards (including road widths) for new roads are contained in Chapter 8. Road design standards (including road widths) for existing roads are controlled by the Council's Infrastructure Design Standards. 		
P14	<p>Public transport facilities (including any office or retail activity ancillary to a public transport facility), public amenities and landscaping in the Transport Zone.</p>	<p>A. Buildings located in road reserve where the closest point of the facility is within 50m of the boundary of a Residential, Commercial (excluding Commercial Retail Park Large Format Retail), Specific Purpose Hospital Zone or Open Space Community Park Zone shall be less than 5m in height.</p> <p>B. Buildings (excluding lighting, poles, traffic signals, safety cameras and fences) shall be less than 3m in height in the South Frame Pedestrian Precinct shown on the planning maps.</p> <p>C. Buildings in any other location shall be less than 10 metres in height.</p> <p>D. The maximum area of buildings in the South Frame Pedestrian Precinct shown on the planning maps is 5m².</p>		

	Activity	Activity specific standards
P15	All public artwork, street furniture, community markets, cultural activities or community fund-raising events within road reserve in the Transport Zone or South Frame Pedestrian Precinct shown on the planning maps.	Nil. Advice note: 1. The Council or New Zealand Transport Agency as owner of roads and KiwiRail as the owner of rail corridors may require permits/approval for such activities under other legislation.
P16	Any verandas, balconies or floor area of a building overhanging road reserve within the Transport Zone.	Nil. Advice note: 1. The Council or New Zealand Transport Agency as owner of roads and KiwiRail as the owner of rail corridors will have their own separate approval process for granting rights to build overhanging their land. The Council has a policy that is relevant to this process.
P17	<p>a. Outside the Central City, any activity in the Transport Zone (except for sensitive activities within 50m of a railway line) permitted in the adjoining zone.</p> <p>b. For the avoidance of doubt, any activity permitted in the Industrial General Zone, shall be a permitted activity on 99 Ensors Road (Sec 1 SO 448367).</p> <p>Advice note: 1. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply up to the centre of the Transport Zone in that location.</p>	<p>A. The height limits, maximum gross floor area of a building, setbacks and recession planes in Rule 7.4.2.1 P13 apply</p> <p>B. The applicable activity specific standards and built form standards (except for any minimum building setback from the railway corridor) for the activity in the adjoining zone also apply</p> <p>C. On sites adjacent to the rail corridor the minimum building setback from the railway corridor shall be 1.5 metres from the site boundary adjacent to the railway corridor.</p>
P18	Construction and/or reconstruction of Selkirk Place, Hawkins Road, Hills Road and Prestons Road within the New Neighbourhood Zone (Highfield) Greenfields Precinct. Future Urban Zone	A. Works shall be in general accordance with the cross-sections shown in Appendix 8.10.26 Diagram A in Chapter 8.
P19	In Central City - Any activity that complies with Rule 7.4.3.11 - Vehicle access to sites fronting more than one street.	Nil

	Activity	Activity specific standards
P20	In Central City - Any activity that complies with Rule 7.4.3.12 - Central City lane formation.	Nil
P21	Any construction or reconstruction of a roadway within the Central City .	<p>A. Footpaths on both sides of the road shall be provided, unless the legal width of the road is less than 10 metres or the road is designed as a shared space street or is a Central City lane.</p> <p>Advice note:</p> <ol style="list-style-type: none"> 1. Road design standards (including road and footpath widths) for new and existing roads are controlled by the Council's Infrastructure Design Standards.

7.4.2.2 Controlled activities – Outside the Central City

- a. The activities listed below are controlled activities.
- b. Discretion to impose conditions is restricted to the matters of control set out in the following table, and as set out for those matters in **Rule 7.4.4**.

	Activity	The matters over which Council reserves its control
C1	<p>a. Outside the Central City, any activity that requires resource consent in accordance with Rule 7.4.3.10 - High trip generators, and where:</p> <ol style="list-style-type: none"> i. the land use activity is otherwise permitted in the zone where it is located; and ii. the activity does not exceed the thresholds in Table 7.4.4.19.1; and iii. direct vehicle access is not obtained from a state highway, major arterial road, or crosses a railway line; and iv. for a quarrying activity and/or an ancillary aggregates-processing activity in the Rural Quarry Zone, where a vehicle access to the activity is located further than 250 metres from a residential unit. <p>Advice note:</p>	Rule 7.4.4.18 - High trip generators.

	1. Refer to the Rule 7.4.3.10 for provisions regarding notification.	
C2	<p>a. Outside the Central City, any activity in the Transport Zone (except for sensitive activities) that is a controlled activity in the adjoining zone.</p> <p>b. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply up to the centre of the Transport Zone in that location.</p>	<p>A. The applicable matters of control for the adjoining zone; and</p> <p>B. Rule 7.4.4.19 - Transport infrastructure in the Transport Zone.</p>

7.4.2.3 Restricted discretionary activities

- a. The activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion set out in the following table, and as set out for those matters in [7.4.4](#).

	Activity	The Council's discretion shall be restricted to the following matters:
RD1	<p>a. Any activity that does not meet any one or more of the standards in Rule 7.4.3; or any activity that requires resource consent in accordance with Rule 7.4.3.10 - High trip generators except where otherwise provided for by Rule 7.4.2.2 C1.</p> <p>Advice note:</p> <p>1. Refer to the relevant standard for provisions regarding notification.</p>	<p>a. As relevant to the standard that is not met, and as specified for each standard in Rule 7.4.3:</p> <p>i. Rules 7.4.4.1 - 7.4.4.18 and 7.4.4.21 - 7.4.4.22.</p>
RD2	Activities P13, P14 and P18 listed in Rule 7.4.2.1 , that do not meet any one or more of the activity specific standards.	a. Rule 7.4.4.19 - Transport infrastructure in the Transport Zone.
RD3	Any formation of an unformed legal road .	a. Rule 7.4.4.20 - Formation of unformed legal roads.
RD4	<p>a. Outside the Central City, any activity (except for sensitive activities) in the Transport Zone that is a restricted discretionary activity in the adjoining zone.</p> <p>b. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply</p>	<p>A. The applicable matters of discretion for the adjoining zone; and</p> <p>B. Rule 7.4.4.19 - Transport infrastructure in the Transport Zone.</p>

	Activity	The Council's discretion shall be restricted to the following matters:
	up to the centre of the Transport Zone in that location. c. For the avoidance of doubt, any restricted discretionary activity in the Industrial General Zone, shall be a restricted discretionary activity on 99 Ensors Road (Sec 1 SO 448367).	
RD5	Activity P17 listed in Rule 7.4.2.1 , that does not meet any one or more of the activity specific standards.	A. The applicable matters of discretion for the adjoining zone; and B. Transport infrastructure in the Transport Zone – Rule 7.4.4.19 .
RD6	In the Central City , any site temporarily used for car parking areas , where car parking area is the primary activity on that site until 30 April 2018.	a. Temporary car parks during the earthquake recovery period – Rule 7.4.4.24
RD7	In the Central City , any permitted activity that does not comply with the activity specific standard in Rule 7.4.2.1 for P21.	a. Central City Road Cross sections – Rule 7.4.4.23
RD8	In Central City , any permanent car parking buildings or parking lots where car parking is the primary activity on that site .	a. Commercial car parking buildings and parking lots – Rule 7.4.4.25

7.4.2.4 Discretionary activities

- a. The activities listed below are discretionary activities.

	Activity
D1	Any activity in the Transport Zone not provided for as a permitted, controlled, restricted discretionary, non-complying or prohibited activity.

7.4.2.5 Non complying activities

- a. The activities listed below are non-complying activities.

	Activity
NC1	a. Except where provided for in P12 – P16 and P18 listed in Rule 7.4.2.1 , or in RD2 or RD3 listed in Rule 7.4.2.3 , any activity in the Transport Zone that is a non-complying activity in the adjoining zone. b. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply up to the centre of the Transport Zone in that location.

NC2	<p>a. Any building or structure in the Transport Zone (except transport infrastructure and utilities that comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZCEP 34:2001)) that exceeds 2.5 metres in height within:</p> <p>i. 12 metres of the centre line of a 110kV or a 220kV National Grid transmission line, and/or</p> <p>ii. 10 metres of the centre line of a 66kV National Grid transmission line.</p>
NC3	<p>Any activity within the Commercial Central City Business City Centre City Centre Zone (Core) that does not comply with 7.4.3.1 b.i.</p>

Advice note:

1. The **National Grid transmission lines** are shown on the planning maps.
2. Vegetation to be planted around the **National Grid** should be selected and/or managed to ensure that it will not breach the **Electricity (Hazards from Trees) Regulations 2003**.
3. **The New Zealand Electrical Code of Practice for Electrical Safe Distances (NZCEP 34:2001)** contains restrictions on the location of structures and activities in relation to **National Grid transmission lines**. **Buildings** and activities in the vicinity of **National Grid transmission lines** must comply with the **NZCEP 34:2001**.

7.4.2.6 Prohibited activities

- a. There are no prohibited activities

7.4.3 Standards — Transport (All zones outside the Specific Purpose (Lyttelton Port) Zone)

7.4.3.1 Minimum and maximum number and dimensions of car parking spaces required

- a. Outside of the **Central City**:

	Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
i.	Any car parking spaces available to the general public.	Car parking spaces shall be provided with the minimum dimensions in Table 7.5.1.2 in Appendix 7.5.1 .	Rule 7.4.4.1 - Parking space dimensions.
ii.	Any activity: A. where standard car parking spaces are provided (except a. residential developments with less than	At least the minimum number of mobility parking spaces in accordance with Table 7.5.1.2 in Appendix 7.5.1 shall be	Rule 7.4.4.2 - Mobility parking spaces.

	<p>3 residential units); or b. visitor accommodation for up to ten guests); or B. containing buildings with a GFA of more than 2,500m². (Plan Change 4 Council Decision subject to appeal)</p>	provided on the same site as the activity.	
iii.	Any activity at the Yaldhurst Recreation and Sports Facility at 466-482 Yaldhurst Road, as shown in Appendix 18.11.4.	a. Car parking spaces shall comply with the relevant standards in Rules 7.4.2 and 7.4.3; and b. The maximum number of car parking spaces shall be 650. If the maximum number of car parking spaces is exceeded, the High Trip Generator Rules 7.4.3.10(xii) and 7.4.4.18.1(l) shall apply.	a. Rule 18.10.27 - Additional matters for the Yaldhurst Recreation and Sports Facility. b. Rule 7.4.4.18 - High Trip Generators.

Advice: note:

1. For the avoidance of doubt there is no on-site carparking required outside of the Central City.

b. Within the Central City:

	Applicable to	Standard	The Council's discretion shall be limited to the following matters:
i.	Any activity (except within the Residential Central City High Density Residential Zone)	Any car parking and associated manoeuvre area shall be no greater than 50% of the GLFA of the buildings on the site.	Rule 7.4.4.26 – Car parking areas
ii.	Any car parking spaces provided, except residential activities.	Any car parking spaces provided shall have the minimum dimensions in Appendix 7.5.1, Table 7.5.1.2.	Rule 7.4.4.1 – Parking space dimensions
iii.	Any activity (other than in respect of: a. residential activities); or b. visitor accommodation for up to ten guests. A. where standard car parking spaces are provided (except residential developments with less than 3 residential units); or	The minimum number of mobility parking spaces in accordance with Appendix 7.5.1 shall be provided on the same site as the activity.	Rule 7.4.4.2 – Mobility parking spaces

	B. containing buildings with a GFA of more than 2,500m ² . (Plan Change 4 Council Decision subject to appeal)		
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Advice note:

- For the avoidance of doubt there is no on-site carparking required within the Central City. There is also no requirement to provide mobility parking spaces for residential activities or for the visitor accommodation activities specified in 7.4.3.1(b)iii) above within the Central City.

(Plan Change 4 Council Decision subject to appeal)

7.4.3.2 Minimum number of cycle parking facilities required

	Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a.	Any activity.	At least the minimum amount of cycle parking facilities in accordance with Appendix 7.5.2 shall be provided on the same site as the activity.	Rule 7.4.4.3 - Minimum number of cycle parking facilities.

7.4.3.3 Minimum number of loading spaces required

	Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a.	Any activity where standard car parks are provided.	At least the minimum amount of loading spaces in accordance with Appendix 7.5.3 shall be provided on the same site as the activity.	Rule 7.4.4.4 - Minimum number of loading spaces required

7.4.3.4 Manoeuvring for parking areas and loading areas

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

a.	Any activity with a vehicle access .	On-site manoeuvring area shall be provided in accordance with Appendix 7.5.6 .	Rule 7.4.4.5 - Manoeuvring for parking areas and loading areas
b.	Any activity with a vehicle access to: <ul style="list-style-type: none"> i. a major arterial road or minor arterial road; or ii. a collector road where three or more car parking spaces are provided on site; or iii. six or more car parking spaces; or iv. a heavy vehicle bay required by Rule 7.4.3.3; or v. a local street or local distributor street within the Central City core; or vi. a main distributor street within the Central City where the vehicle access serves three or more parking spaces; or vii. a local street outside the Central City core and the vehicle access serves six or more parking spaces. 	On-site manoeuvring area shall be provided to ensure that a vehicle can manoeuvre in a forward gear on to and off a site .	Rule 7.4.4.5 - Manoeuvring for parking areas and loading areas

c. Any application arising from this rule shall not be limited or publicly notified.

7.4.3.5 Gradient of parking areas and loading areas

Applicable to:		Standard	The Council's discretion shall be limited to the following matters:	
a.	All non-residential activities with vehicle access (except visitor accommodation for up to ten guests).	i. Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be \leq 1:16 (6.26%).	Rule 7.4.4.6 - Gradient of parking areas and loading areas

(Plan Change 4 Council Decision subject to appeal)	ii. Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be ≤ 1:20 (5%).	
	iii. Gradient of mobility parking spaces.	Gradient shall be ≤ 1:50 (2%).	

b. Any application arising from this rule shall not be limited or publicly notified.

7.4.3.6 Design of parking areas and loading areas

	Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a.	All non-residential activities with parking areas and/or loading areas used during hours of darkness (except hosted visitor accommodation or unhosted visitor accommodation). Plan Change 4 Council Decision subject to appeal)	Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	Rule 7.4.4.7 - Illumination of parking areas and loading areas
b.	Any urban activity, except: i. residential activities, hosted visitor accommodation or unhosted visitor accommodation, containing less than three car parking spaces; or ii. sites where access is obtained from an unsealed road; or iii. temporary activities and buildings. Plan Change 4 Council Decision subject to appeal)	The surface of all car parking areas, loading areas, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.	Rule 7.4.4.8 - Surface of parking areas and loading areas

c. Any application arising from this rule shall not be limited or publicly notified.

7.4.3.7 Access design

	Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a.	Any activity with vehicle access .	Access shall be provided in accordance with Appendix 7.5.7 .	Rule 7.4.4.9 - Vehicle access design
b.	<u>Any residential activity where shared pedestrian access is to three or more residential units.</u>	Pedestrian access shall be provided in accordance with Appendix 7.5.7 c. and d.	Rule 7.4.4.27 - Pedestrian access
b.c.	Any activity providing 4 or more car parking spaces or residential units .	Queuing spaces shall be provided in accordance with Appendix 7.5.8 .	Rule 7.4.4.10 - Queuing spaces
e.d.	Outside the Central City , any vehicle access : i. to an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or ii. on a key pedestrian frontage ; and/or iii. <u>on the same side of the road as a major cycle route.</u>	Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay in accordance with Appendix 7.5.9 shall be provided. If any part of the access lies within 20 metres of a Residential Zone any audio method should not operate between 20:00 and 08:00 hours.	Rule 7.4.4.11 - Visibility splay
e.e.	iv. Within the Central City , any vehicle access to a road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day, where the site provides access onto any street within the core.	An audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point shall be provided.	Rule 7.4.4.11 – Visibility splay
e.f	Within the Central City , any vehicle access to a road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day, in any other location not covered by clause d above.	Either an audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point or a visibility splay in accordance with Appendix 7.5.9 –	Rule 7.4.4.11 - Visibility splay

		Visibility splay, shall be provided. If any part of the access lies within 20 metres of a Residential Central City High Density Residential Zone any audio method should not operate between 20:00 and 08:00 hours, except when associated with an emergency service vehicle.	

f. g. Any application arising from this rule shall not be limited or publicly notified.

7.4.3.8 Vehicle crossings

	Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
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 .	Rule 7.4.4.12 - Vehicle crossing design
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 7.5.10 .	Rule 7.4.4.12 - Vehicle crossing design
c.	Any vehicle crossing to any land, building or part of a building located in a rural zone, on or in which rural produce is offered for sale by wholesale and/or retail.	Vehicle crossing shall be provided in accordance with Figure 14 in Appendix 7.5.10 .	Rule 7.4.4.12 - Vehicle crossing design
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 7.5.11.1 in Appendix 7.5.11 .	Rule 7.4.4.13 - Minimum distance between vehicle crossings

e.	Any activity with a vehicle crossing .	The maximum number of vehicle crossings shall be in accordance with Table 7.5.11.2 (outside the Central City) and Table 7.5.11.3 (within the Central City) in Appendix 7.5.11 .	Rule 7.4.4.14 - Maximum number of vehicle crossings
f.	Any activity with a vehicle crossing .	The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.5.11.4-5 (outside the Central City) and Table 7.5.11.5-6 (within the Central City) in Appendix 7.5.11 .	Rule 7.4.4.15 - Minimum distance between vehicle crossings and intersections
g.	Any vehicle crossing on a rural road .	The minimum sight lines to vehicle crossings shall be provided in accordance with Figure 18 in Appendix 7.5.11 .	Rule 7.4.4.16 - Sight lines at vehicle crossings
h.	<u>Any vehicle crossing onto an urban road</u>	<u>The layout of vehicle crossings shall be in accordance with Rule 7.4.3.13.</u>	<u>Rule 7.4.4.28 - Vehicle crossing layout</u>

h.i. Any application arising from this rule shall not be publicly notified and be limited notified only to the New Zealand Transport Agency (NZTA) and only where there is direct **access** to a state highway and the NZTA has not given its written approval.

Advice note:

1. All **vehicle crossings** designed and constructed onto public **roads** managed by **Council** require a **vehicle crossing** application and the form can be found at: <https://ccc.govt.nz/vehiclecrossing>. 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.

7.4.3.9 Location of buildings and access in relation to road/rail level crossings

	Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a.	Any new road or access that crosses a railway line.	No new road or access shall cross a railway line.	Rule 7.4.4.17 - Location of buildings and access in relation to rail/road level crossings
b.	All new road intersections located less than 30 metres from a rail level crossing limit line .	The road intersection shall be designed to give priority to rail movements at the level crossing through road traffic signals.	Rule 7.4.4.17 - Location of buildings and access in relation to rail/road level crossings
c.	All new vehicle crossings located less than 30	No new vehicle crossing shall be located less than 30 metres from a rail	Rule 7.4.4.17 - Location of buildings and access in

	metres from a rail level crossing limit line .	level crossing limit line unless the boundaries of a site do not enable the vehicle crossing to be more than 30 metres from a rail level crossing limit line .	relation to rail/road level crossings
d.	Any building located close to a level crossing not controlled by automated warning devices (such as alarms and/or barrier arms).	Buildings shall be located outside of the sight triangles in Appendix 7.5.13 .	Rule 7.4.4.17 - Location of buildings and access in relation to rail/road level crossings

- e. Any application arising from this rule shall not be publicly notified and be limited notified only to KiwiRail and where KiwiRail has not given its written approval.

7.4.3.10 High trip generators

- a. This rule applies to activities located outside the **Central City**, and activities within the **Central City** that are not exempt from this rule under b. below, that exceed the following thresholds.
- b. Within the **Central City** - Permitted activities² are exempt from this rule.

