District Plan Review
Transport Chapter

Draft - February 2014

Christchurch City Council

CHAPTER 7 – TRANSPORT

7.1 Introduction (for information only)

7.1.1

Christchurch District's transport system will be a cornerstone of the district's earthquake recovery and future well-being. It needs to be accessible for all transport modes and capable of moving goods and people safely and efficiently with minimal effects on the environment. Key to this is the close integration between transport and land use to enable alignment between the various activities that generate trips and travel demands, and the ability of the network to accommodate or manage these demands. The District Plan plays an important role in managing these effects, both the effects on the transport network from these trips and travel demands, and the effects of transport (construction and operation) on the wider environment and community. The Transport Chapter covers transport across the district and applies to all zones.

7.2 Objectives and policies

7.2.1 Objective - Integrated transport system

A single integrated transport system:

1. that is safe, sustainable and efficient for people using all transport modes, responsive to the District's current recovery and future needs, economic development, and is integrated with land use;
2. where the current and future transport system and freight hubs are not significantly adversely affected by development, particularly reverse sensitivity effects on the strategic transport network, including the airport, port and rail network;
3. that reduces dependency on private motor vehicles and promotes the use of public and active transport;
4. that provides for a flexible approach to on-site parking requirements in areas where it does not significantly adversely affect the safety, efficiency and amenity of the transport network and surrounding environment.
5. that supports growth by adopting a co-ordinated approach in the development of land use with the implementation of transport infrastructure and services; and
6. that recognises the benefits of integrated land use with different modes of transport to manage effects associated with trip generation.

7.2.2 Objective - Adverse effects from the transport network

Adverse effects from the construction and operation of the transport network, including air quality, water quality, noise, glare, vibration, amenity and safety of users are managed to minimise effects on people, natural and physical resources, and the wider environment of the district.

Objectives 7.2.1 and 7.2.2 will be achieved by the implementation of the following policies:

7.2.3 Policy – Establishment of a Road classification system

Establish a road network that differentiates roads to provide for different access and movement functions for people all transport modes, whilst;

1. safeguarding the continued safe and efficient operation of the transport network;
2. providing for public places to enable other community activities, including opportunities for people to interact and spend time that vary depending on the adjoining activities;
3. providing space for utility services;
4. reflecting neighbourhood identity and amenity; and
5. recognising cross-boundary connections between adjoining Districts.

7.2.4 Policy – High trip generating activities

Require that the location and design of high trip generating activities are individually assessed to ensure that high trip generating activities:

1. are accessible by a range of transport modes;
2. promotes safe, efficient and effective use of the transport system for different modes;
3. optimise use of existing capacity within the transport system;
4. encourage transport choice and promote safe walking, cycling and use of public transport;
5. reduce the impact of trip generation through travel plans and other travel demand management measures;
6. avoids and mitigates significantly adverse effects from development on the transport system, particularly reverse sensitivity effects on the strategic transport network, including the airport, port and rail network;
7. limit adverse effects from transport infrastructure and operations on the amenity of neighbouring areas, on the environment;
8. encourage the use of parking management measures which make efficient use of land, minimise adverse effects on the safety, efficiency and amenity of the transport network and surrounding environment, caters for the parking demand of the activity, and encourages public and active transport use;
9. provide for the needs of people with mobility impairments; and
10. are integrated with known and committed transport infrastructure and service improvements.

7.2.5 Policy - Vehicle access and manoeuvring

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

1. is compatible with the range of functions of the road network;
2. promotes safety by minimising conflicts between pedestrians, cyclists and vehicle movements; and
3. enables the safe and efficient operation of the transport system, particularly freight movements.

7.2.6 Policy - Requirements for car parking and loading facilities

1. Require car parking and loading facilities for activities which provide for the expected needs of the activity, in areas where the use of on-street parking has the potential to have adverse effects on the safety, efficiency and amenity of the transport network.
2. Enable an assessment of whether a reduction in the number of car parking spaces required can be considered as an opportunity to facilitate active and public transport use, but only when having particular regard to:
    a. Whether the off-site effect of the on-site shortfall will adversely affect the function of the surrounding transport network and amenity of the surrounding environment;
    b. The proximity of existing active and public transport facilities to the proposed activity and how the activity proposes to encourage active and public transport use;
    c. The provision of on-site bicycle parking and accompanying locker and shower facilities, proportional to the reduction of on-site parking;
    d. The extent to which a reduction is appropriate considering the characteristics of the activity and it's location;
    e. The extent of reduction that may be appropriate having regard to Appendix 14– Parking Reduction Adjustment Factors, provided on-site parking will meet anticipated demand.
3. Provide for flexible approaches to car parking in local and neighbourhood centres which use land and car parking spaces more efficiently, reduce incremental and individual car parking provision and support public and active transport use, except for high trip generating activities which could adversely affect the safety, efficiency and amenity of the transport network and surrounding environment.
4. Provide convenient car parking for people with disabilities where any car parking is provided and for larger activities even when parking is not provided.

7.2.7 Policy - Design of car parking and loading facilities

Require that car parking and loading facilities are designed to:

1. mitigate the effects on the character and amenity of the surrounding environment;
2. provide quality urban amenity outcomes within the development
3. prevent crime;
4. support the efficient and safe use and operation of land use activities; and
5. support amenity and safety for all transport modes.

7.2.8 Policy - Promote public and active transport

Promote public and active transport, and reduce dependency on private motor vehicles, by:

1. ensuring new roads provide sufficient space and facilities to safely promote walking, cycling and public transport;
2. ensuring activities provide an adequate amount of safe, secure, attractive and convenient cycle parking and associated end of trip facilities;
3. encouraging the use of travel demand management options that encourage the use of public transport, cycling, walking, and options to minimise the need to travel; and
4. requiring new district centres to provide opportunities for public transport facilities; and
5. ensuring that car parking provision encourages active and public transport use.

7.2.9 Policy - Rail level crossings

Improve and maintain safety at road/rail level crossings by requiring safe visibility at uncontrolled level crossings, managing vehicle accesses close to level crossings and managing the creation of new level crossings.

7.2.10 Policy - Effects from transport infrastructure

Minimise the adverse effects from new transport infrastructure and changes to existing transport infrastructure, including air quality, water quality, noise, vibration, glare, amenity, and safety of users.

7.3 Non-regulatory methods to achieve the objectives

Plans, Strategies & Guidelines

1. Transport planning (City wide and local plans).
2. Integrated Transport Assessment Guidelines.
3. Area based spatial planning.
4. Implementation and regular reviews of the Christchurch Transport Strategic Plan.
5. Implementation and regular reviews of the Infrastructure Design Standards.
6. Consultation and public participation in planning of transport improvements
7. Area Parking Management Plans.

Education & advocacy

8. Advocacy for improved National Standards e.g. vehicle emission standards
9. Transport education services such as cycle safety education programmes.
10. Provision of transport information and promotional material.
11. Co-ordination and liaison with transport operators and authorities (including the Greater Christchurch Transport Statement partners).
12. Implementing and supporting promotional events, e.g. events promoting active transport
13. Travel Planning.
14. Best practice design of transport infrastructure and buildings to prevent reverse sensitivity.

Delivery

15. Provision of transport infrastructure and services.
16. Management of Council's parking resource (off-street and on-street).
17. Safety improvements.
18. Planning and provision of recreational walkways and cycleways.
19. Council's own practice in managing its vehicle fleet e.g. smaller vehicles.

7.4 Activity Status Table

7.4.1 Permitted Activities

Activity
Any activity that: - is a permitted activity in accordance with all of the rules 7.5.1 – 7.5.10, and - is a permitted activity in accordance with any other rules in this District Plan

7.4.2 Controlled Activities

There are no *Controlled Activities*

7.4.3 Restricted Discretionary Activities

The activities listed below are a Restricted Discretionary Activity. Applications for resource consent shall only be assessed against the matter(s) over which the Council has restricted its discretion. These matters are specified for each Restricted Discretionary Activity in the Table with a cross-reference to the relevant Assessment Matters.	
Activity	**Matters of Discretion**
Any Activity that is a restricted discretionary activity in accordance with any one or more of the rules 7.5.1 – 7.5.10	Matters over which *Council* has restricted discretion are set out in sections 7.6.1 – 7.6.19 for each rule

7.4.4 Discretionary Activities

There are no *Discretionary* Activities

7.4.5 Non Complying Activities

There are no *Non Complying* Activities

7.4.6 Prohibited Activities

There are no *Prohibited Activities*

7.5 Rules (All Zones)

7.5.1 Rule - Minimum number of car parks required

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Any activity, unless: - located within a commercial zone that is identified as a local or neighbourhood centre in Chapter 15, or - it is a restricted discretionary activity in accordance with rule 7.5.10 (i.e. High Trip Generators).	Providing the minimum number of car parking spaces in Table 7.2 in Appendix 1	Providing less than the minimum number of car parking spaces in Table 7.2 in Appendix 1	Matters specified in 7.6.1
Any car parks available to the general public	Providing car parking spaces in accordance with the dimensions in Table 7.4 in Appendix 1	Non-compliance with Permitted Standard	Matters specified in 7.6.2
Any activity: - where standard car parks are provided, or - containing buildings with a Gross Floor Area of more than 2,500 m^2.	Providing the minimum number of car parking spaces for people with disabilities in accordance with Appendix 1	Non-compliance with Permitted Standard	Matters specified in 7.6.3

Relevant policy: 7.2.6

Note: The amount of car parking spaces required for activities that are restricted discretionary activities in accordance with rule 7.5.10 (i.e. High Trip Generators) will be determined through the resource consent process under rule 7.5.10 (i.e. as part of the Integrated Transport Assessment process). The requirements for a minimum number of car parking spaces under rule 7.5.1 can be used as guidance for High Trip Generators.

7.5.2 Rule – Minimum number of cycle parking facilities required

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Any activity	Providing cycle parking facilities in accordance with Appendix 2	Non-compliance with Permitted Standard	Matters specified in 7.6.4

Relevant policy: 7.2.8

7.5.3 Rule –Minimum number of loading spaces required

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Any activity where car parks are provided	Providing loading spaces in accordance with Appendix 3	Non-compliance with Permitted Standard	Matters specified in 7.6.5

Relevant policy: 7.2.6

7.5.4 Rule -Manoeuvring for parking and loading areas

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Any access to: - a major or minor arterial road; or - a collector road where three or more parking spaces are provided on site; or - six or more parking spaces; or - a Heavy Goods Vehicle bay required by rule 7.5.3	On-site manoeuvring shall be provided to ensure that a vehicle can manoeuvre in a forward gear onto or off a site	Non-compliance with Permitted Standard	Matters specified in 7.6.6
Any activity with a vehicle access	On-site manoeuvring shall be provided in accordance with Appendix 6	Non-compliance with Permitted Standard	Matters specified in 7.6.6

Relevant policy: 7.2.5

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

7.5.5 Rule –Gradient of parking and loading areas

Applicable to		*Permitted*	*Restricted Discretionary*	*Assessment Matters*
All non-residential activities with vehicle access	Gradient of surfaces at 90 degrees to the angle of parking (i.e. Parking stall width)	≤ 1:16 (6.25%)	> 1:16 (6.25%)	Matters specified in 7.6.7
	Gradient of surfaces parallel to the angle of parking (i.e. Parking stall length)	≤ 1:20 (5%)	> 1:20 (5%)	Matters specified in 7.6.7
	Gradient of disability car park spaces in indoor parking areas	≤ 1:100 (1%) or less	> 1:100 (1%)	Matters specified in 7.6.7
	Gradient of disability car park spaces in outdoor parking areas	≤ 1:50 (2%)	> 1:50 (2%)	Matters specified in 7.6.7

Relevant policy: 7.2.7

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

7.5.6 Rule – Design of parking and loading areas

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
All non-residential activities with parking and/or loading areas used during hours of darkness	Lighting of parking and loading areas to a maintained minimum level of two lux, with high uniformity, during the hours of operation.	Non-compliance with Permitted Standard during hours of darkness	Matters specified in 7.6.8
Any activity, except: - rural activities - residential activities containing less than three parking spaces - sites where access is obtained from an unsealed road.	The surface of all parking, loading, and associated access areas shall be formed, sealed and drained and parking spaces permanently marked.	Non-compliance with Permitted Standard	Matters specified in 7.6.9

Relevant policy: 7.2.7

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

7.5.7 Rule - Standards for access design

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Any activity with vehicle access	Access provided in accordance with Appendix 7	Non-compliance with Permitted Standard	Matters specified in 7.6.10
Any activity providing 4 or more parking spaces or residential units	Queuing Spaces provided in accordance with Appendix 8	Non-compliance with Permitted Standard	Matters specified in 7.6.11
Any vehicle access: - in an urban area serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or - on a key pedestrian frontage in Chapter 15	Visibility Splay provided in accordance with Appendix 9	Non-compliance with Permitted Standard	Matters specified in 7.6.12

Relevant policy: 7.2.5

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

7.5.8 Rule – Standards for Vehicle crossings

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Any activity with a vehicle crossing	A vehicle crossing provided by way of a vehicle crossing constructed from the property boundary to the edge of the carriageway / service lane.	Non-compliance with Permitted Standard	Matters specified in 7.6.13
Any vehicle crossing on an arterial road with a speed limit 70 kilometres per hour or greater	Vehicle Crossing provided in accordance with Appendix 10	Non-compliance with Permitted Standard	Matters specified in 7.6.13
Any vehicle crossing to a rural selling place	Vehicle Crossing provided in accordance with Figure 7.12 in Appendix 10.	Non-compliance with Permitted Standard	Matters specified in 7.6.13
Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater	The minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, shall be in accordance with Table 7.14 in Appendix 11	Non-compliance with Permitted Standard	Matters specified in 7.6.14
Any activity with a vehicle crossing	The maximum number of vehicle crossings, shall be in accordance with Table 7.15 in Appendix 11	Non-compliance with Permitted Standard	Matters specified in 7.6.15
Any activity with a vehicle crossing	The minimum distance between a vehicle crossing and an intersection, shall be in accordance with the Table 7.16 in Appendix 11	Non-compliance with Permitted Standard	Matters specified in 7.6.16
Any vehicle crossing on a rural road	The minimum sight lines shall be provided from vehicle crossings in accordance with Appendix 11	Non-compliance with Permitted Standard	Matters specified in 7.6.17

Relevant policy: 7.2.5

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

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

7.5.9 Rule - Location of buildings, structures and access in relation to Road/rail level crossings

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Any new road or access that crosses a railway line	N/A	Any new road or access that crosses a railway line	Matters specified in 7.6.18
All new road intersections located less than 30m from a rail level crossing limit line	If the road intersection is designed to give priority to rail movements at the level crossing through road traffic signals.	Non-compliance with Permitted Standard	Matters specified in 7.6.18
All new vehicle crossings located less than 30m from a rail level crossing limit line	If the boundaries of a site do not enable any vehicle crossing to conform to the minimum distance of 30 metres from a rail level crossing limit line.	Non-compliance with Permitted Standard	Matters specified in 7.6.18
Any building or structure located close to a level crossing not controlled by automated warning devices (such as alarms and/or barrier arms)	Buildings and structures located outside of the sight triangles in Appendix 13	Non-compliance with Permitted Standard	Matters specified in 7.6.18

