

Independent Hearings Panel

Christchurch Replacement District Plan

Te paepae motuhake o te mahere whakahou a rohe o Ōtautahi

IN THE MATTER OF section 71 of the Canterbury Earthquake Recovery Act 2011 and the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014

AND

IN THE MATTER OF proposals notified for incorporation into a Christchurch Replacement District Plan

Date of hearing: 29 and 30 June, 1 July 2015

Date of decision: 7 August 2015

Hearing Panel: Hon Sir John Hansen (Chair), Dr Philip Mitchell, Ms Jane Huria, Mr John Illingsworth

DECISION 7

TRANSPORT (PART) (AND RELEVANT DEFINITIONS)

Outcomes: **Proposals changed as per Schedule 1**

COUNSEL APPEARANCES

Mr J Winchester, Ms S Scott and Ms A Sinclair	Christchurch City Council
Mr D Allen, Ms N McIndoe and Ms J White	Crown and New Zealand Transport Agency
Ms A Limmer	Canterbury Aggregate Producers Group
Ms H Marks	NPT Limited AMP Capital Palms Pty Limited TEL Property Nominees Limited Oakvale Farm Limited Maurice R Carter Limited Maurice Carter Charitable Trust Marriner Investments Limited Marriner Investments № 1 Limited Avonhead Mall Limited
Mr J Leckie	Progressive Enterprises Limited Kiwi Property Group and Kiwi Property Holdings Limited Bunnings Limited Catholic Diocese Alpine Presbytery Methodist Church of New Zealand
Mr D Minhinnick	Scentre (New Zealand) Limited
Ms J Appleyard	Christchurch International Airport Limited Lyttelton Port Company Waterloo Park Limited

TABLE OF CONTENTS

INTRODUCTION.....	4
<i>Effect of decision and rights of appeal</i>	<i>4</i>
<i>Identification of parts of existing district plans to be replaced</i>	<i>4</i>
PRELIMINARY MATTERS.....	5
<i>Conflicts of interest.....</i>	<i>5</i>
REASONS.....	5
STATUTORY FRAMEWORK.....	5
<i>The required “s 32” and “s 32AA” RMA evaluation.....</i>	<i>6</i>
<i>Issues raised by submissions.....</i>	<i>6</i>
<i>Disputed issues and evidence.....</i>	<i>10</i>
<i>Controlled activity status for “in zone” permitted high trip generators</i>	<i>14</i>
<i>The centres-based approach.....</i>	<i>18</i>
<i>Oversupply/undersupply of car parking</i>	<i>20</i>
<i>Assessment of network effect.....</i>	<i>30</i>
<i>Controlled activity status for “in zone” permitted quarrying activities which reach the HTG threshold</i>	<i>30</i>
<i>Existing use rights and the exemption under Rule 7.2.3.10(5)(a)</i>	<i>34</i>
<i>Section 32.....</i>	<i>37</i>
<i>Section 32AA.....</i>	<i>38</i>
<i>Overall evaluation and conclusions.....</i>	<i>40</i>
Schedule 1	42
Schedule 2	139
Schedule 3	140
Schedule 4	144
Schedule 5	145

INTRODUCTION

[1] This decision ('decision') continues the series of decisions made by the Independent Hearings Panel ('Hearings Panel'/'Panel') concerning the formulation of a replacement district plan for Christchurch City (including Banks Peninsula) ('Replacement Plan'/'Plan').¹ It concerns Chapter 7 Transport (Part).

[2] In this decision, the phrase 'Notified Version' describes the version notified by Council and to which, subsequent to consideration of submissions and conferencing, a number of changes were made. This was then ultimately produced in closing by the Council as a red-line version ('Revised Notified Version').²

[3] Where we refer to 'Decision Version', it is our redrafting of the Revised Notified Version, as set out in Schedule 1, which will become operative upon release of this decision and the expiry of the appeal period.

[4] This decision follows our hearing of submissions and evidence. Further background on the review process, pursuant to the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014 ('the OIC') is set out in the introduction to Decision 1, concerning Strategic Directions and Strategic Outcomes (and relevant definitions) ('Strategic Directions decision').³

Effect of decision and rights of appeal

[5] Our proceedings and the rights of appeal are set out in our earlier decisions.⁴ We concur in those.

Identification of parts of existing district plans to be replaced

[6] The OIC requires that our decision also identifies the parts of the existing district plans that are to be replaced by the Transport Chapter.⁵

[7] The reasons for our decision follow the Preliminary Matters section.

¹ The Panel members are Hon. Sir John Hansen (Chairperson), Dr Philip Mitchell, Jane Huria, John Illingsworth.

² Closing legal submissions for Council (submitter 310), Attachment A (Revised Proposal), 2 July 2015.

³ Strategic directions and strategic outcomes (and relevant definitions), 26 February 2015.

⁴ Strategic Directions decision at [5]–[9].

⁵ We have done so in Schedule 5.

PRELIMINARY MATTERS

Conflicts of interest

[8] We have posted notice of any potential conflicts of interest on the Independent Hearings Panel website.⁶ No submitter raised any issue in relation to this.

REASONS

STATUTORY FRAMEWORK

[9] The OIC directs that we hold a hearing on submissions on a proposal and make a decision on that proposal.⁷

[10] It sets out what we must and may consider in making that decision.⁸ It qualifies how the Resource Management Act 1991 ('RMA') is to apply and modifies some of the RMA's provisions, both as to our decision-making criteria and processes.⁹ It directs us to comply with s 23 of the Canterbury Earthquake Recovery Act 2011 ('CER Act').¹⁰ The OIC also specifies additional matters for our consideration.

[11] Our Strategic Directions decision, which was not appealed, summarised the statutory framework for that decision. As it is materially the same for this decision, we apply the analysis

⁶ The website address is www.chchplan.ihp.govt.nz.

⁷ OIC, cl 12(1).

⁸ OIC, cl 14(1) .

⁹ OIC, cl 5.

¹⁰ Our decision does not set out the text of various statutory provisions it refers to, as this would significantly lengthen it. However, the electronic version of our decision includes hyperlinks to the New Zealand Legislation website. By clicking the hyperlink, you will be taken to the section referred to on that website.

we gave of that framework in that decision.¹¹ As with all our decisions, we apply our Strategic Directions decision throughout.

[12] Documents specific to the Transport Chapter are set out in Schedule 2.

[13] However, one matter was in dispute in relation to the interpretation of the relevant clauses of the Canterbury Regional Policy Statement ('CRPS'). We will return to that.

The required “s 32” and “s 32AA” RMA evaluation

[14] Again, this is a matter referred to in earlier decisions. We adopt and endorse [48]–[54] of our Natural Hazards decision.¹²

Issues raised by submissions

[15] We have considered all submissions and further submissions received in relation to the Transport Proposal. Schedule 3 lists witnesses who gave evidence for various parties, and submitter representatives.¹³

[16] The Notified Version and the Revised Notified Version manage activities that provide for transport across the district. These include car parking, cycle parking, loading access and manoeuvring. They also seek to manage the effects of activities on the transport network, including effects on safety and high trip generating activities.

[17] The central city and the transport provisions for Lyttelton Port are excluded. The central city will form part of our Stage 3 hearings through the 'An Accessible City' chapter.¹⁴ The Lyttelton Port provisions are being developed as part of the Lyttelton Port Recovery Plan, which is the responsibility of the Canterbury Regional Council and will be delivered to us for insertion in the operative plan in due course.

¹¹ At [25]–[28] and [40]–[62].

¹² Natural Hazards (Part) (and relevant definitions and associated planning maps), 17 July 2015, pp 20-21.

¹³ Counsel appearances are recorded on page 2.

¹⁴ As at the time of writing this decision, the 'An Accessible City' Chapter has not been notified. However, information can be viewed at <http://www.ccc.govt.nz/transport/improvements-and-planning/road-improvement-projects/an-accessible-city/>.

[18] The Council's opening submissions properly summarise the Revised Notified Version, where they state the Revised Notified Version:¹⁵

- (a) reduces minimum car parking requirements (compared to that of the Operative Plan), but still includes minimum car parking standards except for:
 - (i) activities located within a commercial zone and/or adjacent roads that are identified as a local or neighbourhood centre in Chapter 15 (Commercial); or
 - (ii) an activity that requires a resource consent under Rule 7.2.3.10 High [Trip] Generators;
- (b) provides parking reduction factors for activities to reduce the [minimum car parking requirements] in some situations, for example due to proximity to public transport (the aim of this is to avoid an oversupply of car parking);
- (c) requires activities that are High Trip Generators to seek Restricted Discretionary resource consent, including the need to submit an Integrated [Transport] Assessment;
- (d) sets the requirements of access, loading and manoeuvring standards for various activities;
- (e) supports alternative modes of transport (ie cycling and public transport);
- (f) provides for minimum cycle parking requirements for specific activities;
- (g) provides requirements for end of trip facilities for cycle parking (showers, but not lockers);
- (h) specifically provides for the mobility restricted (through the requirements for mobility parking); and
- (i) includes a traffic management system that has a level of consistency with the An Accessible City Central City provisions (by supporting the road use hierarchy, providing continuous routes for cyclists, bus priority measures, and encouraging modal choice).

[19] A significant level of agreement had been reached between the Council and many submitters prior to the hearing.¹⁶ We also acknowledge the innovative way the Council introduced parking reduction factors in the Notified Version.

¹⁵ Opening legal submissions for Christchurch City Council, 29 June 2015 at 1.2.

¹⁶ The mediation report can be found on the Transport hearing page (Stage 1) of the Hearings Panel's website: www.chchplan.ihp.govt.nz.

[20] As between the experts, all matters relating to access and manoeuvring standards, loading requirements, rail level crossings and cycle parking had been resolved.¹⁷ Some submitters who had not engaged experts continued to hold differing views. Those submitters did not call expert evidence, and there is, therefore, no evidential basis to uphold their views. In any event, we accept the evidence we heard from the experts who were parties to the conferencing statement, and the outcomes they reached.

[21] The Notified Version seeks to take an integrated approach, and the experts agree that this is an appropriate method. We endorse that view, because it allows traffic impacts, where appropriate, to be considered on an area-wide rather than an “immediate locality” basis. This obviously leads to a much more efficient and environmentally conscious use of the strategic and other roading network, and gives effect to the superior documents.

[22] The Integrated Transport Assessment (‘ITA’) is appropriately defined as one part of a range of reports prepared to support a development’s resource consent application. The ITA focuses on providing factual information and an assessment of the transport-related effects and merits of a development proposal, and will be considered along with other reports as part of the assessment of a resource consent or plan change. An ITA is used to identify measures that may be required to reduce the adverse transport effects caused by a development, providing a link between the regulatory and funding processes which play an important role in integrating land use and transport.¹⁸

[23] We accept the evidence supporting the ITA, and strongly endorse it, subject to considering the assessment matters to be included, and the activity status.

[24] The other significant tool is the High Trip Generator (‘HTG’) provision. All experts, except Mr Edwards, agreed that such a method is required. HTG applies when a triggering event is reached. Rather than simply using the number of vehicle movements, it has now been agreed that measurable size or threshold and activity status are the triggers, except for mixed use, which continues to use traffic movement. These are:¹⁹

¹⁷ The expert conferencing statements can be found on the Transport hearing page (Stage 1) of the Hearings Panel’s website: www.chchplan.ihp.govt.nz.

¹⁸ Draft Integrated Transport Assessment Guidelines, February 2015 at 1.2.

¹⁹ Abbreviations: FTE – Full Time Equivalent; GFA – Gross Floor Area; GLFA – Gross Leasable Floor Area.

Education Activities (Schools)	More than 150 students
Education Activities (Pre-Schools)	More than 50 children
Education Activities (Tertiary Education and Research Activities)	More than 250 FTE students
Health Care Facilities	More than 500m ² GFA
Industrial Activities (excluding Warehousing and Distribution Activities)	More than 5,000m ² GFA
Industrial Activities (Warehousing and Distribution Activities)	More than 10,000m ² GFA
Office	More than 1750m ² GFA
Residential Activities	More than 60 residential units
Retail Activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets)	More than 500m ² GLFA
Retail Activities (factory shops, retail park zones, but excluding trade suppliers and food and beverage)	More than 1000m ² GLFA
Mixed use and other activities (not listed above), except where 7.2.2.1 P11 applies.	More than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day (whichever is met first) ‘Peak hour’ are those hours between 3pm and 7pm on a weekday.

[25] We endorse this approach.

[26] There are two ITAs, the first basic, which is for smaller scale proposals that have less of an impact on the transport network. For larger developments that could have greater impact across the network, a full ITA is required.

[27] Again, the first of these was agreed to at expert conferencing, while the second remains subject to dispute.

[28] The Crown’s planner, Ms Ainsley McLeod, put forward a flow chart to be included in the HTG rule to show the process and assist users of the Plan to navigate it.²⁰ It is still complex, but is a significant improvement, and we agree with the experts that it should be included (but modified where necessary to reflect the Decision Version).

²⁰ Crown (495, further submitter 1347).

[29] Following rebuttal evidence, a group of planners, along with the Council witnesses, discussed the HTG provisions in more detail, and the issues were narrowed further in a joint memorandum dated 26 June 2015.²¹ That left in issue between the Council and those submitters only the four following matters we address (we then address quarrying). As noted, many of the issues between the Council's Notified Version and submitters had been resolved in the course of conferencing and mediation. We express our gratitude to the Council, Crown, and all submitters for the constructive way they have engaged in mediation to reach these conclusions.

[30] The exception to the general consensus reached was submitter Generation Zero for that part of the chapter of concern to them.²² For those parts of the chapter they participated in expert conferencing through their traffic engineer, Mr Wilkie. They felt there was insufficient recognition of their particular submissions and more weight should be attached to them. It is also appropriate to note we allowed Generation Zero to file rebuttal evidence out of time. However, part of this evidence was simply a list of scientific articles and research. We pointed out to Generation Zero that, while we took these into account, they were not evidence.

[31] The issues remaining outstanding were best summarised by the Council in Ms Scott's closing submissions. For convenience, we will deal with those in the same chronological order that she presented them, and make our evidential finding.

Disputed issues and evidence

The CRPS

[32] Before turning to the evidence and the disputed issues, it is appropriate to deal with the joint Council and Crown memorandum we received in relation to the CRPS and the interpretation of the CRPS.²³

²¹ Joint memorandum of counsel for Christchurch City Council and listed submitters recording further areas of agreement between expert witnesses on the Transport (Part) Proposal, 26 June 2015.

²² Generation Zero (1149) representatives appeared and/or submitted evidence on behalf of the following submitters: Spokes (1482); Terra Dumont (1085); Rosalee Jenkin (601); Rowan Muir (713); Matthew Scobie (711); Jack Randall (688); Douglas Alexander Horrell (858); Siana Fitzjohn (487); Katia De Lu (944); Elsa Mary Lotz (635); Catherine Jill Collier (636); Kelli Campbell (213); Kate McNab (204); Elizabeth Guthrey (710); Kit Nelson (699); Chris Stinson (210); Rosa Hughes-Currie (641); Jerusha Brown (879); Pubudu Senanayake (912): submitter statement dated 10 June 2015.

²³ Joint memorandum of counsel for the Crown and Council addressing matters raised during closing submissions, 15 July 2015.

[33] A Joint Memorandum was filed by counsel for the Council and the Crown on 15 July 2015. Aside from helpfully clarifying several matters of detail that arose during the hearing, the memorandum addressed how the Crown and the Council consider car parking should be regulated in the Plan.

[34] The Plan must give effect to the CRPS. In that regard, there is no disagreement that Objective 6.2.4 of the CRPS is the starting point for that analysis. It states:

Objective 6.2.4 – Integration of transport infrastructure and land use

Prioritise the planning of transport infrastructure so that it maximises integration with the priority areas and new settlement patterns and facilitates the movement of people and goods and provision of services in Greater Christchurch, while:

- (1) managing network congestion;
- (2) reducing dependency on private motor vehicles;
- (3) reducing emission of contaminants to air and energy use;
- (4) promoting the use of active and public transport modes;
- (5) optimising use of existing capacity within the network; and
- (6) enhancing transport safety.

[35] In response to our questioning in closing, our understanding is that Ms Scott accepted that Objective 6.2.4 was a high-level one that related to planning infrastructure and ensuring that it was integrated with patterns of land use development, rather than applying at an individual site level. We understand she accepted that the pattern of land use was about zoning, the centres-based approach and the manner in which residential, commercial and industrial areas were spread out across the city.

[36] The Joint Memorandum took a different view and, after referring us to Policy 6.3.4, advised:

Therefore it is the Council's and the Transport Agency's view that Objective 6.2.4 is implemented not just at a city-wide level, but also through individual developments as per Policy 6.3.4. Policy 6.3.4 identifies that the implementation of Objective 6.2.4 to protect the transport network is not just the responsibility of public agencies, but of all developers.

[37] We agree with that submission as a general proposition, however, as we discuss below, we have concluded that Policy 6.3.4 imposes responsibilities both at a ‘macro’ level,²⁴ to ensure patterns of development optimise use of existing network capacity, and at a ‘micro’ level, where possible, that ‘new building projects’ support increased uptake of active and public transport, and provide opportunities for modal choice. In terms of the macro level, this is primarily the responsibility of the public agencies and achieved at a strategic level through zoning, and infrastructure planning. The ‘micro’ aspect is the responsibility of both public agencies and developers, and is the subject of the Council’s “carrot and stick” approach, which we discuss below.²⁵

[38] Policy 6.3.4 states:

Policy 6.3.4 – Transport effectiveness

Ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around Greater Christchurch by:

- (1) avoiding development that will overload strategic freight routes;
- (2) providing patterns of development that optimise use of existing network capacity and ensuring that, **where possible**, new building projects support increased uptake of active and public transport, and provide opportunities for modal choice;
- (3) providing opportunities for travel demand management;
- (4) requiring integrated transport assessment for substantial developments; and
- (5) improving road user safety.

[our emphasis]

[39] The Joint Memorandum goes on to state:

Policy 6.3.4 (clause 2) seeks that development optimises the use of existing network capacity by new building projects supporting public and active transport and modal choice. Clause 3 seeks opportunities for travel demand management and clause 4 requires Integrated Transport Assessments (ITAs) for substantial developments. The High Trip Generating (HTG) Activity provisions included in the Transport Proposal give effect to Policy 6.3.4 by requiring ITAs and:

²⁴ Mr Phillips used this term in his summary of evidence when discussing Objective 3.2.4. Transcript, page 221, line 30.

²⁵ Below, at [96]–[104].

ensuring that, where possible, development provides for, and supports increased uptake of active and public transport; and provides opportunities for modal choice.²⁶

[40] We consider the Crown and Council’s analysis to have incorrectly conflated the requirements of Policy 6.3.4(2) to support the argument that it would be possible for the Council to limit parking at a particular development if that was considered desirable for increasing uptake of other forms of transport, particularly public transport and cycling. Policy 6.3.4(2) does not say that it seeks that development optimises the use of existing network capacity *by* new building projects supporting public and active transport and modal choice.

[41] We have approached the interpretation of Objective 6.2.4 and Policy 6.3.4 by giving the words their plain meaning, and where necessary have considered the immediate context of the words in the CRPS.²⁷ We find that, in order to give effect to Policy 6.3.4, the Plan must ensure that an efficient and effective transport network that supports business and residential recovery is restored, protected and enhanced so that it maintains and improves movement of people and goods around greater Christchurch by five ways, set out in clauses (1)–(5). Policy 6.3.4(2) relates to land use, and includes two aspects. The first is the ‘macro’, or strategic, level, and requires us to ensure that the Plan provides for *patterns* of development (and not development per se) to optimise the use of existing network capacity. Clause (2) then requires we also ensure that, *where possible*, new building projects support increased uptake of active and public transport and provides opportunities for modal choice.

[42] The Council’s proposed “carrot and stick” approach is intended to give effect to Policy 6.3.4(2). We have considered whether restrictions on car parking for new building projects will ensure that new building projects “support” increased uptake of active and public transport and provide opportunities for modal choice. The ordinary meaning of “support” includes the action of contributing to the success of or maintaining the value of something.²⁸ In the context of Policy 6.3.4(2), the words “support” and “provides opportunities for” are used. Objective 6.2.4(4) uses the word “promoting”, which means “to actively support”.²⁹ The words “support”, “provides opportunities for” and “promoting” are all enabling in their meaning and

²⁶ Counsel have referenced this extract to Policy 6.3.4 Method (2) which provides in full, “Territorial Authorities will (2) Include objectives and policies, and may include rules in district plans to ensure that, where possible development provides for, and supports increased uptake of active and public transport; and provides opportunities for modal choice, including walking and cycling.”

²⁷ Applying *Powell v Dunedin City Council* [2004] 3 NZLR 721 (CA) at [35].

²⁸ Shorter Oxford English Dictionary 6th Ed.

²⁹ Shorter Oxford English Dictionary 6th Ed.

seek to encourage positive action towards increasing the use of active and public transport and modal choice (although the level of positive action required varies between public agencies and developers). We find that the ordinary meaning of the word “support” is not wide enough to encompass provisions requiring developers to limit the amount of car parking in order to, in effect, force people into making alternative transport choices. In our determination, doing so would go well beyond “supporting” transport choice. Similarly, Policy 6.3.4(3) only directs that opportunities be provided in respect of travel demand management.

[43] Even if the policy did allow such restrictions, as we discuss below, we have not been provided with any direct evidence to support the contention that placing restrictions on car parking forces or encourages people to make alternative transport choices. We did, however, receive evidence and hear submissions that an undersupply of car parking for activities could have an adverse effect on the amenity of surrounding neighbourhoods and may even disenable recovery of business activities.³⁰

[44] We have determined that the proper interpretation of Objective 6.2.4 and Policy 6.3.4 is that the design of new developments should make provisions for the use of alternative transport modes. We also find that there is nothing in those provisions to support the assertion that the Plan should allow the Council to limit the amount of car parking to a lesser level than proposed for a development and use that as leverage to increase use of other transport modes. We are satisfied that initiatives such as providing covered cycle parking facilities, showers and lockers in new offices and for other identified activities, and public transport interchanges are the types of initiatives that “support” the alternative forms of transport and modal choices.

Controlled activity status for “in zone” permitted high trip generators

[45] In this section we address controlled activity (‘CA’) only in relation to “in zone” activity.

[46] The position of the Council is that it is more appropriate to use restricted discretionary activity (‘RDA’) status for controlling all HTG activities. A large number of submitters did not agree, and considered that CA was more appropriate.³¹

³⁰ Below, at [68]–[86], [90]–[91] and [96]–[104].

³¹ A group of 34 submitters supported the use of CA status. See Schedule 4.

[47] We acknowledge at the outset the authorities to the effect that the key issue is whether the matters of control can be drafted in a manner that ensures any issues, including safety, arising from the activity can be mitigated through a condition that does not negate the activity that consent has been applied for.³²

[48] The Council's concerns are submitted to be not whether or not an application can be declined, but whether a condition on a CA can appropriately mitigate safety issues. The concern expressed was that identified safety issues can only be appropriately mitigated on a case by case basis and in each instance it would be a matter to consider whether or not the condition would frustrate an exercise of the consent.

[49] It is not without significance that Mr Edwards, who gave evidence, had worked as a traffic planner for the Council for some 16 years before entering private practice.³³ He gave evidence of the minuscule number of consents that had been declined over his time (both working for Council and privately), during which time he considered thousands of consent applications. As well, none of the traffic engineers, nor the Council witnesses, were able to point to a significant example where the issue that caused concern for the Council had led to a declining of the consent.

[50] The submissions on behalf of Scentre encapsulate the position taken by the submitters.³⁴ It was submitted that the only difference between CA and RDA status was the Council's ability to decline applications. But that is said not to be the basis of the Council's preference for RDA status. Mr Falconer, in his rebuttal evidence at 27.7 on behalf of the Council, stated:

... the primary reason for retaining a restricted discretionary status is not about retaining the ability for Council to decline consents, because resource consents are rarely declined.

[51] He went on to explain, the Council's concern related to the scope of its ability to impose conditions, where he said at 27.8 of his rebuttal evidence:

The risk of controlled activity status is that conditions which modify a proposal to achieve a better planning outcome, may not be able to be placed on the consent...

³² See for example cases in our Natural Hazards decision at [277]–[278].

³³ Raymond Edwards on behalf of Urbis (1074); R&H Investments Limited, R&H Properties Limited and Sandridge Hotel Limited (1069); and St Georges Hospital (1073).

³⁴ Scentre (New Zealand) Limited (742, FS1270).

[52] However, the Council, it would appear, had an additional driver, made plain by the evidence of Mr Roberts at 5.7 of his rebuttal evidence, and Attachment 1 to that evidence where he said:³⁵

... Council may not have been so successful in securing the conditions that enabled these. This is because with a controlled activity status, there would have been less leverage to address the concerns that was available through a Restricted Discretionary application.

[53] He emphasised this in answering questions from the Panel on 29 June:³⁶

Well you are correct, sir, in terms of, the word leverage, is fairly bold but I do believe that it is appropriate.

[54] Mr Roberts also gave evidence of what he said were poor outcomes in his Attachment 1, but conceded that this was the result of poor decision making, rather than the Council's inability to impose adequate or proper conditions.

[55] The Council also raises concerns of potential "stalemate" between the Council and an applicant who was not willing to modify the proposed activity to respond to conditions of control put forward by Council. Despite this concern, no evidence was placed before us to give an example where such a stalemate arose. Indeed, Mr Edwards' evidence regarding the question of consents would suggest the contrary very strongly. As Mr Phillips (for Scentre and others) pointed out, there are also rules applying to crossings distance from intersections, etc.³⁷ The using of the consent process as leverage, as put forward by Mr Roberts, seems to us to be unfortunate and indeed inappropriate. The consenting process is not one to give either party "leverage". This approach is exacerbated by the failure of the Council witnesses to give adequate examples to support their contentions.

[56] Given no example of stalemate could be provided by the Council, and given no adequate evidence could be given of such stalemates being reached, coupled with the fact that Mr Roberts conceded the poor outcomes he referred to came as a result of situations where the

³⁵ Rebuttal evidence of Paul James Roberts, 17 June 2015.

³⁶ Transcript, page 33, line 1.

³⁷ At para 1.4 of his statement of evidence, dated 10 June 2015, Jeremy Phillips advises that he presented evidence on behalf of the following submitters: Scentre; NPT Limited (707); AMP Capital Palms Pty Limited (814); TEL Property Nominees Limited (816); Marriner Investments Limited (378); Marriner Investments № 1 Limited (380); Carter Group Limited (386); Maurice Carter Charitable Trust (385); Avonhead Mall Limited (379); Maurice R Carter Limited (377); Oakvale Farm Limited (381); 880 Main North Road Limited (1081); 7990 Limited (1086); Peebles Group Limited (1195); Peebles Family Trust (1078); Tailorspace Investments Limited (FS1322).

Council's technical advisors had preferred a different outcome to the eventual decision maker, the concerns about conditions are, in our view, and as submitted by Scentre, unfounded.

[57] The Joint Memorandum referred us to Mr Roberts' rebuttal evidence, Attachment 1, at 1.7. This was said to provide an example where the RDA process for HTG led to changes being made. There is little detail and it fails to demonstrate that under appropriate conditions a similar result could not have been achieved under a CA regime. We note the memorandum's repetition of the stalemate point, but for the reasons given, do not accept it as valid.

[58] Mr Falconer eschewed suggestions from the Panel that the Council planners have some philosophical objection to CA status. This was in the face of questioning on the basis that in virtually every chapter we have heard, the Council were initially reluctant to accept CA status. However, unlike Mr Falconer and Mr Roberts, witnesses in other chapters have conceded that CA status can be appropriate in the right circumstances.

[59] We disagree with Mr Falconer's evidence that CA adds complexity to the Plan by having to specify matters of control or requiring matters of discretion to be reworked into matters of control. As submitted by Scentre, we see no good reason why matters of discretion and matters of control would need to be framed differently. In terms of outcome, where an applicant and Council cannot agree, we see no great difference between CA and RDA. If there was an impasse, there is a right of appeal to the Environment Court.

[60] We note also that the Council appeared to state in its evidence that it needed to draw a line on reducing consents. This seemed to be on the basis that the Council had reduced consenting requirements elsewhere and, therefore, there was no need to do so within the transport context.³⁸ We do not consider that meets the Statement of Expectations,³⁹ nor Objective 3.3.2 of our Strategic Directions decision.

[61] We are satisfied for "in zone" activity that in general CA is appropriate in the transport section, and the HTG context in particular. It brings certainty, clarity, and reduces regulatory requirement and costs, which accords with the Statement of Expectations.

³⁸ Rebuttal evidence of David Ian Falconer, 17 June 2015 at 27.4.

³⁹ OIC, Schedule 4.

[62] There is one exception that we agree with. Initially the Crown, who supported CA generally, sought that RDA should apply to any situation where the activity had direct access to a state highway or the KiwiRail network. The Council sought that this be extended to all roading within the definition of “strategic road network”, which includes state highways and major arterials. This was conceded to by Ms McLeod, for the New Zealand Transport Agency (‘NZTA’).⁴⁰ We think this is appropriate, and agree.

