

ATTACHMENT 2A

RYANS ROAD INDUSTRIAL DEVELOPMENT – **DRAFT** CHRISTCHURCH CITY COUNCIL CONSENT CONDITIONS 26/03/26

PART 1: CHRISTCHURCH CITY COUNCIL S9(3) RMA LAND USE CONSENT CONDITIONS

PART 2: CHRISTCHURCH CITY COUNCIL S11 RMA SUBDIVISION CONDITIONS

Column 1: Applicant's Proposed Conditions – Section 55 Response	Column 2: Summary of Section 53 Comments and Response to Changes Requested
<p>Note: <i>Green</i> cells indicate the condition wording is agreed between CGL and CCC with no changes from CCC's Appendix 16 conditions in response to s53 comments.</p> <p>Note: <i>Orange</i> cells indicate the condition wording has been changed (<i>red</i> text) from CCC's Appendix 16 conditions in response to the s53 comments received from CRC, SDC, DOC, CIAL or Airways and provides reasons for the changes.</p> <p>Note: <i>Red</i> cells indicate the wording is not agreed between CGL and CCC, and explains why.</p> <p>Note: <i>Blue</i> text indicates new or amended wording for conditions, as at 19 February 2026.</p> <p>Note: <i>Purple</i> text indicates new or amended wording for conditions, as at 9 March 2026.</p>	

PANEL COMMENTS, ADDITIONS AND EDITS IN RED TEXT.

Note: We have made all the Applicant's changes black to avoid confusion.

THE APPLICANT'S 02/04/2026 RESPONSE TO PANEL COMMENTS, ADDITIONS AND EDITS ARE IN **RED HIGHLIGHTED** TEXT.

Note: The Applicant's proposed changes to conditions have been shown **red highlighted**, with additions underlined and deletions struck out.

Part 1: Christchurch City Council Land Use Consent Conditions

1.	<p>Except where varied by the conditions of this consent the development must proceed in general accordance with the information and plans submitted with the application (section 55 response November 2025), including the Capture Land Development Scheme Plans (Revision G) and DCM Urban Landscape and Building Height plans dated 27 November 2025.</p> <p>Advice note: <i>This resource consent will lapse five years from the date of this decision unless it is given effect to (i.e. the activity is established) before then. Application may be made under Section 125 of the Resource Management Act 1991 to extend the period for giving effect to the resource consent, and this must be submitted and approved prior to the consent lapsing.</i></p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
2.	<p>The Consent Holder, and all persons exercising this consent, must ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision, conditions, covenants and relevant management plans, prior to the commencement of the works. A copy of these documents must also remain on-site through the duration of the works.</p> <p>For the avoidance of doubt, the term 'consent holder' as used in this condition and any other conditions of this consent shall apply to persons relying on and exercising this consent in relation to land development, comprehensive development of sites, or the development and subsequent use of individual sites, buildings and/or activities.</p>	<p>APPLICANT COMMENTS: Original applicant condition, updated to include covenants. Condition wording agreed between CGL and CCC.</p> <p>An advice note has been added to this condition to clarify that conditions referring to the 'consent holder' may apply to the developer of the subdivision and/or individual buildings/activities within it, as the case may be.</p>

3.	All earthworks associated with the creation and formation of the subdivision must be carried out in accordance with the conditions of subdivision consent.	Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
Activity Conditions on Lots 1 – 126 and Built for Form Standards for Lots 1 – 5758 and 61 – 126		
4.	<p>a. Excepted as modified below in b. and c., the future development of lots 1-126 for industrial uses must comply with the District Plan Activity Standards for the Industrial General Zone at rule 16.4.1.1 Permitted activities attached as Appendix 1 [Schedule 1] to this decision.</p> <p>b. Specifically excluded/ not provided for activities on these lots are the following (as defined in the District Plan):</p> <ul style="list-style-type: none"> i. Residential Activities / Residential Units (including for management / security purposes), ii. Education Activities, iii. Service Stations, iv. Yard based landscape/ garden suppliers, including activities that involve the outdoor storage, stockpiling, or sale of materials likely to attract birds including soil, mulch, or compost, v. Heavy Industrial Activities (Fish Processing or Packing Plants and Abattoirs or Freezing Works). <p>c. Notwithstanding condition 4 a. above, any activities that would generate any of the following effects are not authorised by this consent on land on Lots 123-126 subject to Designation D1:</p> <ul style="list-style-type: none"> i. Mass assembly of people; ii. Release of any substance which would impair visibility or otherwise interfere with the operation of aircraft including the creation of smoke, dust and steam; iii. The use or storage of hazardous substances exceeding the quantities permitted within the underlying zone (RuUF); iv. Production of direct light beams or reflective glare which could interfere with the vision of a pilot, excluding reflections or lights from motor vehicles; v. Production of radio or electrical interference which could affect aircraft communications or navigational equipment; and vi. Attraction of birds, including waterbodies (including swales or retention basins for the management of storm water). 	<p>APPLICANT COMMENTS: Condition changed from CCC Appendix 16 back to applicants' original condition with additions to address comments from CIAL.</p> <p>While CCC's comments that some of the activities listed in b i. – v are not provided for in 16.4.1.1 Permitted activities so can be deleted are understood, these activities have been singled out and listed as they are particularly sensitive in terms of CIAL operations and CIAL have specifically requested the inclusion of condition b. in their comments.</p> <p>CIAL's request for part c. to be added to this condition in relation to the designation have also been adopted.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p> <p>Applicant Response: Complete. Note also minor corrections to the heading for this suite of conditions.</p>
5.	<p>Built Form Standards</p> <p>The future development of lots 1 – 58 and 61 - 126 must comply with the Built Form Standards in Rule 16.4.2 - Industrial General Zone attached as Appendix 1 [Schedule 2] to this decision; except that:</p> <ul style="list-style-type: none"> a. The minimum building setback from Grays Road and Ryans Road shall be 5m. b. Where there is any conflict between the general requirements in Condition 5 and the more specific requirements in Condition 6 or Condition 7, the more restrictive limit prevails. <p>Note: See building height condition below in 7.</p>	<p>APPLICANT COMMENT: Condition a updated to reflect amendments made to the DCM landscape plans that now require a 3m planting strip along the road boundary and a further 2m building setback from the planting to allow space for trees to grow. A total setback of 5m from the road boundary is now proposed.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX.</p> <p>Applicant Response: Complete</p>
6.	<p>Lot Specific Building Controls</p> <p>The purpose of Condition 6(a) is to ensure that proposed buildings do not result in any change in performance of Airways Christchurch International Airport communication, navigation and surveillance equipment and aircraft safety that would necessitate a modification of that equipment to maintain its current standard of performance.</p> <ul style="list-style-type: none"> a. <u>Unless specified otherwise as a result of the findings of an assessment undertaken in accordance with and as required by condition 21D, Lots 121 and 122 (Air navigation equipment mitigation):</u> 	<p>PANEL COMMENT: Purpose statement included to ensure intended outcome clear and certifiable.</p> <p>Applicant Response: The applicant generally accepts the intent of the purpose statement and will provide a final response on the specific wording accounting for any comments that may be received by others on this condition.</p>

<p>i. The west and north facing facades of any buildings on Lot 121 and 122 shall have the same orientation detailed on the DCM Urban drawing titled <u>Indicative Building Footprint Plan no: 2024_052/001 revision: D</u> 2024_051 Carter Group 104 Ryans Road - Building Heights D being page 64 of 65 [xxx] of the Approved Capture Land Development Scheme Plans.</p> <p>ii. Where any building or buildings are proposed that do not comply with the parameters in clause (i) of this condition, such buildings may only be constructed if a technical safeguarding assessment, undertaken by a suitably qualified and experienced professional, confirms that the effects on air navigation equipment will be of an acceptable standard, having regard to the findings of the Cyrrus Limited report titled 'Technical Safeguarding Assessment of Air Navigation Equipment, Ryans Road Industrial Development, Christchurch' dated 18 November 2025.</p> <p>iii. The technical safeguarding assessment required by Condition 6(a)(ii) must include consultation with Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, and the Civil Aviation Authority at its commencement, during and on completion of the study draft.</p> <p>iv. Where there is a dispute regarding the findings of the technical safeguarding assessment between the parties listed in 6(a)(iii) above, the dispute resolution process detailed in Condition 24D <u>21E</u> shall be implemented. The parties to be consulted by that process shall be the Consent Holder, Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, <u>Garden City Helicopters</u> and the Civil Aviation Authority,</p> <p>b. <u>Unless specified otherwise as a result of the findings of an assessment undertaken in accordance with and as required by condition 21D, Lot 121 (Wind shadowing mitigation):</u></p> <p>i. Buildings and structures shall not exceed 16m in height.</p> <p>i. At least 70% of the total footprint of building(s) shall be located within the southern half of <u>Lot 121, defined as the area lying south of a line drawn parallel to the southern boundary at a perpendicular distance of 89 metres, representing 50% of the lot's north-south depth. the lot, as shown on the approved site plan referenced [xxx].</u></p> <p>ii. Buildings and structures shall have maximum floor plan dimensions of: 125m x 80m, or 100m x 100m, or 80m x 125m (width, depth).</p> <p>c. <u>Unless specified otherwise as a result of the findings of an assessment undertaken in accordance with and as required by condition 21D, Lot 122 (Wind shadowing mitigation):</u></p> <p>i. Buildings and structures shall not exceed 20m in height.</p> <p>ii. At least 70% of the total footprint of building(s) shall be located within the southern half of <u>Lot 122, defined as the area lying south of a line drawn parallel to the southern boundary at a perpendicular distance of 89 metres, representing 50% of the lot's north-south depth. the lot, as shown on the approved site plan referenced [xxx].</u></p> <p>iii. Buildings and structures shall have maximum floor plan dimensions of: 100m x 140m (width, depth).</p> <p>d. Lot 58 (Air navigation equipment mitigation):</p> <p>i. Activities and buildings shall be limited to buildings of 3.5m or 4.5m maximum height in accordance with the DCM Urban drawing titled <i>Indicative Building Footprint Plan no: 2024_052/001 revision: D.</i></p>	<p>Note also, amendments to 6a. i. have been proposed to correctly reference the appropriate plan. For reference, this plan is page 64 of 65 of the drawings submitted as 'Appendix 05 Capture Plan Set Rev F with DCM Landscape and Height 27 Nov', being part of the Applicant's response to comments on 28/11/2025.</p> <p>APPLICANT COMMENT: Condition 6 inserted to implement the findings of the Cyrrus, Navigatus and L+R assessments.</p> <p>APPLICANT COMMENT: The requirements in Conditions 6(a)-(c) are retained on the basis of the technical assessments undertaken to date. However, such requirements are qualified with reference to the findings/recommendations resulting from any assessment undertaken in accordance with the condition precedent 21D, which may specify alternative or additional requirements.</p> <p>PANEL COMMENT: Addition to strengthen intent of condition.</p> <p>Applicant Response: Accepted</p> <p>PANEL COMMENT: Addition for consistency with Condition 21E.</p> <p>Applicant Response: Accepted. Note also minor corrections to refer to the dispute resolution process in condition 21E (not 21D) and to remove the reference to Garden City Helicopters given condition 6a relates to air navigation equipment (not GCH operations).</p> <p>PANEL COMMENT: Applicant requested to provide plan reference.</p> <p>Applicant Response: The wording of this condition has been revised to clearly specify what constitutes the 'southern half' of the lot. This negates the need for a reference to a plan.</p> <p>PANEL COMMENT: Applicant requested to provide plan reference.</p> <p>Applicant Response: The wording of this condition has been revised to clearly specify what constitutes the 'southern half' of the lot. This negates the need for a reference to a plan.</p>
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	<p>e. Lots 59 and 60 (Air navigation equipment mitigation and no build zone):</p> <p>i. There shall be no buildings on Lots 59 and 60 in accordance with the DCM Urban drawing titled 'Indicative Building Footprint Plan no: 2024_052/001 revision: D' and Capture drawing RCPG123.</p> <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>PANEL COMMENT: Insertion for clarity.</p> <p>Applicant Response: Accepted</p>
<p>7.</p>	<p>Building Height:</p> <p><u>Interpretation and advice notes</u></p> <p>A. Interpretation</p> <p>For the purposes of Condition 7:</p> <p>a. "Protection surfaces" are as shown on Capture drawings RCPG120, RCPG121, RCPG122, RCPG123, and RCPG125 (together, <i>the Airport Safeguarding Set</i>), attached and marked as [insert reference].</p> <p>b. Advice note: The Airport Safeguarding Set corresponds, in part, to the Christchurch District Plan provisions in Sub-chapter 6.7 (Aircraft Protection). Those provisions continue to apply to all activities authorised by this consent. Particular attention is drawn to prohibited activities under Rules 6.7.4.1.6 PR1 and 6.7.4.2.6 PR1–PR4.</p> <p>c. Advice note: Capture drawings RCPG130, RCPG131, RCPG132, and RCPG135 are included for guidance as to the height limits relative to existing ground levels imposed by the Airport Safeguarding Set and are not for the purposes of validating building height under condition 7D or determining compliance with Rules 6.7.4.1.6 PR1 and 6.7.4.2.6 PR1–PR4.</p> <p>d. "Road boundary" means the legal road boundary of Ryans Road or Grays Road respectively.</p> <p>e. For the avoidance of doubt, any references in this condition to 'building' or 'structure' shall be deemed to include shipping containers and/or stacks of materials.</p> <p>f. Where there is any conflict between the general requirements in Condition 5 and the more specific requirements in Condition 6 or Condition 7, the more restrictive limit prevails.</p> <p><u>Building height – general envelope</u></p> <p>B. Airport protection surfaces (primary control)</p> <p>a. No building, structure, vegetation or utility (including any part thereof) shall penetrate the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125.</p> <p>b. No buildings shall exceed the maximum heights and maximum widths shown on the drawing titled '2024_051 Carter Group 104 Ryans Road – Building Heights D' page xx of the Approved Plans DCM Urban drawing titled 'Indicative Building Footprint Plan no:</p>	<p>APPLICANT COMMENTS: Condition A.e. has been inserted in order to adopt CCC's request that controls on the heights of buildings also include shipping containers and material stacks.</p> <p>Condition B has been amended, in accordance with the changes requested by CIAL and to incorporate the recommendations from the Cyrrus report.</p> <p>Previous Conditions F and G (addressing building generated wind shear and turbulence (BGWT)) have been deleted, accounting for the further assessment undertaken by Navigatus Consulting as reviewed/endorsed by L&R Airport Consulting, confirming that the proposal will not result in BGWT effects that require control, other than in respect of Lots 121 and 122 which are now addressed by condition 6.</p> <p>APPLICANT COMMENT, INSERTION AND DELETION: New Condition F (previously condition H) was previously amended, in accordance with the changes requested by CIAL. However, accounting for the evidence of Dr Andrew Shelley and noting that CAR Part 77 specifically manages these types of structures, the condition has been revised to require adherence to any CAA determination.</p> <p>APPLICANT COMMENT: References to condition 6F have been retained, as relevant.</p> <p>PANEL COMMENT: Applicant requested to provide reference.</p> <p>Applicant Response: Wording has been deleted from condition 7A. a. on the basis that, generally, the consent conditions do not individually/separately reference the plans (beyond their drawing name and number), noting the plans are collectively referenced under condition 1.</p> <p>Note also, amendments to 7B b. have been proposed to correctly reference the appropriate plan. For reference, this plan is page 64 of 65 of the drawings submitted as 'Appendix 05 Capture Plan Set Rev F with DCM Landscape and Height 27 Nov', being part of the Applicant's response to comments on 28/11/2025. This is consistent with the proposed change to the plan reference in condition 6a. i.</p>

2024_052/001 revision: D' being page 64 of 65 of the Approved Capture Land Development Scheme Plans.

- c. Where any building or buildings are proposed that do not comply with the parameters in clause (7Bb) of this condition, such buildings may only be constructed if a technical safeguarding assessment, undertaken by a suitably qualified and experienced professional, confirms that the effects on air navigation equipment will be of an acceptable standard, having regard to the findings of the Cyrrus Limited report titled 'Technical Safeguarding Assessment of Air Navigation Equipment, Ryans Road Industrial Development, Christchurch' dated 18 November 2025 .
- d. The technical safeguarding assessment required by Condition 7Bc. must include consultation with Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, and the Civil Aviation Authority at its commencement, during and on completion of the study draft.
- e. Where there is a dispute regarding the findings of the technical safeguarding assessment between the parties listed in 7Bc. above, the dispute resolution process detailed in Condition 21E shall be implemented. The parties to be consulted by that process shall be the Consent Holder, Christchurch International Airport Limited, Airways Corporation of New Zealand Limited, Garden City Helicopters and the Civil Aviation Authority,

C. Base zone height (secondary control)

Subject to Conditions 7B and 7F, the maximum height of any building or structure shall be 20 m, except that:

- a. Within 10 m of the Ryans Road road boundary, the maximum height shall be 12 m.
- b. Within 10 m of the Grays Road road boundary on Lots 68-70 (only), the maximum height shall be 12 m.

D. Survey certification (design, set-out and as-built)

- a. At the time of building consent submission, the Consent Holder shall provide to the Council's Resource Consents Manager (or nominee) ground level, floor level and building height levels in sufficient detail to confirm compliance with Condition 7.
- b. Prior to the building consent inspection of foundations for any building/structure/utility, the Consent Holder shall provide to the Council's Resource Consents Manager (or nominee) a Building Location & Level Certificate prepared by a Registered Surveyor, certifying compliance with Condition 7.
- c. Prior to applying for code compliance certification for any building/structure/utility, as built certification by a Registered Surveyor shall be provided to the Council's Resource Consents Manager (or nominee) confirming the works as constructed comply with Condition 7.

E. Ongoing notice on titles (covenant)

Ongoing compliance with condition 7 shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA being registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.

PANEL COMMENT: Addition to strengthen intent of condition

Applicant Response: Accepted

PANEL COMMENT: Included to be consistent with Condition 21E.

Applicant Response: Accepted

	<p><u>Temporary penetrations and construction plant</u></p> <p>F. Temporary cranes and construction plant</p> <p>Temporary cranes, masts and other construction plant (including any part thereof) shall not penetrate the airport protection surfaces shown on the Capture drawings RC-PG120, RC-PG121, RC-PG122, RC-PG123, and RC-PG125 <u>except where authorised by the Civil Aviation Authority under Civil Aviation Rule Part 77; and unless:</u></p> <p>a. A temporary works management plan addressing heights, locations, durations, lighting, and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport's "Requirements for Working at the Airport" document]; and</p> <p>b. Airport operator consent is obtained from Christchurch International Airport Limited; and</p> <p>c. Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and</p> <p>d. Temporary cranes, masts or other construction plant are established and operated in accordance with all requirements specified in clauses a. – c. of this condition.</p>	
Built Form Conditions on Lots 58 - 60		
	Deleted.	APPLICANT COMMENT: Deleted, noting constraints on built form for lots 58-60 (addressing Airways / CIAL requirements especially) are now incorporated into conditions 6 and 7. Deletion agreed with CCC.
	Deleted.	APPLICANT COMMENT: Deleted, noting constraints on built form for lots 58-60 (addressing Airways/ CIAL requirements especially) are now incorporated into condition 5. Deletion agreed with CCC.
Other General Development Conditions – Noise, Outdoor Lighting, Aircraft Protection, Signs, Earthworks, Landscaping		
8.	<p>Noise</p> <p>a. Future development of lots 1 – 126 for industrial purposes must comply with the District Plan noise rules in 6.1.4 General Noise Rules and 6.1.5 Zone Specific Noise Rules attached as Appendix 1 [Schedule 3] to this decision.</p> <p>b. The noise standards for the Industrial General Zone apply to lots 1 – 126.</p> <p>Note for clarity: The zone noise standards specified in Rule 6.1.5 require the noise received at the point of measurement comply with the receiving zone standard, not the generating zone.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new advice note on interpretation in their Appendix 16. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: The Applicant is requested to provide Appendix XX. Applicant Response: Complete</p> <p>PANEL COMMENT: Decision based on expectation that relevant District-wide rules are those that apply to the General Industrial Zone. Please confirm. Applicant Response: Yes, that is correct, the IG zone rules apply within the site (Lots 1 – 126), but the Rural Zone noise standards will still apply at the notional boundaries of any rural dwellings.</p> <p>PANEL COMMENT: We understand that these are to be locked in to avoid ambiguity that may result from future changes to CDP. Please confirm. Applicant Response: Yes, that is correct.</p>
8A	<p>Construction Noise and Vibration Management Plan</p> <p><u>Prior to the commencement of any construction or earthworks on a development site (as specified below), the consent holder shall prepare and submit a Construction Noise and Vibration Management Plan (CNVMP) to the Christchurch City Council, Attention: Team Leader Compliance and Investigations, for certification within 5 working days.</u></p> <p><u>A CNVMP is only required where the development site(s) containing the construction works are within 100m of a noise sensitive activity (e.g. to the notional boundary of a rural dwelling), and shall:</u></p> <p><u>1. Be prepared by a suitably qualified and experienced practitioner;</u></p>	<p>PANEL COMMENT: The Applicant and CCC are invited to provide a Construction Noise and Vibration Management Plan condition or explain why such is not required.</p> <p>Applicant Response: A new condition prepared with advice from the Applicant's Acoustic Engineer is proposed. The condition is drafted so that the CNVMP only applies to development sites within the subdivision that are within 100m of a 'sensitive receiver' (i.e. rural dwellings). It is not considered necessary to apply it to the whole site given the other less sensitive boundaries. The condition addresses both construction 'noise' and 'vibration' and requires certification by CCC prior to site development.</p>

	<p>2. Demonstrate how construction noise will comply, as far as practicable, with the noise limits set out in NZS 6803:1999 "Acoustics – Construction Noise" for long-duration construction activities;</p> <p>3. Demonstrate how construction vibration will be managed in accordance with DIN standard 4150-3:2016 "Structural Vibration – Part 3: Effects of Vibration on Structures".</p> <p>4. Specify the proposed hours of work and duration of activities;</p> <p>5. Detail mitigation measures to be implemented to minimise noise and vibration effects, including equipment selection and work scheduling;</p> <p>6. Include procedures for noise and vibration monitoring, including trigger levels and response protocols;</p> <p>7. Outline a communication strategy for notifying occupiers of neighbouring properties of upcoming works likely to generate elevated noise or vibration;</p> <p>8. Include a complaints management procedure, including contact details for the site manager and procedures for investigating and responding to complaints.</p> <p>The CNVMP shall be certified by the Council prior to the commencement of any construction works and, once certified, shall form part of the approved consent documentation. The consent holder shall ensure that all construction activities are undertaken in accordance with the certified CNVMP.</p>	
8B	<p>No Complaints Covenant</p> <p>In accordance with Condition 21c, Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to ensure that owners and occupiers of land or buildings within the development acknowledge the right of Graden Garden City Helicopters to generate noise associated with its existing legal operations and prevent those owners and occupiers from seeking restrictions on the noise generated by those activities.</p>	<p>PANEL COMMENT: Included to address potential effect of land and building occupation below the GCH FATO.</p> <p>Applicant Response: This condition is accepted. Note minor correction.</p>
9.	<p>Glare</p> <p>a. Future development and construction activities on Lots 7 – 126 for industrial purposes must comply with the District Plan Glare rules in 6.3.4.1 Permitted activities Control of Glare attached as Appendix 1 [Schedule 4] to this decision.</p> <p>b. For the future development of Lots 7 - 126 for industrial purposes a site-specific lighting plan and assessment prepared by a suitably qualified lighting engineer must be submitted to CCC for certification prior to issue of any building consent to demonstrate compliance with NC1 and NC2 as follows:</p> <p>i. Within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans November 2025) any activity will not result in greater than 2.5 lux spill (horizontal or vertical) on to any land outside of the Specific Purpose Airport Zone.</p> <p>ii. For lots 7 - 126 assessment against NC2 to ensure non-aeronautical ground lights do not shine above the horizontal.</p> <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition (b) shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>APPLICANT COMMENTS: Amended to address CIAL's comment and Appendix 1 conditions about the need to only refer to 'permitted activities' in condition 8a.</p> <p>Amend to address CIAL's comment regarding the lighting plans and assessment required by condition 8 b. at time of building consent to be 'certified' by CCC.</p> <p>Amended in accordance with CCC comments to change reference from 'consent notice' to 'covenant' to reflect this is being imposed via a land use consent condition rather than a subdivision condition.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX. Applicant Response: Complete</p> <p>PANEL COMMENT: Insertion for clarity. Applicant Response: Accepted</p>
10.	<p>Construction Lighting</p> <p>No construction activities on Lots 1-126 requiring external artificial lighting may occur during the hours of darkness, except where:</p>	<p>APPLICANT COMMENT: Amended to address CIAL's comments and requested amendments as detailed in Appendix A to its comments and advice note inserted regarding a covenant to alert future lot purchases.</p>