Relevant policy: 7.2.9

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

7.5.10 Rule -High trip generators

Applicable to	*Permitted*	*Restricted Discretionary*	*Assessment Matters*
Education Facilities	≤ 50 FTE Students	> 50 FTE Students	Matters specified in 7.6.19
Health Care Facilities	≤ 3 FTE professional staff	> 3 FTE professional staff	Matters specified in 7.6.19
Industrial activities (unless specified below)	≤ 1,250 GFA m^2	> 1,250 GFA m^2	Matters specified in 7.6.19
Warehousing and distribution activities	≤ 5,000 GFA m^2	> 5,000 GFA m^2	Matters specified in 7.6.19
Office	≤ 750 GFA m^2	> 750 GFA m^2	Matters specified in 7.6.19
Residential activities	≤ 16 Residential units	> 16 Residential units	Matters specified in 7.6.19
Retail activity	≤ 250 GLFA m^2	> 250 GLFA m^2	Matters specified in 7.6.19
Food and beverage outlet	≤ 100 PFA m^2	> 100 PFA m^2	Matters specified in 7.6.19
Trade supplier	≤ 550 GLFA m^2	> 550 GLFA m^2	Matters specified in 7.6.19
Any other activities	≤ 250 vehicle trips per day[1]	> 250 vehicle trips per day[1]	Matters specified in 7.6.19

Relevant policy: 7.2.4

An Integrated Transport Assessment shall be undertaken for activities that are High Trip Generators (i.e. is a restricted discretionary activity under this rule). A checklist outlining the requirements that must be covered by an Integrated Transport Assessment is provided in Appendix 15. Further guidance on preparing an Integrated Transport Assessment to address these assessments may be obtained from Christchurch City Council's Integrated Transport Assessment Guidelines. A full Integrated Transport Assessment shall be undertaken for Activities that exceed the thresholds in Table 7.1. A basic Integrated Transport Assessment shall be undertaken for High Trip Generators that do not exceed the thresholds in Table 7.1.

Any application arising from non-compliance with this rule will require written approval from the NZ Transport Agency and KiwiRail, where:

(a) For the NZ Transport Agency, direct vehicle access from the activity is to a State Highway.

(b) For KiwiRail, direct access to the activity crosses a railway line.

[1] If the activity has fluctuations in daily vehicle trips, then the calculation should be based on an average of the days that the activity operates.

Note: FTE = Full Time Equivalent

7.6 Restricted Discretionary Assessment Matters

The Activity Status table (section 7.4) states which activity is a restricted discretionary activity. The matters over which the *Council* has restricted its discretion are specified for each *restricted discretionary activity* listed below.

7.6.1 Assessment Matters - Minimum number of car parks required

1. Whether the equivalent number of parking spaces can be provided on a separate site which:

a) is sited within safe and easy walking distance of the activity; and
b) does not require people to cross arterial roads to gain access to the activity, thereby compromising the safety of pedestrians and the function of the road, unless there are safe crossing facilities; and/or
c) is clearly associated with the activity through signage or other means; and/or
d) has a legal agreement bonding the parking to the activity; and/or
e) is surrounded by appropriate land use activities with which the car parking is compatible.

2. The extent to which the parking demand occurs at a different time from another land use activity, with which a parking area could be shared without adverse effects for on street parking.

3. The extent to which a legal agreement is entered into securing mutual usage of any parking areas shared with other activities.

4. Where the required number of off-street car parking spaces are not to be provided:

a) the extent to which the nature and operation of the particular activity is such that it will generate more or less parking and/or staff parking demand than is required by this Plan;
b) whether the required parking can physically be accommodated on the site;
c) the extent to which the movement function, safety and amenity of the road network and surrounding environment may be adversely affected by extra parked and manoeuvring vehicles on these roads;
d) whether the site is well served by public transport and is designed or operated to facilitate public transport use;
e) whether additional cycle parking facilities (more than the number required by this plan) have been provided to off-set a reduction in the number of car parking spaces, and there is a reasonable expectation of them being used;
f) the cumulative effect of the lack of on-site parking spaces for the proposal in conjunction with other developments in the vicinity which are not providing the required number of parking spaces;

g) the extent to which the reduction in parking will affect the ability of future activities on the site to meet the parking requirements;
h) the extent to which the safety of pedestrians, particularly children, will be affected by being set down on-street;
i) the extent to which a reduction in, or waiver of, the required on-site car parking will reduce travel to the activity by private vehicles and facilitate public and active transport use, such as through the development and implementation of a travel plan;
j) whether a reduction in, or waiver of, the required on-site car parking will enable a significant improvement in the urban design, appearance, and amenity of the site and a more efficient site layout without compromising the amenity, safety and efficiency of the transport network; and
k) Whether a reduction in, or waiver of, the required on-site car parking is appropriate because there are other public parking facilities close to the activity than can be used by people accessing the activity.
l) The extent to which there are mitigating factors for a reduced parking supply, with regard given to the Parking Reduction Adjustment Factors in Appendix 14.

7.6.2 Assessment Matters - Parking space dimensions

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

7.6.3 Assessment Matters - Parking spaces for people with disabilities

1. Whether the equivalent number of disability car park spaces can be provided on a separate site which:

a) is sited within a readily accessible distance from the activity for persons with disabilities; and/or
b) is clearly associated with the activity through signage or other means.

2. The extent to which the nature of the particular activity is such that it will generate less disability car parking demand than is required by this Plan.
3. The extent to which the safety of people with disabilities will be affected by being set down on-street.
4. The assessment matters under 7.6.1 also apply.

7.6.4 Assessment Matters - Minimum number of cycle parking facilities required

1. The extent to which adequate, alternative, safe and secure cycle parking and end of trip facilities (such as showers and lockers), that meet the needs of the intended users, is available in a nearby location that is readily accessible.
2. Whether the parking can be provided and maintained in a jointly used cycle parking area.
3. The extent to which cycle parking facilities are designed and located to match the needs of the intended users.

4. The extent to which provision, design and location of cycle parking facilities may disrupt pedestrian traffic, disrupt active frontages, or detract from an efficient site layout or street scene amenity.

7.6.5 Assessment Matters - Minimum number of loading spaces required

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

7.6.6 Assessment Matters - Manoeuvring for parking and loading areas

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

7.6.7 Assessment Matters - Gradient of parking and loading areas

1. Whether any parking spaces for people with disabilities are affected and the proposed gradient will make it difficult for people with disabilities to use these parking spaces.
2. The total number of parking spaces affected by the non-compliance.
3. The extent to which the gradient will make the use of the parking and loading spaces impracticable.
4. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring sites.

7.6.8 Assessment Matters - Illumination of parking and loading areas

1. The extent to which the facility is used during the hours of darkness.
2. Whether other light sources in the area give adequate light to provide security for users of the area.

3. Whether glare from the light source will adversely affect the safety of surrounding roads and/or the rail corridor.

7.6.9 Assessment Matters - Surface of parking and loading areas

1. The effect on the activity and on other sites in the area in terms of noise and dust nuisance.
2. Whether mud, stone, gravel or other deleterious material will be carried onto public roads, footpaths or the rail corridor.
3. Whether the materials used for the car park surface and the car park's stormwater management system will adequately manage contaminants from run-off and flooding.

7.6.10 Assessment Matters - Vehicle access design

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

Where the access exceeds the maximum gradient standards:

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

7.6.11 Assessment Matters - Queuing spaces

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

7.6.12 Assessment Matters - Visibility splay

1. The extent to which vehicles exiting the vehicular access, and cyclists and pedestrians on the footpath or frontage road will be aware of each other in time to avoid conflicts.
2. Whether the speed and volume of vehicles using a vehicular access, and/or the volumes of cyclists and pedestrians on the footpath or frontage road, will exacerbate the adverse effects of the access on people's safety.

3. If a visibility splay is unable to be provided, whether alternative adequate methods of improving pedestrian safety at the vehicular access have been provided, for example an audio and visual method of warning pedestrians of the presence of vehicles about to exit the access.

7.6.13 Assessment Matters - Standards for Vehicle crossing design

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

7.6.14 Assessment Matters - Minimum distance between vehicle crossings

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

7.6.15 Assessment Matters - Maximum number of vehicle crossings

1. The extent to which the extra crossing(s) will adversely affect the efficient and safe operation of the road for all road users.
2. Any cumulative effects of the introduction of extra access points when considered in the context of existing and future accesses serving other activities in the vicinity.
3. Whether the physical form of the road will minimise the adverse effects of the extra access, for example the presence of a solid median to stop right hand turns.
4. The impact of the access on the landscaping adjacent to road.

7.6.16 Assessment Matters - Minimum Distances of vehicle crossings from intersections

1. The extent to which any extra conflict may be created by vehicles queuing across the vehicle crossing.
2. The extent to which there may be potential confusion between vehicles turning at the crossing or the intersection.
3. The effect on safety.
4. The extent to which the number and type of vehicles generated by the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
5. Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the access on the safety of users of all transport modes.

6. Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the access.
7. The present, or planned, traffic controls along the road corridor where vehicular access is proposed.
8. Any cumulative effects when considered in the context of existing and future accesses serving other activities in the vicinity.
9. The proposed traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures.

7.6.17 Assessment Matters - Sight lines at vehicle crossings

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

7.6.18 Assessment Matters - Location of buildings, structures and access in relation to rail/road level crossings

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:

1. The effect on the safety and efficiency of rail and road operations.
2. Whether a grade separated crossing will be provided.
3. The effect on connectivity, safety and accessibility for pedestrians, cyclists and vehicles.

Where the minimum sightlines are not provided:

1. The extent to which there will be an adverse effect on the safety of the level crossing for vehicles and pedestrians.
2. Whether visibility and safe sight distances will be adversely affected particularly to the extent vehicles entering/exiting the level crossing can see trains.

7.6.19 Assessment Matters - High trip generators

The following are assessment matters for activities that are High Trip Generators (i.e. a restricted discretionary activity under rule 7.5.10). An Integrated Transport Assessment addressing these assessment matters shall be provided for these activities that are High Trip Generators. A Checklist outlining what must be covered by an Integrated Transport Assessment is provided in Appendix 15. Further guidance on preparing an Integrated Transport Assessment to address these assessments may be obtained from Christchurch City Council's Integrated Transport Assessment Guidelines.

1. The extent to which the environmental effects of vehicles using the site will affect surrounding activities, particularly residential activities.
2. The extent, to which the proposed activity is located, designed or operated to minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.
3. The extent to which the provision of access and manoeuvring areas, including loading and servicing deliveries, affects the safety, accessibility, and amenity of the site and surrounding network.
4. The extent to which the proposal has demonstrated the accessibility of the site by a range of transport modes now and as a result of future planned network changes.
5. The extent to which the proposal considers and responds to issues and outcomes arising from consultation with the relevant road controlling authorities, public transport provider and/or KiwiRail.
6. The extent to which the proposal provides for the mobility needs of all users of the site.
7. The extent to which the proposal integrates with, and minimises adverse effects on the safe, efficient functioning of the transport system and the amenity of the surrounding environment
8. The extent to which the proposal minimises the number of vehicle access points to transport corridors, taking into account:

   a. The movement function classification of the frontage road and opportunities that exist for minimising accesses on to arterial roads through shared access or gaining access to an alternative road which has a lesser movement function, whilst giving regard to the environmental effects on that alternative road in respect to residential amenity;

   b. The place function classification of the frontage road and opportunities that exist for minimising accesses on to streets that are within the Urban (Centres) place function category, especially Key Pedestrian Frontages shown on the planning maps, or gaining access to an alternative road with lesser pedestrian flows or a lesser adverse effect on amenity.

   c. The location of the access points with respect to adjacent access points, visibility and obstruction of pedestrian crossings, and access to network utilities;

   d. The impact of multiple vehicle entrances (which break up berm, landscaping, footpath and cycleway continuity) on streetscape amenity, retail frontage areas and pedestrian and cycle movements.

9. Any effects of any car parking and loading spaces proposed to be provided, and whether the number of car parking spaces proposed to be provided meets or exceeds anticipated demand, is appropriate for the needs of the activity, and supports an efficient site layout.
10. The extent to which the minimum car parking space requirements (as shown in Table 7.2 of Appendix 1) are appropriate for the activity, whilst considering whether there are mitigating factors for a reduced parking supply, with regard given to the Parking Reduction Adjustment Factors in Appendix 14
11. Whether more parking spaces than stated in the minimum car parking space requirements should be provided to address any adverse effects on the safety, efficiency and amenity of the transport network and surrounding environment.
12. The ability to operate parking in a coordinated or shared way with other car park areas.

13. Where there is more than one public entrance to the building, the extent to which visitor cycle parking is apportioned between the entrances in accordance with their potential usage
14. Whether any accesses to the activity are directly opposite a T-intersection and whether the access can be moved to avoid this situation.
15. The extent to which CPTED (Crime Prevention through Environment Design) principles and techniques have been used to mitigate any safety issues.

The following assessment matters (16 – 18) are only applicable for high trip generators activities which exceed the thresholds in the following table 7.1. A full Integrated Transport Assessment shall be undertaken for these high trip generators that exceed the thresholds in Table 7.1. Only a basic Integrated Transport Assessment (which does not need to cover assessment matters 16-18) needs to be undertaken for High Trip Generators that do not exceed the thresholds in Table 7.1.

Table 7.1 – Thresholds for full Integrated Transport Assessments	
Activity	**Thresholds**
Education Facility	≥ 100 FTE students
Health Care Facility	≥ 13 FTE professional staff
Industrial activity (except for Warehousing and distribution activities)	≥ 5,000 GFA m^2
Warehousing and distribution activities	≥ 10,000 GFA m^2
Office	≥ 2500 GFA m^2
Residential activity	≥ 100 Residential units
Retail activity	≥ 1,000 GLFA m^2
Food and beverage outlet	≥ 400 PFA m^2
Trade supplier	≥ 2,200 GLFA m^2
All other activities	≥ 1,000 vehicle trips per day[1]

[1] If the activity has fluctuations in daily vehicle trips, then the calculation should be based on an average of the days that the activity operates.

Note: FTE = Full Time Equivalent

16. Any cumulative effects of present and projected trip generation (for all transport modes) from the activity and associated construction work when considered in the context of existing and future trip generation from other activities in the vicinity.
17. The extent to which the development is of a scale and in a location where on-site public transport facilities should be provided.
18. The degree to which a Travel Plan has been developed and is likely to be implemented for the activity.