The centres-based approach

[63] Mr Falconer referred to the s 32 evaluation report,⁴¹ and the evaluation of whether different triggers ought to be applied under the HTG rule for developments that are “in centre” or “out of centre”. He said, even in the context of Council wanting to encourage development, it did not mean that the effects of those developments “in centre” are any less in terms of the immediate traffic effects than “out of centre” development. It was his view both should be considered.

[64] Mr Falconer, having considered submissions, suggested a change to Policy 7.1.1.2 in the Revised Notified Version, which would apply to all “in centre” developments, as well as any other “in zone” developments:⁴²

7.1.1.2 Policy 2 – High trip generating activities

Manage the adverse effects of high trip generating activities on the transport system by assessing their location and design with regard to the extent that they:

- a. are permitted¹ anticipated by the zone in which they are located;
- b. are generating additional vehicle trips beyond rebuilding, or further developing what is already established or consented;
- c. are accessible by a range of transport modes and encourage public and active transport use;
- d. do not compromise the safe, efficient and effective use of the transport system;
- e. provide patterns of development that optimise use of the existing transport system, including through travel demand management measures;
- f. i. maximise positive transport effects;
ii. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located; and

⁴⁰ Submitter 495, FS1347, Transcript, page 141.

⁴¹ Section 32 Report, pages 21, 22 and 28.

⁴² Above, n 2.

iii. mitigate other adverse transport effects, such as effects on communities, and the amenity of the surrounding environment, including through travel demand management measures;

- ~~avoid significant adverse transport effects of unanticipated activities;~~
- ~~g. mitigate other adverse transport effects and maximise positive transport effects, including effects on communities, and the amenity of the surrounding environment;~~
- h. discourage an under-supply or over-supply of parking unless adverse effects can be mitigated;
- i. provide for the transport needs of people whose mobility is restricted; and
- j. integrate and coordinate with the transport system, including planned transport infrastructure and service improvements.

Policy 2 also achieves Objective 2.

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

[65] On the other hand, a number of submitters were of the view that “in centre” activity HTG rules should be limited to the traffic impact of the “immediate area”.

[66] Mr Clark, for the NZTA, stated:⁴³

However, my view is that it is important for the Transport Agency, and indeed the City Council, to be aware of the likely extent of congestion around KACs. While I accept that a measure of congestion is a natural and expected consequence of the concentration of activities around centres, I do not consider this means that it is acceptable for the cumulative effects not to be assessed and just ignored.

[67] Despite the contrary submissions and evidence, we accept the evidence of Mr Clark. It is our view, if there is a failure to take into account the cumulative effects of activity, one could not describe any assessment as a truly integrated approach to the transport network. For that reason, we have adopted the trigger points for basic and comprehensive ITAs as set out in the Revised Notified Version, except that we have added an additional trigger point for retail activities in local and neighbourhood centres.⁴⁴

[68] We say that notwithstanding Mr Phillips’ evidence to the effect that Objective 6.2.4 CRPS is concerned with planning of transport infrastructure having regard to settlement and movement patterns. Mr Phillips saw it as having a macro or city-wide infrastructure focus.

⁴³ Transcript, page 127, line 25.

⁴⁴ Above, n 17.

CRPS 6.3.4 he considered was concerned with the efficiency and effectiveness of the transport network, and to the extent that is concerned with modal choice or shift. We have dealt with this issue at [32] and following.

Oversupply/undersupply of car parking

[69] This proved to be a contentious issue.

[70] The parties had agreed the appropriateness and thresholds for minimum car parking for non-HTG activities. The outstanding issue was whether or not they should also apply to HTGs, or whether the appropriate number of car parks always fell to be determined through an ITA.

[71] The position of the Council, supported by the Crown, was that the use of an ITA for HTGs is a better approach for preventing overspill than the use of minimum car parking requirements ('MPR'), as exists under the existing plan. The Council also considered that oversupply of parking should be considered as well. It was submitted by Ms Scott in closing that examples of overspill parking, such as around the Riccarton Mall, showed that the MPR are not working effectively in the existing plan to prevent the undersupply of car parking. On that basis, it was submitted that the Council's approach to use an ITA to assess parking (both minimum and oversupply) on a case by case basis, taking into account activity and location, was appropriate. Amongst other things, this would better prevent overspill.

[72] The Council also submitted that with oversupply there would be:⁴⁵

- (a) The potential for increased congestion on the transport network, as more people are encouraged to travel by motor vehicle. Although one development may not have a significant impact on the transport network, it was the Council's concern that the cumulative effect of oversupply of various developments could have negative impacts on the transport network, and this could be seen as adverse.
- (b) The potential that there is no "stick" to encourage multi-modal transportation.

⁴⁵ Closing legal submissions for Christchurch City Council, 2 July 2015 at 4.3.

(c) The potential for fragmented, low-density urban form development pattern due to the size of car parks.

(d) The potential for poor urban design outcomes.

[73] On this basis, the Council submitted, for HTG activities where effects of oversupply and undersupply of car parking are going to be more significant, it is appropriate to assess the transport network effects through the ITA.⁴⁶

[74] A number of submitters took the position that if the MPR were met for an HTG activity, it was unnecessary, and disproportionate, for parking to form part of an ITA. They also considered the reference to oversupply should be deleted.

[75] Those submitters considered that such an approach offends against the need for certainty. It was submitted and, we accept, on the evidence, that developers need to know early in the development process, with a reasonable degree of accuracy, the number of car parks required. But the process submitted by the Council for HTGs would mean such information would only be known very late in the consent process.

[76] Those submitters also pointed to the fact that, apart from Mr Edwards, all traffic experts agreed that MPRs put forward are appropriate and necessary. They pointed to the fact that they are commonly used across New Zealand to avoid the potential adverse effects of a parking undersupply. In most circumstances this will mean an undersupply is avoided.⁴⁷ These submitters also considered that other than the economic cost of providing car parks, the effects resulting from a parking oversupply are not readily quantifiable, and not often apparent.

[77] It is appropriate at this stage to consider the evidence of Mr Nunns on behalf of the Council. He is an economist. His assessment was that each oversupplied car park attracted a cost of \$17,000. He accepted that this cost was one imposed on the developer, but could potentially lead to inefficient land use. The problem with his argument relating to oversupply is the evidence of Mr Phillips, and others, that developers regularly oversupply to land bank so that future development can take place in-site, which reduces the difficulty of land acquisition

⁴⁶ For the sake of completeness, we note that some neighbourhood centres, such as Merivale Mall, could be considered comparable to KACs.

⁴⁷ For example, statement of evidence of Jeremy Phillips for Scentre and others, 10 June 2015 at 6.4.

around a major activity for expansion and the other problems associated with that. Ms Scott conceded in closing, in answer to the Panel, that oversupply could lead to land efficiencies, as well as inefficiencies. That is clearly correct and, in our view, at the very least such inefficiencies and efficiencies negate each other.

[78] One can understand this position taken by developers. Planning into the future will often need to recognise site constraints.

[79] In relation to undersupply, Mr Nunns conceded that if there was an undersupply there could be overspill parking in the surrounding areas. However, he considered that this could be dealt with by the Council's parking management systems. He also said that he had indirectly taken into account the social cost and the cost of adverse effects of overspill parking on surrounding residents and businesses.

[80] We will return to Mr Nunns' evidence, but it is appropriate at this stage to refer to the evidence we heard that contradicts the position taken by Council. The first was the allegation of induced traffic from an oversupply of parking. The concept is that because parking is supplied and available, more private motor vehicle trips will be made to that particular site. As witnesses for the submitters pointed out, there was no evidence to support this view. We are satisfied that is the case and it is, in general, supposition on the part of Council witnesses that this induced effect would occur. For example, Ms Head, on behalf of Lyttelton Port Company,⁴⁸ in answer to Mr Winchester, said that if there was induced demand, it could have a small effect. In answer to the Panel, the same witness said:⁴⁹

MS HEAD: It is awkward because they both have their disbenefits I guess. In terms of if you are looking to reduce the effects on communities then an oversupply or a slight oversupply is I guess better and it does give some flexibility in the future to use that land for further infill if need be.

[81] Mr Phillips also stated from his experience he would agree with Ms Head, that any impacts from induced demand from oversupplied car parking would be minor.⁵⁰ The same witness stated that, other than the costs to a developer referred to in Mr Nunns' evidence, his view was there was no clear evidence regarding the adverse effects from oversupplied car parking including evidence of significant induced demand.

⁴⁸ Submitter 915, FS1444.

⁴⁹ Transcript, page 167, line 1.

⁵⁰ Transcript, page 222, line 12.

[82] We accept this evidence and have not been satisfied that an oversupply of car parking will lead to additional travel by private vehicles by way of the induced demand theory.

[83] While Mr Nunns' figures of \$17,000 per car park may be correct, it is only part of the overall picture. We are satisfied that it is unnecessary to consider oversupply, and that it should be deleted as requested by the submitters. There is no satisfactory evidence that it will induce further use of private motor vehicles, and the cost is to the developer. As well, the evidence satisfies us that there are often good reasons as to why an oversupply may be provided, including land banking and the constraints of a site. This leads to efficient land use.

[84] In our view, Mr Nunns' evidence in this regard does not withstand scrutiny. His arguments in relation to oversupply, it is conceded, are negated by potential efficiencies from any such oversupply. His concern, and that of other Council witnesses, that oversupply could induce increased private transport activity, is not supported by any satisfactory evidence placed before the Panel and accepted by us, by him or the Council witnesses.

[85] In relation to undersupply, despite his claim that he had indirectly done so, we found nothing in his evidence, either indirectly or directly, that suggests he has properly taken into account or analysed the very serious potential adverse effects from spillover parking on surrounding residences and businesses. We also note that it appears the Council's ability to deal with such parking by way of parking management schemes may be relatively limited in practice. This is supported by the telling submission received from Mr Peter Harding, the Chairman of the Ilam and Upper Riccarton Residents Association ('IURRA'), both in his prime submission and in his answers to questions.⁵¹

[86] Mr Nunns also gave some evidence of the cost of parking management in medium density commercial areas in Auckland. We found that evidence rather strange, because it only identified the cost of such parking management, making no allowances for the income derived through parking meters and other sources. Mr Nunns conceded to the Panel that such study that he relied on was potentially misleading.

⁵¹ IURRA (738, 1427). Submission of Peter Harding on behalf of Ilam and Upper Riccarton Residents Association, 29 June 2015; Transcript, page 295. Although Mr Harding did accept that the 120-minute zone outside his own house seemed to work.

[87] The Council submitted that the use of MPR would not achieve our Strategic Directions Objective 3.3.2(a)(ii). We do not accept that. Clearly, the purpose of that objective is clarity of language, and efficiency. Requiring all HTGs to assess parking as part of an ITA where they have met the MPR does not meet that objective. It brings significant uncertainty to development, and a developer's requirement to have significant knowledge of car parking requirements earlier in the process. In our view, it also does not meet the requirements of this Plan to enable recovery and the long-term development of Christchurch. This is because, amongst other things, as Mr Minhinnick alluded in closing, it could potentially render a centre development unviable.⁵²

[88] It seems to us self-evident that the MPR in the Notified Version have been assessed as accurately as possible. Traffic engineers conceded the near impossibility of getting it "exactly right". But we have no doubt that the drafters of those MPR have done their utmost to be as accurate as possible, and they are accepted by the signatories to the joint conferencing statement.⁵³ Where a developer of an HTG meets the minimum requirement for parking, we do not consider that removing that from an ITA will dilute the purpose and effect of an ITA to take into account the impact across the entire traffic network.

[89] Such a stance is well supported by evidence from various submitters which we find much more compelling than that adduced by the Council. At page 209 of the transcript, Mr Fuller stated:⁵⁴

I consider there is a contradiction in Council's approach regarding parking provision in which they are seeking the ability to request more than would be provided otherwise by a minimum parking requirement by assessing of the parking requirement by the high trip generator rule. Other parts of the transport chapter seek to facilitate reductions compared to that minimum standard which in my mind leads to uncertainty as what the Council will seek from an applicant.

In my experience the effects of car parking oversupply are not readily quantifiable. Traffic generation survey data that traffic engineers typically use is related to gross floor area or similar measures and not the number of car parks proposed. So whilst I do think there is a link between traffic generation and parking provision, it is really a link in terms of undersupply or a reduction from the minimum as opposed to being an oversupply link.

⁵² Transcript, page 319.

⁵³ Above, n 17.

⁵⁴ From line 14.

[90] At pages 213 and 214 of the transcript:⁵⁵

DR MITCHELL: The council witnesses have talked about the clear policy direction in the RPS about reducing [reliance] on private motor vehicles and I think that is pretty much undisputed and their witnesses have also said that they believe that a “carrot and stick” approach is desirable to look at how that might occur and they have used the example of the carrot being encouragement and rules around providing for cycle parks and connectivity of walkways and those sorts of things.

And I think they have left open the scenario that you alluded to in your answer to questions just before about using the stick being limiting car parks below which a development might ideally want to have. Do you think that merely encouraging modal shift will ever result in a meaningful uptake of those provisions and hence ensure the policy direction is achieved or do you think some sort of regulatory intervention is essential in order for that to occur?

MR FULLER: I think, arguably there is a level of intervention that could occur that should occur perhaps and I would favour that that focuses around the provision for those alternative modes so I would be saying that the provision of cycle parking facilities, provision of showers and that sort of thing that would provide the encouragement in my view.

DR MITCHELL: You would promote the alternative as opposed to constrain or restrict the private vehicle parking provisions for example per se?

MR FULLER: Yes, and I suppose hand in hand with that is the idea that not all parking need be bad parking. There is also potential that you could promote car sharing and such like so you do not need to view car parking as necessarily all about single occupant car drive round on the road network.

DR MITCHELL: Just finally, given that any car parking requirement or assessment of car parking requirements is not necessarily an absolutely precise science and there is unders and overs if there is uncertainty involved would your view be that you would err on the side of over supply or the side of undersupply?

MR FULLER: Currently I would err on the side of oversupply and part of my reasoning for that is I do not think Council is necessarily well equipped to deal with the effects of parking on the street and I think the example that I have used is Riccarton Road and the bus lanes so there is a scenario where businesses arguably have an undersupply of car parking because they are not providing it on their own sites and they are fighting against bus lanes on Riccarton Road.

From a wider perspective I would say that bus lanes on Riccarton Road were a good thing and that is what as a holistic level you would like for Christchurch, but if you are not accommodating a certain level of parking demand on your site then those tensions are going to rise.

[91] Mr Phillips summarised his evidence in chief.⁵⁶

... I have remaining concerns in terms of item (e) in my executive summary and that concerns the determination of car parking requirements through the resource consent process rather than through the use of a minimum parking standard. My key points on

⁵⁵ From page 213, line 25.

⁵⁶ Transcript, page 219, line 15.

this matter are, firstly, that the only adverse effect of oversupplied car parking that has been quantified as far as I am aware is that done by Mr Nunns in terms of the economic cost to providers of oversupplied parking. In my evidence I note that for this reason developers will self-regulate by providing the most appropriate and efficient supply of car parking having regard to their needs and the costs of meeting these needs.

Secondly, in terms of undersupplied car parking, I consider parking minimums like the status quo are a simple and generally, though not universally, effective method. The addition of parking reduction factors provides further flexibility and reduces consenting requirements. Policy 4, an assessment criteria otherwise provides scope and clear direction for further reduction of car parking through the consenting process.

Thirdly, for high trip generators a resource consent is required so, in my view, there is no cost or time advantage or disadvantage between assessing parking under a minimum parking rule or under the high trip generator rule.

Fourthly, car parking can form part of an ITA where an ITA is required and parking is a relevant consideration, and that is in the same way that any other transport rule non-compliance might also be addressed in an ITA, and Mr Fuller conveyed the same sentiment yesterday.

Fifthly, determining car parking numbers by way of the resource consent process creates significant uncertainty from a practical perspective and, in my view, may be unworkable in a number of ways and my evidence includes a number of real world examples where car parking is a critical component of development planning and a clear bottom line is required as a basis for decision making where this need not and should not, in my view, require Council input.

[92] Mr Edwards was a senior traffic planner for Council for many years before entering private practice. While working for the Council, he assisted with the processing of in excess of 3000 resource consent applications. The company of which he is managing director, Urbis TPD Limited ('Urbis'), had been the author of over 1500 consent applications to the Council.⁵⁷ Mr Edwards was not aware of a single instance where the operative HTG rule had resulted in an application being declined consent.⁵⁸ This accords with other evidence we heard, referred to above, that the HTG rule and safety issues do not appear to have led to anything other than a minuscule number of consents being declined.

[93] In answer to the Panel:⁵⁹

DR MITCHELL: Thank you, sir. Good afternoon Mr Edwards. I have just got one question. Would you be concerned if the Council used the high trip generation rule and the associated ITA process to restrict car parking below minimum standards and/or those proposed by a developer in order to promote other forms of transport, such as public transport and cycling?

⁵⁷ Evidence of Raymond Edwards, 10 June 2015, on behalf of Urbis (1074); R&H Investments limited, R&H Properties Limited and Sandridge Hotel Limited (1069); and St Georges Hospital (1073) at 4.

⁵⁸ Ibid, at 10.

⁵⁹ Transcript, page 253, line 18.

MR EDWARDS: The issue I have with the clause in the high traffic generator rule – I would call it “reassess parking”, but the Council is probably rightly saying “assess parking for the first time”, so if you are a high traffic generator the parking rules don’t apply. You have to do an ITA and it gets assessed and the Council decides whether it wants it or not.

In my opinion, anything to do with parking should be in the parking related rules and the assessment matters for the parking related rules. And something that I think is very clever in the parking rules is the Council’s proposal for the parking reduction factors. I have not seen that before in a District Plan, and I was quite impressed with that.

I don’t think the ability to assess or reassess parking because you are a high traffic generator is appropriate.

DR MITCHELL: Perhaps I will ask my question in a more pointed way, because you have given me a view on the general but not the specific. If the ITA process were to be utilised by the Council to say – we understand that a developer wants to put 300 car parks within their development because that is what they have assessed as a means of internalising the effects and to make the development work, but we don’t think that necessarily will promote public transport, for example, therefore we will limit the number of car parks that you are able to put into that development to say 200.

Would you be concerned if that were the way in which any ITA that was promulgated were to be used?

MR EDWARDS: Yes, I would. I’m sorry, I apologise, I misunderstood where you were coming from. I understand now.

Yes, I would have concerns. In my experience, for example I have worked on all the shopping malls in Christchurch, and using those as an example, some of them have had approved parking reductions over the years. But ultimately, I will call it “the market” the owners of the malls have a very, very good idea of their levels of public demand and analysis.

I cannot think of a situation where the parking supply with a development has resulted in a massive over-supply, such that you get a sea of hot mix that’s empty for 90 percent of the year.

[94] Accordingly, where an “in zone” activity gives rise to an HTG, if the developer meets the minimum requirements for parking, or the approved reduction figure from the innovative factors introduced by the Council, we are satisfied it should not be included as a required assessment matter within the ITA.

[95] Furthermore, it is apparent that the purpose of this rule is not simply the ITA network effects. It was considered to be also a rule to promote active transport. We will turn to that in the following sub-section.

The “carrot and stick” approach to active transport

[96] This really arises from the Council’s evidence that the MPR was a secondary means of promoting active transport. The provision of extensive cycleways, the improvement of public transport, the provisions of covered cycling parks, showers and, potentially, lockers, were said to be the carrot in this policy. The reduction of car parks, essentially designed to push people towards active transport, was said to be the stick.

[97] There is one immediate difficulty that we can see with this approach. We do not consider this secondary purpose is made sufficiently clear in any policy or rule. Mr Harding, on behalf of IURRA, said that his organisation understood that this was the case, but did say they had also had discussions with the Council. Ms Scott, submitted there was no confusion and is covered by Policy 7.1.1.4 and a suggested amendment to 7.1.1.2 h. However, this latter amendment was not notified to the public, and was only identified in a memorandum of 15 July 2015 after the hearing had been adjourned.

[98] Mr Edwards, notwithstanding his experience, also had an issue:⁶⁰

SJH: This is a Plan for the public that was notified so the public would know what is happening.

MR EDWARDS: Sir, if I can give an example, that I was only made aware of yesterday, this is what I have been told – that Merivale Mall is a neighbourhood centre, I understand and because I haven’t concentrated on the parking rules I wasn’t aware of this. But apparently the neighbourhood centres will no longer have a parking requirement. Now when I was told of that yesterday I thought – crikey, the residents in Leinster Road, Aikmans Road and all the other little streets in the back there, they’re going to go nuts.

So has the public been made fully aware of the implications of current thinking of parking in the District Plan? In my opinion, based on where I have seen the commentary made about promoting alternate transport modes is well buried in the Plan, my answer would probably be no.

[99] The concern arises because if the policy was unsuccessful and did not push significant numbers into active transport, the consequence could well be serious overspill parking, especially around KACs, but also larger neighbourhood centres. This is already a problem, and as we noted above, the financial and social effects have not been adequately taken account of in the Council’s economic analysis. Nor does it appear to be addressed in the s 32 report.

⁶⁰ Transcript, page 256, line 6.

There has been a failure to adequately assess the adverse effects of the failure of this policy. Nor have the people who are likely to be affected had the opportunity to submit on it.

[100] However, because of the decision we have reached, that concern has been removed. That is because we were not persuaded that a “stick” is required at this stage. Rather, we consider that the encouragement given from the Decision Version is sufficient.

[101] We agree with the chapter in its final form in relation to the provision of integration with public transport hubs. We also agree that for certain activities the provision of covered cycle parks, and the provision of showers, is appropriate.

[102] We also accept the position agreed by the Crown that schools should not be required to provide covered cycle parks, because of the cost. The evidence satisfies us that that is an appropriate decision to give effect to the requirements of the RMA.

[103] We listened carefully to the submissions on behalf of Generation Zero, but do not agree with their submission that a greater number of cycle parks and showers should be provided. It seeks to place a too onerous burden on developers and is unlikely to enable the recovery. However, we do agree with them that it is appropriate to reinstate the provision for lockers, as originally appeared in the Notified Version in respect to staff. We have reinstated it for staff, to align with the provisions relating to showers. We have done this because we think it self-evident that showers without lockers will be less effective in supporting active transport. However, we consider all of these measures in combination will provide a significant incentive to promote active transport. In the light of this suite of incentives, we do not consider any “stick” is required. In this way we are satisfied that there will be additional incentive for active transport modes.

[104] We have reached the above conclusions on the basis that we considered the carrot is sufficient to achieve and give effect to the higher order documents, and the admirable aim of promoting active transport.

Assessment of network effect

[105] We have already dealt with this, but we do not accept Mr Metherell's evidence,⁶¹ or that of Mr Edwards, that once zoned, a developer should not have to show the area-wide impact of the development if it is a properly zoned activity. To take this approach would be to undermine the whole purpose of a full ITA and would not lead to an integrated approach to transport. It would also be contrary to the CRPS. This is somewhat similar to what occurred under the existing plan, where many “out of centre” developments were approved on the basis that their individual effects were small. However, as we heard in the Commercial chapter, when those effects are combined, they no longer remain small, but become significant. In post-earthquake Christchurch, it is important that the same does not happen to the transport network, which is slowly recovering from the damage inflicted on it. For that reason, we agree with the Council’s submission that the HTG should not distinguish between the “immediate vicinity” and the wider network. It is the latter effect that is critical.

[106] We further note that the rewording of the relevant policy and rules do not require the complete “avoidance” of effects on the network from new activity. Rather, it is to avoid “significant” adverse transport effects. This is a sensible compromise that allows and enables recovery but will also take into account wider traffic implications.

Controlled activity status for “in zone” permitted quarrying activities⁶² which reach the HTG threshold

[107] The position of Council is that it is more appropriate to use RDA status for controlling quarry activities within the quarry zone. The Canterbury Aggregate Producers Group ('CAPG') does not agree.⁶³ Their submission is that CA status should apply to “in zone” activities.

⁶¹ Andrew Metherell on behalf of Progressive Enterprises Ltd (790, FS1450); Bunnings Ltd (725, FS1367); Kiwi Property Group Ltd and Kiwi Property Holdings Ltd (761, FS1352).

⁶² As defined in Chapter 2 of the Notified Version (Stage 2), and also includes “mineral extraction activity” (Stage 1).

⁶³ Submitter 886, FS1334. CAPG’s submissions 886 was supported by Teddington Quarry Limited (FS1445); Winstone Aggregates Limited (FS1279); Maurice Carter Limited (FS1316); The Isaac Conservation Wildlife Trust (FS1357).

[108] Mr Roberts in his evidence supported the Council position with respect to ‘RDA’ status, referencing the need for “leverage”.⁶⁴ However, as outlined earlier in this decision, this is considered to be inappropriate.⁶⁵

[109] Mr Falconer in rebuttal evidence also addresses the reasons for retaining RDA status including amenity:⁶⁶

- 18.2 Mr Ensor at paragraphs 33-38 of his evidence has discussed amenity as an assessment matter for high trip generating activities. I consider that access to quarries can create adverse amenity effects on the surrounding area, in particular residential activities, for example dust and noise from heavy vehicles accessing a quarry. I have considered Mr Ensor's evidence and think that a compromise position needs to be reached to enable quarries in the Rural Quarry Zone to operate without significant adverse effects the amenity of adjacent or nearby residential activities. I propose that a clause is added to the high trip generator rule to state that:

For a quarrying activity and/or an ancillary aggregate processing activity in the Rural Quarry Zone, any application for resource consent under rule 7.2.3.10 will not require written approvals and shall not be publicly or limited notified, unless a vehicle access to the activity is located within 250 metres of a residential unit.

...

- 27.7 I acknowledge the submitters' desire for greater certainty and that they consider that a controlled activity status will provide this because Council will be unable to decline an application that otherwise meets the standards. In my opinion the primary reason for retaining a restricted discretionary status is not about retaining the ability for Council to decline consents, because resource consents are rarely declined...
- 27.8 Rather the retention of the restricted discretionary activity status is about the ability to achieve better planning outcomes through being able to work with applicants to modify proposals to address adverse effects, as outlined by Mr Roberts' rebuttal evidence. The risk of controlled activity status is that conditions which modify a proposal to achieve a better planning outcome, may not be able to be placed on the consent as it could be deemed that the condition is declining what was originally proposed, by modifying it.
- 27.9 So I have considered how to provide more certainty for applicants, while retaining a restricted discretionary activity status. As mentioned before I have made a change to Policy 7.1.1.2 to direct that adverse effects from anticipated activities are to be mitigated, rather than avoided. This acknowledges that these activities can occur, as long as their effects can be mitigated, rather than preventing these activities occurring. In my view this goes some way to addressing the submitters' concerns about certainty.

⁶⁴ Mr Roberts rebuttal, para 5.7.

⁶⁵ Above, at [51]–[54].

⁶⁶ Mr Falconer rebuttal evidence, 17 June 2015.

[110] Mr Falconer, whilst recognising CAPG's desire for more certainty, seeks RDA status, proposing that it will lead to better planning outcomes without the complexity of managing an application with CA status. Mr Falconer further attempts to mitigate the concerns of CAPG by acknowledging that amenity effects should be mitigated rather than avoided.

[111] Ms McLeod, in her evidence for the Crown, addresses Mr Falconer's concern with respect to the risk of stalemate and the complexity related to specifying matters of control:⁶⁷

- 8.9 Mr Falconer has considered and rejected controlled activity status in his evidence because he considers there is a risk of "stalemate" and because controlled activity status can add complexity through having to specify detailed matters of control. Activity status is not specifically contemplated in section 32 report that accompanies proposal.
- 8.10 Activity status is also traversed in the transportation witness expert conferencing statements dated 18 and 21 May 2015 and 3 June 2015. The statements record agreement that controlled activity status should be considered on the basis that these experts were not aware of any examples where an application for resource consent for an activity required solely because of a high trip generating activity rule was refused. There was agreement that activities falling between the trigger threshold and the full ITA threshold would not present a significant risk to the transport network if considered a controlled activity. Mr Clark also noted that activities seeking direct vehicle access onto state highways or across railway lines should remain as restricted discretionary which would enable consent to be refused.
- 8.11 I agree with Mr Clark and consider that restricted discretionary activity status is appropriate in situations where a high trip generating activity seeks direct vehicle access onto a state highway or across railway lines. This is because such accesses have the potential to compromise the safety and efficiency of strategic transport infrastructure and the ability to refuse consent in such situations is appropriate and consistent with polices 5.3.7 and 6.3.5 of the CRPS and objective 3.3.12 of the Strategic Directions decision that seek to avoid effects of incompatible activities or development on the strategic transport network and strategic infrastructure.

[112] Ms Limmers, in closing submissions for CAPG, argued that CA status was important especially if the exemption for existing HTG activities should not apply to quarries:⁶⁸

- 14 As outlined in opening, CAPG seeks controlled status for infringements of the HTG Rule in the Quarry Zone. If it is unsuccessful in obtaining an extension of the exemption for existing activities, this becomes a more important issue because the chance of existing quarries having to obtain consent for their heavy vehicle movements are higher. They seek certainty of knowing their quarrying activities can continue – what comes out of the ground can go out of the gate.