	<ul style="list-style-type: none"> i. A temporary works management plan addressing construction lighting and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport’s “Requirements for Working at the Airport” document]; and ii. Airport operator consent is obtained from Christchurch International Airport Limited; and iii. Any relevant Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition. <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>PANEL COMMENT: Insertion for clarity.</p> <p>Applicant Response: Accepted. It is also proposed that additional wording be added to clause (iii) to recognise that CAA authorisation may not be required in all cases and to be consistent with the wording in condition 21A. Where appropriate, equivalent amendments have been proposed to other conditions of consent referring to Part 77.</p>
11.	<p>Control of Light Spill</p> <p>a. Future development and construction activities on lots 1 – 126 for industrial purposes must comply with the District Plan Light Spill rules in 6.3.5.1 Permitted Activities Control of Light Spill and 6.3.6 Light Spill Standards by Zone for Industrial zones (permitted lux spill horizontal or vertical 20 Lux) attached as Appendix 1 [Schedule 5] to this decision.</p> <p>Advice noteNote for clarity: <i>The light spill standards specified in Rule 6.3.5.1 require the light spill received at the point of measurement comply with the receiving zone standard, not the generating zone.</i></p> <p>Advice Note: <i>Condition 9, 10 and 12 must also be complied with.</i></p>	<p>APPLICANT COMMENT: Amended to address CIAL’s comment and Appendix 1 conditions about the need to only refer to ‘permitted activities’ in condition 9.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX. Applicant Response: Complete</p> <p>PANEL COMMENT: Additon to ensure linkage with Conditions 9, 10 and 12. Applicant Response: Accepted</p>
12.	<p>Lighting within 500m runway threshold</p> <p>Future development and construction activities within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans), must comply with the following:</p> <ul style="list-style-type: none"> a. No illuminated signage shall be installed within 500m of the runway. b. There shall be no loading areas within 500m of the runway operating outside daylight hours to avoid the need for yard lighting. c. Parking areas within 500m of the runway must be lit to PR4 standard (>1.3lux average, <2.5lux max). <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>APPLICANT COMMENTS: Amended to address CIAL’s comments and Appendix 1 conditions.</p> <p>In relation to the CIAL comment, that some but not all of the recommendations contained in the Phase 2 mitigation measures (section 4.2.2 of the Pedersen Read Lighting Report) have been included in this condition, it is noted that the Pedersen Read report is clear that these are examples of the types of mitigation that might be required to achieve compliance. Applicants lighting engineers may not need to propose all of these measures and this is why condition 8. b. i. is proposed to ensure compliance is achieved.</p> <p>The purpose of this condition is to single out particular activities that may not otherwise be picked up as part of a building consent application.</p> <p>PANEL COMMENT: Insertion for clarity. Applicant Response: Accepted</p>
13.	<p>Aircraft Protection</p> <p>Future development and all structures and activities relating to construction on lots 1 – 126 must comply with the District Plan Aircraft Protection permitted activity rules in 6.7.4 of the Christchurch District Plan, including:</p> <ul style="list-style-type: none"> i. 6.7.4.1.1 Protection Surfaces, ii. 6.7.4.2.1 Runway End Protection Surfaces, iii. 6.7.4.3.1 Bird Strike Management Areas, and 	<p>APPLICANT COMMENT: Amended to address CIAL’s comments and requested amendments as detailed in Appendix A to its comments and advice note inserted regarding a covenant to alert future lot purchases.</p>

	<p>iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport attached as Appendix 1 [Schedule 6] to this decision.</p> <p>Advice note: <i>In accordance with Condition 21, on-going compliance with this condition shall be ensured by way of a covenant pursuant to section 1082(d) of the RMA registered against the Computer Freehold Register to issue for each lot (as detailed below) of the subdivision.</i></p>	<p>PANEL COMMENT: Applicant requested to provide Appendix XX. Applicant Response: Complete</p> <p>PANEL COMMENT: Insertion for clarity. Applicant Response: Accepted</p>
<p>14.</p>	<p>Signs</p> <p>Any signs part of the future industrial development of lots 1 – 126 must comply with the District Plan Sign Rules in 6.8.4 attached as Appendix 1 [Schedule 7] to this decision, as if the site were zoned Industrial General (not Rural Urban Fringe). Except that:</p> <p>a. There shall be no LED/ Digital Signs or Billboards permitted by this consent, and</p> <p>b. Freestanding signs shall not be located within or forward of the 3m wide landscape strip on the Grays Road and Ryans Road frontages, other than a single free-standing sign in association with the vehicle/ pedestrian access to the site.</p> <p>Note: <i>Illuminated signs will need to meet the glare and light spill requirements of Conditions 9 and 11 above.</i></p>	<p>APPLICANT COMMENTS: The applicant does not accept additional conditions 13A and 13B proposed by CCC in relation to the location, size, height and illumination of signs for the reasons set out in the response memo provided by DCM Urban and below:</p> <ul style="list-style-type: none"> In terms of freestanding sign location, it is accepted that numerous signs should not be located within or forward of the 3m wide landscape strip as this will reduce the effectiveness of the visual mitigation. However, a single freestanding sign associated with each vehicle/ pedestrian access as per the IG sign rules should be provided for to allow for site/ business identification. Limitations on the size of building mounted signage are not considered necessary. The interface between the RuUF zone and IG zone occurs in several locations across the city and the sign rules do not provide limitations for IG sites opposite rural zones. Given that any illuminated signs will need to meet the glare and light spill conditions above for the zone at the rural boundary and the airport lighting conditions which are more restrictive than zone rules, further limitations on illumination is not necessary. <p>PANEL COMMENT: Applicant requested to provide Appendix XX. Applicant Response: Complete</p>
<p>15.</p>	<p>Earthworks</p> <p>Any earthworks for the future development of lots 1 – 126 undertaken in accordance with Rule 8.9.2.1 of the District Plan attached as Appendix 1 [Schedule 8] to this decision, shall apply as if the site were zoned Industrial General (not Rural).</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC text amendments in their Appendix 16. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX. Applicant Response: Complete</p>
<p>16.</p>	<p>Any change in ground levels must:</p> <p>a. not cause a ponding or drainage nuisance to neighbouring properties.</p> <p>b. Not cause ponding within the site (except the stormwater treatment functions of Lots 200 and 201).</p> <p>c. not affect the stability of the ground or fences on neighbouring properties and maintain existing drainage paths for neighbouring properties (if applicable).</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: (b.) inserted to ensure ponding is avoided within the site as well as beyond. Applicant Response: Accepted. Note minor correction.</p>
<p>17.</p>	<p>Landscaping</p> <p>Landscaping within Lots 1 – 126 (except for the 3m wide landscaping strip on Ryans Road and Grays Road, installed as part of the subdivision), shall be limited to the plant species in District Plan Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5.</p>	<p>APPLICANT COMMENT: New condition to address CIAL concern about future landscaping on individual lots becoming a bird attractor once on sold.</p>

Transport Conditions		
18.	Future development of lots 1 – 126 for industrial purposes must comply with the District Plan Activity Status Tables – Transport in rule 7.4.2 attached as Appendix 1 [Schedule 9] to this decision.	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX Applicant Response: Complete</p>
19.	Future development of lots 1 – 126 for industrial purposes must comply with the District Plan Transport Standards in rule 7.4.3 and Appendices in 7.5 attached as Appendix 1 [Schedule 10] to this decision.	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: Applicant requested to provide Appendix XX Applicant Response: Complete</p>
20.	<p>Except for site development works, no activities enabled by this consent shall establish and/or operate until such time as the speed limit on the adjoining sections of Ryans Road and Grays Road is reduced to 60km/h or lower.</p> <p>Advice note: Any speed reduction review of Ryans Road and Grays Road shall be initiated by the consent holder and all costs associated with the process shall be borne by the consent holder.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
Avifauna Ongoing Management – Wildlife Hazard Management Plan (WHMP)		
	Deleted.	APPLICANT COMMENTS: Deleted and moved to subdivision consent conditions as per CCC recommendation.
	Deleted.	Deleted and moved to subdivision consent conditions as per CCC recommendation.
Covenants		
21.	<p>The following covenants pursuant to 108 2(d) of the Resource Management Act 1991 will be issued by the Council:</p> <p>a. Condition 6 Lot Specific Building Controls: Covenants shall be registered on the Computer Freehold Register of lots 58, 59, 60, 121 and 122 (as relevant) to secure ongoing compliance with Conditions 6(a)-(e) (as applicable to future buildings).</p> <p>b. Condition 7 Building Height: Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to secure ongoing compliance with Condition 7 (as applicable to future buildings).</p> <p>c. Condition 8B No Complaints Covenant: Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to secure ongoing compliance with Condition 8B (as applicable to future buildings).</p> <p>d. Condition 9 Glare: For the future development of Lots 7 - 126 for industrial purposes a site-specific lighting plan and assessment prepared by a suitably qualified lighting engineer must be submitted to CCC for certification prior to issue of any building consent to demonstrate compliance with NC1 and NC2 as follows:</p> <ol style="list-style-type: none"> i. Within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans) any activity will not result in greater than 2.5 lux spill (horizontal or vertical) on to any land outside of the Specific Purpose Airport Zone. ii. For lots 7 - 126 assessment against NC2 to ensure non-aeronautical ground lights do not shine above the horizontal. 	<p>APPLICANT COMMENTS Amended in accordance with CCC comments to change reference from 'consent notice' to 'covenant' to reflect this is being imposed via a land use consent condition rather than a subdivision condition.</p> <p>Updates to reflect the above condition package with covenants to highlight important compliance matters to future lot purchases.</p> <p>PANEL COMMENT: Inclusion in response to potential for exposure to noise effects from Garden City Helicopter operations. Applicant Response: Accepted</p>

<p>e. Condition 10 Construction Lighting: No construction activities on Lots 1-126 requiring external artificial lighting may occur during the hours of darkness, except where:</p> <ol style="list-style-type: none"> i. A temporary works management plan addressing construction lighting and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport's "Requirements for Working at the Airport" document]; and ii. Airport operator consent is obtained from Christchurch International Airport Limited; and iii. Any relevant Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition. <p>f. Condition 12 Lighting within 500m runway threshold Future development and construction activities within 500m of the threshold of a runway at Christchurch International Airport, those being lots or specific portions of lots 92, 109, 110, 111, 112, 113, 114, 115, 121, 122, 123 and 124 (as shown on the Capture Land Development Plans), must comply with the following:</p> <ol style="list-style-type: none"> i. No illuminated signage shall be installed within 500m of the runway. ii. There shall be no loading areas within 500m of the runway operating outside daylight hours to avoid the need for yard lighting. iii. Parking areas within 500m of the runway must be lit to PR4 standard (>1.3lux average, <2.5lux max). <p>g. Condition 13 Aircraft Protection Future development and all structures and activities relating to construction on lots 1 – 126 must comply with the District Plan Aircraft Protection permitted activity rules in 6.7.4 of the Christchurch District Plan, including:</p> <ol style="list-style-type: none"> i. 6.7.4.1.1 Protection Surfaces, ii. 6.7.4.2.1 Runway End Protection Surfaces, iii. 6.7.4.3.1 Bird Strike Management Areas, and iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport <p>h. Helicopter downwash hazard: Covenants shall be registered on the Computer Freehold Register of Lot 121 to ensure awareness of the helicopter downwash hazard, in accordance with advice note A.</p> <p>i. Condition 21A Civil Aviation Act 2023: Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to secure ongoing compliance with Condition 21A (as applicable to future buildings, structures, cranes, plant or activities).</p> <p>j. Condition 21B Aviation Contact and Incident Reporting: Covenants shall be registered on the Computer Freehold Register of Lots 1 – 126 to secure ongoing compliance with Condition 21B.</p> <p>Note: Council will prepare the covenants.</p>	<p>Applicant Response: Additional wording is proposed for clause e.iii to recognise that CAA authorisation may not be required in all cases and to be consistent with the wording in other conditions.</p> <p>PANEL COMMENT: GCH raised concern about downwash hazard from its operations disturbing materials located within lots, including during construction. The Applicant has included a condition requiring a covenant be issued by the Council on Lot 121 alerting owners to the hazard. We accept this as appropriate but request that the Applicant add some technical guidance to Advice Note A below to improve awareness and compliance with that hazard mitigation. We also seek comment from other parties about whether a covenant should be issued by the Council on any other lots alerting owners to the downwash hazard.</p> <p>Applicant Response: technical guidance added to Advice Note A below to improve awareness and compliance with downwash hazard mitigation, as requested by the Panel.</p> <p>In his memorandum dated 1 April 2026 Geraint Bermingham confirms that there is no technical basis to require the imposition of the covenant on any other lots.</p>
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Advice Notes

<p>A. Lot 121 Helicopter Downwash Hazard, Advice Note</p> <p>The consent holder's attention is drawn to helicopter downwash hazards that may affect Lot 121. Practical management of this hazard can be achieved through subdivision and building construction management (through a Construction Management Plan) and through owner/ occupier health and safety plans, especially for roof and yard operations.</p> <p>The consent holder's attention is drawn to a potential helicopter downwash hazard that may affect a portion of Lot 121, arising from helicopters operating to and from the Garden City Helicopters (GCH) heliport.</p>	<p>APPLICANT COMMENTS: General advisory note inserted, accounting for the Navigatus assessment of helicopter downwash hazards that may affect Lot 121 only.</p> <p>APPLICANT COMMENTS: On the basis of the technical assessments provided this advice note remains relevant and is proposed to be retained, notwithstanding more specific requirements that may be imposed as a result of new condition precedent 21D.</p> <p>Applicant Response: As described in the memorandum of Geraint Bermingham (1 April 2026), Advice Note A has been redrafted by Navigatus to provide technical guidance that improves awareness and compliance with downwash hazard mitigation, as requested by the Panel.</p>
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	<p>Assessment undertaken by Navigatus Consulting (Aviation Safeguarding Assessment, 28 November 2025 – Section 9) indicates that, during helicopter approach or departure, transient downwash effects may occur when aircraft pass at relatively low height over a portion of Lot 121. While the extent and strength of downwash will depend on the flight profile of helicopters and may not always be evident, awareness of this potential hazard and appropriate management is recommended.</p> <p>Within the northern portion of Lot 121 that lies beneath the published southern approach / departure path to / from the GCH heliport, the following practical measures may assist in managing downwash effects to a safe level, as appropriate:</p> <ul style="list-style-type: none"> • Identification of the extent of potential downwash hazard and communication of this risk to workers — at ground level extending approximately 130 metres south from the northern boundary of the lot, (corresponding to the point at which a helicopter would be approximately three rotor widths above ground level if flying at the OLS height) — and about 35 metres to each side of the published approach/take-off-climb path • Building construction: Management of downwash risks through a Construction Management Plan, including controls on the storage and handling of lightweight and sheet materials. • Engineered measures: Building design responses, such as a covered rear yard or sheltered outdoor areas, to isolate workers from any downwash effects. • Postconstruction / ongoing use of lot: Inclusion of helicopter downwash as a site-specific hazard within owner and occupier health and safety planning, particularly for any open yard to the north of any building on the lot and if accessing the roof of for any building on the lot. The mitigation being a general awareness of the hazard and that lightweight objects (e.g. loose materials, tarpaulins, polystyrene or sheet products) should be managed or otherwise secured to reduce the potential of these becoming airborne under the influence of helicopter downwash. 	
<p>New aviation safety related conditions (as at February 2026):</p>		
<p>21A.</p>	<p>Civil Aviation Act 2023</p> <p>a. Where any building, structure, crane, plant or activity requires notification to the Civil Aviation Authority (CAA) under Civil Aviation Rule Part 77:</p> <ol style="list-style-type: none"> No construction may commence on a lot requiring Part 77 notification until written confirmation of CAA determination is provided. The consent holder shall provide a copy of any determination or direction issued by the Director of Civil Aviation to Christchurch City Council, Christchurch International Airport Limited and Airways Corporation of New Zealand Limited. The consent holder shall ensure that the activity is carried out strictly in accordance with that determination or direction. <p>b. If the Director of Civil Aviation imposes conditions that are inconsistent with this consent, the Director's conditions shall prevail to the extent of the inconsistency.</p> <p>c. Following receipt of a CAA determination under Part 77, the Council may review the conditions of this consent solely for the purpose of ensuring consistency with that determination, but shall not impose additional aviation safety controls beyond those required by the Director of Civil Aviation.-safety controls beyond those required by the Director of Civil Aviation.</p>	<p>APPLICANT COMMENTS: Andrew Shelley emphasises that Part 77 is the correct and comprehensive mechanism for resolving aviation safety effects, including where notification surfaces or OLS are breached temporarily or permanently. As such, a condition (rather than advice note), is proposed to make it explicit that compliance with any Part 77 determination shall prevail over any conditions of the consent.</p> <p>Andrew Shelley notes concern from submitters that aviation risks are being “left unmanaged”, when in fact they are managed dynamically through CAA determinations. An explicit requirement for obtaining Part 77 determinations prior to construction, disclosing any determination to CCC, CIAL and Airways; adhering to such a determination; and allowing for Council to review conditions to ensure consistency strengthens enforceability.</p>
<p>21B</p>	<p>Aviation Contact and Incident Reporting</p> <p>a. The Consent Holder shall, at all times during construction and operation of the development, nominate a suitably qualified and authorised aviation contact person(s) who shall be available on a 24 hours per day, 7</p>	<p>APPLICANT COMMENTS: This condition establishes a clear, proactive aviation safety interface by requiring a nominated, authorised aviation contact available at all times during construction and operation. It ensures that any</p>

	<p>days per week basis to respond to any aviation related matters arising from activities authorised by this consent.</p> <p>b. The name, position, telephone number and email address of the aviation contact person(s) shall be provided in writing to:</p> <ul style="list-style-type: none"> a. Christchurch City Council; b. Christchurch International Airport Limited; and c. Airways Corporation of New Zealand <p>c. The aviation contact person(s) shall have authority to initiate immediate response actions in relation to aviation safety matters.</p> <p>d. An aviation incident and complaints register shall be maintained by the consent holder, recording:</p> <ul style="list-style-type: none"> a. The nature of any aviation related complaint, incident or observation; b. The name and contact details of the complainant (if they are provided to the consent holder); c. The date and time it was received or identified; d. The response actions taken; and e. Any follow up or mitigation implemented to prevent the reoccurrence of the situation that gave rise to the complaint. <p>e. Any verified aviation incident or complaint shall be notified as soon as practicable (but no longer than 5 working days after receipt of the complaint) to CIAL and, where relevant, the CAA.</p> <p>f. The consent holder must provide details of any complaint or its complaints register to the Council upon request.</p>	<p>aviation-related issue can be responded to immediately by a person with decision-making authority, rather than through ad-hoc or delayed channels.</p> <p>The condition also provides transparency and accountability through a formal incident and complaints register, with timely notification to CIAL and, where relevant, the CAA. Overall, it is a proportionate and practical safeguard that strengthens real-time risk management without duplicating or displacing Civil Aviation Act processes.</p>
21C	<p>Aviation risk assessment</p> <p>a. Within six months of the commencement of this consent, and prior to the commencement of any construction activities that requires notification under Civil Aviation Rule Part 77, the consent holder shall initiate preparation of an aviation risk assessment by engaging a suitably qualified and experienced aviation practitioner.</p> <p><i>CAA Scoping Consultation</i></p> <p>b. At the outset of preparing the aviation risk assessment, the consent holder shall provide written notice to the Civil Aviation Authority (CAA) advising that an aviation risk assessment is being prepared for the consented development, and shall invite the CAA to identify any aviation safety matters it considers should be addressed within the scope of the aviation risk assessment.</p> <p>c. The consent holder shall allow the CAA a minimum of 15 working days to provide written comment on the proposed scope of the aviation risk assessment.</p> <p>d. Nothing in Conditions b or c requires the CAA to approve, certify or endorse the aviation risk assessment, and the absence of comment from the CAA shall not prevent the aviation risk assessment from being completed.</p> <p><i>Purpose and Content of the aviation risk assessment</i></p> <p>e. The purpose of the aviation risk assessment is to identify and evaluate any aviation safety issues associated with the implementation of the consented development outside the operational control of the aerodrome operator, that are not already addressed by:</p> <ul style="list-style-type: none"> a. the conditions of this consent; 	<p>PANEL COMMENT: Clarification of meaning. Applicant Response: Accepted</p> <p>APPLICANT COMMENTS: The proposed aviation risk assessment condition is considered to be appropriate and proportionate in light of the expert evidence of Dr Andrew Shelley, who emphasises that aviation safety in New Zealand is comprehensively regulated through the Civil Aviation Act 2023 and the Civil Aviation Rules, with ultimate responsibility for aviation safety determinations resting with the Director of Civil Aviation.</p> <p>The aviation risk assessment condition reflects this framework by requiring a targeted, site-specific assessment of aviation safety issues that may arise during implementation of the consented development, while expressly avoiding any requirement to undertake, or purport to undertake, an aeronautical study within the meaning of AC139-15.</p> <p>The condition provides for early engagement with the Civil Aviation Authority to inform the scope of the assessment, facilitates consultation with relevant aviation participants (CIAL, GCH and Airways), and ensures that any practicable mitigation measures within the consent holder's control are identified and implemented.</p> <p>Importantly, the condition preserves the primacy of the Civil Aviation Act and Civil Aviation Rules by making clear that the aviation risk assessment does not replace or constrain the Director of Civil Aviation's statutory powers, and that Part 77 notification and determinations remain the operative mechanism for managing aviation safety effects. The condition reflects Dr Shelley's evidence and is an appropriate means of addressing residual aviation safety matters without duplicating or undermining the civil aviation regulatory regime.</p> <p>The condition also reflects feedback obtained from CAA on 4 February 2026 which promoted early and proactive engagement on developments close to an aerodrome in order to give CAA an opportunity to inform the scope of any assessment, while recognising that CAA does not have a clear statutory role to require or approve a full aeronautical</p>

<p>b. determinations, authorisations or directions issued under the Civil Aviation Act 2023 or Civil Aviation Rules.</p> <p>f. The aviation risk assessment shall:</p> <ol style="list-style-type: none"> a. have regard to the scale, location and staging of the consented development; b. consider potential aviation safety effects, including where relevant: <ul style="list-style-type: none"> • obstacle limitation and notification surfaces; • temporary construction activities (including cranes and construction lighting); • effects on air navigation equipment, radar or communications; • helicopter operations; and • wildlife and bird strike risk; c. identify any practicable mitigation measures that the consent holder is legally able to implement, to the extent such measures are not already required by conditions of this consent or by the Civil Aviation Act or Civil Aviation Rules. <p>g. The aviation risk assessment shall be prepared having regard to the Civil Aviation Act 2023 and relevant Civil Aviation Rules.</p> <p><i>Consultation with Aviation Stakeholders</i></p> <p>h. At the commencement, and prior to finalising the aviation risk assessment, the consent holder shall undertake meaningful engagement with, and provide a draft of the aviation risk assessment to:</p> <ol style="list-style-type: none"> a. Christchurch International Airport Limited; b. Garden City Helicopters; and c. Airways Corporation of New Zealand Limited. <p>For the purposes of this condition, “meaningful engagement” means providing sufficient information to enable informed comment, allowing reasonable timeframes for response, and participating in discussions in good faith, proportionated to the scale and nature of the issues identified. Meaningful engagement does not require agreement to be reached between the consent holder and any consulted party.</p> <p>The consent holder shall consider all comments received and, where requested, meet with those parties to discuss and seek to resolve matters raised. The aviation risk assessment shall be finalised taking those comments into account.</p> <p>If a consulted party does not provide comments within 20 working days of being provided a draft of the aviation risk assessment, or if matters raised cannot reasonably be resolved despite good faith engagement, the consent holder may finalise the aviation risk assessment, provided that the aviation risk assessment documents the engagement undertaken and the reasons why agreement was not reached.</p> <p><i>Finalisation and Implementation</i></p> <p>i. The completed aviation risk assessment shall be provided to the Council, Christchurch International Airport Limited, Garden City Helicopters and Airways Corporation of New Zealand Limited, together with an explanation of why any comments were not incorporated.</p> <p>j. The consent holder shall implement any mitigation measures identified in the aviation risk assessment that:</p> <ol style="list-style-type: none"> a. are within the control of the consent holder; and b. are not already required by the conditions of this consent or by the Civil Aviation Act 2023 or Civil Aviation Rules. 	<p>study for private development outside the aerodrome fence. The condition aligns with what CAA described as best practice, without overstating CAA’s legal powers or importing aerodrome specific obligations such as AC139-15. It also responds to CAA’s emphasis on “meaningful engagement” with CIAL and Airways by prescribing clear consultation steps, timeframes, and good faith engagement requirements, while including a relief mechanism to prevent delay or obstruction if agreement cannot reasonably be reached.</p> <p>Consistent with CAA’s advice, the aviation risk assessment is narrowly scoped to residual aviation safety matters not already managed through consent conditions or the Part 77 process, and otherwise preserves the primacy of the Civil Aviation Act and the Director of Civil Aviation as the ultimate aviation safety backstop.</p> <p>APPLICANT COMMENT: This condition is proposed to be retained. However, Lots 71, 91, 92, 121 and 122 are also subject to the more detailed new condition 21D.</p> <p>PANEL COMMENT: Various amendments to remove reference to mitigation measures that may necessitate changes to the communications, navigation and surveillance equipment and Airport and GCH heliport operations.</p> <p>Applicant Response: Accepted</p> <p>PANEL COMMENT: Emphasising requirement for early engagement. Applicant Response: Accepted</p>
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	<p>I. Nothing in this condition limits or replaces:</p> <ul style="list-style-type: none"> a. the obligation to notify the Civil Aviation Authority under Civil Aviation Rule Part 77; or b. the authority of the Director of Civil Aviation to make determinations or impose conditions in relation to aviation safety. <p>Advice Note:</p> <p>The intention of this condition is to ensure that the development does not give rise to effects on airport safety that necessitate changes to the communications, navigation and surveillance equipment and Airport and GCH heliport operations.</p>	<p>PANEL COMMENT: Advice note explains the intention of this condition</p> <p>Applicant Response: The applicant generally accepts the intent of the Panel's changes and will provide a final response on this condition accounting for any comments that may be received by other parties on this condition.</p>
21D	<p>Condition precedent – specific aviation risk assessment (Lots 71, 91, 92, 121 and 122 only)</p> <p>A. At least 60 working days prior to the commencement of construction of any building or structure on Lots 71, 91, 92, 121 and 122, the consent holder must have engaged a suitably qualified and experienced practitioner to prepare who has prepared a specific aviation risk assessment.</p> <p>B. The specific aviation risk assessment is to be prepared in consultation with Christchurch International Airport Limited (“CIAL”), Airways Corporation of New Zealand (“Airways”) and Garden City Helicopters Limited (“GCH”).</p> <p>C. The purpose of the specific aviation risk assessment is to identify any potential aviation safety risks and mitigations required in relation to the development of Lots 71, 91, 92, 121 and 122 (as relevant) in accordance with relevant Civil Aviation Authority (‘CAA’) requirements and Civil Aviation Rules. As a minimum, the assessment must assess:</p> <ul style="list-style-type: none"> a. For Lots 71, 91, 92 and 121- Acceptable building footprints, heights, and positions so as to ensure safe emergency landing capability for all helicopters using the Garden City Helicopters facility. b. For Lot 121- Management of helicopter downwash hazards. c. For Lots 121 and 122- Acceptable building footprints, heights, and positions so as to avoid or mitigate wind shadowing. d. For Lots 121 and 122 - Acceptable building footprints, heights, position, materiality, and façade angles so as to avoid or mitigate effects on air navigation equipment. <p>D. The consent holder must provide a draft version of any specific aviation risk assessment to CIAL, Airways and GCH, and a period of at least 20 working days must be allowed for consultation and for feedback to be provided by CIAL, Airways and GCH to the consent holder on the contents of the draft specific aviation risk assessment.</p> <p>E. The consent holder must consider all comments received from CIAL, Airways and/or GCH on the draft specific aviation risk assessment and, if requested to do so by CIAL, Airways and/or GCH, meet with that party to discuss its comments and seek to resolve any matters of disagreement. The consent holder must engage the suitably qualified and experienced practitioner referred to in 21D(A) to update the draft specific aviation risk assessment taking into account the comments made by CIAL, Airways and/or GCH, and ask CIAL, Airways and GCH to confirm within 10 working days whether the updated assessment addresses its comments.</p> <p>F. The completed specific aviation risk assessment must be provided to CIAL, Airways and GCH and the Christchurch City Council, along with an explanation as to why any comments made by CIAL, Airways and/or GCH on the draft specific aviation risk assessment were not incorporated into the completed specific aviation risk assessment.</p> <p>G. The consent holder must implement any recommended aviation safety mitigation measures contained in the specific aviation risk assessment that the consent holder is legally able to implement if those mitigation measures are not already required by other conditions of this consent.</p>	<p>APPLICANT COMMENTS: This added condition follows similar wording, narrative and reasoning as the existing proposed condition above (21C) and facilitates consultation with relevant aviation participants (CIAL, GCH and Airways) and ensures that any mitigation measures within the consent holder’s control are identified and implemented.</p> <p>The condition sets out specific lots (Lots 71, 91, 92, 121, and 122) that require specific matters to be considered within the aviation risk assessment, as delineated by (C)(a) to (C)(d).</p> <p>Clause (C)(a) requires specific assessment regarding the Garden City Helicopters emergency landing capability prior to any construction development, as was previously discussed in the Appendix 19 - Navigatus 28-11-2025 report Section 7, noting a ‘Controlled Area’, and Appendix 02 – Jeremy Phillips Planning Memo response, paragraph 73 (iii).</p> <p>Clause (C)(b) requires specific assessment regarding helicopter downwash hazards, which has been noted in ‘Advice Notes - (A)’ above, and noted in Appendix 19 – Navigatus 28-11-2025 report Section 9.4.1 and 9.5.</p> <p>Clause (C)(c) requires specific assessment regarding wind shadowing, which is also in condition (6)(b) and (6)(c) for Lots 121 and 122 respectively, and noted in Appendix 19 – Navigatus 28-11-2025 report Section 8.3.9 and 8.5.7.</p> <p>Clause (C)(d) requires specific assessment regarding air navigation equipment, which addresses condition (6)(a) and Cyrrus’ 5 March 2026 ‘Effects on Navigation Aids – Review of Panel Concerns’ memo section 6 about a potential voluntary condition about any perception of adverse effects in relation to the extent of potential DME reflections at the final extent of the approach to runway 02. Rather than specifying maximum wall-face height of buildings on Lot 122 or putting hard limitations on development, the aviation risk assessment can thoroughly assess the issues (if any) related to Lot 122 and air navigation equipment, including DME reflections.</p> <p>PANEL COMMENTS: A. Minor correction. Ca. Additions to clarify that the condition applies to all helicopters.</p> <p>Applicant Response: Accepted</p>