² Permitted Activities are those listed in the permitted activity tables in the zone chapters and are generally anticipated in the zones. For the purpose of this rule permitted activities must comply with the built form standards for the maximum building height for activity in the zone, any site coverage standards for the activity in the zone, and all the activity specific standards for the activity in the zone. Non-compliance with any other built form standards or being subject to an urban design assessment does not trigger the need to be subject to this rule.

c.	Applicable to:	Resource consent under Rule 7.4.2.2 C1 or Rule 7.4.2.3 RD1 is required for activities with:	The matters over which Council reserves its control or restricts its discretion shall be limited to the following matters:
i.	Education Activities (Schools).	More than 150 students	Rule 7.4.4.18 - High trip generators
ii.	Education Activities (Pre-School).	More than 50 children	
iii.	Education Activities (Tertiary Education and Research Activities).	More than 250 FTE students	
iv.	Health Care Facilities.	More than 500 m ² GFA	
v.	Industrial Activities (excluding Warehousing and Distribution Activities). High Technology Industrial Activities.	More than 5,000 m ² GFA	

	Heavy Industrial Activities.		
vi.	Industrial Activities (Warehousing and Distribution Activities).	More than 10,000 m ² GFA	
vii.	Offices.	More than 1750 m ² GFA	
viii.	Residential Activities.	More than 60 residential units	
ix.	Retail Activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets).	More than 500 m ² GLFA	
x.	Retail Activities (factory shops, retail park zones, but excluding trade suppliers and food and beverage outlets).	More than 1000 m ² GLFA	
xi.	Mixed use and other activities (not listed above), except where Rule 7.4.2.1 P11 or Rule 7.4.3.10(c)(xii) below applies.	More than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day (whichever is met first) 'Peak hour' are those hours between 15:00 and 19:00 hours on a weekday.	
xii.	Yaldhurst Recreation and Sports Facility at 466-482 Yaldhurst Road, as shown in Appendix 18.11.4 (all activities within the site including existing, consented and proposed activities).	Resource consent under Rule 7.4.2.3 RD1 is required if: a. More than 650 vehicle trips per peak hour will be generated by all activities on the site; and/or b. More than 650 car parking spaces are to be provided on the site. 'Peak hour' is the continuous 60 minute period between 15:00 and 19:00 hours on a weekday when the greatest number of vehicle trips occurs.	

d. When resource consent under (c) is required:

- i. An Integrated Transport Assessment shall be undertaken for activities that are High Trip Generators (i.e. are controlled or restricted discretionary activities under Rule 7.4.2.2 C1 or Rule 7.4.2.3 RD1).
- ii. If an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then these rules do 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. This part of Rule 7.4.3.10 does not apply to the Yaldhurst Recreation and Sports Facility as shown in Appendix 18.11.4.

- iii. A basic Integrated Transport Assessment shall be undertaken for High Trip Generators that do not exceed the thresholds in [Rule 7.4.4.18](#) Table 7.4.4.18.1. A full Integrated Transport Assessment shall be undertaken for activities that exceed the thresholds in [Rule 7.4.4.18](#) Table 7.4.4.18.1.
- iv. Guidance on preparing an Integrated Transport Assessment to address the assessment matters in [Rule 7.4.4.18](#) may be obtained from [Council's Integrated Transport Assessment Guidelines](#).
- v. For the purposes of calculating the thresholds in [Rule 7.4.3.10](#)(i) to (xi) (and [table 7.4.4.18.1](#)(a) to (k)):
 - A. for existing activities with [access to urban roads](#), the level of trip generation and scale of activity that existed prior to the plan becoming operative will not be included;
 - B. for existing activities with [access to rural roads](#), the level of trip generation and scale of activity that existed prior to the plan becoming operative shall be included;
 - C. for [education activities](#) the thresholds in [Rule 7.4.3.10](#) (and [table 7.4.4.18.1](#)) shall only apply to any additional traffic generation from a [site](#) which increases the number of children, students or [FTE](#) students.
 - D. However, A. and C. do not apply if the existing activity's [vehicle access](#) arrangements change so that more than 50 [vehicle trips](#) per peak hour will use a new [vehicle access](#) to the activity and / or the volumes using any existing [vehicle access](#) to the activity increases by more than 50 [vehicle trips](#) per peak hour.
- vi. For the purposes of calculating the thresholds in [Rule 7.4.3.10](#)(xii) and [Table 7.4.4.18.1](#)(l) for the Yaldhurst Recreation and Sports Facility as shown in [Appendix 18.11.4](#), [Rules 7.4.3.10](#)(v)(A) to (v)(D) do not apply.
- vii. Other than as required by viii. or ix. below, the application shall not be publicly or limited notified where:
 - A. the land use activity is otherwise permitted in the zone where it is located and direct [vehicle access](#) is not from a state highway or crosses a KiwiRail railway line; or
 - B. the land use activity is otherwise permitted in the zone where it is located and direct [vehicle access](#) is from a state highway or crosses a KiwiRail railway line and written approval/s have been provided by the New Zealand Transport Agency and/or KiwiRail (whichever is relevant);
- viii. Where written approvals have not been provided under vii. B. above, [Council](#) shall give limited notification of the application to the New Zealand Transport Agency and/or KiwiRail only.
- ix. For a quarrying activity and/or an [ancillary aggregates-processing activity](#) in the Rural Quarry Zone, where a [vehicle access](#) to the activity is located within 250 metres of a [residential unit](#), the [Council](#) shall give limited notification of the application to the owners/occupiers of that [residential unit](#) only, unless such approvals have already been provided.

7.4.3.11 Vehicle access to sites fronting more than one street – Within the Central City

	Applicable to	Standard	The Council's discretion shall be limited to the following matters:
a	Any new vehicle access .	Vehicle access shall be provided in accordance with Appendix 7.5.14 .	Rule 7.4.4.21 - Vehicle access to sites fronting more than one street – within the Central City

7.4.3.12 Lane Formation – Within the Central City

	Applicable to	Standard	The Council's discretion shall be limited to the following matters:
a	Any new Central City lane created.	The legal width of the Central City lane shall be between 6m and 12m and have a minimum height clearance of 4.5m.	Rule 7.4.4.22 - Central City lane formation – within the Central City

7.4.3.13 Co-Location of Vehicle Crossings

	<u>Applicable to</u>	<u>Standard</u>	<u>The Council's discretion shall be limited to the following matters:</u>
a.	<u>Any new vehicle crossing in an urban area</u>	<p><u>a. no more than two adjacent sites shall share a single vehicle crossing;</u></p> <p><u>b. the total width of a vehicle crossing shared between two adjacent sites shall not exceed 7m; and</u></p> <p><u>c. the minimum distance between a shared vehicle crossing and any other vehicle crossing shall be 13m.</u></p> <p><u>See 7.5.11.4 for a diagram illustrating the prescribed distances specified in clauses (b) and (c) of this rule.</u></p>	Rule 7.4.4.28 - Vehicle Crossing Co-Location Layout

7.4.4 Rules - Matters of control and discretion

- a. When considering applications for controlled activities, the Council's power to impose conditions is restricted to the matters over which control is reserved in the table in Rule 7.4.2.2, and as set out for that matter below.
- b. When considering applications for restricted discretionary activities, the Council's discretion to grant or decline consent, or impose conditions, is restricted to the matters over which discretion is restricted in the table in Rule 7.4.2.3, and as set out for that matter below.

7.4.4.1 Parking space dimensions

- a. The following are matters of discretion for Rule 7.4.3.1 a.i. and b.ii.:
 - i. The safety and usability of the parking spaces.
 - ii. Whether a parking stacker or a similar mechanism is being used.

7.4.4.2 Mobility parking spaces

- a. The following are matters of discretion for Rule 7.4.3.1 a.ii. and b.iii.:
 - i. Whether the equivalent number of mobility parking spaces can be provided on a separate site which:
 - A. is sited within a readily accessible distance from the activity for persons whose mobility is restricted; and
 - B. is clearly associated with the activity through signage or other means.
 - ii. Whether the nature of the particular activity is such that it will generate less mobility car parking demand than is required by this District Plan.
 - iii. Whether the safety of people whose mobility is restricted will be affected by being set down on-street.
 - iv. Outside the Central City, the following assessment matters also apply:
 - A. Whether the parking demand occurs at a different time from another land use activity, with which a parking area could be shared;
 - B. Whether a legal agreement has been entered into securing mutual usage of any parking areas shared with other activities;
 - C. whether the required parking can physically be accommodated on the site and/or off the site;
 - D. 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;

- E. whether the **site** is well serviced by public transport and is designed or operated to facilitate public transport use;
- F. the cumulative effect of the lack of onsite **mobility parking spaces** for the proposal in conjunction with other activities in the vicinity which are not providing the required number of **mobility parking spaces**;
- G. whether the reduction in **mobility parking spaces** will affect the ability of future activities on the **site** to meet the **mobility parking space** requirements;
- H. whether a reduction in, or waiver of, the required onsite 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;
- I. whether a reduction in, or waiver of, the required on-site **mobility parking spaces** is appropriate because there are other public parking facilities close to the activity that can be used by people accessing the activity; and
- J. whether a reduction in or waiver of required on-site **mobility parking spaces** would contribute to the protection of **water body setbacks** or natural, **historic heritage** or cultural (including Ngāi Tahu/manā whenua) values.

7.4.4.3 Minimum number of cycle parking facilities required

- a. Outside the **Central City**, the following are matters of discretion for **Rule 7.4.3.2**:
 - i. Whether adequate alternative, safe and secure cycle parking and end of trip facilities (such as showers and lockers), meet the needs of the intended users, and are available in a nearby location that is readily **accessible**.
 - ii. Whether the parking can be provided and maintained in a jointly used cycle **parking area**.
 - iii. Whether a legal agreement has been entered into securing mutual usage of any cycle **parking areas** shared with other activities.
 - iv. Whether the cycle parking facilities are designed and located to match the needs of the intended users.
 - v. Whether the provision, design and location of cycle parking facilities may disrupt pedestrian traffic, disrupt active frontages, or detract from **an efficient logical and coherent site** layout or street scene **amenity values**.
 - vi. Whether the number of cycle **parking spaces** and end of trip facilities provided are sufficient considering the nature of the activity on the **site** and the anticipated demand for cycling.
- b. Within the **Central City**, the following are matters of discretion for **Rule 7.4.3.2**:
 - i. The extent to which alternative adequate cycle parking is available which is within easy walking distance of the development entrance.
 - ii. Whether the provision for cyclists is sufficient considering the nature of the activity on the **site** and the anticipated demand for cycling to the **site** and adjacent activities.

- iii. Whether the provision for cyclists is practicable and adequate considering the layout of the **site**, and the operational requirements of the activity on the **site**.
- iv. Matters of discretion a,ii. and a.iv. also apply within the **Central City**.

7.4.4.4 Minimum number of loading spaces required

- a. The following are matters of discretion for **Rule 7.4.3.3**:
 - i. Whether the nature and operation of the particular activity will require **loading spaces** of a different size, number and frequency of use.
 - ii. Whether an off-street shared **loading area** can be safely and efficiently provided in conjunction with an adjacent activity.
 - iii. In addition, outside of the **Central City**:
 - A. Whether a legal agreement has been entered into securing mutual usage of any **loading areas** shared with other activities.
 - B. Whether **loading** can be safely and efficiently undertaken on-street.
 - C. Whether the movement function and/or safety of the surrounding transport network may be adversely affected by extra parked and manoeuvring vehicles on street.
 - D. Whether **loading** and service functions disrupt pedestrian and cycling traffic, disrupt active frontages, or detract from street scene **amenity values**.
 - E. Whether there is an existing on-street **loading** facility, that can be used safely, within 50m of the **site**, and the route between the **loading** facility and the **site** does not require crossing any **road**.

7.4.4.5 Manoeuvring for parking areas and loading areas

- a. The following are matters of discretion for **Rule 7.4.3.4**:
 - i. 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**.
 - ii. The number and type of vehicles using the parking or **manoeuvring area**.
 - iii. Whether the required **manoeuvring area** can physically be accommodated on the **site**.
 - iv. Whether the **strategic transport network** is adversely affected.

7.4.4.6 Gradient of parking areas and loading areas

- a. The following are matters of discretion for **Rule 7.4.3.5**:
 - i. Whether the gradient noncompliance affects any **mobility parking spaces**, and whether the proposed gradient will make it difficult for people whose mobility is restricted to use these **parking spaces**.

- ii. The total number of **parking spaces** affected by the gradient noncompliance.
- iii. Whether the gradient will make the use of the parking and **loading spaces** impracticable.
- iv. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring **sites**.

7.4.4.7 Illumination of parking areas and loading areas

- a. The following are matters of discretion for **Rule 7.4.3.6 a.**:
 - i. Whether the facility is often used during the hours of darkness.
 - ii. Whether other light sources in the area give adequate light to provide security for users of the area.
 - iii. Whether glare from the light source will adversely affect the safety of surrounding **roads** and/or the rail corridor.

7.4.4.8 Surface of parking areas and loading areas

- a. The following are matters of discretion for **Rule 7.4.3.6 b.**:
 - i. Whether the noncompliance will cause adverse effects on the activity and on other **sites** in the area in terms of noise and dust nuisance.
 - ii. Whether mud or gravel will be carried on to public **roads**, footpaths or the rail corridor.
 - iii. Whether the materials used for the surface of the car **parking area** and the car **parking area's** stormwater management system will adequately manage contaminants from runoff and flooding.
 - iv. Outside the **Central City**, whether permeable surfaces are suitable.
 - v. Whether car parking spaces that are not permanently marked will affect the ability to reasonably access and utilise the spaces.

7.4.4.9 Vehicle access design

- a. The following are matters of discretion for **Rule 7.4.3.7 a.**:
 - i. Whether the driveway serves more than one **site or residential unit** and the extent to which other users of the driveway may be adversely affected.
 - ii. Whether there are any adverse effects on the safety and **amenity values** of neighbouring properties and/or the function of the transport network.
 - iii. The effects on the safety and security of people using the facility.
 - iv. Whether the **access** disrupts, or results in conflicts with, active frontages, convenient and safe pedestrian circulation and cycling flows or will inhibit **access** for emergency service vehicles where on-site **access** is required.

- v. Whether the safety of pedestrians, particularly the aged and people whose mobility is restricted, will be compromised by the length of time needed to cross a wider driveway.
- vi. Whether the legal width of **access** is restricted by the **boundaries** of an existing **site** and/or an existing **building**.
- vii. Where the **access** exceeds the maximum gradient standards, in addition to i. to vi. above:
 - A. whether the gradient will make the use of the **access** impracticable, including inhibiting **access** for emergency service vehicles where on-site **access** is required.
 - B. whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring **sites**.
- viii. For 1027 Colombo Street (Lot 1 DP 17924), whether there are any adverse effects of **vehicle access** design and **access** points on the safe and efficient operation of the transport network, including the **Major Cycle Route** network.
 (Plan Change 5F Council Decision)

7.4.4.10 Queuing spaces

- a. The following are matters of discretion for **Rule 7.4.3.7 b.c.**:
 - i. 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**.
 - ii. The effect of queuing vehicles on the safety of pedestrians and cyclists.

7.4.4.11 Visibility splay

- a. The following are matters of discretion for **Rule 7.4.3.7 c., d. and e., d., e., and f.:**
 - i. 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.
 - ii. 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.
 - iii. Outside the **Central City**, 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**.

7.4.4.12 Vehicle crossing design

- a. The following are matters of discretion for **Rule 7.4.3.8 a., b. and c.:**
 - i. The number of pedestrian movements and the number and type of vehicles using or crossing the **vehicle crossing**.

- ii. 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**.
- iii. 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.
- iv. Within the **Central City**, whether the safety of pedestrians, particularly the aged and people whose mobility is restricted will be compromised by the length of time needed to cross a wider driveway.

7.4.4.13 Minimum distance between vehicle crossings

- a. The following are matters of discretion for **Rule 7.4.3.8 d.**:
 - i. Whether the **landscaping** adjacent to the **road** will be adversely affected by the location of the **vehicle crossing**.
 - ii. Whether safety will be adversely affected by conflict between manoeuvring vehicles at the crossings.

7.4.4.14 Maximum number of vehicle crossings

- a. The following are matters of discretion for **Rule 7.4.3.8 e.**:
 - i. Whether the extra crossing(s) will adversely affect the efficient and safe operation of the **road** for all **road** users.
 - ii. Any cumulative effects of the introduction of extra **vehicle crossings** when considered in the context of existing and future **vehicle crossings** serving other activities in the vicinity.
 - iii. 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.
 - iv. Outside of the **Central City**, whether the **landscaping** adjacent to the **road** will be adversely affected by the **vehicle crossings**.

7.4.4.15 Minimum distance between vehicle crossings and intersections

- a. The following are matters of discretion for **Rule 7.4.3.8 f.** - Outside the **Central City**:
 - i. Whether extra conflict may be created by vehicles queuing across the **vehicle crossing**.
 - ii. Whether any potential confusion between vehicles turning at the crossing or the **intersection** may have adverse effects on safety.
 - iii. The effects on the safety of users of all transport modes.
 - iv. 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**.
 - v. 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.

- vi. Whether the geometry of the **frontage road** and **intersections** will mitigate the adverse effects of the **vehicle crossing**.
 - vii. Whether there are present, or planned, traffic controls along the **road** corridor where the **vehicle crossing** is proposed.
 - viii. Any cumulative effects when considered in the context of existing and future **vehicle crossings** serving other activities in the vicinity.
 - ix. Whether traffic mitigation measures such as medians, no right turn or left turn **signs**, or traffic calming measures are proposed.
- b. The following are matters of discretion for **Rule 7.4.3.8 f.** – within the **Central City**:
- i. the extent to which any extra conflict may be created by confusion between vehicles turning at the crossing or the **intersection**; and the need for drivers to assimilate information thereby adversely affecting concentration and consequently the safety of the **road**;
 - ii. the extent to which the number and type of vehicles generated by the **site** will adversely affect the **frontage road** and **intersections**, particularly at times of peak traffic flows on the **road**;
 - iii. whether the speed and volume of vehicles on the **frontage road** and **intersections** will exacerbate the adverse effects of the **access** on the safety of **road** users;
 - iv. whether the geometry of the **frontage road** and **intersections** will mitigate the adverse effects of the **access**.

7.4.4.16 Sight lines at vehicle crossings

- a. The following are matters of discretion for **Rule 7.4.3.8 g.**:
- i. Whether the operating speed environment of the **road** is such that the sight line standards can be safely reduced.
 - ii. Whether the sight line distances at the **vehicle crossing** are adequate to provide safe ingress/egress.

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

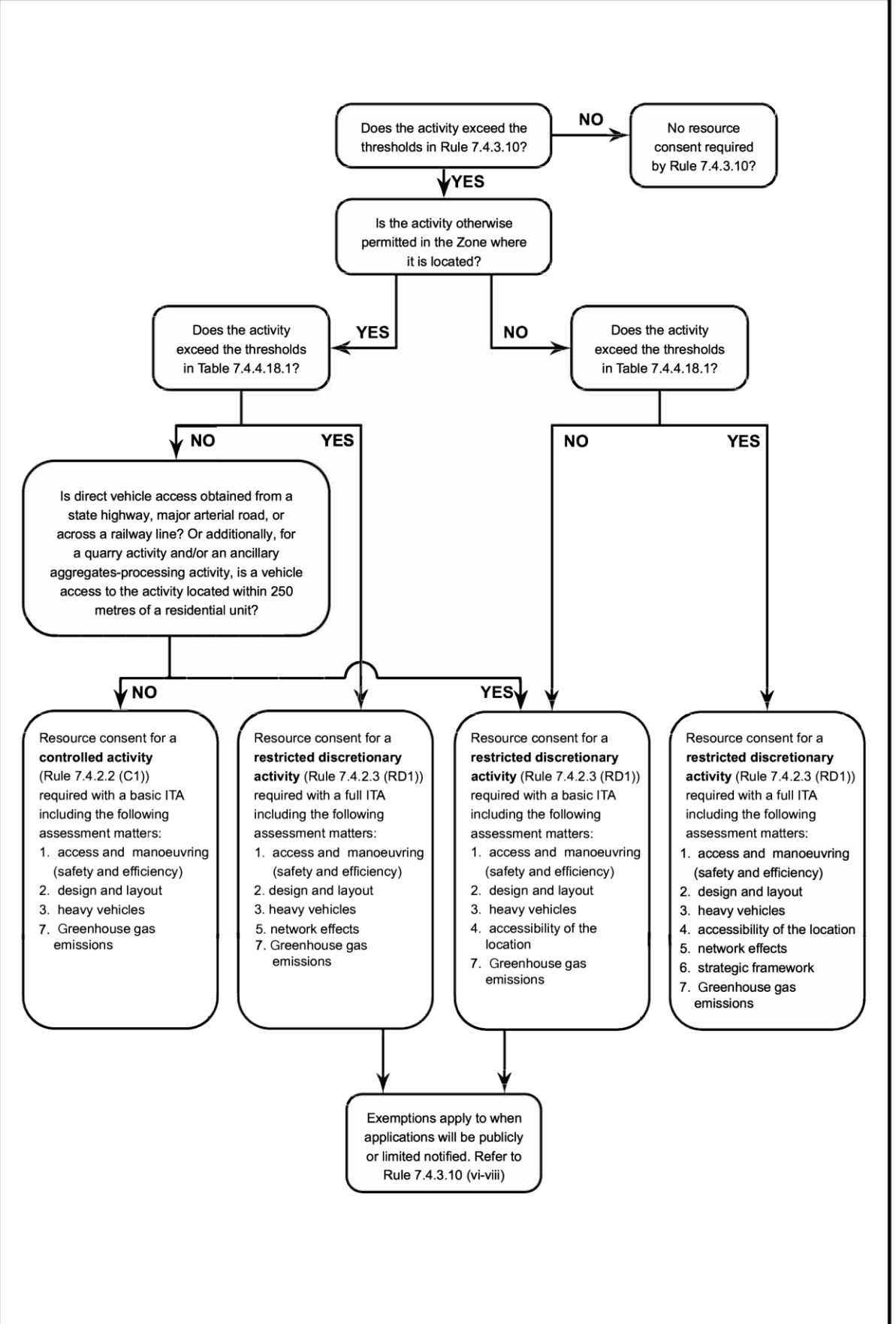
- a. The following are matters of discretion for **Rule 7.4.3.9 a., b. and c.**:
- i. Where a new **road** or **access** crosses a railway line and/or a **road intersection** or **vehicle crossing** does not comply with the minimum **setback** from a rail **level crossing limit line**:
 - A. whether 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.
- b. The following are matters of discretion for **Rule 7.4.3.9 d.**:
- i. 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.