⁶⁷ Ms McLeod statement of evidence for the Crown, paras 8.9–8.11.

⁶⁸ Closing legal submissions on behalf of the Canterbury Aggregate Producers Group, 1 July 2015.

- 15 It is respectfully submitted the Council has taken a narrow view of the extent to which conditions can lawfully modify a controlled activity proposal.
- 16 While an application for a controlled activity cannot be declined. Conditions may be imposed under s 108 of the RMA for matters over which the Council has reserved control in its Plan.
- 17 It is accepted a condition cannot be imposed that would render the grant of consent nugatory but it is not accepted a condition cannot modify a proposal, for example by relocating the access way.

[113] From review of the evidence, we place weight on the evidence of Ms McLeod and have decided that CA status is appropriate for quarries that trigger the basic HTG rule because:

- (i) Council using the RDA status as leverage is not appropriate.
- (ii) Conditions can be imposed under s 108 of the RMA for matters over which Council has reserved control in the Plan.
- (iii) It gives weight to the expert witnesses' support of CA status.

[114] Further, we:

- (i) Acknowledge Mr Falconer's concession that amenity affects should be mitigated, not avoided, and supports this position.
- (ii) Accept the requirement to retain RDA status for activities where an HTG activity seeks direct vehicle access onto a state highway, significant strategic highways identified by Council in the Plan and across railway lines.
- (iii) Agree to the amendment that "in zone" quarry activity and/or an ancillary aggregate processing activity applying for resource consent under Rule 7.2.3.10 will not require written approvals and shall not be publicly or limited notified, unless vehicle access to the activity is located within 250 metres of a residential unit.

Existing use rights and the exemption under Rule 7.2.3.10(5)(a)

[115] CAPG seeks an exemption for existing “in zone” quarries as specified in Rule 7.2.3(5)(a). The Council want “in zone” quarries that currently exceed the basic HTG rule (250 vehicle movements per day (‘vpd’)) to apply for consent.

[116] In closing, Ms Limmer submitted that CAPG was not seeking an absolute exemption so that quarries within the quarry zone would never be subject to HTG limitations:⁶⁹

The CAPG is no longer seeking higher trigger levels in the HTG Rule 2 for quarrying. Rather it is seeking the exemption now proposed by Council for the existing levels of traffic in urban areas³ be extended to existing levels of traffic from activities in the Quarry zone.

³ Rule 7.2.3.10 (5)(a): *For the purposes of calculating the thresholds in Rule 7.2.3.10 (and table 7.1) for existing activities with access to urban roads the level of trip generation / scale of activity that existed prior to the plan becoming operative will not be included...*

[117] Dr Mitchell questioned Ms Limmer with respect to the exemption, making the point that such an exemption would allow quarries to reach 499 vpd before they are required to apply for consent.

DR MITCHELL: Could I just ask you a question about your paragraph 3 in that regard because you have said, “So that it generated 250 vehicles per day more than currently being generated”. So if you were at 249 currently, eg just below the trigger that is being proposed, you could essentially double that as a new permitted activity rather than allowing one extra before consent was triggered, is that the position?

MS LIMMER: Yes, sir, it hasn’t been thought of in that way, but thinking of the way the exemption is drafted at the moment in the rules that would be the effect of it for the existing urban activities as well as the ones within the quarry zone, yes. Because what it does is it excludes existing levels of vehicle movements from the numbers in that rule.

DR MITCHELL: So it is an additional quantum not tripping cumulatively the trigger?

MS LIMMER: Yes.

[118] A shift in the planning rules to accommodate the position of CAPG would exempt and allow the activities of existing quarries to be permitted up to a total volume of 499 vpd.

⁶⁹ Ibid, para 2.

[119] Ms Limmer went on to explain the difficulties associated with establishing existing use rights for quarries, and in closing legal submissions stated:⁷⁰

- 6.1 The Council is proposing an exemption for existing activities, but not existing quarries;
- 6.2 The primary reason for Council's proposal is to reduce reliance on the resource consent process, in recognition of the difficulties associated with establishing existing use rights;
- 6.3 The CAPG is acutely aware of how difficult it can be to establish existing use rights for long-established quarries – for example, the recent litigation around Saddle Hill quarry in Dunedin and previous litigation relating to a bentonite mine in Coalgate, Selwyn District;

[120] Mr Winchester, in the closing submission for Council, addressed the issue of existing use rights:⁷¹

- 6.2 The Council's concern is that, given that quarrying activities have expanded over time, the existing use rights of some quarries are not necessarily established and are far from certain. Therefore it is submitted that to apply the HTG rule exception to these quarries would effectively allow these high traffic generating activities that potentially have no existing use rights (or the ability to establish such rights) to take the benefit of the "exclusion clause". In addition, the exemption would allow the equivalent of a further 250 vehicle movements. The Council's position is that given the effects associated with quarry traffic (for example damage to roads, amenity concerns such as dust and noise) the application of the exclusion is not appropriate for existing quarry activities.

[121] On one hand we have Council who contend that the quarries in the proposed quarry zone should not be exempt from the requirement to consent or prove existing use rights, and on the other we have CAPG who contend that existing quarries that do not have consents should be exempt under Rule 7.2.3.10, which effectively permits the activity at a level equal to current production.

[122] When questioned, Ms Limmer stated that a quarry currently operating under the 250 vpd limit would not be required to prove existing rights under the Plan.⁷²

MR ILLINGSWORTH: So let's take the example where a quarry has 200 vehicles a day, inward and outward of the quarry, what you are seeking is the extent of the exemption so that existing use can be accepted – so that they are not required to prove existing use above that volume of 200 vehicles a day, that is what you are seeking isn't it?

⁷⁰ Ibid, paras 6.1–6.3.

⁷¹ Ibid, para 6.2.

⁷² Transcript, page 325, line 5.

MS LIMMER: They wouldn't need to because it wouldn't trigger the consent anyway, so the issue of existing use wouldn't arise....

MR ILLINGSWORTH: Are you sure that is the case, I mean if a quarry's got an existing use, they may be under the HTG rule, but they still have to prove that they would they still have to prove that they have a right to be there through the existing use?

MS LIMMER: No, sir, because they would be complying with the rule...

[123] Any quarry operating under the Plan at a level lower than the basic HTG rule threshold could operate as it is now. Whether those quarries will be required to prove existing use rights is uncertain.

[124] Mr Warren in his evidence stated that the current market was in excess of 6 million tonnes per annum and that the HTG basic threshold was set using an averaging process calculated by using 10 million tonne divided by 15 quarries at 25 tonne per truck and trailer load, giving an average demand of 220 vpd.⁷³

[125] Using this as a basis for calculation (for any one quarry), and assuming 20 vpd are not truck and trailers, the calculated threshold level for a quarry would be $\frac{250-20}{2} \times 25$. Thus the threshold would be 2875 tonne per day and, extrapolating this over one year, approximately 750,000 tonne per annum.

[126] Using the same logic, and if the exemption were to apply allowing 499 vpd, then the threshold would be closer to 5987 tonne per day, or approximately 1.55 million tonne per annum.

[127] This exemption (499 vpd) in a market which is approximately 6 million tonne per annum, whilst supporting the status quo, allows existing unconsented quarries to operate at levels which are significantly above normal operating levels (due to the effect of earthquake reconstruction).

[128] The balance must be to enable reconstruction, for which quarries are essential, with the effective management of the effects of these operations.

⁷³ Brief of evidence of Brian Warren, 10 June 2015, para 38.

[129] The Panel has therefore decided that:

- (a) Quarries which are operating in the quarry zone with heavy vehicle movements exceeding the threshold of 250 vpd shall be permitted until 30 April 2018, provided the level of trip generation does not exceed that which existed immediately prior to the Plan becoming operative.
- (b) After 30 April 2018, if a quarry exceeds the HTG threshold of 250 vpd, or proposes to exceed the threshold, then that quarry shall require consent under the HTG rule under the Plan for the full quantum of material required for extraction and sale.

Section 32

[130] We refer to the necessary principles set out in our earlier decisions.⁷⁴

[131] Mr Falconer prepared and filed a s 32 report and an updated s 32 report. The latter addressed amendments that had been made to the Notified Version.⁷⁵ These reports properly addressed the matters required by s 32 and are properly informed by the evidence we heard, with the exception of:

- (i) an analysis of showers and lockers;
- (ii) an analysis of the effects of overspill parking on surrounding businesses and residents.

[132] While the report and Mr Nunns' evidence attempt to evaluate the benefits and adverse effects of under and oversupply of parking, this fell, in our view, well short of the mark. It demonstrates a private cost of additional car parks, but none of the evidence has satisfied us that there will be the induced effect of additional private car travel on the network from oversupply. It also fails to take into account the benefits of an oversupply that we have set out in our discussion of the evidence. We have found that they are real benefits relating to site constraints and more frequently the provision of a necessary land bank for future development. On the other side, there is a total inadequacy to account for the adverse effects of an

⁷⁴ Strategic Directions, [63]–[70].

⁷⁵ Statement of evidence of David Ian Falconer, 26 May 2015; Rebuttal evidence, 17 June 2015.

undersupply of parking which it is conceded will lead to spillover parking in the streets. Although we were told this had been indirectly taken into account, there was no evidence to support this statement. We consider overspill would have significant adverse financial and social effects. The cost of Council management of parking was only put forward by reference to a report that Mr Nunns accepted was misleading. As well, no effort had been made to quantify the adverse effects from overspill parking on surrounding residences and businesses.

[133] The s 32 analysis adequately addresses the provision of cycle parks to promote active transport. However, it is a little light relating to ancillary benefits and incentives such as the provision of showers and lockers. However, taking cycle parking and ancillaries together satisfies us that the overall benefits outweigh any adverse effects.

Section 32AA

[134] We have already referred in earlier decisions to the matters we must address.⁷⁶

[135] We only have to consider changes that we have made. In this instance we have deleted the reference to oversupply of parking in an ITA assessment, and removed car parking altogether as an assessment matter under the HTG rule. Where the MPR is not met, parking still falls to be assessed under the parking rules. As we have already said at [94] above, if the developer meets the minimum requirements for parking, or the approved reduction figure from the innovative factors introduced by the Council, we are satisfied it should not be included as a required assessment matter within the ITA. We have also reintroduced lockers for cyclists.

[136] We have also introduced an additional trigger point for when a full ITA is required for retail activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets) in local and neighbourhood centres. After hearing evidence,⁷⁷ we were concerned that a series of small “in zone” developments, that would not otherwise breach the threshold for a full ITA, could occur in these centres without ever triggering the need to look at wider network effects.

⁷⁶ Above, at [14].

⁷⁷ Mr Clark for NZTA considered cumulative effects on the network need to be assessed in relation to KACs: Transcript, page 130-131.

[137] We have also introduced a temporary permitted activity rule for heavy vehicle trip generation, at or below current levels, associated with quarrying activities in the Rural Quarry Zone ('RQZ') that would operate as a stay to the HTG rule. This rule would apply until 30 April 2018. CAPG sought an exemption for existing "in zone" quarries under the HTG rule, in the same manner proposed for other HTG activities on urban roads. This would have effectively provided a clean slate in terms of heavy vehicle trip generation. We are not satisfied on the evidence that this is appropriate long-term. Notwithstanding this, we have some sympathy for the existing quarry operations in terms of first, their difficulties in establishing existing use rights (including the costs and delays in doing so), and secondly, their importance to recovery, which is unchallenged.

[138] In light of this, the introduced temporary permitted activity rule effectively allows heavy vehicle trips to continue at current levels until a specified time in the RQZ. Without this relief, or alternatively the exemption sought by CAPG, once the Plan is operative, many quarries would have found themselves needing to apply for resource consent immediately if they could not prove their existing use rights in relation to vehicle trips. This, in our opinion, would not be enabling of recovery, or indeed meet Objective 3.3.1 — Enabling recovery and facilitating the future enhancement of the district of Chapter 3, Strategic Directions.

[139] As outlined in the note under Rule P11, the permitted activity rule is "*a temporary measure to allow existing quarry activities to continue in the Rural Quarry Zone while they seek the necessary consents required by this chapter*". We consider the date of 30 April 2018 suitable as we see this activity inextricably linked to recovery, and therefore the end date ties in with those for permitted activities relating to Temporary Earthquake Recovery.

[140] Overall, we consider the introduction of the temporary permitted activity rule, combined with the introduction of the controlled activity provisions, go some way to accepting the relief sought by CAPG.

[141] We are satisfied that the objectives of the proposal are the most appropriate way to achieve the purposes of the RMA.

[142] In our assessment and findings on the evidence, we have assessed the efficiency and effectiveness of the changes we have made to the provisions, and also the Notified Version for

achieving the objectives. We are satisfied the amendments are the most appropriate way to achieve efficiency and effectiveness.

[143] In our evidential section we have summarised the reasons for deciding to make the changes we have.

[144] We consider that ss 32(1)(c) and 32AA(1) have been met by our amendments.

[145] We consider the consideration of the evidence and our findings is sufficient assessment of the matters to be considered under s 32(2), (3) and (4).

[146] In reaching our decision, we have considered all submissions and further submissions made on the Notified Version, and had regard to the Council's recommended acceptance or rejection of those submissions, as filed.⁷⁸ Except to the extent that those recommendations have been modified by this decision, we accept the Council's "Accept/Accept in Part/Reject Table".

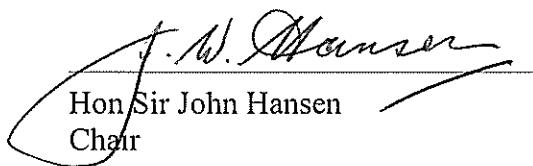
Overall evaluation and conclusions

[147] Based on our evidential findings, we are satisfied that Decision Version, as amended from the Revised Notified Version, best gives effect to the RMA and the superior documents. It is also best suited to enable recovery and meet the long-term requirements of greater Christchurch.

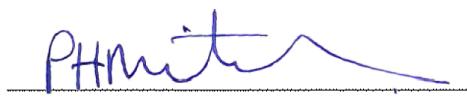
⁷⁸ The Council's updated Submissions Table ("Accept/Accept in Part/Reject Table"), dated 8 July 2015, can be found on the Hearings Panel's website.

Dated 7 August 2015

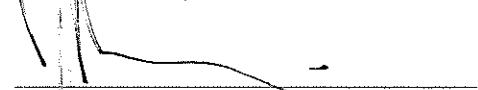
For the Hearings Panel:



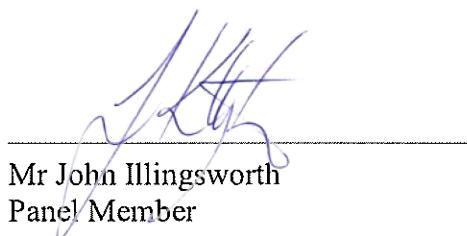
Hon Sir John Hansen
Chair



Dr Philip Mitchell
Panel Member



Ms Jane Huria
Panel Member



Mr John Illingsworth
Panel Member

SCHEDULE 1

Chapter 7 Transport

Contents

7.1 Objectives and policies

- 7.1.1 Objective 1 – Integrated transport system for Christchurch District**
- 7.1.2 Objective 2 Adverse effects from the transport network**

7.2 Rules – All zones outside the Central City

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

7.3 Matters of Control and Discretion

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

Appendices

- Appendix 7.1 – Parking space requirements**
- Appendix 7.2 – Cycle parking facilities**
- Appendix 7.3 – Loading areas**
- Appendix 7.4 – 85 percentile design motor car**
- Appendix 7.5 – 99 percentile design vehicle**
- Appendix 7.6 – Manoeuvring for parking and loading areas**

Appendix 7.7 – Access design**Appendix 7.8 – Queuing spaces****Appendix 7.9 – Visibility splay****Appendix 7.10 – Design of rural vehicle crossings****Appendix 7.11 – Standards for the location of vehicle crossings****Appendix 7.12 – Road classification system****Appendix 7.13 – Building setbacks to level crossings****Appendix 7.14 – Parking reduction adjustment factors**

7.1 Objectives and policies

7.1.1 Objective 1 – Integrated transport system for Christchurch District

- a. An integrated transport system for Christchurch District:
 - i. that is safe and efficient for all transport modes;
 - ii. that is responsive to the current recovery needs, future needs, and enables economic development;
 - iii. that supports safe, healthy and liveable communities by maximising integration with land use;
 - iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport;
 - v. that is managed using the one network approach.

7.1.1.1 Policy 1 – Establishment of a road classification system

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

Refer to Appendix 7.12 for a description of the road classification system.

Policy 1 also achieves Objective 2.

7.1.1.2 Policy 2 – High trip generating activities

Manage the adverse effects of high trip generating activities on the transport system by assessing their location and design with regard to the extent that they:

- a. are permitted¹ by the zone in which they are located;
- b. are located in urban areas and generate additional vehicle trips beyond what is already established or consented;

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

- c. are accessible by a range of transport modes and encourage public and active transport use;
- d. do not compromise the safe, efficient and effective use of the transport system;
- e. provide patterns of development that optimise use of the existing transport system;
- f. i. maximise positive transport effects;
 - ii. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located; and
 - iii. mitigate other adverse transport effects, such as effects on communities, and the amenity of the surrounding environment, including through travel demand management measures;
- g. provide for the transport needs of people whose mobility is restricted; and
- h. integrate and coordinate with the transport system, including proposed transport infrastructure and service improvements.

Policy 2 also achieves Objective 2.

7.1.1.3 Policy 3 – Vehicle access and manoeuvring

Provide vehicle access and manoeuvring, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.

Policy 3 also achieves Objective 2.

7.1.1.4 Policy 4 – Requirements for car parking and loading

- a. Require car parking and loading spaces which provide for the expected needs of an activity in a way that manages adverse effects.
- b. Enable a reduction in the number of car parking spaces required in circumstances where it can be demonstrated that:
 - i. the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and/or
 - ii. there is good accessibility by active and public transport and the activity is designed to encourage public and active transport use; and /or
 - iii. the extent of the reduction is appropriate to the characteristics of the activity and its location; and/or
 - iv. the extent of the reduction will maintain onsite parking to meet anticipated demand.

Policy 4 also achieves Objective 2.

7.1.1.5 Policy 5 – Design of car parking and loading areas

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

Policy 5 also achieves Objective 2.

7.1.1.6 Policy 6 – Promote public transport and active transport

- a. Promote public and active transport, by:
 - i. ensuring new, and upgrades to existing, road corridors provide sufficient space and facilities to promote safe walking, cycling and public transport, in accordance with the road classification where they contribute to the delivery of an integrated transport system;
 - ii. ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and associated end of trip facilities;
 - iii. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and
 - iv. requiring new district centres to provide opportunities for a public transport interchange.

Policy 6 also achieves Objective 2.

7.1.1.7 Policy 7 – Rail level crossings

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

Policy 7 also achieves Objective 2.

7.1.1.8 Policy 8 – Effects from transport infrastructure

- a. Avoid or mitigate adverse effects and promote positive effects from new transport infrastructure and changes to existing transport infrastructure on the environment, including:
 - i. air and water quality;

- ii. connectivity of communities
- iii noise, vibration and glare;
- iv. amenity and effects on the built environment;
- v. well-being and safety of users

Policy 8 also achieves Objective 2.

7.1.2 Objective 2 – Adverse effects from the transport system

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

7.1.2.1 Policy 9 – Effects from the strategic transport network

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

Notes

1. Policies 7.1.1.1 - 7.1.1.8 also apply to Objective 7.1.2
2. For more details on Christchurch City Council's vision, expectation and plans for transport, during the recovery period and longer term, please refer to the 'Christchurch Transport Strategic Plan'.

7.2 Rules – All zones outside the Central City

7.2.1 How to use the rules

- 7.2.1.1** The transport rules that apply to activities in all zones outside the Central City are contained in:
- a. The Activity Status table in 7.2.2; and
 - b. Rules in 7.2.3.
- 7.2.1.2** The Activity Status table and standards for the zone where the activity is located, and the Activity Status table and standards in the following chapters also apply (where relevant):

- 5** Natural Hazards
- 6** General Rules and Procedures
- 8** Subdivision, Development and Earthworks

- 9** Natural and Cultural Heritage
- 11** Utilities, Energy and Infrastructure
- 12** Hazardous Substances and Contaminated Land.

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

7.2.2.1 Permitted activities

- a. The activities listed in the table below are Permitted Activities if they comply with the Activity Specific Standards set out in this table and the Rules in 7.2.3.
- b. Activities may also be restricted discretionary, discretionary, or non-complying as specified in Standards 7.2.2.2 - 7.2.2.4.

	Activity
P1	Any activity that complies with 7.2.3.1 – Minimum number and dimensions of car parks required
P2	Any activity that complies with 7.2.3.2 – Minimum number of cycle parking facilities required
P3	Any activity that complies with 7.2.3.3 – Minimum number of loading spaces required
P4	Any activity that complies with 7.2.3.4 – Manoeuvring for parking and loading areas
P5	Any activity that complies with 7.2.3.5 – Gradient of parking and loading areas
P6	Any activity that complies with 7.2.3.6 – Design of parking and loading areas
P7	Any activity that complies with 7.2.3.7 – Access design
P8	Any activity that complies with 7.2.3.8 – Vehicle crossings
P9	Any activity that complies with 7.2.3.9 – Location of buildings and access in relation to road/rail level crossings
P10	Any activity that complies with 7.2.3.10 – High trip generators
P11	Only until 30 April 2018, in the Rural Quarry Zone, heavy vehicle trips for any quarrying activity that do not exceed the average daily heavy vehicle trip generation that existed for the 12 month period prior to 27 August 2014.

Note: P11 is a temporary measure to allow existing quarry activities in the Rural Quarry Zone to continue while they seek the necessary consents required by this chapter. The average

daily heavy vehicle trip generation relates to, and shall be calculated for, each calendar month.

7.2.2.1a Controlled activities

The activities listed below are a Controlled Activity:

Matters of Control for which conditions may be imposed are specified in the following table and as set out for that Matter in 7.3.

	Activity	The Council's control shall be limited to the following matters:
C1	<p>Any activity that is not in accordance with Rule 7.2.3.10 where:</p> <ul style="list-style-type: none"> i. the land use activity is otherwise permitted in zone where it is located; and ii. the activity does not exceed the thresholds in Table 7.1; and iii. direct vehicle access is not obtained from a state highway, major arterial road, or crosses a railway line; and iv. for a quarrying activity and/or an ancillary aggregates-processing activity in the Rural Quarry Zone, where a vehicle access to the activity is located further than 250 metres from a residential unit. 	Matters over which the Council has control to impose conditions are set out in section 7.3.19.

7.2.2.2 Restricted discretionary activities

The activities listed below are a Restricted Discretionary activity:

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

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

RD1	Any activity that is not in accordance with any one or more Rules in Section 7.2.3, except where otherwise provided for by 7.2.2.1a C1.	Matters over which the Council has restricted discretion are set out in sections 7.3.1 - 7.3.19 for each standard.
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7.2.2.3 Discretionary activities

There are no Discretionary activities.

7.2.2.4 Non complying activities

There are no Non Complying activities.

7.2.2.5 Prohibited activities

There are no Prohibited activities.

7.2.3 Rules – All zones outside the Central City

7.2.3.1 Minimum number and dimensions of car parks required

	Applicable to	Rule	Matters of discretion
a.	Any activity:	At least the minimum number of car parking spaces in Table 7.2 in Appendix 7.1 shall be provided on the same site as the activity. The minimum number of car parking space required may be reduced by the relevant amount if the activity qualifies for any of the permitted reductions in Appendix 7.14.	Matters specified in 7.3.1

	Applicable to	Rule	Matters of discretion
b.	Any car parks available to the general public.	Car parking spaces shall be provided with the minimum dimensions in Table 7.4 in Appendix 7.1.	Matters specified in 7.3.2
c.	Any activity: <ol style="list-style-type: none"> i. where standard car parks are provided (except residential developments with less than 3 units), or ii. containing buildings with a GFA of more than 2,500 m² 	At least the minimum number of mobility car parking spaces in accordance with Table 7.3 in Appendix 7.1 shall be provided on the same site as the activity.	Matters specified in 7.3.3

7.2.3.2 Minimum number of cycle parking facilities required

	Applicable to	Rule	Matters of discretion
a.	Any activity:	At least the minimum amount of cycle parking facilities in accordance with Appendix 7.2 shall be provided on the same site as the activity.	Matters specified in 7.3.4

7.2.3.3 Minimum number of loading spaces required

	Applicable to	Rule	Matters of discretion
a.	Any activity where standard car parks are provided	At least the minimum amount of loading spaces in accordance with Appendix 7.3 shall be provided on the same site as the activity.	Matters specified in 7.3.5

7.2.3.4 Manoeuvring for parking and loading areas

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

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

7.2.3.5 Gradient of parking and loading areas

	Applicable to	Rule	Matters of discretion
a.	All non-residential activities with vehicle access	Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be \leq 1:16 (6.26%) Matters specified in 7.3.7
b.		Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be \leq 1:20 (5%)
c.		Gradient of mobility car park spaces.	Gradient shall be \leq 1:50 (2%)

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

7.2.3.6 Design of parking and loading areas

	Applicable to	Rule	Matters of discretion
a.	All non-residential activities with parking and/or loading areas used during hours of darkness	Lighting of parking and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	Matters specified in 7.3.8
b.	Any urban activity, except: i. residential activities containing less than three car parking spaces; or	The surface of all car parking, loading, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.	Matters specified in 7.3.9

	Applicable to	Rule	Matters of discretion
	<ul style="list-style-type: none"> ii. sites where access is obtained from an unsealed road; or iii. temporary activities. 		

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

7.2.3.7 Access design

	Applicable to	Rule	Matters of discretion
a.	Any activity with vehicle access.	Access shall be provided in accordance with Appendix 7.7.	Matters specified in 7.3.10
b.	Any activity providing 4 or more car parking spaces or residential units.	Queuing Spaces shall be provided in accordance with Appendix 7.8	Matters specified in 7.3.11
c.	Any vehicle access: <ul style="list-style-type: none"> i. to an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or ii. on a key pedestrian frontage. 	Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay in accordance with Appendix 7.9 shall be provided. If any part of the access lies within 20m of a Residential Zone any audio method should not operate between 8pm and 8am.	Matters specified in 7.3.12

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

7.2.3.8 Vehicle crossings

	Applicable to	Rule	Matters of discretion
a.	Any activity with a vehicle access to any road or service lane.	A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.	Matters specified in 7.3.13
b.	Any vehicle crossing on an arterial road or collector road with a speed limit 70 kilometres per hour or greater	Vehicle crossing shall be provided in accordance with Appendix 7.10.	Matters specified in 7.3.13
c.	Any vehicle crossing to a rural selling place	Vehicle crossing shall be provided in accordance with Figure 7.13 in Appendix 7.10.	Matters specified in 7.3.13
d.	Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater	The minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, shall be in accordance with Table 7.14 in Appendix 7.11.	Matters specified in 7.3.14
e.	Any activity with a vehicle crossing	The maximum number of vehicle crossings shall be in accordance with Table 7.15 in Appendix 7.11.	Matters specified in 7.3.15
f.	Any activity with a vehicle crossing	The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.16 in Appendix 7.11.	Matters specified in 7.3.16
g.	Any vehicle crossing on a rural road	The minimum sight lines to vehicle crossings shall be provided in accordance with Figure 7.15 in Appendix 7.11.	Matters specified in 7.3.17

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

Note: All vehicle crossings designed and constructed onto public roads managed by Council require a vehicle crossing application and the form can be found at:

resources.ccc.govt.nz/files/VehicleCrossingApplication-docs.pdf. An approval must be given before construction can start. Design and construction works shall be at the Owner or Developer's own expense. Standards for the design of vehicle crossings can be found in Council's Construction Standard Specifications.

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

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

Any application arising from noncompliance 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.

7.2.3.10 High trip generators

	Applicable to	Rule – Resource consent under this rule is required for activities with:	Matters of discretion
a.	Education Activities (Schools)	More than 150 Students	Matters specified in 7.3.19
b.	Education Activities (Pre-School)	More than 50 Children	
c.	Education Activities (Tertiary Education and Research Activities)	More than 250 FTE Students	
d.	Health Care Facilities	More than 500m ² GFA	
e.	Industrial Activities (excluding Warehousing and Distribution Activities)	More than 5,000m ² GFA	
f.	Industrial Activities (Warehousing and Distribution Activities)	More than 10,000m ² GFA	
g.	Office	More than 1750m ² GFA	
h.	Residential Activities	More than 60 residential units	
i.	Retail Activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets)	More than 500m ² GLFA	
j.	Retail Activities (factory shops, retail park zones, but excluding trade suppliers and food and beverage outlets)	More than 1000m ² GLFA	
k.	Mixed use and other activities (not listed above), except where 7.2.2.1 P11 applies.	More than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day (whichever is met first) ‘Peak hour’ are those hours between 3pm and 7pm on a weekday.	