	<p>H. This condition shall be satisfied prior to the commencement of construction of any building or structure on Lots 71, 91, 92, 121 and 122.</p> <p>I. Nothing in this condition limits or replaces:</p> <ul style="list-style-type: none"> a. the obligation to notify the Civil Aviation Authority under Civil Aviation Rule Part 77; or b. the authority of the Director of Civil Aviation to make determinations or impose conditions in relation to aviation safety. 	
21E	<p>Dispute resolution</p> <p>A. This condition applies to any disagreement as to satisfaction of Condition 21D, Condition 6a.iii iv or 7Be.</p> <p>B. In the event of any dispute being raised or identified, the applicant shall invite CIAL, Airways and/or GCH to provide within 10 working days written notice of:</p> <ul style="list-style-type: none"> a. the specifics of the dispute; b. the reasons for the view; and c. the action(s) or additional information reasonably required to resolve the matter. <p>C. The Consent Holder shall respond in writing within 10 working days, either:</p> <ul style="list-style-type: none"> a. providing confirmation that the requested action(s) will be undertaken and by when; or b. providing the additional information; or c. explaining why the requested action(s) or information is not reasonably necessary to achieve or determine compliance. <p>D. If the dispute is not resolved within 15 working days of the Consent Holder's response under clause (C), the matter shall be referred to an independent person who is accredited under s 39A of the RMA appointed under clause (E).</p> <p>E. The independent person shall be agreed between the Consent Holder and Christchurch City Council after inviting input from CIAL, Airways and GCH. If agreement is not reached within 10 working days, the expert shall be appointed by Christchurch City Council.</p> <p>F. The independent person shall review the information relied upon and advise whether the disputed condition has been satisfied and/or what additional steps (if any) are required to satisfy it, and shall provide a written opinion within 20 working days of appointment.</p> <p>G. For the avoidance of doubt, failure by CIAL, Airways or GCH to provide comments within the timeframes specified in the relevant condition or within this condition does not prevent the Consent Holder from progressing, provided the Consent Holder has complied with other relevant requirements and conditions of the consent.</p> <p>H. Christchurch City Council shall have regard to the independent person's opinion when forming its view as to whether the conditions of consent has been satisfied.</p> <p>I. The costs of the independent person shall be met by the Consent Holder.</p>	<p>APPLICANT COMMENTS: Dispute resolution clause added to specifically address Clause 21D assessment(s) and which addresses dispute resolution concern raised at the conference on 4th March 2026.</p> <p>PANEL COMMENTS: Per the additions of Condition 6a.iii and 7Be.</p> <p>Applicant response: Accepted. Note minor correction referencing condition 6a. iv (rather than 6a. iii).</p>

PART 2: Christchurch City Council Subdivision Consent Conditions

Scheme Plan and Staging		
1.	<p>The Consent Holder, and all persons exercising this consent, must ensure that all personnel undertaking activities authorised by this consent are made aware of, and have access to, the contents of this consent decision, conditions and relevant management plans prior to the commencement of the works. A copy of these documents must also remain on-site through the duration of the works.</p> <p>Advice note: This resource consent will lapse five years from the date of this decision unless it is given effect to (i.e. the activity is established) before then. Application may be made under Section 125 of the Resource Management Act 1991 to extend the period for giving effect to the resource consent, and this must be submitted and approved prior to the consent lapsing.</p>	<p>APPLICANT COMMENTS: Original applicant condition updated to include 'and relevant management plans' as there are a number of these.</p>
2.	<p><u>General Survey Plan</u></p> <p>The survey plan, when submitted to Council for certification, is to be substantially in accordance with the stamped approved application plan unless otherwise addressed in conditions of this subdivision consent.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
3.	<p><u>Staging</u></p> <p>The subdivision may be carried out in stages but is not required to be. If staged, each stage is to be in accordance with the staging shown on the application plan. That the development may proceed in stages in no particular order in accordance with the approved subdivision plan except as set out below. At each stage any balance land is to be left as a fully serviced allotment.</p> <p>The subdivision may be carried out in stages but is not required to be. If staged, each stage is to be in accordance with the staging shown on the application plan. That the development may proceed in stages in no particular order in accordance with the approved subdivision plan except as set out below. At each stage any balance land is to be left as a fully serviced allotment.</p> <p>The subdivision must be staged, comprising:</p> <p>1. Roading and services, Ryans Road (including naturalisation of the Papanui Water Race) and Grays Road upgrades, and Lot 200 and Lot 201 stormwater treatment facilities.</p> <p>2. Creation of legal title and release of 50% of the lots;</p> <p>3. Creation of legal title and release of the balance of the lots.</p> <p>Stage 3 must not occur until either:</p> <p>a. The intersection of Pound Road/ Ryans Road is upgraded to the satisfaction of CCC; or</p> <p>b. Modelling has been updated and demonstrated to the satisfaction of Council that the intersection can safely accommodate the additional traffic generated by occupier lots within the development. The second stage must not occur where the updated model demonstrates the average queue length associated with right turns into Ryans Road extends beyond the available stacking space for the modelled period. This modelling shall be based on an agreed annual turning movement survey of the intersection arranged by the consent holder and provided to Council for input into the agreed model.</p> <p>At each stage any balance land is to be left as a fully serviced allotment.</p>	<p>APPLICANT COMMENTS: The Applicant does not accept the Council's recommended staging condition regarding the provision of additional traffic modelling to confirm the effects of the proposed development (particularly on the right turn from Pound Road to Ryans Road east).</p> <p>Mr Fuller has undertaken additional modelling, which confirms that the average right turn queue fits within the available widening for the full development. As such, it is considered there is no need for this condition.</p> <p>PANEL COMMENT: Amended condition addressing recommendation by CCC.</p> <p>Applicant's Response: The applicant considers the proposed amendments to the condition should be deleted and the originally proposed wording of the condition retained. Refer to joint memorandum of Mr Nick Fuller, Ms Clare Dale and Mr Jeremy Phillips dated 2 April 2025.</p>
4.	<p><u>Allotment to Vest Local Purpose (Utility) Reserve Lots - Stages</u></p> <p>Lots 200 and 201 are to be vested as Local Purpose (Utility) Reserve.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>

	<p>Advice note: Any underground infrastructure separate from the purpose of the reserve across land to be vested as reserve will require an easement application in compliance with s239, prior to the issuing of s223 certificate.</p>	
5.	<p><u>New Roads to Vest</u></p> <p>The new road(s), being lot(s) 300 and 301 are to be formed in general accordance with the Capture Land Development Drawings (November 2025) and vested in the Council to the satisfaction of the Subdivision Engineer with underground cabling for electricity supply and telecommunications.</p>	<p>APPLICANT COMMENTS: The applicant does not agree to the provision of footpaths on both sides of the internal roads within the subdivision as suggested in the Council condition. A single footpath on one side is proposed.</p> <p>In Mr Fuller's memo he notes, although providing footpaths on both sides of the road would be ideal, providing a footpath on only one side is consistent with similar industrial developments (e.g., Dakota Park) and it is considered the adverse effects of are not significant.</p> <p>The condition wording has been updated to include a reference back to the Capture Drawings to make it clear that the approved plans are what the Subdivision Engineer is checking the proposal against and not Council's view that two footpaths should be provided. This change also reflects that a road condition further below has been deleted that did contain a reference to the Capture Drawings.</p>
6.	<p><u>Road/Right of Way Naming</u></p> <p>The new roads/right of ways are to be named and shown on the survey plan submitted for certification.</p> <p>Advice Note: The process for naming roads is set out at. The approval of roads names is by the relevant Community Board and may take eight weeks. The processing of that application will be on a time and costs basis and charged under this consent.</p> <p>The consent holder must supply and install the road's nameplates. The nameplates must be designed and installed in accordance with the IDS and CSS.</p> <p>The location of the nameplates must be submitted to Council's Subdivision Engineer prior to their installation.</p> <p>Advice Note: Nameplates usually take six weeks to manufacture. The location of the nameplates can be submitted in a plan which identifies the road's landscaping and location of street lighting as required by this application. The consent holder is responsible for the cost of providing and installing the nameplates.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
7.	<p><u>Road Widening/Corner Rounding to Vest</u></p> <p>Lot 302 must be vested in the Council as corner splay / road widening being in accordance with Capture Land Development Plan RC-RD310.</p> <p>Any existing fences or walls outside the new road frontage boundary are to be removed or relocated appropriately.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
8.	<p><u>Service Easements</u></p> <p>The service easements as set out on the application plan or required to protect services crossing other lots must be duly granted or reserved.</p> <p>Any proposed easements over adjoining land or in favour of adjoining land are to be shown in a schedule on the Land Transfer Plan. A solicitor's undertaking will be required to ensure that the easements are created on deposit of the plan.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>
9.	<p><u>Easements in Gross</u></p> <p>The legal instruments to create the required easements in gross in favour of the Council must be prepared & registered by the Council's solicitor at the consent holder's cost and will be based on the Council's standard easement instrument templates (as appropriate) as determined by the Council's solicitor. The consent holder's solicitor is to contact the Council's solicitor (Anderson Lloyd Lawyers) requesting the preparation and registration of the required easement instruments. Areas which are to be the subject of easements in gross in favour of the Council must not be the subject of any other easements for the same purpose, unless otherwise agreed by Council.</p> <p>As built plans for the services covered by the easement(s) are to be provided to the Council at Section 223 certification stage.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>

10.	<p><u>Public Utility Sites</u></p> <p>Any public utility site and associated rights of way easements and/or service easements required by a network operator are approved provided that they are not within any reserves to vest in the Council.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
11.	<p><u>Plans for Geodata</u></p> <p>The surveyor is to forward a copy of the title plan and survey plan to the Subdivision Planner (that issued the consent), Resource Consents Unit as soon as the plan has been lodged (or earlier if possible) for checking at Land Information New Zealand for entering into the Council GIS system.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
Quality Assurance		
12.	<p><u>Asset Design and Construction</u></p> <p>All infrastructure assets to be vested in the Council are to be designed and constructed in general accordance with the Christchurch City Council's Infrastructure Design Standard (IDS) and the Construction Standard Specifications (CSS).</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
13.	<p>The design and construction of all assets must be subject to a project quality system in accordance with Part 3: Quality Assurance of the Infrastructure Development Standard (IDS).</p> <p>a. Prior to the commencement of physical works on site for the construction of the subdivision including infrastructure, the Consent Holder must submit to the Planning Team - Subdivision Engineers a Design Report, Plans and Design Certificate complying with clause 3.3.2 of the IDS for review and acceptance under clause 2.10 of the IDS 2022. The Design Report and engineering plans must provide sufficient detail to confirm compliance with the requirements of the IDS and this consent. This report can be submitted as two individual design reports addressing infrastructure as one part and the second part as a Geotechnical Report.</p> <p>b. Prior to the commencement of physical works on site, the Consent Holder must submit to the Council's Planning Team - Subdivision Engineers a Contract Quality Plan and supporting Engineer's Review Certificate, complying with clause 3.3.3 of the IDS, for review and acceptance by Council under Clause 2.11 of the IDS 2022.</p> <p>c. Prior to the issue of certification pursuant to section 224(c) of the Resource Management Act, the Consent Holder must submit to the Planning Team - Subdivision Engineers an Engineer's Report complying with clause 3.3.3 of the IDS and an Engineer's Completion Certificate complying with clause 3.3.4 of the IDS for review and acceptance under clause 2.12 of the IDS 2022. The Engineer's Report must provide sufficient detail to confirm compliance with the requirements of the IDS, the CSS and this consent, including compliance with consent conditions requiring mitigation measures with respect to any liquefaction and lateral spread hazards.</p> <p>Advice Note: Part 3 of the IDS sets out the Council's requirements for Quality Assurance. It provides a quality framework within which all assets must be designed and constructed. It also sets out the process for reporting to Council how the works are to be controlled, tested and inspected in order to prove compliance with the relevant standards. It is a requirement of this part of the IDS that certification is provided for design and construction as a pre-requisite for the release of the 224c certificate. The extent of the documentation required should reflect the complexity and/or size of the project.</p> <p>General Advice Note for Quality Assurance:</p> <p>Landscaping acceptance shall be submitted at engineering design acceptance. The Landscape Plans and Design Report must be submitted to landscape.approval@ccc.govt.nz as well as the Subdivision Engineer.</p> <p>Waterway enhancement/works acceptance can be submitted at a separate time to the engineer design acceptance. The Landscape Plans must be submitted to stormwaterapprovals@ccc.govt.nz.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
14.	<p><u>Traffic Management</u></p> <p>A Traffic Management Plan (TMP) must be implemented for works to existing Ryans Road and Grays Road, and no works are to commence in those specific areas until such time as the TMP has been installed. The TMP must be submitted to the Council through the following web portal http://www.myworksites.co.nz.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>

15.	<p><u>Laterals for rear Lots</u></p> <p>All private sewer and stormwater laterals (serving rear lots) must be installed under a single global Building Consent or Building Act Exemption by a Licensed Certifying Drain Layer and the compliance documents forwarded to Council's Subdivision Team as part of the Section 224c application.</p> <p>If approved under a building consent, passed 252 (FS and SW drains) mandatory building inspections pursuant to the Building Code and the Code Compliance Certificate is required prior to the issue of the s224 Certificate.</p> <p>If approved under a Building Act Exemption, a PS3 form and as-builts will be required to be provided and accepted prior to the issue of the s224 Certificate.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
16.	<p><u>CCTV Inspections</u></p> <p>Pipeline CCTV inspections are to be carried out on all gravity pipelines to be vested in compliance with the Council Standard Specifications (CSS): https://www.ccc.govt.nz/consents-and-licences/construction-requirements/construction-standard-specifications/pipeline-cctv-inspections/</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
17.	<p><u>Services As-Built Requirements</u></p> <p>As-Built plans and data must be provided for all above and below ground infrastructure and private work in compliance with the Infrastructure Design Standards (IDS): https://www.ccc.govt.nz/consents-and-licences/construction-requirements/infrastructure-design-standards/as-built-survey-and-data-requirements/</p> <p>Advice Note: <i>this includes RAMM and costing data (GST).</i></p> <p>As-Built Plans are to be provided for any easements in gross over pipelines. The plans are to show the position of the pipelines relative to the easements and boundaries.</p> <p>As-Builts (Reserves and Street Trees)</p> <p>The Consent Holder shall submit As-Built asset data for any landscape improvements on land to be vested as reserves or roads, in accordance with IDS, Part 12 As-Builts records.</p> <p>Advice note: <i>The as-builts must be supplied at the same time as the Engineer's Report, at Practical Completion.</i></p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
Cultural Conditions		
18.	<p>In the event of the discovery/disturbance of any archaeological material or sites, including taonga (treasured artefacts) and koiwi tangata (human remains), the consent holder must immediately:</p> <ol style="list-style-type: none"> Cease earthmoving operations in the affected area of the site; and Advise the Council of the disturbance via email to rcmon@ccc.govt.nz Advise appropriate agencies, including Heritage New Zealand Pouhere Taonga and the local Mana Whenua Ngāi Tūāhuriri Rūnanga and Te Taumutu Rūnanga of the disturbance. <p>This condition does not constitute a response under the Heritage New Zealand Pouhere Taonga Act (HNZPT 2014).</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
Earthworks / Erosion and Sediment Control		
19.	<p>Earthworks must be carried out in general accordance with stamped approved plans RC-EW205-207, 210, 220.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
20.	<p>The earthworks and construction work must be under the control of a nominated and suitably qualified engineer.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
21.	<p>Run-off must be controlled to prevent muddy water flowing, or earth slipping, onto neighbouring properties, legal road (including kerb and channel), or into a river, stream, drain or wetland. Sediment, earth or debris must not fall or collect on land beyond the site or enter the Council's stormwater system. All muddy water must be treated, using at a minimum the erosion and sediment control measures detailed in the site specific Erosion and Sediment Control Plan, prior to</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>

	<p>discharge to the Council's stormwater system. (Possible sources of contaminants from construction activities include uncontrolled runoff, dewatering, sawcutting and grooving).</p> <p>Advice note: For the purpose of this condition muddy water is defined as water with a total suspended solid (TSS) content greater than 50mg/L.</p>	
22.	<p>The Erosion and Sediment Control Plan must show the positions of all stockpiles on site. Temporary mounds must be grassed or covered to prevent erosion until such time as they are removed/reused. Stockpiles must be located to avoid being impacted by helicopter down wash or cause other risk to aircraft safety.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p> <p>PANEL COMMENT: To emphasise appropriate stockpile management.</p> <p>Applicant response: Accepted</p>
23.	<p>a. The draft Earthworks and Construction Management Plans provided with the application are accepted in principle. Prior to construction these will be incorporated into an Environmental Management Plan (EMP) as required in Condition (26) below, for the site and submitted to Council for reference. All filling and excavation work must be carried out in accordance with the EMP which identifies how the environmental risks of the project will be managed.</p> <p>b. Except where approved as part of a separate Environment Canterbury (CRC) resource consent for stormwater discharge or CRC resource consent for excavation/filling, work must not commence until the Christchurch City Council's Subdivision Engineer (via email to rcmon@ccc.govt.nz) has formally accepted the EMP.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
24.	<p>The EMP must include an Erosion and Sediment Control Plan (ESCP) covering all earthworks associated with the consented development. The ESCP must:</p> <p>a. Be designed by a suitably qualified and experienced professional; and</p> <p>b. Attach a design certificate (Appendix IV in IDS Part 3) for acceptance (unless subject to Condition (23 b.) by the Council under clause 3.8.2 of the IDS at least ten days prior to the works commencing.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS. Condition wording agreed between CGL and CCC.</p>
25.	<p>The ESCP must follow best practice principles, techniques, inspections and monitoring for erosion and sediment control, and be based on CRC's Erosion and Sediment Control Toolbox for Canterbury http://esc Canterbury.co.nz/.</p> <p>Any changes to the accepted ESCP must be submitted to the Council in writing and the changes accepted by the Subdivision Engineer prior to implementation, unless subject to Condition (23b.)</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
26.	<p>a. The EMP must include (but is not limited to):</p> <ol style="list-style-type: none"> i. The identification of environmental risks including erosion, sediment and dust control, spills, wastewater overflows, and excavation and disposal of material from contaminated sites and the management of activities that may attract birds, including but not limited to ponding, stockpiles, grassing/seeding, and waste management; ii. A site description, i.e. topography, vegetation, soils, sensitive receptors such as waterways, the airport, etc; iii. Details of proposed activities; iv. A locality map; v. Drawings showing the site, type and location of sediment control measures, on-site catchment boundaries and off-site sources of runoff, stockpiles; vi. Drawings and specifications showing the positions of all proposed mitigation areas with supporting calculations if appropriate; vii. Drawings showing the protection of natural assets and habitats; viii. A programme of works including a proposed timeframe and completion date; ix. Emergency response and contingency management; 	<p>APPLICANT COMMENTS: Amendments to condition a, and new condition b and condition c are proposed in response to the comments received from CIAL.</p>

	<ul style="list-style-type: none"> x. Procedures for compliance with resource consents and permitted activities; xi. Environmental monitoring and auditing, including frequency; xii. Corrective action, reporting on solutions and update of the EMP, and reporting to CCC, CIAL and other relevant stakeholders as required; xiii. Procedures for training and supervising staff in relation to environmental issues; xiv. Contact details of key personnel responsible for environmental management and compliance. <p>Advice note: <i>IDS clause 3.8.2 contains further detail on Environmental Management Plans.</i></p> <ul style="list-style-type: none"> b. In addition to the matters required in clause a. of this condition, the EMP must be prepared in accordance with the CIAL publication 'Requirements for Working at the Airport 2023' and shall include the following matters, as a minimum, in order to address construction activity risks to Christchurch International Airport operations: <ul style="list-style-type: none"> i. Management of bird-attracting activities in accordance with the WHMP and the requirements specified in conditions 109-111 of this consent, including active and remedial management actions if bird numbers exceed thresholds. ii. Procedures to ensure compliance with REPA restrictions and prohibited activities within the REPA, referencing District Plan rules. iii. Management of the height of temporary cranes, construction plant and any other buildings or structures in accordance with condition 7 of the land use consent, including notification to CAA if required under Civil Aviation Rules Part 77. iv. Management of glare and lighting effects in accordance with conditions 9 and 10 of the land use consent, including the limitations on construction activities requiring external artificial lighting during the hours of darkness. v. Dust, stockpile, waste and debris management, including procedures for securing materials and objects to prevent windblown debris or hazards to aircraft. vi. Visibility risk management, including dust and debris controls to prevent impairment of pilot vision or air traffic control. vii. Site manager contact details, provision of information and communication undertakings to Christchurch International Airport Limited and Garden City Helicopters Limited. viii. Obligations under the Civil Aviation Act 2023 and Civil Aviation Rules Part 77, including notification and compliance with any determinations issued by the Director of Civil Aviation. c. The EMP must be submitted to Christchurch City Council for certification prior to commencement of any works. No construction or earthworks may commence until written certification of the EMP has been provided by CCC. 	
27.	<p>The EMP must be implemented on site over the construction phase. No earthworks may commence on site until:</p> <ul style="list-style-type: none"> a. The Council has been notified (via email to rcmon@ccc.govt.nz) no less than 3 working days prior to work commencing, of the earthworks start date and the name and details of the site supervisor. b. CIAL been notified (via email to permits@cial.co.nz) no less than 3 working days prior to work commencing, of the earthworks start date and the name and details of the site supervisor. c. The contractor has received a copy of all resource consents and relevant permitted activity rules controlling this work. d. The works required by the EMP have been installed. e. An Engineering Completion Certificate (IDS – Part 3, Appendix VII), signed by an appropriately qualified and experienced engineer, is completed and presented to Council. This is to certify that the erosion and sediment control measures have been properly installed in accordance with the EMP. 	<p>APPLICANT COMMENTS: New condition b is proposed in response to the comments received from CIAL.</p> <p>PANEL COMMENT: Applicant requested to provide XX.</p> <p>Applicant Response: Email address (permits@cial.co.nz) inserted, per the contact details within the CIAL document: "Requirements for Working at the Airport, 2023". CIAL have otherwise been contacted with a request that they confirm this is their preferred email address for the purposes of this condition.</p>

28.	Dust emissions must be appropriately managed within the boundary of the property in compliance with the Regional Air Plan. Dust mitigation measures such as water carts, sprinklers or polymers must be used on any exposed areas. The roads to and from the site, and the site entrance and exit, must remain tidy and free of dust and dirt at all times.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
29.	All loading and unloading of trucks with excavation or fill material must be carried out within the subject site (besides for the works to the road frontages along Ryans Road and Grays Road).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
30.	All work within the legal road, or activities outside the legal road that affect the normal operating conditions of the legal road, cannot start until the Consent Holder has been issued with the following: a. Approved Works Access Permit (WAP); and b. Approved Traffic Management Plan (TMP). Advice Note: A Corridor Access Request (CAR) application and TMP can be submitted to the Council through the following web portal http://www.myworksites.co.nz .	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
31.	Any change in ground levels must: a. not cause a ponding or drainage nuisance to neighbouring properties. b. Not cause ponding within the site (except for the stormwater treatment functions of Lots 200 and 201). c. not affect the stability of the ground or fences on neighbouring properties. d. maintain existing drainage paths for neighbouring properties (if applicable).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC. PANEL COMMENT: Insertion to ensure ponding is avoided within the site as well as beyond. Applicant response: Accepted
32.	The fill sites must be stripped of vegetation and any topsoil prior to filling. The content of fill must be clean fill (as defined by the Christchurch District Plan – Chapter 2 Definitions).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
33.	All filling exceeding 300mm above excavation level must be in accordance with NZS 4431:2022 Engineered fill construction for lightweight structures. At the completion of the work an Engineers Earthfill Report, including a duly completed certificate in the form of Appendix D of NZS 4431, must be submitted to Council at rcmon@ccc.govt.nz for all lots, including utility reserves, within the subdivision that contain filled ground. This report must detail depths, materials, compaction test results and include as-built plans showing the location and depth of fill and a finished level contour plan.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
34.	All disturbed surfaces must be adequately topsoiled and vegetated as soon as possible to limit sediment mobilisation. Areas of land disturbed at any one time must not exceed 5ha.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC
35.	Any public road, shared access, footpath, landscaped area or service structure that has been damaged, by the persons involved with the development or vehicles and machinery used in relation to the works under this consent, must be reinstated as specified in the Construction Standard Specifications (CSS) at the expense of the consent holder and to the satisfaction of Council.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
36.	Should the Consent Holder cease or abandon work on site for a period longer than 6 weeks, or be required to temporarily halt construction during earthworks, they must first install preventative measures to control sediment discharge / run-off and dust emission, and must thereafter maintain these measures for as long as necessary to prevent sediment discharge or dust emission from the site.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.