7.4.4.18 High trip generators

- a. The following are matters of control for [Rule 7.4.2.2 C1](#) or matters of discretion for [Rule 7.4.2.3 RD1](#). The following diagram shows the matters of control or discretion that apply to each activity.

Rule 7.4.4.18 High trip generators



- i. Access and manoeuvring (safety and efficiency): Whether the provision of **access** and on-site **manoeuvring area** associated with the activity, including vehicle **loading** and servicing deliveries, affects the safety, efficiency, **accessibility** (including for people whose mobility is restricted) of the **site**, and the transport network (including considering the **road** classification of the **frontage road**).
- ii. Design and Layout: Whether the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient **access** for travel by such modes. **Within the Northern Homebase Centre, this includes consideration of:**
 - A. **the provision of pedestrian and cycle access for the public and users of the Centre through the site from Sanctuary Gardens or Havana Gardens to Marshland Road;**
 - B. **integration of pedestrian and cycle access with development (including building frontages, circulation routes, sightlines and lighting) within the Northern Homebase Centre; and**
 - C. **any potential safety or nuisance effects and methods to address such effects including by way of a Crime Prevention Through Environmental Design (“CPTED”) assessment.**
- iii. Heavy vehicles: For activities that will generate more than 250 **heavy vehicle trips** per day, whether there are any effects from these trips on the roading infrastructure.
- iv. Accessibility of the location: Whether the proposed activity has demonstrated the **accessibility** of the **site** by a range of transport modes and whether the activity’s location will minimise or reduce travel to and from the activity by private vehicles and encourage public and **active transport** use.
- v. Network effects: Having particular regard to the level of additional traffic generated by the activity and whether the activity is permitted by the zone in which it is located, whether measures are proposed to adequately mitigate the actual or potential effects on the transport network arising from the anticipated trip generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.
- vi. Strategic framework: Whether the proposal is consistent with the local and regional transport policy framework.
- vii. **Greenhouse gas emissions: Whether measures are proposed to be implemented to promote opportunities for safe efficient travel other than by conventional provide vehicles, to seek to reduce the greenhouse gas emissions from vehicle use associated with the activity, and the ability for the measures to be implemented and maintained over the lifetime of the activity.**

(Plan Change 6 Decision by Consent Order)

Advice note:

1. For clarity, the following table also shows which matters of control or discretion apply to which situations:

	Matters of Control or Discretion	Activities that are otherwise permitted in the Zone's Activity Status Table		Activities that are not permitted in the Zone's Activity Status Table	
		Basic ITA /Controlled activity	Full ITA	Basic ITA	Full ITA
i.	Access and manoeuvring (safety and efficiency)	Yes	Yes	Yes	Yes
ii.	Design and Layout	Yes	Yes	Yes	Yes
iii.	Heavy vehicles	Yes	Yes	Yes	Yes
iv.	Accessibility of the location			Yes	Yes
v.	Network effects		Yes		Yes
vi.	Strategic framework				Yes
vii	<u>Greenhouse gas emissions</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>	<u>Yes</u>

Table 7.4.4.18.1 – Thresholds for full Integrated Transport Assessments

	Activity	Thresholds
a.	Education Activities (Schools).	More than 450 students
b.	Education Activities (Pre-School).	More than 150 children
c.	Education Activities (Tertiary Education and Research Activities).	More than 750 FTE students
d.	Health Care Facilities.	More than 1000 m ² GFA
e.	Industrial Activities (excluding Warehousing and Distribution Activities). High Technology Industrial Activities. Heavy Industrial Activities.	More than 10,000 m ² GFA
f.	Industrial Activities (Warehousing and Distribution Activities).	More than 20,000 m ² GFA
g.	Offices.	More than 4000 m ² GFA
h.	Residential Activities.	More than 120 residential units
i.	Retail Activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets).	More than 1000 m ² GLFA and/or

		<p>in a Local Centre or Neighbourhood Centre identified in Chapter 15, where the total area of development* over any three year period exceeds 1000 m² GLFA.</p> <p>Advice note:</p> <p>1. * Development refers to either consented or constructed developments.</p>
j.	Retail Activities (factory shops and retail park zones, but excluding trade suppliers and food and beverage outlets).	More than 2000 m ² GLFA
k.	All other activities (not covered by the thresholds above or the thresholds in (l) below).	<p>More than 120 vehicle trips per peak hour or 1000 vehicle trips per day (whichever is met first).</p> <p>'Peak hour' are those hours between 15:00 and 19:00 hours on a weekday.</p>
l.	Yaldhurst Recreation and Sports Facility at 466-482 Yaldhurst Road, as shown in Appendix 18.11.4 (all activities within the site , including existing, consented and proposed activities).	<p>a. More than 650 vehicle trips per peak hour will be generated by all the activities on the site; and/or</p> <p>b. More than 650 car parking spaces are proposed on the site.</p> <p>c. For the avoidance of doubt, if the existing number of vehicle trips and/or the existing number of car parking spaces already exceed these limits, any increase in vehicle trips and/or car parking spaces as a result of a new proposal will trigger the need for a full Integrated Transport Assessment.</p> <p>'Peak hour' is the continuous 60 minute period between 15:00 and 19:00 hours on a weekday when the greatest number of vehicle trips occurs.</p>

7.4.4.19 Transport infrastructure in the Transport Zone

- a. The following are the matters of control for [Rule 7.4.2.2 C2](#) or - matters of discretion for [Rule 7.4.2.3 RD2](#) and [RD4](#):
- i. Whether there is a need for the development in relation to improving the safety, amenity, efficiency or functionality of the Transport Zone.
 - ii. Any adverse effects on the current or future safety and efficiency of transport modes.
 - iii. Whether the scale and location of **buildings** will adversely affect or dominate its surrounding setting including adjacent **buildings** and the environment. In particular:

- A. where a larger **building** is proposed to locate adjacent to areas with smaller **buildings**, the massing and design of the proposed **building** should not overly dominate the built scale or open space of the surrounding area. Methods to moderate the bulk of the proposed **building** may include:
 - I. varying roof forms;
 - II. **window** placement;
 - III. appropriate use of materials; and
 - IV. modulation of facades.
- iv. Whether the **building** adversely affects the environment, **amenity values** or activity of adjacent land uses.
- v. Whether there is adequate access to sunlight.
- vi. Whether the location or/and the scale of the **building** does not solely or cumulatively affect public access.
- vii. Whether the **building** results in areas of entrapment or concealment.
- viii. In addition, outside of the **Central City**:
 - A. The extent to which the development and activity specific standards of the **adjoining zone** mitigates potential adverse effects.
 - B. If the land is being used for non-transport related activities, the extent to which the activity does not undermine the future use of the land for transport purposes.

7.4.4.20 Formation of unformed legal roads

- a. The following are matters of discretion for **Rule 7.4.2.3 RD3**:
 - i. Whether there is ability to form the **unformed legal road** in a way that is safe, functional and maintainable at a reasonable cost.
 - ii. Whether the use of the **unformed legal road** will adversely affect the environment and/or character of the location and surrounding area (including effects from dust, noise and vibration and effects on visual amenity).
 - iii. Whether the use of the **unformed legal road** will adversely affect safe **access** for other current and potential users of the **unformed legal road**, including pedestrians and cyclists.
 - iv. Any effects on public access to and along the coastal marine area and the adequacy of measures to address adverse effects on public access to and along the coastal marine area.
 - v. Matters of discretion in **Rule 9.6.3.1** Effects of activities on the coastal environment and **Rule 9.2.8.3** Natural character in the coastal environment.

7.4.4.21 Vehicle access to sites fronting more than one street – within the Central City

- a. The following are matters of discretion for [Rule 7.4.3.11](#):
 - i. Whether there would be any adverse effects on the safety and amenity of all types of [road](#) user passing the [site](#), and/or the function of the [frontage road](#), particularly at times of peak traffic flows on the [road](#) and the [access](#); and
 - ii. The extent to which the [access](#) disrupts active frontages, [key pedestrian frontages, or major cycle routes.](#)

7.4.4.22 Central City lane formation – within the Central City

- a. The following is the matter of discretion for [Rule 7.4.3.12](#):
 - i. The extent to which the width and height of the lane will adversely affect the amenity of the lane and the safety and efficiency of the lane for all users, including whether the lane provides adequate [access](#) for fire appliances.

7.4.4.23 Central City Road Cross sections

- a. The following are matters of discretion for [Rule 7.4.2.3 RD7](#):
 - i. The effect on [access](#) to adjacent properties;
 - ii. Any effects on the safety of movement along the [road](#) for drivers, pedestrians, cyclists or public transport users;
 - iii. Any likely adverse effects in terms of the efficiency of traffic movement;
 - iv. The quality of the streetscape, including the adequacy of provision for street planting and/or grassed berms;
 - v. The [setback](#) of [buildings](#) along the street, and the amenities of properties [adjoining](#) the [road](#); and
 - vi. The amount of on street parking which may be lost or made unavailable and whether this can be accommodated elsewhere.

7.4.4.24 Temporary Car Parks during the Earthquake Recovery period – within the Central City

- a. The following are matters for discretion for [Rule 7.4.2.3 RD6](#):
 - i. The extent to which the safety and convenience of people within and passing the [site](#), including vehicles, pedestrians and cyclists, will be affected by the design or location of the car [parking area](#) and [access ways](#);
 - ii. Whether the design or location of the car [parking area](#) will disrupt active frontages or detract from streetscape [amenity values](#) in the area;

- iii. Whether the car park can be used by other activities to reduce the need for these activities to provide their own **parking spaces**;
 - iv. The length of time that the car **parking area** is proposed to be operating for; and
 - v. The potential activities that may use the additional **parking spaces** and the degree to which the car **parking area** will be utilised.
- b. Any resource consents granted under this Rule will need to set the duration of the consent. The duration of the consent should not exceed a period that is reasonably necessary to support the recovery of the surrounding area. It is intended that the duration of consents under this rule will be no longer than 30 April 2018.

7.4.4.25 Commercial car parking buildings and parking lots – within the Central City

- a. The following are matters for discretion for [Rule 7.4.2.3 RD8](#):
- i. the potential activities that may use the car park and the degree to which the car park will be utilised;
 - ii. the need for the car park considering the amount of car **parking spaces** already provided in the surrounding area;
 - iii. whether the car **parking spaces** are needed to meet existing unsatisfied parking demand or are being provided due to anticipated future need;
 - iv. the integration of the car park area with existing car park areas to operate in a coordinated manner;
 - v. the legibility of the car park and the way in which the location of car park is communicated to motorists;
 - vi. the extent to which the safety and convenience of people within and passing the **site**, including vehicles, pedestrians and cyclists, will be affected by the design or location of the car park;
 - vii. whether the design or location of the car park will disrupt active frontages or detract from streetscape **amenity values** in the area;
 - viii. whether the car park can be used by other activities to reduce the need for these activities to provide their own **parking spaces**;
 - ix. the extent to which the car parking facility may adversely affect the demand for public transport to, from or within the **Central City**.

Advice note:

1. A parking plan for the **Central City** has been developed as part of the implementation of the An Accessible City chapter of the Christchurch Central Recovery Plan, which provides more guidance about parking within the **Central City**.

7.4.4.26 Carparking area – within the Central City

- a. The following are matters of discretion for [Rule 7.4.3.1 b.i.](#):
- i. the extent to which the safety and amenity of people within and passing the [site](#), including vehicular traffic, pedestrians and cyclists, will be affected by the design or location of [parking spaces](#) and [access ways](#);
 - ii. whether the design or location of the [parking spaces](#) will disrupt active frontages or detract from streetscape [amenity values](#) in the area.

7.4.4.27 Pedestrian Access

a. The following are matters of discretion for [Rule 7.4.3.7 b.](#):

- i. whether the [pedestrian access](#) is suitable for use by persons with a disability or with limited mobility;
- ii. whether any alternative [pedestrian access](#) is provided and the formation and safety of that alternative;
- iii. the effects on the safety and security of people using the [pedestrian access](#) and those occupying [residential units on the site](#); ~~and~~
- iv. the functionality of the [pedestrian access](#) to meet the needs of occupants including but not limited to the transportation of rubbish and recycling for collection and the ability for cyclists to safely access any private and shared cycle storage areas~~;~~ ~~and~~,
- v. whether the pedestrian access is suitable for use by emergency services.

7.4.4.28 Vehicle Crossing Co-Location Layout

a. The following are matters of discretion for [Rule 7.4.3.13](#):

- i. the effects on the safety of pedestrians and cyclists from additional [vehicle crossings](#);
- ii. whether the proximity of [vehicle crossings](#) to one another, or the width of shared [vehicle crossings](#), detract from the streetscape amenity of the local area; and
- iii. whether the co-location of [vehicle crossings](#) results in improved traffic safety or streetscape amenity outcomes compared to separate [vehicle crossings](#).

7.5 Appendices

Appendix 7.5.1 – Parking space requirements

- a. Any space required for off-street parking spaces 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.
- b. Mobility parking spaces 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 mobility parking spaces to the activity shall be accessible for people whose mobility is restricted. The spaces shall be clearly signed.
- c. All car parking spaces and aisle widths shall be laid out in accordance with Table 7.5.1.3 and Figure 1.
- d. 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 7.5.5.
- e. All other manoeuvring areas shall be designed to accommodate the 85 percentile design motor car as set out in Appendix 7.5.4.

Advice note:

- 1. It is recommended that blue colouring be used to help better identify mobility parking spaces.

Table 7.5.1.1 – Minimum number of mobility parking spaces required

The minimum number of mobility parking spaces provided must be calculated using the following method:

(1) Non-residential activities

	Total number of car parking spaces being provided (excluding private parking areas for residential units).	Minimum number of mobility parking spaces
a.	1 – 20	1
b.	21 – 50	2
c.	> 50	2 for the first 50 car parking spaces + 1 additional mobility parking spaces for every additional 50 car parking spaces or part thereof

- a. Rule 7.4.3.1 requires all buildings with a GFA greater than 2,500 m² to provide mobility parking spaces, even if no other parking spaces are provided. If no other car parking spaces are provided, the amount of mobility parking spaces required shall be calculated by determining how many

mobility parking spaces would be required if one standard parking space per 100 m² GFA were provided.

(2) Residential activities

	<u>Number of units</u>	<u>Minimum number of mobility parking spaces</u>
<u>a.</u>	<u>< 7 units</u>	<u>0</u>
<u>b.</u>	<u>7 - 18</u>	<u>1</u>
<u>c.</u>	<u>19 - 31</u>	<u>2</u>
<u>d.</u>	<u>32 - 43</u>	<u>3</u>
<u>d.</u>	<u>> 43</u>	<u>3 for the first 43 car parking spaces + 1 additional mobility parking spaces for each 12.5 units thereafter</u>

Table 7.5.1.2 – Minimum car parking space dimensions

	Type of use	Parking angle	Parking stall width (metres) (refer to p)	Aisle width (metres) (refer to Note 4)	Parking stall depth (metres) (refer to q)	Over hang (metres)	Total width (stall depth and aisle width) (metres)
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.	Mobility parking spaces		3.6	6.6			11.6
e.	Long term (refer to Note 1)		2.4	5.4	5.0	0.4	10.4

	Type of use	Parking angle	Parking stall width (metres) (refer to p)	Aisle width (metres) (refer to Note 4)	Parking stall depth (metres) (refer to q)	Over hang (metres)	Total width (stall depth and aisle width) (metres)
f.	Medium term (refer to Note 2)	60°	2.5	5.1			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
k.	Long term (refer to Note 1)	30°	2.3	4.1	4.0	0.4	8.1
l.	Medium term (refer to Note 2)		2.4	3.8			7.8
m.	Short term (refer to Note 3)		2.5	3.5			7.5
n.	Mobility parking spaces	Parallel	3.6	3.3 (one way) 5.5 (two way)	6.1		

	Type of use	Parking angle	Parking stall width (metres) (refer to p)	Aisle width (metres) (refer to Note 4)	Parking stall depth (metres) (refer to q)	Over hang (metres)	Total width (stall depth and aisle width) (metres)
o.	All users	Parallel	2.0	3.3 (one way) 5.5 (two way)	6.1		

- p. 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.
- q. 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.

Advice note:

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.

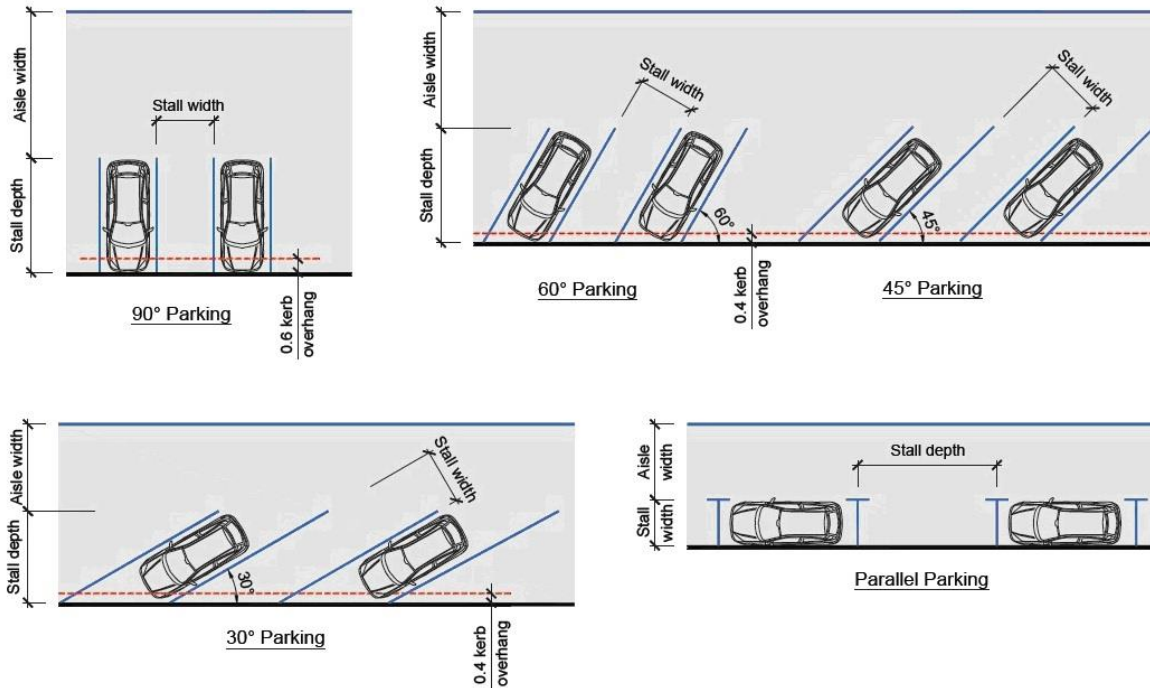


Figure 1: Car park dimensions

Appendix 7.5.2 – Cycle parking facilities

- a. **Visitor** cycle parking facilities shall be provided as follows:
- i. The number of visitor cycle parks provided on the same site as the activity shall be at least the minimum number of visitor cycle parks specified in Table 7.5.2.1.
 - A. when calculating the overall cycle 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 cycle parking requirement for any activity will be the sum of the parking requirements for each area.
 - B. where the calculation of the required cycle 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. The parking requirements for different types of cycle parks (i.e. staff, visitors etc) shall be calculated and rounded separately.
 - C. where an activity falls under the definition of more than one activity in Table 7.5.2.1, then the higher cycle parking requirement shall apply.
 - D. where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
 - ii. Stands shall be securely anchored to an immovable object.
 - iii. Stands shall support the bicycle frame and front wheel.
 - iv. Stands shall allow the bicycle frame to be secured.