When resource consent under this rule is required:

1. An Integrated Transport Assessment shall be undertaken for activities that are High Trip Generators (i.e. are controlled or restricted discretionary activities under this rule).
2. If an Integrated Transport Assessment has already been approved for the site as part of a granted resource consent, then this rule does not apply to any development that is within the scope of that Integrated Transport Assessment and in accordance with the resource consent, unless the resource consent has lapsed.
3. A basic Integrated Transport Assessment shall be undertaken for High Trip Generators that do not exceed the thresholds in 7.3.19 Table 7.1. A full Integrated Transport Assessment shall be undertaken for activities that exceed the thresholds in 7.3.19 Table 7.1. Note: Guidance on preparing an Integrated Transport Assessment to address the assessment matters in 7.3.19 may be obtained from Christchurch City Council's Integrated Transport Assessment Guidelines.
4.
 - a. For the purposes of calculating the thresholds in Rule 7.2.3.10 (and table 7.1):
 - i. for existing activities with access to urban roads, the level of trip generation and scale of activity that existed prior to the plan becoming operative will not be included.
 - ii. for existing activities with access to rural roads, the level of trip generation and scale of activity that existed prior to the plan becoming operative shall be included.
 - iii. for education activities the thresholds in Rule 7.2.3.10 (and table 7.1) shall only apply to any additional traffic generation from a site which increases the number of children, students or FTE students.
 - b. However (a) i and iii do not apply if the existing activity's vehicle access arrangements change so that more than 50 vehicle trips per peak hour will use a new vehicle access to the activity and / or the volumes using any existing vehicle access to the activity increases by more than 50 vehicle trips per peak hour.

5. Other than as required by 6 or 7 below, the application shall not be publicly or limited notified where:
 - a. the land use activity is otherwise permitted in the zone where it is located and direct vehicle access is not from a state highway or crosses a KiwiRail railway line; or
 - b. the land use activity is otherwise permitted in the zone where it is located and direct vehicle access is from a state highway or crosses a KiwiRail railway line and written approval/s have been provided by the NZ Transport Agency and/or KiwiRail (whichever is relevant);
6. Where written approvals have not been provided under 5 b above, Council shall give limited notification of the application to the NZ Transport Agency and/or KiwiRail only.
7. For a quarrying activity and/or an ancillary aggregates-processing activity in the Rural Quarry Zone, where a vehicle access to the activity is located within 250 metres of a residential unit, the Council shall give limited notification of the application to the owners/occupiers of that residential unit only, unless such approvals have already been provided.

7.3 Matters of control and discretion

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

7.3.1 Minimum number of car parks required

The following are assessment matters for Rule 7.2.3.1a:

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. whether a legal agreement has been entered into, bonding the parking to the activity; and/or
 - e. is surrounded by appropriate land use activities with which the car parking is compatible.

2. Whether the parking demand occurs at a different time from another land use activity, with which a parking area could be shared without adverse effects for on street parking.
3. Whether a legal agreement has been entered into securing mutual usage of any parking areas shared with other activities.
4. Where the required number of off-street car parking spaces are not to be provided:
 - a. whether the proposal or application demonstrates that it will generate more or less parking and/or staff parking demand than is required by this District Plan;
 - b. whether the required parking can physically be accommodated on the site and/or off site;
 - c. whether the movement function, safety and amenity values of the road network and surrounding environment may be adversely affected by extra parked and manoeuvring vehicles on these roads;
 - d. whether the site is well serviced by public transport and is designed or operated to facilitate public transport use;
 - e. whether additional cycle parking facilities (more than the number required by this District Plan) have been provided to offset 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 onsite parking spaces for the proposal in conjunction with other activities in the vicinity which are not providing the required number of parking spaces;
 - g. whether the reduction in parking will affect the ability of future activities on the site to meet the parking requirements;
 - h. whether the safety of pedestrians will be affected by being set down on-street;
 - i. whether a reduction in, or waiver of, the required onsite 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 onsite car parking will enable a significant improvement in the urban design, appearance, and amenity values of the site and a more efficient site layout without compromising the amenity values, safety and efficiency of the transport network;
 - k. whether a reduction in, or waiver of, the required onsite car parking is appropriate because there are other public parking facilities close to the activity that can be used by people accessing the activity; and
 - l. whether there are mitigating factors for a reduced parking supply, with regard given to the parking reduction adjustment factors in Appendix 7.14.

- m. whether a reduction in or waiver of required on-site car-parking would contribute to the protection of waterway setbacks or natural, heritage or cultural (including Ngāi Tahu/Manawhenua) values.

7.3.2 Parking space dimensions

The following are assessment matters for Rule 7.2.3.1b:

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

7.3.3 Mobility parking spaces

The following are assessment matters for Rule 7.2.3.1c:

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

7.3.4 Minimum number of cycle parking facilities required

The following are assessment matters for Rule 7.2.3.2:

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

6. Whether the number of cycle parking spaces and end of trip facilities provided are sufficient considering the nature of the activity on the site and the anticipated demand for cycling.

7.3.5 Minimum number of loading spaces required

The following are assessment matters for Rule 7.2.3.3:

1. Whether the nature and operation of the particular activity will require loading spaces of a different size, number and frequency of use.
2. Whether an off-street shared loading area can be safely and efficiently provided in conjunction with an adjacent activity.
3. Whether a legal agreement has been entered into securing mutual usage of any loading areas shared with other activities.
4. Whether loading can be safely and efficiently undertaken on-street.
5. Whether the movement function and/or safety of the surrounding transport network may be adversely affected by extra parked and manoeuvring vehicles on street.
6. Whether loading and service functions disrupt pedestrian and cycling traffic, disrupt active frontages, or detract from street scene amenity values.
7. Whether there is an existing on-street loading facility within 50m of the site, and the route between the loading facility and the site does not require crossing any road, that can be used safely.

7.3.6 Manoeuvring for parking and loading areas

The following are assessment matters for Rule 7.2.3.4:

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

7.3.7 Gradient of parking and loading areas

The following are assessment matters for Rule 7.2.3.5:

1. Whether the gradient noncompliance affects any mobility parking spaces, and whether the proposed gradient will make it difficult for people whose mobility is restricted to use these parking spaces.
2. The total number of parking spaces affected by the gradient noncompliance.

3. Whether the gradient will make the use of the parking and loading spaces impracticable.
4. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring sites.

7.3.8 Illumination of parking and loading areas

The following are assessment matters for Rule 7.2.3.6a:

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

7.3.9 Surface of parking and loading areas

The following are assessment matters for Rule 7.2.3.6b:

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

7.3.10 Vehicle access design

The following are assessment matters for Rule 7.2.3.7a:

1. Whether the driveway serves more than one site and the extent to which other users of the driveway may be adversely affected.
2. Whether there are any adverse effects on the safety and amenity values of neighbouring properties and/or the function of the transport network.
3. The effects on the safety and security of people using the facility.
4. Whether the access disrupts, or results in conflicts with, active frontages, convenient and safe pedestrian circulation and cycling flows or will inhibit access for emergency service vehicles where on-site access is required.
5. Whether the safety of pedestrians, particularly the aged and people whose mobility is restricted, will be compromised by the length of time needed to cross a wider driveway.
6. Whether the legal width of access is restricted by the boundaries of an existing site and/or an existing building.

Where the access exceeds the maximum gradient standards, in addition to (1) to (6) above:

7. Whether the gradient will make the use of the access impracticable, including inhibiting access for emergency service vehicles where on-site access is required.
8. Whether the drainage facilities are adequately designed and will not cause adverse effects on neighbouring sites.

7.3.11 Queuing spaces

The following are assessment matters for Rule 7.2.3.7b:

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

7.3.12 Visibility splay

The following are assessment matters for Rule 7.2.3.7c:

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

7.3.13 Vehicle crossing design

The following are assessment matters for Rule 7.2.3.8 a, b and c:

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

7.3.14 Minimum distance between vehicle crossings

The following are assessment matters for Rule 7.2.3.8d:

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

7.3.15 Maximum number of vehicle crossings

The following are assessment matters for Rule 7.2.3.8e:

1. Whether the extra crossing(s) will adversely affect the efficient and safe operation of the road for all road users.
2. Any cumulative effects of the introduction of extra vehicle crossings when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.
3. Whether the physical form of the road will minimise the adverse effects of the extra vehicle crossings for example the presence of a solid median to stop right hand turns.
4. Whether the landscaping adjacent to the road will be adversely affected by the vehicle crossings.

7.3.16 Minimum distance between vehicle crossings and intersections

The following are assessment matters for Rule 7.2.3.8f:

1. Whether extra conflict may be created by vehicles queuing across the vehicle crossing.
2. Whether any potential confusion between vehicles turning at the crossing or the intersection may have adverse effects on safety.
3. The effects on the safety of users of all transport modes.
4. Whether the number and type of vehicles generated by the activity on the site will adversely affect the frontage road, particularly at times of peak traffic flows on the road.
5. Whether the speed and volume of vehicles on the road will exacerbate the adverse effects of the vehicle crossing on the safety of users of all transport modes.
6. Whether the geometry of the frontage road and intersections will mitigate the adverse effects of the vehicle crossing.
7. Whether there are present, or planned, traffic controls along the road corridor where the vehicle crossing is proposed.
8. Any cumulative effects when considered in the context of existing and future vehicle crossings serving other activities in the vicinity.

9. Whether traffic mitigation measures such as medians, no right turn or left turn signs, or traffic calming measures are proposed.

7.3.17 Sight lines at vehicle crossings

The following are assessment matters for Rule 7.2.3.8g:

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

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

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

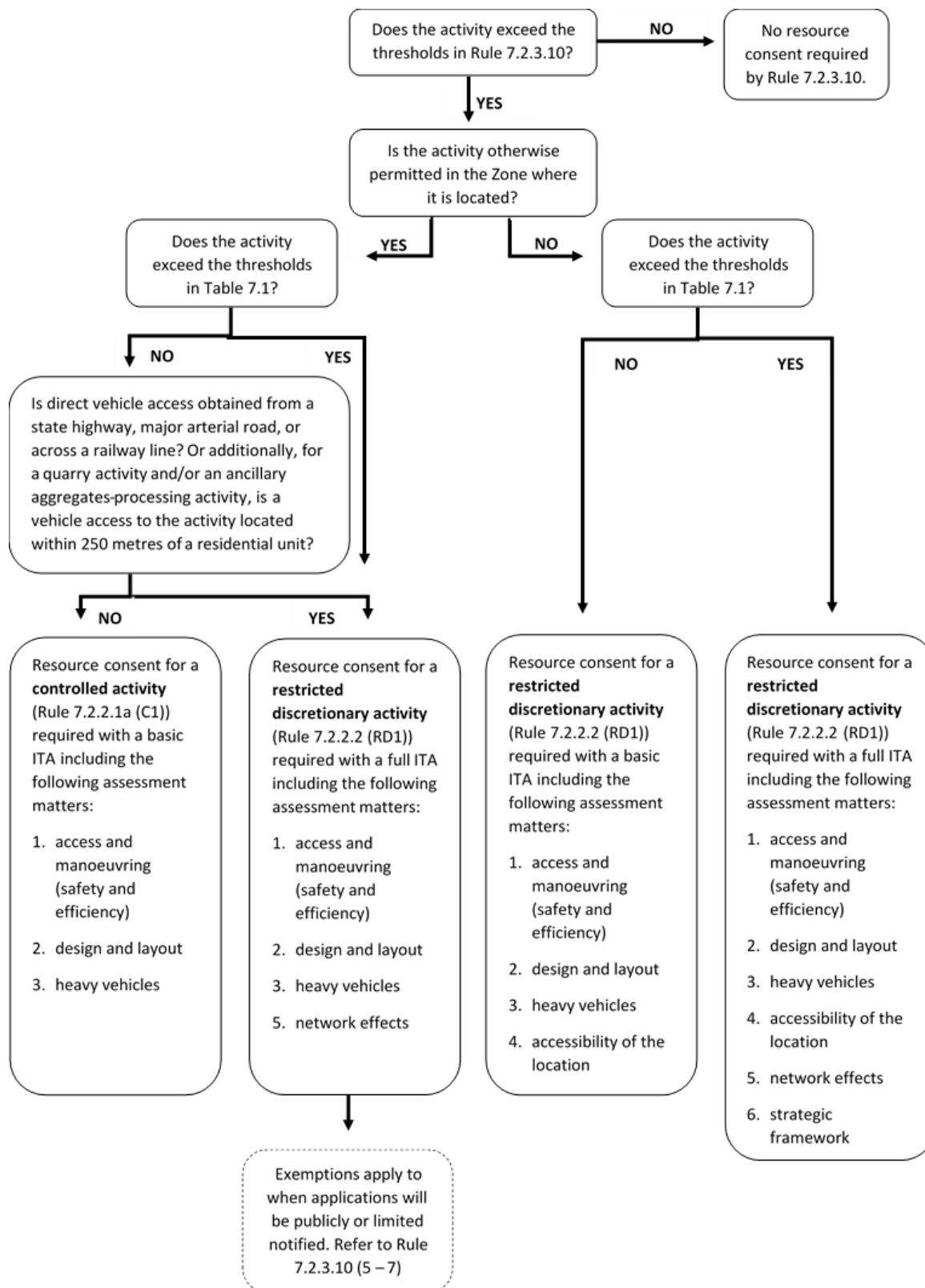
1. Where a new road or access crosses a railway line and/or a road intersection or vehicle crossing does not comply with the minimum setback from a rail level crossing limit line:
 - a. whether the safety and efficiency of rail and road operations will be adversely affected;
 - b. whether a grade separated crossing will be provided; and/or
 - c. whether connectivity and accessibility for pedestrians, cyclists and vehicles will be improved, without compromising safety.

The following are assessment matters for Rule 7.2.3.9d:

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

7.3.19 High trip generators

The following are matters of control for Rule 7.2.2.1a C1 or assessment matters for Rule 7.2.2.2 RD1. The following diagram shows the matters of control or discretion that apply to each activity.



Note: For clarity, the following table also shows which Matters of Control or Discretion apply to which situations:

Matters of Control or Discretion	Activities that are otherwise permitted in the Zone's Activity Status Table		Activities that are not permitted in the Zone's Activity Status Table	
	Basic ITA /Controlled activity	Full ITA	Basic ITA	Full ITA
1 Access and manoeuvring (safety and efficiency)	Yes	Yes	Yes	Yes
2 Design and Layout	Yes	Yes	Yes	Yes
3 Heavy vehicles	Yes	Yes	Yes	Yes
4 Accessibility of the location			Yes	Yes
5 Network effects		Yes		Yes
6 Strategic framework				Yes

1. Access and manoeuvring (safety and efficiency): Whether the provision of access and on-site manoeuvring associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the transport network (including considering the road classification of the frontage road).
2. Design and Layout: Whether the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private car, including providing safe and convenient access for travel by such modes.
3. Heavy vehicles: For activities that will generate more than 250 heavy vehicle trips per day, whether there are any effects from these trips on the roading infrastructure.
4. Accessibility of the location: Whether the proposed activity has demonstrated the accessibility of the site by a range of transport modes and whether the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage public and active transport use.
5. Network effects: Having particular regard to the level of additional traffic generated by the activity and whether the activity is permitted by the zone in which it is located, whether measures are proposed to adequately mitigate the actual or potential effects on the transport network arising from the anticipated trip generation (for all transport modes) from the proposed activity, including

consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.

6. Strategic framework: Whether the proposal is consistent with the local and regional transport policy framework.

Table 7.1 – Thresholds for full Integrated Transport Assessments

	Activity	Thresholds
a.	Education Activities (Schools)	More than 450 students
b.	Education Activities (PreSchool)	More than 150 children
c.	Education Activities (Tertiary Education and Research Activities)	More than 750 FTE Students
d.	Health Care Facilities	More than 1000m ² GFA
e.	Industrial Activities (excluding Warehousing and Distribution Activities)	More than 10,000 m ² GFA
f.	Industrial Activities (Warehousing and Distribution Activities)	More than 20,000 m ² GFA
g.	Offices	More than 4000 m ² GFA
h.	Residential Activities	More than 120 Residential Units
i.	Retail Activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets)	More than 1000 m ² GLFA and/or in a local or neighbourhood centre identified in Chapter 15, where the total area of development* over any three year period exceeds 1000 m ² GLFA.
j.	Retail Activities (factory shops and retail park zones, but excluding trade suppliers and food and beverage outlets)	More than 2000 m ² GLFA

	Activity	Thresholds
k.	All other activities (not covered by the thresholds above)	<p>More than 120 vehicle trips per peak hour or 1000 vehicle trips per day (whichever is met first).</p> <p>‘Peak hour’ are those hours between 3pm and 7pm on a weekday.</p>

* Development refers to either consented or constructed developments.

Appendices

Appendix 7.1 – Parking space requirements

1. The minimum number of car parking spaces provided shall be in accordance with Tables 7.2 and 7.3.
 - a. The car parking requirements listed in Table 7.2 are categorised by activity. When calculating the overall parking requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total parking requirement for any activity will be the sum of the parking requirements for each area.
 - b. Where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - c. Where an activity falls under the definition of more than one activity in Table 7.2, then the higher parking requirement shall apply.
 - d. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
2. Any space required for off-street parking other than for a residential activity shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
3. All required staff car parking spaces shall be permanently marked and signed for the exclusive use of staff. Staff parking may be relocated within the site.
4. Mobility parking spaces shall be provided at the closest possible point to the accessible entrance to the activity with which they are associated, and the most direct route from the mobility car park spaces to the activity shall be accessible for people whose mobility is restricted. The spaces shall be clearly signed.
5. All car parking spaces and aisle widths shall be laid out in accordance with Table 7.4 and Figure 7.1
6. Critical manoeuvring areas such as aisles in or between major structures, or changes in grade, shall be designed to accommodate the 99 percentile design vehicle as set out in Appendix 7.5.
7. All other manoeuvring areas shall be designed to accommodate the 85 percentile design motor car as set out in Appendix 7.4.
8. Full time equivalent student numbers for Tertiary Education and Research Activities shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 FTE students. Any additional car parks required shall be provided within 12 months of the date of assessment. Note: Full-time equivalent student means the equivalent number of students based on the number of papers taken to

complete a full time course in the normal time, divided by the actual number of students.

9. For sites with activities, listed under Rule 7.2.3.1(a), that existed on 3 September 2010 (i.e. prior to the Canterbury earthquakes of 2010/2011), Table 7.2 shall be applied to the rebuild of that activity, as follows:
 - a. For the size of the activity's building floor area/ scale of the activity that existed on 3 September 2010, Table 7.2. does not apply, as long as the activity provides at least the same amount of on-site parking that existed on 3 September 2010.
 - b. For any addition to the size of the activity's building floor area/ scale of the activity that is an increase to what existed on 3 September 2010, Table 7.2 shall apply in respect of the increase.

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

Table 7.2 – Minimum number of car parks required

	Activity	Car parking spaces	
		Residents/ Visitors/ Students	Staff
EDUCATION ACTIVITIES:			
a.	Pre-Schools	1 space/ 10 children	0.5 space per FTE staff
b.	Schools	1 space/ 25 students (year 8 and below) 0.5 spaces/ 25 students (year 9 and above)	0.5 space per FTE staff
c.	Tertiary Education and Research Activities	20 spaces/ 100 FTE students	5.5 spaces/ 100 FTE students
ENTERTAINMENT AND RECREATION FACILITIES:			
d.	Cinemas	2.5 spaces/ 10 seats	1 space/ 1 screen
e.	Theatres	3 spaces/ 10 seats	1 space/ 60 seats

	Activity	Car parking spaces	
		Residents/ Visitors/ Students	Staff
f.	Museums and Galleries	1 space/ 30m ² PFA	1 space/ 300m ² PFA
g.	Libraries	1 space/ 50m ² PFA	1 space/ 200m ² PFA
h.	Gymnasiums (for public, or private club use), Dance Studios	5 space/ 100m ² GFA	1 space/ 200m ² PFA
i.	Sports Courts (for public, or private club use)	1 space/ 50m ² court area	1 space/ 200m ² court area
j.	Sports Fields (for public, or private club use)	15 spaces/ ha pitch area	1 space
k.	Swimming Pools (for public, or private club use)	1 space/ 10m ² pool area	1 spaces/ 200m ² pool area
l.	Other Entertainment/ Recreation Facilities, if not specified above	specified above 1 space/ 10m ² PFA, or 1 space/ 10 seats (whichever is greater)	10% of visitor requirements
m.	FIRE STATIONS and AMBULANCE STATIONS	1 space/ emergency service vehicle bay	1 space/ emergency service vehicle bay
GUEST ACCOMMODATION ACTIVITIES:			
n.	Hotels	1 space / 4 bedrooms	1 space/ 30 bedrooms
o.	Other Guest Accommodation Activities, if not specified above	1 space/unit or 1 space/2.5 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/ 10 bedrooms, whichever is the greater

Activity	Car parking spaces		
	Residents/ Visitors/ Students	Staff	
HEALTH CARE FACILITIES:			
p.	Hospitals	1 space/ 350m ² GFA	1 space/ 350m ² GFA
q.	Other Health Care Facilities if not specified above	1 space/ 25m ² GFA	1 space/ 100m ² GFA
INDUSTRIAL ACTIVITIES:			
r.	Warehousing and Distribution Activities	1 space/ 2000m ² GFA (1 space minimum)	4.5 spaces/ 1000m ² GFA
s.	Other Industrial Activities, if not specified above	1 space/ 800m ² GFA (1 space minimum)	11 spaces/ 800m ² GFA
t.	OFFICES	5% of staff requirement (1 space minimum)	2.5 spaces/ 100m ² GFA
u.	PUBLIC TRANSPORT INTERCHANGES	Nil	Nil
v.	RESERVES (if there is not a specified car parking requirement in this table for the activity on the reserve)	Nil	Nil
w.	QUARRYING ACTIVITY AND ANCILLARY AGGREGATE PROCESSING ACTIVITY	1 space/ 800m ² GFA (1 space minimum)	11 spaces/ 800m ² GFA
RESIDENCES:			
x.	Boarding Houses	1 car parking space/ 3 tenants	Nil
y.	Care Facilities (including the care facility component of Retirement Villages)	1 space/ 5 clients	1 space/ 6 clients
z.	Retirement village (excluding the Care Facility components)	1 space/ residential unit	Nil

	Activity	Car parking spaces	
		Residents/ Visitors/ Students	Staff
aa.	Sheltered Housing	1 space/ 4 units	1 space/ resident staff unit
bb.	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
cc.	Residential activities provided under EDM and CHRM	1 space/ unit	Nil
dd.	Student Hostel Accommodation	1 space/ 5 beds	1 space/ 20 beds
ee.	Other Residential Activities, if not specified above	1 space/ unit, where that unit has less than 150m ² GFA, 2 spaces/ unit otherwise	Nil
RETAIL ACTIVITIES and COMMERCIAL SERVICES:			
ff.	Food and Beverage Outlets	9 spaces/ 100m ² PFA (2 spaces minimum)	1 space/ 100m ² PFA (2 spaces minimum)
gg.	Motor Servicing Facility	2.5 spaces/ workbay	1 space/ workbay
hh.	Factory Shops, Retail Activities in Retail Park Zones	18 spaces/ 1000m ² GLFA	10% of visitor requirements
ii.	Other Retail Activities or Commercial Services, if not specified above	4 spaces/100m ² GLFA for the first 20,000m ² GLFA, 3.3 spaces/100m ² GLFA for the next 10,000m ² GLFA, 3 spaces/100m ² GLFA thereafter. 3 spaces/100m ² GLFA of any outdoor display area	0.5 spaces/ 100m ² GLFA
jj.	SERVICE STATIONS	1 per 100m ² GLFA	1 per 100m ² GLFA

	Activity	Car parking spaces	
		Residents/ Visitors/ Students	Staff
kk.	SPIRITUAL FACILITIES	0 spaces for the first 300m ² PFA (of the largest room), 1 space/ 20m ² PFA (of the largest room) for the next 300m ² , 1 space/ 10m ² PFA (of the largest room) thereafter.	10% of visitor requirement
ll.	TRADE SUPPLIERS	1.75 space/ 100m ² GLFA	0.25 space/ 100m ² GLFA
mm.	UTILITIES (that have no permanent staff)	Nil	Nil
nn.	YARD-BASED SUPPLIERS	1 space/ 100m ² GLFA	1 space/ 100 m ² GLFA

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

Table 7.3 – Minimum number of mobility car parks required

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

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

Table 7.4 – Minimum car park dimensions

	Type of use	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
a.	Long term (refer to Note 1)	90°	2.4	6.6	5.0	0.6	11.6
b.	Medium term (refer to Note 2)		2.5	6.4			11.4
c.	Short term (refer to Note 3)		2.6	6.2			11.2
d.	Mobility car parks		3.6	6.6			11.6
e.	Long term (refer to Note 1)	60°	2.4	5.4	5.0	0.4	10.4
f.	Medium term (refer to Note 2)		2.5	5.1			10.1
g.	Short term (refer to Note 3)		2.6	4.8			9.8

	Type of use	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Over hang (m)	Total width (stall depth and aisle width) (m)
h.	Long term (refer to Note 1)	45°	2.4	4.5	5.0	0.4	9.5
i.	Medium term (refer to Note 2)		2.5	4.2			9.2
j.	Short term (refer to Note 3)		2.6	3.9			8.9
l.	Long term (refer to Note 1)	30°	2.3	4.1	4.0	0.4	8.1
m.	Medium term (refer to Note 2)		2.4	3.8			7.8
n.	Short term (refer to Note 3)		2.5	3.5			7.5

	Type of use	Parking angle	Parking stall width (m) (refer to q)	Aisle width (m) (refer to Note 4)	Parking stall depth (m) (refer to r)	Overhang (m)	Total width (stall depth and aisle width) (m)
o.	Mobility car parks	Parallel	3.6	3.3 (one way) 5.5 (two way)	6.1		
<hr/>							
p.	All users	Parallel	2.0	3.3 (one way) 5.5 (two way)	6.1		

- q. Stall widths shall be increased by 300 millimetres where they abut permanent obstructions such as a wall, column or other permanent obstruction. Where there is such an obstruction on both sides of a parking space the minimum width shall be increased by 600mm.
- r. The stall depth may be reduced by the corresponding overhang length if a low kerb allows overhang, but this overhang shall not encroach any pedestrian facilities or required landscape areas.

Notes

1. Long term parking: generally all day parking.
2. Medium term parking: generally two to four hour parking.
3. Short term parking: generally two hour parking or less.
4. Aisle widths for 90° parking allow for two-way operation. If not otherwise specified, all other aisle widths are given for one-way operation with forward entry to spaces.
5. Design guidance for parking areas in buildings may be obtained from the *New Zealand Building Code D1/AS1: Access Routes or Australian/New Zealand Standard Offstreet Parking, Part 1: Car Parking Facilities, AS/NZS 2890.1:2004*,

and any subsequent amendments. Compliance with the Australian/ New Zealand Standard is recommended, but is not a requirement to achieve permitted activity status.

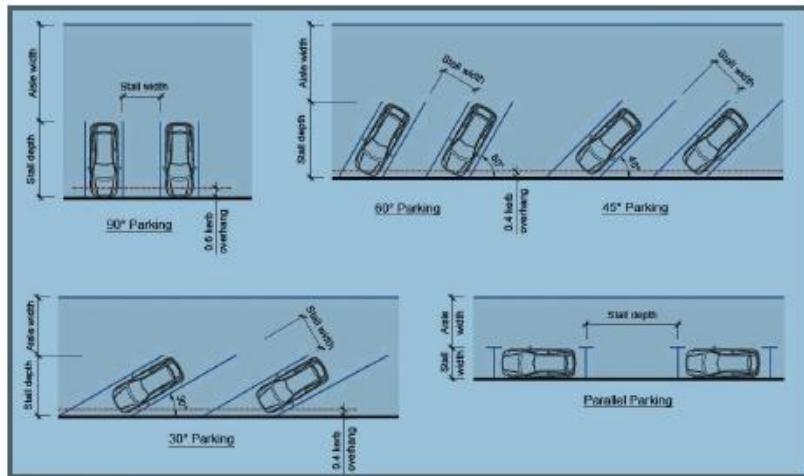


Figure 7.1: Car park dimensions

Appendix 7.2 – Cycle parking facilities

1. Visitor cycle parking facilities shall be provided as follows:
 - a. The number of visitor cycle parks provided shall be at least the minimum number of visitor cycle parks specified in Table 7.5.
 - i. when calculating the overall parking requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total parking requirement for any activity will be the sum of the parking requirements for each area.
 - ii. where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - iii. where an activity falls under the definition of more than one activity in Table 7.5, then the higher parking requirement shall apply.
 - iv. where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
 - b. Stands shall be securely anchored to an immovable object.
 - c. Stands shall support the bicycle frame and front wheel.
 - d. Stands shall allow the bicycle frame to be secured.