Appendices

Appendix 1- Parking space requirements

1) The minimum number of car parking spaces provided shall be in accordance with Tables 7.2 and 7.3.

Table 7.2- Minimum number of car parks required		
Activity	**Car parking spaces**	
	Residents/visitors	**Staff / Students**
Column 1	**Column 2**	**Column 3**
Entertainment Facility:		
Cinemas	2.5 spaces/10 seats	1 space/ 1 screen
Theatres	3 spaces/ 10 seats	1 space/ 60 seats
Museums and galleries	1 space/30m^2 PFA	1 space/300m^2 PFA
Libraries	1 space/50m^2 PFA	1 space/200m^2 PFA
Gymnasiums (for public, or private club use)	5 spaces/100m^2 GFA	1 space/300m^2 GFA
Sports courts (for public, or private club use)	1 space/50m^2 court area	1 space/200m^2 court area
Sports fields (for public, or private club use)	15 spaces/ha pitch area	1 space
Swimming Pools (for public, or private club use)	1 space/10m^2 pool area	1 space/200m^2 pool area
Other Entertainment Facilities if not specified above	1 space/10m^2 PFA; or 1 space/10 seats (whichever is the greater)	10% of visitor requirements
Health Care Facility:	1.5 spaces/professional staff or 1 spaces/consulting room, whichever is greater	1 space/professional staff + 1 space/2 other FTE staff, or 1 space/consulting room, whichever is greater
Hospitals:	1 per 350 m^2 GFA	1 per 350 m^2 GFA
Industrial activity:		
Warehousing and distribution activities	1 space/2000m^2 GFA (1 space minimum)	4.5 spaces/1000m^2 GFA
Other Industrial Activities, if not specified above	1 space/800m^2 GFA (1 space minimum)	11 spaces/800m^2 GFA

Offices and Commercial Services	5% of staff requirement (1 space minimum)	2.5 spaces/100m^2 GFA
Open Space:		
Open space 1 Zone	Nil	Nil
Open space 2, 3, 3A and 3B Zones	(See places of entertainment)	(See places of entertainment)
Open space 3C Zone	8,520 spaces in total, 4,260 spaces to be most directly accessible from Curletts Road and 4,260 spaces to be most directly accessible from Wigram Road.	N/A
Public Transport Facilities	Nil	Nil
Residential activity:		
Sheltered housing	1 space/ 4 units	1 space/ resident staff unit
Social housing	0.5 space/ 1 unit for units with only one bedroom 1 space per unit for units with two or more bedrooms	Nil
Care homes	1 space/ 6 clients	1 space/ 6 clients
Other Residential Activities, if not specified above	1 space per unit	Nil
Student hostel accommodation	1 space/ 5 beds	1 space/ 20 beds
Retail activity		
Food and beverage outlets	4 spaces/100m^2 PFA for the first 150m^2 PFA, 19 spaces/100m^2 PFA thereafter	1 space/100m^2 PFA (2 spaces minimum)
Motor servicing facility	2.5 spaces/workbay	1 space/workbay
Factory Shops, Service Stations, Retail activities in Retail Park Zones Trade Suppliers, and Yard Based Suppliers.	18 per 1000m^2 PFA	10% of visitor requirements
Other Retail activities, if not specified above	4 spaces/100m^2 GLFA for the first 20,000m^2 GLFA, 3.3 spaces/100m^2 GLFA for the next 10,000m^2 GLFA, 3.0 spaces/100m^2 thereafter 3 spaces/100m^2 of any gross	0.5 spaces/100m^2 GLFA

	leasable outdoor display area	
Schools and pre-schools:		
Pre-schools	1 space/ 10 children	0.5 space per FTE staff
Schools	1 space per 25 pupils (Year 8 and below) 0.5 spaces per 25 pupils (Year 9 and above)	0.5 space per FTE staff
Spiritual facility:	1 space/10m^2 PFA; or 1 space/10 seats (whichever is the greater)	10% of visitor requirement
Tertiary education and research activities:	1 spaces/ 100m^2 GFA	1 space/ 30m^2 GFA
Visitor accommodation activities:		
Hotels	1 space/ 4 bedrooms	1 space/ 30 bedrooms
Other Visitor accommodation activities, if not specified above	1 space/unit or 1 space/3 bedrooms, whichever is the greater (except that for every coach park provided the number of car parking spaces may be reduced by 3)	1 space/10 units or 1 space/30 bedrooms, whichever is the greater

Note:

a) The car parking requirements listed in Table 7.2 are categorised by activity. When calculating the overall parking requirements for a activity the separation of areas into different activities will be required where the gross floor area of an activity (or public floor space or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total gross floor area of the activity. The total parking requirement for any activity will be the sum of the parking requirements for each area.

b) Where the parking requirement in Table 7.2 results in a fractional space, any fraction under one half shall be disregarded, except for staff car parking where any fraction under one half shall be counted as one space. Any fraction of one half or more shall be counted as one space.

c) Where an activity falls under the definition of more than one activity in Table 7.2, then the higher parking requirement shall apply.

d) Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.

e) FTE = Full Time Equivalent

f) The required parking shall be provided on the same site as the site of the activity.

g) Appendix 14 contains Parking Reduction Adjustment Factors that can be considered for reducing parking requirements through the resource consent process.

Table 7.3- Minimum number of car parks required for people with disabilities	
Total number of car park spaces being provided	Minimum number of car parks for people with disabilities
1 – 20	1
21 – 50	2
> 50	2 + 1 additional disability car park for every additional 50 car parks

Note: Rule 7.5.1 requires all buildings with a Gross Floor Area greater than 2,500 m2 to provide parking spaces for people with disabilities, even if no other parking spaces are provided. If no other car parks are provided, the amount of disability car park spaces required shall be calculated by determining how many disability car park spaces would be required if one standard parking space per 100 square metres Gross Floor Area were provided.

2. Any space required for off-street parking other than for a residential activity shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

3. All required staff car parking spaces shall be permanently marked and signed for the exclusive use of staff employed on the site.

4. Parking spaces for people with disabilities shall be provided at the closest possible point to the accessible entrance to the activity with which they are associated and the most direct route from the disability car park spaces to the activity shall be accessible for mobility impaired persons.

5. All car parking spaces shall be laid out in accordance with Table 7.4 and Figure 7.1. Manoeuvring areas shall be designed to accommodate the 85 percentile design motor car as set out in Appendix 4.

6. Critical manoeuvring areas such as aisles in or between major structures, or changes in grade shall be designed to accommodate the 99 percentile design vehicle as set out in Appendix 5.

Minimum dimensions for car parking spaces

Table 7.4 - Car Park dimensions						
Type of use	**Parking Angle**	**Parking stall width (m)[4]**	**Aisle width (m) [6]**	**Parking stall depth (m) [5]**	**Over hang (m)**	**Total Width (stall depth and aisle width)**
Long term (1)	90°	2.4	6.6	5.0	0.6	11.6
Medium term (2)		2.5	6.4			11.4
Short term (3)		2.6	6.2			11.2
Disability car parking		3.6	6.6			11.6
Long term (1)	60°	2.4	5.4	5.0	0.4	10.4
Medium term (2)		2.5	5.1			10.1
Short term (3)		2.6	4.8			9.8
Long term (1)	45°	2.4	4.5	5.0	0.4	9.5
Medium term (2)		2.5	4.2			9.2
Short term (3)		2.6	3.9			8.9
Long term (1)	30°	2.3	4.1	4.0	0.4	8.1
Medium term (2)		2.4	3.8			7.8
Short term (3)		2.5	3.5			7.5
Disability car parking	Parallel	3.6	3.3 (one way) / 5.5 (two way)	6.1		
All users	Parallel	2.0	3.3 (one way) / 5.5 (two way)	6.1		

Notes:

1. Long term parking: generally all day parking.
2. Medium term parking: generally two to four hour parking
3. Short term parking: generally two hour parking or less
4. Stall widths shall be increased by 300 millimetres where they abut permanent obstructions such as a wall, column or other permanent obstruction.
5. The stall depth may be reduced by the corresponding overhang length if a low kerb allows overhang, but this overhang shall not encroach the required landscape areas.
6. 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.

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

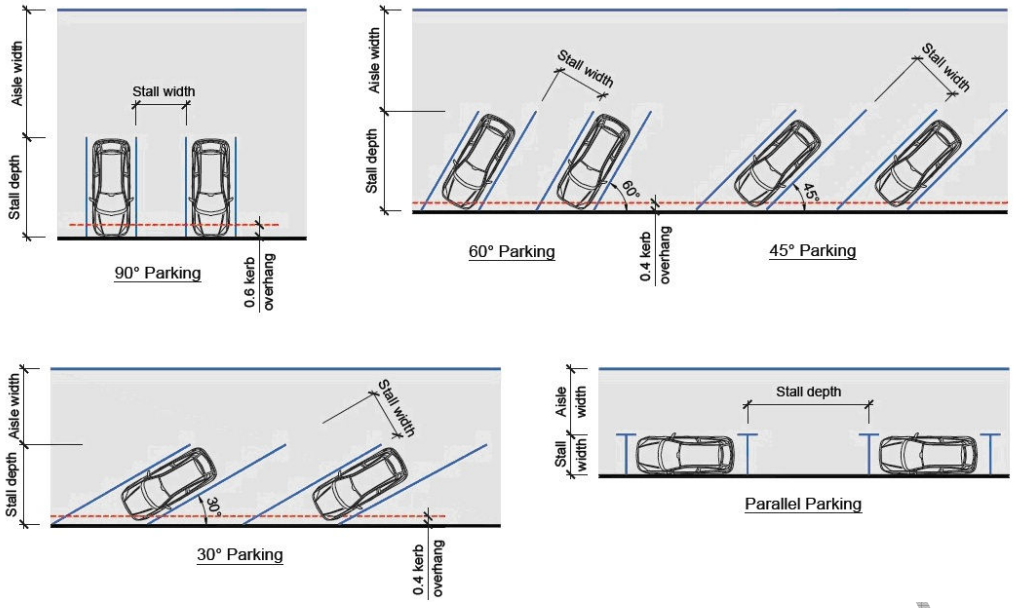


Figure 7.1: Car Park dimensions

Appendix 2 - Cycle parking Facilities

1. Visitor cycle parking facilities shall be provided as follows:
    a. The number of on-site visitor cycle parks provided shall be at least the minimum number of visitor cycle parks in Table 7.5.
    b. Stands shall be securely anchored to an immovable object.
    c. Stands shall support the bicycle frame and a wheel.
    d. Stands shall allow the bicycle frame to be secured.
    e. Cycle parking facilities shall be clearly signposted or visible to cyclists entering the site.
    f. Cycle parking facilities shall be located so as not to impede pedestrian thoroughfares including areas used by mobility or visually impaired persons.
    g. Cycle parking facilities shall be located so that the bicycle is at no risk of damage from vehicle movements within the site.
    h. Cycle parking facilities shall be located as close as possible and no more than 30 metres from at least one main pedestrian public entrance to the building/ activity. However where a building has no setback from road frontage which results in there being no space for the visitor cycle parking to be provided within 30m of at least one main pedestrian public entrance, the visitor cycle parking may be constructed in a position which most nearly complies.
    i. Comply with the lighting requirements in rule 7.5.6.
    j. Stands shall have the following minimum dimensions in Figure 7.2

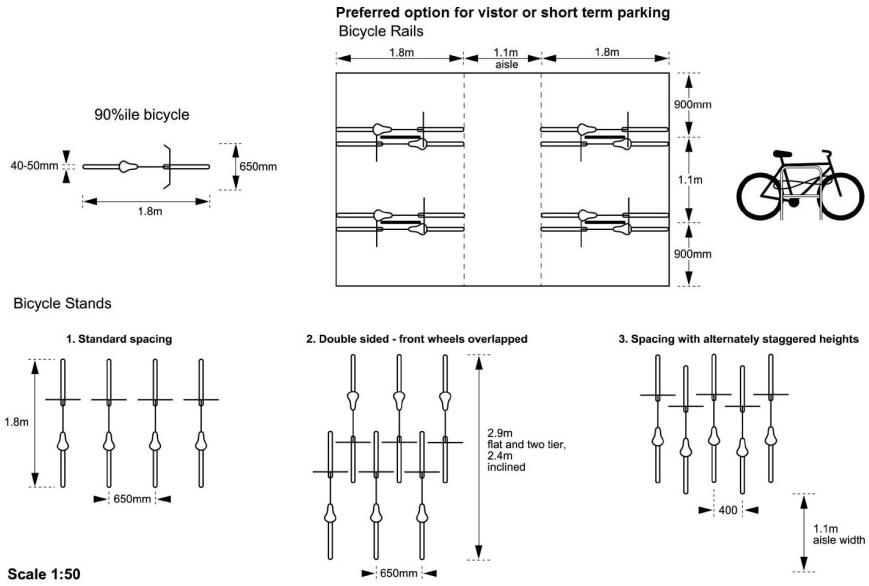


Figure 7.2 – Minimum cycle parking dimensions

2. Staff / residents / students cycle parking facilities shall be provided by way of the following:
    a. The number of on-site staff/ residents / students cycle parks provided shall be at least the minimum number of staff/ residents / students cycle parks in Table 7.5.
    b. Staff / residents / students cycle parking facilities shall be located so it is easily accessible for staff, residents or students of the activity.
    c. Consist of a stand or enclosed space that allows the bicycle to be secured and covered.
    d. If a stand is provided, it meets the visitor cycle parking requirements in (1) except for (e) and (h).
    e. 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 in Table 7.6.