- v. Cycle parking facilities shall be clearly signposted or visible to cyclists entering the **site**.
- vi. Cycle parking facilities shall be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.
- vii. Cycle parking facilities shall be located so that the bicycle is at no risk of damage from **vehicle movements** within the **site**.
- viii. 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. Within the **Central City**, any activity where the **building** has no **road frontage setback** for the entire length of the **site** visitor cycle parking is not required.
- ix. Lighting must comply with the lighting requirements in **Rule 7.4.3.6 a**.
- x. Stands shall have the minimum dimensions in Figure 2 and within the **Central City and for all residential developments**, shall be designed to accommodate the turning path of a cycle as shown in Figure 3.
- xi. 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.

Advice note:

1. Where there is more than one public entrance to the **building**, it is recommended that **visitor** cycle parking is apportioned between the entrances in accordance with their potential usage.
- 2. The installation of standard 240V electrical power points in cycle parking facilities is strongly encouraged to enable the charging of e-bikes, e-scooters and other micro mobility devices. A ratio of 1 power point to 5 parking spaces is recommended to accommodate future growth.**
- b. Staff/residents/students cycle parking facilities shall be provided as follows:
 - i. The number of staff/residents/students cycle parks provided shall be at least the minimum number of staff/residents/students cycle parks in Table 7.5.2.1. 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. The parking requirements for different types of carparks (i.e. staff, visitors etc) shall be calculated and rounded separately.
 - ii. Staff/residents/students cycle parking facilities shall be located so it is easily **accessible** for staff, residents or students of the activity, except within the **Central City** staff cycle parking may be provided on a **site** within 200 metres of the **site** on which the activity is undertaken.
 - iii. Staff/ residents/ tertiary students' cycle parking facilities shall be located in:
 - A. a covered area; and
 - B. a secure area, unless located in an area where access by the general public is generally excluded.

Advice note:

1. It is recommended that cycle parking at schools is designed and managed to discourage theft of bicycles.
 - iv. Where a stand is provided, it shall meet the visitor cycle parking requirements in (a) except for (a)(v) and (a)(viii).
 - v. Outside the **Central City**, 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 7.5.2.2.
- c. **Full time equivalent student** numbers for **Tertiary Education and Research Activities** shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 **FTE** students, if there are more than 1000 **FTE** Students at the activity in total.. Any additional cycle facilities required shall be provided within 12 months of the date of assessment.
- d. For **sites** with activities that existed on 3 September 2010 (i.e. prior to the Canterbury earthquakes of 2010/2011), Table 7.5.2.1 shall be applied to the rebuild of that activity, as follows:
- i. For the size of the activity's **building** floor area/ scale of the activity that existed on 3 September 2010, Table 7.5.2.1 does not apply, as long as the activity provides at least the same amount of on-site cycle parking that existed on 3 September 2010.
 - ii. For any addition to the size of the activity's **building** floor area/ scale of the activity that is an increase to what existed on 3 September 2010, Table 7.5.2.1 shall apply in respect of the increase.

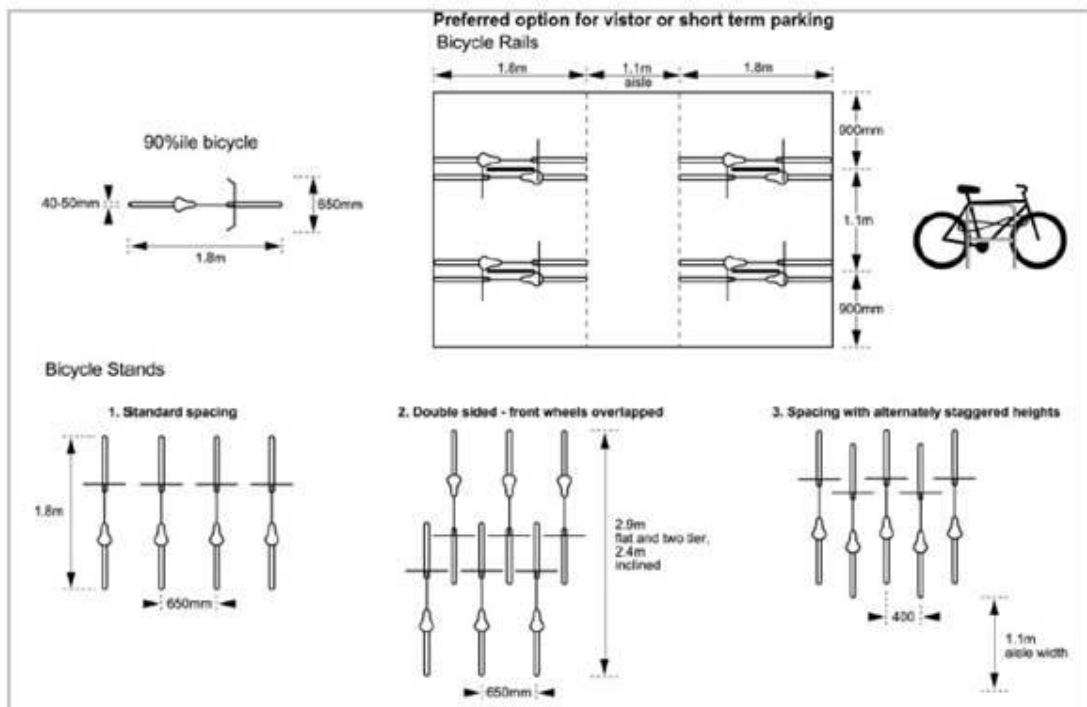


Figure 2 – Minimum cycle parking dimensions

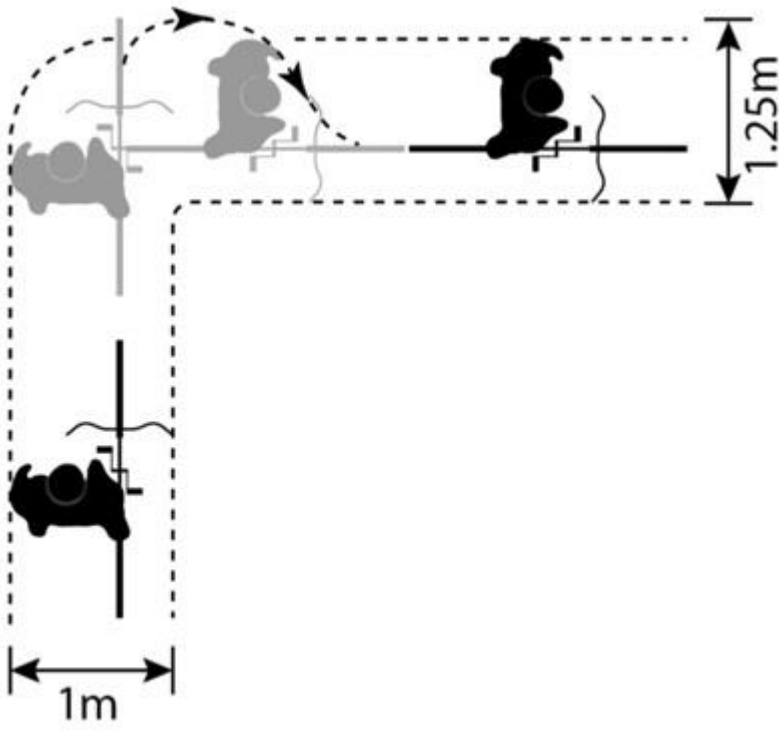


Figure 3 – Cycle turning circle - within the Central City

Table 7.5.2.1 – Minimum numbers of cycle parks required

	Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents/ students cycle parks
EDUCATION ACTIVITIES			
a.	Preschools	i. 1 space/ 10 children (Outside the Central City) ii. 1 space/ 5 children (within the Central City)	1 staff space/ 3 FTE staff (Outside the Central City) 1 staff space/100 children (within the Central City)
b.	Schools	i. 1 space/ 30 students (year 8 and below) (Outside the Central City) ii. 1 space/ 5 children (within the Central City) iii. 1 space/ 100 students (year 9 and above) (Outside the Central City) iv. 3 spaces/ 4 students (within the Central City)	1 space/ 7 students (year 8 and below) (Outside the Central City) 1 staff space/ 100 students (within the Central City) 1 space/ 5 students (year 9 and above) (Outside the Central City) 1 staff space/ 100 students (within the Central City)
c.	Tertiary education and research activities	i. 1 space/ 100 FTE students (Outside the Central City) ii. 1 space/ 4 FTE students (within the Central City)	1 staff space/ 4 FTE staff and 1 student space/ 4 FTE students (Outside the Central City) 1 staff space/ 100 FTE students (within the Central City)
ENTERTAINMENT ACTIVITIES AND RECREATION FACILITIES			
d.	Cinemas and theatres (small to medium venues up to 500 seats)	1 space/ 30 seats	1 space/ 1 screen
e.	Cinemas and theatres (large venues more than 500 seats)	1 space/ 60 seats	1 space/ 60 seats
f.	Museums and galleries	1 space/ 200 m ² PFA	1 space/ 1000 m ² PFA
g.	Libraries	1 space/ 100 m ² PFA	1 space/ 400 m ² PFA
h.	Gymnasiums (for public, or private club use), dance studios	1 space/ 50 m ² GFA	1 space/ 600 m ² PFA
i.	Sports courts (for public, or private club use)	1 space/ 150 m ² court area	1 space/ 500 m ² court area

	Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents/ students cycle parks
j.	Sports fields (for public, or private club use)	10 spaces/ ha pitch area	5 spaces/ ha pitch area
k.	Swimming pools (for public, or private club use)	1 space/ 10 m ² pool area	1 space/ 500 m ² pool area
l.	Other entertainment activities/ recreation facilities, if not specified above	1 space/ 50 m ² PFA	10% of visitor requirements
m.	FIRE STATIONS and AMBULANCE STATIONS	1 space/ emergency service vehicle bay	1 space/ emergency service vehicle bay
n.	GUEST VISITOR ACCOMMODATION except for hosted visitor accommodation or unhosted visitor accommodation (Plan Change 4 Council Decision subject to appeal)	1 space/ 20 bedrooms (Outside the Central City) 1 space/ 20 beds (except 1 space/ 30 bedrooms for Hotels) (within the Central City)	1 space/ 5 FTE staff (Outside the Central City) 1 space/ 80 beds (except 1 space/ 80 bedrooms for Hotels) (within the Central City)
HEALTH CARE FACILITIES			
o.	Hospitals	1 space/ 1000 m ² GFA	1 space/ 300 m ² GFA
p.	Other health care facilities, if not specified above	1 space/ 500 m ² GFA	1 space/ 300 m ² GFA
INDUSTRIAL ACTIVITIES			
q.	Warehousing and distribution activities	1 space/ 2000 m ² GFA (1 space minimum)	1 space/ 1000 m ² GFA
r.	Other industrial activities if not specified above, high technology industrial activities and heavy industrial activities	1 space/ 1000 m ² GFA	1 space/ 500 m ² GFA
s.	OFFICES	i. 20% of staff requirements (2 spaces minimum) (Outside the Central City) ii. 1 space/ 500m ² GFA (within the Central City)	1 space/ 150 m ² GFA

	Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents/ students cycle parks
t.	QUARRYING ACTIVITY and ANCILLARY AGGREGATES-PROCESSING ACTIVITY	Nil	Nil
u.	RESERVES (if there is not a specified cycle parking requirement in this table for the activity on the reserve)	Nil	Nil
RESIDENCES			
v.	Care facilities (including a care home within a retirement village)	1 space/ 50 clients	1 space/ 30 clients
w.	Retirement village (excluding a care home within a retirement village)	1 space/ 10 units, for developments with 10 or more units	Nil
x.	Residential activities provided under EDM and CHRM	Nil	1 residents' space/dwelling without a garage
y. x	Social housing complex	1 space/ 10 units, for developments with 10 or more units	1 residents' space/dwelling without a garage <u>For developments involving 3 or more residential units –</u> <u>i. For residential units with one or two bedrooms- 1 space/ residential unit without a garage;</u> <u>ii. For residential units with three or more bedrooms- 2 spaces/ residential unit without a garage;</u>
z. y	Student hostel accommodation	1 space/ 10 beds	1 space/ 3 beds

	Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents/ students cycle parks
aa- z.	Other residential activities, if not specified above	1 space/ 20 units for developments with 20 or more units	1 residents' space/ dwelling without a garage For residential units with one or two bedrooms - 1 space/ residential unit without a garage; For residential units with three or more bedrooms- 2 spaces/ residential unit without a garage
RETAIL ACTIVITIES AND COMMERCIAL SERVICES			
bb.	Commercial services	1 space/ 500 m2 GFA	1 space/ 200 m2 GFA
cc.	Factory shops, retail activities in commercial retail park large format retail zones	1 space/ 1000 m2 GLFA	1 space/ 750 m2 GLFA
dd.	Food and beverage outlets	i. 1 space/ 300 m2 PFA (Outside the Central City) ii. 1 space/ 125m2 PFA (within the Central City)	1 space/ 100 m2 PFA (2 spaces minimum) (Outside the Central City) 1 space/ 400m2 PFA (within the Central City)
ee.	Other retail activities, if not specified above	i. 1 space/ 300 m2 GLFA (Outside the Central City) ii. 1 space/ 350m2 GLFA (within the Central City)	1 space/ 750 m2 GLFA (Outside the Central City) 1 space/ 200m2 GLFA (within the Central City)
ff.	SERVICE STATIONS	1 space/ 1000 m2 GLFA	1 space/ 750 m2 GLFA
gg.	SPIRITUAL ACTIVITIES	1 space/ 100 m2 PFA	10% of visitor requirement
hh.	TRADE SUPPLIERS	1 space/ 1000 m2 GLFA	1 space/ 750 m2 GLFA
ii.	UTILITIES (that have no permanent staff)	Nil	Nil
jj.	YARD-BASED SUPPLIERS	1 space/ 1000 m2 GLFA	1 space/ 750 m2 GLFA

Advice note: for x. and z. A communal garage or parking building used for parking by more than one residential unit is not considered to be a garage for the purposes of this rule.

Table 7.5.2.2 - Minimum number of cycle parking end of trip facilities required for Commercial activities, Tertiary education and research activities and Hospitals

	Number of staff cycle parks required	Number of end of trip facilities required
a.	1 - 10	None
b.	11 - 100	i. 1 shower ¹ per every 10 ² staff cycle parks required ii. 1 locker ³ per every staff cycle park provided
c.	> 100	i. 10 showers ¹ for the first 100 staff cycle parks required + 2 showers ¹ for each additional 50 ² staff cycle parks required ii. 1 locker ³ per every staff cycle park provided

¹ Showers only need to be shown on building consent plans. If the activity requires a resource consent, the location and design of any required showers do not need to be shown at that stage as long as the application states the number of showers proposed to be provided.

² Where the calculation of the required showers results in a staff cycle space value that is not a round number of 10, any value that is 4 or less will be disregarded and any value 5 or more will be counted as one shower.

³ The minimum internal dimensions of a single locker shall be: height - 85 centimetres, depth - 45 centimetres, width - 20 centimetres

Appendix 7.5.3 – Loading areas

- a. The minimum number of on-site **loading spaces** provided shall be in accordance with Table 7.5.3.1.
 - i. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
 - ii. 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. The loading space requirements for different types of carparks (i.e. staff, visitors etc) shall be calculated and rounded separately.
 - iii. The **loading space** requirements listed in Table 7.5.3.1 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 **loading space** requirements for each area.
 - iv. Where an activity falls under the definition of more than one activity in Table 7.5.3.1, then the higher **loading space** requirement shall apply.
 - v. Any space required for **loading**, other than for a **residential activity**, fire stations and ambulance stations, 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.
 - vi. **Full time equivalent student** numbers for **Tertiary Education and Research Activities** shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 **FTE** students, if there are more than 1000 **FTE** Students at the activity in total.. Any additional **loading spaces** required shall be provided within 12 months of the date of assessment.
 - vii. For **sites** with activities, listed under **Rule 7.4.3.3 a.**, that existed on 3 September 2010 (i.e. prior to the Canterbury earthquakes of 2010/2011), Table 7.5.3.1 shall be applied to the rebuild of that activity, as follows:
 - A. For the size of the activity's **building** floor area/ scale of the activity that existed on 3 September 2010, Table 7.5.3.1 does not apply, as long as the activity provides at least the same amount of on-site **loading spaces** that existed on 3 September 2010.
 - B. For any addition to the size of the activity's **building** floor area/ scale of the activity that is an increase to what existed on 3 September 2010, Table 7.5.3.1 shall apply in respect of the increase.
 - viii. Within the **Central City**, no **loading** is required where a suitable on- or off-street **loading** facility is provided within 50 metres of any part of the **site** and the route between the **loading** facility and the **site** does not require crossing any **road**. Use of an off-street **loading** facility on a separate **site** by an activity must be protected for the use of that activity (and any future activity on the **site**) by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to **Council** for its records.
- b. Minimum **loading area** dimensions:

- i. A heavy vehicle bay shall comply with one of the following vehicle sizes in Table 7.5.3.2 (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.
- ii. A 99 percentile vehicle bay shall be designed to the following minimum standards in Table 7.5.3.3:

Advice 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.

Table 7.5.3.1 – Minimum numbers of loading spaces required

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
EDUCATION ACTIVITIES:			
a.	Schools and preschools	With 100 or more students: 1 bay	i. With 20 students or more, but less than 100: 1 bay ii. With 100 or more students: 1 bay/100 students
b.	Tertiary education and research activities	1 bay per site	1 bay/100 FTE students
ENTERTAINMENT ACTIVITIES AND RECREATION FACILITIES:			
c.	Cinemas	1 bay per cinema complex	Nil
d.	Theatres	1 bay per theatre	Nil

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
e.	Gymnasium (for public, or private use), dance studios	1/8,000 m ² GFA	Nil
f.	Sports courts (for public, or private use)	Nil	Nil
g.	Sports fields (for public, or private use)	Nil	Nil
h.	Swimming pools (for public, or private use)	1 bay/ 2000 m ² pool area	Nil
i.	Other entertainment activities/ recreation facilities, if not specified above	Nil	1 bay/2000 m ² PFA
j.	FIRE STATIONS and AMBULANCE STATIONS	1 bay per site	Nil
GUEST VISITOR ACCOMMODATION:			
k.	Hotels	1 bay/ 100 bedrooms (for the first 300 bedrooms, nil thereafter)	1 bay /50 bedrooms
l.	Other guestvisitor accommodation, if not specified above (Plan Change 4 Council Decision subject to appeal)	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:			
m.	Hospitals	1/ bay 8,000 m ² GFA	Nil
n.	Other health care facilities, if not specified above	Nil	Nil
INDUSTRIAL ACTIVITIES:			
o.	Warehousing and distribution activities	1 bay/ 1,000 m ² GFA (up to 2,000 m ² GFA); 1 bay/ 2,000 m ² GFA (for 2,000 m ² – 10,000 m ² GFA); and	Nil

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
		1 bay/ 2,750 m2 GFA (after 10,000 m2 GFA).	
p.	Other industrial activities, if not specified above, high technology industrial activities and heavy industrial activities	1 bay/ 1,000 m2 GFA	Nil
q.	OFFICES	1 bay/ 8,000m2 GFA (up to 16,000 m2 GFA); and 1 bay/ 20,000 m2 GFA (after 16,000 m2 GFA).	1 bay/ 8,000 m2 GFA
r.	PUBLIC TRANSPORT INTERCHANGES	Nil	Nil
s.	QUARRYING ACTIVITY and ANCILLARY AGGREGATES-PROCESSING ACTIVITY	Nil	Nil
t.	RESERVES (if there is not a specified loading requirement in this table for the activity on the reserve)	Nil	Nil
RESIDENCES:			
u.	Care facilities	Nil	One for care facilities with more than 20 clients
v.	Student hostel accommodation	1 bay per hostel	1 bay/100 beds
w.	Other residential activities, if not specified above	Nil	Nil For developments of 20 or more residential units – 1 bay

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
RETAIL ACTIVITIES AND COMMERCIAL SERVICES:			
x.	Food and beverage outlets	1 bay/1000 m ² PFA	Nil
y.	Other retail activities or commercial services, if not specified above	1 bay/ 1600 m ² GLFA for the first 6,400 m ² GLFA, and 1/ 5,000 m ² GLFA thereafter.	Nil
z.	SERVICE STATIONS	1 unmarked bay for fuel deliveries	Nil
aa.	SPIRITUAL ACTIVITIES	Nil	1 loading space/ site
bb.	TRADE SUPPLIERS	1 bay/ 1600 m ² GLFA for the first 6,400 m ² GLFA, and 1/ 5,000 m ² GLFA thereafter.	Nil
cc.	UTILITIES (that have no permanent staff)	Nil	Nil
dd.	YARD-BASED SUPPLIERS	1 bay/ 1600 m ² GLFA for the first 6,400 m ² GLFA; and 1/ 5,000 m ² GLFA thereafter.	Nil