- e. Cycle parking facilities shall be clearly signposted or visible to cyclists entering the site.
- f. Cycle parking facilities shall be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.
- g. Cycle parking facilities shall be located so that the bicycle is at no risk of damage from vehicle movements within the site.
- h. Cycle parking facilities shall be located as close as possible to and no more than 30 metres from at least one main pedestrian public entrance to the building/activity. However, the requirement to provide visitor cycle parking does not apply to a building on a key pedestrian frontage that has no setback from the road frontage, which results in there being no space for the visitor cycle parking to be provided within 30 metres of at least one main pedestrian public entrance.
- i. Lighting must comply with the lighting requirements in 7.2.3.6 Rule 6.
- j. Stands shall have the minimum dimensions in Figure 7.2.
- k. Cycle parking facilities shall be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

Note: Where there is more than one public entrance to the building, it is recommended that visitor cycle parking is apportioned between the entrances in accordance with their potential usage.

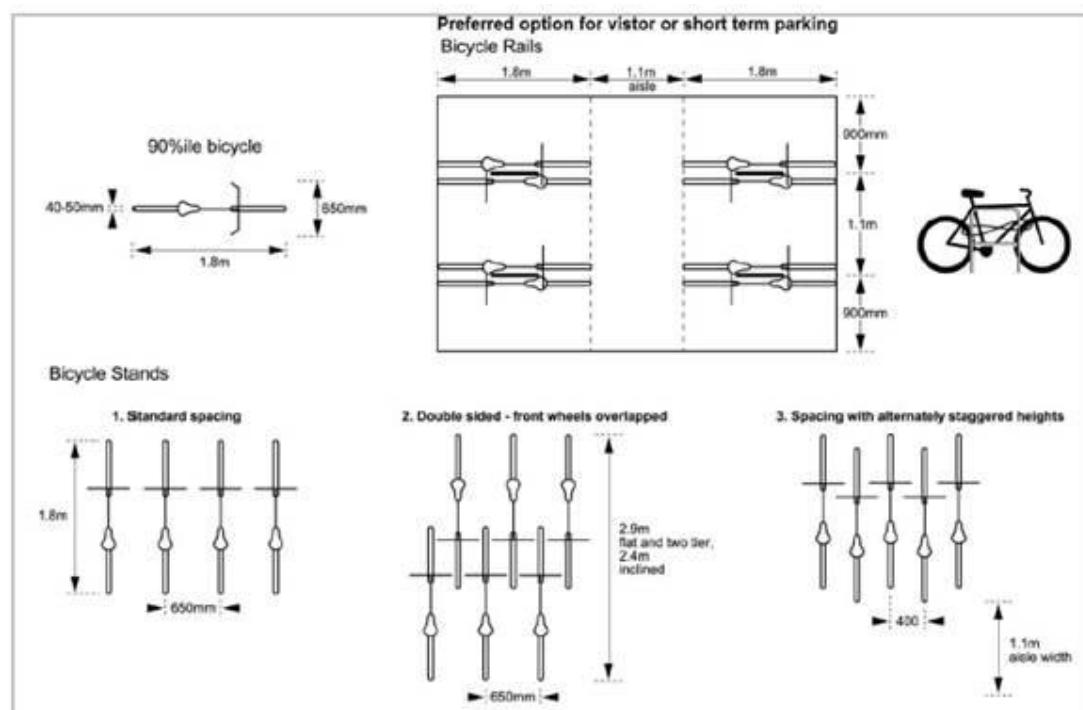


Figure 7.2 – Minimum cycle parking dimensions

2. Staff/residents/students cycle parking facilities shall be provided as follows:
 - a. The number of staff/residents/students cycle parks provided shall be at least the minimum number of staff/residents/students cycle parks in Table 7.5. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply. Where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - b. Staff/residents/students cycle parking facilities shall be located so it is easily accessible for staff, residents or students of the activity.
 - c. Staff/ residents/ tertiary students' cycle parking facilities shall be located in:
 - (i) a covered area; and
 - (ii) a secure area, unless located in an area where access by the general public is generally excluded.
 - Advice Note: It is recommended that cycle parking at schools is designed and managed to discourage theft of bicycles.
 - d. Where a stand is provided, it shall meet the visitor cycle parking requirements in (1) except for (e) and (h).
 - e. The number of onsite cycle parking end of trip facilities provided shall be at least the minimum number of cycle parking end of trip facilities set out in Table 7.6.
3. Full time equivalent student numbers for Tertiary Education and Research Activities shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 FTE students. Any additional cycle facilities required shall be provided within 12 months of the date of assessment. Note: Full-time equivalent student means the equivalent number of students based on the number of papers taken to complete a full time course in the normal time, divided by the actual number of students.
 4. For sites with activities that existed on 3 September 2010 (i.e. prior to the Canterbury earthquakes of 2010/2011), Table 7.5 shall be applied to the rebuild of that activity, as follows:
 - a. For the size of the activity's building floor area/ scale of the activity that existed on 3 September 2010, Table 7.5 does not apply, as long as the activity provides at least the same amount of on-site cycle parking that existed on 3 September 2010.
 - b. For any addition to the size of the activity's building floor area/ scale of the activity that is an increase to what existed on 3 September 2010, Table 7.5 shall apply in respect of the increase.

Table 7.5 – Minimum numbers of cycle parks required

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
EDUCATION ACTIVITIES			
a.	Pre-Schools	1 space/ 10 children	1 staff space/ 3 FTE staff
b.	Schools	1 space/ 30 students (year 8 and below) 1 space/ 100 students (year 9 and above)	1 space/ 7 students (year 8 and below) 1 space/ 5 students (year 9 and above)
c.	Tertiary Education and Research Activities	1 space/ 100 FTE students	1 staff space/ 4 FTE staff and 1 student space/ 4 FTE students
ENTERTAINMENT AND RECREATION FACILITIES			
d.	Cinemas and Theatres (Small to medium venues up to 500 seats)	1 space/ 30 seats	1 space/ 1 screen
e.	Cinemas and Theatres (Large venues more than 500 seats)	1 space/ 60 seats	1 space/ 60 seats
f.	Museums and Galleries	1 space/ 200m ² PFA	1 space/ 1000m ² PFA
g.	Libraries	1 space/ 100m ² PFA	1 space/ 400m ² PFA
h.	Gymnasiums (for public, or private club use), Dance Studios	1 space/ 50m ² GFA	1 space/ 600m ² PFA
i.	Sports courts (for public, or private club use)	1 space/ 150m ² court area	1 space/ 500m ² court area
j.	Sports Fields (for public, or private club use)	10 spaces/ ha pitch area	5 spaces/ ha pitch area
k.	Swimming Pools (for public, or private club use)	1 space/ 10m ² pool area	1 space/ 500m ² pool area

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
l.	Other Entertainment/ Recreation Facilities, if not specified above	1 space/ 50m ² PFA	10% of visitor requirements
m.	FIRE STATIONS and AMBULANCE STATIONS	1 space/ emergency service vehicle bay	1 space/ emergency service vehicle bay
n.	GUEST ACCOMMODATION ACTIVITIES	1 space/ 20 bedrooms	1 space/ 5 FTE staff
HEALTH CARE FACILITIES			
o.	Hospitals	1 space/ 1000m ² GFA	1 space/ 300m ² GFA
p.	Other Health Care Facilities, if not specified above	1 space/ 500m ² GFA	1 space/ 300m ² GFA
INDUSTRIAL ACTIVITIES			
q.	Warehousing and Distribution Activities	1 space/ 2000m ² GFA (1 space minimum)	1 space/ 1000m ² GFA
r.	Other industrial activities if not specified above	1 space/ 1000m ² GFA	1 space/ 500m ² GFA
s.	OFFICES	20% of staff requirements (2 spaces minimum)	1 space/ 150m ² GFA
t.	QUARRYING ACTIVITY AND ANCILLARY AGGREGATE PROCESSING ACTIVITY	Nil	Nil
u.	RESERVES (if there is not a specified cycle parking requirement in this table for the activity on the reserve)	Nil	Nil
RESIDENCES			

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
v.	Care Facilities (including care facility components of retirement villages)	1 space/ 50 clients	1 space/ 30 clients
w.	Retirement village (excluding care facility components)	1 space/ 10 units, for developments with 10 or more units	Nil
x.	Residential activities provided under EDM and CHRM	Nil	1 residents' space/ dwelling without a garage
y.	Social Housing	1 space/ 10 units, for developments with 10 or more units	1 residents' space/ dwelling without a garage
z.	Student Hostel Accommodation	1 space/ 10 beds	1 space/ 3 beds
aa.	Other Residential Activities, if not specified above	1 space/ 20 units for developments with 20 or more units	1 space/ dwelling without a garage
RETAIL ACTIVITIES and COMMERCIAL SERVICES			
bb.	Commercial Services	1 space/ 500m ² GFA	1 space/ 200m ² GFA
cc.	Factory shops, Retail activities in Commercial Retail Park zones	1 space/ 1000m ² GLFA	1 space/ 750m ² GLFA
dd.	Food and Beverage Outlets	1 space/ 300m ² PFA	1 space/ 100m ² PFA (2 spaces minimum)
ee.	Other Retail Activities, if not specified above	1 space/ 300m ² GLFA	1 space/ 750m ² GLFA
ff.	SERVICE STATIONS	1 space/ 1000m ² GLFA	1 space/ 750m ² GLFA

	Activity	Visitor cycle parks	Staff/ residents/ students cycle parks
gg.	SPIRITUAL FACILITY	1 space/ 100m ² PFA	10% of visitor requirement
hh.	TRADE SUPPLIERS	1 space/ 1000m ² GLFA	1 space/ 750m ² GLFA
ii.	UTILITIES (that have no permanent staff)	Nil	Nil
jj.	YARD BASED SUPPLIERS	1 space/ 1000m ² GLFA	1 space/ 750m ² GLFA

Table 7.6 - Minimum number of cycle parking end of trip facilities required for Commercial activities, Tertiary Education and research activities and Hospitals

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

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

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

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

Appendix 7.3 – Loading areas

1. The minimum number of onsite loading spaces provided shall be in accordance with Table 7.7. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply. Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - a. The loading space requirements listed in Table 7.7 are categorised by activity. When calculating the overall loading space requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total loading space requirement for any activity will be the sum of the loading requirements for each area.
 - b. Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space.
 - c. Where an activity falls under the definition of more than one activity in Table 7.7, then the higher loading space requirement shall apply.
 - d. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
 - e. Any space required for loading other than for a residential activity, fire stations and ambulance stations shall be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
 - f. Full time equivalent student numbers for Tertiary Education and Research Activities shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 FTE students. Any additional loading spaces required shall be provided within 12 months of the date of assessment. Note: Full-time equivalent student means the equivalent number of students based on the number of papers taken to complete a full time course in the normal time, divided by the actual number of students.
 - g. For sites with activities, listed under Rule 7.2.3.3(a), that existed on 3 September 2010 (i.e. prior to the Canterbury earthquakes of 2010/2011), Table 7.7 shall be applied to the rebuild of that activity, as follows:
 - a. For the size of the activity's building floor area/ scale of the activity that existed on 3 September 2010, Table 7.7 does not apply, as long as the activity provides at least the same amount of on-site loading spaces that existed on 3 September 2010.
 - b. For any addition to the size of the activity's building floor area/ scale of the activity that is an increase to what existed on 3 September 2010, Table 7.7 shall apply in respect of the increase.

Table 7.7 – Minimum numbers of loading spaces required

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
EDUCATION ACTIVITIES:			
i.	Schools and Pre-Schools	With 100 or more students: 1 bay	With 20 pupils or more, but less than 100: 1 bay With 100 or more students: 1 bay/100 students
ii.	Tertiary Education and Research Activities	1 bay per site	1 bay/100 FTE students
ENTERTAINMENT AND RECREATION FACILITIES:			
iii.	Cinemas	1 bay per cinema complex	Nil
iv.	Theatres	1 bay per theatre	Nil
v.	Gymnasium (for public, or private use), Dance Studios	1/8,000 m ² GFA	Nil
vi.	Sports Courts (for public, or private use)	Nil	Nil
vii.	Sports fields (for public, or private use)	Nil	Nil
viii.	Swimming Pools (for public, or private use)	1 bay/ 2000m ² pool area	Nil
iv.	Other Entertainment/ Recreation Facilities, if not specified above	Nil	1 bay/2000m ² PFA
x.	FIRE STATIONS and AMBULANCE STATIONS	1 bay per site	Nil

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
GUEST ACCOMMODATION ACTIVITIES:			
xi.	Hotels	1 bay/ 100 bedrooms (for the first 300 bedrooms, nil thereafter)	1 bay /50 bedrooms
xii.	Other Guest Accommodation Activities, if not specified above	1 bay/ 100 units or 100 bedrooms, whichever is the greater (for the first 200 units or 200 nil thereafter)	1 bay/50 units or 50 bedrooms, whichever is the greater
HEALTH CARE FACILITIES:			
xiii.	Hospitals	1/ bay 8,000m ² GFA	Nil
xiv.	Other Health Care Facilities, if not specified above	Nil	Nil
INDUSTRIAL ACTIVITIES			
xv.	Warehousing and Distribution Activities	1 bay/ 1,000m ² GFA (up to 2,000m ² GFA); 1 bay/ 2,000m ² GFA (for 2,000m ² - 10,000m ² GFA); 1 bay/ 2,750m ² GFA (after 10,000m ² GFA)	Nil
xvi	Other Industrial activities, if not specified above	1 bay/ 1,000m ² GFA	Nil

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
xvii.	OFFICES	1 bay/ 8,000m ² GFA (up to 16,000m ² GFA); 1 bay/ 20,000m ² GFA (after 16,000m ² GFA)	1 bay/ 8,000m ² GFA
xviii.	PUBLIC TRANSPORT INTERCHANGES	Nil	Nil
xix.	QUARRYING ACTIVITY AND ANCILLARY AGGREGATE PROCESSING ACTIVITY	Nil	Nil
xx.	RESERVES (if there is not a specified loading requirement in this table for the activity on the reserve)	Nil	Nil
RESIDENCES:			
xxi.	Care Facilities	Nil	One for care facilities with more than 20 clients
xxii.	Student Hostel Accommodation	1 bay per hostel	1 bay/100 beds
xxiii.	Other Residential Activities, if not specified above	Nil	Nil
RETAIL ACTIVITIES and COMMERCIAL SERVICES:			
xxiv.	Food and Beverage Outlets	1 bay/1000m ² PFA	Nil
xxv.	Other Retail Activities or Commercial Services, if not specified above	1 bay/ 1600m ² GLFA for the first 6,400m ² GLFA, 1/	Nil

	Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
		5,000m ² GLFA thereafter	
xxvi.	SERVICE STATIONS	1 unmarked bay for fuel deliveries	Nil
xxvii.	SPIRITUAL FACILITIES	Nil	1 loading space/site
xxviii.	TRADE SUPPLIERS	1 bay/ 1600m ² GLFA for the first 6,400m ² GLFA, 1/ 5,000m ² GLFA thereafter	Nil
xxix.	UTILITIES (that have no permanent staff)	Nil	Nil
xxx.	YARD BASED SUPPLIERS	1 bay/ 1600m ² GLFA for the first 6,400m ² GLFA, 1/ 5,000m ² GLFA thereafter	Nil

2. Minimum loading area dimensions:

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

Table 7.8 – Loading space dimensions for Heavy Vehicle Bays

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

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

Table 7.9 – Loading space dimensions for 99 percentile vehicle bay

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

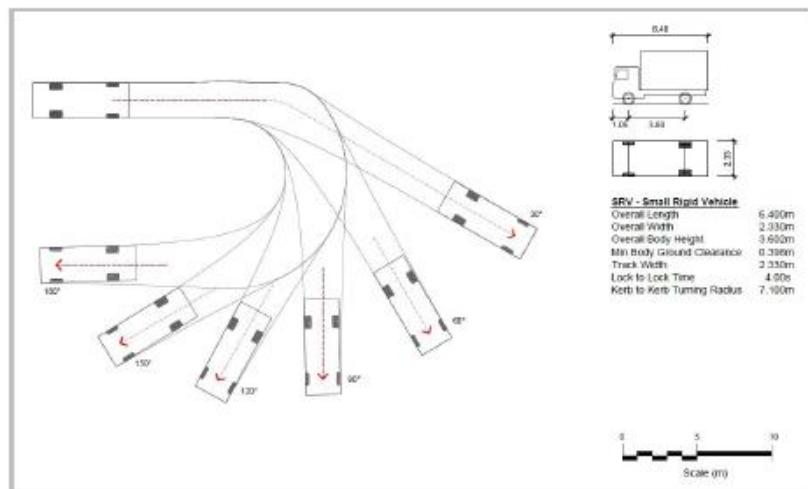


Figure 7.3 - Turning area for Small Rigid Vehicles

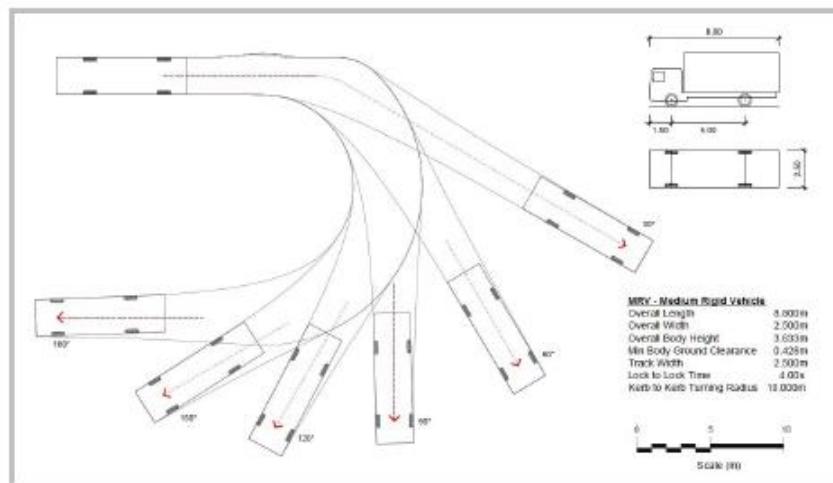


Figure 7.4 - Turning area for Medium Rigid Vehicles

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

Note:

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

Appendix 7.4 – 85 percentile design motor car

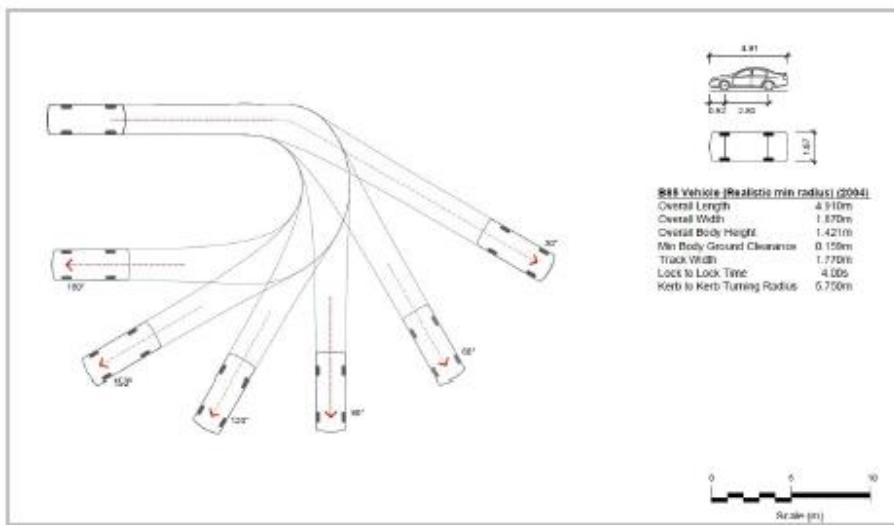


Figure 7.5 - 85 percentile design motor car

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

Appendix 7.5 – 99 percentile design vehicle

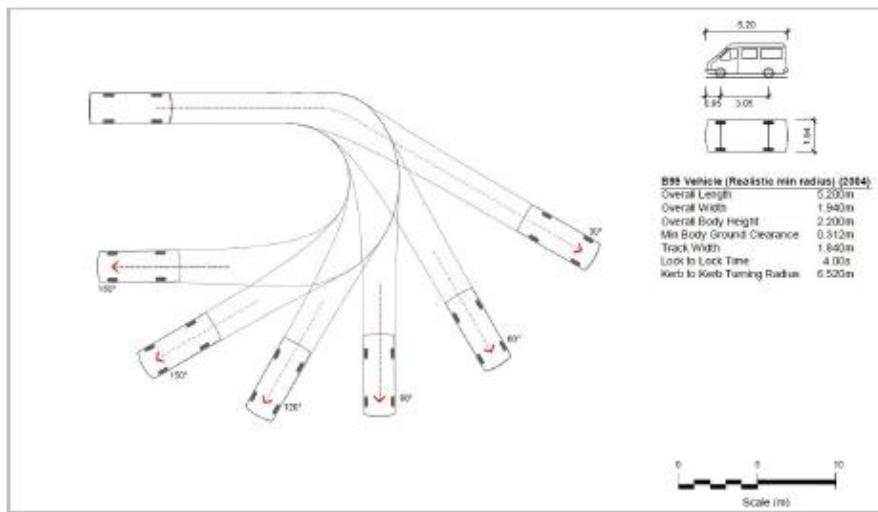


Figure 7.6 - 99 percentile design vehicle

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

Appendix 7.6 – Manoeuvring for parking and loading areas

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

Appendix 7.7 – Access design and gradient

1. All vehicle access to and within a site shall be in accordance with the standards set out in Table 7.10 below.
 - a. Any vehicle accesses longer than 50 metres and with a formed width less than 5.5 metres wide shall provide passing opportunities (with a minimum width of 5.5 metres) at least every 50 metres, with the first being at the site boundary.
 - b. Where a vehicle access serves nine or more parking spaces or residential units and there is no other pedestrian and/or cycle access

- available to the site then a minimum 1.5 metres wide space for pedestrians and/or cycle shall be provided and the legal width of the access shall be increased by 1.5 metres.
- c. All vehicle access to and within a site in a residential zone shall allow clear visibility above 1 metre for a width of at least 1.5 metres either side of the entrance for at least 2 metres measured from the road boundary.
 - d. Where parking spaces are provided in separate areas, then the connecting vehicle access between the parking areas shall be in accordance with the standards in Table 7.10 based on the number of parking spaces served.
 - e. The minimum and maximum widths shall be measured at the road/property boundary and apply within the site until the first vehicle control point.
 - f. For the purposes of access for firefighting, where a building is either:
 - i. located in an area where no fully reticulated water supply system is available; or
 - ii. located further than 75 metres from the nearest road that has a fully reticulated water supply system including hydrants (as required by NZS 4509:2008),
 vehicle access shall have a minimum formed width of 3.5 metres and a height clearance of 4 metres. Such vehicle access shall be designed to be free of obstacles that could hinder access for emergency service vehicles.
 - g. In car park buildings there shall be a vertical clearance of not less than 2.5m above car park spaces for people whose mobility is restricted, and along the full length of any accessible route providing vehicular access to those car park spaces.
 - h. Where a mix of activities is proposed, the largest relevant dimension is applicable.
 - i. Emergency service facilities do not need to comply with the maximum formed width, unless located on a key pedestrian frontage.

Notes:

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

Table 7.10 – Minimum requirements for private ways and vehicle access

	Activity	Number of marked parking spaces provided (For residential activities, the number of residential units)	Minimum legal width (m)	Minimum formed width (m) (refer to a)	Maximum formed width (m)
i.	Residential activity and offices	1 to 3	3.0 (refer to c)	2.7	4.5
ii.	Residential activity and offices	4 to 8	3.6 (refer to c)	3.0	6.0
iii.	Residential activity and offices	9 to 15	5.0 (refer to b and c)	4.0	6.0
iv.	All other activities	1 to 15 ¹	5.0 (refer to b)	4.0	7.0
v.	All activities	More than 15	6.5 (refer to b)	5.5	9.0

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

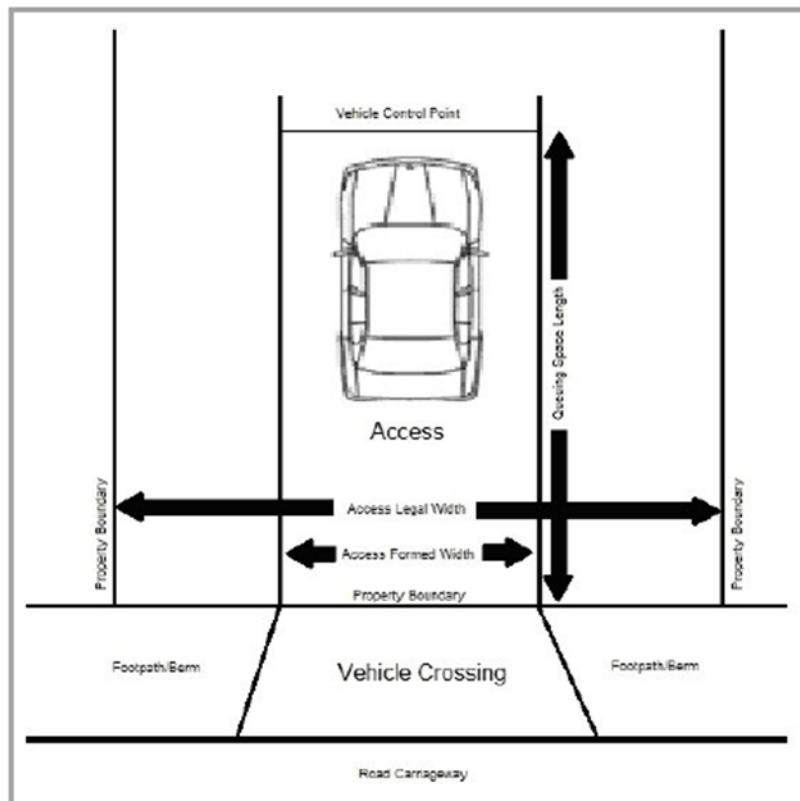


Figure 7.7- Explanation of the Location of Access Design Standards

2. The maximum gradient at any point on a vehicle access shall be in accordance with Table 7.11, except a maximum gradient of 1 in 5 (minimum 4.0m long transition ramps for a change of grade 1 in 8 or greater) shall apply for accesses that are identified in 1(f).

Table 7.11 - Maximum gradients for vehicle access

Straight Ramps – Private car parks or residential activities

Length	Gradient
Up to 20m ¹	1 in 4 (25%)
More than 20m	1 in 5 (20%)

Straight Ramps – All other Car parks

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

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

- a. The maximum change in gradient without a transition shall be no greater than 1 in 8 (12.5%). Changes of grade of more than 1 in 8 (12.5%) shall be separated by a minimum transition length of 2 metres (see Figure 7.8 for an example).

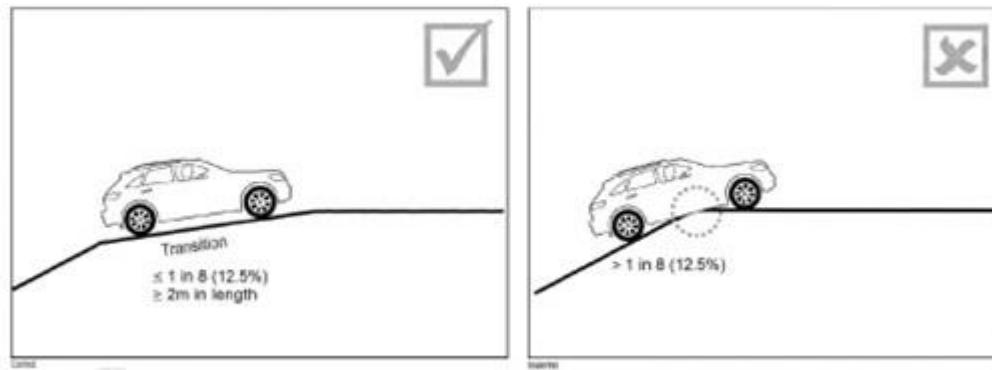


Figure 7.8 Example of correct and incorrect vehicle access gradient transition.

- b. Where the gradient exceeds 1 in 10 (10%) the vehicle access is to be sealed with a surface that enables safe access in wet or icy conditions.
- c. Where a vehicle access serves more than six car parking spaces (or more than six residential units) and a footpath is provided on the frontage road, the gradient of the first 4.5 metres measured from the road boundary into the site shall be no greater than 1 in 10 (10%) (see Figure 7.9 for an example).

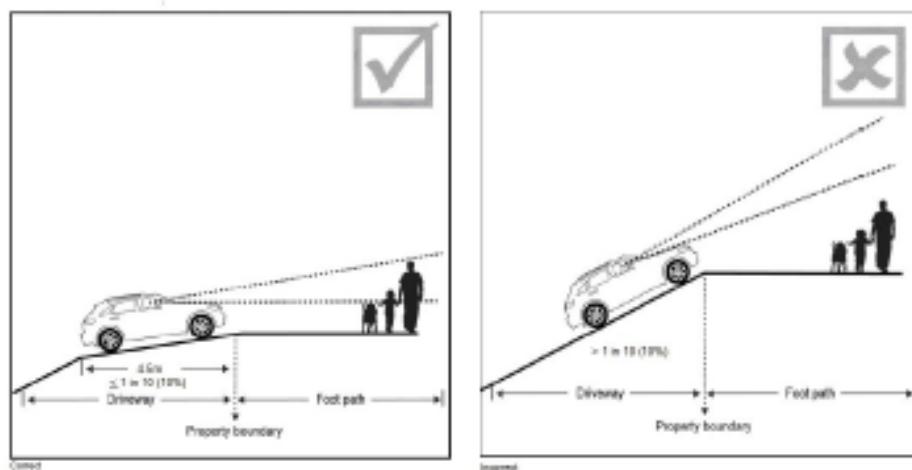


Figure 7.9 - Example of correct and incorrect vehicle access gradients in relation to footpaths.