Table 7.5 - Minimum numbers of cycle parks required

Activity		**Visitor Cycle Park**	**Staff / residents / students cycle parking**
Entertainment Facility	Small to medium venues (up to 500 seats)	1 per 30 seats	1 staff cycle park per 5 FTE staff
	Large venues (more than 500 seats)	1 per 60 seats	1 staff cycle park per 5 FTE staff
	Gymnasiums, Dance studios	1 per 50m^2 GFA	1 staff cycle park per 2 FTE staff
Health Care Facility	All	1 per 100m^2 GFA	1 staff cycle park per

			2 FTE staff
Hospitals	All	1 per 100m^2 GFA	1 staff cycle park per 1.5 FTE staff
Industrial activity	All	1 per 1000m^2 GFA	1 staff cycle park per 5 FTE staff
Offices and commercial services	All	1 per 500m^2 GFA	1 staff cycle park per 100m^2 GFA
Residential activity	Care homes	1 per 30 clients	1 staff cycle park per 2 FTE staff
	Social housing	1 per 10 units for developments with 10 or more units	1 residents cycle park per dwelling without a garage
	Student hostel accommodation	1 per 10 bedrooms	1 residents cycle park per 2 bedrooms
	Other Residential Activities, if not specified above	1 per 20 units for developments with 20 or more units	1 residents cycle park per dwelling without a garage
Retail activity	Factory Shops, Retail activities in Commercial Retail Park zones, Service Stations Trade Suppliers, and Yard Based Suppliers,	1 per 600m^2 GFLA	1 staff cycle park per 750m^2 GFLA
	Food and Beverage Outlets	1 per 25 m^2 PFA plus 1 per 100m^2 outside area	1 staff cycle park per 100m^2 PFA plus 1 per 200m^2 outside area
	Other Retail activities, if not specified above	1 per 300m^2 GFLA	1 staff cycle park per 750m^2 GFLA
Schools and pre-schools	Preschools	1 per 20 FTE staff	1 staff cycle park per 5 FTE staff
	Schools	1 per 30 of student capacity (Year 6 and below) 1 per 100 of students capacity (Year 7 and above)	1 staff cycle park per 5 FTE staff and 1 student cycle park per 5 FTE students (Year 6 and below) 1 staff cycle park per 5 FTE staff and 1 student cycle park per 1.5 FTE students (Year 7 and above)

Spiritual facility:	All	1 per 50m^2	1 per 2 FTE staff
Tertiary education and research activities	All	1 per 100 of student capacity	1 staff cycle park per 5 FTE staff and 1 student cycle park per 4 FTE students
Visitor accommodation activities	All	1 per 20 bedrooms	1 per 5 FTE staff

Note:

1. Where the cycle parking requirement results in a fractional space, any fraction under one half shall be disregarded. Any fraction of one half or more shall be counted as one space.
2. FTE = Full Time Equivalent
3. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.

Table 7.6 - Minimum number of cycle parking end of trip facilities required	
Number of staff / residents / students cycle parks required	Number of end of trip facilities required
1	None
2 -10	1 locker per every staff/ resident / student cycle park provided
> 10	1 locker per every staff / resident / student cycle park provided + 1 shower per every ten staff cycle parks provided

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

Appendix 3 - Loading Areas

1. Minimum number of loading spaces required

Table 7.7 - Minimum loading space standards		
Activity	**Number of Heavy Goods Vehicle bays to be provided**	**Number of 99 percentile vehicle bays to be provided**
Entertainment Facility		
Cinemas	1 per cinema complex	Nil
Theatres	1 per theatre	Nil
Gymnasium (for public, or private club use)	1 / 8,000m^2 GFA	Nil
Sports courts (for public, or private club use)	Nil	Nil
Sports fields (for public, or private club use)	Nil	Nil
Swimming pools (for public, or private club use)	1/ 2000m^2 pool area	Nil
Other Entertainment Facilities if not specified above	Nil	1 / 2,000m^2 PFA
Health Care Facility	Nil	Nil
Hospitals	1 / 1,000m^2 GFA	Nil
Industrial activity	1 / 1,000m^2 GFA or part thereof	Nil
Offices	1/ 8,000m^2 GFA (up to 16,000m^2 GFA). 1/ 20,000m^2 GFA (after 16,000 m^2 GFA)	1/ 8000m^2 GFA or part thereof
Open Space		
Open space 1 Zone	Nil	Nil
Open space 2 and 3 Zones	(See places of entertainment)	(See places of entertainment)
Residential activity		
Care homes	Nil	One for care homes with more than 20 clients
Student hostel accommodation	1 per hostel	1 / 100 beds
Other Residential Activities, if not	Nil	Nil

specified above		
Retail activity and commercial services		
Food and beverage outlets	1 / 1000m^2 PFA	Nil
Other Retail activities or commercial services, if not specified above	1 / 1600m^2 GLFA for the first 6,400m^2 GLFA, 1 / 5000m^2 GLFA thereafter	Nil
Schools and pre-schools	With 100 or more pupils: 1	With 20 pupils or more, but less than 100: 1 With 100 or more pupils: 1 / 100 pupils
Spiritual facility	Nil	1/ 200m^2 PFA
Tertiary Education and Research Activities	1 / 100 full time equivalent students	1 / 100 full time equivalent students
Visitor accommodation activities		
Hotels	1/ 100 bedrooms (for the first 300 bedrooms, nil thereafter)	1 / 50 bedrooms
Other Visitor accommodation activities, if not specified above	1 / 100 units or 50 bedrooms (for the first 200 units or 200 bedrooms, nil thereafter)	1 / 50 units or 50 bedrooms, whichever is the greater

Note:

a) 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

b) Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.

2. Minimum loading area dimensions

A Heavy Goods Vehicle Bay shall comply with one of the following vehicle sizes in Table 7.8 (depending on the largest vehicle expected to use the loading space). For commercial and industrial sites where waste collection occurs internally, a loading space and associated manoeuvring area large enough to accommodate a Medium rigid vehicle must be allowed for.

Table 7.8 Loading space dimensions for Heavy Goods Vehicle Bays			
Largest vehicle expected to use the loading space	Minimum dimensions	Minimum dimensions (if loading space is parallel to the access to the loading space)	Associated manoeuvring areas shall be designed to accommodate the minimum turning

			area shown in:
Small rigid vehicle	3.5m x 6.4m	3.5m x 8.4m	Figure 7.3
Medium rigid vehicle	3.5m x 8.8m	3.5m x 10.8m	Figure 7.4

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

Table 7.9 Loading space dimensions for 99 percentile vehicle bay		
Minimum Dimensions	Minimum Dimensions (if loading space is parallel to the access to the loading space)	Associated manoeuvring areas shall be designed to accommodate the minimum turning area shown in:
3.5m x 5.2m	3.5m x 7.2m	Appendix 5

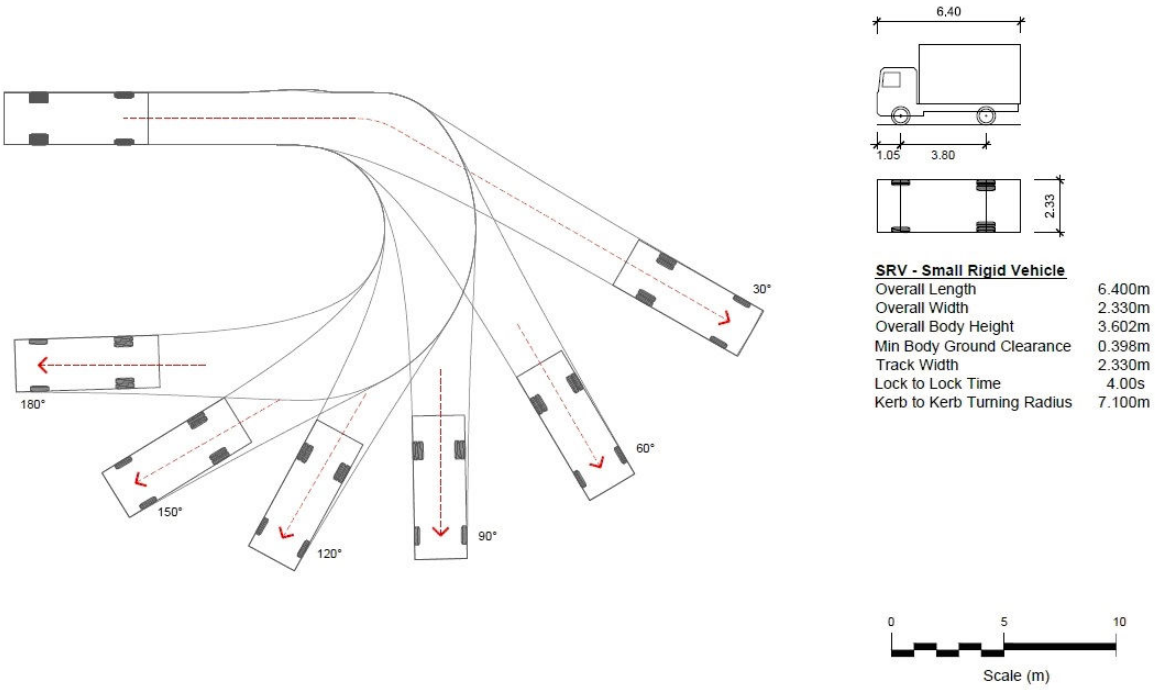


Figure 7.3 – Turning area for Small Rigid Vehicles

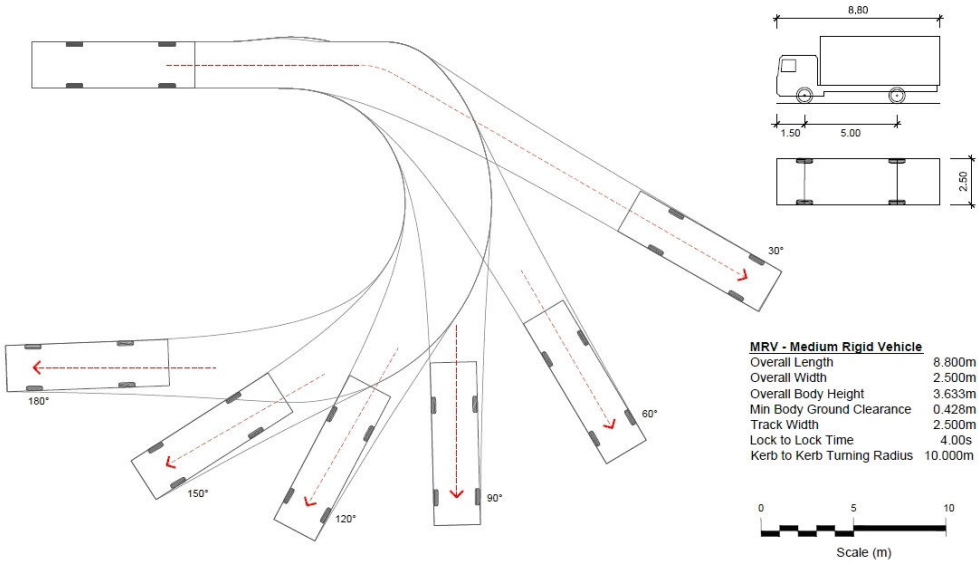
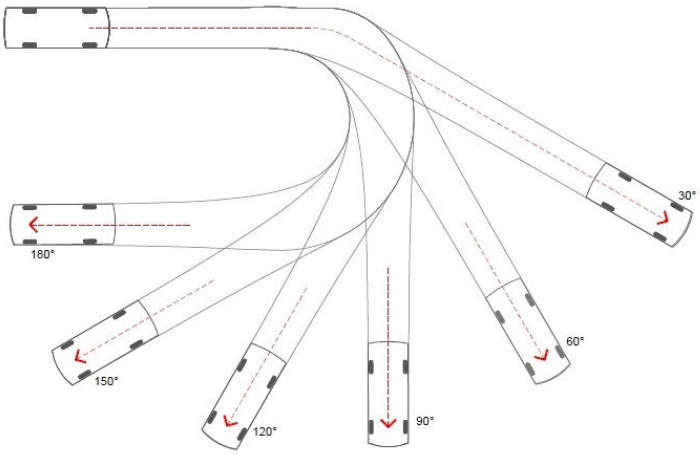
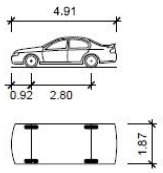


Figure 7.4 – Turning area for Medium Rigid Vehicles

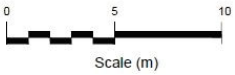
Note: Design guidance for commercial vehicle access and parking may be obtained from the *Australian/ New Zealand Standard Parking Facilities Part 2: Off Street commercial vehicle facilities, AS/NZS2890.2.2002*, and any subsequent amendments. Compliance with the Australian/ New Zealand Standard is recommended, but is not a requirement to achieve permitted activity status.

Appendix 4 - 85 percentile design motor car

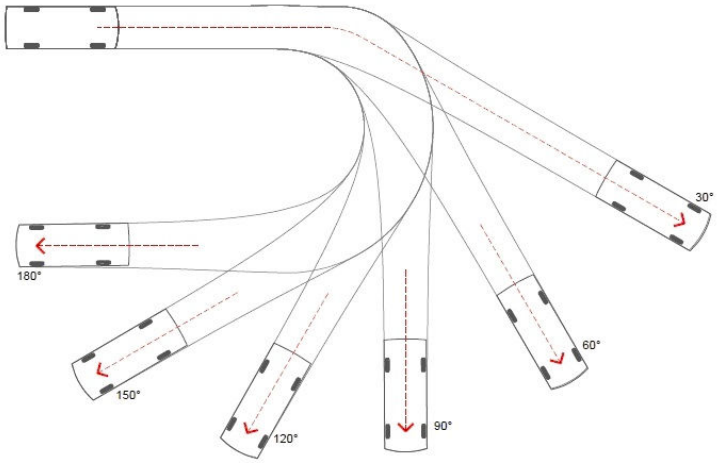


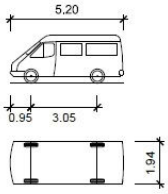


B85 Vehicle (Realistic min radius) (2004)	
Overall Length	4.910m
Overall Width	1.870m
Overall Body Height	1.421m
Min Body Ground Clearance	0.159m
Track Width	1.770m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	5.750m

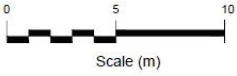


Appendix 5 - 99 percentile design vehicle





B99 Vehicle (Realistic min radius) (2004)	
Overall Length	5.200m
Overall Width	1.940m
Overall Body Height	2.200m
Min Body Ground Clearance	0.312m
Track Width	1.840m
Lock to Lock Time	4.00s
Kerb to Kerb Turning Radius	6.520m



Appendix 6 – Manoeuvring for parking and loading areas

1. Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any vehicle access to any parking spaces, except for parallel parking spaces.
2. Parking and loading spaces shall be located so vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring out of any parking or loading space.
3. For any activity, the vehicle access manoeuvring area shall be designed to accommodate the 85th percentile design motor car, as specified in Appendix 4, as a minimum.
4. In any car park structure, columns shall be set back a minimum of 300 millimetres from the parking aisle and shall not be located so as to obstruct the opening of car doors from within any parking space.

Appendix 7 – Standards for Access Design

1 (a) All vehicular access to and within a site shall be in accordance with the standards set out in Table 7.10 below.