Table 7.5.3.2 – Loading space dimensions for Heavy Vehicle Bays

	Largest vehicle expected to use the loading space	Minimum dimensions (metres)	Minimum dimensions (if loading space is parallel to the access to the loading space) (metres)	Associated manoeuvring areas shall be designed to accommodate the minimum turning area shown in:
a.	Small rigid vehicle	3.5 x 6.4	3.5 x 8.4	Figure 4
b.	Medium rigid vehicle	3.5 x 8.8	3.5 x 10.8	Figure 5

Table 7.5.3.3 – Loading space dimensions for 99 percentile vehicle bay

	Minimum dimensions (metres)	Minimum dimensions (if loading space is parallel to the access to the loading space) (metres)	Associated manoeuvring areas shall be designed to accommodate the minimum turning area shown in:
a.	3.5 x 5.2	3.5 x 7.2	Appendix 7.5.5

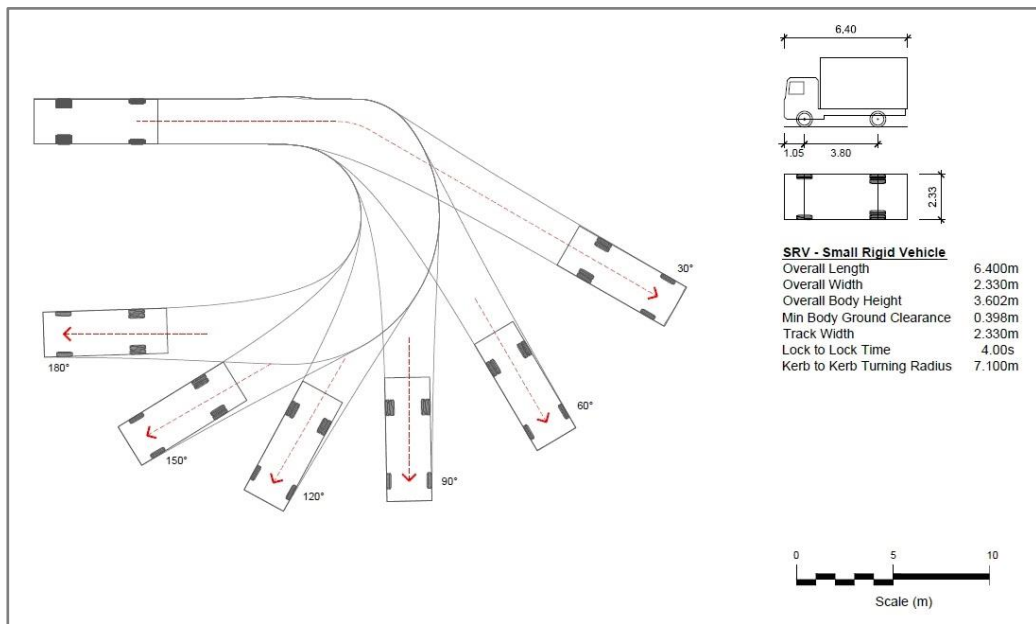


Figure 4 – Turning area for Small Rigid Vehicles

Advice note:

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

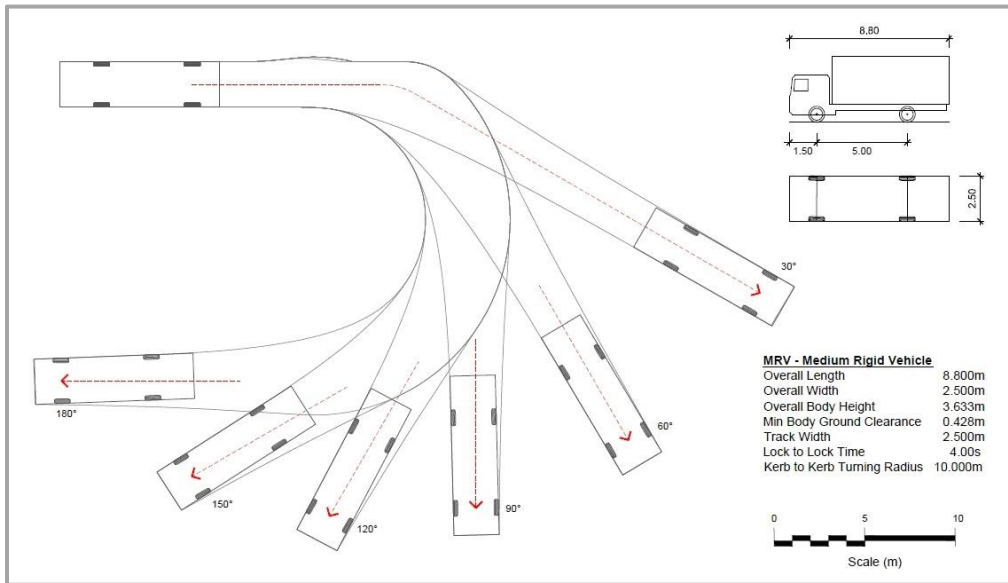


Figure 5 – Turning area for Medium Rigid Vehicles

Advice note:

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

Appendix 7.5.4 – 85 percentile design motor car

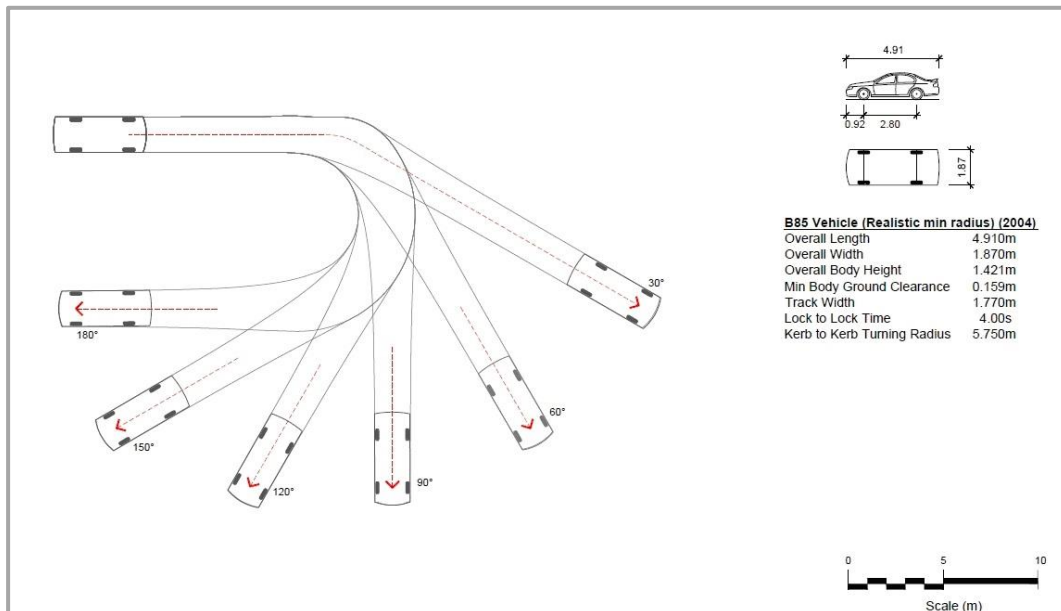


Figure 6 – 85 percentile design motor car

Advice note:

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

Appendix 7.5.5 – 99 percentile design vehicle

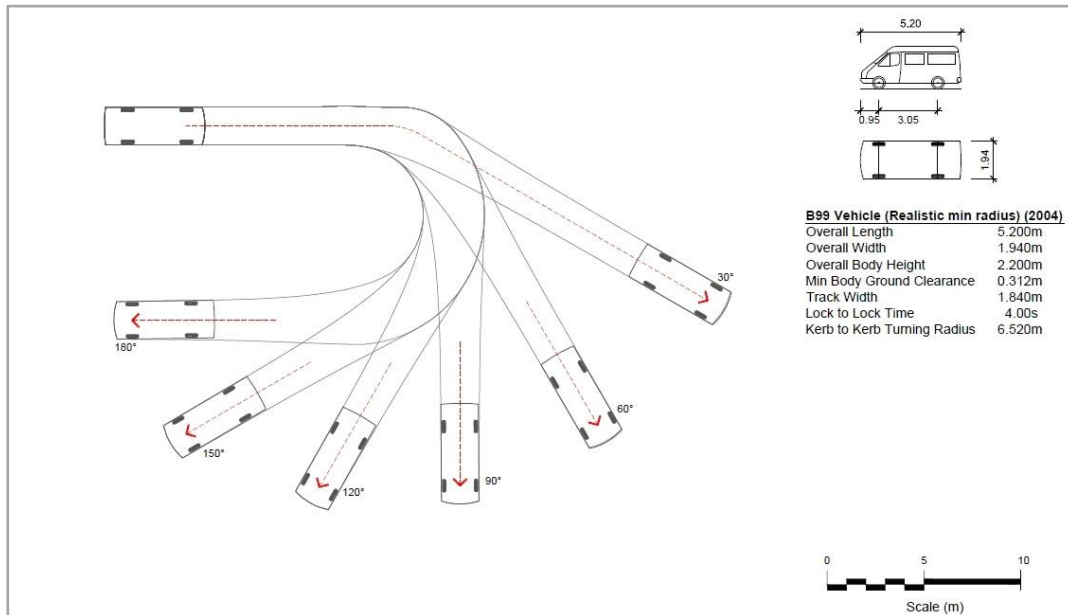


Figure 7 – 99 percentile design vehicle

Advice note:

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

Appendix 7.5.6 – Manoeuvring for parking areas and loading areas

- a. **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**.
- b. **Parking spaces** 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 space** or **loading space**.
- c. For any activity, the **vehicle access manoeuvring area** shall be designed to accommodate the 85th percentile design motor car, as specified in [Appendix 7.5.4](#), as a minimum.

Appendix 7.5.7 – Access design and gradient

- a. All **vehicle access** to and within a **site** shall be in accordance with the standards set out in Table 7.5.7.1 below. For the purposes of Table 7.5.7.1 **visitor accommodation** for up to ten guests shall comply with the standards for **residential activities**.

(Plan Change 4 Council Decision subject to appeal)

- b. 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**.

~~c. 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. For developments of three or more **residential units**, each unit shall be accessed by either a combined **vehicle-pedestrian access** or a dedicated **pedestrian access** that is a minimum of 3 metres in width with a formed pathway of at least 1.5m; and each access shall be from the street to the front door of the unit and any garage or **parking space** for that unit.

- d. Any **pedestrian access** longer than 50m with a formed width of less than 1.8m shall provide passing opportunities with a minimum length of 2m and a minimum width of 1.8m at least every 50m.

~~d-e.~~ All **vehicle access** to and /or from a **site** in a residential zone, shall allow clear visibility above 1 metre within a triangle measured for a width of at least 1.5 metres either side of the entrance, and for a length at least ~~2-1.5~~ metres measured from the **road boundary**. This rule does not apply to sites that have an existing vehicle access, unless there has been a change in the location of the entrance of the vehicle access (at the road boundary) and/or an increase in the number of residential units that the vehicle access serves. Where the vehicle access is located less than 1.5m from a side boundary of the site, then the required width of clear visibility triangle on that side of the access shall be the distance between the vehicle access and the side boundary. For the avoidance of doubt the clear visibility triangle does not extend into an adjacent site. This requirement does not apply, if an audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point or a visibility splay as per [Rule 7.4.3.7](#) has been provided.

~~e-f.~~ 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 7.5.7.1 based on the number of **parking spaces** served.

~~f-g.~~ The minimum and maximum widths shall be measured at the **road boundary** and apply within the **site** until the first **vehicle control point**.

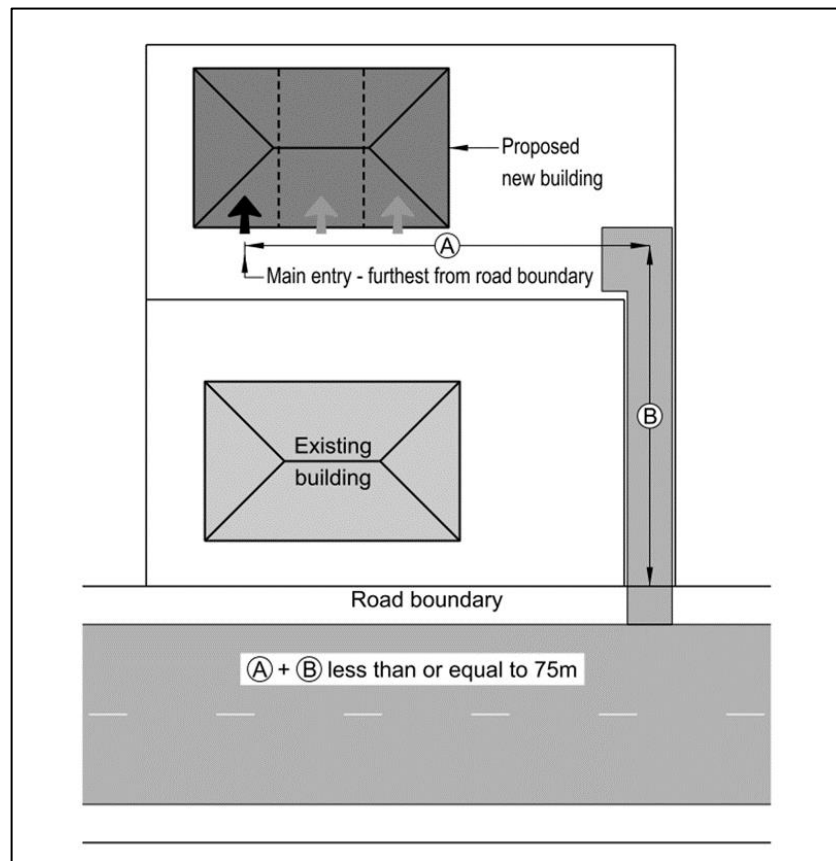
~~g-h.~~ For the purposes of access for firefighting, where a **building** is either:

- i. located in an area where no fully reticulated water supply system is available; or
- ii. located further than 75 metres from the nearest **road** that has a fully reticulated water supply system including hydrants (as required by [NZS 4509:2008](#)), 75 metres is measured from the

road boundary via an existing or proposed property access, to the main entry from the road (Figure 7A); or:

iii. is a residential unit on rear site, vehicle access width must be a minimum width of 7.5 metres, with shall have a minimum formed width of 3.5 metres for its entire length and a height clearance of 4 metres. Such vehicle access shall be designed and maintained to be free of obstacles that could hinder access for emergency service vehicles.

Figure 7A - Fire Access Requirements Diagram



h-i. In car parking buildings there shall be a vertical clearance of not less than 2.5m above car park spaces for people whose mobility is restricted, and along the full length of any accessible route providing vehicular access to those car parking spaces.

i-j. Where a mix of activities is proposed, the largest relevant dimension is applicable.

j-k. Emergency service facilities do not need to comply with the maximum formed width, unless located on a key pedestrian frontage.

k-l. In Central City, height refers to the minimum clear height from the surface of the formed access.

l-m. Any access located on a Central City 'Active Frontage and Verandas' as shown on the planning maps shall have a maximum formed width of 7 metres.

m-n. The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.5.7.2, except a maximum gradient of 1 in 5 (minimum 4.0 metres long transition ramps for a change of

grade 1 in 8 or greater) shall apply for **accesses** that are identified in (g). For curved accesses, the maximum gradient shall be measured on the inside of a curved **vehicle access**.

n-o. 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 9 for an example).

e-p. 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.

p-q. 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 10 for an example).

Advice note:

1. See [Rule 7.4.3.4](#) for when onsite manoeuvring is required.
2. The difference between minimum **formed** width and minimum legal width may be utilised for planting.
3. For accesses of less than 6m the **vehicle control point** is at the property boundary.
4. Design guidance for ramp design may be obtained from the [Australian/New Zealand Standard for Offstreet Parking, Part 1: Car Parking Facilities](#), and any subsequent amendments. Compliance with the Australian/New Zealand Standard is recommended, but is not a requirement to achieve permitted activity status.

Table 7.5.7.1 – 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 (metres)	Minimum formed width (metres) (refer to b)	Maximum formed width (metres)	Central City Height clearance (metres)
a.	Residential activity and offices	1 to 3	3.0 4.0 (refer to d)	2.7 3.0	4.5	3.5
b.	Residential activity and offices	4 to 8	3.6 4.0 4.6 (refer to d)	3.0	6.0	4.0
c.	Residential activity and offices	9 to 15	5.0 6.0 (refer to c and d)	4.0 5.0	6.0	4.0

	Activity	Number of marked parking spaces provided (For residential activities, the number of residential units)	Minimum legal width (metres)	Minimum formed width (metres) (refer to b)	Maximum formed width (metres)	Central City Height clearance (metres)
d.	All other activities	1 to 15 ¹	5.0 (refer to c)	4.0	7.0	4.0
e.	All activities	More than 15	6.5 (refer to c)	5.5	9.0	4.0

¹ Any activity that has 1 to 15 parking spaces, but requires a swept path of 9 metres for a large vehicle, shall comply with row e. unless located on a Key Pedestrian Frontage.

Advice note: For any buildings that are greater than 75m from the road, Appendix 7.5.7 Access design and gradient clause h is applicable.

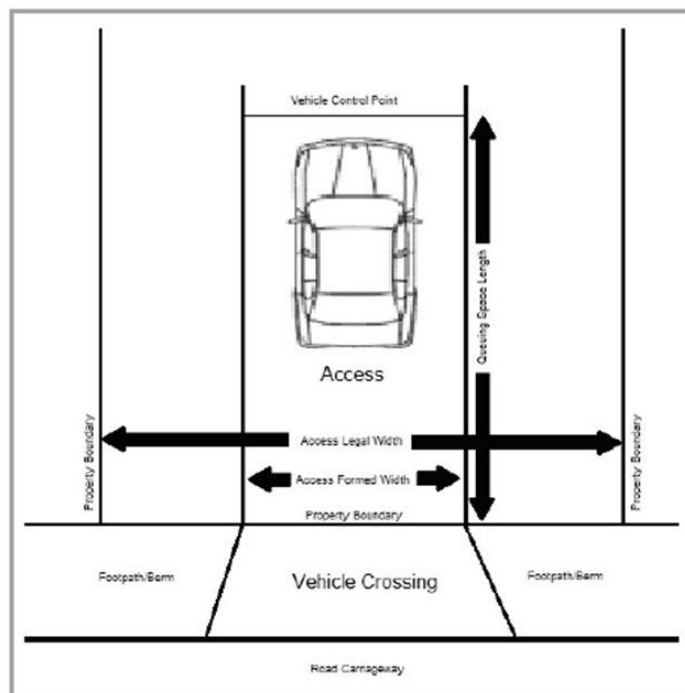


Figure 8 – Explanation of the location of access design standards

Table 7.5.7.2 – Maximum gradients for vehicle access

a. Straight Ramps – Private car parking areas or residential activities

Length	Gradient
Up to 20 metres ¹	1 in 4 (25%)

More than 20 metres	1 in 5 (20%)
---------------------	--------------

¹ For access to 1 or 2 car parking spaces the maximum gradients can be 1 in 4 (25%) for any length

b. Straight Ramps – All other car parking spaces

Length	Gradient
Up to 20 metres	1 in 5 (20%)
More than 20 metres	1 in 6 (16.7%)

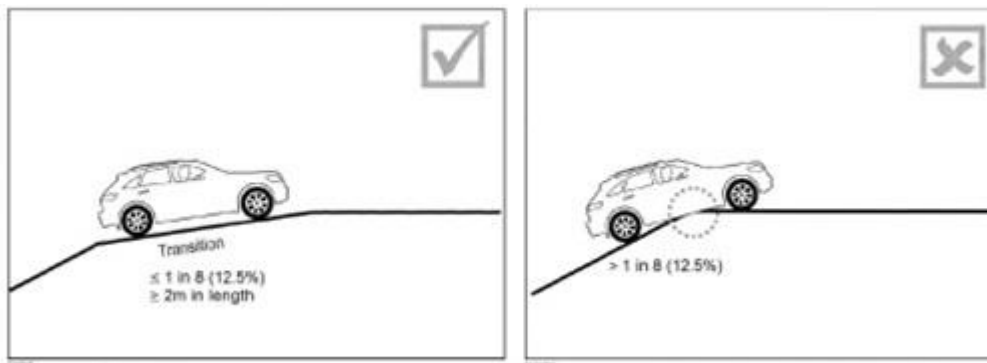


Figure 9 Example of correct and incorrect vehicle access gradient transition.