Appendix 7.8 – Queuing spaces

1. Onsite queuing spaces shall be provided for all vehicles entering a parking or loading area in accordance with Table 7.12.
- b. Queuing spaces shall be available during hours of operation.
- c. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage for the calculation of the queuing space.
- c. Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise (see Figure 7.7).

Table 7.12 – Queuing spaces

		Minimum queuing space (m), if access serves:	
Number of parking spaces provided (For residential activities – the number of residential units)		Car parks accessed from local and collector roads	Car parks accessed from arterial roads
i.	4 – 10	0	6.0
ii.	11 – 20	6.0	12.0
iii.	21 – 50		12.0
iv.	51 – 100		18.0
v.	101 – 150		18.0
vi.	151 or over		24.0

Appendix 7.9 – Visibility splay

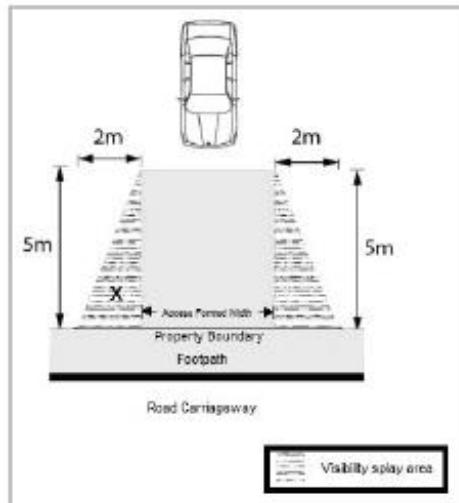


Figure 7.10 - Visibility splay measurement

1. The visibility splay areas (as shown on Figure 7.10) are to be kept clear of obstructions in all cases for visibility reasons. Landscaping or other features may be contained within the visibility splay areas, as long as it does not exceed 0.5 metres in height.
2. If the access is 4.5 metres wide or greater, and the access provides for two-way traffic flow, then there is no requirement to provide a visibility splay on the side of the access marked with an 'X' in Figure 7.10.

Appendix 7.10 – Design of rural vehicle crossings

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

Table 7.13 – Design of rural vehicle crossings

	Heavy vehicle movements per week	Volume of traffic using the vehicle crossing per day	Is the vehicle crossing located on a state highway?	Which figure to use for vehicle crossing design
a.	\leq	1 - 30	No	7.11
b.	\leq	1 - 30	Yes	7.13
c.	\leq	31 - 100	Yes or No	7.13
d.	> 1	1 - 30	Yes or No	7.12
e.	> 1	31 - 100	Yes or No	7.13

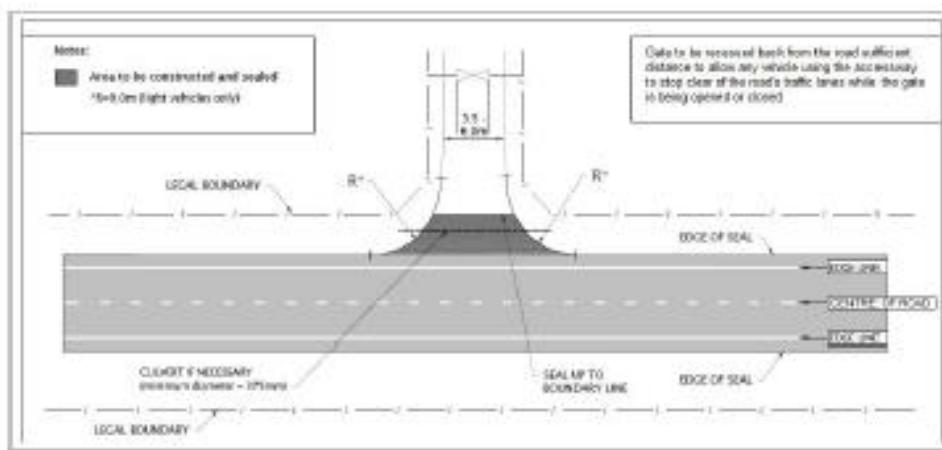


Figure 7.11

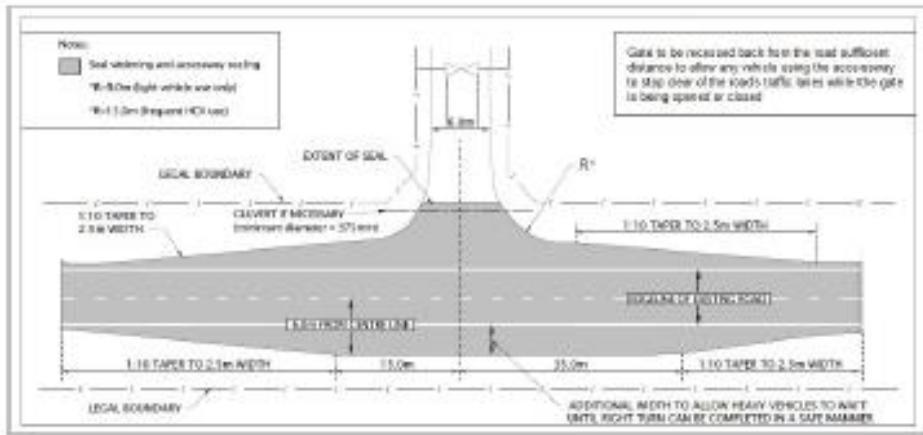


Figure 7.12

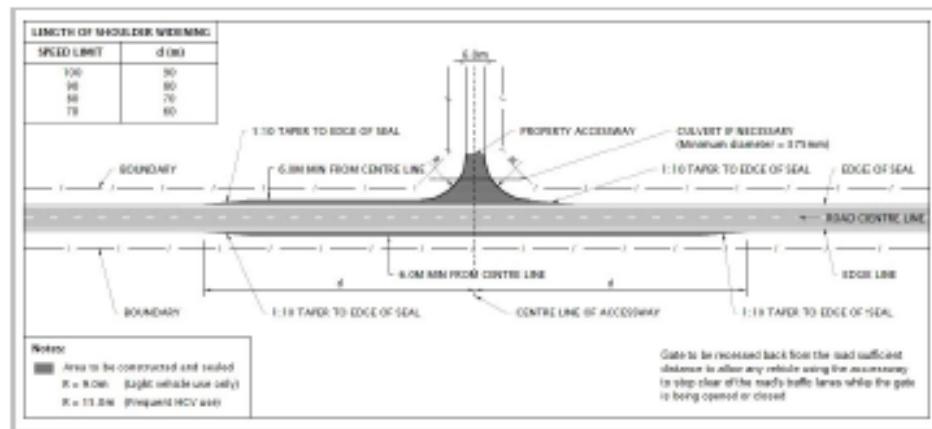


Figure 7.13

Notes:

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

Appendix 7.11 – Standards for the location of vehicle crossings

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

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

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

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

Table 7.15 – Maximum number of vehicle crossings

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

3. Minimum distance of vehicle crossings from intersections:
 - a. Any part of a vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 7.16.

Table 7.16 – Minimum distance of vehicle crossings from intersections

Speed limit < 70 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial	Collector	Local
i.	Arterial	30	30	30
ii.	Collector	20	20	10
iii.	Local	20	15	10
Speed limit 70 – 90 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial	Collector	Local
iv.	Arterial	100	100	100
v.	Collector	45	45	45
vi.	Local	45	45	45
Speed limit > 90 km/h				
Intersecting road type (distance in metres)				
	Frontage road	Arterial	Collector	Local
vii.	Arterial	200	200	200
viii.	Collector	60	60	60
ix.	Local	60	60	60

- b. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 7.16.
- c. The measurement of the distances between the vehicle crossings and intersections shall be in accordance with Figure 7.14.

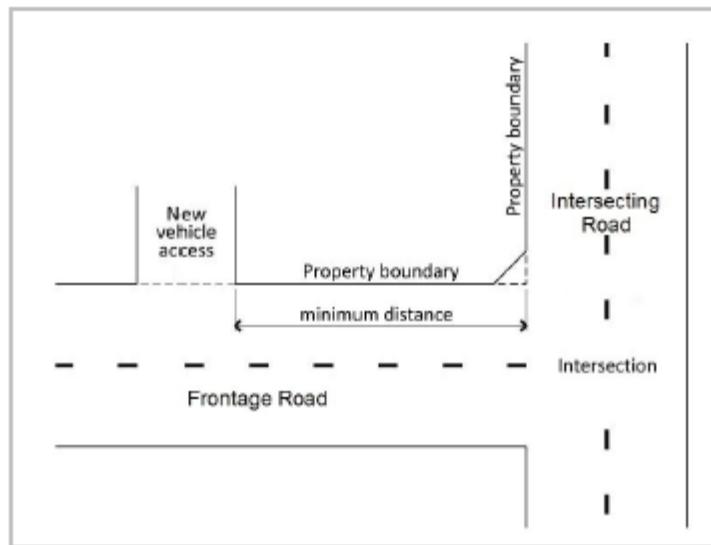


Figure 7.14- Minimum distance of vehicle crossings from intersections

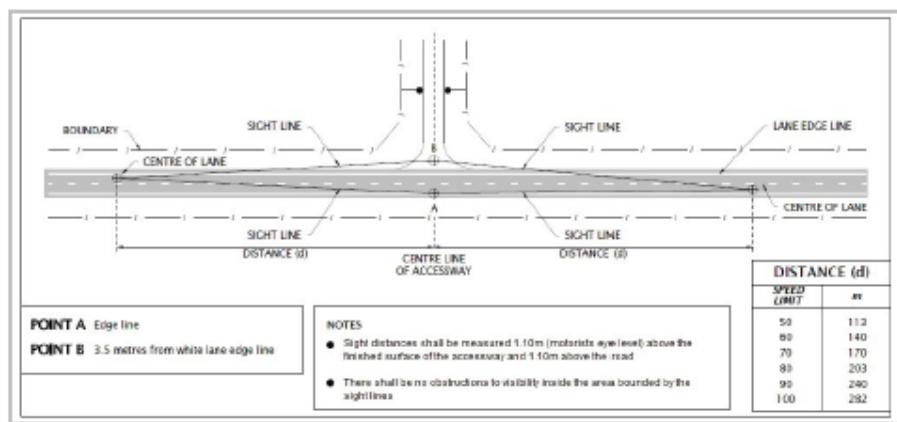


Figure 7.15- Minimum sight lines for vehicle crossing for rural roads

Appendix 7.12 – Road classification system

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

1. Description of the Road Classification System

a. Functional hierarchy (Movement and Place Functions):

Traditionally road classification systems have primarily focused on the movement function of roads (i.e. moving people and goods from ‘a’ to ‘b’) and seldom taken account of the communities and environment that surround them. However the Road Classification System in this Plan

(which is based on the Road Classification System adopted in the Christchurch Transport Strategic Plan) presents a more balanced view of the role of roads by applying a 'place' (land use) function for roads, alongside a 'movement' (or link) function.

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

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

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

b. Use hierarchy (modal networks):

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

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

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

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

vi. Note that Appendix 8.6.3 of Chapter 8 contains the standards for new roads.

2. Summary of the Road Classification categories

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

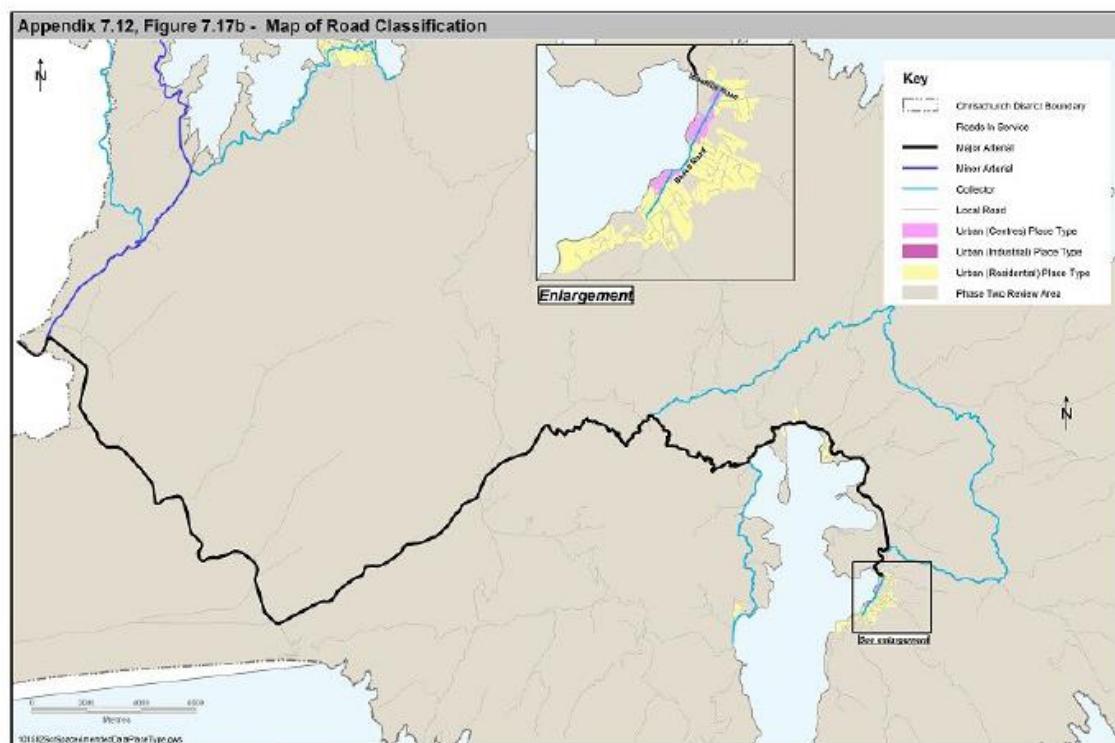
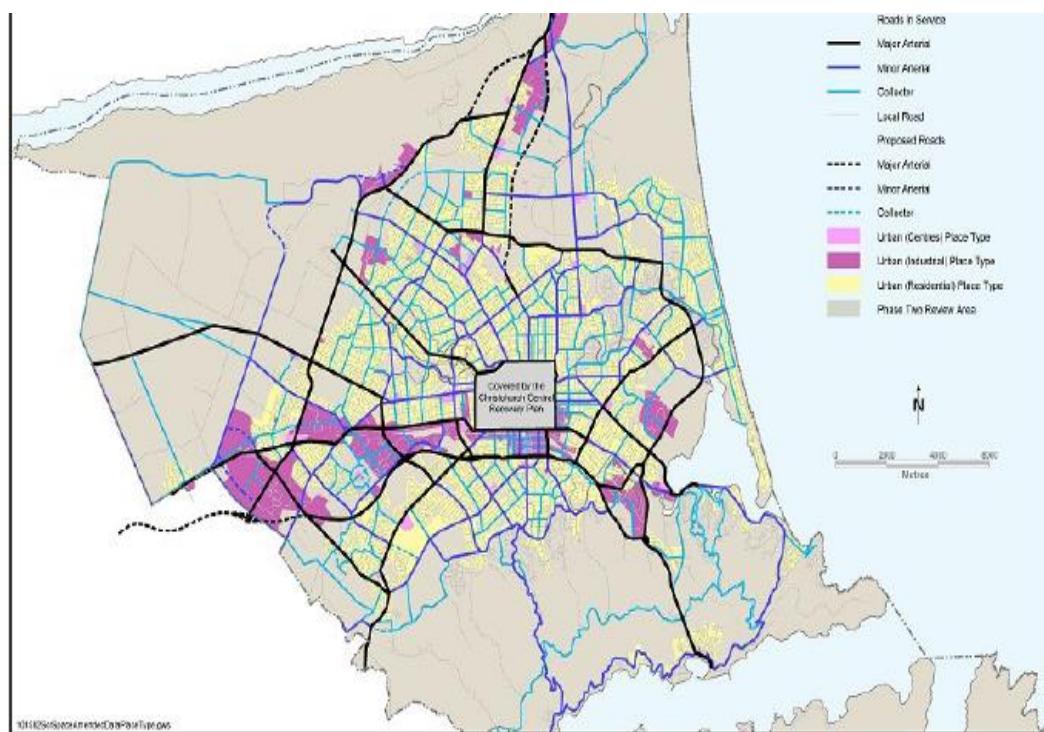
Table 7.17 Explanation of movement and place categories

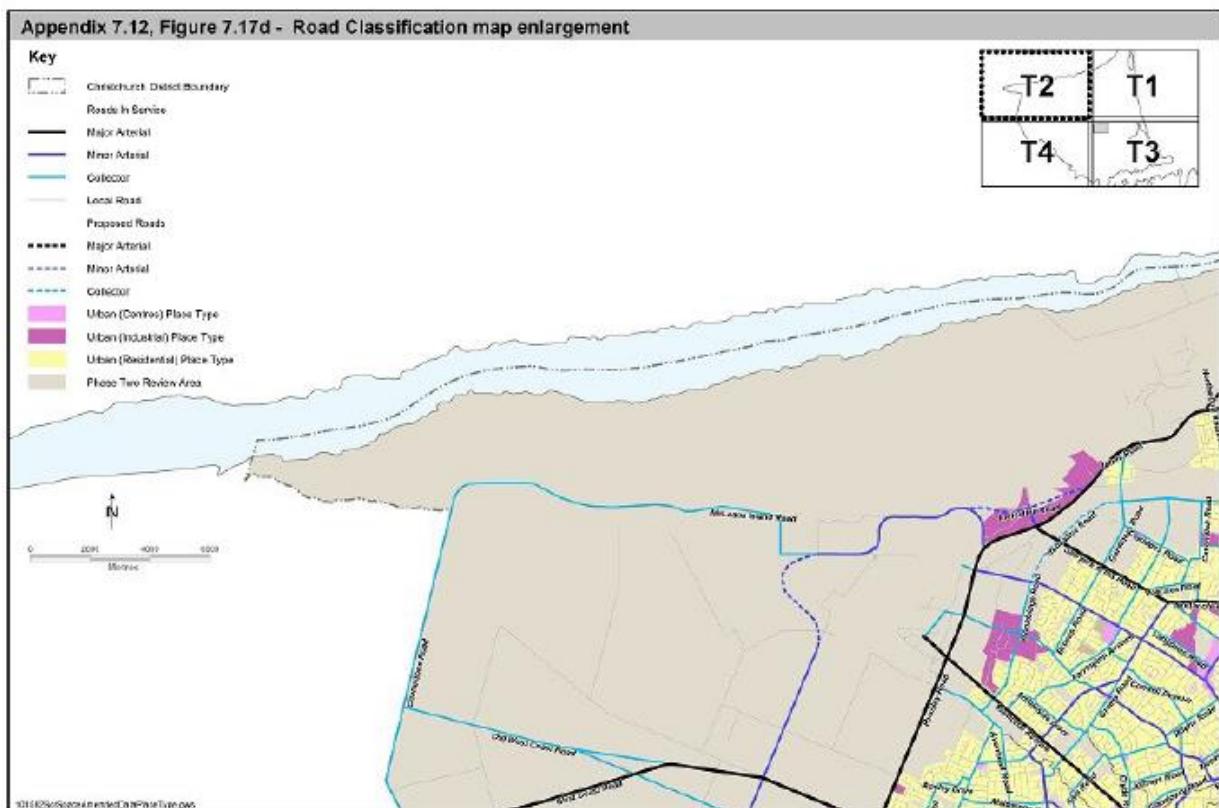
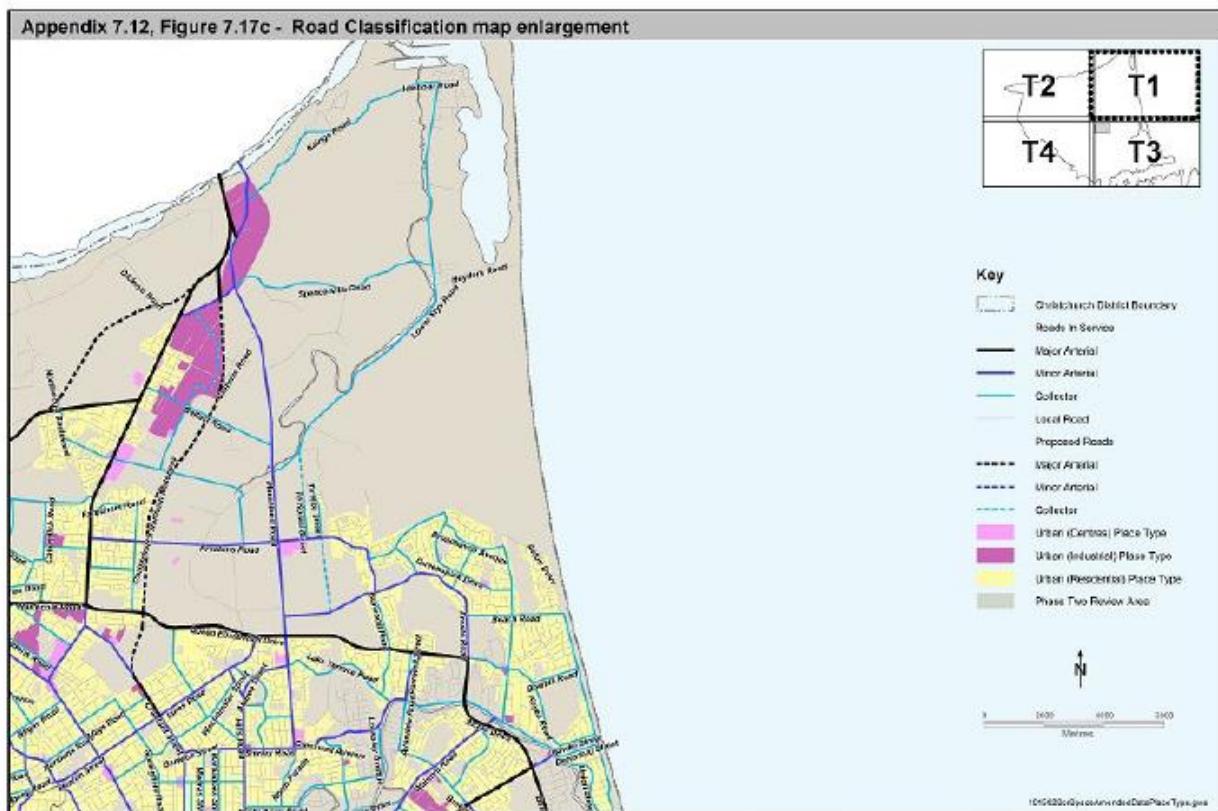
	Movement function category	Explanation
i.	Major arterial roads	State Highways and key roads in Christchurch District that cater especially for longer trips. Major Arterial Roads are the dominant elements of the roading network which connect the major localities of the region, both within and beyond the main urban area, and link to the most important external localities. Some major arterials, particularly some state highways, serve an important bypass function within Christchurch District, directing traffic through it to areas beyond. They are managed to minimise adverse effects from access on network efficiency. All motorways within Christchurch District are classified as major arterial roads.
ii.	Minor arterial roads	Roads that provide connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres. Generally, these roads cater for trips of intermediate length. They will generally connect to other minor and major arterial roads and to collector roads.

	Movement function category	Explanation
		Arterial roads provide the most important movement function and as such require the highest degree of movement function protection. They may also define the boundaries of neighbourhood areas.
iii.	Collector roads	Roads that distribute and collect local traffic between neighbourhood areas and the Arterial road network. These are of little or no regional significance, except for the loads they place on the Arterial road network. They link to the Arterial road network and act as local spine roads, and often as bus routes within neighbourhoods, but generally do not contain traffic signals. Their traffic movement function must be balanced against the significant property access function which they provide. Collector roads within the central city are known as distributor roads. These roads have a similar ‘movement’ function to the distributor streets in the Central City, which are shown in the Christchurch Central Recovery Plan.
iv.	Local roads	All other roads in Christchurch District. These roads function almost entirely for access purposes and are not intended to act as through routes for motor vehicles.
Place function category		
v.	Urban (Centres)	Any road that is adjacent to a Commercial Zone. These are the areas which are shown as the Urban (Centres) Place Type on the Road Classification Maps (Figures 7.17(af)).
vi.	Urban (Industrial)	Any road that is adjacent to an Industrial Zone. These are the areas which are shown as the Urban (Industrial) Place Type on the Road Classification Maps (Figures 7.17(af)) ¹ .
vii.	Urban (Residential)	All other roads within the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy Statement, as well as roads that are adjacent to any other Residential Zone in Christchurch District. These are the areas which are shown as the Urban (Residential) Place Type on the Road Classification Maps (Figures 7.17(af)).
viii.	Rural	All roads outside the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy

	Movement function category	Explanation
		Statement, except for roads adjoining to any Residential, Industrial, and/or Commercial Zone in Christchurch District. Rural roads are generally the roads classified as rural or semirural in the road classification system in the Christchurch Transport Strategic Plan.

