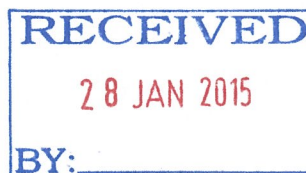


SUBMISSION BY THE CROWN ON THE MEMORIAL BUSINESS PARK PLAN CHANGE  
REQUEST (MBP PROPOSAL)

**To:** Christchurch City Council  
**Address:** 53 Hereford Street  
**Email:** [dpreview@ccc.govt.nz](mailto:dpreview@ccc.govt.nz)



**Submitter details**

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**Trade competition**

The Crown cannot gain an advantage in trade competition through this submission.

**Please specify the specific parts of the proposal that your submission relates to:**

The submission relates to the whole MBP Proposal.

**The submission points, reasons and decisions sought are set out in the attached document.**

**Hearing**

The Crown wishes to be heard in support of its submission.

If others make a similar submission, the Crown will consider presenting a joint case with them at the hearing.

A handwritten signature in blue ink, appearing to read "BHA", with a long horizontal flourish extending to the right.

**Bronwyn Helen Arthur**

Chief Legal Advisor, Canterbury Earthquake Recovery Authority  
For and on behalf of the Crown

Date:

## MEMORIAL BUSINESS PARK PLAN CHANGE (MBP PROPOSAL)

### PART A (BROAD SUBMISSION)

Part A (Broad Submission) sets out the principal outcomes that the Crown supports. These submission points reinforce and expand on the Outcomes and Actions of the Land Use Recovery Plan (LURP), the Canterbury Regional Policy Statement, the Terms of Reference for the hearings panel and the Statement of Expectations (Schedule 4 of the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014 (the Order).

This submission represents the collective views of the Canterbury Earthquake Recovery Authority (CERA), New Zealand Transport Agency (NZTA), Ministry for the Environment (MfE) and New Zealand Fire Service (NZFS).

#### 1. INTRODUCTION

- 1.1 The Christchurch rebuild is one of the government's foremost priorities and the recovery and rebuild of Christchurch must be facilitated in a timely and efficient manner. It is essential that the MBP Proposal appropriately aligns with the other Proposals which will make up the Christchurch Replacement District Plan ("Replacement Plan), the Crown's submission and further submission on the other Proposals and the outcomes sought by the Land Use Recovery Plan (LURP), Canterbury Regional Policy Statement (RPS) and the Christchurch Central Recovery Plan (CCRP).
- 1.2 The LURP set out a series of Actions and identified various greenfield priority areas for business throughout greater Christchurch to enable business recovery, one of which is the Memorial Avenue Investments Limited (MAIL) site. The LURP anticipates that the business priority areas will be for primarily industrial use. To ensure that a prosperous sustainable outcome is achievable, the LURP provides that activities are appropriately located to support rebuilding efforts and the restoration and enhancement of greater Christchurch.
- 1.3 The Crown supports the rezoning of the MAIL site to enable industrial activity, however the MBP Proposal's intensity and range of commercial activities and visitor accommodation is not supported.
- 1.4 It is considered that the MBP Proposal in its current form:
  - (a) is inconsistent with the LURP, specifically outcome 10 and Action 24(viii);
  - (b) is inconsistent with notified Proposal 3 Strategic Directions and notified Proposal 16 Industrial;
  - (c) does not give effect to the RPS;
  - (d) does not recognise the MAIL site's prominent location and does not support the creation of an attractive gateway to Christchurch city;
  - (e) does not recognise and provide for fire appliance access and fire fighting water supply;
  - (f) will impact on the safe and efficient operation of the surrounding transport network; and

(g) does not provide any protection for the unconfined aquifer.

1.5 Further, the request by the applicant that the MBP Proposal be heard and decided alongside Proposal 16 Industrial is inconsistent with clause 3.4 of the Terms of Reference.