Table 7.10 - Minimum requirements for private ways and vehicular access

Activity	**Number of parking spaces provided** [(a)] (For residential activities, the number of residential units)	**Minimum legal width (m)** [(b)]	**Minimum formed width (m)** [(b)]	**Maximum formed width (m)** [(b)]
Residential and offices	1 to 3	3.3	2.7	4.5
Residential and offices	4 to 8	3.6	3.0	6.0
Residential and offices	9 to 15	5.0 [(d)]	4.0	6.0
All other activities	1 to 15	5.0	4.0	7.0
All activities	More than 15	6.6 [(d)]	5.5	7.0

Clarification of Table 7.10:

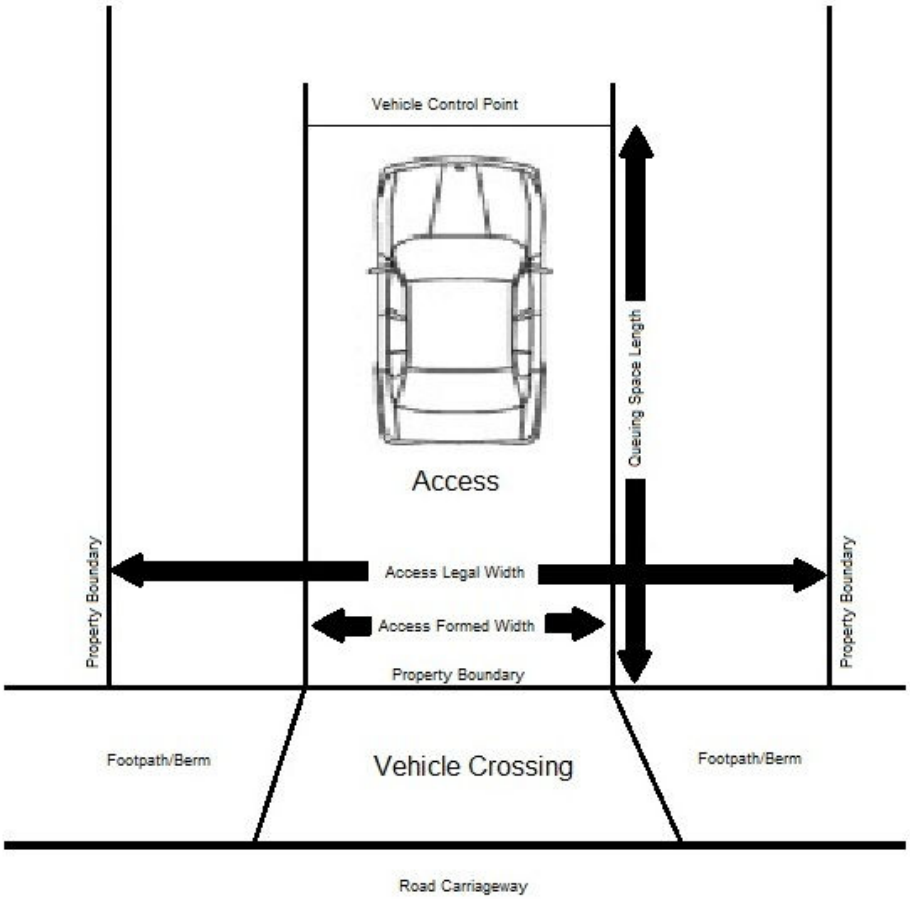
i. Parking spaces mean formed car parking spaces.

ii. The minimum and maximum widths shall be measured at the road/property boundary and apply within the site until the first vehicle control point.

iii. The difference between minimum formed width and minimum legal width may be utilised for planting.

(b). Any vehicular 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 vehicular access serves nine or more parking spaces or residential units and there is no other pedestrian and/or cycling access available to the site then a minimum 1.5 metre wide space for pedestrians and/or cycling shall be provided and the legal width of the access shall be increased by 1.5 metres.
(d). Where parking spaces are provided in separate areas, then the connecting vehicular access between the parking areas shall be in accordance with the standards in Table 7.10 based on the number of parking spaces served.
(e). See Rule 7.5.4 for when on-site manoeuvring is required.

Figure 7.5 – Explanation of the Location of Access Design Standards

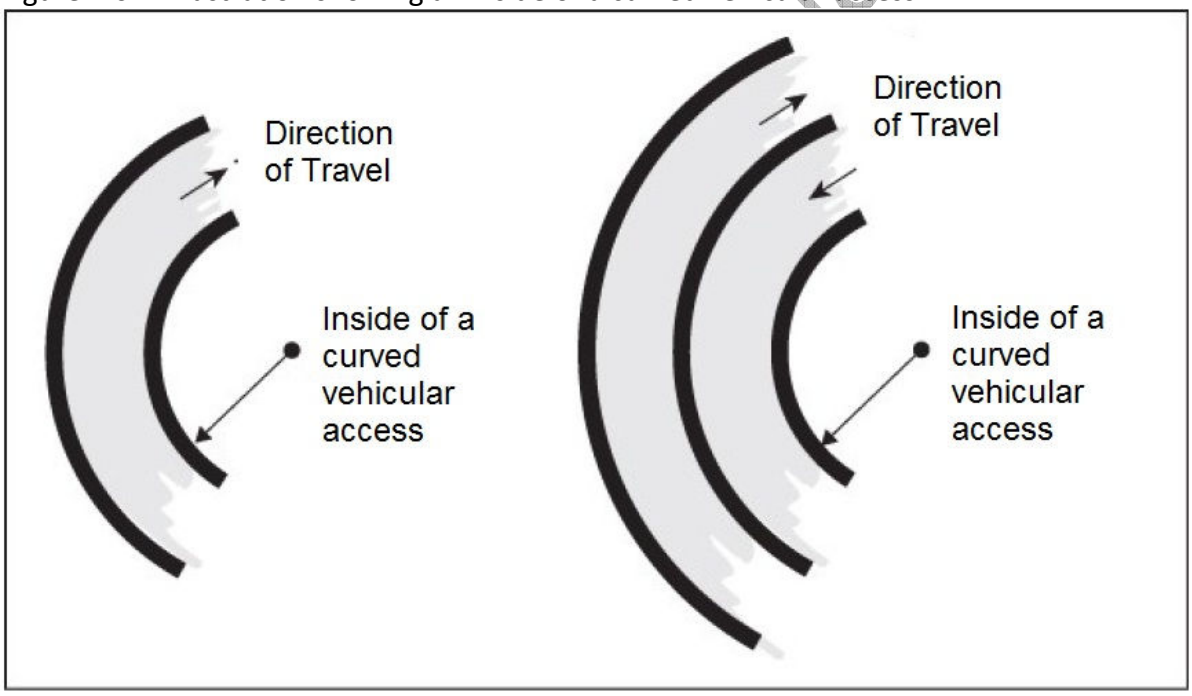


2 (a) The maximum gradient at any point on a vehicular access shall be in accordance with **Table 7.11**.

Table 7.11- Maximum gradients for access		
Parking spaces provided (For residential activities, the number of residential units)	**Length of vehicular access**	**Maximum gradient**
1 to 2	Any length	1 in 4 (25%)
3 to 6	<20m	1 in 4 (25%)
3 to 6	>20m	1 in 5 (20%)
More than 6	<20m	1 in 5 (20%)
More than 6	>20m	1 in 6 (16%)

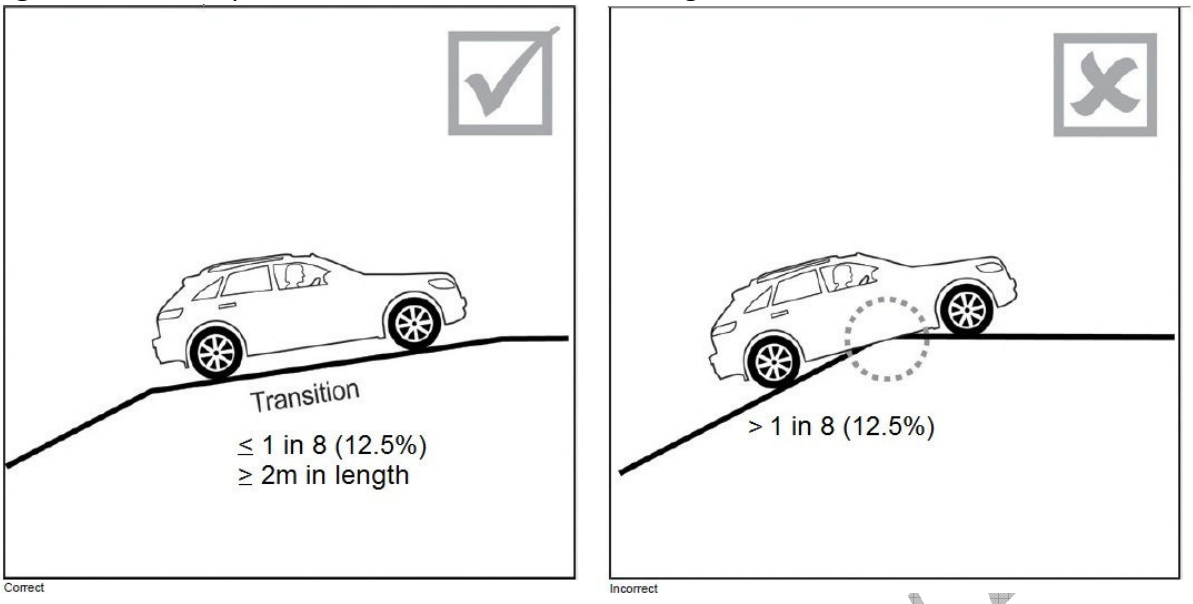
Note: The maximum gradient shall be measured on the inside of a curved vehicular access (see Figure 7.6).

Figure 7.6 – Illustration showing an inside of a curved vehicular access



(b). 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 two metres, see Figure 7.7 for an example.

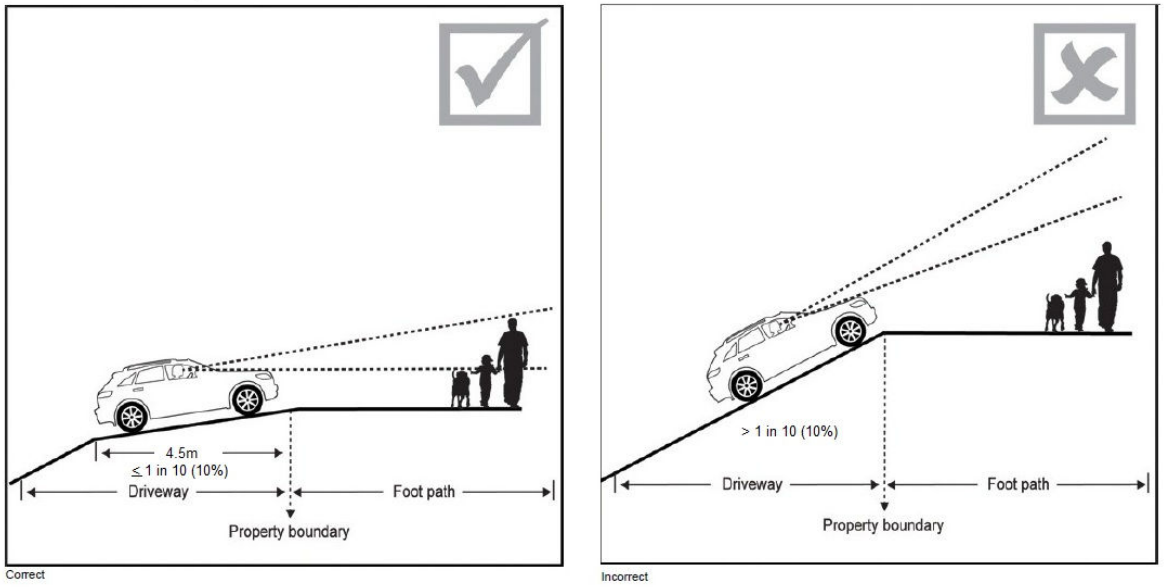
Figure 7.7 – Example of correct and incorrect access gradients transitions.



(c). Where the gradient exceeds 1 in 10 (10%) the access is to be sealed with a non-slip surfacing to enable safe access in wet or icy conditions.

(d). Where a vehicular access serves more than six car parking spaces (or more than residential units) and a footpath is provided on the frontage road, the gradient of the first 4.5 metres measured from the road boundary into the site shall be no greater than 1 in 10 (10%), see Figure 7.8 for an example.

Figure 7.8 – Example of correct and incorrect access gradients in relation to footpaths.



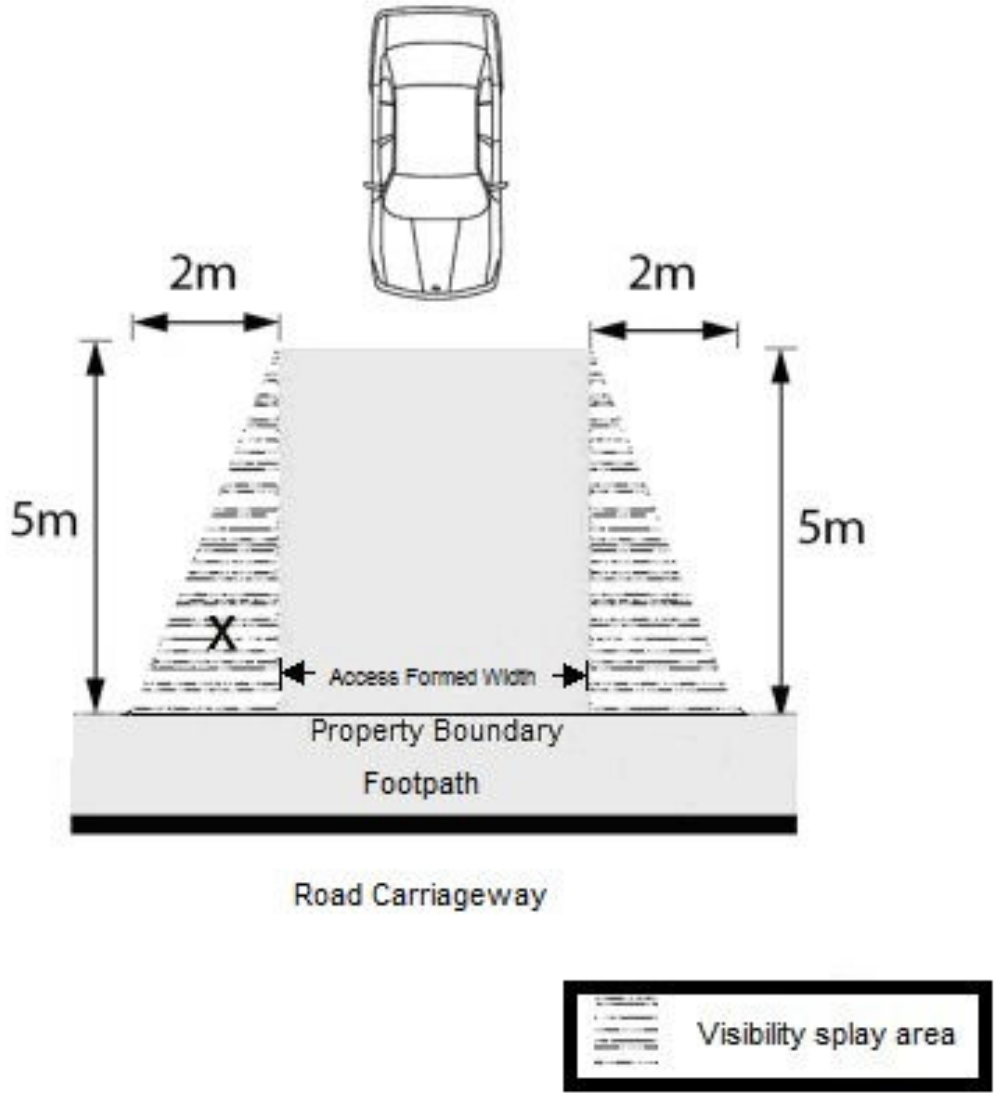
Appendix 8 – Queuing spaces

On-site queuing spaces shall be provided and available during hours of operation, for all vehicles entering a parking or loading area. The length of the queuing space shall be in accordance with Table 7.12. 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. Queuing space length shall be measured from the road boundary to the nearest vehicle control point (see figure 7.5).