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

Figure 7.17 Road Classification Maps



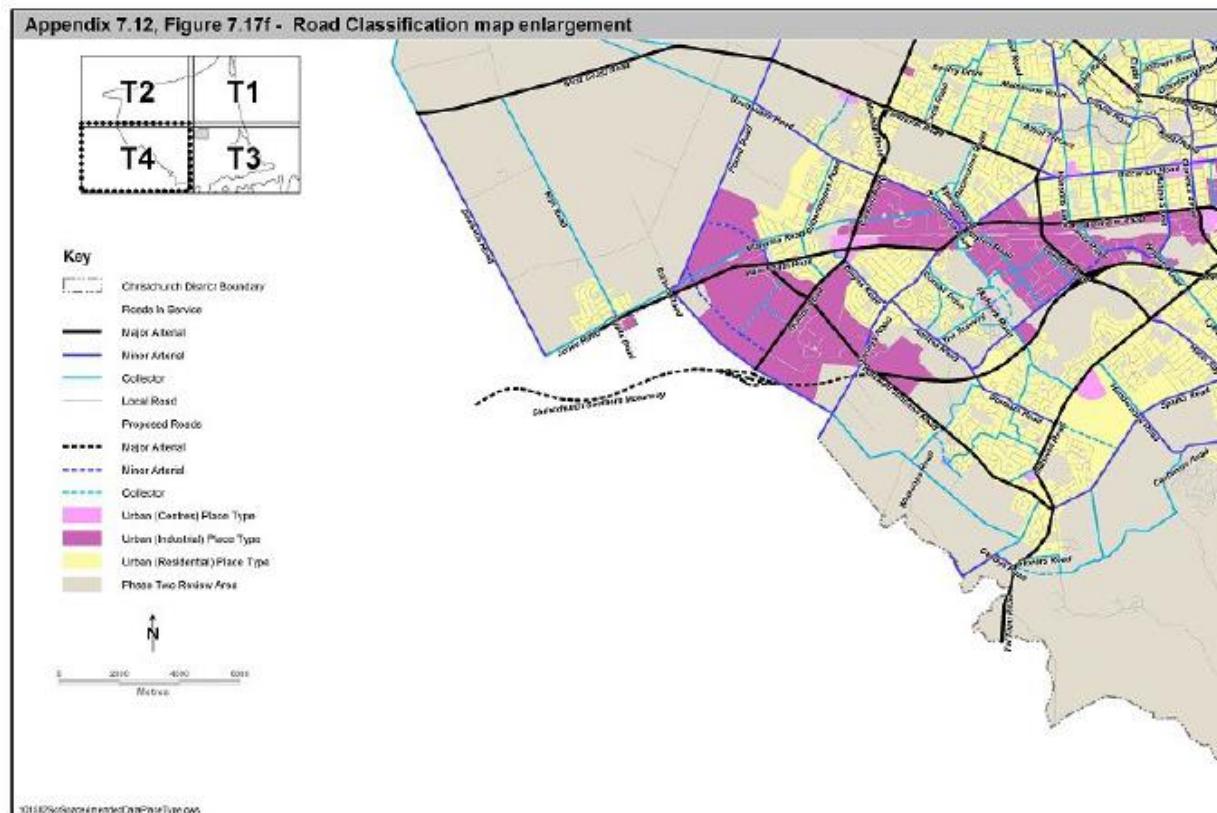
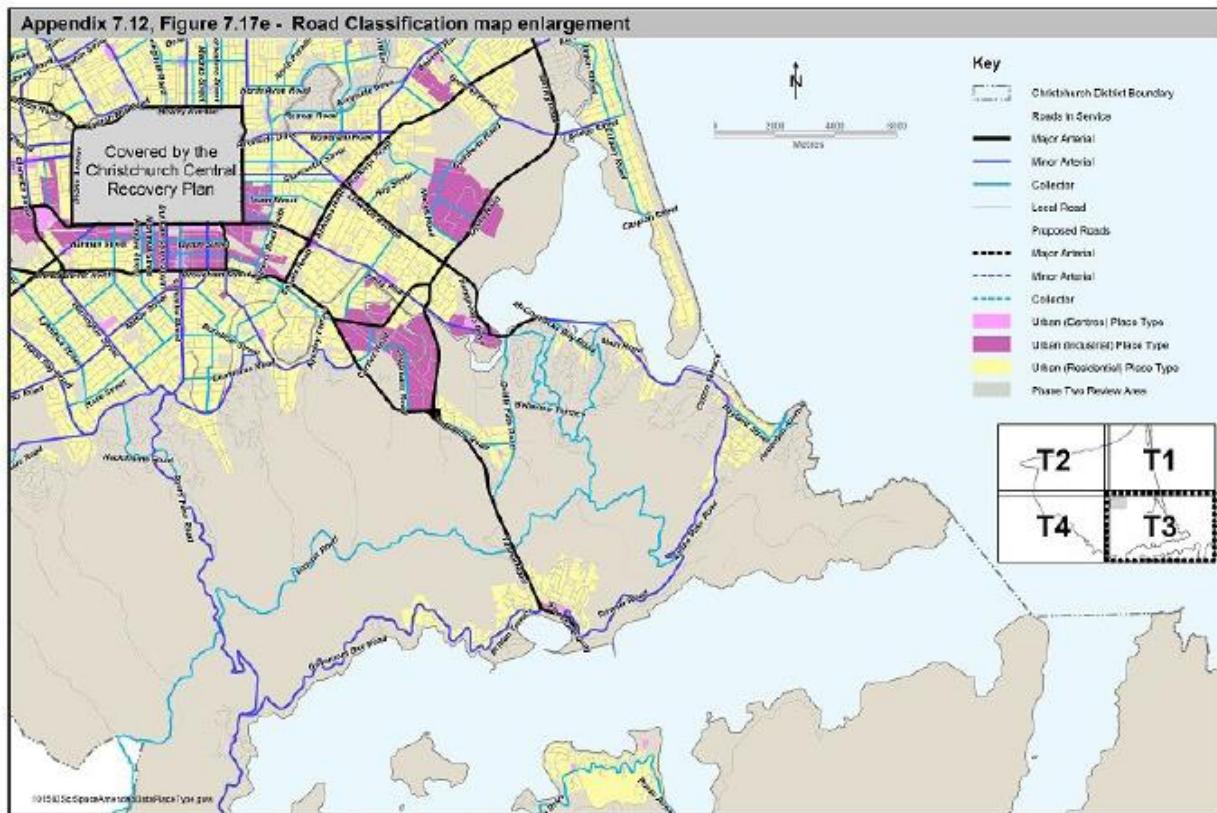


Table 7.18 – List of Arterial and Collector roads

Road	Classification
Acheson Avenue (Emmett Street – Hills Road)	Collector
Aidanfield Drive (Halswell Road – Wigram Road)	Collector
Akaroa Street (Briggs Road-Hills Road)	Minor arterial
Aldwins Road (Ferry Road – Linwood Avenue)	Major arterial
Alvaston Drive (Patterson Terrace – Halswell Junction Road)	Collector
Ambleside Drive (Grahams Road Kendal Avenue)	Collector
Amyes Road (Shands Road – Springs Road)	Minor arterial
Annex Road (Blenheim Road-Birmingham Drive)	Collector
Antigua Street (Moorhouse Avenue – Broughton Street)	Collector
Anzac Drive (Travis Road – Bexley Road)	Major Arterial
Apsley Drive (Withells Road – Cutts Road)	Collector
Athol Terrace (Brodie Street-Peer Street)	Collector
Avondale Road (Breezes Road-New Brighton Road)	Collector
Avonhead Road (Yaldhurst Road-Russley Road)	Collector
Avonside Drive (Fitzgerald Avenue-Linwood Avenue)	Minor arterial
Avonside Drive (Swanns Road-Retreat Road West)	Collector
Avonside Drive (Retreat Road East-Wainoni Road)	Minor Arterial
Awatea Road (Springs Road – Dunbars Road)	Minor Arterial
Aylesford Street (Westminster Street – Hills Road)	Collector
Aynsley Terrace (Opawa Road – Garlands Road)	Collector
Balcairn Street (Hindness St – Revell Street)	Collector
Barbadoes Street (Bealey Avenue Warrington Street)	Collector
Barrington Street (Jerrold Street South-Cashmere Road)	Minor arterial

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

Road	Classification
Bridle Path Road (Main Road-Tunnel Road)	Collector
Briggs Road (Innes Road – Akaroa Street)	Collector
Briggs Road (Akaroa Street-Marshland Road)	Minor arterial
Brittan Terrace (Simeon Quay – Park Terrace)	Minor arterial
Broadhaven Avenue (Queenspark Drive-Bower Avenue)	Collector
Brodie Street (Parkstone Avenue – Athol Terrace)	Collector
Brougham Street (Simeon Street – Opawa Road) (Southeast of Heathcote River)	Major arterial
Buchanans Road (Racecourse Road-Pound Rd)	Minor arterial
Buchanans Road (Pound Rd – Old West Coast Road)	Collector
Buckleys Road (Linwood Avenue – Rudds Road)	Major arterial
Burlington Street (Huxley Street – Brougham Street)	Minor arterial
Burnbrae Street (Tennyson Street – St Martins Road)	Collector
Burwood Road (Lake Terrace Road – Mairehau Road)	Collector
Burwood Road (Mairehau Road – Waitikiri Drive Road)	Minor arterial
Byron Street (Colombo Street-Waltham Road)	Collector
Candys Road (Sabys Road-Halswell Road)	Minor arterial
Carlton Mill Road (Harper Avenue-Rossall Street)	Minor arterial
Carmen Road (Main South Road-Masham Road)	Major arterial
Cashel Street (Linwood Avenue – Fitzgerald Avenue)	Collector
Cashmere Road (Kennedys Bush Road-Hendersons Road)	Collector
Cashmere Road (Hendersons Road-Colombo Street)	Minor arterial
Caspian Street (Ebbtide Street-Rockinghorse Road)	Collector
Caulfield Avenue (Murphys Road – Hamill Road)	Collector
Cavendish Road (Northcote Road-Veitches Road)	Collector

Road	Classification
Cavendish Road (Grampian Street-Styx Mill Road)	Collector
Centaurus Road (Colombo Street-Port Hills Road)	Major arterial
Chapmans Road (Port Hills Road-Cumnor Terrace)	Collector
Charteris Bay Road (Governors Bay Teddington Road – Marine Drive)	Collector
Chattertons Road (McLeans Island Road-West Coast Road)	Collector
Checketts Avenue (Ensign Street – Wales Street)	Collector
Christchurch Akaroa Road (Selwyn District Boundary – Woodills Road)	Major arterial
Clarence Street (Riccarton Road – Blenheim Road)	Minor arterial
Clarence Street (Blenheim Road – Whiteleigh Avenue)	Major arterial
Claridges Road (Gardiners Road-Grampian Street)	Collector
Clyde Road (Riccarton Road-Greers Road)	Collector
Cobham Street (Barrington Street – Lyttelton Street)	Collector
Colombo Street (Centaurus Road-Brougham Street)	Minor arterial
Colombo Street (Brougham Street-Moorhouse Avenue)	Collector
Condell Avenue (Greers Road-Blighs Road)	Collector
Connaught Drive (Halswell Junction Road – Produce Place)	Collector
Coronation Street (Barrington Street-Selwyn Street)	Collector
Corsair Drive (Springs Road – Kittyhawk Avenue)	Collector
Courtenay Street (Trafalgar Street-Westminster Street)	Collector
Cranford Street (Edgeware Road-Innes Road)	Minor arterial
Cranford Street (Innes Road-Proposed Northern Arterial Extension)	Major arterial
Cranford Street (Proposed Northern Arterial Extension –Main North Road)	Minor arterial
Cresswell Avenue (Gayhurst Road-westwards-New Brighton Road)	Collector

Road	Classification
Creyke Road (Clyde Road-IIlam Road)	Minor arterial
Croydon Street (Southhampton Street – Huxley Street)	Collector
Cumnor Terrace (Maunsell Street-Chapmans Road)	Collector
Curletts Road (Halswell Road-Yaldhurst Road)	Major arterial
Curries Road (Port Hills Road-Maunsell Street)	Collector
Cuthberts Road (Ruru Road-Breezes Road)	Collector
Cutts Road (Yaldhurst Road-Woodbury Street)	Collector
Daniels Road (Main North Road-Grimseys Road)	Collector
Dawsons Road (Jones Road-West Coast Road)	Minor arterial
Deans Avenue (Moorhouse Avenue-Harper Avenue)	Major arterial
Disraeli Street (Selwyn Street-Orbell Street)	Collector
Dunbars Road (Awatea Road-Halswell Road)	Minor arterial
Dunbars Road (Awatea Road Wigram Road)	Collector
Durham Street North (Bealey Avenue-Springfield Road)	Collector
Durham Street South (Brougham Street-Moorhouse Avenue)	Minor arterial
Dyers Pass Road (Colombo Street-Governors Bay Road)	Minor arterial
Dyers Road (Ferry Road-Breezes Road)	Major arterial
Eastern Terrace (Birdwood Avenue-Bowenvale Bridge)	Collector
Ebbtide Street (Estuary Road-Caspian Street)	Collector
Edgeware Road (Springfield Road-Hills Road)	Collector
Emmett Street (Briggs Road – Shirley Road)	Collector
Ensign Street (Checketts Avenue – Lillian Street)	Collector
Ensors Road (Brougham Street-Ferry Road)	Major arterial
Ensors Road (Fifield Terrace-Brougham Street)	Collector
Epsom Road (Racecourse Road-Main South Road)	Collector

Road	Classification
Estuary Road (Jervois Street – Ebbtide Street)	Collector
Evans Pass Road (Summit Road Wakefield Avenue)	Minor arterial
Farquhars Road (Main North Road-Grimseys Road)	Collector
Farrington Avenue (Wairakei Road-Harewood Road)	Collector
Fendalton Road (Clyde Road-Deans Avenue)	Major arterial
Ferry Road (Fitzgerald Avenue-Moorhouse Avenue)	Collector
Ferry Road (Aldwins Road-Humphreys Drive)	Minor arterial
Ferry Road (Moorhouse Avenue-Aldwins Road)	Major arterial
Ferry Road (Humphreys Drive-St Andrews Hill Road)	Major arterial
Fitzgerald Avenue (Bealey Avenue-Moorhouse Avenue)	Major arterial
Forfar Street (Winton Street – Warrington Street)	Collector
Frankleigh Street (Lyttelton Street-Barrington Street)	Minor arterial
Frosts Road (Beach Road-Travis Road)	Minor arterial
Gamblins Road (Wilsons Road-St Martins Road)	Collector
Gardiners Road (Johns Road-Harewood Road)	Collector
Garlands Road (Aynsley Terrace-Opawa Expressway)	Collector
Garlands Road (Opawa Expressway-Rutherford Street)	Major arterial
Gasson Street (Brougham Street-Moorhouse Avenue)	Minor arterial
Gayhurst Road (Cresswell Avenue-Avonside Drive)	Collector
Gebbies Pass Road (Governors Bay Teddington Road – Christchurch Akaroa Road)	Minor arterial
Gilberthorpes Road (Waterloo Road-Buchanans Road)	Collector
Gladstone Quay (Norwich Quay – Cashin Quay)	Major arterial
Glandovey Road (Fendalton Road-Idris Road)	Collector
Glandovey Road (Idris Road-Rossall Street)	Minor arterial

Road	Classification
Glenstrae Road (McCormacks Bay Road – Monks Spur Road)	Collector
Gloucester Street (Fitzgerald Avenue – Gayhurst Road)	Collector
Glovers Road (Halswell Road-Kennedys Bush Road)	Collector
Goulding Avenue (Main South Road – Shands Road)	Collector
Governors Bay Road (Park Terrace Dyers Pass Road)	Minor arterial
Governors Bay Teddington Road (Main Road, Governors Bay Gebbies Pass Road)	Minor arterial
Grahams Road (Avonhead Road – Waimairi Road)	Collector
Grahams Road (Waimairi Road-Greers Road)	Minor arterial
Grampian Street (Veitches Road-Claridges Road)	Collector
Greers Road (Grahams Road-Sawyers Arms Road)	Minor arterial
Greers Road (Waimairi Road-Grahams Road)	Collector
Grimseys Road (Queen Elizabeth II Drive Farquhars Road)	Collector
Guildford Street (Greers Road-Grahams Road)	Collector
Hackthorne Road (Cashmere Road - Pentre Terrace)	Collector
Halswell Junction Road (Main South Road -Foremans Road)	Minor arterial
Halswell Junction Road (Main South Road-Halswell Road)	Major arterial
Halswell Road (Curletts Road-Old Tai Tapu Road)	Major arterial
Hamill Road (Halswell Junction Road – Caulfield Avenue)	Collector
Hammersley Avenue (Quinns Road – Marshland Road)	Collector
Hampshire Street (Wainoni Road – Breezes Road)	Collector
Hansons Lane (Riccarton Road-Blenheim Road)	Collector
Harbour Road (Kainga Road – Lower Styx Road)	Collector
Harewood Road (Orchard Road – Johns Road)	Collector
Harewood Road (Papanui Road-Johns Road)	Minor arterial

Road	Classification
Hargood Street (Ferry Road-Linwood Avenue)	Collector
Harman Street (Lincoln Road- Selwyn Street)	Collector
Harper Avenue (Deans Avenue-Bealey Avenue)	Major arterial
Harrow Street (Olliviers Road-Aldwins Road)	Collector
Hawke Street (New Brighton Road-Marine Parade)	Collector
Hawkins Road (Radcliffe Road – Quaids Road)	Collector
Hay Street (Linwood Avenue-Ruru Road)	Collector
Hayton Road (Symes Road – Wigram Road)	Collector
Heaton Street (Strowan Road-Papanui Road)	Collector
Heberden Avenue (Nayland Street-Scarborough Road)	Collector
Hendersons Road (Halswell Road-Sparks Road)	Collector
Hendersons Road (Sparks Road - Cashmere Road)	Collector
Hereford Street (Fitzgerald Avenue-Linwood Avenue)	Minor arterial
Highsted Road (Harewood Road-Styx Mill Road)	Collector
Hills Road (Whitmore Street – Innes Road)	Minor arterial
Hindness St (Dunbars Road – Balcairn Street)	Collector
Holmwood Road (Fendalton Road-Rossall Street)	Collector
Hoon Hay Road (Halswell Road-Cashmere Road)	Minor arterial
Humphreys Drive (Linwood Avenue-Ferry Road)	Major arterial
Huxley Street (Colombo Street-Burlington Street)	Minor arterial
Huxley Street (Croydon Street – Burlington Street)	Collector
Idris Road (Fendalton Road-Wairakei Road)	Minor arterial
Idris Road (Wairakei Road - Blighs Road)	Collector
Ilam Road (Riccarton Road-Wairakei Road)	Collector
Innes Road (Papanui Road-Queen Elizabeth II Drive)	Minor arterial

Road	Classification
Inwoods Road (Broadhaven Avenue-Mairehau Road)	Collector
Jarnac Boulevard (Buchanans Road – Millesimes Way)	Collector
Jeffreys Road (Clyde Road-Idris Road)	Collector
Jerrold Street North (Collins Street-Barrington Street)	Major arterial
Jerrold Street South (Collins Street-Barrington Street)	Major arterial
Johns Road (Harewood Road-Main North Road)	Major arterial
Jones Road (Railway Terrace Dawsons Road)	Collector
Kahu Road (Kotare Street-Straven Road)	Minor arterial
Kainga Road (Main North Road-Harbour Road)	Collector
Kendal Avenue (Memorial Avenue-Wairakei Road)	Collector
Kennedys Bush Road (Glovers Road-Cashmere Road)	Collector
Kensington Avenue (Innes Road – Westminster Street)	Collector
Kerrs Road (Pages Road-Wainoni Road)	Minor arterial
Keyes Road (Bowhill Road-Hawke Street)	Collector
Kilburn Street (Greers Road-Farrington Avenue)	Collector
Kilmarnock Street (Deans Avenue-Straven Road)	Minor arterial
Kirk Road (West Coast Road-Main South Road)	Collector
Kittyhawk Avenue (The Runway – Corsair Drive)	Collector
Kotare Street (Clyde Road-Kahu Road)	Minor arterial
Lake Terrace Road (Marshland Road-New Brighton Road)	Collector
Langdons Road (Greers Road-Main North Road)	Collector
Lillian Street (Ensign Street – Halswell Road)	Collector
Lincoln Road (Moorhouse Avenue-Whiteleigh Avenue)	Minor arterial
Lincoln Road (Whiteleigh Avenue-Curlett's Road)	Major arterial
Linwood Avenue (Avonside Drive-Aldwins Road)	Minor arterial

Road	Classification
Linwood Avenue (Aldwins Road – Humphreys Drive)	Major arterial
Locksley Avenue (McBratneys Road-New Brighton Road)	Collector
Lodestar Avenue (Hayton Road – Stark Drive)	Collector
Long Bay Road (Summit Road – Christchurch Akaroa Road)	Collector
Lower Styx Road (Marshland Road-Harbour Road)	Collector
Lowther Street (Racecourse Road – Main South Road)	Minor arterial
Lyttelton Street (Lincoln Road-Rose Street)	Collector
Maces Road (Cuthberts Road-Dyers Road)	Collector
Madras Street (Bealey Avenue – Winton Street)	Collector
Magdala Place (Birmingham Drive – Proposed Bridge Link to Wigram Road)	Minor arterial
Maidstone Road (Waimairi Road-Withells Road)	Collector
Maidstone Road (Ilam Road - Waimairi Road)	Minor arterial
Main North Road (Northcote Road – Dickeyes Road)	Major arterial
Main North Road (Cranford Street –Northcote Road)	Minor arterial
Main North Road (Dickeys Road – Waimakariri District Boundary)	Minor arterial
Main Road (McCormacks Bay Road West The - Esplanade)	Minor arterial
Main Road (St Andrews Hill Road-McCormacks - Bay Road west)	Major arterial
Main Road, Governors Bay (Dyers Pass Road – Governors Bay Teddington Road)	Minor arterial
Main South Road (Blenheim Road – Selwyn District Boundary)	Major arterial
Main South Road (Riccarton Road-Blenheim Road)	Minor arterial
Mairehau Road (Marshland Road – Frosts Road)	Minor arterial
Major Hornbrook Road (Bellevue Terrace-St Andrews Hill Road)	Collector
Malcolm Avenue (Eastern Terrace – Colombo Street)	Collector

Road	Classification
Manchester Street (Bealey Avenue – Edgeware Road)	Collector
Mandeville Street (Riccarton Road – Blenheim Road)	Collector
Marine Drive (Charteris Bay Road – Waipapa Avenue)	Collector
Marine Parade (Bridge Street-Beach Road)	Collector
Marriner Street (Wakefield Avenue – Main Road)	Minor arterial
Marshland Road (Shirley Road – Main North Road)	Minor arterial
Marshs Road (Main South Road – Springs Road) ¹	Minor arterial
Marshs Road (Springs Road – Whincops Road)	Collector
Martindales Road (Port Hills Road-Bridle Path Road)	Collector
Masham Road (Yaldhurst Road-Carmen Road)	Major arterial
Matipo Street (Riccarton Road-Blenheim Road)	Collector
Matipo Street (Blenheim Road – Wrights Road)	Minor arterial
Maunsell Street (Tanner Street – Cumnor Terrace)	Collector
McBratneys Road (River Road-Locksley Avenue)	Collector
McCormacks Bay Road (Main Road (west) Main Road (east))	Collector
McFaddens Road (Rutland Street-Cranford Street)	Collector
McGregors Road (Ruru Road-Rudds Road)	Collector
McLeans Island Road (Johns Road-Proposed Pound Road deviation)	Minor arterial
McLeans Island Road (Proposed Pound Road deviation–Chattertons Road)	Collector
McMahon Drive (Aidanfield Drive – Dunbars Road)	Collector
Memorial Avenue (Clyde Road-Orchard Road)	Major arterial
Merrin Street (Avonhead Road-Withells Road)	Collector
Middleton Road (Blenheim Road-Riccarton Road)	Collector
Milton Street (Barrington Street-Colombo Street)	Minor arterial

Road	Classification
Moncks Spur Road (Mt Pleasant Road-Glenstrae Road)	Collector
Montreal Street (Brougham Street Moorhouse Avenue)	Minor arterial
Moorhouse Avenue (Deans Avenue-Ferry Road)	Major arterial
Mt Pleasant Road (Main Road Summit Road)	Collector
Mustang Avenue (Awatea Road – Corsair Drive)	Collector
Nayland Street (Wakefield Avenue-Heberden Avenue)	Collector
New Brighton Road (Marshland Road-Avondale Road)	Minor arterial
New Brighton Road (Avondale Road Pages Road)	Collector
Nicholls Road (Halswell Junction Road – Halswell Road)	Collector
Normans Road (Strowan Road-Papanui Road)	Collector
North Avon Road (Whitmore Street-River Road)	Collector
North Parade (North Avon Road-Shirley Road)	Collector
Northcote Road (Greers Road-Main North Road)	Major arterial
Northern Motorway and Connectors (Waimakariri District Boundary-Dickeys Road)	Major arterial
Northwood Boulevard (Main North Road – Springbrook Lane)	Collector
Norwich Quay (Tunnel Road – Gladstone Quay)	Major arterial
Norwood Street (Sandwich Road – Tennyson Street)	Collector
Nottingham Avenue (Wales Street – Patterson Terrace)	Collector
Nursery Road (Tuam Street – Ferry Road)	Collector
Old West Coast Road (Chattertons Road- West Coast Road)	Collector
Opawa Road (Wilsons Road North - Aynsley Terrace)	Collector
Opawa Road (Brougham Street (southeast of the Heathcote River) Port Hills Road)	Major arterial
Orchard Road (Memorial Ave – Wairakei Road)	Collector
Orion Street (Emmett Street – Quinns Road)	Collector

Road	Classification
Ottawa Road (Wainoni Road – Pages Road)	Collector
Owles Terrace (Pages Road Union Street)	Collector
Oxford Street (Norwich Quay – Sumner Road)	Minor Arterial
Pages Road (Rudds Road-Anzac Drive)	Major arterial
Pages Road (Anzac Drive – New Brighton Road)	Minor Arterial
Palinurus Road (Dyers Road-Ferry Road)	Major arterial
Papanui Road (Bealey Avenue-Harewood Road)	Minor arterial
Park Terrace (Brittan Terrace – Governors Bay Road)	Minor arterial
Parker Street (Waterloo Road-Main South Road)	Collector
Parkhouse Road (Hayton Road-Curletts Road)	Collector
Parkstone Avenue (Avonhead Road-Brodie Street)	Collector
Parnwell Street (Basset Street – Travis Road)	Collector
Patterson Terrace (Nottingham Avenue – Alvaston Drive)	Collector
Peer Street (Waimairi Road-Yaldhurst Road)	Minor arterial
Philpotts Road (Queen Elizabeth II Drive – Innes Road)	Collector
Port Hills Road (Centaurus Road-Opawa Road)	Minor arterial
Port Hills Road (Opawa Road-Tunnel Road)	Major arterial
Port Hills Road (Horotane Valley Road-Martindales Road)	Collector
Pound Road (Waterloo Road-McLeans Island Road)	Minor arterial
Prestons Road (Main North Road-Waitikiri Drive Road)	Minor arterial
Purau Avenue (Waipapa Avenue – Camp Bay Road)	Collector
Putake Drive (Mairehau Road – Rothesay Road)	Collector
Quaids Road (Hawkins Road – Prestons Road)	Collector
Quaifes Road (Whincops Road – Sabys Road)	Collector
Queen Elizabeth II Drive (Travis Road-Main North Road)	Major arterial
Queenspark Drive (Rothesay Road-Bower Avenue)	Collector

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

Road	Classification
Sawyers Arms Road (Northcote Road-Main North Road)	Collector
Scarborough Road (Taylors Mistake Road-Heberden Avenue)	Collector
Scruttons Road (Port Hills Road – Tunnel Road on-ramp)	Major arterial
Selwyn Street (Somerfield Street-Hagley Avenue)	Collector
Seymour Street (Main South Road – Shands Road)	Collector
Shakespeare Road (Waltham Road – Wilsons Road North)	Collector
Shands Road (Main South Road-Selwyn District Boundary)	Major arterial
Sherborne Street (Bealey Avenue-Edgeware Road)	Minor arterial
Shirley Road (Hills Road-Marshland Road)	Minor arterial
Simeon Quay (Norwich Quay – Brittan Terrace)	Minor arterial
Somerfield Street (Barrington Street – Colombo Street)	Collector
Southern Motorway and connectors (Simeon Street – Haswell Junction Road)	Major arterial
Southampton Street (Tennyson Street – Croydon Street)	Collector
Sparks Road (Halswell Road-Lyttelton Street)	Minor arterial
Spencerville Road (Main North Road-Lower Styx Road)	Collector
Springfield Road (Durham Street North-St Albans Street)	Collector
Springs Road (Main South Road-Selwyn District Boundary)	Minor arterial
St Albans Street (Papanui Road-Trafalgar Street)	Collector
St Andrews Hill Road (Main Road-Major Hornbrook Road)	Collector
St Martins Road (Fifield Terrace-Centaurus Road)	Collector
Stanmore Road (Tuam Street-North Avon Road)	Collector
Straven Road (Fendalton Road-Riccarton Road)	Minor arterial
Strickland Street (Brougham Street-Colombo Street)	Collector
Strowan Road (Heaton Street-Wairakei Road)	Minor arterial
Sturrocks Road (Cavendish Road-Main North Road)	Collector
Styx Mill Road (Gardiners Road-Main North Road)	Collector

Road	Classification
Summit Road (Evans Pass Road-Selwyn District Boundary (west of Dyers Pass Road))	Collector
Summit Road (Gebbies Pass Road - Selwyn District Boundary (north of Gebbies Pass Road))	Collector
Summit Road (Christchurch Akaroa Road – Long Bay Road)	Collector
Sumner Road (Oxford Street – Evans Pass Road)	Minor arterial
Sutherlands Road (Cashmere Road – Sparks Road)	Collector
Swanns Road (Stanmore Road-Avonside Drive)	Collector
Symes Road (Haytons Road-Main South Road)	Collector
Symes Road (Vickerys Road – Main South Road)	Collector
Tai Tapu Road (Old Tai Tapu Road-Selwyn District Boundary)	Major arterial
Tanner Street (Garlands Road – Maunsell Street)	Collector
Te Korari Street (Prestons Road - Te Aue Street)	Collector
Te Rito Street (Prestons Road - Urihia Street)	Collector
Tennyson Street (Colombo Street-Burnbrae Street)	Collector
The Runway (Awatea Road – Kittyhawk Avenue)	Collector
The Runway (Stark Drive – Hayton Road)	Collector
Tomes Road (Rutland Street – Papanui Road)	Collector
Travis Road (Queen Elizabeth Drive – Anzac Drive)	Major arterial
Travis Road (Frosts Road-Bower Avenue)	Collector
Treffers Road (Parkhouse Road-Wigram Road)	Collector
Trices Road (Sabys Road-Selwyn District Boundary)	Minor arterial
Tuam Street (Fitzgerald Avenue-Olliviers Road)	Collector
Tunnel Road (Ferry Road-Norwich Quay)	Major arterial
Union Street (Jervois Street-Owles Terrace)	Collector
Veitches Road (Sawyers Arms Road-Cavendish Road)	Collector
Vickerys Road (Pilkington Way – Symes Road)	Collector

Road	Classification
Waimairi Road (Grahams Road-Peer Street)	Minor arterial
Waimairi Road (Peer Street - Riccarton Road)	Collector
Wainoni Road (Kerrs Road-New Brighton Road)	Minor arterial
Wainui Main Road (Christchurch-Akaroa Road – Jubilee Road)	Collector
Waipapa Avenue (Marine Drive – Purau Avenue)	Collector
Wairakei Road (Strowan Road-Grahams Road)	Minor arterial
Wairakei Road (Grahams Road-Orchard Road)	Collector
Wakefield Avenue (Evans Pass Road-Marriner Street)	Minor arterial
Wales Street (Checketts Avenue – Nottingham Avenue)	Collector
Waltham Road (Brougham Street-Moorhouse Avenue)	Major arterial
Waltham Road (Riverlaw Terrace-Brougham Street)	Minor arterial
Warrington Street (Forfar Street-Hills Road)	Minor arterial
Waterloo Road (Racecourse Road-Pound Road)	Collector
Waterloo Road (Pound Road-Barters Road)	Minor arterial
Waterloo Road (Barter's Road-Kirk Road)	Collector
West Coast Road (Yaldhurst Road– Selwyn District Boundary)	Major arterial
Westminster Street (Courtenay Street-Hills Road)	Collector
Wharenu i Road (Riccarton Road-Blenheim Road)	Collector
Whincops Road (Halswell Junction Road-Marshs Road)	Collector
Whiteleigh Avenue (Clarence Street-Lincoln Road)	Major arterial
Whitmore Street (Bealey Avenue-Hills Road)	Minor arterial
Wickham Street (Maces Road – Dyers Road)	Collector
Wigram Road (Halswell Junction Road-Dunbars Road)	Collector
Wigram Road (Awatea Road – Treffers Road)	Minor arterial
Wilsons Road North (Shakespeare Road-Ferry Road)	Collector
Wilsons Road South (Centaurus Road-Riverlaw Terrace)	Minor arterial