## 2. STATUTORY AND REGULATORY FRAMEWORK

2.1 The MBP Proposal must be in accordance with the relevant statutory framework that applies to Christchurch post-earthquake. When considering submissions the hearings panel will need to ensure that (amongst other things) its decision on the Proposal:

- a) must not be inconsistent with the Recovery Strategy, CCRP and the LURP – refer to sections 15 and 23 of the Canterbury Earthquake Recovery Act 2011 (CER Act);
- b) must give effect to the RPS – refer to section 75(3) of the Resource Management Act 1991 (RMA);
- c) must not be inconsistent with a regional plan – refer to section 75(4)(b) of the RMA;
- d) has particular regard to the Statement of Expectations – in particular refer to clause 14(1)(d)(iii) and 14(1)(e) of Schedule 4 to the Order; and
- e) is supported by sound evidence and robust analysis under section 32 of the RMA.

2.2 The Crown seeks the following decisions:

- a) Make any necessary amendments to the MBP Proposal to ensure that it:
  - (i) is not inconsistent with the Recovery Strategy, CCRP and the LURP
  - (ii) gives effect to the RPS;
  - (iii) is not inconsistent with regional plans;
  - (iv) will demonstrably have had particular regard to the Statement of Expectations;
  - (v) is informed by sound evidence and a robust analysis under section 32 of the RMA; and
- b) Amend the MBP Proposal
  - (i) in accordance with more detailed decisions sought in Part B of this submission; or
  - (ii) any additional or alternative relief that achieves the same or similar outcomes to the above; and
- c) Consequential or ancillary changes to the above.

## 3. PROVISIONS SUPPORTED IN PART

3.1 The Crown **supports in part** the MBP Proposal to the extent that it seeks to rezone the site for business use and the provisions which allow for industrial activities to support the recovery of Christchurch through to 2028 as required by the LURP. The Crown, however, opposes the level of commercial activity and accommodation provided for in the MBP Proposal. The reasons for the Crown's submission include those set out below.

#### **4. INTEGRATION WITH THE CHRISTCHURCH REPLACEMENT DISTRICT PLAN**

- 4.1 It is considered that the MBP Proposal as notified is inconsistent with the direction set out in Proposal 3 Strategic Directions and Proposal 16 Industrial. Although decisions on these Proposals that will form the Replacement Plan are yet to be made by the hearings panel, it is anticipated that the directions set for these Proposals will reflect the directions derived from the higher order planning and recovery documents, including the RPS, LURP, CCRP and the Statement of Expectations.
- 4.2 Proposal 3 Strategic Directions seeks to enable business development in appropriate locations and seeks to support the role of the central city and town centres as community focal points for commercial activity. This includes restoring and enhancing the role of the central city as the principal community focal point for greater Christchurch and supporting the major role of the Key Activity Centres as community focal points for significant areas of Christchurch.
- 4.3 The direction set out in Proposal 16 Industrial seeks to maintain a sufficient supply of industrial land to meet future demand and to only allow for limited non-industrial activities to occur in industrial zoned land. Proposal 16 provides that non-industrial activities should be limited to activities that are ancillary in scale to a permitted activity in the Industrial Zone, activities that are not appropriate in more sensitive environments, yard based activities, emergency services or activities that support the needs of workers or business in the zone such as food and beverage and commercial services. The Industrial Zone does not anticipate intense commercial activity as proposed by the MBP Proposal, which is of a scale that would be expected in other business zones.
- 4.4 The MBP Proposal as notified provides for a large amount of retail activity (4,100m<sup>2</sup>) which is not considered appropriate for the MAIL site, as the site is intended for primarily industrial use. This is inconsistent with the objectives and policies set out in Proposal 3 Strategic Directions and Proposal 16 Industrial.

#### **5. COMMERCIAL ACTIVITIES**

- 5.1 There was significant damage to business land and buildings particularly in Christchurch city as a result of the Canterbury earthquakes. To address the loss of business land the LURP identified over 900 hectares of land as greenfield priority areas for business to ensure that there is sufficient and suitable industrial land for the recovery through to 2028. These greenfield priority areas are located to the west of Hornby, along Russley Road, north of Belfast, and around Rolleston and Lincoln.
- 5.2 The LURP identifies the MAIL site as a Greenfield Priority Area – Business. The LURP clearly states (page 28) that these priority areas should be developed for on-going industrial relocations, anticipated industrial growth and a range of industrial activities. The priority business areas do

not prevent commercial activity in industrial zones entirely, but the LURP does seek to limit development to appropriate activities such as yard based activities (page 29). This is also reflected in the objectives and policies of Proposal 16 Industrial as notified and in the RPS.