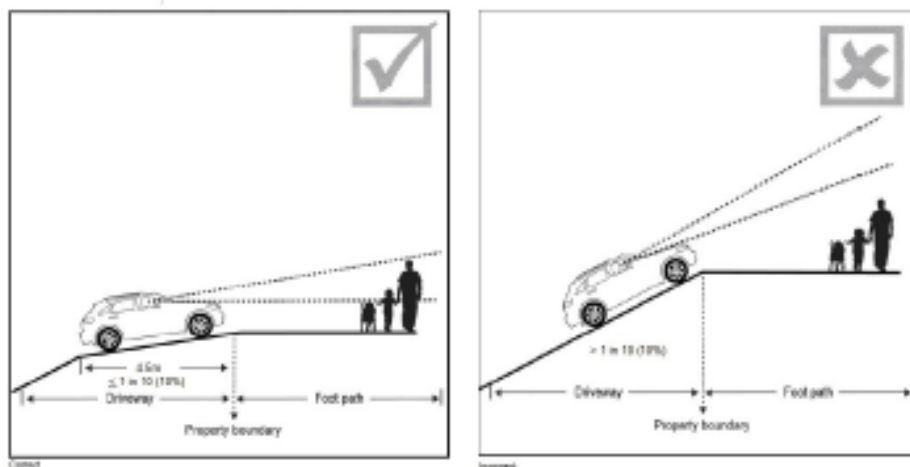


Figure 10 – Example of correct and incorrect vehicle access gradients in relation to footpaths.

Appendix 7.5.8 – Queuing spaces

- On site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with Table 7.5.8.1.
- Queuing spaces shall be available during hours of operation.

- c. 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**.
- d. **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 8).

Table 7.5.8.1 – Queuing spaces

		Minimum queuing space (metres), if access serves:	
	Number of parking spaces provided (For residential activities – the number of residential units)	Car parking spaces accessed from local roads and collector roads and local distributor roads	Car parking spaces accessed from main distributor roads and arterial roads
a.	4 – 10	0	6.0
b.	11 – 20	6.0	12.0
c.	21 – 50	12.0	
d.	51 – 100	18.0	
e.	101 – 150	18.0	
f.	151 or over	24.0	

Appendix 7.5.9 – Visibility splay

- a. The **visibility splay** areas (as shown on Figure 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.
- b. 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 11.

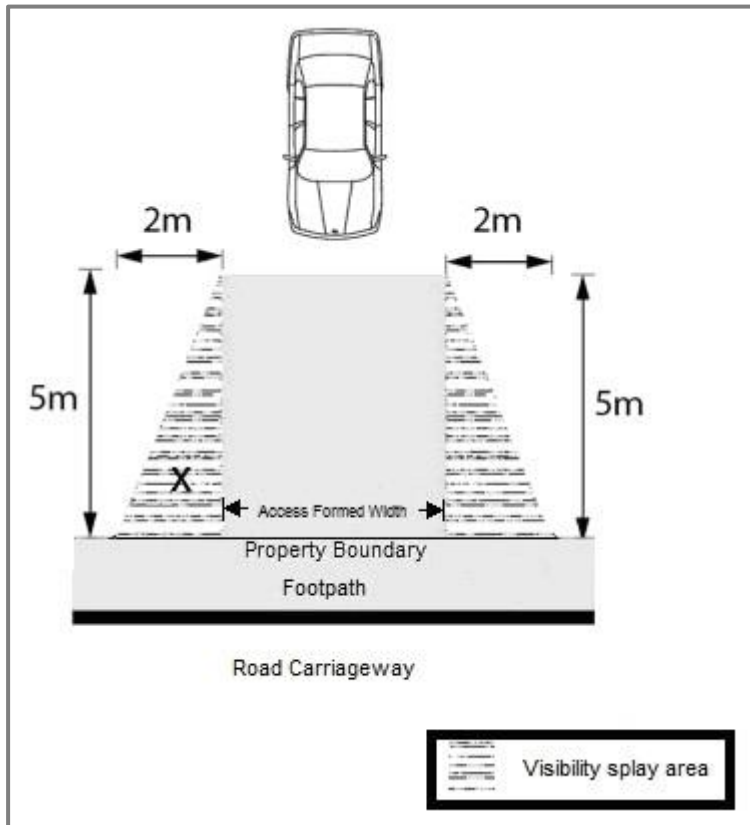


Figure 11 – Visibility splay measurement

Appendix 7.5.10 – Design of rural vehicle crossings

- a. 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 7.5.10.1.

Table 7.5.10.1 – 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	12
b.	≤1	1 – 30	Yes	14
c.	≤1	31 – 100	Yes or No	14
d.	> 1	1 – 30	Yes or No	13
e.	> 1	31 – 100	Yes or No	14

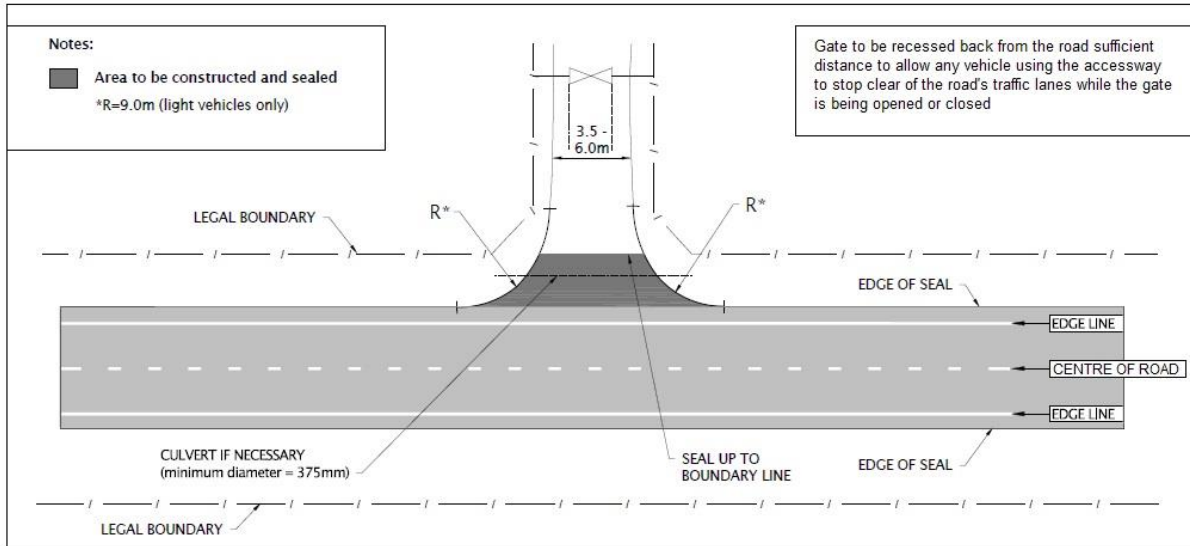


Figure 12 - Design of rural vehicle crossings without shoulder widening

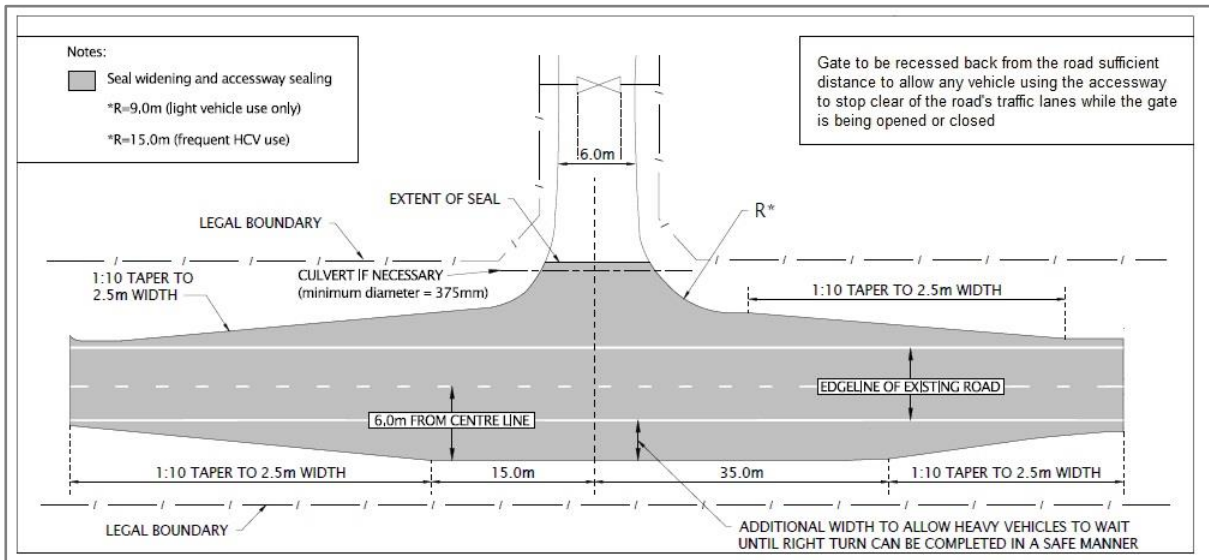


Figure 13 - Design of special use rural vehicle crossings

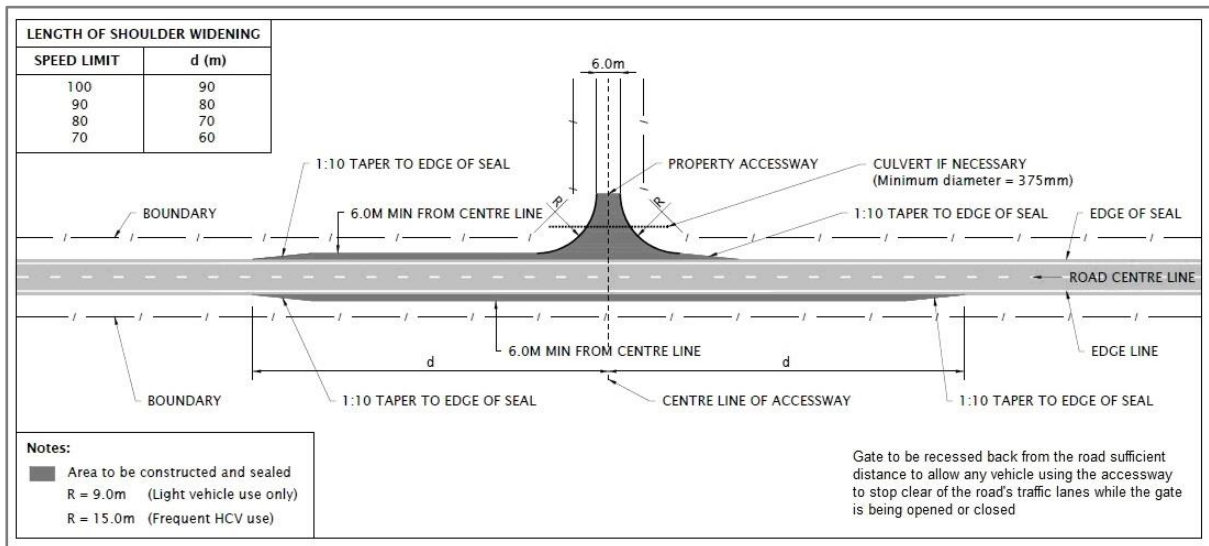


Figure 14 - Design of rural vehicle crossings with shoulder widening

Advice note:

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

Appendix 7.5.11 – Standards for the location of 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 7.5.11.1.

Table 7.5.11.1 – Minimum distance between vehicle crossings (distance in metres)

	Type of road frontage			
	Frontage road speed limit (km/h)	Arterial	Collector	Local
a.	70	40	40	40
b.	80	100	70	50
c.	90	200	85	65
d.	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 7.5.11.1.
- c. The maximum number of vehicle crossings permitted on each road frontage of any site shall be in accordance with Table 7.5.11.2. (outside the Central City) and Table 7.5.11.3 (within the Central City).

Table 7.5.11.2 – Maximum number of vehicle crossings outside the Central City

	Type of road frontage			
	Frontage length (metres)	Local road and collector road	Minor arterial road	Major arterial road
a.	0 – 16	1	1	1

b.	> 16 – 60	2	1	1
c.	> 60 – 100	2	2	1
d.	> 100	3	2	2

Table 7.5.11.3 – Maximum number of vehicle crossings within Central City

Type of road frontage				
	Frontage length (m)	Inner Core Streets (See Figure 7.13i)	Arterial Route	All other streets
a.	0 – 16	1	1	1
b.	> 16 – 60	1	1	2
c.	> 60 – 100	1	1	2
d.	> 100	2	2	2

- a. Any part of a vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 7.5.11.45 (outside the Central City) and Table 7.5.11.56 (within the Central City).

7.5.11.4 - Layout of Vehicle Crossings

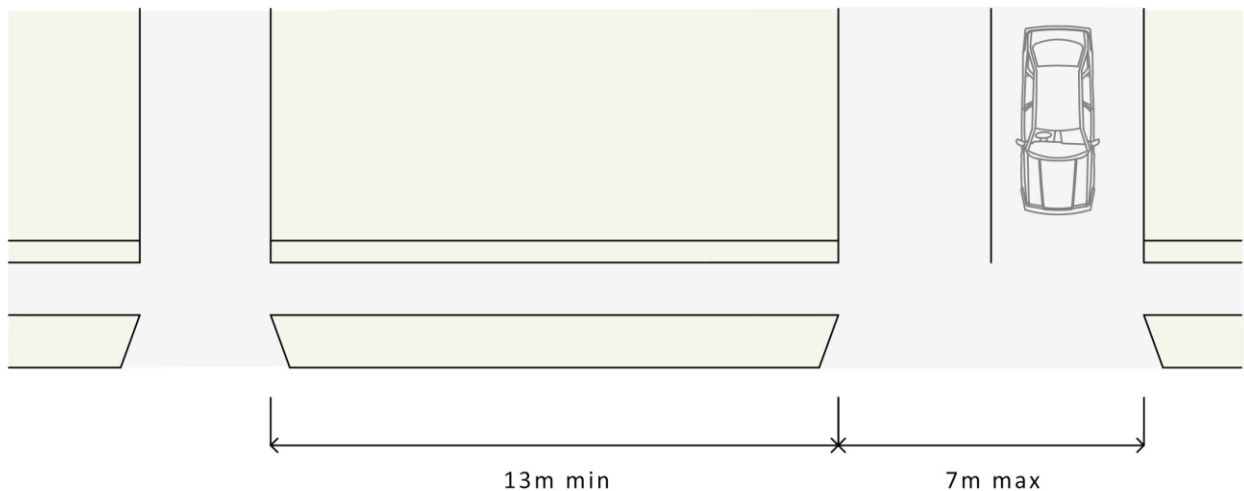


Table 7.5.11.45 – Minimum distance of vehicle crossings from intersections outside the Central City

Speed limit < 70 km/h				
	Frontage road	Intersecting road type (distance in metres)		
		Arterial road	Collector road	Local road
a.	Arterial road	30	30	30
b.	Collector road	20	20	10
c.	Local road	20	15	10
Speed limit 70 – 90 km/h				
	Frontage road	Intersecting road type (distance in metres)		
		Arterial road	Collector road	Local road
d.	Arterial road	100	100	100
e.	Collector road	45	45	45
f.	Local road	45	45	45
Speed limit > 90 km/h				
	Frontage road	Intersecting road type (distance in metres)		
		Arterial road	Collector road	Local road
g.	Arterial road	200	200	200
h.	Collector road	60	60	60
i.	Local road	60	60	60

Table 7.5.11.56 Minimum distance of vehicle crossings from intersections within the Central City

Intersecting road type (distance in metres)					
	Frontage road	Arterial Route	Main Distributor Street	Local Distributor Street	Local Street
a.	Arterial Route	45	30	30	25

b.	Main Distributor Street	30	30	30	10
c.	Local Distributor Street	30	30 outside the Core 15 within the Core	30 outside the Core 15 within the Core	10 outside the Core 6 within the Core
d.	Local Street	15	15 outside the Core 10 within the Core	15 outside the Core 10 within the Core	10 outside the Core 6 within the Core

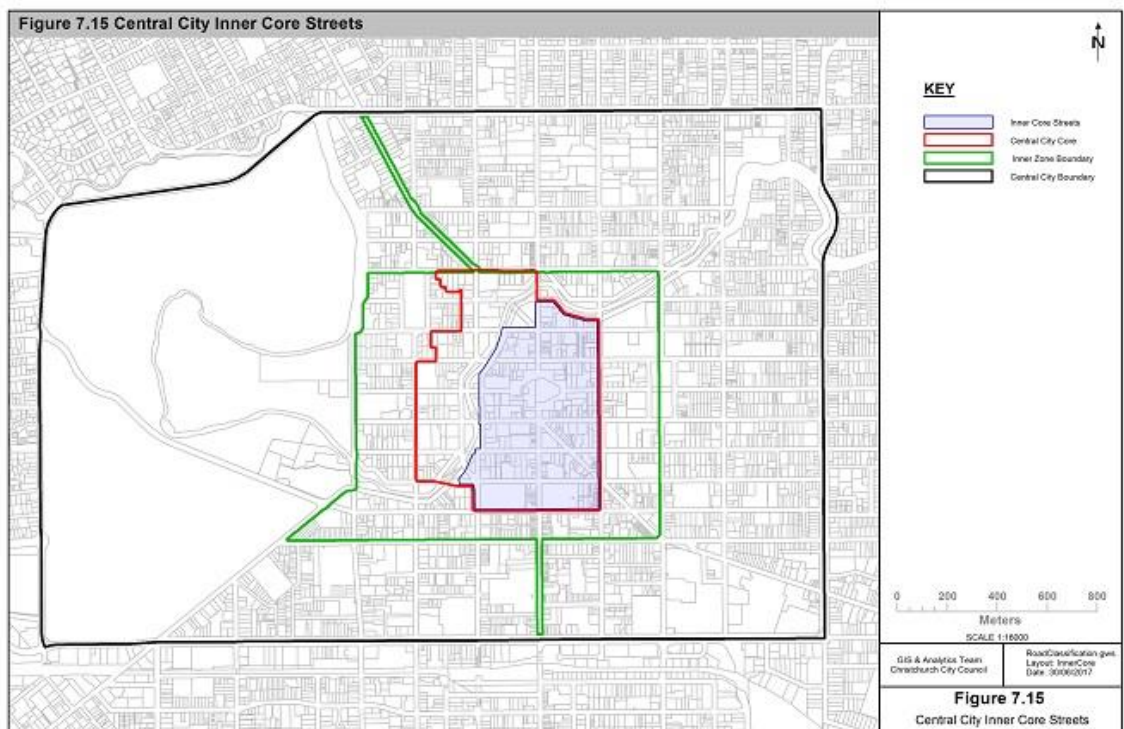


Figure 15 Inner Core Streets

- a. 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 7.5.11.45](#) (outside the [Central City](#)) and [Table 7.5.11.56](#) (within the [Central City](#)).

- b. The measurement of the distances between the [vehicle crossings](#) and [intersections](#) shall be in accordance with Figure 16 (outside the [Central City](#)) and Figure 17 (within the [Central City](#)).