Table 7.12 - Queuing spaces		
	Minimum queuing space (m), if access serves:	
Number of parking spaces (For residential activities, the number of residential units)	**Car parks accessed from local and collector roads**	**Car parks accessed from arterial roads**
4 - 10	0	7.5
11 - 20	7.5	10.5
21 - 50	10.5	
51 - 100	15.5	
101 - 150	20.5	
151 or over	25.5	

Appendix 9 - Visibility Splay

Figure 7.9: Visibility splay measurement



1. The visibility splay areas (as shown on Figure 7.9) 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 0.5m in height.
2. If the access is 4.5m wide or greater, and the access provides for two-way traffic flow then there is no requirement to provide a visibility splay on the side of the access marked with an X in Figure 7.9.

Appendix 10 - Design of rural vehicular access

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

Table 7.13- Design of rural vehicular access

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
≤ 1	1 - 30	No	Figure 7.10
≤ 1	1 - 30	Yes	Figure 7.12
≤1	31 - 100	Yes or No	Figure 7.12
> 1	1 - 30	Yes or No	Figure 7.11
> 1	31 - 100	Yes or No	Figure 7.12

Figure 7.10

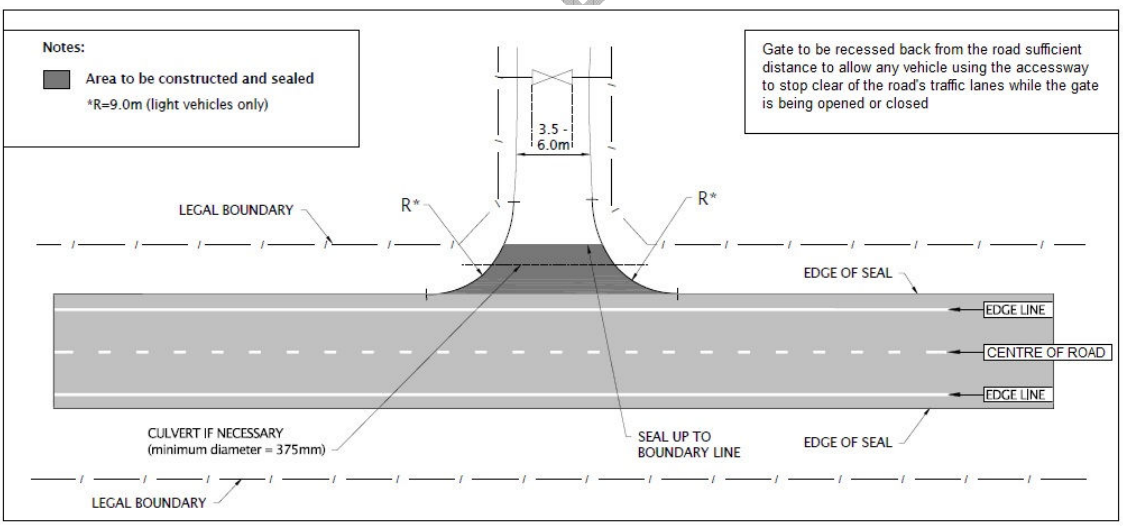


Figure 7.11

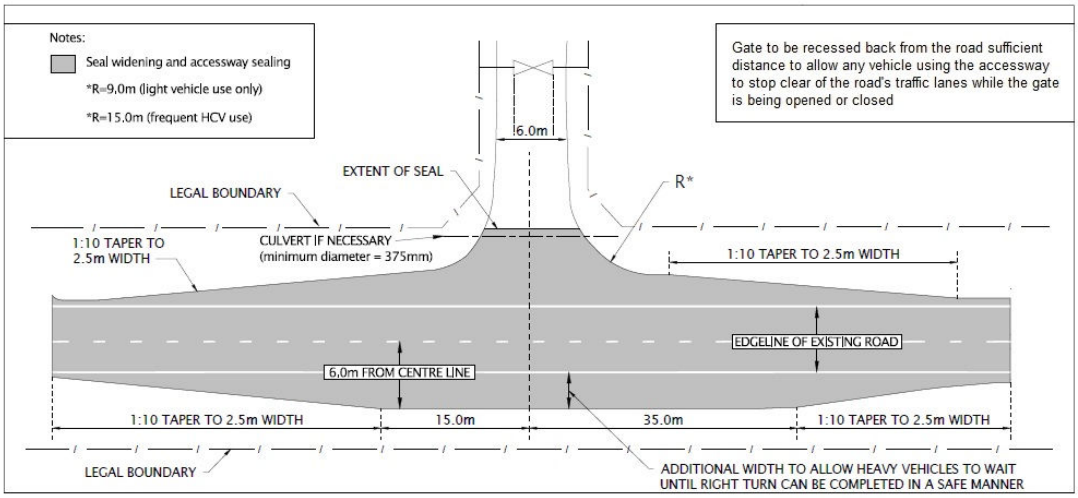
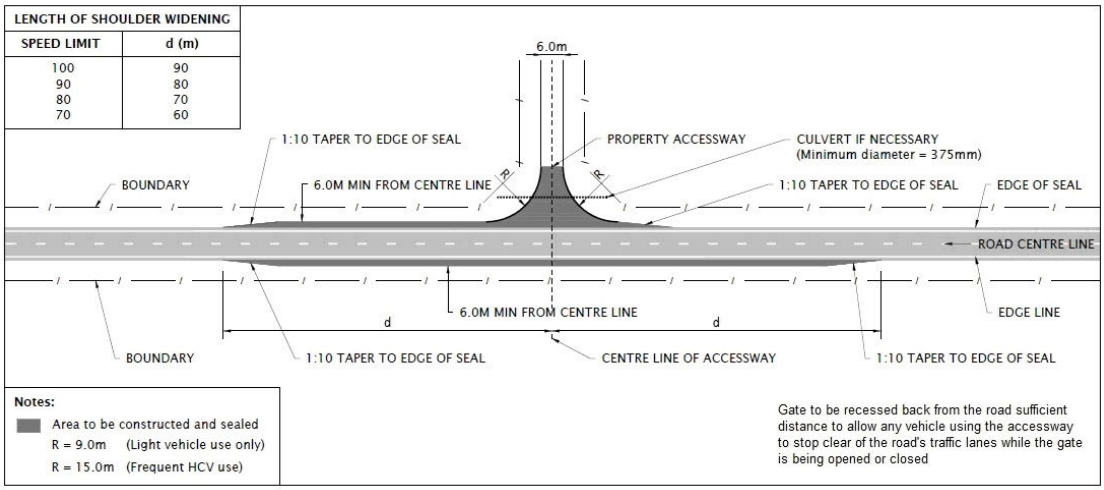


Figure 7.12



Note:

R = radius

HCV = Heavy Commercial Vehicle

Appendix 11 – Standards on the location of vehicle crossings

Minimum distance between vehicle crossings

Vehicle crossings to a frontage road with a speed limit of 70 kilometres per hour or greater shall have a minimum spacing to an adjacent vehicle crossing on the same side of the frontage road on the same or an adjacent site, in accordance with the minimum distances set out in Table 7.14.

Table 7.14 - Minimum distance between vehicle crossings (distance in metres)			
	Type of road frontage		
Frontage road speed limit (km/h)	**Arterial**	**Collector**	**Local**
70	40	40	40
80	100	70	50
90	200	85	65
100	200	105	80

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

Maximum number of vehicle crossings

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

Table 7.15 - Maximum number of vehicle crossings			
	Type of road frontage		
Frontage length (m)	**Local and collector**	**Minor arterial**	**Major arterial**
0 - 16	1	1	1
>16 - 60	2	1	1
>60 - 100	2	2	1
>100	3	2	2

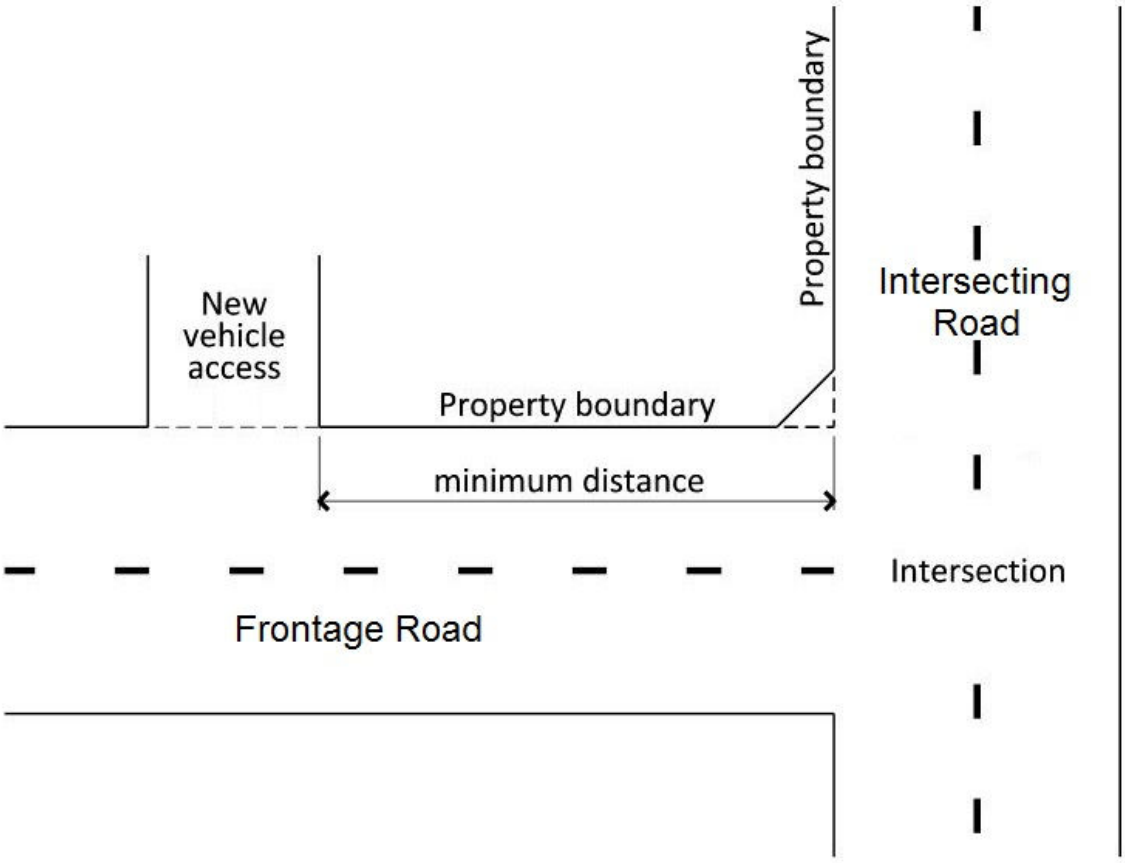
Minimum Distances of vehicle crossings from intersections

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

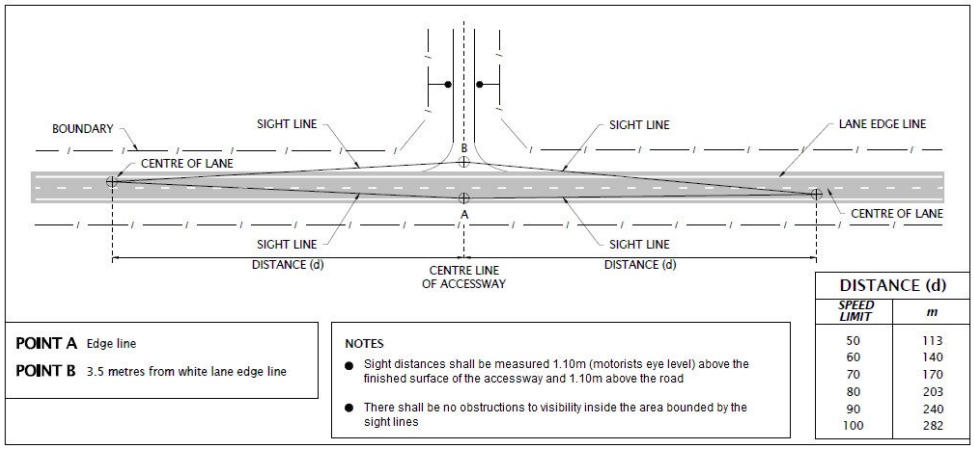
Table 7.16- Minimum Distances of vehicle crossings from intersections			
Speed limit <70km/h			
Intersecting road type (distance in metres)			
Frontage Road	**Arterial**	**Collector**	**Local**
Arterial	30	30	30
Collector	20	20	10
Local	20	15	10
Speed limit 70 - 90 km/h			
Intersecting road type (distance in metres)			
Frontage Road	**Arterial**	**Collector**	**Local**
Arterial	100	100	100
Collector	45	45	45
Local	45	45	45
Speed limit >90km/h			
Intersecting road type (distance in metres)			
Frontage Road	**Arterial**	**Collector**	**Local**
Arterial	200	200	200
Collector	60	60	60
Local	60	60	60

1. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 7.16.
2. The measurement of the distances between the vehicle crossings from intersections shall be in accordance with Figure 7.13.

Figure 7.13: Minimum Distances of vehicle crossings from intersections



Vehicle crossing sight lines for rural roads



Appendix 12 – Road Classification System

The purpose of Appendix 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 road in a particular category.

Description of the Road Classification System

Functional hierarchy (Movement and Place Functions)

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

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

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

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.

Use Hierarchy (Modal Networks)

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

- the cycle network of major, local and recreational cycleways (including on and off road cycleways, and cycleways within rail corridors);
- the core public transport network;
- the walking network;
- the freight network; (including the rail network) and,
- the strategic road network.