NES / Contamination		
37.	<p>At least 15 working days prior to the commencement of works to remediate contaminated land, the Consent Holder must submit a Remedial Action Plan (RAP) to the CCC Compliance Team via email to rcmon@ccc.govt.nz for certification that it complies with conditions a- e below.</p> <p>The RAP required under this condition must:</p> <ol style="list-style-type: none"> Outline the proposed soil sampling procedure to identify the extent of contamination, including guidelines used to analyse samples; Detail a procedure for managing any discovery of contaminated soil or material; Describe the methodology for soil removal and how soil will be prevented from being entrained in stormwater; Outline where the contaminated soil will be disposed of; and Describe any validation sampling that will be undertaken to ensure all contaminated soil is removed. 	<p>APPLICANT COMMENTS: Merged two previous conditions into one, so that they are the same as the CRC land use consent conditions for contamination, for ease of administration (i.e. both Councils receive same info at same time).</p>
38.	<p>The RAP in condition (37) may be amended at any time. Any amendments must be:</p> <ol style="list-style-type: none"> Only for the purpose of improving the efficacy of the management of contaminated soil and must not result in an increase of sediment being discharged from the site; and Consistent with the conditions of this resource consent; and Submitted in writing to the CCC Compliance Team via email to rcmon@ccc.govt.nz. 	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
39.	<p>After the removal of buildings/contaminated land in the southeast corner of the site and identified in the DSI:</p> <ol style="list-style-type: none"> Further sampling and investigation shall be undertaken by a SQEP in contaminated land to assess areas of interest (e.g. under buildings). Results in the form of a letter update to the DSI shall be submitted in writing to the CCC Compliance Team via email to rcmon@ccc.govt.nz, 10 days prior to start of works. Results of the additional investigation shall be included into the Remedial Action Plan (RAP) in accordance with Condition (38). 	<p>APPLICANT COMMENTS: New condition to reflect CRC land use conditions, for ease of administration (i.e. both Council's receive same info at same time).</p>
40.	<p>Within three (3) months of the completion of the earthworks a Site Validation Report (SVR) shall be prepared and submitted to Council. The SVR shall include as a minimum</p> <ol style="list-style-type: none"> Volumes of materials moved on site; Details of any variations to the proposed work plan; Details of any discharges or contingency measures employed during the earthworks; Photographic evidence of the site works; Evidence the objectives of the final site remediation have been met with regard to Industrial land use. Evidence of the disposal of any soils off site to an authorised facility. <p>The SVR shall be written in accordance with the Ministry for the Environment Guidelines for Reporting on Contaminated Sites in New Zealand (revised 2011). Delivery of the SVR may be by way of email to rcmon@ccc.govt.nz.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC. Note: CRC site validation conditions are located in the discharge consent not the land use consent as for others above.</p>
Geotechnical		
	Deleted.	APPLICANT COMMENTS: Deleted as suggested by CCC Planner and Subdivision Engineer.

Water Supply		
41.	The development can be serviced by the Northwest Water Supply Zone, subject to the establishment of a New Water Booster Pump Station. This pump station to be supplied from the existing DN375 asbestos cement water main located in Russley Road.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
42.	<p>The applicant shall enter into an Infrastructure Provision Agreement with the Christchurch City Council (CCC) on the form reasonably required by CCC to be provided by the Council's solicitors for review and comment, for the design and construction of the New Water Booster Pump Station. The Infrastructure Provision Agreement will provide (without limitation):</p> <ol style="list-style-type: none"> a. that the Design Engineer shall be approved on the Three Waters HDM (hybrid delivery model) Professional Services Panel; b. that the design shall be in accordance with the design standards and requirements as per the Council Design Guides/Standards Master List and for Council to advise any such further specifications, standards and requirements during each phase of the design; c. for the Developer to obtain Council Engineering Acceptance for each stage of the design including Concept design, Preliminary design and Detailed design; <ol style="list-style-type: none"> i. that the Developer shall complete the necessary investigations and assessments to adequately inform the design including geology, topography, ground contamination, archeological, ecological and visual aspects. ii. that the design shall be comprehensive in terms of civil, mechanical, structural, electrical, SCADA and controls, landscaping, access, security, and water safety disciplines; iii. for incorporation of risk assessments (inclusive of water safety) and safety in design in the design process; iv. that the work shall be carried out by a Council Three Waters HDM (hybrid delivery model) Potable Water Tier One Contractor; v. for Council participation and review of the Contract Quality Plan, Health and Safety Plan, Environmental Management Plan, Contract Method Statement, Testing & Commissioning Plan including Handover checklist; vi. for the assignment of a Council contracts engineer to audit the construction phase; vii. for specifying any additional As-Built, Testing and Commissioning and Operations and Maintenance Manual requirements; d. for the Developer to undertake all design and construction work at its sole cost and to meet the reasonable costs of CCC involved including all legal, external and internal consultants. 	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
43.	<p>The New Water Booster Pump Station shall be installed on land to be vested in Council as a Utility Lot. The size and configuration of this Utility Lot, including all associated facilities, for acceptance by Council. In making this determination, Council will consider factors such as site accessibility, feasibility of maintenance activities, and the ability to meet service objectives.</p> <p>The final size and location of the Utility Lot shall be adjusted as necessary to satisfy the requirements of Council. Council's Water Supply and Wastewater Asset Planning Team will confirm the land requirements in accordance with the New Water Booster Pump Station Infrastructure Provision Agreement, which will include one of the following outcomes:</p> <ol style="list-style-type: none"> a. Confirmation that no changes to the Utility Lot size or configuration are required if the design work demonstrates adequacy for the New Water Booster Pump Station; or 	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with minor amendment to wording in red text:</p> <ul style="list-style-type: none"> - to also allow for the Utility Lot to get smaller if appropriate. - to change approval to 'for acceptance' to be consistent with other conditions requiring later CCC 'sign offs' under the IDS. <p>Condition wording agreed between CGL and CCC.</p>

	<p>b. Confirmation that the Utility Lot must be increased (or decreased) in size, specifying the additional (or reduction in) land necessary to accommodate the New Water Booster Pump Station.</p> <p>Should additional (or reduction in) land be required, the applicant must enlarge/reduce the Utility Lot accordingly.</p>	
44.	<p>The water supply network must be designed by a suitably qualified person in accordance with the Infrastructure Design Standard and in general in accordance with the NZ Fire Service Fire Fighting Water Supplies Code of Practice NZS 4509:2008, subject to Council engineering acceptance. Engineering drawings supported by hydraulic model outputs must be sent to the Subdivisions Planning Engineer for engineering acceptance by the Water Supply & Wastewater Asset Planning Team prior to the commencement of any physical work.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
45.	<p>All water mains and submains for the subdivision shall be installed in road reserves to be vested in Council. Minimum DN200 water mains shall be extended along the full length of all roads to be vested and terminated with temporary hydrants in accordance with the requirements of the Infrastructure Design Standard.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16 with addition of the word 'reserve' to reflect that some pipes may be in berms. Condition wording agreed between CGL and CCC.</p>
46.	<p>All lots shall be provided with water supply connections extending to their boundaries. Submains shall be installed to extend at least 1 metre beyond each lot boundary.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
47.	<p>Construction of water infrastructure to be vested in Council must be performed by a Council approved water supply installer and undertaken at the applicant's expense.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
48.	<p>The following condition must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of each Lot:</p> <p>a. This allotment shall be served by the Christchurch City Council's pressurized water supply network and requires the installation of a high-hazard backflow prevention device. An application for water connection must be submitted to Christchurch City Council either online or by completing a WS1 form (application for water supply), including a water supply site plan. The water connection will not be activated until confirmation is provided to Council that an approved backflow prevention device has been installed. The backflow prevention device must be installed within the property boundary, on private land, as close as practicable to the water meter at the point of supply.</p> <p>Advice Note: The water supply network for this allotment can accommodate a maximum FW3 fire demand (50 L/s), as defined in the NZ Fire Service Fire Fighting Water Supplies Code of Practice NZS 4509:2008.</p> <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
49.	<p>Any rear lot or lot within a Right of Way shall be serviced by its own lateral within a shared access. Each water supply lateral connection shall be installed with a dummy connection spacer rod in accordance with CSS Part 4, SD 403. An easement for the right to convey water shall be created over the lateral in favour of the lot serviced by the lateral. Laterals shall be installed by a Licensed Certified Plumber and shall not cross the boundary of the net site area of other sites.</p> <p>Advice Note: This work will require a Building Consent or a Building Act Exemption.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
Wastewater / Sewer		
50.	<p>The development may be serviced by a Local Pressure Sewer System that is designed in accordance with the Council's Infrastructure Design Standards and Construction Standard Specifications and to discharge into the DN225 RCRR gravity main in Russley Road.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
51.	<p>The Local Pressure Sewer System must be designed so that larger industrial lots can be serviced with non-residential local pressure pumps.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>

52.	The collective pressure main must be fitted with a magnetic flow meter that complies with Council's standards and specifications and is fully integrated into the Council's SCADA system.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
	[Deleted].	APPLICANT COMMENTS: Accept CCC deletion as now included in condition above.
53.	The applicant must put in place measures to enable the initial operation of the local pressure sewer system within and from the development during the build phase, including (but not limited to) ensuring self-cleansing flow and limiting sewage retention time within the system when the design number of pressure sewer tanks are not yet in operation. These measures must be reported to the Subdivisions Engineer prior to seeking section 224(c) certification.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
54.	<p>An odour treatment and corrosion management system shall be provided in accordance with the following requirements:</p> <ol style="list-style-type: none"> The design shall be in accordance with the CCC Odour and Corrosion Management Design Guideline, the SCIRT Protective Coating for Concrete Wastewater Structures Designers Guideline, the Infrastructure Design Standards, the Construction Standard Specification and such other specifications or operations requirements to be provided / issued by Council as part of the engineering acceptance process. The local pressure sewer system discharge shall be into a new corrosion resistant manhole and corrosion protection shall be provided to downstream manholes withing a distance of 400 metres of the discharge point. The location of the odour treatment facility must be accepted by Council. In making its determination, Council will consider factors such as site accessibility, feasibility of maintenance activities and the ability to meet service objectives. The final location of the odour treatment facility shall be adjusted as necessary to satisfy the requirements of Council. The necessary investigations, assessments and tests shall be carried out to inform the design. A concept and preliminary design will be presented to Council for review and acceptance by the Three Waters team prior to embarking upon the detailed design phase. The detailed design complete with engineering drawings shall be sent to the Subdivisions Engineer for Engineering Acceptance by the Three Waters team prior to the commencement of any physical work. Council to review and accept a draft Operations and Maintenance Manual as part of the design. Smoke testing is required during the commissioning of the odour treatment unit to confirm negative pressure is achieved at the design air entry point. 	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS.</p> <p>Condition wording agreed between CGL and CCC.</p>
55.	Each industrial lot must have an appropriately sized Boundary Kit located within the legal road or Right of Way outside the boundary of the lot. The pressure lateral from the Boundary Kit is to extend at least 600mm into the net site of each lot.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
	[Deleted].	APPLICANT COMMENTS: Accept CCC deletion as no properties are proposed in a ROW.
56.	Installation of the pressure sewer mains and boundary kits must be carried out by a Council Authorised Drainlayer (Pressure Sewer Reticulation).	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
	[Deleted].	APPLICANT COMMENTS: Accept CCC deletion as covered in another condition and consent notice.

57.	<p>The following conditions must be recorded in a consent notice registered on the titles of each Lot:</p> <ol style="list-style-type: none"> a. The property is connected to a local pressure sewer system that has been designed to accommodate specific wastewater flow limits. Wastewater discharge from the property shall not exceed an average daily flow of 0.09 litres per second per hectare. b. This allotment shall be serviced by a local pressure sewer unit consisting of a pump, remote monitoring control panel and storage chamber capable of accommodating at least 24 hours of wastewater flow. The unit must be supplied by either Aquatec or EcoFlow and installed at the building consent stage by a Council authorised drainlayer (Pressure Sewer Tanks), in accordance with the requirements for local pressure sewer units as specified under a Building Consent. c. The owner must enter into a management agreement with the supplier of the local pressure sewer unit. This agreement shall provide Council with the necessary rights to monitor and control (as may be required) the pumping regime to support the operation and maintenance of the local pressure sewer catchment. d. The owner is responsible for the ongoing operation and maintenance of the local pressure sewer unit and control panel. <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
Stormwater		
58.	<p>The stormwater management and mitigation system to be constructed under this application shall rely on stormwater treatment and disposal to ground via infiltration. In addition to the below conditions, the stormwater management system to be constructed under this application shall meet the requirements of the Waterways, Wetlands and Drainage Guide (2003, including updates), the Infrastructure Design Standard (IDS 2022) and the Construction Standard Specifications (CSS 2022).</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
59.	<p>The consent holder shall submit an Engineering Design Report to the 3 <i>Waters Asset Planning - Stormwater & Waterways</i> and <i>Resource Consents</i> Units. The Engineering Design Report shall demonstrate how the design will meet all of the applicable standards and shall contain all of the plans, specifications and calculations for the design and construction of all stormwater infrastructure systems.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
60.	<p>The consent holder shall demonstrate in the Engineering Design Report that discharge consent for the discharge of construction and operational phase stormwater is under the Christchurch City Council Comprehensive Stormwater Discharge Consent or has been obtained from Canterbury Regional Council.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.</p>
61.	<p>Stormwater generated from all roading shall be collected via channels, sumps, and pipes prior to discharge via an approved pre-treatment system to an approved first flush treatment and disposal system.</p> <ol style="list-style-type: none"> a. Unless otherwise accepted by the Council Planning Engineer, the stormwater pre-treatment system shall consist of: <ol style="list-style-type: none"> i. An approved Gross Pollutant Trap proprietary device (Stormwater360 Cascade Separator, Hynds First Defence High Capacity or Atlan Vortceptor). b. Unless otherwise approved by the Council Planning Engineer, the stormwater treatment system shall consist of: <ol style="list-style-type: none"> i. Stormwater360 Filterra proprietary treatment devices designed to treat the runoff generated from 5mm/hr rainfall intensity. 	<p>APPLICANT COMMENTS: Updated to reflect CCC condition in their Appendix 16 and amended to delete reference to swales and basins to address CIAL comments. As a Stormwater360 Filterra proprietary treatment device is now specified in the plans CGL do not need the flexibility offered by including the other options in this condition.</p> <p>Have changed approval to acceptance to be consistent with other conditions requiring later CCC 'sign offs' under the IDS.</p>
62.	<p>Treated stormwater and stormwater in excess of the first flush treatment system capacity generated within public roads shall discharge into a rapid soakage disposal system. The rapid soakage system shall:</p> <ol style="list-style-type: none"> a. Consist of infiltration soak pits or trenches designed in general accordance with WWDG Part 6.5, and; 	<p>APPLICANT COMMENTS: Updated to reflect CCC condition in their Appendix 16 and amended to delete reference to above ground stormwater storage to address CIAL comments.</p>

	<p>b. Provide sufficient storage and soakage to dispose of stormwater generated from the critical two percent annual exceedance probability storm event.</p> <p>c. Provide an array of redundant “capped off” rapid soakage chambers or trenches providing at least double the design soakage capacity.</p>	
63.	<p>Lots 1 – 126 shall provide first flush stormwater treatment and rapid soakage systems within the site at the time of building consent for hardstand areas.</p> <p>The following consent notice shall be registered on the title of Lots 1 – 126 to ensure ongoing compliance with consent conditions:</p> <p>a. Stormwater generated from the roofs of all buildings within this allotment shall be collected via a sealed stormwater system separated from all other stormwater and discharged into an onsite rapid soakage disposal system. The rapid soakage infiltration system shall be designed to dispose of the runoff generated from the critical 2 percent annual exceedance probability storm event.</p> <p>b. Roofs and flashings of all buildings within the site shall be low-zinc and low-copper generating materials (those generating less than 20 parts per million dissolved zinc and less than 3 parts per million dissolved copper, i.e.; painted steel, non-zinc treated aluminium, BUR, Modified Bitumen, Single Ply/Thermoset Membrane, Thermoplastic Polyolefin). If zinc-generating or copper-generating materials are used, treatment of stormwater runoff from the full roof area shall be provided using an approved treatment device designed to remove at least 80% of dissolved zinc and/or copper in stormwater.</p> <p>c. Stormwater runoff from all hardstanding areas within this allotment shall be captured, treated and disposed of via private onsite treatment and soakage systems within the boundaries of the lot. The stormwater management and disposal system shall be sized to capture, contain and dispose of the runoff generated from the critical 2 percent annual exceedance probability storm.</p> <p>d. The first flush of stormwater runoff from all sealed surfaces within this allotment shall be treated prior to disposal into land. The onsite stormwater treatment system shall be designed by a suitably qualified and experienced person, shall be tailored to the specific proposed site activities, and shall be submitted for acceptance by the Christchurch City Council Planning Engineer prior to installation.</p> <p>e. Sites engaging in any of the activities listed in Environment Canterbury’s Land and Water Regional Plan Schedule 3 Hazardous Industries and Activities (or successor schedule) shall submit a Stormwater Quality Management Plan for acceptance by the Christchurch City Council Planning Engineer.</p> <p>Advice Note: This is an on-going condition and a consent notice will be issued under section 221 of the Act at the time of section 224(c) certificate.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with small amendment to remove ‘roofs’.</p> <p>Condition wording agreed between CGL and CCC.</p>
64.	<p>Stormwater in excess of the stormwater management and disposal system capacity shall be discharged to the Council network (roads or drains) via spillways or overland flow paths designed to avoid scour and erosion.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
	<p>[Deleted].</p>	<p>APPLICANT COMMENTS: Accept CCC deletion as now included under a single consent notice condition above.</p>
	<p>[Deleted].</p>	<p>APPLICANT COMMENTS: Accept CCC deletion as now included under a single consent notice condition above.</p>
65.	<p>Prior to vesting of reserves the consent holder shall confirm, by Detailed Site Investigation and/or Validation Report (if required) that soil contaminants within all Local Purpose (Utility) Reserves containing stormwater basins or soakage systems are below ANZECC SQG-High Sediment Quality guidelines.</p>	<p>APPLICANT COMMENTS: Original applicant condition.</p> <p>Condition wording agreed between CGL and CCC.</p>

66.	The primary stormwater reticulation network shall be designed to convey (at minimum) the critical twenty percent annual exceedance probability storm event. No flooding of private property shall occur during the critical ten percent annual exceedance probability storm event.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
67.	Prior to the commencement of engineering works, the consent holder shall demonstrate, by means of appropriate site testing (by a suitably qualified professional) that the 'design' soakage rates for the infiltration systems are able to be achieved within the stormwater disposal sites. Measured soakage rates, determined by test, shall be reduced by a factor of three (or more) in the final design of the soakage system.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
68.	At the time of excavation of the actual infiltration site(s) during the construction phase of the development, the Consent Holder shall confirm that the initial assumptions of infiltration rates, derived from the preliminary testing, are appropriate.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
	[Deleted].	APPLICANT COMMENTS: Deletion of this condition is proposed as 'soil absorption basins' are no longer proposed as part of the Stormwater360 Filterra Bioscape system.
69.	The consent holder shall provide easement in gross over any infrastructure located outside of Local Purpose (Utility) Reserves or legal road.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
70.	Earthworks shall not cause adverse flooding effects on other land. The consent holder shall provide a report summarizing any effects of disruption of overland flow or displacement of ponded floodwaters caused by filling within the site, and identify all measures proposed to avoid, remedy or mitigate those effects. This report shall form part of the Engineering Design Report.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
71.	The designer of the stormwater management system shall provide a report which identifies all overland flow paths proposed for storm events that exceed the capacity of the reticulated stormwater network. All overland stormwater flow paths are to be identified and protected by an easement in favour of Christchurch City Council, if required.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
72.	A stormwater design and flood modelling report shall be provided for the subdivision which addresses the critical 10%, 2% and 0.5% annual exceedance probability rainfall events in the post-development scenario. This report shall form a part of the Engineering Design Report and shall include (but may not be limited to) the following information in PDF and GIS *.shp file format: a. A plan showing design ground levels (100mm contours or appropriate) and proposed secondary flow paths. b. A plan showing the predicted extent of flooding (for flood depths in excess of 100mm) for the critical 2 percent and 0.5 percent annual exceedance probability rainfall events. c. A plan showing predicted floodwater levels for the critical 2 percent and 0.5 percent annual exceedance probability rainfall events marked at every 10m interval along all overland flow paths. d. All elevations shall be in NZVD2016.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
73.	All boundaries between-allotments and Local Purpose (Utility) Reserves shall be fenced. The design and placement of fencing shall form part of the Engineering or Landscape submission.	APPLICANT COMMENTS: Original applicant condition with word 'residential' removed. Condition wording agreed between CGL and CCC.
74.	Safe and adequate access to all stormwater management and mitigation facilities for operation and maintenance, including sediment removal, shall be provided and designed in accordance with WWDG Sections 6.8 & 6.9.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
75.	A Maintenance and Operations manual for all stormwater water management systems shall be provided and shall form part of the Resource Consents and 3 Waters Asset Planning - Stormwater & Waterways Unit acceptance. This manual is to include a description of the activity, the design assumptions, maintenance schedule and monitoring requirements.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.