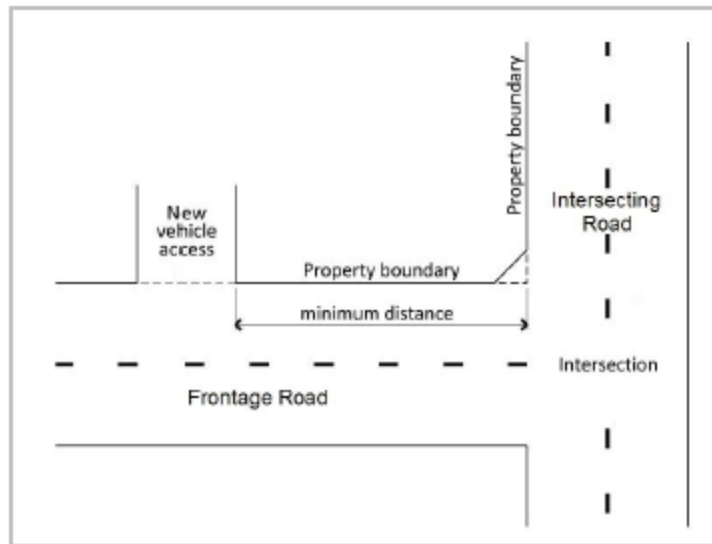


Figure 16 — Minimum distance of vehicle crossings from intersections outside the Central City

Advice note:

- 1. Outside the Central City, the minimum distance of vehicle crossings from intersections only applies to an intersection on the same side of the road as the site

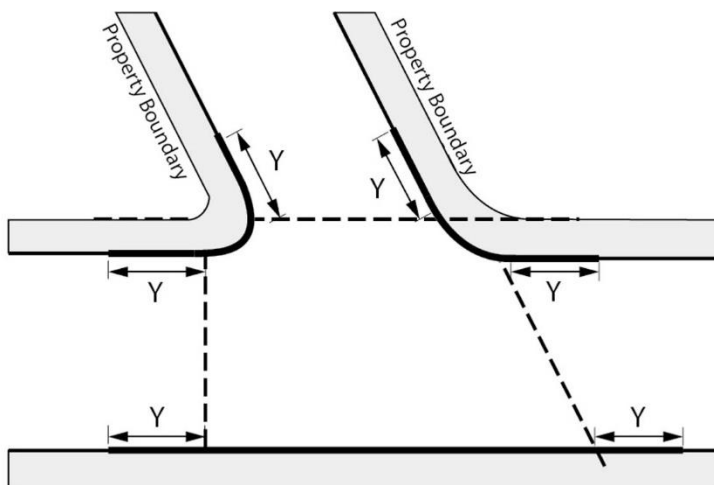


Figure 17- Minimum distance of vehicle crossings from intersections within the Central City

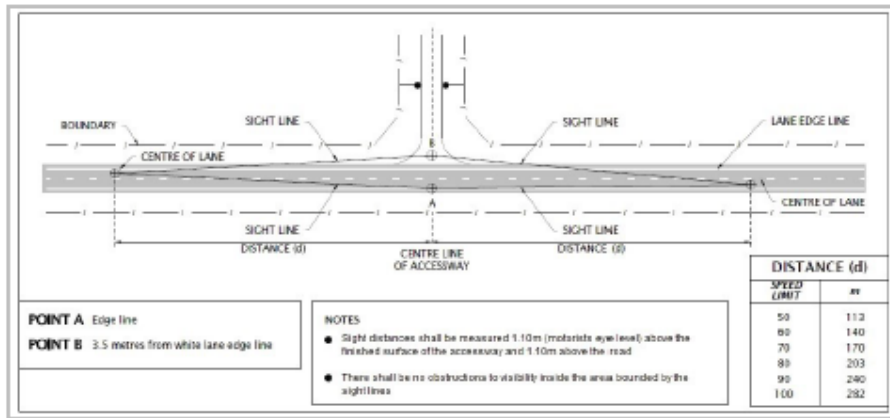


Figure 18 - Minimum sight lines for vehicle crossing for rural roads

Appendix 7.5.12 – Road classification system

- a. The purpose of [Appendix 7.5.12](#) 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):

- i. The Road Classification System (based on the Road Classification System adopted in the [Christchurch Transport Strategic Plan](#)) presents a dual role for roads by applying a 'place' (land use) function for roads, alongside a 'movement' (or link) function.
- ii. 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 road](#), [Minor arterial road](#), [Collector road](#) and [Local road](#)) 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. Within the [Central City](#) the collector category is referred to and further distinguished as Main Distributors and Local Distributors to be consistent with the Christchurch Central Recovery Plan.
- iii. 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. All of the [Central City](#) is classified as within the centres category. However it is referred to and further distinguished as Outer Zone, Inner Zone and Core to be consistent with the Christchurch Central Recovery Plan.
- iv. 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):

- i. 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:
 - A. the cycle network of major, local and recreational **cycle routes** (including on- and off-road **cycle ways**, and **cycle ways** within rail corridors);
 - B. the **core public transport route** network;
 - C. the walking network;
 - D. the freight network (including the rail network); and
 - E. the **strategic road network**.
- ii. 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.
- iii. 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.

Advice note:

- 1. that **Appendix 8.10.3 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 20 (a-f) for maps of the **road** classification). The ‘movement’ and ‘place’ function categories are described in Table 7.5.12.1.

Table 7.5.12.1 Explanation of movement and place categories

	Movement function category	Explanation
a.	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

	Movement function category	Explanation
		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 bypass 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 .
b.	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 arterial roads 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.
c.	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.
d.	Main Distributor Streets (within Central City only)	A specific type of collector road which form key movement corridors into the Central City from the surrounding areas. Main Distributor Streets are the second highest order link types within the Central City and form key movement corridors within the Central City from surrounding areas.
e.	Local Distributor Streets (within Central City only)	A specific type of collector road which are important for distribution of traffic to parking precincts or provide for public transport movements. Local Distributor Streets are the third highest order link types and are important for the distribution of traffic to parking precincts, or to provide for public transport movement.
f.	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 (outside the Central City)	
g.	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 20(a - f)).

	Movement function category	Explanation
h.	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 20(a - f)) ¹ .
i.	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 20(a - f)).
j.	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 semirural in the road classification system in the Christchurch Transport Strategic Plan.
Place Function Category (within the Central City)		
k.	Core	Any road within the core as shown on Figure 19
l.	Inner zone	Any road that is within an area bordered by Kilmore, Madras, St Asaph Streets and the eastern edge of Hagley Park, and also all of Victoria Street, and Colombo Street between St Asaph St and Moorhouse Ave. This area is shown on the Road Classification Map - Figure 19.
m.	Outer zone	Any other road within the Central City.

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 19 - Central City Road Classification Map

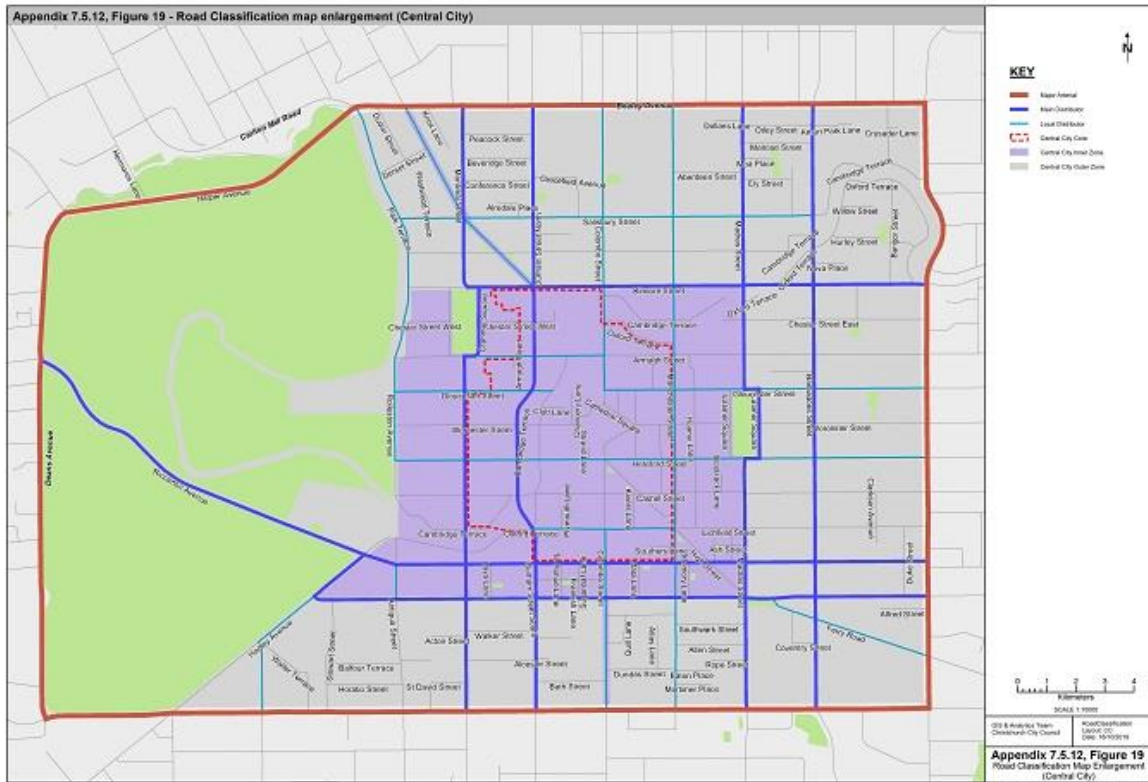


Figure 20a – Map of Road Classification

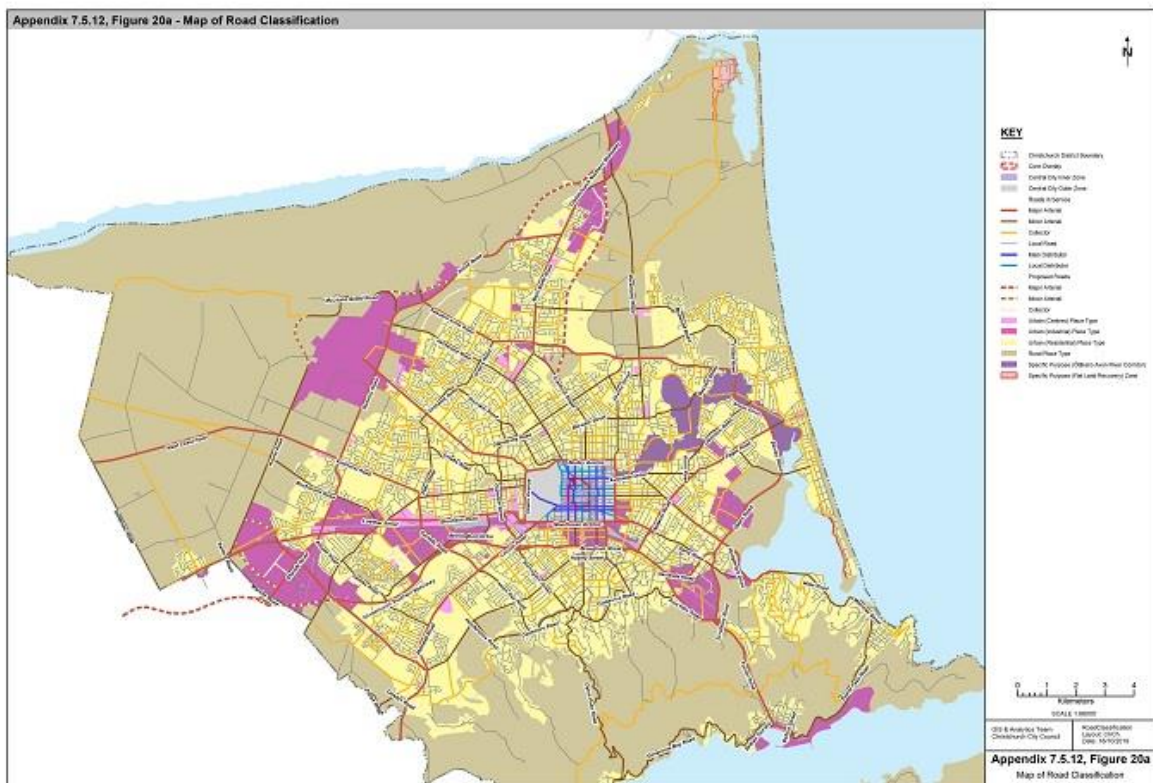


Figure 20b – Map of Road Classification (Banks Peninsula)



Figure 20c – Road Classification Map Enlargement

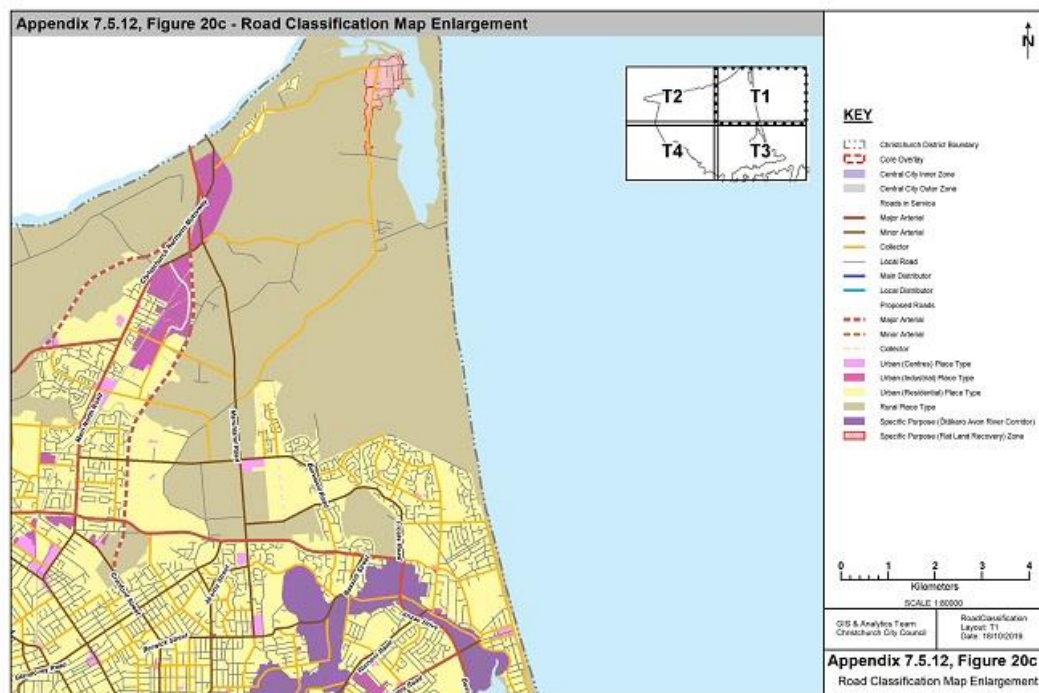


Figure 20d –Road Classification Map Enlargement

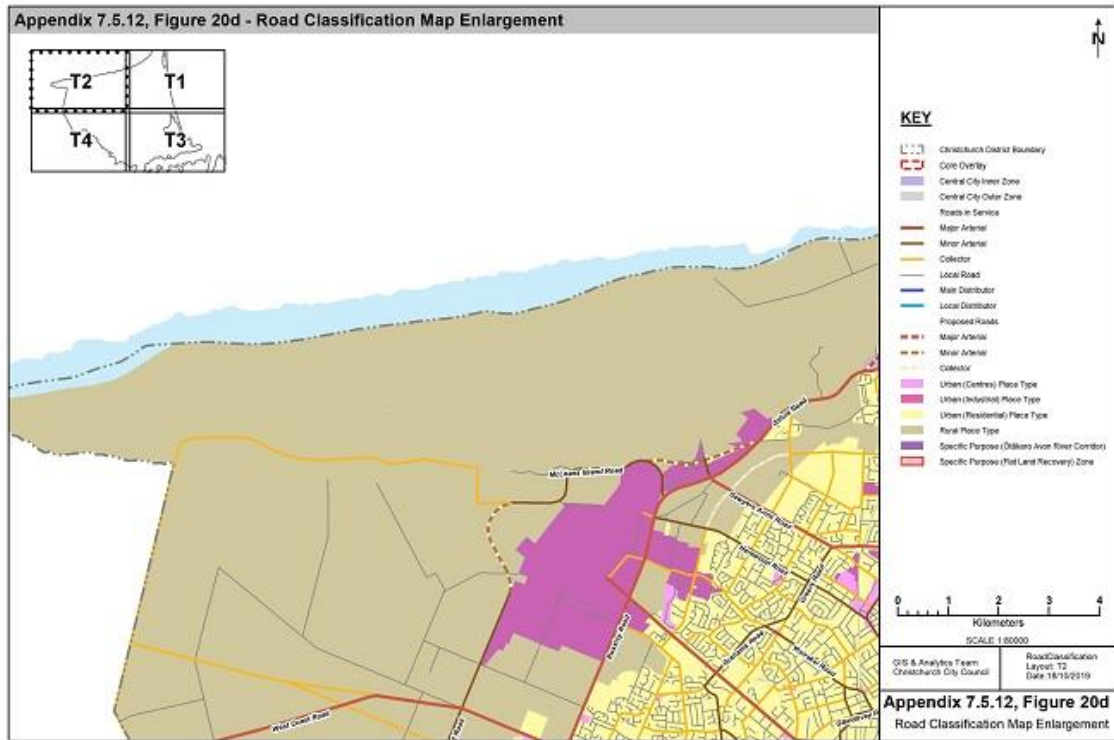


Figure 20e –Road Classification Map Enlargement

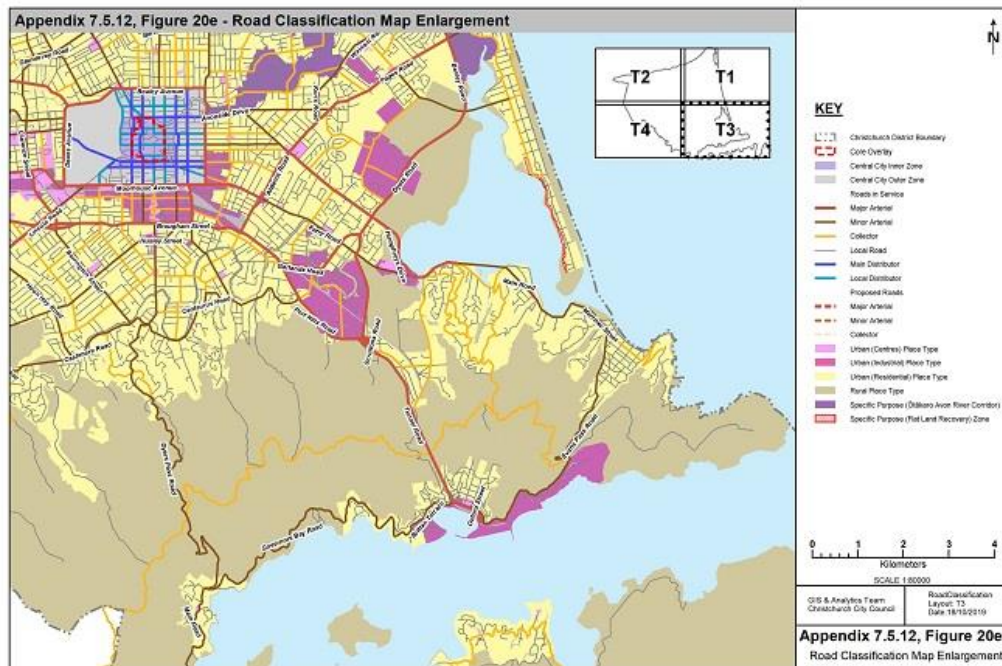


Figure 20f –Road Classification Map Enlargement

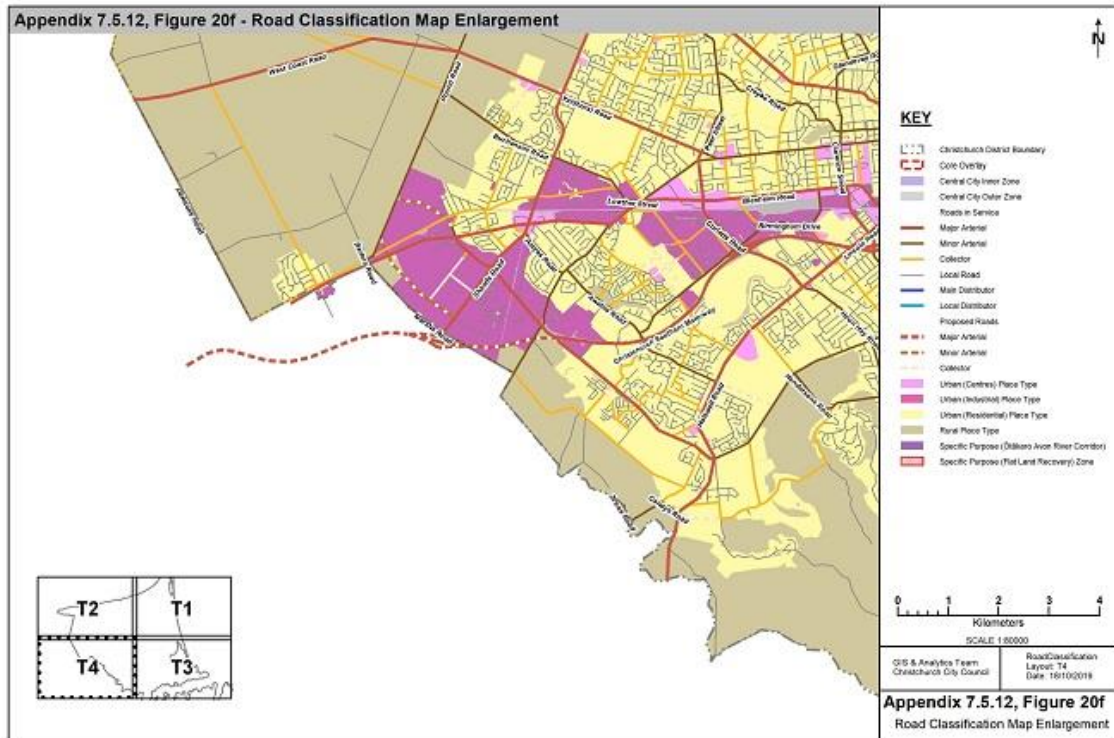


Table 7.5.12.2 – List of Arterial roads and Collector roads

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 – Broughton Street)	Collector
Antigua Street (Tuam Street-St Asaph Street)	Local Distributor Street