- 5.3 Objective 6.2.6(1) of the RPS requires "greenfield priority areas for business in Christchurch City to provide primarily for the accommodation of new industrial activities". The explanation and reasons state that commercial activities on greenfield priority sites should be those that have particular locational constraints not suitable for centres e.g. yard based retailers and car yards. Policy 6.3.6(5) also recognises that new greenfield development priority areas for business in Christchurch are primarily for industrial activities, and commercial use should be restricted.
- 5.4 A total gross leasable floor area of 4,100m<sup>2</sup> is provided for in the MBP Proposal as a permitted activity, which could enable a wide range of retail activities not of an industrial nature to establish on the MAIL site. It is considered that this amount of retail and office activity provided for reflects a mixed business zone rather than an industrial zone. This is not the direction set by the LURP and the RPS for the MAIL site.

## 6. KEY ACTIVITY CENTRES

- 6.1 The LURP identifies the location of Key Activity Centres (KAC) and provides a framework for recovery of these centres. The KACs act as a focus for commercial activity, location for service centres and provide other services and facilities that reflect the needs of the particular communities that they service. The KACs are located in existing suburban centres and serviced by existing transport and infrastructure networks.
- 6.2 The LURP states that KACs '*are to be developed in a way that complements recovery of the central city and recognises that the Christchurch central city remains the prime urban centre in the region*'.
- 6.3 The scale and balance of activities proposed for the MAIL site is more in line with what a KAC is to provide under the LURP, rather than provide for 'primarily' industrial activities. The framework around the location and nature of KACs aims to revitalise existing centres and protect industrial uses from being undermined and misplaced by higher-value land uses.
- 6.4 It is considered that the MAIL site and the nature of activities proposed on the site provide for a higher level of commercial and retail activities, more suited to being in a KAC rather than a site identified in the LURP to provide for industrial activities.
- 6.5 It is considered that the retail and office aspect of the proposal could, in effect, create another centre which was not anticipated or provided for. The section 32 RMA analysis provides no justification as to why such a high level of commercial activity is proposed for the site.



## 7. INTEGRATION WITH SURROUNDING BUSINESS LAND

- 7.1 Clause 3.4 of the Terms of Reference require the hearings panel to consider the scheduling of all proposals related to the achievement of Action 24(viii) of the LURP which seeks to achieve an integrated approach to land uses located near Christchurch airport.
- 7.2 The intention of Action 24(viii) is to ensure that development planned for land around the airport takes into account the mix of business activities occurring in these areas to ensure that there is consistency in the range of business activities in this location. The Christchurch City Council has not yet notified proposals that apply to the business greenfield priority areas along Russley Road (of which there are three). The MAIL site should be considered in the context of surrounding activities and greenfield areas identified in the LURP, and their need to integrate with other industrial activities along Russley Road and infrastructure planned for this area.
- 7.3 Russley Road forms part of the Christchurch Western State Highway Corridor which is a key strategic route, and Christchurch International Airport is also identified as strategic infrastructure. It is essential that development around these areas is in accordance with the LURP to ensure that key infrastructure is not adversely affected and can accommodate the types of activities anticipated in this area. The RPS requires the integration of land use and infrastructure. Policy 6.3.5(1) requires *“the integration of land use development with infrastructure by... identifying priority areas for development to enable reliable forward planning for infrastructure development and delivery”*.
- 7.4 The land near the airport on Russley Road is the subject of Plan Change 84 initiated by Christchurch City Council. Plan Change 84 sought to provide clarity over what activities were anticipated to occur within the Special Purpose (Airport) Zone. This zone includes two precincts; these being the Aviation Precinct which provides for aviation operations and expansion, and the Development Precinct which supports a mix of business activities including freight services, retail, and tourist and visitor/workforce support activities which are primarily linked to the needs of travellers, workers and visitors using the airport.
- 7.5 As no decision has been made on Plan Change 84, and the proposals for the other greenfield priority areas are yet to be notified, progressing the decision on the MAIL site is premature at this stage, which could adversely affect the integrated development of land uses and infrastructure located around the airport.