76.	The consent holder shall provide as-built plans of the stormwater management systems and confirm that they have been constructed in accordance with the approved plans and comply with the IDS, particular Part 3: Quality Assurance and Part 12: As-Builts.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
	[Deleted].	APPLICANT COMMENTS: Deletion of this condition is proposed as 'soil absorption basins' are no longer proposed as part of the Stormwater360 Filterra Bioscape system.
77.	<p>The consent holder shall operate all stormwater infrastructure to vest into Council for the below engineering defects periods:</p> <p>a. The engineering defects period for the stormwater treatment and infiltration systems is 2 years (24 months) from Practical Completion Certificate.</p> <p>b. The engineering defects period for all other stormwater infrastructure is 24 months following the issue of the Section 224(c) certificate.</p>	<p>Regarding the defect's liability in (a), the proposed condition is considered very onerous by Mr O'Neill the applicants Stormwater Engineer. He notes that there will be ESCP's in place for individual lot development, also those ESCP's will involve management and disposal of construction related Stormwater to ground within each individual site via construction soakpits. There is little to no risk of Stormwater runoff exiting individual development lots and entering the CCC Stormwater reticulation system. The high infiltration capacity of the onsite soils also significantly mitigates any potential runoff risk.</p> <p>In addition, there is a pre-treatment device (SW360 Cascade GPT) upstream of the bioscape which provides significant TSS removal prior to Stormwater entering the bioscape, therefore the bioscape has a high degree of protection between that and the protecting mulch layer.</p> <p>Further the threshold in this condition is set wrong as there is not 44.4 ha of developable land once road, reserves and the REPA are removed.</p> <p>On this basis Mr O'Neill has advised a defect period of two years from Practical Completion Certificate, which exceeds the 12 months specified in the IDS.</p>
Access Construction Standards		
78.	The access formation must be designed and constructed in accordance with the CCC Infrastructure Design Standard. Physical works must not commence until a Council engineering officer confirms that the Design Report, Plans and Design Certificate complying with clause 3.3.2 of the IDS and the Contract Quality Plan and Engineer's Review Certificate complying with clause 3.3.3 has been received and accepted by Council.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
Transport		
79.	<p><u>Street Lighting</u></p> <p>Street lighting is to be installed in the new road(s) to vest in compliance with Part 11 (Lighting) of the Infrastructure Design Standard.</p> <p>Streetlights must use of warm colour temperature ($\leq 3000\text{K}$) and light streets within 500m of the runway to PR4 standard ($> 1.3\text{lux}$ average, $< 2.5\text{lux}$ maximum).</p> <p>Streetlights must not shine above the horizontal.</p>	APPLICANT COMMENTS: Original applicant condition, updated to reflect text amendment from CIAL to protect airport operations.
80.	<p><u>Traffic Safety Audit</u></p> <p>The applicant must provide traffic safety audits undertaken by a suitable qualified independent traffic engineer at the engineering acceptance stage (design) and at works completion (post construction).</p> <p>Detailed engineering design for the transport network must ensure the recommendations of the e Safety Engineer in the preliminary scheme design (concept) safety audit are incorporated in the design or provide a satisfactory response to the recommendations if not being incorporated.</p>	<p>APPLICANT COMMENTS: Condition updated to reflect Transport response from Mr Fuller.</p> <p>The current traffic safety audit condition requires that the detailed engineering design of the transport network must incorporate the recommendations from the preliminary safety audit conducted by the Safety Engineer. However, there is a concern that the audit process might reopen discussions on issues previously resolved in the Panel's decision and conditions, such as the undergrounding of power poles or the provision of a shared path (see condition below).</p> <p>To address this, it is suggested that the condition be amended so that the design must either incorporate these recommendations or provide a satisfactory response, allowing flexibility and recognition of matters already settled.</p> <p>PANEL COMMENT: Applicant to clarify document part referred to as c.</p> <p>Applicant Response: Complete, deleted words have been re-inserted.</p>

81.	<p><u>Existing Road Frontage</u></p> <p>Ryans Road frontage is to be upgraded at the cost of the consent holder to include a service strip, kerb and channel, car parking and landscaping in general accordance with the stamped approved plan set.</p> <p>Grays Road frontage is to be upgraded at the cost of the consent holder to include a service strip, kerb and channel and landscaping, in general accordance with the stamped approved plan set.</p>	<p>APPLICANT COMMENTS: The applicant does not accept the Council's proposed amendments to this condition that require the provision of a 2.5m wide shared path on both the Ryans Road and Grays Road frontages and the undergrounding of powerlines on the Ryans Road frontage.</p> <p>As noted in Mr Fuller's Transport response, there is uncertainty about whether this can be accommodated within the existing Ryans Road corridor, as widening may impact the water race on Ryans Road or require shifting the road centreline. The shared path would be an isolated facility, with no onward connections to existing shared paths in the area. As such, Mr Fuller considers the effects of not providing this shared path are acceptable.</p> <p>Further, Mr Fuller is of the view that undergrounding the powerlines on Ryans Road would add additional cost without any benefit to traffic safety.</p> <p>CCC's other amendments to specify, service strip, kerb and channel, car parking (Ryans Road) and landscaping rather than the applicant proposed more general condition are accepted.</p>
82.	<p><u>Intersection Design</u></p> <p>Intersection Design is to be as per the Capture Land Development Drawings, and subject to the IDS and CSS.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
82A	<p>Footpaths must be provided on both sides of all internal roads (Roads 1—4).</p>	<p>APPLICANT COMMENTS: Accept CCC's recommendation to delete as covered in Condition 5 above.</p> <p>PANEL COMMENT: Inserted per decision findings.</p> <p>Applicant response: The evidence provided to date by Mr Fuller explains that the provision of footpaths on both sides of the internal roads is not necessary to address any adverse effects. Any effects arising from the provision of a footpath on only one side of the road are not significant and would be no more than minor.</p> <p>The Panel appears to have drawn the preliminary conclusion that such a condition is appropriate on the basis that the proposed development has a greater density than the development at Dakota Park. However, Mr Fuller's assessment is based on the actual density of the proposed development, and the reference to Dakota Park was used only as an analogy to demonstrate consistency with the surrounding development pattern. It was not in itself used to justify his conclusion that footpaths on both sides of the road is not necessary.</p> <p>No adverse effect has been identified that would necessitate the imposition of this condition. On that basis, the Applicant does not accept the proposed condition.</p>
83.	<p><u>Turning Facilities</u></p> <p>The subdivision design must provide for adequate rubbish truck turning facilities which is legally secured within the application site at each stage.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
Construction Stage Lighting		
84.	<p>No construction activities requiring external artificial lighting may occur during the hours of darkness, except where:</p> <ul style="list-style-type: none"> i. A temporary works management plan addressing construction lighting and notification protocols is prepared. [Advice note: Such a plan should be prepared in accordance with Christchurch Airport's "Requirements for Working at the Airport" document]; and ii. Airport operator consent is obtained from Christchurch International Airport Limited; and iii. Any relevant Civil Aviation Authority (CAA) authorisation is obtained under Civil Aviation Rule Part 77; and iv. Construction lighting is operated in accordance with all requirements specified in clauses i-iv. of this condition. 	<p>APPLICANT COMMENTS: Condition amended to provide for construction phase lighting, where authorised by CIAL and CAA, consistent with new condition 9b.</p> <p>Applicant Response: Additional wording is proposed for clause iii to recognise that CAA authorisation may not be required in all cases and to be consistent with the wording in other conditions.</p>

Landscaped Setback Ryans and Grays Roads		
85.	<p>The proposed landscaping must be in accordance with the Landscape Plans prepared by DCM Urban and submitted with the application dated 18 November 2025 Revision L (and attached to the Capture Land Development Plans as pages 55 – 65).</p> <p>The proposed landscaping must be established on site within the planting season (extending from 1 April to 30 September).</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
86.	<p>a. A Landscape Concept, Maintenance and Management Plan shall be prepared by a suitably qualified landscape architect and include the following:</p> <ul style="list-style-type: none"> i. A comprehensive landscape concept for the 3m landscape strip extending from Ryans Road and Grays Road; ii. A schedule of plant species; iii. A statement of compliance with approved landscape plans and relevant landscape conditions of this consent; iv. A maintenance schedule including for the establishment period. <p>b. Landscaping shall be established in accordance with the Landscape Concept, Maintenance and Management Plan.</p> <p>c. The following conditions must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of Lots 1-10, 20-21, 40-41, 55-61, 63-70, 121: Landscaping on this lot shall be maintained in accordance with the attached Landscape Concept, Maintenance, and Management Plan. Any dead, diseased, or damaged landscaping must be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species to the existing landscaping</p> <p>Note: This is an ongoing condition of Consent for which a consent notice pursuant to s221 of the Resource Management Act will be issued.</p>	<p>APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16.</p> <p>Condition wording agreed between CGL and CCC.</p>
	[Deleted].	<p>APPLICANT COMMENTS: Deleted as these details are now all contained in condition 88 to avoid duplication allow for a single consent notice.</p>
87.	<p>No fencing shall be located forward of (i.e. in front of) the 3m wide landscape strips along the Ryans Road or Grays Road frontages.</p> <p>Note: This is an ongoing condition of Consent for which a consent notice pursuant to s221 of the Resource Management Act will be issued.</p>	<p>APPLICANT COMMENTS: New CCC condition from Appendix 16, updated to reflect Landscape and Visual Amenity assessment from DCM. The CCC wording is confusing as it references the internal boundary where there is not one.</p>
	[Deleted].	<p>APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition as a 3m wide landscape strip consisting of large trees is already required as a consent condition on these frontages and the condition results in unnecessary repetition and requirements.</p>
	[Deleted].	<p>APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition, noting that the height of stacked shipping containers is otherwise controlled in the land use consent and any containers would be located behind the 3m landscape setback and outside of the 5m road boundary setback.</p>
	[Deleted].	<p>APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition, noting that in the IG zone no landscaping is required along rural boundaries or within car parking areas and there is already a 3m wide landscape strip consisting of large trees required as a consent condition on these frontages and the condition results in unnecessary repetition and requirements. Further increasing the number of trees on site is not consistent with the WHMP, noting there is a balance to be struck between providing visual screening and not creating attractive bird habitat.</p>
	[Deleted].	<p>APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition, noting that DCM assessment does not consider that this is necessary mitigation and no other IG zones in the city adjoining rural zones contain such restrictions.</p>

	[Deleted].	APPLICANT COMMENTS: Conditions proposed by CCC not agreed. Propose to delete the condition as the larger sized lots on Ryans Road may contain two vehicle crossings (in compliant locations/ separation distances etc.. under the Transport Rules) as this may be the most efficient way to provide for heavy vehicle movement through a site. In terms of visual effects this is supported by the DCM assessment.
Reserve Landscape Plans		
88.	Landscape Plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and an accompanying Design Report for Reserves (Lots 200-201) are to be submitted to Technical Design Services (Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) for acceptance.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk.
89.	The Landscape Plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and Design Report are to provide sufficient detail to confirm compliance with the requirements of the IDS, the CSS, and the WWDG (current versions): All landscaping required by this condition is to be carried out in accordance with the accepted plan(s) at the Consent Holder's expense, unless otherwise agreed. Advice Note: <i>Planting is also required to comprise of species in Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5 to meet the WHMP.</i>	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16, with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk. Advice note added by CGL to ensure consistency with WHMP for bird strike risk.
90.	Prior to Council's practical completion inspection and acceptance, the consent holder must submit (to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) all required completion documentation in accordance with IDS Part 10.3.4 Engineer's Report and the Quality Assurance System, to provide evidence that the work is completed in accordance with the accepted plans, the IDS, CSS and WWDG (current versions), and the conditions of consent.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
91.	The Consent Holder must maintain all landscape assets on Reserve Lots 200-201 to the standards specified in the CSS (current version) for the 24 months Establishment Period (Defects Liability), from the date of Council's practical completion acceptance until a final inspection and acceptance of the landscaping by Council. Acceptance will be based upon the criteria outlined in the CSS, Part 7 Landscapes (current version).	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. APPLICANT COMMENTS: Condition wording agreed between CGL and CCC.
92.	The Consent Holder is to maintain an accurate and up-to-date monthly report on the condition of the landscape assets and the works undertaken during the Establishment Period. The report must be submitted to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) within five days of the end of each month during the Establishment Period. (Refer: Monthly Establishment Report, CSS, Part 7 Landscape (current version).	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
93.	The Consent Holder must enter into a separate bond with Council to the value of 50% of the cost to replace and establish all plants, trees, and turf on reserves. The bond will be held for the Establishment Period of a minimum of 24 months and may be extended by a further 12 - 24 months for the replacement planting(s), as required. The bond will be released after the landscape assets have been inspected and accepted by Council at final completion / handover. Where works have not obtained practical completion acceptance by Council prior to the issuing of the Section 224(c) certificate, the value of the bond will be 100% of the cost of all landscape improvements.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
94.	Any replacement plantings and extended establishment period required due to plant, trees, and turf not being accepted are to be carried out at the Consent Holder's expense.	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Condition wording agreed between CGL and CCC.
Streetscape Landscape Plans		
95.	Landscape plans (in general accordance with the DCM Urban set pages 55 – 65 of the approved consent plans) and an accompanying Design Report for street trees and street garden beds are to be submitted to the Technical Design Services (Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) for acceptance under the IDS. Advice note: <i>Grassed berms within road reserves do not form part of the landscape acceptance or landscape bond.</i>	APPLICANT COMMENTS: Updated to reflect CCC new condition in their Appendix 16. Updated with additional reference back to the landscape plans prepared by DCM Urban being approved as part of this application. Noting that these plans now contain a higher level of information than typical at subdivision stage and the unique location in relation to managing bird strike risk. Advice note added by CGL to ensure consistency with WHMP for bird strike risk

	Advice Note: Planting is also required to comprise of species in Appendix 6.11.9 Plant Species for Water Bodies and Stormwater Basins in the Bird strike Management Area in Appendix 6.11.7.5 to meet the WHMP.	
96.	The Landscape Plans and Design Report are to provide sufficient detail to confirm compliance with the requirements of the IDS (current version) and the CSS (current version). All landscaping required by this condition is to be carried out in accordance with the plan(s) at the Consent Holder's expense, unless otherwise agreed.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
97.	Prior to Council's practical completion inspection and acceptance, the consent holder must submit (to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz) all required completion documentation in accordance with IDS Part 10.3.4 Engineer's Report and the Quality Assurance System, to provide evidence that the work is completed in accordance with the accepted plans, the IDS and CSS (current versions), and the conditions of consent.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
98.	The Consent Holder must maintain all landscape assets within road corridors to the standards specified in the CSS (current version) for the 24 months Establishment Period (Defects Liability) from the date of Council's practical completion acceptance until final inspection and acceptance of the assets by Council. Acceptance must be based upon the criteria outlined in the CSS, Part 7 Landscapes.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
99.	The Consent Holder is to maintain an accurate and up-to-date monthly report on the condition of the landscape assets and the works undertaken during the Establishment Period (Defects Maintenance). The report must be submitted to the Landscape Architecture and Environment Team at landscape.approval@ccc.govt.nz within five days of the end of each month during the Establishment Period. (Refer: <i>Monthly Establishment Report</i> , CSS, Part 7 Landscape (current version).	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
100.	The Consent Holder must enter into a separate bond with Council to the value of 50% of the cost to replace and establish all street trees and street garden beds. The bond will be held for the Establishment Period of a minimum of 24 months and may be extended by a further 24 months for the replacement planting(s), as required. The bond will be released after the trees have been accepted by Council at final completion / handover. Advice note: Where works have not obtained practical completion acceptance by Council prior to the issuing of the Section 224(c) certificate, the value of the bond will be 100% of the cost of all landscape improvements.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
101.	Any replacement plantings and extended establishment period required due to street trees or street garden beds not being accepted are to be carried out at the Consent Holder's expense.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
102.	<u>Final Completion / Handover (Reserves and Streetscapes)</u> Prior to Council's final completion inspection and acceptance of the assets at the end of the 24 month Establishment Period, the Consent Holder must submit all required completion documentation in accordance with IDS Part 2:2.12 Completion of Land Development Works and the Quality Assurance System, to provide evidence that the work has been completed and maintained in accordance with the agreed standards and conditions of this consent. Where it is not possible to determine the condition of the assets due to seasonal constraints (e.g. trees not being in full leaf) then the final inspection and final completion may be delayed until the condition of the assets can be accurately determined.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
Paparua Water Race		
103.	Prior to commencement of works within 5m of the Paparua Water Race, the consent holder shall engage a suitable qualified and experienced Freshwater Ecologist to undertake surveys of aquatic ecology values in the approximate 920m of water race adjacent to the site. This shall include targeted searches for freshwater mussels (kākahi). Results shall be entered into the NZ Freshwater Fish Database and supplied to the Council's Waterways Ecologist Planner by way of email to rcmon@ccc.govt.nz .	APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed condition for aquatic surveys, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.
104.	If freshwater mussels (kākahi) are found to be present in the water race, where possible (recognising other constraints such as power pole locations and transport safety matters) culvert placement should avoid identified mussel locations. Where avoiding mussel location is not possible, prior to culverts being installed the mussels shall be relocated by the Project Freshwater Ecologist to a suitable location within the Paparua Water Race.	APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed condition for culvert location, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.

105.	<p>The consent holders engineer shall prepare detailed design plans of the road culverts and the vehicle access culverts. The detailed design culvert plans are to be certified by the consent holders suitably qualified Freshwater Ecologist as meeting the relevant best practice guidelines for fish passage.</p> <p>The engineering plans and Freshwater Ecologist certification shall be provided to the Council's Waterways Ecologist Planner by way of email to rcmon@ccc.govt.nz at least 10 working days before installation of the culverts begins.</p>	<p>APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed condition for a Freshwater Ecologist to be involved in culvert design/ fish passage recommendations, amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.</p>
106.	<p>A Fish Management Plan shall be prepared by a suitably qualified freshwater ecologist and submitted to Council's Waterways Ecologist Planner the for their records by way of email to rcmon@ccc.govt.nz at least 10 working days before installation of the culverts begins.</p> <p>The plan should include the following as a minimum:</p> <ol style="list-style-type: none"> a. Locations where the plan will be implemented; b. Methods to ensure fish cannot access works areas; c. Protocols to be followed including methods to rescue and relocate fish; d. Person/s responsible ensuring the plan is implemented; e. Protocols if pest fish are encountered; f. Protocols to ensure fish are not entrained in pumps during pumping (water pumping should have fish screens with a maximum mesh width and height size of three millimetres). 	<p>APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed conditions for a fish salvage and management amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.</p>
107.	<p>In the event that fish are required to be salvaged and relocated to an appropriate waterway. The fish salvage must include the following measures:</p> <ol style="list-style-type: none"> a. Be conducted by or under supervision of a certified, suitably qualified and experienced Freshwater Ecologist; b. Be in general accordance with Canterbury Regional Council and Christchurch City Council's "Fish Salvage Guidance for Works in Waterways" (12 October 2017) and the Ministry for the Environment's "National works in waterways guideline" (2021); c. The fish must be relocated to a habitat deemed suitable by the certified, suitably qualified and experienced Freshwater Ecologist after consultation with appropriate experts from the Ministry for Primary Industries, the Department of Conservation, and Fish and Game; d. The certified, suitably qualified and experienced freshwater ecologist must hold any necessary permits and approvals required by the Ministry for Primary Industries, Department of Conservation and Fish and Game to conduct fish salvage. 	<p>APPLICANT COMMENTS: New condition to reflect the intent of CCC's proposed conditions for a fish salvage and management amended to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.</p>
108.	<p>Following the completion of works, the consent holder shall provide to Council's Waterways Ecologist by way of email to rcmon@ccc.govt.nz records of any fish captured and relocated. This record shall include:</p> <ol style="list-style-type: none"> a. The location where fish were captured; b. The species and number of fish captured; and c. The location where fish were relocated. 	<p>APPLICANT COMMENTS: New condition to be consistent with the condition wording on the Regional Council Land use/ Earthworks Consent.</p>
	<p>[Deleted].</p>	<p>APPLICANT COMMENTS: Delete suggested CCC condition requiring additional riparian planting details be provided to CCC for approval, noting that Mr Arthur the applicant's Ecologist considers that this condition is not in keeping with the status of the waterway as an artificial watercourse. The current planting plan providing a single row of Carex either side of the water race and the 3m planting strip on the Ryans Road frontage are considered adequate by Mr Arthur.</p>

		Further in this location there are multiple competing priorities to manage (e.g. roading, bird strike risk, visual screening of the industrial development etc.) that are at odds with a conventional planting design for natural streams.
Herpetology - Lizard Management Plan		
	LMP conditions deleted.	APPLICANT COMMENTS: LMP and related Wildlife Act Approval conditions deleted from CCC Subdivision Consent and placed in separate section in Part 3 below to be administered by DOC (who are best placed to administer the conditions/ compliance in regard to Lizards).
Avifauna Management – Wildlife Hazard Management Plan		
	Bird strike Management –Stormwater Basin Condition Deleted.	<p>APPLICANT COMMENTS: Condition deleted to reflect new stormwater management system Stormwater360 Filterra Bioscape proposed in the application. Given this is now a rapid infiltration system that will drain within 'minutes' of a rain event rather than 'hours' birds being attracted to ponded water is no longer a possibility. There is also no grass sward within the bioscope which reduces the risk of birds being attracted to the area in dry conditions.</p> <p>As the system creates a small depression there is a low possibility that birds could shelter from weather and human presence. However, Ms Civil considers this is already adequately covered off in the broader WHMP and does not require a specific condition.</p>
109.	<p>Prior to any development works commencing on the application site, the 'Draft Wildlife Hazard Management Plan' (WHMP) prepared by PDP and submitted with the application must be finalised by the Consent Holders suitably qualified Ecologist specialising in Avifauna, for certification by CCC under Condition 110 below.</p> <p>The final WHMP shall cover bird strike hazards during both the construction stage and the operational phase (for the lifetime for the development) to address the ongoing management and monitoring of bird strike risk at 104 Ryans Road and 20 Grays Road to ensure that the development will not increase the existing level of bird strike risk at Christchurch International Airport.</p> <p>a. The final WHMP must be prepared:</p> <ol style="list-style-type: none"> i. Giving consideration to consistency with the Christchurch International Airport Limited (CIAL) WHMP to detail management methods to help reduce bird strike risk associated with the site and CIAL airport operations; and ii. Giving CIAL and in particular their suitably qualified Ecologist specialising in Avifauna and Wildlife Manager an opportunity to participate in further consultation with the Consent Holders suitably qualified Ecologist / Avifauna expert. If CIAL does not provide a response to the WHMP within 20 working days of receiving it, the consultation will be deemed as satisfied. Evidence of this consultation (or the opportunity provided to do so) is to be submitted to CCC with the certification. <p>b. Specifically, for the construction phase the final WHMP must include as a minimum:</p> <ol style="list-style-type: none"> i. Pre-development mitigation measures (e.g., mowing site grass to disperse birds in a southward direction away from the CIAL flight path). ii. Passive and active management methods including, surveillance and monitoring, grounds management specifications (i.e., recommended grass heights to deter high-risk species), and seasonal bird counts (this could be completed by CIAL and/or site surveillance personnel). iii. Management of earthworks including location and size of stockpiles, seasonal timing of earthworks, size of areas being earth worked or depressions in the ground that may result in ponding water. iv. Landscape design standards to avoid bird attracting plant and grass species. v. Communication plan of development timelines with CIAL before development works take place to mitigate potential avifauna issues and offer support if any issues arise. 	<p>APPLICANT COMMENTS: Condition updated to reflect that a 'Draft WHMP' has now been written by the Applicant's Ecologist (specialising in Avifauna) Ms Civil from PDP, which has been submitted to the Panel as part of the Applicant's s55 response. The Draft WHMP has addressed the bird strike matters raised in CIAL's comments on the application and this is detailed by Ms Civil in a memo attached with the Applicant's response.</p> <p>APPLICANT COMMENTS: The draft WHMP was sent to CIAL on 30 October, and a meeting was held with their Planner Mr Jesse Aimer on 11th November. Mr Aimer provide some high-level feedback at the meeting which has been addressed in the Draft WHMP. Mr Aimer confirmed that the Draft WHMP had not been sent to their Avifauna experts (Avisure) or Wildlife Manager for review.</p> <p>CCC's standard condition for bird management during earthworks and construction has not been included as it is otherwise covered in the DRAFT WHMP. Further it is noted that birds protected by the Wildlife Act have not been observed on site during PDP's survey and it is not anticipated that earthworks will disturb the nests of any of these species.</p>

	<p>vi. Appointment of a Site Manager responsible for implementing the WHMP and provision of their contact details to CIAL.</p> <ul style="list-style-type: none"> • Roles and responsibilities - including liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel. • Monitoring and review procedures of WHMP, including liaison with CIAL with increases in bird numbers onsite being communicated so appropriate counter-measures can be implemented. <p>c. Specifically, the WHMP for the operational phase must include as a minimum:</p> <ol style="list-style-type: none"> On going roles and responsibilities for the lifetime of the development - including liaising with external stakeholders (e.g., CIAL) to determine the obligations of respective organisations and their personnel. Passive and active management methods – surveillance and monitoring, grounds management specifications (i.e., recommended grass heights to deter high-risk species), and seasonal bird counts (this could be completed by CIAL and/or site surveillance personnel). Landscape design standards and mitigations to avoid bird attracting plant and grass species Waste and pest management procedures for lots/ activities. Mitigation options in relation to flat roof buildings and roosting/ nesting in building rafters. Lighting designed not to attract insects which are a food source for birds. Monitoring and review procedures of WHMP – this must include liaison with CIAL with increases in bird numbers onsite being communicated so appropriate counter-measures can be implemented. In addition to monitoring by the site manager, annual bird counts conducted by an avian ecologist for 5 years following development is necessary to monitor the impacts of management measures in place. 	
110.	<p>The WHMP required by Condition 109 above must be provided to CCC (via email to rcmon@ccc.govt.nz) for certification by their Ecologist specialising in Avifauna at least 10 working days prior to any works commencing on site.</p> <p>The Ecologist specialising in Avifauna must certify the WHMP if:</p> <ol style="list-style-type: none"> Evidence is provided of consultation with CIAL's Ecologist specialising Avifauna and/ or Wildlife Manager, including an explanation of how any feedback raised by them have been incorporated in the final WHMP. In accordance with (109 a. ii) if CIAL does not provide a response to the WHMP within 20 working days of receiving it, Condition 110(a) may be deemed satisfied. The matters in conditions 109 b. and c. are included in the WHMP. 	<p>APPLICANT COMMENTS: New condition to address CIAL's request for the WHMP to be certified by CCC's Ornithologist or Ecologist specialising in Avifauna prior to site works commencing.</p>
111.	<p>Once certified under Condition 110, the WHMP must be implemented at all times by the Consent Holder and any contractors during the construction phase and by the owners and operators of lots 1 – 126, Lots 200 – 201 and Lots 400 and 500 as they are developed with buildings and activities are established and operated.</p>	<p>APPLICANT COMMENTS: New condition requiring the certified WHMP to be implemented at all times.</p>
112.	<p>A consent notice regarding on going adherence to the certified WHMP in Conditions 110 and 111 above shall be placed on each title (Lots 1 – 126, Lots 200 and 201 and Lots 400 and 500).</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>
Existing Buildings		
113.	<p>Buildings located over the new lot boundaries and/or as shown on the application plan are to be demolished or removed.</p>	<p>APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.</p>

Telecommunications and Energy		
114.	All lots must be provided with the ability to connect to a telecommunications and electrical supply network at the boundary of the net area of each lot. For rear lots, evidence must be provided by the surveyor (in the form of as-builts and / or photos) that ducts or cables have been laid to the net area of each lot.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
115.	The consent holder is to provide a copy of the reticulation completion letter from the telecommunications network operator and the s224 clearance letter from the electrical energy network operator.	APPLICANT COMMENTS: Original applicant condition. Condition wording agreed between CGL and CCC.
Consent Notices		
116.	<p>The following consent notices pursuant to Section 221 of the Resource Management Act 1991 will be issued by the Council:</p> <p>a. Condition 48 Water Supply: The following condition must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of each Lot:</p> <ul style="list-style-type: none"> i. This allotment shall be served by the Christchurch City Council's pressurized water supply network and requires the installation of a high-hazard backflow prevention device. An application for water connection must be submitted to Christchurch City Council either online or by completing a WS1 form (application for water supply), including a water supply site plan. The water connection will not be activated until confirmation is provided to Council that an approved backflow prevention device has been installed. The backflow prevention device must be installed within the property boundary, on private land, as close as practicable to the water meter at the point of supply. <p>b. Condition 57 Wastewater: The following conditions must be recorded in a consent notice registered on the titles of each Lot:</p> <ul style="list-style-type: none"> i. The property is connected to a local pressure sewer system that has been designed to accommodate specific wastewater flow limits. Wastewater discharge from the property shall not exceed an average daily flow of 0.09 litres per second per hectare. ii. This allotment shall be serviced by a local pressure sewer unit consisting of a pump, remote monitoring control panel and storage chamber capable of accommodating at least 24 hours of wastewater flow. The unit must be supplied by either Aquatec or EcoFlow and installed at the building consent stage by a Council authorised drainlayer (Pressure Sewer Tanks), in accordance with the requirements for local pressure sewer units as specified under a Building Consent. iii. The owner must enter into a management agreement with the supplier of the local pressure sewer unit. This agreement shall provide Council with the necessary rights to monitor and control (as may be required) the pumping regime to support the operation and maintenance of the local pressure sewer catchment. iv. The owner is responsible for the ongoing operation and maintenance of the local pressure sewer unit and control panel. <p>c. Condition 63 Stormwater: The following consent notice shall be registered on the title of Lots 1 – 126 to ensure ongoing compliance with consent conditions:</p> <ul style="list-style-type: none"> i. Stormwater generated from the roofs of all buildings within this allotment shall be collected via a sealed stormwater system separated from all other stormwater and discharged into an onsite rapid soakage disposal system. The rapid soakage infiltration system shall be designed to dispose of the runoff generated from the critical 2 percent annual exceedance probability storm event. 	APPLICANT COMMENTS: Updated to reflect CCC requested wording with relevant conditions added. Condition wording agreed between CGL and CCC.