Road	Classification
Withells Road (Yaldhurst Road-Avonhead Road)	Collector
Woodham Road (Avonside Drive Pages Road)	Minor arterial
Woodills Road (Christchurch Akaroa Road – 60 metres east of Old Coach Road (end of State Highway 75))	Major arterial
Woodills Road (60 metres east of Old Coach Road (end of State Highway 75) Rue Lavaud)	Collector
Wooldridge Road (Wairakei Road- Harewood Road)	Collector
Wordsworth Street (Durham Street-Waltham Street)	Collector
Wrights Road (Matipo Street- Birmingham Drive)	Minor arterial
Wrights Road (Birmingham Drive – Lincoln Road)	Collector
Yaldhurst Road (Riccarton Road-Curletts Road)	Minor arterial
Yaldhurst Road (Curletts Road-West Coast Road)	Major arterial

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

Appendix 7.13 – Building set backs to level crossings

1. Sight triangles for road/rail level crossings

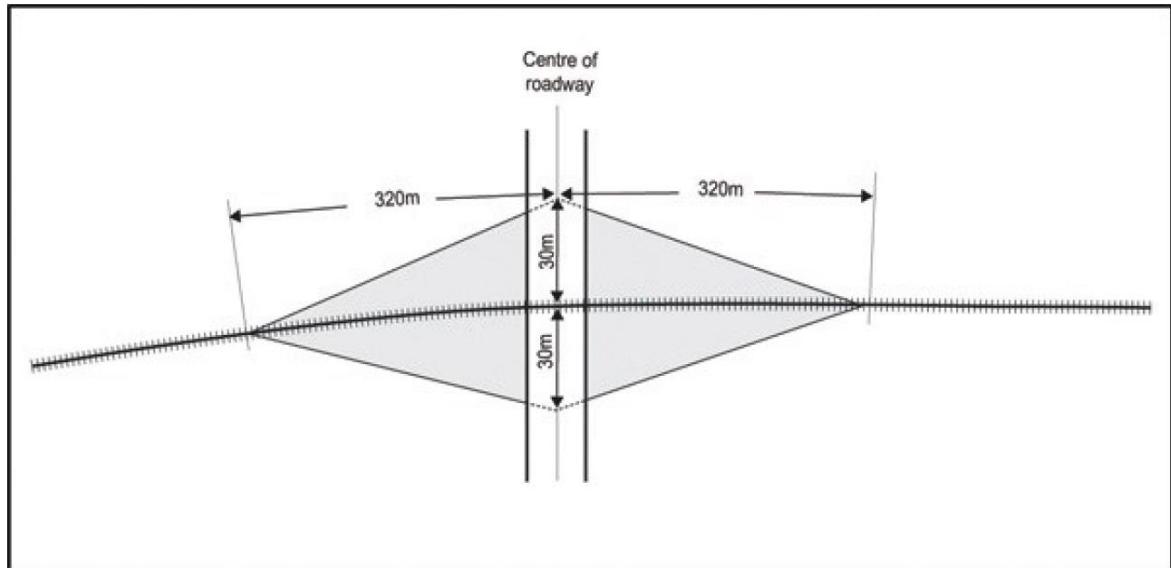


Figure 7.18: Approach sight triangles for public road/rail level crossings

Note:

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

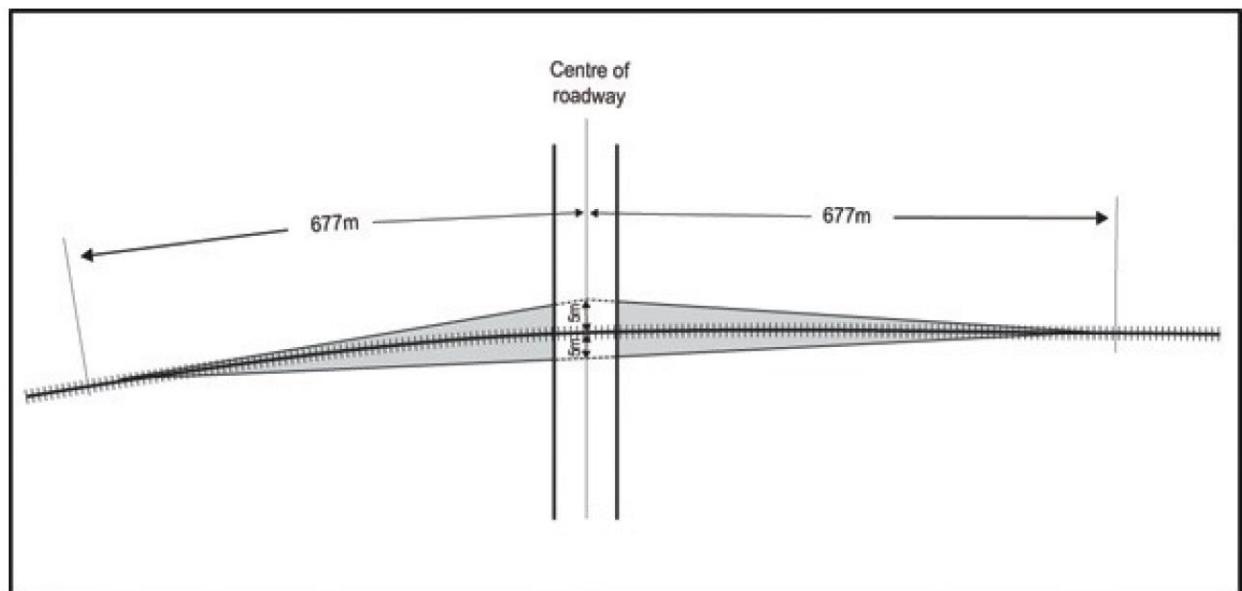


Figure 7.19: Restart sight triangles for public road/rail level crossings

Note:

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

2. Sight triangles for rail siding level crossings

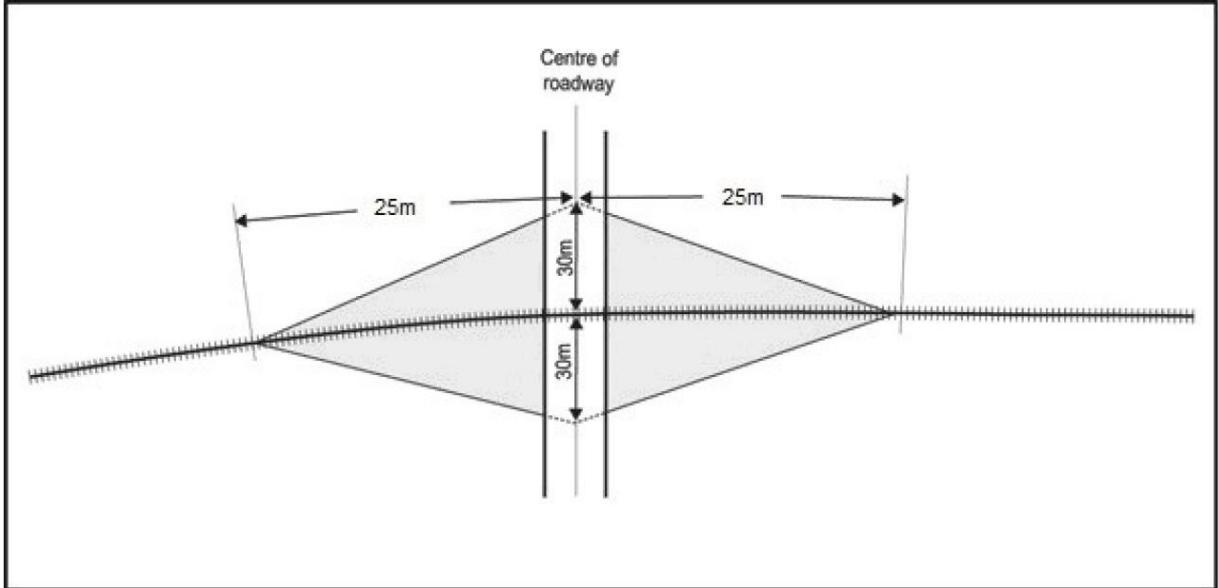


Figure 7.20: Approach sight triangles for public road/rail siding level crossings.

Note:

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

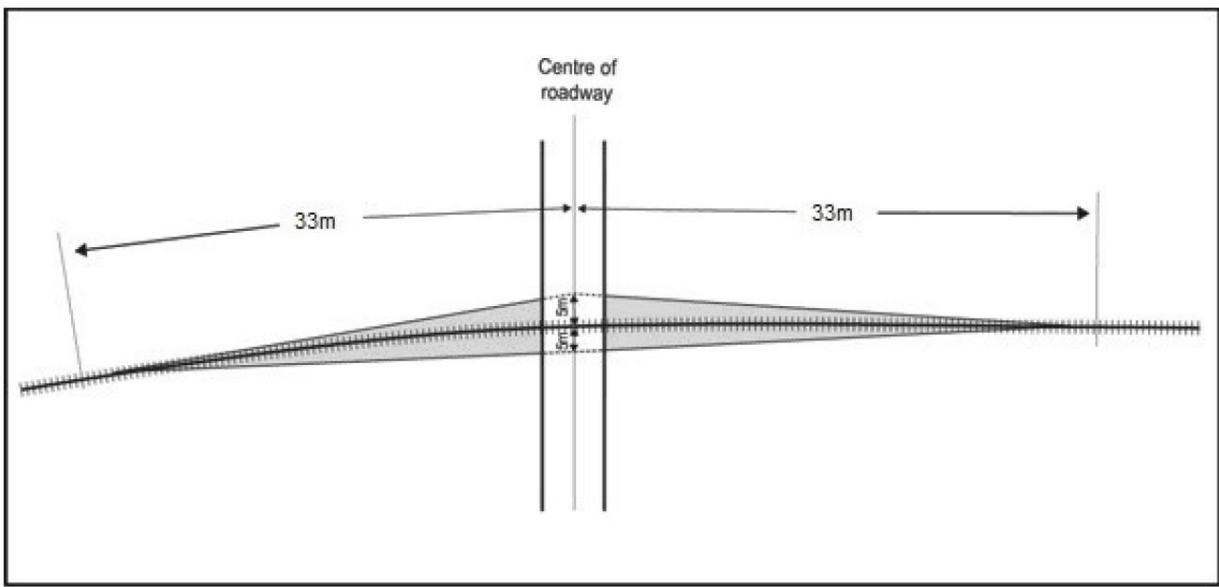


Figure 7.21: Restart sight triangles for public road/rail siding level crossings.

Note:

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

Appendix 7.14 – Parking reduction adjustment factors

Table 7.19 Parking reduction adjustment factors

	Factor	Description	Reduction from the minimum parking requirements
Permitted reductions (without the need for a resource consent)			
a.	Public transport accessibility	Located within a 400m walk of a public transport stop served by a public transport service ¹ with a frequency of at least 15 minutes on weekdays between 7am and 6pm.	Between 0m and 100m: 10% reduction per service. Between 101m and 200m: 6% reduction per service. Between 201m and 400m: 3% reduction per service. Up to a maximum of 16%.
b.		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.	Between 0m and 50m: 5% reduction per service. Between 51m and 125m: 3% reduction per service. Between 126m and 200m: 1% reduction per service. Up to a maximum of 8%
c.	Public parking facility	Located within a 400m walk from an offstreet car park that is available for use by the general public.	Between 0m and 50m: 10% reduction. Between 51m and 200m: 6% reduction. Between 201m and 400m: 2% reduction.
d.	Walking accessibility	Located within a 400m walk of an identified commercial core zone (refer to Chapter 15):	Between 0m and 50m: 15% reduction. Between 51m and 200m: 10% reduction. Between 201m and 400m: 5% reduction.
e.	Access to a Major Cycle Route	Located within 1.2km of a Major Cycle Route.	Between 0m and 150m: 15% reduction. Between 151m and 600m: 10% reduction. Between 601m and 1,200m: 5% reduction.

	Factor	Description	Reduction from the minimum parking requirements
f.	Cycle parking	The number of cycle parks (and lockers and showers) provided for the activity exceeds the requirements under 7.2.3.2 Rule 2 (cycle parking requirements).	Cycle parking exceeds requirements by 5% to 10%: 5% reduction. Cycle parking exceeds requirements by more than 10%: 10% reduction.
Reductions based on assessment through the resource consent process			
g.	Mixed-use development	Developments that contain a mix of both residential activities and activities where people are employed at the site.	Up to 5%
h.	Good non-vehicular access to buildings	There is a pedestrian access way that: <ul style="list-style-type: none"> - is separated from the vehicle access and parking areas, - has a direct distance of less than 10m from a footpath on public road reserve to the activity's main building public entrance² 	Up to 3%
		Enable people in wheelchairs or mobility scooters, or who have strollers / prams to have full access to the activity.	Up to 3%
i	Integration with public transport	Activities that include a dedicated indoor waiting area for users of public transport or taxis that is safe, sheltered, attractive, accessible, and comfortable.	Up to 5%

	Factor	Description	Reduction from the minimum parking requirements
j.	Travel plan	<p>The activity provides a travel plan that:</p> <ul style="list-style-type: none"> - Includes measures to encourage public transport use - Includes measures to encourage walking and cycling - Includes ways to make travel by the private car more efficient (such as through car pooling) - Sets out a contingency arrangement in case of overflow car parking - Describes the ways in which the travel plan will be implemented - Includes ways to monitor the effectiveness of the travel plan - Includes enforcement measures 	Up to 10%

Note:

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

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

²For 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.

Proposal 2:

Definitions

Food and beverage outlet

means the use of land or buildings primarily for the sale of food and/or beverages prepared for immediate consumption on or off the site to the general public. It includes restaurants, taverns, cafés, fast food outlets, and takeaway bars, and any ancillary services, and excludes supermarkets.

Gross floor area (GFA)

means the sum of the total area of all floors of all buildings measured from the exterior faces of the exterior walls or from the centre line of walls separating two buildings. For the purposes of calculating loading, car and cycle parking spaces and the high trip generator thresholds only, gross floor area shall exclude off-street parking and/or loading areas contained within the building.

Gross leasable floor area (GLFA)

means the sum of the total area of all floors (within the external walls for buildings or within the boundary for outdoor areas) designed or used for tenant occupancy but excluding:

- a common lift wells and stairwells (including landing areas);*
- b common corridors and halls (other than food court areas);*
- c common toilets and bathrooms;*
- d any parking and/or loading areas;*
- e any parking and/or loading areas;*

and for the purposes of calculating loading, car and cycle parking requirements and the high trip generator thresholds, in addition to the exclusions above, the following shall also be excluded:

- f common seating areas (including food court seating areas); and*
- g lobby areas in cinemas.*

Pool area

for the purpose of calculating loading, car and cycle loading, car and cycle parking requirements for a swimming pool, means the surface area of water within a swimming pool. The pool area does not include any associated poolside area, changing room facilities or storage areas.

Public floor area

means the sum of the total area of all floors contained within the external walls of any building or within the boundaries of any outdoor area available for the use of the general public in association with the activity, excluding any areas used for:

- 1. lift wells, including the assembly area outside the lift doors for a maximum depth of 2m;*
- 2. stairwells, including landing areas;*
- 3. toilets and bathrooms;*
- 4. parking and/or loading areas; and*
- 5. all areas used exclusively by staff, such as kitchens, storage areas, internal loading/unloading areas, rubbish areas, staff rooms/offices and amenities.*

Student hostel accommodation

for the purpose of calculating parking and loading space requirements, means hostels that are not ancillary and accessory to an education activity, including a tertiary education and research activity.

Yard-based supplier

means the use of any land and/or building for selling or hiring products for construction or external use (which, for the avoidance of doubt, includes activities such as sale of vehicles and garden

supplies), where more than 50% of the area devoted to sales or display is located in covered or uncovered external yard or forecourt space as distinct from within a secured and weatherproof building. Drive-in or drive-through covered areas devoted to storage and display of construction materials (including covered vehicle lanes) will be deemed yard area for the purpose of this definition.

Yard-based supplier parking

means, for the purpose of calculating parking and loading requirements for yard-based suppliers, areas of a site providing rear access and all other areas devoted to customer, staff and service vehicle access and parking (including parking driveways) are excluded from the extent of yard area devoted to sales or display.

New Definitions:

Mobility parking space

means a parking space designed and reserved for the exclusive use of people whose mobility is restricted and who have a mobility permit issued. Mobility parking space also means 'accessible park/parking' and 'disabled/disability park/parking' as referred to in various standards and guidance documents.

Private Car Park

A carpark which is not open to the general public or casual users

SCHEDULE 2

Documents specific to the Transport Chapter.

Statutory document	Statutory direction
Canterbury Regional Policy Statement 2013	Give effect to
Mahaanui Iwi Management Plan 2013	Take into account
OIC Statement of Expectations	Have particular regard
National Infrastructure Plan 2011	Have particular regard
Connecting New Zealand 2011	Have particular regard
Recovery Strategy Mahere Haumanutanga	Not be inconsistent with
Land Use Recovery Plan (LURP)	Not be inconsistent with
Christchurch Central Recovery Plan	Not be inconsistent with
Recovery Strategy for Greater Christchurch	Not be inconsistent with
Government Policy Statement on Land Transport 2015/2016-2024/2025	Have regard
Canterbury Regional Land Transport Plan	Have regard
Greater Christchurch Transport Statement	Have regard
Greater Christchurch Urban Development Strategy	Have regard
Canterbury Regional Public Transport Plan	Have regard
Christchurch Transport Strategic Plan	Have regard

SCHEDULE 3

This list has been prepared from the index of appearances recorded in the Transcript and from the document register of evidence and submitter statements, as shown on the Independent Hearing Panel's website.

Submitter Name	No	Person	Expertise or Role of Witness	Appeared /Filed
Christchurch City Council	310	Christopher Gregory	Asset and Network Unit Manager CCC	Appeared
		David Falconer	Senior Policy Planner Transport	Appeared
		Paul Roberts	Traffic Engineer	Appeared
		Peter Nunns	Economist and Research Unit CCC	Appeared
		Richard Osborne	Transport Manager CCC	Appeared
		Warren Lloyd	Traffic Engineer	Appeared
		Jeanette Ward	Transportation Engineer	Appeared
Crown	495	Angus Bargh	Principal Transport Planner CCDU	Appeared
		Ainsley McLeod	Planner	Appeared
		Ian Clark	Transport Planner	Appeared
		Jon Richards	Principal Planning Advisor NZTA	Appeared
		Vicki Barker	Planner	Appeared
Akaroa Civic Trust	340	Jan Cook	Board Member	Appeared
Maurice R Carter	377	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Marriner Investments Limited № 1 Limited	378	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Avonhead Mall Limited	379	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Oakvale Farm Limited	381	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared

Submitter Name	No	Person	Expertise or Role of Witness	Appeared /Filed
Maurice Carter Charitable Trust	385	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Carter Group Limited	386	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Canterbury District Health Board CDHB	648	Jane Murray	Policy Advisor	Appeared
Catholic Diocese	656	Dean Chrystal	Planner	Appeared
Foodstuffs South Island Limited and Foodstuffs (South Island) Properties Limited	705	Paul Durdin	Traffic Engineer	Filed
NPT Limited	707	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Bunnings Limited	725 FS 1367	Andrew Metherell	Traffic Engineer	Appeared
		Dean Chrystal	Planner	Appeared
Ilam and Upper Riccarton Residents Association Ilam and Upper Riccarton Residents Association (IURRA)	738 FS 1427	Peter Harding		Appeared
Scentre (New Zealand) Limited	742	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Alpine Presbytery	752	Dean Chrystal	Planner	Appeared
Christchurch Polytechnic Institute of Technology (CPIT)	756	Melanie Muirson	Traffic Engineer	Appeared
		Teresa O'Neil	Planner	Appeared
Kiwi Income Property Trust, and Kiwi Property Holdings Limited	761 FS 1352	Andrew Metherell	Traffic Engineer	Appeared
		Dean Chrystal	Planner	Appeared
Methodist Church of New Zealand	763	Dean Chrystal	Planner	Appeared
Progressive Enterprises	790 FS 1450	Andrew Metherell	Traffic Engineer	Appeared
		Dean Chrystal	Planner	Appeared

Submitter Name	No	Person	Expertise or Role of Witness	Appeared /Filed
University of Canterbury (UOC)	797	Melanie Muirson	Traffic Engineer	Appeared
		Teresa O'Neil	Planner	Appeared
AMP Capital Palms Pty Limited	814	Nick Fuller	Traffic Engineer	Appeared
AMP Capital Palms Pty Limited	814	Jeremy Phillips	Planner	Appeared
TEL Property Nominees Limited	816	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Christchurch International Airport Limited (CIAL)	863 FS1359	Dean Chrystal	Planner	Appeared
		Ann-Marie Head	Traffic Engineer	Appeared
Canterbury Aggregate Producers Group	886	Brian Warren	Chief Executive – Isaac Construction	Appeared
		Tim Ensor	Planner	Appeared
Lyttelton Port Company Limited (LPC)	915 FS 1444	Dean Chrystal	Planner	Appeared
		Ann-Marie Head	Traffic Engineer	Appeared
Waterloo Park Limited	920 FS 1277	Dean Chrystal	Planner	Appeared
Avonhead Community Group Inc	1018	Professor Bagchi		Filed
R&H Investments, R&H Properties Limited	1069	Ray Edwards	Traffic Engineer	Appeared
St Georges Hospital	1073	Ray Edwards	Traffic Engineer	Appeared
Peebles Family Trust	1078	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
880 Main North Road Limited	1081	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
7990 Limited	1086	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Christian Jordan	1122	Christian Jordan	Developer	Appeared

Submitter Name	Nº	Person	Expertise or Role of Witness	Appeared /Filed
Generation Zero and Others ¹	1149	Christina Terra Dumont		Appeared
Peebles Group Limited	1195	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared
Te Rūnanga o Ngāi Tahu and Mahaanui Kurataiao Limited	1145 FS 1448	Philippa Lynch	Environmental Advisor	Filed
Tailorspace Investments Limited	FS 1322	Nick Fuller	Traffic Engineer	Appeared
		Jeremy Phillips	Planner	Appeared

¹ Email from Terra Dumont to the Independent Secretariat dated 17 June 2015, listing submitters Ms Dumont represented. See also above, n 22.

SCHEDULE 4

List of submitters who support the use of Controlled Activity status under the HTG Rule

Submitter №	Submitter name
763	Methodist Church of New Zealand and Christchurch Methodist Central Mission
725	Bunnings Limited
676	Integrated State Schools
656	Catholic Diocese of Christchurch
752	Alpine Presbytery
790	Progressive Enterprises Limited
761	Kiwi Income Property Trust and Kiwi Property Holdings Limited
863	Christchurch International Airport Limited
915	Lyttelton Port Company
920	Waterloo Park Limited
756	Christchurch Polytechnic Institute of Technology
797	University of Canterbury
1188, 1189	Papanui Properties Limited
FS1210	R and H Investments Limited
1074	Urbis TPD Limited
707	NPT Ltd
378	Marriner Investments Limited
380	Marriner Investments No 1 Limited
386	Carter Group Limited
385	Maurice Carter Charitable Trust
1078	Peebles Family Trust
742	Scentre New Zealand Limited
379	Avonhead Mall Limited
377	Maurice R Carter Limited
381	Oakvale Farm Limited
1081	880 Main North Road Limited
7990	7990 Limited
1195	Peebles Group Limited
1078	Peebles Family Trust
FS1322	Tailorspace Investments Limited
917	Memorial Avenue Investments Limited
814	AMP Capital Palms Pty Ltd
816	TEL Property Nominees Limited

SCHEDULE 5

Provisions of existing district plans that we replace or delete by this decision, as identified by the Council¹

Existing provision to be replaced or deleted	Our reasons for replacing or deleting
Christchurch City Plan	
Volume 2	
Objective 7.1 -7.8 and policies, Volume 2 Transport Objectives and Policies*	Replaced by Objective 7.1.1 & 7.1.2 and policies
Volume 3	
Part 13 Transport	
Rule 2.2.1 Parking space numbers*	Replaced by Rule 7.2.3.1a & b
Rule 2.2.2 Availability of parking spaces	(a) - incorporated into Rule 7.2.3.1a (b) - removed
Rule 2.2.3 Parking area location	Incorporated into Rule 7.2.3.1a
Rule 2.2.4 Staff car parking	Replaced by Rule 7.2.3.1a
Rule 2.2.5 Disabled car parking	Replaced by Rule 7.2.3.1c
Rule 2.2.6 Cycle parking*	Replaced by Rule 7.2.3.2
Rule 2.2.7 Loading areas*	Replaced by Rule 7.2.3.3, but removed for activities that do not provide parking
Rule 2.2.8 Manoeuvre areas	Replaced by Rule 7.2.3.4a
Rule 2.2.9 Parking spaces for residential activities	Removed
Rule 2.2.10 Parking area and access design	Replaced by Rule 7.2.3.7a
Rule 2.2.11 Gradient of parking areas*	Replaced by Rule 7.2.3.5
Rule 2.2.12 Maximum gradients for access*	Replaced by Rule 7.2.3.7a
Rule 2.2.13 On-site manoeuvring	Replaced by Rule 7.2.3.4b
Rule 2.2.14 Queuing spaces	Replaced by Rule 7.2.3.7b
Rule 2.2.15 Illumination*	Replaced by Rule 7.2.3.6a
Rule 2.2.16 Surface of parking and loading areas	Replaced by Rule 7.2.3.6b
Rule 2.3.1 Vehicle crossing design*	Replaced by Rule 7.2.3.8a & b
Rule 2.3.2 Standards of vehicle crossings*	Removed
Rule 2.3.3 Length of vehicle crossings*	Removed
Rule 2.3.4 Minimum distance between vehicle crossings*	Replaced by Rule 7.2.3.8d
Rule 2.3.5 Maximum number of vehicle crossings	Replaced by Rule 7.2.3.8e

¹ <http://proposeddistrictplan.ccc.govt.nz/PropertySearch/ContentContainer.html?page=whatschanging>.

* Except to the extent they relate to Stage 2 matters.

Existing provision to be replaced or deleted	Our reasons for replacing or deleting
Rule 2.3.6 Distances of vehicle crossings from intersections	Replaced by Rule 7.2.3.8f
Rule 2.3.7 Access for rural selling places	Replaced by Rule 7.2.3.8c
Rule 2.3.8 High traffic generators	Replaced by Rule 7.2.3.10
Rule 2.3.9 Special access provision – Edgeware	Removed
Appendix 1 Parking Space Dimensions	Replaced by Appendix 1
Appendix 2 Cash in lieu of parking	Removed
Appendix 3 Cycle Parking dimensions	Replaced by Appendix 2
Appendix 4 90 percentile design motor car	Replaced by Appendix 4 (85%ile car)
Appendix 5 99 percentile design motor car	Replaced by Appendix 5
Appendix 6 90 percentile design 2 axle truck	Replaced by Appendix 3
Appendix 7 Design of acceleration and deceleration lanes	Replaced by Appendix 10
Part 8 Special Purpose Zones	
Rule 4.5.1 Road Cross sections - All Zones within the Central City	To be considered in Phase 2
Appendix 3 List of classified roads	Replaced by Appendix 12
Appendix 4 Map of roading hierarchy	Replaced by Appendix 12
Banks Peninsula District Plan	
Objective 1,2,3 Transport Objectives and Policies	Replaced by Objective 7.1.1 & 7.1.2 and policies
2.1 On-site manoeuvring	Replaced by Rule 7.2.3.4b
2.1 Distances of vehicle crossings from intersections	Replaced by Rule 7.2.3.8f
2.1 High traffic generators	Replaced by Rule 7.2.3.10
2.1 Sight lines at Vehicle Crossings	Replaced by Rule 7.2.3.8g
2.1 Minimum distance between vehicle crossings	Replaced by Rule 7.2.3.8d
2.2 Access for rural selling places	Replaced by Rule 7.2.3.8c
2.2 & 2.3 Vehicle crossing design	Replaced by Rule 7.2.3.8a & b
2.3 Maximum number of vehicle crossings	Rule 7.2.3.8e
2.4 Loading areas	Replaced by Rule 7.2.3.3, but removed for activities that do not provide parking
2.5 Parking space numbers	Replaced by Rule 7.2.3.1a & b
2.6 & 2.7 Availability of parking spaces	(a) - incorporated into Rule 7.2.3.1a (b) - removed
2.8 Surface of parking and loading areas	Replaced by Rule 7.2.3.6b