## 8. VISITOR ACCOMMODATION

- 8.1 The Crown acknowledges that there is demand for more visitor accommodation in Christchurch. Visitor accommodation is currently provided for in various locations throughout Christchurch, such as Riccarton, Papanui Road and Bealey Avenue, the central city, and within the Airport Precinct. The LURP and RPS both set a clear direction that the MAIL site is intended for industrial use.

- 8.2 The LURP directs that integrated decision-making is needed for land use activities in the vicinity of the airport. Visitor accommodation may be an appropriate ancillary activity within the wider business greenfield priority areas because of their location near the airport and the key strategic transport routes. Proposing visitor accommodation on the MAIL site only, does not allow for the consideration of the best location and scale of any possible visitor accommodation activities in the wider locality. This is inconsistent with the direction set in the LURP.
- 8.3 Plan Change 84 (Special Purpose (Airport) Zone) provides for accommodation, which is considered appropriate as it is directly associated with the airport and the adjacent key strategic transport routes. The accommodation proposed in the MBP Proposal could conflict with the industrial uses on the site and result in reverse sensitivity effects occurring that may jeopardise industrial activities which are anticipated for this site.

## 9. AMENITY

- 9.1 The Memorial Avenue/Russley Road intersection has been identified by NZTA as a strategically important access point which forms part of a key strategic arterial route Christchurch. A significant amount of work has been invested into providing a solution to improve this intersection as well as incorporating an architectural feature into the upgrade to make an iconic gateway into Christchurch. It is considered that the MBP Proposal will not result in a development that will contribute to creating an attractive gateway to Christchurch. The rules relating to amenity need to provide greater clarity and direction.
- 9.2 The LURP seeks to enable a supportive recovery by reducing consents and notification requirements associated with design requirements and providing certainty for businesses. New development must facilitate and enable a high-quality environment particularly in gateway areas. The LURP also states on page 39 "*new and repaired buildings, and the spaces around them should promote a distinctive sense of character and identity informed by local history*". In addition, Policy 6.3.2 of the RPS addresses development form and design which identifies the need to be clear about expectations for development, to ensure efficient management through resource management and resource consent processes.
- 9.3 Rule 16.4.5.3.2 Design and Amenity (specifically 16.4.5.3.2(a)) gives no clear direction on what specific character/design is sought for the MAIL site. The supporting documents identify the MAIL site as a gateway site to the city, therefore the assessment criteria relating to design should give clear direction around what is anticipated for the site. The assessment criteria are generic and could be applied to any business site in Christchurch and do not give decision-makers clear guidance as to what is anticipated for the site which could lead to subjective decisions, delays, cost and inconsistent decisions being made.
- 9.4 The proposal as notified proposes a minimum set back of 10 metres for buildings facing Memorial Avenue. This setback is not supported. Proposal 16 Industrial, Policy 9 requires larger

setbacks to ensure that development reflects their location at the interface with prominent locations such as the MAIL site.

## 10. OUTLINE DEVELOPMENT PLAN AND SERVICING

- 10.1 The Crown supports the inclusion of an Outline Development Plan (ODP), however, it is considered that the ODP proposed does not fully give effect to Policy 6.3.3 of the RPS.
- 10.2 Policy 6.3.3(7) of the RPS requires ODP's to identify the staging of development and subdivision. This is not identified on the notified version of the ODP. It is essential that all requirements identified by the RPS are identified on the ODP to ensure that it is clear how and when the site will be developed.
- 10.3 The MBP Proposal does not adequately address the provision for fire appliance access and fire fighting water supply; rather it identifies the adequacy of water supply as an issue. Access to a fire fighting water supply is critical to the mitigation of potential adverse effects as a result of fire hazards and is consistent with section 5 of the RMA through providing for the safety of people and communities. The NZFS therefore seeks that a built form standard be included to require water supply, and access to that water supply, to be sufficient to New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008.