	<ul style="list-style-type: none"> ii. Roofs and flashings of all buildings within the site shall be low-zinc and low-copper generating materials (those generating less than 20 parts per million dissolved zinc and less than 3 parts per million dissolved copper, i.e.; painted steel, non-zinc treated aluminium, BUR, Modified Bitumen, Single Ply/Thermoset Membrane, Thermoplastic Polyolefin). If zinc-generating or copper-generating materials are used, treatment of stormwater runoff from the full roof area shall be provided using an approved treatment device designed to remove at least 80% of dissolved zinc and/or copper in stormwater. iii. Stormwater runoff from all hardstanding areas within this allotment shall be captured, treated and disposed of via private onsite treatment and soakage systems within the boundaries of the lot. The stormwater management and disposal system shall be sized to capture, contain and dispose of the runoff generated from the critical 2 percent annual exceedance probability storm. iv. The first flush of stormwater runoff from all sealed surfaces within this allotment shall be treated prior to disposal into land. The onsite stormwater treatment system shall be designed by a suitably qualified and experienced person, shall be tailored to the specific proposed site activities, and shall be submitted for acceptance by the Christchurch City Council Planning Engineer prior to installation. v. Sites engaging in any of the activities listed in Environment Canterbury's Land and Water Regional Plan Schedule 3 Hazardous Industries and Activities (or successor schedule) shall submit a Stormwater Quality Management Plan for acceptance by the Christchurch City Council Planning Engineer. <p>d. Condition 86 Landscaping: The following conditions must be recorded pursuant to Section 221 of the RMA in a consent notice registered on the titles of Lots 1-10, 20-21, 40-41, 55-61, 63-70, 121: Landscaping on this lot shall be maintained in accordance with the attached Landscape Concept, Maintenance, and Management Plan. Any dead, diseased, or damaged landscaping must be replaced by the consent holder within the following planting season (extending from 1 April to 30 September) with trees/shrubs of similar species to the existing landscaping.</p> <p>e. Condition 87 Fencing: No fencing shall be located forward of (i.e. in front of) the 3m wide landscape strips along the Ryans Road or Grays Road frontages.</p> <p>f. Condition 112 Wildlife Hazard Management Plan: The certified WHMP must be implemented at all times by the Consent Holder and any contractors during the construction phase and by the owners and operators of lots 1 – 126, Lots 200 – 201 and Lots 400 and 500 as they are developed with buildings and activities are established and operated.</p> <p>Note: Council will prepare the Consent Notices.</p>	
Goods and Services Taxation Information		
117.	The subdivision will result in non-monetary contributions to Council in the form of land and/or other infrastructure that will vest in Council. Council's GST assessment form is to be completed to enable Council to issue a Buyer Created Tax Invoice.	APPLICANT COMMENTS: New CCC recommended condition. Condition wording agreed between CGL and CCC.



Appendix 1: Schedule of District Plan Rules Attached to Land Use Conditions

Schedule #	Relevant Land Use Condition	Christchurch District Plan Rule Set
1	Condition 4a	General Industrial Zone 16.4.1.1 Permitted Activities
2	Condition 5	General Industrial Zone 16.4.2 Built Form Standards
3	Condition 8	General Noise Rules 6.1.4 and Zone-Specific Noise Rules 6.1.5
4	Condition 9	Glare Rules 6.3.4.1 Permitted Activities Control of Glare
5	Condition 11	Light Spill 6.3.5.1 Permitted Activities Control of Light Spill and 6.3.6 Light Spill Standards by Zone
6	Condition 13	Aircraft Protection <u>Permitted Activity</u> Rules 6.7.4 including: i. 6.7.4.1.1 Protection Surfaces, ii. 6.7.4.2.1 Runway End Protection Surfaces, iii. 6.7.4.3.1 Bird Strike Management Areas, and iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport
7	Condition 14	Sign Rules 6.8.4
8	Condition 15	Earthworks Rules 8.9.2.1
9	Condition 18	Transport Activity Status Tables Rule 7.4.2
10	Condition 19	Transport Standards Rule 7.4.3 and Appendices in 7.5



Schedule 1: Condition 4a: General Industrial Zone 16.4.1.1 Permitted Activities

Chapter 16 Industrial

16.4 Rules - Industrial General Zone

16.4.1 Activity status tables - Industrial General Zone

16.4.1.1 Permitted activities

- a. The activities listed below are permitted activities in the Industrial General Zone if they meet the activity specific standards set out in this table and the built form standards in [Rule 16.4.2](#). Note, the built form standards do not apply to an activity that does not involve any development.
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited, as specified in Rules [16.4.1.2](#), [16.4.1.3](#), [16.4.1.4](#), [16.4.1.5](#), and [16.4.1.6](#).
- c. The activities listed below include any associated [landscaping](#), [access](#), [parking areas](#), [loading](#), [waste management areas](#) and other hard standing areas.

Activity		Activity specific standards
P1	Any new building or addition to a building for any activity listed in Rule 16.4.1.1 P2 to P21.	Nil
P2	Industrial activity	
P3	Warehousing and distribution activities	
P4	High technology industrial activity	
P5	Service industry	
P6	Trade and industry training activity	
P7	Ancillary retail activity	<p>a. Any ancillary retail activity shall:</p> <ul style="list-style-type: none"> i. occupy no more than 250m² or 25% of the GFA of all buildings on the same site, whichever is the lesser; and ii. have visually transparent glazing on the ground floor elevation facing the street for a minimum of 20% of that elevation where goods are displayed for sale within the building and the retail activity fronts the street. iii. be limited to the display and sale of goods produced, processed or stored on the site.
P8	Retail activity on the Tannery site (between Cumnor Terrace and Tanner street), within the brownfield overlay on Planning Map 47.	a. The maximum GFA of retail activity shall be 2,278m ² .
P9	Food and beverage outlet	Nil
P10	Trade supplier	
P11	Yard-based supplier	
P12	Service station	
P13	Second-hand goods outlets	
P14	Ancillary office	<p>a. Any ancillary offices shall:</p> <ul style="list-style-type: none"> i. occupy no more than 500m² or 30% of the GFA of all buildings on the same site, whichever is the lesser or for yard based activities, shall occupy no more than 250m² of floor area on the whole site; and ii. have visually transparent glazing on the ground floor elevation facing the road for a minimum of 20% of that elevation where the office fronts the road. <p>Advice note:</p> <ol style="list-style-type: none"> 1. Clause i. shall not apply to land legally described as Lot 1 DP 2951, Lot 2 DP 2951, and Pt Sec 16 Lyttelton Town, where any office shall be ancillary to port activities.
P15	Public transport facility	Nil

Activity		Activity specific standards
P16	Emergency service facilities	
P17	Gymnasium	
P18	<p>Preschool</p> <ul style="list-style-type: none"> a. outside the 50 dB Ldn Air Noise Contour; b. in Lyttelton, outside the Lyttelton Port Influences Overlay Area as defined on the planning maps; c. outside the Woolston Risk Management Area as defined on the planning maps. 	<ul style="list-style-type: none"> a. Any preschool activity shall: <ul style="list-style-type: none"> i. be located more than 100 metres from the boundary of an Industrial Heavy Zone; and ii. have any indoor areas (excluding bathroom, laundry, toilet, pantry, walk-in wardrobe, corridor, hallway, lobby or clothes drying room) designed and constructed to achieve an external to internal noise reduction of not less than 25 dB Dtr, 2m, nT,w+ Ctr; and iii. have any bedroom or sleeping area designed and constructed to achieve an external to internal noise reduction of not less than 30 dB Dtr,2m,nT,w+ Ctr.
P19	Parking lots and parking buildings	Nil
P20	Community corrections facility	
P21	Any activity listed in Rule Rule 16.4.1.1 P1 to P20 at 65 – 67 Racecourse Road (Refer to Appendix 16.8.12)	<ul style="list-style-type: none"> a. Development is to be in accordance with the outline development plan in Appendix 16.8.12.
P22	Commercial film or video production	Nil

Activity The matters over which Council reserves its control:



Schedule 2: Condition 5: General Industrial Zone 16.4.2 Built Form Standards

Chapter 16 Industrial

16.4 Rules - Industrial General Zone

16.4.2 Built form standards - Industrial General Zone

- a. The following built form standards shall be met by all permitted activities and restricted discretionary activities RD2, RD3 and RD4 unless otherwise stated.

16.4.2.1 Maximum height for buildings

- a. The maximum height of any building within 20 metres of a residential zone shall be 15 metres
b. Any application arising from this rule shall not be publicly notified.

16.4.2.2 Minimum building setback from road boundaries/ railway corridor

- a. The minimum building setback from a road boundary and a rail corridor boundary shall be as follows:

	Applicable to	Standard
i.	Any activity unless specified below	1.5 metres
ii.	Any activity fronting on to an arterial road or opposite a residential zone unless specified in (iii)	3 metres
iii.	Buildings, balconies and decks on sites adjacent to or abutting railway lines.	4 metres from the rail corridor boundary

- b. Any application arising from this rule (other than clause iii.) shall not be limited or publicly notified.
c. Any application arising from clause iii. of this rule shall not be publicly notified and shall be limited notified only to KiwiRail (absent its written approval).

16.4.2.3 Minimum building setback from the boundary with a residential zone

- a. The minimum building setback from the boundary with a residential zone shall be as follows:

	Applicable to:	Standard
i.	All buildings within sites which share a boundary with a residential zone	<p>a. 3 metres</p> <p>b. Clause (i) shall not apply to the Industrial General zone off Haytons Road.</p>

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

16.4.2.4 Sunlight and outlook at boundary with a residential zone and road

	Standard
a.	<p>i. Where an internal site boundary adjoins a residential zone, no part of any building shall project beyond a building envelope contained by a recession plane measured at any point 2.3 metres above the internal boundary in accordance with the relevant diagram in Appendix 16.8.11.</p> <p>ii. Clause (a) shall not apply to the Industrial General Zone off Haytons Road.</p>
b.	Where a site adjoins Blakes Road at East Belfast, no buildings shall project beyond a building envelope constructed by recession planes commencing at a point 8 metres above the road boundary with Blakes Road and climbing at an angle of 15 degrees until it reaches a line 50 metres back from and parallel to the road boundary with Blakes Road.

- c. Where sites are located within a Flood Management Area, recession plane breaches created by the need to raise floor levels shall not be publicly or limited notified.

- d. Any application arising from this rule shall not be publicly notified.

16.4.2.5 Outdoor storage of materials

- a. Any outdoor storage areas shall:
- i. not be located within the minimum setbacks specified in Rule 16.4.2.2.
 - ii. be screened by landscaping, fencing or other screening to a minimum of 1.8 metres in height from any adjoining residential zone.
- b. Any application arising from this rule shall not be limited or publicly notified, except where the adjoining zone is residential.

16.4.2.6 Landscaped areas

- a. Landscaping and trees shall be provided as follows:

	Standard
i.	<p>The road frontage of all sites opposite a residential zone or listed below shall have a landscaping strip with a minimum width of 1.5 metres, and minimum of 1 tree for every 10 metres of road frontage or part thereof.</p> <ol style="list-style-type: none"> A. Sites adjoining Main North Road (SH1) between Dickeys Road and Factory Road; B. Sites adjoining Main South Road, between Barters Road and Halswell Junction Road; and C. Sites adjoining Tunnel Road. D. This standard shall not apply to an emergency service facility or vehicle access to any site.
ii.	<p>On sites adjoining a residential zone, trees shall be planted adjacent to the shared boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof.</p>
iii.	<p>All landscaping / trees required by these rules shall be in accordance with the provisions in Appendix 6.11.6 of Chapter 6.</p>

- b. Any application arising from clause i. of this rule shall not be limited or publicly notified.

Advice note:

1. Vegetation in close proximity to the electricity transmission network will need to be planted and managed in accordance with the Electricity (Hazards from Trees) Regulations 2003.
2. Stormwater facilities shall be incorporated into any development to achieve effective stormwater management and to protect groundwater. The stormwater facilities, which support multiple values such as stormwater retention, water quality treatment, biodiversity enhancement, Ngāi Tahu/ mana whenua values and landscape amenity, should be incorporated into landscaped areas, where practicable, to achieve effective stormwater management and the protection of groundwater in an integrated manner. Stormwater treatment sites or treatment facilities should be separated from natural waterways with vegetated buffers to ensure stormwater is treated before it is discharged into natural waterways or natural wetlands.

16.4.2.7 Visual amenity and screening

- a. Where a site adjoins an Open Space, Specific Purpose (School), Specific Purpose (Cemetery) or Specific Purpose (Tertiary Education) Zone, provision shall be made for landscaping, fence(s), wall(s) or a combination to at least 1.8 metres in height along the length of the zone boundary, excluding any road frontages. Where landscaping is provided, it shall be continuous and for a minimum depth of 1.5 metres along the zone boundary.
- b. Any application arising from this rule shall not be limited or publicly notified.

16.4.2.8 Access to Industrial General Zone (Deans Avenue)

- a. Any activity in the Industrial General zone bound by Deans Avenue, Lester Lane and the railway line shall only have access from Lester Lane. In the event that Lester Lane is realigned, site access shall be solely from the realigned Lester Lane.
- b. Any application arising from this rule shall not be publicly notified.

16.4.2.9 Water supply for fire fighting

- a. Provision for sufficient water supply and access to water supplies for firefighting shall be made available to all buildings via Council's urban reticulated system (where available) in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008).
- b. Any application arising from this rule shall not be publicly notified and shall be limited notified only to New Zealand Fire Service Commission (absent its written approval).



Schedule 3: Condition 8: General Noise Rules 6.1.4 and Zone-Specific Noise Rules 6.1.5

Chapter 6 General Rules and Procedures

6.1 Noise

6.1.4 General Noise Rules

6.1.4.1 Measurement and assessment of noise

- a. Unless otherwise specified elsewhere in this District Plan, noise shall be measured in accordance with NZS 6801:2008 “Acoustics – Measurement of environmental sound”, and assessed in accordance with NZS 6802:2008 “Acoustics-Environmental noise”, except that provisions in NZS 6802 referring to Special Audible Characteristics shall not be applied.
- b. The noise standards shall apply at any point within a site receiving noise from an activity, except where:
 - i. the site boundary is a boundary with a site in the Transport Zone outside the Central City, in which case noise standards shall apply at or beyond the far boundary of the Transport Zone; or
 - ii. the site boundary is a boundary with a site in the Transport Zone, open space zone or any combination of these zones in the Central City, in which case noise standards shall apply at or beyond the far boundary of the Transport or open space zone; or
 - iii. the standards specify otherwise.
- c. Where a site is divided by a zone boundary then each part of the site divided by the zone boundary shall be treated as a separate site for the purpose of these rules.

6.1.4.2 Exempt activities

- a. The provisions in Rule 6.1.5, and Rule 6.1.6 do not apply to the following noise sources:
 - i. traffic noise generated within a Transport Zone;
 - ii. trains and crossing bells within a Transport Zone, within the area of the Scheduled Activity (Ferrymead Heritage Park), and including railway yards, rail sidings (excludes new sidings on private land) or stations, tramways, trams and tram crossing bells;
 - iii. sirens used during an emergency;
 - iv. helicopters used for an emergency and as an air ambulance;
 - v. outside the Central City, boating activities permitted under Rule 18.8.1.1 P3;
 - vi. outside the Central City, normal farming practices undertaken for a limited duration, and using equipment which is mobile during its normal use. This includes activities such as harvesting, but does not include the use of helicopters, bird-scaring devices, frost control fans or irrigation pumps (for these activities refer to Rule 6.1.6.2.4). Motorbikes and chainsaws are only exempt when being used as part of normal farming activity;
 - vii. spontaneous social activities and children’s play (but not including preschools);
 - viii. the use of generators and mobile equipment (including vehicles) for emergency purposes, including testing and maintenance not exceeding 48 hours in duration, where they are operated by emergency services or lifeline utilities; and
 - ix. the use of mobile generators by lifeline utilities for planned electricity supply interruption not exceeding 48 hours in duration; and
 - x. activities at emergency service facilities associated with emergency response and emergency response training.
- b. Any noise received in the Open Space Natural Zone from activities in the adjoining Specific Purpose (Burwood Landfill and Resource Recovery Park) is not subject to noise limits for the open space zone under Rule 6.1.5.1. All other provisions apply to activities within the zone.

Advice note:

1. Although these noise sources are exempted from meeting the rules, any potential and actual adverse effects shall be considered for any discretionary or non-complying activity.
2. While not exempt from the noise provisions, broadband reversing alarms are encouraged in preference to tonal models.

6.1.4.3 Duration of resource consents for activities operating after 23:00 hours in Category 3 Precincts in Central City Mixed Use Zones

- a. In the Central City Mixed Use Zone and Central City Mixed Use Zone (South Frame), any resource consent granted under Rule 6.1.5 for activities operating after 23:00 hours in Category 3 Precincts shall be limited in duration to 7 years. For the avoidance of doubt, further resource consent/s for an additional 7 year term, or shorter duration, can be sought.

Chapter 6 General Rules and Procedures

6.1 Noise

6.1.5 Zone Specific Noise Rules

- a. Rule 6.1.5 does not apply to activities for which activity specific rules are specified in Rule 6.1.6 (unless otherwise specified in Rule 6.1.6).

6.1.5.1 Activity status tables

6.1.5.1.1 Permitted activities

- a. The activities listed below are permitted activities if they meet the activity specific standards set out in the following table.
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules 6.1.5.1.2, 6.1.5.1.3, 6.1.5.1.4, 6.1.5.1.5 and 6.1.5.1.6.

	Activity	Activity specific standards
P1	Outside the Central City , any activity that generates noise and which is not exempt by Rule 6.1.4.2 or specified in Rule 6.1.5.1.1 P2 below.	a. Any activity that generates noise shall meet the Zone noise limits outside the Central City in Rule 6.1.5.2.1.
P2	Outside the Central City , people in outdoor areas of premises licensed for the sale, supply, and/or consumption of alcohol, in all commercial zones .	a. No noise standard applies. b. The activity shall only occur between 07:00 hours and 22:00 hours. c. The maximum size of the outdoor area shall be 50m ² . d. The outdoor area shall be setback at least 10 metres from the boundary of any site in a residential zone.
P3	In the Central City , any activity that generates noise and which is not exempt by Rule 6.1.4.2.	a. Any activity that generates noise shall meet the Noise limits in the Central City in Rule 6.1.5.2.2.

6.1.5.1.2 Controlled activities

There are no controlled activities.

6.1.5.1.3 Restricted discretionary activities

- a. The activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion set out in Rule 6.1.8, as set out in the following table.

Activity	The Council's discretion shall be limited to the following matters:
RD1 Any activity listed in Rule 6.1.5.1.1 P1 or P3 that exceeds the noise limits in the activity specific standards by 10 dB or less.	a. Matters of discretion - Rule 6.1.8

6.1.5.1.4 Discretionary activities

a. The activities listed below are discretionary activities.

Activity	
D1	Any activity listed in Rule 6.1.5.1.1 P2 that does not meet one or more of the activity specific standards.
D2	Any activity not provided for as a permitted, restricted discretionary or non-complying activity.

6.1.5.1.5 Non-complying activities

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

Activity	
NC1	Any activity listed in Rule 6.1.5.1.1 P1 or P3 that exceeds the noise limits in the activity specific standards by more than 10 dB.

6.1.5.1.6 Prohibited activities

There are no prohibited activities.

6.1.5.2 Noise Standards

6.1.5.2.1 Zone noise limits outside the Central City

a. Outside the Central City, any activity that generates noise shall meet the Zone noise limits in Table 1 below at any site receiving noise from that activity, as relevant to the zone of the site receiving the noise.

Table 1: Zone noise limits outside the Central City

Zone of site receiving noise from the activity	Time (hrs)	Noise Limit (dB)	
		L _{AEq}	L _{Amax}
a. All residential zones (other than in the Accommodation and Community Facilities Overlay)	07:00-22:00	50	n/a
b. All rural zones, except Rural Quarry Zone, assessed at any point within a notional boundary	22:00-07:00	40	65
c. Specific Purpose (Flat Land Recovery) and Specific Purpose (Ōtākaro Avon River Corridor) Zones			
d. Papakāinga/Kāinga Nohoanga Zone			
e. Within medium and high density zoned areas within the Industrial Interface overlay, any parts of new residential units exceeding 8m in height above ground level (except residential units exceeding 8m in height above ground level existing at 12 December 2024 a. above applies instead).	07:00-22:00	60	n/a
	22:00-07:00	50	75
f. All commercial zones	07:00-22:00	55	n/a
g. All open space zones			
h. All rural zones, except Rural Quarry Zone, assessed at the site boundary	22:00-07:00	45	70
i. Accommodation and Community Facilities Overlay			
j. All industrial park zones (excluding Awatea and Memorial Avenue)			
k. Industrial Office Zone			
l. Specific Purpose (Cemetery, Schools, Tertiary Education, Golf Resort, Defence Wigram and Hospital) Zones			
m. Industrial General Zone	07:00-22:00	70	n/a
Except that noise levels shall not exceed 50 dB L _{AEq} /75 dB L _{Amax} at any residential unit lawfully established prior to 6 March 2017 during the hours of 22:00 to 07:00	22:00-07:00	70	n/a
n. Industrial Park Zones - (Awatea and Memorial Avenue)	07:00-22:00	60	n/a
Except that noise levels shall not exceed 50 dB L _{AEq} /75 dB L _{Amax} at any residential unit lawfully established prior to 6 March 2017 during the hours of 22:00 to 07:00	22:00-07:00	60	n/a

Zone of site receiving noise from the activity	Time (hrs)	Noise Limit (dB)	
<p>o. Industrial Heavy Zone</p> <p>Except that noise levels shall not exceed 50 dB L_{Aeq} /75 dB L_{Amax} at any residential unit lawfully established prior to 6 March 2017 during the hours of 22:00 to 07:00.</p>	07:00-22:00	75	n/a
	22:00-07:00	75	n/a
<p>p. Rural Quarry Zone</p> <p>q. Specific Purpose (Styx Mill Road Transfer Station)</p> <p>r. Specific Purpose (Burwood Landfill and Resource Recovery Park) Zone</p> <p>Except that noise levels shall not exceed 50 dB L_{Aeq} /75 dB L_{Amax} at any residential unit lawfully established prior to 6 March 2017 during the hours of 22:00 to 07:00.</p>	07:00-22:00	65	n/a
	22:00-07:00	65	n/a

6.1.5.2.2 Noise limits in the Central City

- a. In the **Central City**, any activity that generates noise shall meet the Noise standards in Table 2 below at any **site** receiving noise from that activity, as relevant to the Category of Precinct in which the site receiving the noise is located (as shown on the Central City Entertainment and Hospitality Precinct Overlay Planning Map).

Table 2: Noise standards for each Category

Category of Precinct in which the site receiving noise is located		Applicable to:	Time (hrs)	Noise Limit		Exemptions
				L _{AEq}	L _{Amax}	
a.	Category 1: Higher noise level entertainment and hospitality precincts.	Activities other than discrete outdoor entertainment events	07:00-03:00	60	85	This shall not include noise from people in outdoor areas of premises licensed for the sale, supply and/or consumption of alcohol that meet the specified outdoor area setback required by Rule 6.1.6.2.10 .
			03:00-07:00	60	75	
		Discrete outdoor entertainment events	07:00-22:00	65	85	
			22:00-07:00	65	85	
b.	Category 2: Lower noise level entertainment and hospitality precincts.	All except Victoria Street area	07:00-01:00	60	85	This shall not include noise from people in outdoor areas of premises licensed for the sale, supply and/or consumption of alcohol that meet the specified outdoor area setback required by Rule 6.1.6.2.10 , between 07:00 hours and 23:00 hours for the Victoria Street area and between 07:00 hours and 01:00 hours for the remainder of Category 2.
			01:00-07:00	50	75	
		Victoria Street area	07:00-23:00	55	85	
			23:00-07:00	50	75	
c.	Category 3: All Central City areas other than Category 1 and 2 entertainment and hospitality precincts.	All activities	07:00-23:00	55	85	This shall not include noise from people in outdoor areas of premises licensed for the sale, supply and/or consumption of alcohol up to a maximum size of 50m ² , in all Category 3 Zones except High Density Residential Zone, between 07:00 hours and 23:00 hours.
		All activities	23:00-07:00	45	75	

Advice notes:

1. The map of the three categories is shown in the Central City Entertainment and Hospitality Precinct Overlay Planning Map.
2. Compliance with the noise limits in Table 2 relating to entertainment and hospitality activities may require assessment of the ability of individual site design and building construction to attenuate noise to the required level, e.g. noise lobbies, "sound ceilings" or other means, or certification by an experienced acoustic consultant.



Schedule 4: Condition 9: Glare Rules 6.3.4.1 Permitted activities Control of Glare

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Chapter 6 General Rules and Procedures

6.3 Outdoor Lighting

6.3.4 Rules - Activity status tables - Control of glare

6.3.4.1 Permitted activities

- a. The activities listed below are permitted activities if they meet the activity specific standards set out in the following table and the activity specific standards in [Rule 6.3.5 Control of Light Spill](#).
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules [6.3.4.2](#), [6.3.4.3](#), [6.3.4.4](#), [6.3.4.5](#) and [6.3.4.6](#).