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

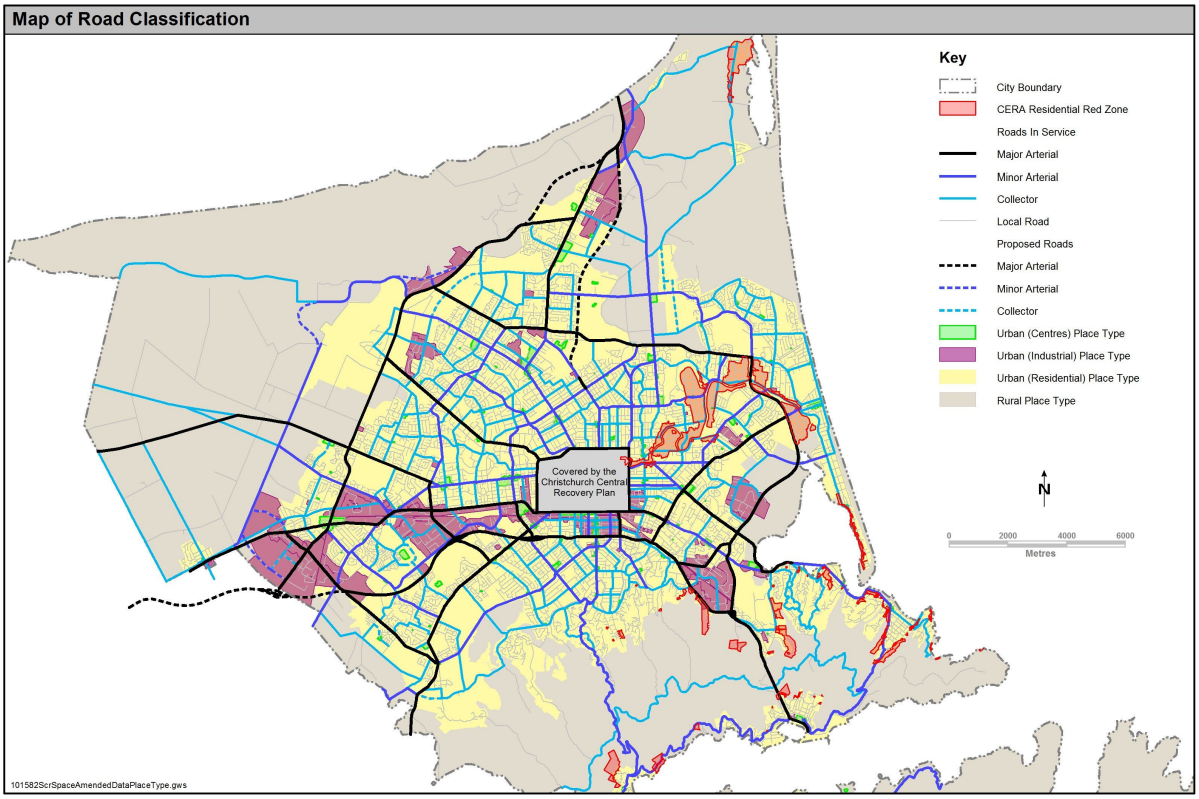
In addition to the classification system the Christchurch Transport Plan highlights the need to manage the road network more efficiently. The Christchurch Network Management Framework has been developed to guide how the network will be managed based on user priority and the time of day to reflect the different demands that occur on the networks and the importance of prioritising user during different times of the day.

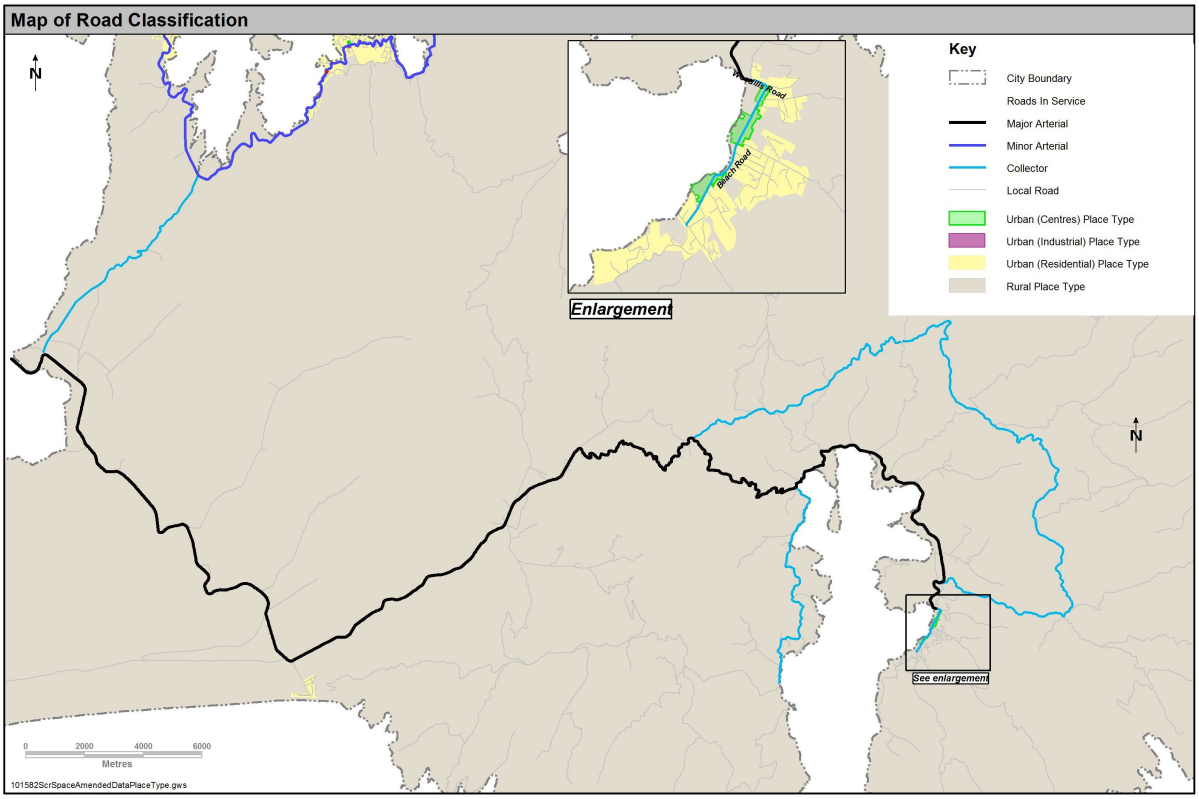
Summary of the Road Classification categories

Each road will have a dual classification (both a 'movement' and 'place' classification) (See **Figure 7.14** for maps of the road classification). The 'movement' and 'place' function categories are:

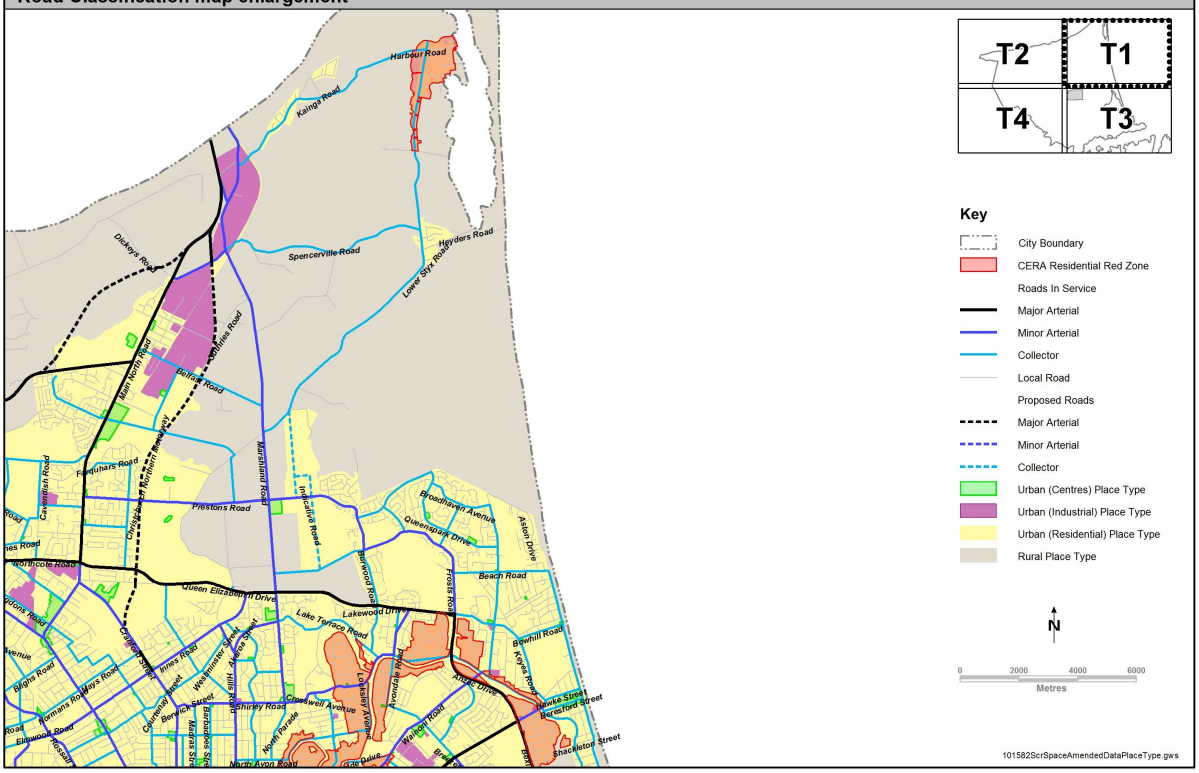
Movement function category	**Explanation**
Major Arterial Roads	State Highways and key roads in Christchurch District that cater especially for longer trips.
Minor Arterial Roads	Roads that provide connections between major arterial roads and the major rural, suburban, commercial and industrial areas. Arterial roads provide the most important movement function and as such require a highest degree of movement function protection.
Collector	Roads that distribute and collect local traffic between neighbourhood areas and the Arterial network. These roads have a similar 'movement' function to the distributor streets in the Central City, which are shown in the Christchurch Central Recovery Plan.
Local	All other roads in Christchurch District.
Place function category	
Urban (Centres)	Any road that is adjacent to a Commercial or Retail Park Zone. These are the areas which are shown as the Urban (Centres) Place Type on the Road Classification Maps (Figure 7.14))
Urban (Industrial)	Any road that is adjacent to an Industrial Zone (i.e. the GI, IP, HI zones). These are the areas which are shown as the Urban (Industrial) Place Type on the Road Classification Maps (Figure 7.14)
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 (Figure 7.14)
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, Retail Park and/or Commercial Zone in Christchurch District. These are the areas which are shown as the Rural Place Type on the Road Classification Maps (Figure 7.14). Rural roads are generally the roads classified as rural or semi-rural in the road classification system in the Christchurch Transport Strategic Plan.