## 11. TRANSPORT

- 11.1 The site is located at a key point in the transport network and is subject to major investment. Development proposals at this location should consider the following transport matters:
- The NZTA is currently undertaking a significant upgrade project along the State Highway 1 (SH1) Christchurch Western Corridor which includes road widening and a grade separated interchange at Memorial Avenue and SH1/Russley Road intersection adjacent to the MAIL site. Consent has been granted, however an amendment to the designation in this location has been sought. This is the subject of one appeal. Construction is planned for 2015–2018.
  - Memorial Avenue and the planned interchange provide the principal access to the airport/CBD. SH1 is a strategic transport route for the region and nationally and provides access to the airport from north and south.
- 11.2 The proposal and its accompanying Integrated Transport Assessment (ITA)) acknowledges these transport issues. The Crown, however remains concerned that the development proposed in the MBP Proposal will have detrimental impact on the safe and efficient operation of the transport network in this key location. The following matters therefore need to be addressed:



- 1) The Land Transport Management Act requires that the NZ Transport Agency '*operate the State Highway system in a way that contributes to an integrated, safe, responsive and sustainable land transport system*'. The Crown, however, is concerned that the scale and nature of the activities proposed will have a significant detrimental impact on the State Highway and wider transport network. The scale of development proposed should be reduced. While a level of development, and its associated traffic, may be accommodated on the network once the interchange is in place, effects on queuing, weaving, safety and efficiency impacts as well as impacts on journey time reliability for airport connections will need careful consideration. Further information is required to fully assess the transport implications of the proposal. The ITA has not included modelling of the 85th percentile and maximum trip generation including reporting of potential queue lengths. This information is needed to fully assess the impacts of the proposal on the network. In particular, the trip generation from this development can have major implications for trip reliability along Memorial Avenue (including those accessing the airport from the city) and the safe operation of the interchange and its approaches. Understanding the potential traffic volumes on Memorial Avenue that arise from the development and how the MAIL site's proposed access points will function (including consideration of their location) need to be fully assessed. Upgrades may also be required to the local road network on the Avonhead Road side of the site to avoid additional vehicles using the Memorial Avenue access.
- 2) As recognised in the MBP Proposal's ITA the Western Corridor project including the Memorial Avenue interchange is required to be operational to accommodate development at this site. This timing requirement needs to be included as a rule in the Replacement Plan to provide clarity and certainty on this issue, thereby ensuring the safe and efficient operation of the network.
- 3) The proposed ODP shows an internal road located parallel to SH1. This is likely to create a safety issue with headlight glare and potential confusion for traffic on the State Highway and proposed on-ramp.
- 4) Signage controls are proposed to be introduced for land fronting Memorial Avenue within the setback area. It is, however, unclear how signage in the remainder of the site, particularly where it fronts onto SH1 is to be considered, as the provisions proposed in the MBP Proposal are silent on this matter. To ensure traffic safety issues at this key intersection are considered in assessing signage proposals on land fronting onto SH1 (which is outside of the road reserve), controls may be required to ensure compliance with NZTA signage standards. Where controls are introduced to signage proposals in this location, the NZTA will therefore need to be notified as an affected party.

## 12. AQUIFER

- 12.1 The section 32 RMA analysis for the MBP Proposal identifies that the MAIL site is located in the Christchurch – West Melton Groundwater Allocation zone, as defined by the operative and proposed Regional Plan. It is also identified as a 'Special Zone' under the operative and proposed Regional Plan, which aims to manage groundwater allocation in such a manner to minimise the potential adverse effects on the city's existing supply network.
- 12.2 The importance of this aquifer has been identified in the section 32 RMA analysis, but the MBP Proposal does not address how the aquifer and the city's portable water supply will be protected. This needs to be addressed.

### 13. PART B (DECISIONS SOUGHT)

13.1 While the Crown supports the rezoning of the MAIL site for industrial use, the range and amount of commercial activity and visitor accommodation is not supported on the basis that does not give effect to the LURP and the RPS.

#### Decision sought:

- (a) Amend the MBP Proposal to ensure that the range of activities reflect that of an industrial zone
- (b) Provide relevant information and clear direction to inform design decision making
- (c) Amend the MBP Proposal to ensure that activities do not adversely affect the surrounding transport network
- (d) Amend the MBP Proposal so that it adequately provides for fire services
- (e) Amend the MBP Proposal so that protects the underlying aquifer
- (f) Provide relevant information on the Outline Development Plan to give certainty that the site will be developed in an integrated manner
- (g) Informed by sound evidence and a robust analysis under section 32 of the RMA
- (h) Such other matters necessary to give effect to the relief; and
- (i) Any additional or alternative relief that achieves the same or similar outcomes to the above.