Activity		Activity specific standards
P1	Any activity involving artificial outdoor lighting, other than activities specified in Rule 6.3.4.5 NC1 or NC2 .	<ol style="list-style-type: none"> a. All fixed exterior lighting shall, as far as practicable, be aimed, adjusted and/or screened to direct lighting away from the windows of habitable spaces of sensitive activities, other than residential units located in industrial zones, so that the obtrusive effects of glare on occupants are minimised. b. Artificial outdoor lighting shall not result in a greater than 2.5 lux spill (horizontal or vertical) into any part of a major arterial road or minor arterial road or arterial route identified in Appendix 7.5.12 where this would cause driver distraction. <p>Advice note:</p> <ol style="list-style-type: none"> 1. See Appendix 6.11.13 for guidance on lighting design to reduce light spill and glare.



Schedule 5: Condition 11: Light Spill 6.3.5.1 Permitted Activities Control of Light Spill and 6.3.6 Light Spill Standards by Zone

Chapter 6 General Rules and Procedures

6.3 Outdoor Lighting

6.3.5 Rules - Activity status tables - Control of Light Spill

6.3.5.1 Permitted activities

- a. The activities listed below are permitted activities if they meet the activity specific standards set out in the following table and the activity specific standards in [Rule 6.3.4 Control of Glare](#).
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in [Rules 6.3.5.2, 6.3.5.3, 6.3.5.4, 6.3.5.5 and 6.3.5.6](#).

Activity		Activity specific standards
P1	Any activity involving outdoor artificial lighting except as specified in Rule 18.4.1.1 P26 .	<p>a. Any outdoor artificial lighting shall comply:</p> <ol style="list-style-type: none"> i. with the light spill standards in Rule 6.3.6 as relevant to the zone in which it is located, and; ii. where the light from an activity spills onto another site in a zone with a more restrictive standard, the more restrictive standard shall apply to any light spill received at that site. <p>Advice note:</p> <ol style="list-style-type: none"> 1. See Appendix 6.11.13 for guidance on lighting design to reduce light spill and glare.

6.3.5.2 Controlled activities

There are no controlled activities.

6.3.5.3 Restricted discretionary activities

- a. The activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion set out in [Rule 6.3.7](#), as set out in the following table.

Activity		The Council's discretion shall be limited to the following matters:
RD1	Any activity listed in Rule 6.3.5.1 P1 that does not meet the activity specific standard.	<p>a. Amenity - Rule 6.3.7.1</p>

6.3.5.4 Discretionary activities

There are no discretionary activities.

6.3.5.5 Non-complying activities

There are no non-complying activities.

6.3.5.6 Prohibited activities

There are no prohibited activities.

Chapter 6 General Rules and Procedures

6.3 Outdoor Lighting

6.3.6 Rules - Light Spill Standards by Zone

- a. The added horizontal or vertical illuminance from the use of artificial outdoor lighting must not exceed the limits in the following table of light spill standards by zone, when measured or calculated 2 metres within the **boundary** of any adjacent **site**.
- b. Where a **site** is divided by a zone boundary, each part of the **site** shall be treated as a separate **site** for the purpose of the standards contained in the following table of light spill standards by zone.

Table 6.3.6.1: Light Spill Standards by Zone

Zone or scheduled activity		Permitted lux spill (horizontal and vertical)
i.	Open Space Coastal Zone	4.0
ii.	City Centre Zone	20.0
iii.	Commercial zones, all other	10.0
iv.	Residential Visitor Accommodation Zone	5.0
v.	Industrial Park Zone; Industrial General Zone	10.0
vi.	Industrial zones, all other	20.0
vii.	Open Space Community Parks Zone; Open Space Natural Zone; Open Space Water and Margins Zone and Avon River Precinct/Te Papa Ōtākaro Zone	4.0
viii.	Open Space zones, all other	10.0
ix.	Papakāinga / Kāinga Nohoanga Zone	4.0
x.	Residential zones, all other	4.0
xi.	Rural Quarry Zone	10.0
xii.	Rural zones, all other	10.0
xiii.	Scheduled activities (taverns; service stations)	10.0
xiv.	Scheduled activities, all other	4.0
xv.	Specific Purpose (Cemetery) Zone; Specific Purpose (Hospital) Zone other than Christchurch Hospital; Specific Purpose (School) Zone; Specific Purpose (Tertiary Education) Zone; Specific Purpose (Flat Land Recovery) Zone; Specific Purpose (Ōtākaro Avon River Corridor) Zone	4.0

Zone or scheduled activity	Permitted lux spill (horizontal and vertical)
xvi. Specific Purpose (Hospital) Zone - Christchurch Hospital; Specific Purpose (Golf Resort) Zone; Specific Purpose (Ruapuna Motorsport) Zone; Specific Purpose (Styx Mill Road Transfer Station) Zone; Specific Purpose (Defence Wigram) Zone	10.0
xvii. Specific Purpose (Airport) Zone	20.0
xviii. Transport Zone Advice note: 1. Exemptions from this standard can be found in 6.3.3 .	Activities in the Transport Zone must meet the standards for the zones in which the adjacent sites are located.



Schedule 6: Condition 13: Aircraft Protection Permitted Activity Rules 6.7.4

- i. 6.7.4.1.1 Protection Surfaces,**
- ii. 6.7.4.2.1 Runway End Protection Surfaces,**
- iii. 6.7.4.3.1 Bird Strike Management Areas, and**
- iv. 6.7.4.4 Protection Surfaces for Christchurch International Airport**

Chapter 6 General Rules and Procedures

6.7 Aircraft Protection

6.7.4 Rules - Christchurch International Airport

6.7.4.1 Activity status tables - Protection Surfaces

6.7.4.1.1 Permitted activities

- a. Within the areas covered by Christchurch International Airport's Protection Surfaces as specified in Rule 6.7.4.4 and shown on the diagrams in Appendix 6.11.7.1 and 6.11.7.2, the activities listed below are permitted activities.
- b. Activities may be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules 6.7.4.1.2, 6.7.4.1.3, 6.7.4.1.4, 6.7.4.1.5 and 6.7.4.1.6.

Activity		Activity Specific Standards
P1	Any activity not specifically provided for as a restricted discretionary or prohibited activity in Rules 6.7.4.1.3 or 6.7.4.1.6.	Nil

6.7.4.1.2 Controlled activities

There are no controlled activities.

6.7.4.1.3 Restricted discretionary activities

- a. Within the areas covered by Christchurch International Airport's Protection Surfaces as specified in Rule 6.7.4.4 and shown on the diagrams in Appendix 6.11.7.1 and 6.11.7.2, the activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion set out in the following table.

Activity		The Council's discretion shall be limited to the following matters
RD1	<ol style="list-style-type: none"> a. Any alteration, relocation or replacement of a tower of a National Grid transmission line existing on 14 January 2010 that penetrates the Protection Surfaces. b. Any application arising from this rule shall not be publicly notified or shall be limited notified only to Christchurch International Airport Limited and the Director of the Civil Aviation Authority (absent their written approval). 	<ol style="list-style-type: none"> a. The extent to which any adverse effects on navigable airspace, representing a hazard to the safety or regularity of aircraft operations, are avoided or mitigated. b. The adequacy of consideration of possible alternatives.

6.7.4.1.4 Discretionary activities

There are no discretionary activities.

6.7.4.1.5 Non-complying activities

There are no non-complying activities.

6.7.4.1.6 Prohibited activities

- a. Within the areas covered by Christchurch International Airport's Protection Surfaces as specified in [Rule 6.7.4.4](#) and shown on the diagrams in [Appendix 6.11.7.1](#) and [6.11.7.2](#), the activities listed below are prohibited activities.

Activity	
PR1	<p>Any part of a building, structure, tree or utility that penetrates the Protection Surfaces (other than provided for by Rule 6.7.4.1.3 RD1), except for:</p> <ul style="list-style-type: none"> a. navigational aids for aircraft; and b. maintenance or repair works on any existing building, structure or utility, including minor upgrading of existing support structures for transmission lines or electricity distribution lines where this does not increase the height or external envelope of the utility.

Chapter 6 General Rules and Procedures

6.7 Aircraft Protection

6.7.4 Rules - Christchurch International Airport

6.7.4.2 Activity status tables - Runway End Protection Areas

6.7.4.2.1 Permitted activities

- a. Within the Runway End Protection Areas (REPAs) as shown in Appendix 6.11.7.3, the activities listed below are permitted activities.
- b. Activities may be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules 6.7.4.2.2, 6.7.4.2.3, 6.7.4.2.4, 6.7.4.2.5 and 6.7.4.2.6.

Activity		Activity specific standards
P1	Any activity not specifically provided for as a prohibited activity in Rule 6.7.4.2.6.	Nil

6.7.4.2.2 Controlled activities

There are no controlled activities.

6.7.4.2.3 Restricted discretionary activities

There are no restricted discretionary activities.

6.7.4.2.4 Discretionary activities

There are no discretionary activities.

6.7.4.2.5 Non-complying activities

There are no non-complying activities.

6.7.4.2.6 Prohibited activities

- a. Within the Runway End Protection Areas (REPAs) as shown in Appendix 6.11.7.3, the activities listed below are prohibited activities.

Activity	
PR1	<p>Any building or utility, excluding:</p> <ul style="list-style-type: none"> a. navigational aids for aircraft; b. structures associated with upgrades for State Highway 1; c. maintenance or repair works on any existing building or utility; d. enclosed walkways associated with vehicle parking areas which are no greater than 2.4 metres in height and 1.8 metres in width; and e. the establishment or replacement of any underground utility.
PR2	<p>Mass assembly of people.</p>
PR3	<p>The use or storage of hazardous substances in fuel storage facilities or for other industrial or commercial operations.</p>
PR4	<p>Production of direct light beams or reflective glare that could interfere with the vision of a pilot excluding:</p> <ul style="list-style-type: none"> a. normal operational reflection from glass and mirrors used in motor vehicles; and b. normal operational light from motor vehicles. <p>Advice note:</p> <ol style="list-style-type: none"> 1. Refer also to Rule 6.3.4.5 with regard to rules applying to outdoor lighting within 500 metres of the threshold of a runway at Christchurch International Airport.

Chapter 6 General Rules and Procedures

6.7 Aircraft Protection

6.7.4 Rules - Christchurch International Airport

6.7.4.3 Activity status tables - Birdstrike Management Areas

6.7.4.3.1 Permitted activities

- a. In the Birdstrike Management Area (within 3 km of the thresholds of the runways at Christchurch International Airport) as shown in [Appendix 6.11.7.5](#), the activities listed below are permitted activities if they meet the activity specific standards set out in the following table.
- b. Activities may be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules [6.7.4.3.2](#), [6.7.4.3.3](#), [6.7.4.3.4](#), [6.7.4.3.5](#), and [6.7.4.3.6](#).

Activity		Activity specific standards
P1	Any activity not specifically provided for as a permitted, controlled, restricted discretionary or discretionary activity in Rules 6.7.4.3.1 - 6.7.4.3.6 .	Nil
P2	Fish processing or packing plants, abattoirs or freezing works.	<ol style="list-style-type: none"> a. Storage, processing and disposal of all organic material takes place within enclosed buildings. b. There is no disposal of effluent onto land associated with the plant or works.
P3	<p>Creation of a new:</p> <ol style="list-style-type: none"> a. stormwater basin; or b. water body (including wastewater oxidation pond) which exceeds 500m² in area. <p>Except that This rule does not apply to any area of a water body covered by an aviary/s.</p>	<ol style="list-style-type: none"> a. The combined area of all stormwater basins and/or water bodies, that are wholly or partly within 0.5km of the proposed water body or stormwater basin's edge, shall not exceed 1000m². b. Any stormwater basin has been designed by a suitably qualified person, with experience in stormwater management systems, to the following standards: <ol style="list-style-type: none"> i. Stormwater infiltration basins shall be designed to fully drain within 48 hours of the cessation of a 2% AEP storm event; ii. Sufficient rapid soakage overflow capacity shall be provided to minimise any ponding of stormwater outside the infiltration area(s); and iii. Plant species used shall be limited to those listed in Appendix 6.11.9. c. Any water body has been designed by a suitably qualified person, with experience in stormwater management systems, to the following standards: <ol style="list-style-type: none"> i. Side slopes shall be at least as steep as 1H:4V except for: <ol style="list-style-type: none"> A. any side slope treated with rock armouring; or B. any area required for vehicle access, provided that such access has a gradient of at least 8H:1V: ii. No permanent island features shall be included, that could provide perching sites for birds; and iii. Plant species used shall be limited to those listed in Appendix 6.11.9.

6.7.4.3.2 Controlled activities

- a. In the Birdstrike Management Area (within 3 km of the thresholds of the runways at Christchurch International Airport) as shown in [Appendix 6.11.7.5](#), the activities listed below are controlled activities.

Activity		The matters over which Council reserves its control:
C1	<p>a. Any activity listed in Rule 6.7.4.3.1 P2 that does not meet one or more of the activity specific standards.</p> <p>b. Applications must be accompanied by a birdstrike risk assessment from a qualified and experienced ornithologist, and that assessment must include recommendations for appropriate conditions for mitigation of birdstrike risk.</p>	<p>a. Mitigation of birdstrike risk, including by design measures and operation or management procedures.</p>

6.7.4.3.3 Restricted discretionary activities

- a. In the Birdstrike Management Area (within 3 km of the thresholds of the runways at Christchurch International Airport) as shown in [Appendix 6.11.7.5](#), the activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion, as set out in the following table.

Activity		The Council's discretion shall be limited to the following matters
RD1	Any activity listed in Rule 6.7.4.3.2 C1 , where the application is not accompanied by the required birdstrike risk assessment.	<p>a. Scale and significance of birdstrike risk likely to be created at the location proposed.</p> <p>b. Mitigation of birdstrike risk including by design measures, operation or management procedures, direct intervention practices and monitoring</p>
RD2	Any activity listed in Rule 6.7.4.3.1 P3 that does not meet one or more of the activity specific standards.	

6.7.4.3.4 Discretionary activities

- a. The activities listed below are discretionary activities.

Activity	
D1	New landfills, excluding cleanfills, within Christchurch District excluding Banks Peninsula Ward (as shown in Appendix 2.1).

6.7.4.3.5 Non-complying activities

There are no non-complying activities.

6.7.4.3.6 Prohibited activities

There are no prohibited activities.

Chapter 6 General Rules and Procedures

6.7 Aircraft Protection

6.7.4 Rules - Christchurch International Airport

6.7.4.4 Protection Surfaces for Christchurch International Airport

a. General explanation

- i. The environs of Christchurch International Airport are protected by a series of protection surfaces - defined surfaces in the airspace above and adjacent to the aerodrome (see Figure 6.7.1 below and [Appendix 6.11.7.1](#) and [6.11.7.2](#)).
- ii. These protection surfaces are necessary to enable aircraft to maintain a satisfactory level of safety while manoeuvring at low altitude in the vicinity of the aerodrome.
- iii. These surfaces are in accordance with the [Civil Aviation Authority of New Zealand Rule Part 139 Appendix E](#) with surface dimensions as noted in [Advisory Circular 139-6 \(AC 139-6\)](#).

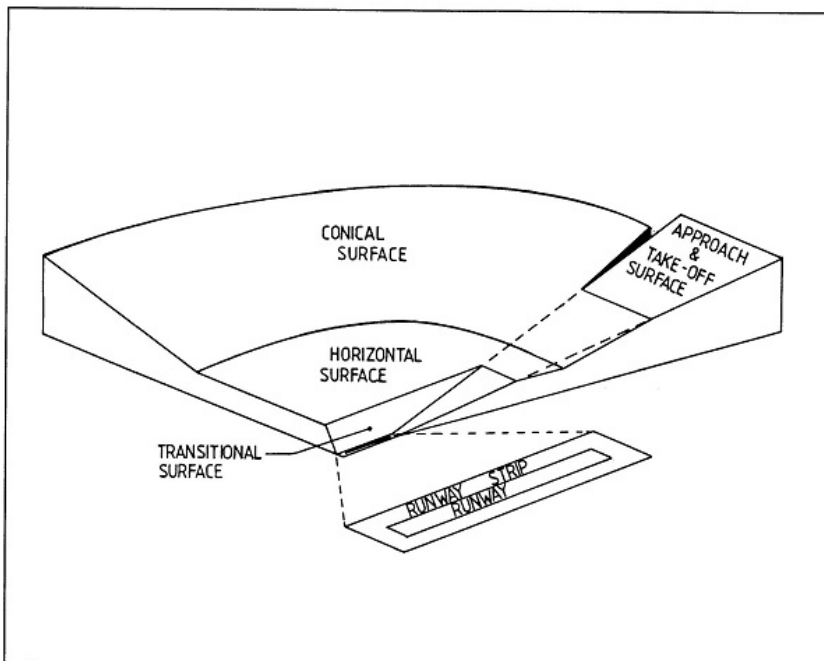


Figure 6.7.1: Illustration of categories of airport protection surfaces. From Civil Aviation Authority Advisory Circular Aerodrome Design AC139-6 Revision 4 (2011) p.55.

b. Horizontal surface for Christchurch International Airport

- i. The horizontal surface consists of a surface located in a horizontal plane above the aerodrome and its environs and having its outer limits at a locus of 4000 metres measured from the periphery of the runway strip.
- ii. The inner horizontal surface is located 83 metres AMSL (45 metres above the aerodrome elevation datum (RL 38.00 AMSL)).

c. Conical surface for Christchurch International Airport

- i. The conical surface is a surface sloping upwards and outwards from the periphery of the horizontal surface.
- ii. The lower edge is coincident with the periphery of the horizontal surface and rises upwards and outwards at a gradient of 1:20 to an elevation of 150 metres above the aerodrome datum level (RL 38.00 AMSL).
- iii. The slope is measured in a vertical plane perpendicular to the periphery of the horizontal surface i.e. 5%.

d. Approach surfaces for Christchurch International Airport

- i. Each runway has an inclined approach surface. The approach path is located within a defined area called the approach fan.
- ii. The origin of the approach fan is an inclined plane originating at the end of the strip. The coordinates of the centre-line of the strip are shown in [Appendix 6.11.7.1](#).

- iii. The fan is essentially a truncated triangle with a cut-off apex line called the inner edge. The width of this inner edge is 300 metres.
- iv. The expanding sides of the approach fan diverge at a constant rate of 1:6.6 (15%, 8° 31' 51") related to the distance from the end of the strip, and extend to a distance of 15,000 metres from the origin except that at any point on the Port Hills where the distance between the ground and the protection surface is less than 10m, the protection surface will be assumed to be at 10 metres.
- v. The elevation of the inner edge of the approach fan is equal to the elevation of the midpoint of the threshold.
- vi. The slope of the approach surface is 1:50 (2%, 1° 8' 45") and is measured in the vertical plane containing the centre line of the runway.

e. Transitional surfaces for Christchurch International Airport

- i. Transitional surfaces originate along the side of the strip and part of the side of the approach surface that slopes upwards and outwards to the horizontal surface.
- ii. From the sides of the strip and the approach surfaces, the transitional surfaces slope upwards and outwards at a gradient of 1:7, extending until they reach the horizontal surface.

f. Take-off surfaces for Christchurch International Airport

- i. Each runway has a take-off surface. The take-off path is located within a defined area called the take-off fan which originates from the end of the runway strip.
- ii. The take-off fan is essentially a truncated triangle with the cut-off apex line called the inner edge. The width of this inner edge is 180 metres. The distance from the inner edge to the runway ends is:

Runway end 02 (north)	432 metres
Runway end 11 (east)	60 metres
Runway end 20 (south)	60 metres
Runway end 29 (west)	300 metres

- iii. The expanding sides of the take-off fan diverge at a constant rate of 1:8 (12.5%, 7° 07' 30") related to the distance from the origin. It expands to a maximum width of 1,200 metres and then the sides remain parallel for a distance of 15,000 metres except that at any point on the Port Hills where the distance between the ground and the protection surface is less than 10 metres, the protection surface will be assumed to be at 10 metres.
- iv. The elevation of the inner edge of the take-off fan is equal to the elevation of the midpoint of the threshold.
- v. The slope of the take-off climb is 1:62.5 (1.6%) and is measured in the vertical plane containing the centre line of the runway.



Schedule 7: Condition 14: Sign Rules 6.8.4

Chapter 6 General Rules and Procedures

6.8 Signs

6.8.4 Rules

6.8.4.1 Activity status tables

6.8.4.1.1 Permitted activities

- a. The activities listed below are permitted activities if they meet the activity specific standards set out in the following table.
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules 6.8.4.1.2, 6.8.4.1.3, 6.8.4.1.4, 6.8.4.1.5 and 6.8.4.1.6 below.

	Activity	Activity specific standards
P1	Any sign not specifically provided for as a permitted, controlled, restricted discretionary, discretionary or non-complying activity.	a. Relevant built form standards in Rule 6.8.4.2
P2	All signs permitted by Council bylaws, NZTA regulations and standards, and all signs mandated under other legislation or regulation including the NESETA, as per Advice note 1 below table other than signs provided for in 6.8.4.1.1 P18.	a. Relevant built form standards in Rule 6.8.4.2 , except that where the standards in Rule 6.8.4.2 conflict with Council bylaws, NZTA regulations and standards, and other regulation or legislation, the regulations and standards in the Council bylaws, NZTA regulations and standards, and other regulation or legislation shall prevail.
P3	Temporary signs advertising the following not for profit events: <ul style="list-style-type: none"> a. community gatherings; b. celebrations; c. non-motorised sports; and d. performances. 	<ul style="list-style-type: none"> a. Signs shall be erected no more than 4 weeks before the first day of the event. b. Signs shall be removed within one week of the event ending. c. Where the sign is in a residential zone, it shall be the only sign on the site on which it is located. d. Signs shall display the name and contact details of the person who erected the sign, and the date the sign was erected on the site. e. Relevant built form standards in Rule 6.8.4.2.2.
P4	Any sign on private land, which is not visible from a publicly accessible space or a residential, open space or transport zone.	Nil
P5	Temporary signs, or other notices, for the purposes of providing information necessary to the public about any rebuilding or recovery work occurring on, or otherwise affecting, that site.	<ul style="list-style-type: none"> a. Temporary signs or notices shall be removed within one month of completion of the project. b. Relevant built form standards in Rule 6.8.4.2.2.
P6	Temporary signs advertising real estate or development projects.	<ul style="list-style-type: none"> a. Signs may be erected for the duration of the activity, but shall be removed immediately after completion of sale or completion of the development project. b. In residential zones, the maximum area of signage on a site shall not exceed 3m². c. The built form standards in Rule 6.8.4.2.2.
P7	Business and building identification signs made of three dimensional letters and/or symbols in: <ul style="list-style-type: none"> a. residential zones (other than the Residential Visitor Accommodation Zone or where located within a Character Area Overlay); b. the Papakāinga / Kāinga Nohoanga Zone; c. all open space and rural zones; d. the Specific Purpose (School) Zone; and e. the Specific Purpose (Ōtākaro Avon River Corridor) Zone. 	<ul style="list-style-type: none"> a. The maximum symbol/lettering height shall be 200mm. b. No more than 30 letters and/or symbols shall be displayed on each building frontage. c. Letters and/or symbols shall be applied with no visible mounting structure. d. The background shall not be differentiated from the fabric and colour of the rest of the façade. e. Signs shall not extend above façade height. <p>Advice note:</p> <ol style="list-style-type: none"> 1. Where any one or more of the activity specific standards a. - e. above are not met, Rule 6.8.4.1.1 P1 shall apply.
P8	Business and building identification signs made of three dimensional letters and/or symbols in:	<ul style="list-style-type: none"> a. Letters and symbols shall not exceed a height of 500mm. b. No more than 30 letters and/or symbols shall be displayed on each building frontage.

	Activity	Activity specific standards
	<ul style="list-style-type: none"> a. the Residential Visitor Accommodation Zone, b. all commercial zones other than: <ul style="list-style-type: none"> i. the Town or Local Centre Zone in a Key Activity Centre where the maximum building height is 20 metres; ii. the Commercial Banks Peninsula Zone in Akaroa; iii. the Commercial Large Format Retail Zone; and iv. the City Centre Zone where the signage is displayed at a height of greater than 17 metres; c. all industrial zones; and d. the Specific Purpose (Hospital), Specific Purpose (Styx Mill Road Transfer Station), Specific Purpose (Defence Wigram), Specific Purpose (Airport) and Specific Purpose (Tertiary Education) Zones. 	<p>on each building frontage.</p> <ul style="list-style-type: none"> c. Letters and/or symbols shall be applied with no visible mounting structure. d. The background shall not be differentiated from the fabric and colour of the rest of the facade. e. Signs shall not extend above façade height. <p>Advice note:</p> <ol style="list-style-type: none"> 1. Where any one or more of the activity specific standards a. - e. above are not met, Rule 6.8.4.1.1 P1 shall apply.