Figure 7.14: Road Classification Maps

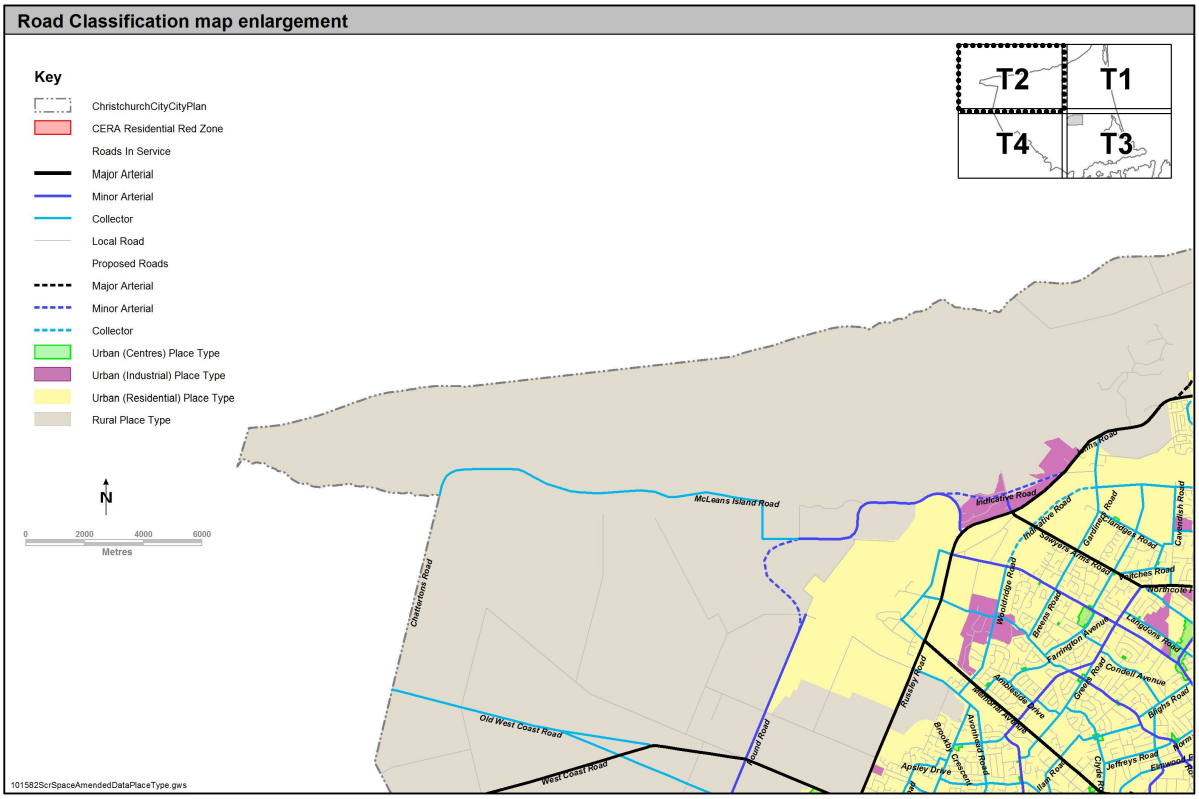


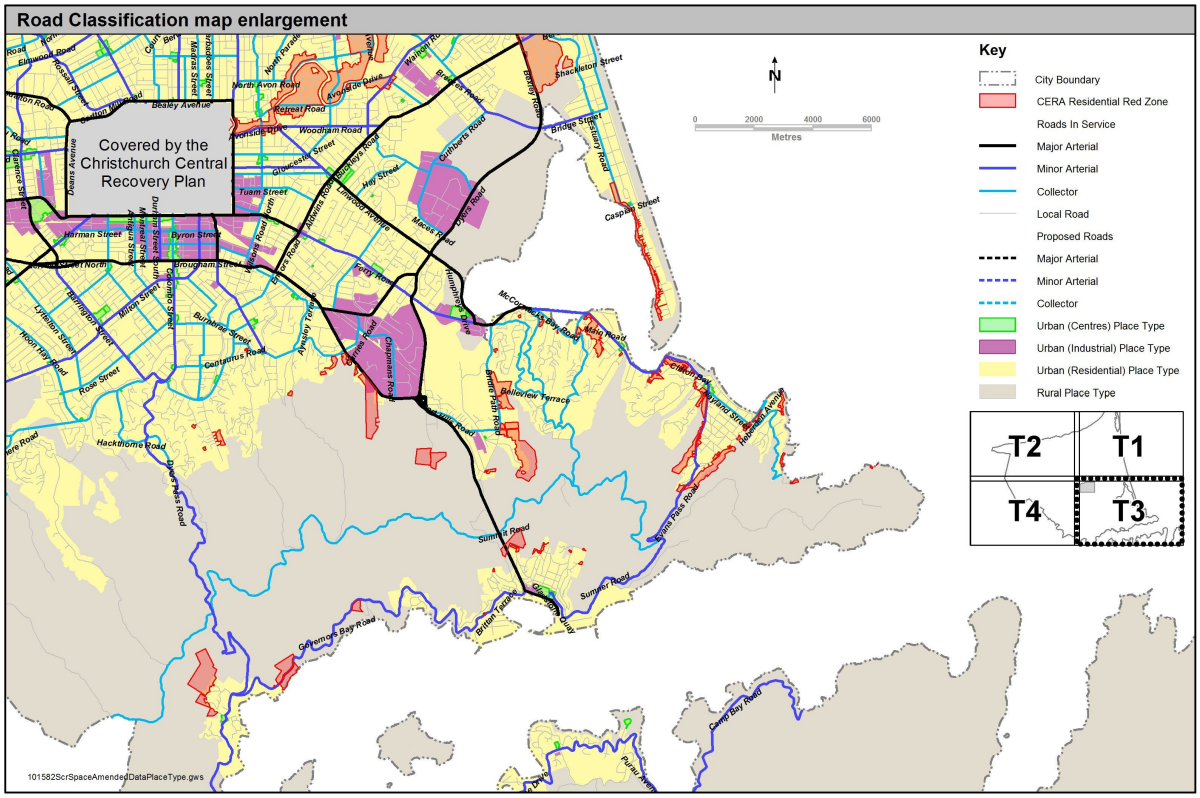


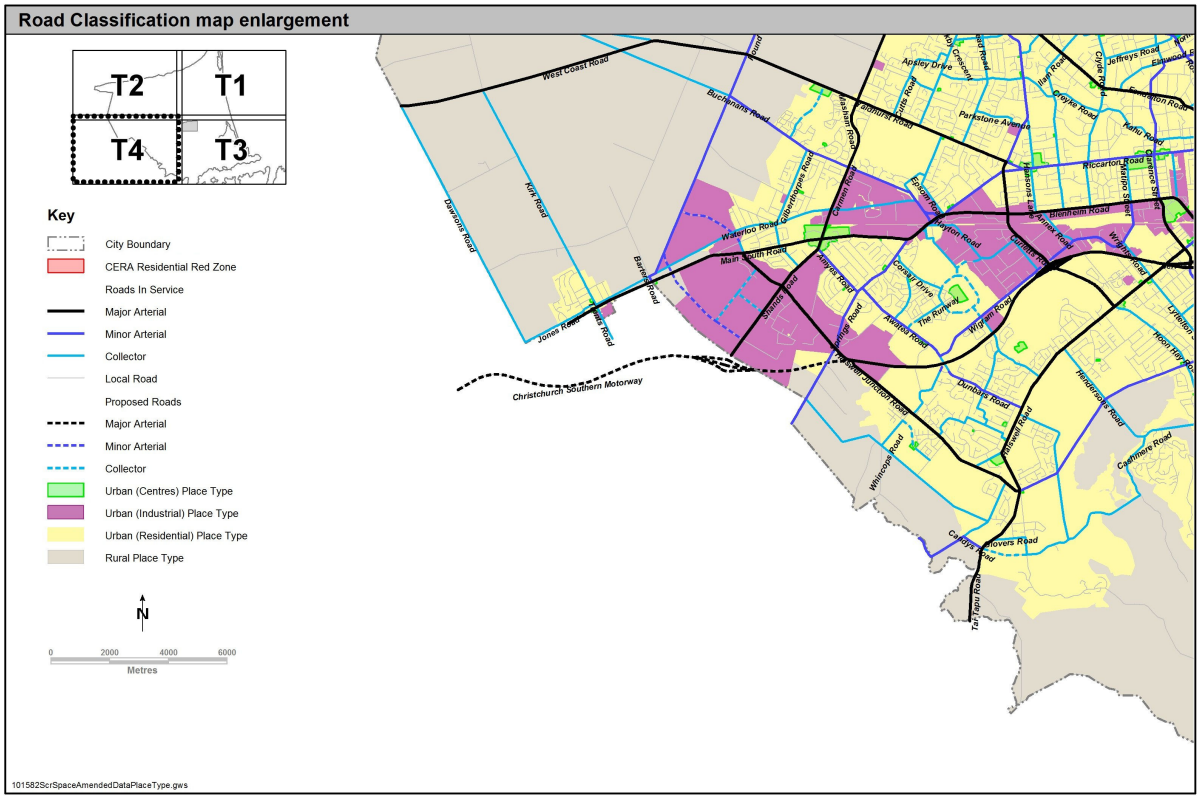
Road Classification map enlargement



Road Classification map enlargement



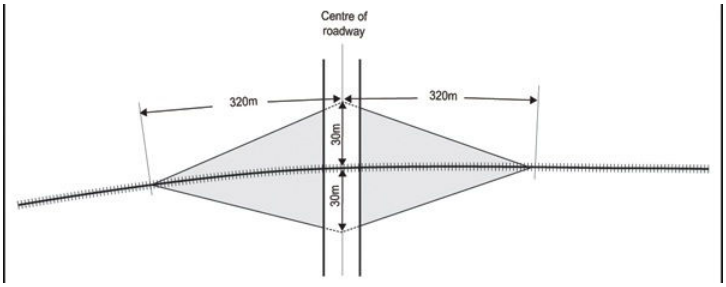

Road Classification map enlargement
Covered by the Christchurch Central Recovery Plan
Key
City Boundary
CERA Residential Red Zone
Roads In Service
Major Arterial
Minor Arterial
Collector
Local Road
Proposed Roads
Major Arterial
Minor Arterial
Collector
Urban (Centres) Place Type
Urban (Industrial) Place Type
Urban (Residential) Place Type
Rural Place Type
T2
T1
T4
T3
N
0 2000 4000 6000
Metres
101582ScrSpaceAmendedDataPlaceType.gws


Road Classification map enlargement
T2
T1
T4
T3
Key
City Boundary
CERA Residential Red Zone
Roads In Service
Major Arterial
Minor Arterial
Collector
Local Road
Proposed Roads
Major Arterial
Minor Arterial
Collector
Urban (Centres) Place Type
Urban (Industrial) Place Type
Urban (Residential) Place Type
Rural Place Type
N
0 2000 4000 6000
Metres
West Coast Road
Buchanans Road
Dawsons Road
Kirk Road
Barters Road
Jones Road
Waterloo Road
Main South Road
Christchurch Southern Motorway
Parkstone Avenue
Riccarton Road
Blenheim Road
Wigram Road
Awatea Road
Hillmorton Road
Whincops Road
Halswell Road
Hendersons Road
Cashmere Road
Templeton Road
Jeffreys Road
Coyles Road
Kahu Road
Apsley Drive
Moyle Crescent
Ilam Road
Clyde Road
Ellesmere Road
Lincoln Road
Curletts Road
Carmen Road
Colombo Street
Corsair Drive
The Runway
Durhams Road
Shands Road
Springs Road
Tai Tapu Road
Clothiers Road
101582ScrSpaceAmendedDataPlaceType.gws

Appendix 13 – Building/ Structure set backs to level crossings

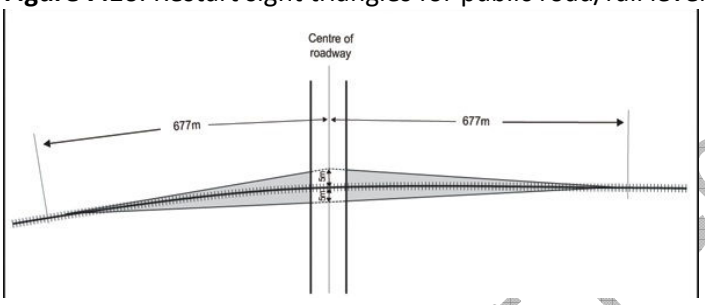
1. Sight Triangles for road/rail level crossings

Figure 7.15: Approach sight triangles for public road/rail level crossings



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

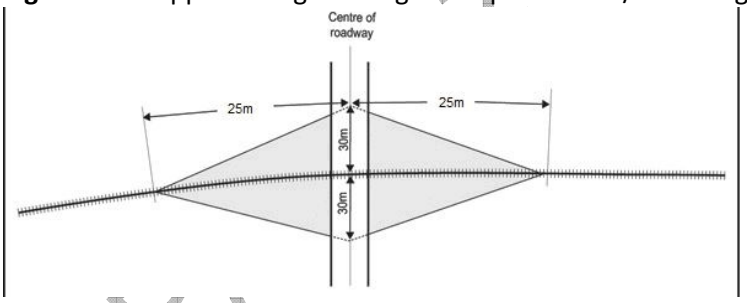
Figure 7.16: Restart sight triangles for public road/rail level crossings



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

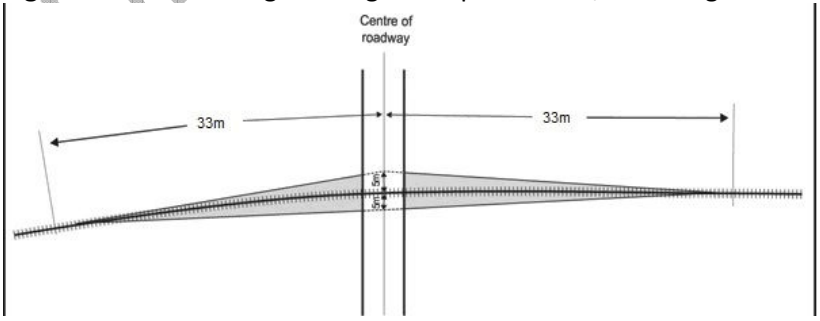
2. Sight Triangles for rail siding level crossings

Figure 7.17: Approach sight triangles for public road/rail siding level crossings



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

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



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

Appendix 14 – Parking Reduction Adjustment Factors

If an activity is a High Trip Generator (i.e. a restricted discretionary activity under rule 7.5.10) or is a permitted activity under rule 7.5.10 but does not meet the minimum parking requirements under rule 7.5.1, the amount of parking proposed will be assessed through a resource consent application. The following Parking Reduction Adjustment Factors can be considered as part of the resource consent process. These suggested reductions from the minimum parking requirements are simply suggestions, the exact suitability for the reduction considering the specific characteristics of the activity and its location can be considered through the resource consent process.

Factor	Description	Suggested Reduction from the Minimum Parking Requirements
GEOGRAPHIC FACTORS		
Public Transport accessibility	Located within a 400m walk of a public transport stop served by a public transport service with a frequency of at least 15 minutes on weekdays between 7am and 6pm.	Up to 10%
	Located within a 200m walk of a public transport stop served by a public transport service with a frequency of at least 30 minutes on weekdays between 7am and 6pm.	Up to 5%
Public Parking Facility	Located within a 400m walk from an off-street car park that is available for use by the general public.	Up to 10%
Walking accessibility	Located within: – a 800m walk of the Central City (i.e. within a 800m walk from one of the 'Four Avenues' (Bealey, Fitzgerald, Moorhouse, Deans, Harper Avenues), or – a 800m walk of a commercial zone that is identified as a District Centre (refer to Chapter 15), or – a 400m walk of a commercial zone that is identified as a local or neighbourhood centre (refer to Chapter 15).	Up to 10%
Access to a Major Cycle Route	Located within 800m from a Major Cycle Route (as identified in the Christchurch Transport Strategic Plan (or any change to those routes during the lifetime of this District Plan)).	Up to 10%
ACTIVITY FACTORS		
Cycle Parking	Where the number of cycle parks (and lockers and showers) provided for the activity exceed the requirements under Rule 7.5.2 (Cycle parking requirements) by at least 5%	Up to 5%
Cycle Parking Facilities	Where the activity provides additional cycle parking facilities, such as secure bicycle storage lockers for visitors, tyre pump and puncture repair equipment.	Up to 5%
Motorcycle Parking	Where the activity provides motorcycle and scooter parking space. The number of motorcycles and scooters that the parking space caters for shall be at least 5% of the number of car parks that are required under the minimum car parking requirements (without any reductions) for the activity in Table 7.2 of Appendix 1.	Up to 5%
Mixed Use Development	Developments that contain a mix of both residential activities and activities where people are employed at the site	Up to 5%
Good Pedestrian/ Wheelchair access	Site layouts that: – have pedestrian access (separated from the vehicle	Up to 5%

to buildings	access and parking areas) with a direct distance of less than 10m from a footpath on public road reserve to the activity's main building public entrance[2], and, – enable people in Wheelchairs or Mobility Scooters to have full access the activity	
Integration with Public Transport	Activities that contain a waiting area for users of public transport or taxis that is safe, sheltered, attractive, accessible, and comfortable.	Up to 5%
Overflow parking plan	If a plan which can adequately address any overflow parking from the activity, without adversely affecting on-street parking.	Up to 5%
Travel Plan	Where a reduction in parking demand is adequately supported by measures in a travel plan for the activity that has been submitted as part of the application	Up to 5%
Incentives to encourage active and/or public transport use	Where incentives to encourage active and/or public transport use is provided to the users of the activity, with acceptance of review conditions to be placed on the resource consent to monitor the ongoing provision of adequate incentives.	Up to 5%
Incentives to reduce travel demand	Providing opportunities to reduce the need for users of the activity to travel to the activity, with acceptance of review conditions to be placed on the resource consent to monitor the ongoing provision of adequate incentives. For example incentives could include providing facilities for online shopping and home deliveries, or providing opportunities to enable employees to work from home or teleconferencing.	Up to 5%
Car Pooling	If a car park is designed to encourage car pooling (for example designating priority car parks of the activity for cars with multiple occupants or an activity providing a shuttle bus/van for its residents and/or employees and/or customers).	Up to 5%

Note

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

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

Appendix 15 – Integrated Transport Assessment (ITA) Requirements Checklist

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

Requirements for a Full ITA	
Item description	**Details to be included**
a) Executive summary	A short synopsis of the assessment.
b) Introduction	A brief description of site characteristics, proposed land use and transport issues.
c) Description of existing land use and transport environment	An outline of the surrounding land use, transport networks, safety and parking.
d) The proposal	An outline of access, parking, loading and cycle facilities arrangements.
e) Travel characteristics	Estimated trip generation for all modes.
f) Future planned transport Infrastructure changes	An indication of any upgrades to the transport network nearby the site which may have relevance to the development.
d) Accessibility	An explanation of how accessible the development will be for each mode regarding access to facilities and safety. An outline of how the development supports relevant objectives and policy.
e) Parking and loading	An outline of how the parking and cycle parking demand will be accommodated for and how any loading issues will be addressed.
f) Assessments of effects	Consideration to the effects the development will have on the transport network for all modes including freight, and effects that proposed transport infrastructure will have on the environment. This should include transport modelling and also consider the impact during construction
g) Mitigation and options to influence travel choice	An outline of measures which have been incorporated to mitigate the effects.
h) Summary	A summary of the main aspects of the assessment.

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