### SPECIFIC SUBMISSION

The submission points contained in Part A of the Crown's submission should be read alongside those contained in this part of the submission (Part B). The relief set out in this part of the Crown's submission relies on the reasons outlined in Part A.

Submission points of particular interest to an individual Government Department and Crown Entity are noted, although this should not be taken as meaning that other Government Departments and Crown Entities do not have an interest in these submissions.

The Crown's specific submission and the decisions sought for the MBP Proposal are as follows:

| Specific Provision of the Proposal                                               | The Crown's submission is that:<br>Oppose/<br>Support | Reasons                                                                                                                                                                                                                        | Decisions sought                                                                                                                                                                                                                                                                                                                                                                                | Of particular interest to |
|----------------------------------------------------------------------------------|-------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------|
| Rule 16.4.5.1.1 Permitted activities P6 – Retail activity unless specified below | Oppose                                                | The type of retail activities provided is inconsistent with Proposal 16 Industrial, the LURP and the RPS and will have significant adverse effects on the safe and efficient operation of the transport network.               | Amend Rule 16.4.5.1.1(P6) to only allow for the following types of commercial activities: <ul style="list-style-type: none"> <li>- yard based and trade based activities,</li> <li>- emergency services,</li> <li>- activities that support the needs of workers and businesses in the zone,</li> <li>- activities that are ancillary to permitted activities in the industrial zone</li> </ul> | CERA, NZTA                |
| Rule 16.4.5.1.1 Permitted activities P11 – Office activity                       | Oppose                                                | The level of office activity is inconsistent with the direction set out in Proposal 16 Industrial and the LURP and RPS and will have significant adverse effects on the safe and efficient operation of the transport network. | Amend Rule 16.4.5.1.1 (P11) to only allow for office development that is ancillary to a permitted activity provided for in the Industrial Zone.                                                                                                                                                                                                                                                 | CERA, NZTA                |
| Rule 16.4.5.1.1 Permitted activities P14 – Guest                                 | Oppose                                                | The scale of visitor accommodation on the MAIL site is inconsistent with the proposed industrial zoning of the site and will have significant adverse effects on the safe and efficient operation of the transport network.    | Delete P14 Guest accommodation.                                                                                                                                                                                                                                                                                                                                                                 | CERA, NZTA                |

|                                                                                            |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |              |
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| accommodation<br>Rule 16.4.5.1.1<br>- Permitted<br>P17 –<br>Emergency<br>Service Facility  | <b>Support</b> | The NZFS supports Rule P17 that provides for emergency service facilities as permitted activities. Emergency services must be strategically located within and throughout communities (including, but not limited to, industrial zones) to maximise their coverage and response times so that they can efficiently and effectively provide for the health and safety of people and communities by being able to respond to emergency call outs in a timely way. Permitted activity status appropriately achieves this, thus avoiding or mitigating the potential for adverse effects associated with fire hazards and other emergencies.<br>The reference to Retail Activity 16.4.5.3.3 is incorrect. Rule 16.4.5.3.3 relates to Signage | Retain Rule 16.4.5.1.1(P17) as notified.                                                                                                                                                                                                                                                                                                                                                                                                                           | NZFS         |
| Rule 16.4.5.1.3<br>RD5                                                                     | <b>Oppose</b>  | The rule seeks to provide certainty about location of access points as indicated on the ODP. However the final positions of the access on Memorial Avenue will need to be agreed with the NZTA to ensure safe and efficient operation of the interchange.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Amend Rule 16.4.5.1.3 RD5 Retail Activity – <del>16.4.5.3-3</del> 16.4.5.3.5.<br>Amend the location of the access points as indicated on the ODP in conjunction with NZTA.                                                                                                                                                                                                                                                                                         | CERA<br>NZTA |
| Rule 16.4.5.2<br>Built Form<br>Standards –<br>Industrial Park<br>Zone (Memorial<br>Avenue) | <b>Oppose</b>  | The NZFS opposes the Built form standards in 16.4.5.2 insofar as they fail to recognise and provide for fire appliance access and fire fighting water supply via reference to the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008. Access to a fire fighting water supply is critical to the mitigation of potential adverse effects as a result of fire hazards and is consistent with section 5 of the RMA through providing for the safety of people and communities. The NZFS therefore seeks the addition of a further standard.                                                                                                                                                           | Amend the Built form standards in 16.4.5.2 to include the following additional standard:<br><br>“ <u>16.4.5.2.12- Water supply for fire fighting</u><br><u>“Sufficient water supply and access to water supplies for fire fighting shall be made available to all buildings via Council’s urban fully reticulated water supply system and in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice (SNZ PAS:4509:2008)”</u> ” | NZFS         |
|                                                                                            |                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | As a consequence, an amendment is also required to Rule 16.4.5.1.3 RD2 to include                                                                                                                                                                                                                                                                                                                                                                                  |              |