Road	Classification
Anzac Drive (Travis Road – Bexley Road)	Major Arterial
Apsley Drive (Withells Road – Cutts Road)	Collector
Armagh Street (Cranmer Square (east side)-Colombo Street)	Local Distributor Street
Armagh Street (Montreal Street-Cranmer Square (east side))	Main Distributor Street
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
Barbadoes Street (Bealey Avenue-Moorhouse Avenue)	Main Distributor Street
Barrington Street (Jerrold Street South-Cashmere Road)	Minor arterial
Barrington Street (Jerrold Street South-Lincoln Road)	Major arterial
Barthers Road (Waterloo Road-Main South Road)	Minor arterial
Bassett Street (Travis Road – New Brighton Road)	Minor arterial
Beach Road (Frosts Road-Marine Parade)	Collector
Beach Road, Akaroa (Rue Lavaud – Rue Jolie)	Collector
Bealey Avenue (Park Terrace-Fitzgerald Avenue)	Major arterial
Belfast Road (Main North Road-Marshland Road)	Collector
Bellevue Terrace (Major Hornbrook Road-Mt Pleasant Road)	Collector

Road	Classification
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 (Palmer's 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
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) (Southeast of Heathcote River)	Major arterial
Buchanans Road (Racecourse Road-Pound Rd)	Minor arterial

Road	Classification
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
Cambridge Terrace (Gloucester Street-Cashel Street)	Main Distributor Street
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
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)	Major 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

Road	Classification
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 Street)	Collector
Colombo Street (Bealey Avenue-Gloucester Street)	Local Distributor Street
Colombo Street (Centaurus Road-Brougham Street)	Minor arterial
Colombo Street (Brougham Street-Moorhouse Avenue)	Collector
Colombo Street (Lichfield Street-Moorhouse Avenue)	Local Distributor Street
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 (Edgware 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
Cranmer Square (east side) (Kilmore Street-Armagh Street)	Main Distributor Street
Cresswell Avenue (Gayhurst Road-westwards-New Brighton Road)	Collector
Creyke Road (Clyde Road-Ilam Road)	Minor arterial
Croydon Street (Southampton Street – Huxley Street)	Collector
Cumnor Terrace (Maunsell Street-Chapmans Road)	Collector
Curletts Road (Halswell Road-Yaldhurst Road)	Major arterial
Curries Road (Port Hills Road-Maunsell Street)	Collector
Cuthberts Road (Ruru Road-Breezes Road)	Collector

Road	Classification
Cutts Road (Yaldhurst Road-Woodbury Street)	Collector
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-Gloucester Street)	Main Distributor Street
Durham Street North (Bealey Avenue-Springfield Road)	Collector
Durham Street South (Brougham Street-Moorhouse Avenue)	Minor arterial
Durham Street South (Cashel Street-Moorhouse Avenue)	Main Distributor Street
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 Street)	Collector
Evans Pass Road (Summit Road Wakefield Avenue)	Minor arterial
Farquhars Road (Main North Road-Grimseys Road)	Collector
Farrington Avenue (Wairakei Road-Harewood Road)	Collector

Road	Classification
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
Ferry Road (St Asaph Street-Fitzgerald Avenue)	Local Distributor Street
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 (Wilson's 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 Drive)	Collector
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 (Colombo Street-Madras Street)	Local Distributor Street
Gloucester Street (Fitzgerald Avenue – Gayhurst Road)	Collector
Gloucester Street (Latimer Square (east side)-Fitzgerald Avenue)	Local Distributor Street

Road	Classification
Gloucester Street (Madras Street-Latimer Square (east side))	Main Distributor Street
Gloucester Street (Rolleston Avenue-Oxford Terrace)	Local Distributor Street
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 Farquhars Road)	Collector
Guildford Street (Greers Road-Grahams Road)	Collector
Hackthorne Road (Cashmere Road - Pentre Terrace)	Collector
Hagley Avenue (Riccarton Avenue-St Asaph Street)	Main Distributor Street
Hagley Avenue (St Asaph Street-Selwyn Street)	Local Distributor Street
Halswell Junction Road (Main South Road -Foremans Road)	Minor arterial
Halswell Junction Road (Main South Road-Halswell Road)	Major arterial
Halswell Junction Road (Waterloo Road -Foremans Road)	Collector
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

Road	Classification
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 Parade)	Collector
Hawkins Road (Radcliffe Road – Quaid's Road)	Collector
Hay Street (Linwood Avenue-Ruru Road)	Collector
Hayton Road (Symes Road – Wigram Road)	Collector
Heaton Street (Strowan Road-Papanui Road)	Minor arterial
Heberden Avenue (Nayland Street-Scarborough Road)	Collector
Hendersons Road (Halswell Road-Sparks Road)	Collector
Hendersons Road (Sparks Road - Cashmere Road)	Minor arterial
Hereford Street (Fitzgerald Avenue-Linwood Avenue)	Minor arterial
Hereford Street (Latimer Square (east side)-Fitzgerald Avenue)	Local Distributor Street
Hereford Street (Madras Street-Latimer Square (east side))	Main Distributor Street
Hereford Street (Rolleston Avenue-Madras Street)	Local Distributor Street
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

Road	Classification
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 II Drive)	Minor arterial
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
Kilmore Street (Montreal Street-Fitzgerald Avenue)	Main Distributor Street
Kirk Road (West Coast Road-Main South Road)	Collector
Kittyhawk Avenue (The Runway – Corsair Drive)	Collector
Kotare Street (Clyde Road-Kahu Road)	Minor arterial

Road	Classification
Lake Terrace Road (Marshland Road-New Brighton Road)	Collector
Langdons Road (Greers Road-Main North Road)	Collector
Latimer Square (east side)	Main Distributor Street
Lichfield Street (Durham Street-Manchester Street)	Local Distributor Street
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
Madras Street (Bealey Avenue-Gloucester Street)	Main Distributor Street
Madras Street (Hereford Street-Moorhouse Avenue)	Main Distributor Street
Magdala Place (Birmingham Drive – Proposed Bridge Link to Wigram Road)	Minor arterial
Maidstone Road (Waimairi Road-Withells Road)	Collector
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

Road	Classification
Main Road (McCormacks Bay Road West The - Esplanade)	Minor arterial
Main Road (St Andrews Hill Road-McCormacks - Bay Road west)	Major arterial
Main Road, Governors Bay (Dyers Pass Road – Governors Bay Teddington Road)	Minor arterial
Main South Road (Blenheim Road – Selwyn District Boundary)	Major arterial
Main South Road (Riccarton Road-Blenheim Road)	Minor arterial
Mairehau Road (Marshland Road – Frosts Road)	Minor arterial
Major Hornbrook Road (Bellevue Terrace-St Andrews Hill Road)	Collector
Malcolm Avenue (Eastern Terrace – Colombo Street)	Collector
Manchester Street (Bealey Avenue – Edgeware Road)	Collector
Manchester Street (Bealey Avenue-Moorhouse Avenue)	Local Distributor Street
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 Road)	Minor arterial
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

Road	Classification
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
Milton Street (Barrington Street-Colombo Street)	Minor arterial
Moncks Spur Road (Mt Pleasant Road-Glenstrae Road)	Collector
Montreal Street (Armagh Street-Moorhouse Avenue)	Main Distributor Street
Montreal Street (Bealey Avenue-Kilmore Street)	Main Distributor Street
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

Road	Classification
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
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 (Wilson's Road North - Aynsley Terrace)	Collector
Opawa Road (Brougham Street (southeast 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
Park Terrace / Rolleston Avenue (Bealey Avenue-Hereford Street)	Local Distributor Street
Parker Street (Waterloo Road-Main South Road)	Collector
Parkhouse Road (Hayton Road-Curletts Road)	Collector
Parkstone Avenue (Avonhead Road-Brodie Street)	Collector
Parnwell Street (Basset Street – Travis Road)	Collector
Patterson Terrace (Nottingham Avenue – Alveston Drive)	Collector

Road	Classification
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
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 Avenue	Main Distributor Street
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

Road	Classification
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
Sabys Road (Candys Road – Halswell Junction Road)	Collector
Salisbury Street (Park Terrace-Barbadoes Street)	Local Distributor Street
Sandwich Road (Birdwood Avenue – Norwood Street)	Collector
Sandyford Street (Orbell Street – Colombo Street)	Collector
Sawyers Arms Road (Johns Road-Greens 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 (Hagley Avenue-Moorhouse Avenue)	Local Distributor Street
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 – Haswell Junction Road)	Major arterial
Southampton Street (Tennyson Street – Croydon Street)	Collector
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

Road	Classification
St Albans Street (Papanui Road-Trafalgar Street)	Collector
St Andrews Hill Road (Main Road-Major Hornbrook Road)	Collector
St Asaph Street (Hagley Avenue-Fitzgerald Avenue)	Main Distributor Street
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 Road)	Minor arterial
Sutherlands Road (Cashmere Road – Sparks Road)	Collector
Swanns Road (Stanmore Road-Avonside Drive)	Collector
Symes Road (Haytons Road-Main South Road)	Collector
Symes Road (Vickers 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

Road	Classification
Trices Road (Sabys Road-Selwyn District Boundary)	Minor arterial
Tuam Street (Fitzgerald Avenue-Olliviers Road)	Collector
Tuam Street (Hagley Avenue-Fitzgerald Avenue)	Main Distributor Street
Tunnel Road (Ferry Road-Norwich Quay)	Major arterial
Union Street (Jervois Street-Owles Terrace)	Collector
Veitches Road (Sawyers Arms Road-Cavendish Road)	Collector
Vickerys Road (Pilkington Way – Symes Road)	Collector
Victoria Street	Local Distributor Street
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-Barbers Road)	Minor arterial
Waterloo Road (Barbers Road-Kirk Road)	Collector
West Coast Road (Yaldhurst Road– Selwyn District Boundary)	Major arterial
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

Road	Classification
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
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/Barthers Road realignment (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 7.5.13 – Building setbacks to level crossings

a. Sight triangles for road/rail level crossings

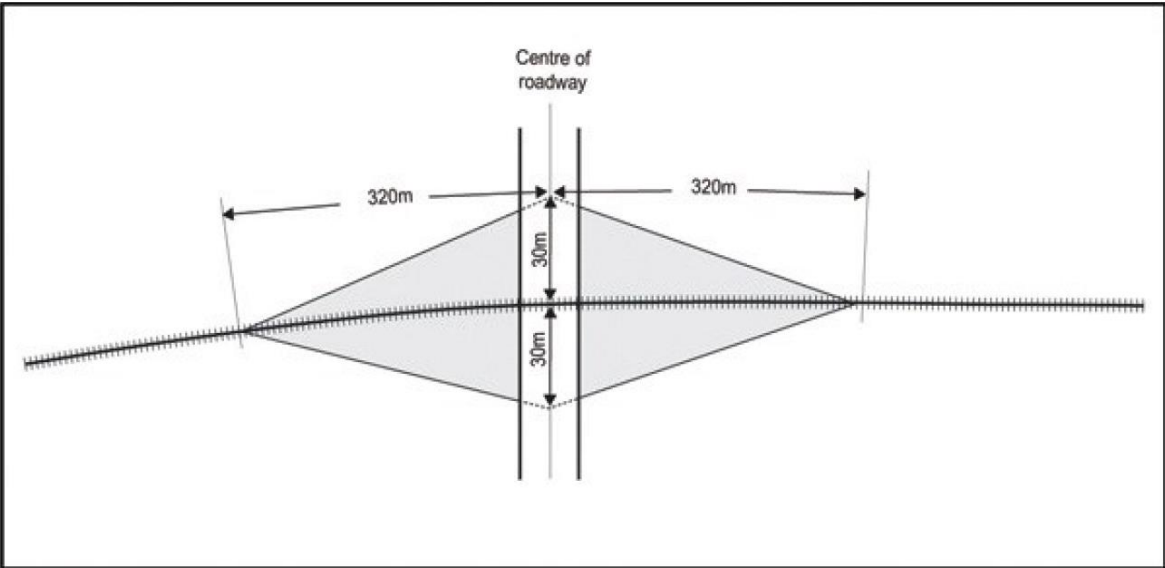


Figure 21 - Approach sight triangles for public road/rail level crossings

Advice 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.

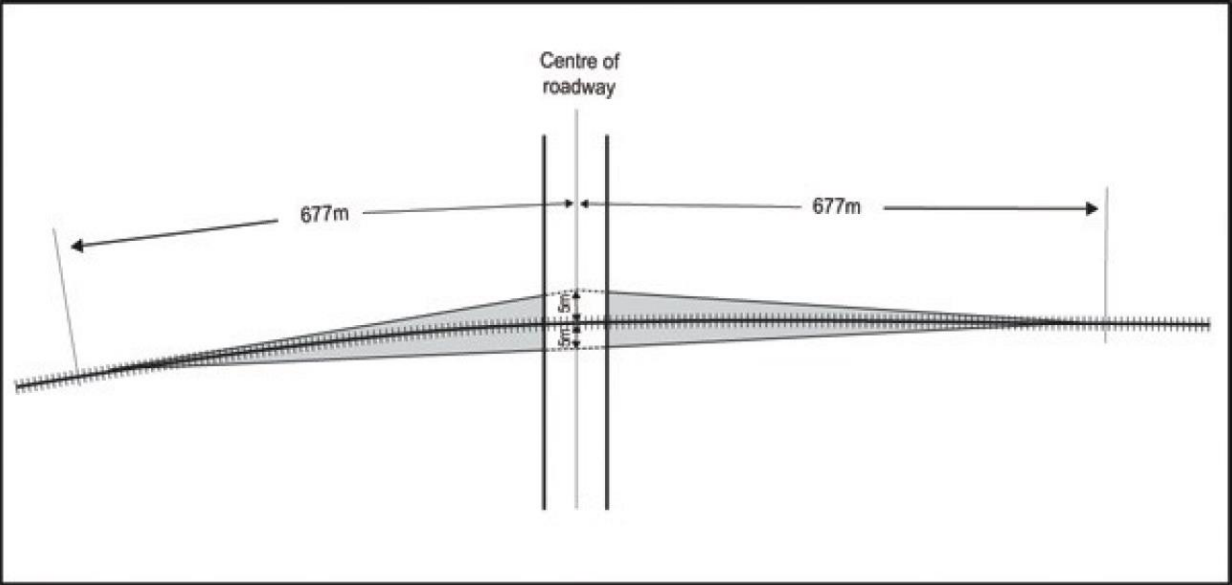


Figure 22 - Restart sight triangles for public road/rail level crossings

Advice note:

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

b. Sight triangles for rail siding level crossings

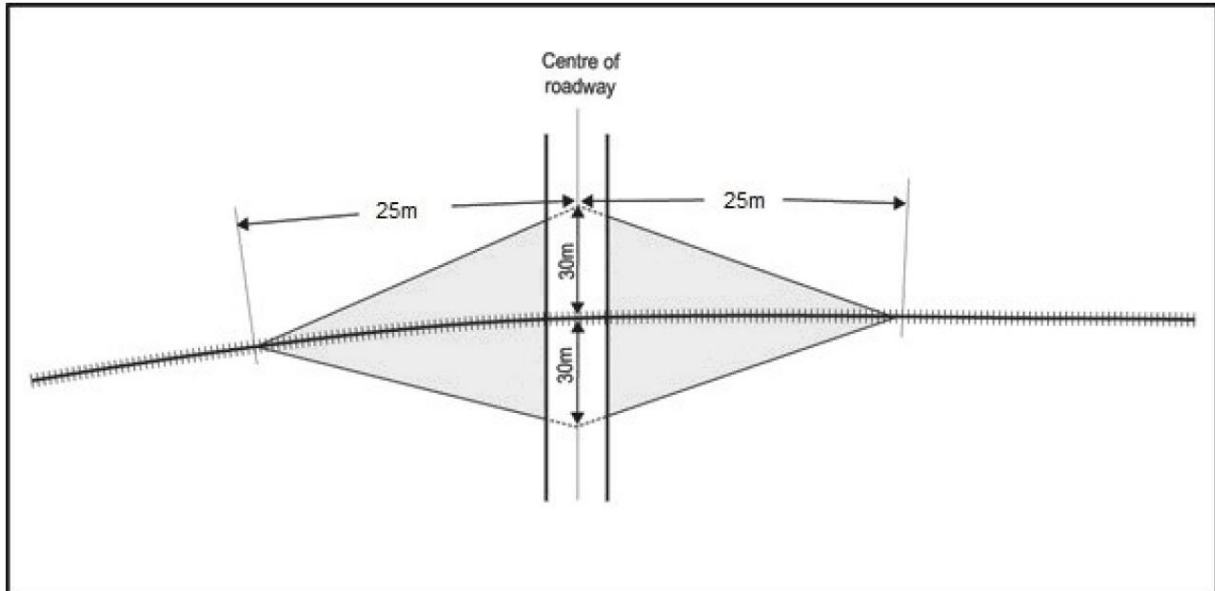


Figure 23 - Approach sight triangles for public [road/rail siding level crossings](#).

Advice note:

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

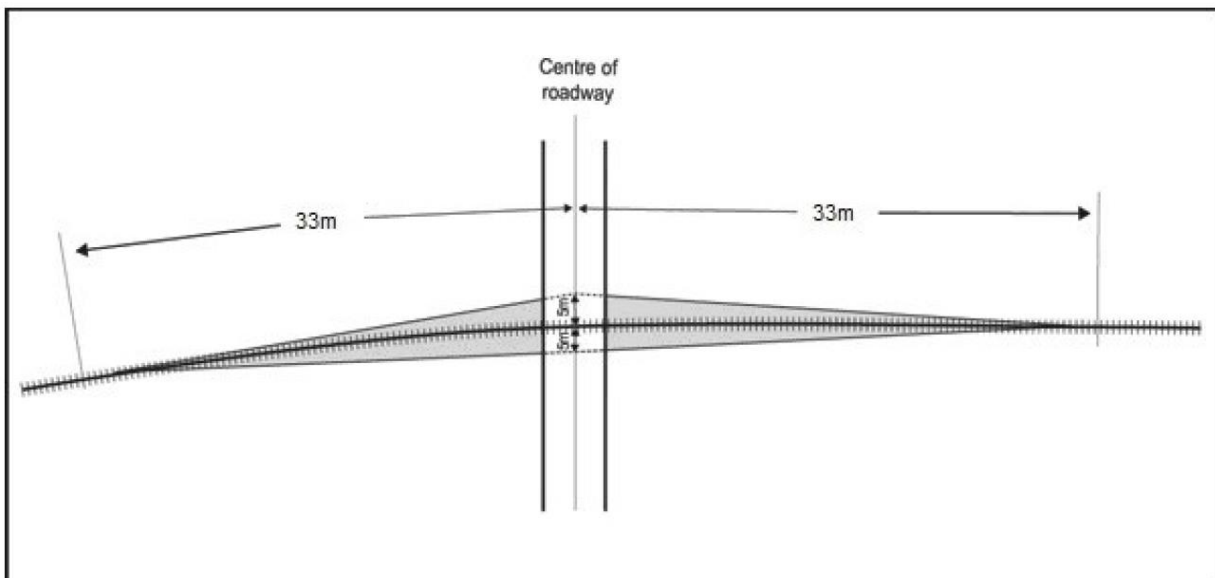


Figure 24 - Restart sight triangles for public [road/rail siding level crossings](#).

Advice note:

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

Appendix 7.5.14 – Vehicle access to sites fronting more than one road – In Central City

- a. If a **site** fronts more than one **road** then **vehicle access** shall only be gained from the most preferred **road** that the **site** has **frontage** to, as shown in Table 7.5.14.1, except that, where the higher preference **road** is a one-way **road** or is divided by a raised median, a second **vehicle access** point may be gained from the next most preferred **road**. The **vehicle access** standard in [Appendix 7.5.14](#) does not apply to the fire station **site** (Lot 1 DP53863).

Table 7.5.14.1 Location of access (priority ranking)

Rank	Road class
Most Preferred	Local Distributor Street outside the Core
2 nd choice	Local Street outside the Core
3 rd choice	Main Distributor Street outside the Core
4th choice	Arterial Route
5th choice	Local Distributor Street within the Core
6th choice	Local Street within the Core
Least preferred	Main Distributor within the Core