|                                                                                                                                   |                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                 | <p>a further matter of discretion that is also added to 16.6.1 as follows:</p> <table border="1" data-bbox="347 539 890 1021"> <thead> <tr> <th data-bbox="347 927 512 1021">Activity</th> <th data-bbox="347 539 512 927">The Council's discretion shall be limited to the following matters:</th> </tr> </thead> <tbody> <tr> <td data-bbox="512 927 890 1021">RD1<br/>Activities P1 – P18 set out in 16.4.5.1.1 that do not comply with one or more of the Built Form Standards in Rule 16.4.5.2</td> <td data-bbox="512 539 890 927">h. <u>Water supply and access for fire fighting – 16.6.1.11 (Proposal 16 Industrial)</u></td> </tr> </tbody> </table> <p data-bbox="943 539 1134 1021"><u>“16.6.1.11 Water supply for fire fighting<br/>Whether sufficient fire fighting water supply provision is available to ensure the health and safety of the community, including neighbouring properties, is provided.”</u></p> | Activity | The Council's discretion shall be limited to the following matters: | RD1<br>Activities P1 – P18 set out in 16.4.5.1.1 that do not comply with one or more of the Built Form Standards in Rule 16.4.5.2 | h. <u>Water supply and access for fire fighting – 16.6.1.11 (Proposal 16 Industrial)</u> | <p data-bbox="1166 539 1238 1021">Amend Standard 16.4.5.2.7 to include the following additional clause as follows:</p> <p data-bbox="1286 539 1372 1021"><u>“(g) The built form standard in clauses a. and b. above shall not apply where the development is an emergency service</u></p> <p data-bbox="1166 439 1198 517">NZFS</p> |
|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Activity                                                                                                                          | The Council's discretion shall be limited to the following matters:                      |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |                                                                     |                                                                                                                                   |                                                                                          |                                                                                                                                                                                                                                                                                                                                     |
| RD1<br>Activities P1 – P18 set out in 16.4.5.1.1 that do not comply with one or more of the Built Form Standards in Rule 16.4.5.2 | h. <u>Water supply and access for fire fighting – 16.6.1.11 (Proposal 16 Industrial)</u> |                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |                                                                     |                                                                                                                                   |                                                                                          |                                                                                                                                                                                                                                                                                                                                     |
| <p data-bbox="1166 1865 1254 2056">Rule 16.4.5.2.7<br/>Landscape areas</p>                                                        | <p data-bbox="1166 1727 1198 1827">Oppose</p>                                            | <p data-bbox="1166 1055 1372 1671">The NZFS opposes Standard 16.4.5.2.7 clauses a. and b. because the standards are not compatible with the design, operational and safety requirements of fire stations. Such an approach does not appropriately provide for the essential nature of fire stations and is inconsistent with the Ministers’ comment on the draft Replacement Plan, as follows: <u>“Establishment or re-</u></p> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |          |                                                                     |                                                                                                                                   |                                                                                          |                                                                                                                                                                                                                                                                                                                                     |

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|                               |        | <p><i>establishment of community facilities, particularly in residential zones, may be unduly restricted by the draft proposal's policies and development controls/standards. There are limited and inconsistent provisions for emergency service facilities in residential zones, and these activities could be more clearly supported in other zones where they should be encouraged, particularly in the commercial and industrial zones. The proposals should actively support other work programmes that provide for the rebuilding of community facilities and emergency services facilities". The NZFS therefore seeks that emergency services facilities be exempt from this Standard.</i></p> | <p><u>facility."</u></p>                                                                                                                                                                                                                                                       |      |
| Rule 16.4.5.2.8               | Oppose | <p>To ensure the safe operation of State Highway 1 (and key interchange) in accordance with the Land Transport Management Act consideration needs to be given to signage that may front the State Highway (and interchange). Of particular concern is the provision of signage in this location which may cause safety issues by creating undue distraction for drivers (e.g. illumination) it is presently unclear how the proposed rules will address signage within the site other than that facing Memorial Avenue.</p>                                                                                                                                                                            | <p>Add new clause b. to confirm what consent regime will be applied for signage in the remainder of the site, and to ensure that NZTA is considered to be an affected party for signage consents which front onto the State Highway 1.</p>                                     | NZTA |
| New rule – development timing | Oppose | <p>The Integrated Transport Assessment which accompanies the MBP Proposal acknowledges that the Western Corridor project including the Memorial Avenue interchange is required to be operational to accommodate the traffic generated from development at this site. This timing requirement, however, is not currently addressed by the proposed rules.</p> <p>To ensure the safe operation of the State Highway and key interchange in accordance with the Land Transport Management Act, this matter needs to be addressed by the inclusion of a new rule which will provide clarity and certainty on this timing issue.</p>                                                                        | <p>Add Non-complying activity rule:<br/>Development within the site should not commence prior to completion of the Western Corridor project from Harewood to Yaldhurst including the Memorial interchange and the southern airport access (Dakoda Park) being operational.</p> | NZTA |
| Rule                          | Oppose | <p>The intersection of Memorial Ave/Russley Road is</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <p>Amend Rule 4.5.2.3(d) to increase the</p>                                                                                                                                                                                                                                   | CERA |

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| 16.4.5.2.3(d) – Minimum building setback from road boundaries |                 | considered a gateway to Christchurch and the proposed setback of 10m is not supported and is insufficient.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | minimum set back from Memorial Avenue.                                                                                                                                                                                                                                                                                                    |                      |
| Rule 16.4.5.3.2 Design and Amenity                            | Support in part | Support the inclusion of design and amenity assessment criteria but the criteria needs to give greater direction on what is anticipated for the site in terms of character/design.<br>The outline development plan lacks detail and does not give certainty that the site will be developed in an integrated manner.<br>To avoid safety issue with highlight glare and potential confusion for traffic on the State Highway and proposed on-ramp.                                                                                                                                                               | Amend Rule 16.4.5.3.2 to give greater direction in terms of character and design                                                                                                                                                                                                                                                          | CERA                 |
| Outline Development Plan                                      | Support in part | The location of the access points need to be agreed with NZTA. Further information is required in relation to the impact of traffic movements accessing Memorial Avenue from the proposed development and the relationship to the interchange at SH1.<br><br>The proposed access points are located in very close proximity to the State Highway 1/ Memorial Avenue interchange. Therefore, the location of the access points from Memorial Avenue need to be agreed with the NZTA, to ensure the safe operation of the State Highway and key interchange in accordance with the Land Transport Management Act. | Amend the outline development plan to identify the staging of development and subdivision.<br>Amend the ODP by revising the indicated internal road layout to avoid safety conflicts with State Highway 1 and its proposed on-ramp<br>Amend the ODP to reflect any alterations to the location of the access points that may be required. | CERA<br>NZTA<br>NZTA |
| New Rule                                                      | Oppose          | The MBP Proposal does not address the protection of the city's potable water supply whose aquifer lies beneath the site. The importance of the aquifer is noted in some of the accompanying documentation but is not addressed in the plan change.                                                                                                                                                                                                                                                                                                                                                              | Amend the MBP Proposal so that it provides protection for the aquifer running through the MAIL site to ensure it is not degraded or compromised.                                                                                                                                                                                          | MfE                  |