	Activity	Activity specific standards
P9	<p>Business and building identification signs made of three dimensional letters and/or symbols in:</p> <ul style="list-style-type: none"> a. Town Centre or Local Centre Zones in Key Activity Centres where the maximum building height is 20 metres; b. the Large Format Retail Zone; and c. the City Centre Zone where the signage is displayed at a height of greater than 17 metres. 	<ul style="list-style-type: none"> a. Letters and symbols shall not exceed a height of 1 metre. b. No more than 30 letters and/or symbols shall be displayed on each building frontage. c. Letters and/or symbols shall be applied with no visible mounting structure. d. The background shall not be differentiated from the material and colour of the rest of the facade. e. Signs shall not extend above façade height. <p>Advice note:</p> <ul style="list-style-type: none"> 1. Where any one or more of the activity specific standards a. - e. above are not met, Rule 6.8.4.1.1 P1 shall apply.
P10	<p>Signs on utilities or utility structures.</p> <p>(See Advice Note 1 below table)</p>	<ul style="list-style-type: none"> a. The total area of signs shall not exceed 10m² per utility or utility structure. b. Each sign shall be for utility operational, or utility operator identification, purposes only.
P11	<p>Small off-site signs in:</p> <ul style="list-style-type: none"> a. all residential zones; b. all commercial zones, except for the City Centre Zone; and c. all industrial zones, except for the Industrial Park Zone (Memorial Avenue) within the 20 metre setback adjacent to Memorial Avenue. 	<ul style="list-style-type: none"> a. Each sign shall have a maximum area, including the border, of 1.4m². b. No sign shall be able to be seen from any site located within a residential zone; c. Each sign shall be sealed and waterproof; d. Each sign shall be subject to a written maintenance programme, in the form set out in Appendix 6.11.16 to be undertaken by the operator / provider that has been lodged with the Council prior to its erection; e. No sign shall have moving parts or changing images; f. No sign shall be illuminated; g. Each sign shall have the name and address of the sign operator / provider and other contact details on the sign; h. There shall be no more than three small off-site signs on each road frontage of any site.
P12	<p>Posters on bollards as authorised by the Council in accordance with a bollard maintenance contract.</p>	<p>Nil</p>
P13	<p>Signage in association with public walking and cycling tracks or areas of public open space that is for track marking, entrance identification, warning, direction, or interpretation of the natural or cultural environment.</p> <p>Advice note:</p> <ul style="list-style-type: none"> 1. This rule does not apply to signage in heritage settings or in open spaces which are heritage items identified in Appendix 9.3.7.2, or to signage in heritage areas identified in Appendix 9.3.7.3, which are subject to the signage built form standards in Rule 6.8.4.2. 	<ul style="list-style-type: none"> a. Each sign shall be less than 0.25m² in area where used for track marking; b. Each sign shall be less than 2m² in area where used for track entrance identification, warning, direction, or interpretation.
P14	<p>Any sign on Māori land in the Papakāinga / Kāinga Nohoanga Zone,</p>	<p>Nil</p>

	Activity	Activity specific standards
	except for signs that are flashing, illuminated, intermittently illuminated, with moving components, billboards, captive balloons or blimps, or off-site signs.	

	Activity	Activity specific standards
<p>P15</p>	<p>Static and digital display billboards located on sites fronting arterial roads and/or collector roads within:</p> <ul style="list-style-type: none"> a. the Large Format Retail Zone and the Mixed Use Zone; b. the Specific Purpose (Airport) Zone; and c. all industrial zones, other than the Industrial Park Zone (Memorial Avenue). 	<ul style="list-style-type: none"> a. The maximum area of any single billboard shall be 18m². In the case of two sided billboards, the area shall be calculated as being that visible from one direction only provided that such billboards are joined at the apex and are separated by an angle of 30 degrees or less. b. The maximum height shall be 9 metres. c. The site shall have a minimum road frontage of 40 metres per billboard, provided that no more than 2 billboards may be erected on any single site. d. Any billboard shall not be directly visible from any site within a residential zone. e. Each billboard shall be subject to a written maintenance programme, in the form set out in Appendix 6.11.16, to be undertaken by the operator/provider, that has been lodged with the Council prior to the erection of the billboard. f. The billboard shall be located at least 50 metres from any signalised traffic intersection. <p>In addition, for digital display billboards:</p> <ul style="list-style-type: none"> g. The billboard shall result in no more than 10.0 lux spill (horizontal and vertical) of light when measured or calculated 2 metres within the boundary of any adjacent site and/or arterial road and/or collector road. h. No live broadcast or pre-recorded video shall be displayed on the screen. Only still images shall be displayed with a minimum duration of 7 seconds. i. There shall be no movement or animation of the images displayed on the screen. j. The material displayed on the screen shall not contain any flashing images and the screen itself shall not contain any retro-reflective material. k. There shall be no transitions between still images apart from cross-dissolve of a maximum of 0.5 seconds. l. There shall be no sound associated with the screen and no sound equipment is to be installed as part of the screen. m. The screen shall incorporate lighting control to adjust brightness in line with ambient light levels. n. The billboard shall not be located on or adjacent to a state highway with a speed limit that is greater than 70km/hr.
<p>P16</p>	<p>In the Industrial Park Zone (Memorial, Avenue), any sign within the 20 metre setback adjacent to Memorial Avenue: (except for temporary election and referendum signage).</p>	<ul style="list-style-type: none"> a. There shall be no more than two signs within the 20 metre setback for the entire zone boundary adjacent to Memorial Avenue, and each shall: <ul style="list-style-type: none"> i. be double sided; ii. not exceed a total area of 10m² per side; iii. have a maximum height above ground level of 10 metres at the top of the sign; iv. have a maximum width of 5 metres; v. be for directional purposes and only contain the name of the complex, the names of businesses within the complex, access information, the onsite location of facilities (including car parking areas), and hours of operation; vi. not be flashing or illuminated by any means other than lights directed on to it; and

	Activity	Activity specific standards
		vii. be located within 10 metres of a vehicle access point .
P17	Signage within the Specific Purpose (Airport) Zone within the scope of designation D1 .	Nil
P18	Temporary election and referendum signage including: <ol style="list-style-type: none"> signs that encourage or persuade voters to vote for a party or candidate or on a referendum issue; and non-partisan promotional signs to increase public awareness of how, when or where people can participate in elections or referendums. 	<ol style="list-style-type: none"> Temporary election and referendum signage (other than non-partisan promotional signage which is not time limited) shall only be displayed during the period beginning 9 weeks before the voting period begins and ending on midnight on the day before the voting period ends. Relevant built form standards in Rule 6.8.4.2.2, Rule 6.8.4.2.3 (b), Rule 6.8.4.2.5 and Rule 6.8.4.2.7. <p>Note:</p> <ol style="list-style-type: none"> The rules applying to signage on heritage items or in heritage settings (Rule 9.3.4.1.1 P6 and Rule 9.3.4.1.3 RD7) also apply to temporary election and referendum signage.

Advice notes:

- The [National Environmental Standards for Electricity Transmission Activities Regulations 2009](#) (NESETA) manages the installation and modification of **signs** on **support structures** of existing **transmission lines** that are intended to identify a structure or owner, or intended to help with navigation or safety.
- Permission is required under Council bylaws to place signage on any property owned or administered by the Council including in the road reserve or in parks. This does not include temporary election and referendum signage on fences on the boundary between private property and the road reserve that is facing the road and does not project more than 100mm into the road reserve. NZTA bylaws also require permission from NZTA to place signage on land which they own or administer.
- The standards in [Rule 6.8.4.1.1 P18](#) do not apply to the use of existing lawfully established sign frames or billboards (including digital signs) to display temporary election and referendum signage.

6.8.4.1.2 Controlled activities

- The activities listed below are controlled activities if they meet the activity specific standards set out in the following table.
- Unless otherwise specified, controlled activities shall not be limited or publicly notified.
- Discretion to impose conditions is restricted to the matters over which control is reserved, as set out in the following table.

Activity	The Council's control is reserved to the following matters:
<p>C1 Signage that forms part of any new building, or addition to a building, that is subject to urban design certification under Rule 15.4.2.1 (b) and that:</p> <ul style="list-style-type: none"> a. does not meet one or more of the relevant built form standards in Rule 6.8.4.2; and b. is certified by a qualified urban design expert on a Council approved list as meeting the provisions / outcomes in Rule 6.8.5.1. <p>Certification shall include sufficient detail to demonstrate how the relevant provisions / outcomes in Rule 6.8.5.1 have been met.</p>	<ul style="list-style-type: none"> a. That the signage is displayed in accordance with the urban design certification.

6.8.4.1.3 Restricted discretionary activities

- a. Activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion set out in Rule 6.8.5, as set out in the following table.

Activity	Council's discretion shall be limited to the following matters:
<p>RD1</p> <p>a. Any sign listed in Rule 6.8.4.1.1 P1 - P15 and P18 (other than P7, P8, P9 or P15), that does not meet one or more of the activity specific standards, other than:</p> <ul style="list-style-type: none"> i. signs provided for in Rule 6.8.4.1.2 C1, Rule 6.8.4.1.3 RD2 - RD4; or ii. discretionary or non-complying activities in Rule 6.8.4.1.4 and Rule 6.8.4.1.5 <p>b. In the Specific Purpose (Ōtākaro Avon River Corridor) Zone, any sign listed in Rule 6.8.4.1.1 P7 that does not meet one or more of the activity specific standards other than signs provided for in Rule 6.8.4.1.2 C1 and Rule 6.8.4.1.4 D1.</p> <p>c. Any application arising from this rule shall not be publicly notified and shall be limited notified only to the New Zealand Transport Agency where it concerns a road under its control (absent its written approval).</p>	<p>a. All signs and ancillary support structures - Rule 6.8.5.1</p>
<p>RD2</p> <p>The following signs in all commercial and industrial zones (other than the Commercial Banks Peninsula Zone) and in the Specific Purpose (Airport) Zone, other than signs provided for in Rule 6.8.4.1.1 P11 or P15, or Rule 6.8.4.1.5 NC1:</p> <ul style="list-style-type: none"> a. Off-site signs, other than those provided for in Rule 6.8.4.1.1 P2, P3, P4, P5, P6, P12, P13 or P16; b. Flashing or intermittently illuminated signs; c. Signs with moving components; d. Signs with changing images / digital signs; and e. Captive balloons or blimps; <p>which meet the relevant built form standards in Rule 6.8.4.2.</p>	<ul style="list-style-type: none"> a. All signs and ancillary support structures - Rule 6.8.5.1 b. Illuminated, moving, changing, flashing or retro-reflective displays - Rule 6.8.5.2 c. Static and digital billboards - Rule 6.8.5.3
<p>RD3</p> <p>Static and digital display billboards listed in Rule 6.8.4.1.1 P15 that do not meet one or more of the activity specific standards in Rule 6.8.4.1.1 P15.</p>	<p>a. Static and digital billboards - Rule 6.8.5.3</p>
<p>RD4</p> <ul style="list-style-type: none"> a. Any sign listed in Rule 6.8.4.1.1 P16 that does not meet one or more of the activity specific standards, unless otherwise specified in Rule 6.8.4.1.5 NC1. b. Any application arising from this rule 	<p>a. Signage adjacent to Memorial Avenue - Rule 6.8.5.4</p>

Activity	Council's discretion shall be limited to the following matters:
	shall not be publicly or limited notified.
RD5 Small off-site signs in the City Centre Zone that meet all the activity specific standards specified for Rule 6.8.4.1.1 P11 .	a. All signs and ancillary support structures - Rule 6.8.5.1

6.8.4.1.4 Discretionary activities

- a. The activities listed below are discretionary activities.

	Activity
D1	The following signs in all zones, other than signs provided for in Rule 6.8.4.1.1 P11 or P15 , Rule 6.8.4.1.3 RD2 , RD3 or RD5 , or Rule 6.8.4.1.5 NC1 : <ul style="list-style-type: none"> a. Off-site signs, other than signs provided for by Rule 6.8.4.1.1 P2, P3, P4, P5, P6, P12, P13 or P16; b. Illuminated signs (other than signs in industrial, commercial zones (excluding Commercial Banks Peninsula) and Specific Purpose airport zones); c. Flashing or intermittently illuminated signs; d. Signs with moving components; e. Signs with changing images/digital signs; and f. Captive balloons or blimps.
D2	Signs listed in Rule 6.8.4.1.3 RD2 that do not meet one or more of the relevant built form standards in Rule 6.8.4.2 .

6.8.4.1.5 Non-complying activities

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

	Activity
NC1	Any billboard within the Industrial Park Zone (Memorial Avenue) or the Specific Purpose (Ōtākaro Avon River Corridor) Zone.
NC2	Temporary election or referendum signage that does not meet the built form standards in Rule 6.8.4.2.7 (h) or (i) .

6.8.4.1.6 Prohibited activities

There are no prohibited activities.

6.8.4.2 Built form standards

6.8.4.2.1 Measurement of the area of a sign

- a. For the purposes of measuring the area of any **sign** in accordance with [Rule 6.8.4.2](#), a double-sided **sign** shall be measured as the area of one side only, being the larger of any one side (see [Rule 6.11.8 - Diagram 2](#)).

6.8.4.2.2 Traffic safety - applies to all signs

- a. Any **sign** shall be located so as not to obscure or to detract from the interpretation of any traffic **sign** or controls.
- b. No **sign** shall be located adjacent to a state highway or **arterial road** where all of the following criteria are met:
- i. the **road** has a speed limit of 70km per hour or greater; and

- ii. the sign is located within a road boundary building setback required by a built form standard for the relevant zone; and
- iii. the sign is located within 100 metres (in urban zones) or 200 metres (in rural or open space zones) in front of any official regulatory or warning sign or traffic signal.

Explanatory Note:

1. Official regulatory signs exclude street naming signs and brown information signs.

6.8.4.2.3 Integration with building design

- a. Any sign displayed on wall surfaces, including individual lettering, shall not obscure any window, door or architectural feature, visible from the exterior of the building.
- b. Where a sign, including a flag, extends over part of the Transport Zone the lowest part of the sign shall be located a minimum of 2.6 metres above ground level.

6.8.4.2.4 Signs attached to buildings

- a. For signage on heritage items, on buildings in heritage items which are open spaces, in heritage settings, and in heritage areas, the signage activity standard in 9.3.4.1.1 P4a also applies.
- b. The maximum area and height of signs shall be as follows:

Zone or scheduled activity	Maximum total area of signs per building	Maximum height above ground level at top of sign	
All residential zones (other than Residential Visitor Accommodation Zone)	0.5m ² , or as specified in an activity status table for permitted non-residential activities in Chapter 14 Residential Zones.	4 metres or façade height , whichever is lower	
Open Space Community Parks Zone	2m ²		
Open Space Water and Margins Zone and Open Space Avon River Precinct/Te Papa Ōtākaro Zone			
Open Space Natural Zone			
Rural Banks Peninsula Zone			
Specific Purpose (Ōtākaro Avon River Corridor) Zone			
Open Space Metropolitan Facilities Zone	3m ²		
Open Space McLeans Island Zone			
All rural zones (other than Rural Banks Peninsula Zone)	4m ²		
All specific purpose zones not listed elsewhere in this table			
Commercial Banks Peninsula Zone (except Lyttelton)	Length along primary building frontage (m) x 0.2m.		6 metres or façade height , whichever is lower
Residential Visitor Accommodation Zone			9 metres or façade height , whichever is lower

Zone or scheduled activity	Maximum total area of signs per building	Maximum height above ground level at top of sign
Commercial Banks Peninsula Zone (Lyttelton)	Length along primary building frontage (m) x 0.5m.	6 metres or façade height , whichever is lower
Neighbourhood Centre Zone		
Commercial Office Zone		
Town Centre or Local Centre Zone (except where listed elsewhere in this table)		
All scheduled activities (Rule 6.5), other than service stations	Length along primary building frontage (m) x 0.5m	6 metres or façade height , whichever is lower
Specific Purpose (Tertiary Education)		
City Centre Zone	Length along primary building frontage (m) x 0.5m.	9 metres or façade height , whichever is lower
Central City Mixed Use Zone		
Central City Mixed Use (South Frame) Zone		
Town Centre or Local Centre Zone (Hornby and The Palms Mall only)	Length along primary building frontage (m) x 1m	Where the maximum height standard is 20 metres, 9 metres or façade height , whichever is lower.
Specific Purpose (Airport) Zone		Where the maximum height standard is 12 metres, 6 metres or façade height , whichever is lower
Scheduled activities (Rule 6.5) service stations		9 metres or façade height , whichever is lower
<p>A. Service stations on the following sites: 64 Blighs Road (Lot 1 DP 28218 Lots 3 & 6 DP 1978); 345 Halswell Road (Lot 2 DP 339018, Lot 2 DP 46884); 4 Russley Road (Pt Lot 1 DP 79303); and 175 Wainoni Road (Lot 2 DP 12297, Pt Lot 3 DP 14198);</p> <p>B. Buildings used for auto servicing, inspections and tyre sales on the following site: 89-91 Beach Road, North New Brighton (Lots 1 & 2 DP25521)</p>		

Zone or scheduled activity	Maximum total area of signs per building	Maximum height above ground level at top of sign
Large Format Retail Zone	Building length of primary building frontage facing roads or customer car parking areas (m) x 1.2m.	9 metres or façade height , whichever is lower
Mixed Use Zone		
All industrial zones		
Town Centre or Local Centre Zone (Eastgate Mall, Northlands Mall, Riccarton Mall only)	Total amount of signage 1500m ² per mall	12 metres or façade height , whichever is lower
Specific Purpose (Hospital) Zone	No limit on number and area of signs provided they are related solely to a hospital	
Specific Purpose (Lyttelton Port) Zone	No limit on number and area of signs provided they are related solely to port activities	Façade height
Specific Purpose (Styx Mill Road Transfer Station) Zone	5% x road frontage x 1m	6 metres or façade height , whichever is lower
Specific Purpose (Defence Wigram) Zone		4 metres or façade height , whichever is lower

6.8.4.2.5 Projecting signs and signs attached to or on verandas

In addition to meeting the built form standards in Rule 6.8.4.2.4, signs mounted and affixed to or on verandas, signs mounted to the face of verandas, and signs projecting from the face of a building, shall also meet the following built form standards:

- a. Signs mounted and affixed to or on verandas (see Rule 6.11.8 - Diagrams 4 & 5)

Maximum projection into the Transport Zone	2.5 metres
Minimum height above ground level for the lowest part of the sign	2.6 metres
Maximum distance from veranda top surface	1.2 metres
Minimum setback from the face of the kerb	0.5 metres

- b. Signs mounted to the face of verandas (see Rule 6.11.8 - Diagram 4)

Maximum height of sign display	0.5 metres
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- c. Signs projecting from the face of a building (see Rule 6.11.8 - Diagrams 6 & 7)

Signs Parallel to the Building Face	Maximum projection from the face of the building.	0.2 metres	
Signs Perpendicular to the Building Face	Maximum projection from the face of the building	Greater than 2.6m above ground level	1.2 metres
		No greater than 2.6m above ground level	0.2 metres
	Minimum setback from the face of the kerb	0.5 metres	

- d. Signs shall not project forward of the face of the veranda on which they are located.
e. Projecting signs shall only be at right angles to the building face they are fixed to.

6.8.4.2.6 Free-standing signs

- a. The maximum number, area, width and height of free-standing signs shall be as follows:

Zone or scheduled activity	Number of signs per site	Maximum total area of signs	Maximum height above ground level at top of sign
All residential zones (other than Residential Visitor Accommodation Zone)	1	0.2m ² , or as specified in an activity status table for permitted non-residential activities in Chapter 14 Residential Zones.	4 metres
Open Space Community Parks Zone	1 for each formed vehicle access (refer to Rule 6.8.4.2.6 c. and d. below) and 1 for each formed pedestrian entrance (refer to Rule 6.8.4.2.6 d. below).	1m ² per sign	4 metres
Open Space Water and Margins Zone and Open Space Avon River Precinct/Te Papa Ōtākaro Zone			
Open Space Natural Zone (except Orton Bradley Park)			
Open Space Metropolitan Facilities Zone			
Open Space McLeans Island Zone			
All rural zones			
Specific Purpose (Ōtākaro Avon River Corridor) Zone, except within an Edge Housing Area Overlay or Trial Housing Area Overlay, as shown on the Development Plan in Appendix 13.14.6.1.			
Specific Purpose (Ōtākaro Avon River Corridor) Zone within an Edge Housing Area Overlay or Trial Housing Area Overlay, as shown on the Development Plan in Appendix 13.14.6.1.	1	0.2m ²	4 metres
Open Space Natural Zone (Orton Bradley Park)	1	3m ²	4 metres

Zone or scheduled activity		Relating to Pedestrian Entrances			Relating to Vehicle Entrances		
		Maximum width	Maximum total area of a sign	Maximum height above ground level at top of sign	Maximum width	Maximum total area of a sign	Maximum height above ground level at top of sign
Number of signs per vehicle or pedestrian entrance							
Commercial Banks Peninsula Zone	1 for each formed vehicle access (refer to Rule 6.8.4.2.6 c. and d. below) and 1 for each formed pedestrian entrance (refer to Rule 6.8.4.2.6 d. below), (other than billboards permitted under Rule 6.8.4.1.1 P15)		1m ²	2 metres	2 metres	2m ²	4 metres
Residential Visitor Accommodation Zone							
Neighbourhood Centre Zone		1 metre	2m ²	2 metres	2 metres	9m ²	6 metres
Commercial Office Zone							
City Centre Zone							
All scheduled activities (Rule 6.5) other than service stations							
All specific purpose zones, other than Specific Purpose (Lyttelton Port), Specific Purpose (Airport), Specific Purpose (Ōtākaro Avon River Corridor) and Specific Purpose (Hospital) Zones							
Central City Mixed Use Zone		1 metre	2m ²	2 metres	2.5 metres	18m ²	9 metres
Central City Mixed Use (South Frame) Zone					(other than billboards permitted under Rule 6.8.4.1.1 P15)		
Town Centre or Local Centre Zone							
Large Format Retail Zone							
Mixed Use Zone							

Zone or scheduled activity	Relating to Pedestrian Entrances			Relating to Vehicle Entrances		
Mixed Use Zone						

Zone or scheduled activity	Relating to Pedestrian Entrances			Relating to Vehicle Entrances		
All industrial zones (other than the Industrial Park Zone (Memorial Avenue) - refer to Rule 6.8.4.2.6 e. below))						
Scheduled activities (Rule 6.5) service stations						
<p>A. Service stations on the following sites: 64 Blighs Road (Lot 1 DP 28218 Lots 3 & 6 DP 1978); 345 Halswell Road (Lot 2 DP 339018, Lot 2 DP 46884); 4 Russley Road (Pt Lot 1 DP 79303); and 175 Wainoni Road (Lot 2 DP 12297, Pt Lot 3 DP 14198);</p> <p>B. Buildings used for auto servicing, inspections and tyre sales on the following site: 89-91 Beach Road, North New Brighton (Lots 1 & 2 DP25521)</p>						
Specific Purpose / Use/Notes						

Zone or scheduled activity	Relating to Pedestrian Entrances	Relating to Vehicle Entrances
Specific Purpose (Lyttelton Port) Zone		
Specific Purpose (Airport) Zone		
Specific Purpose (Hospital) Zone	No limit on signs provided they are related solely to a hospital.	

- c. Signs relating to a formed vehicle access do not need to be located at the vehicle entrance they relate to.
- d. Pedestrian and vehicle access in Rule 6.8.4.2.6 refer to entrances to sites not to buildings, for example, a vehicle crossing from the road to a parking area, or a pedestrian entrance from the footpath into a site. Building entry and garage doors are not considered to be vehicle or pedestrian entrances when considering standards for free-standing sign under this rule.
- e. Rules 6.8.4.1.1 P16, 6.8.4.1.3 RD4 and 6.8.4.1.5 NC1 apply to the Industrial Park Zone (Memorial Avenue). Where rules conflict, Rules 6.8.4.1.1 P16, 6.8.4.1.3 RD4 and 6.8.4.1.5 NC1 shall prevail.

6.8.4.2.7 Temporary election or referendum signs

- a. Rule 6.8.4.2.1 applies to measuring the area of temporary election or referendum signs.
- b. The maximum area of temporary election or referendum signage (excluding promotional signage) on any one site is 3m². This is in addition to any other permanent signage permitted or consented on the site. If the quantum of permanent signage on the site is less than the maximum, the balance enabled for permanent signage may also be used for temporary election or referendum signage. There is no limit on the number of temporary election or referendum signs per site as long as the maximum total area is not exceeded. On a corner site, one temporary election or referendum sign of up to 3m² each may be placed on each road frontage.
- c. The maximum area of any individual temporary election or referendum sign shall be 3m².
- d. Rules 6.8.4.2.7(b) and (c) do not apply to temporary signs on a vehicle where that temporary sign is painted onto or attached flush with the vehicle body, does not protrude out from or above the vehicle body and does not obstruct visibility for the driver from any windows of the vehicle.
- e. There shall be no temporary election or referendum signs on trailers or other structures attached to a vehicle that increase its size other than as provided for in Rule 6.8.4.2.7(d).
- f. The maximum height for any part of a temporary election or referendum sign shall be 4m above ground level or at façade height where attached to a building, fence or structure; whichever is the lower of the two.

Note: Signs that are more than 1.8 metres in height are subject to the building setback rules and other built form standards for the zone including recession planes. Signs cannot be placed in the visibility splays adjoining a vehicle access.

- g. Temporary election or referendum signs shall not be affixed to any Significant Tree listed in Appendices 9.4.7.1 and 9.4.7.2.
- h. Free-standing temporary election or referendum signs shall not be erected within (as shown on the planning maps):
 - i. Outstanding Natural Features (as identified in Appendices 9.2.9.2.1, 9.2.9.2.5 and 9.2.9.2.6);
 - ii. Outstanding Natural Landscapes (as identified in Appendices 9.2.9.2.2, 9.2.9.2.5 and 9.2.9.2.6)
 - iii. Significant Features (as identified in Appendices 9.2.9.2.3, 9.2.9.2.5 and 9.2.9.2.6);
 - iv. An area 20 vertical metres immediately below the height, at or above the height of any Identified Important Ridgeline (as shown on the planning maps);
 - v. Areas of Outstanding Natural Character in the Coastal Environment (as identified in Appendices 9.2.9.2.7, 9.2.9.2.10 and 9.2.9.2.11); or
 - vi. Areas of High (and Very High) Natural Character in the Coastal Environment (as identified in Appendices 9.2.9.2.8, 9.2.9.2.10 and 9.2.9.2.11); or
 - vii. Wāhi Tapu / Wāhi Taonga sites of Ngāi Tahu Cultural Significance identified as urupā or listed on Table 4 in Appendix 9.5.6.1.
- i. Free-standing temporary election or referendum signs that require any indigenous vegetation clearance or earthworks deeper than 0.5 metres shall not be erected within (as shown on the planning maps):
 - i. Wāhi Tapu / Wāhi Taonga sites of Ngāi Tahu Cultural Significance (as identified in Appendix 9.5.6.1 and except as listed in Rule 6.8.4.2.7(g) (vii)) or Kaitōrete Spit (ID 64, Schedule 9.5.6.2);
 - ii. Sites of Ecological Significance (as identified in Appendix 9.1.6.1, including Schedules A and B); or
 - iii. Indigenous Vegetation areas (as identified in Appendix 9.1.6.6).

- j. Temporary signs shall not be similar to, or the same as any traffic sign or controls in shape and colour.
- k. Rules 6.8.4.2.7 (b), (c), (d), and (f) do not apply to Māori land in the Papakāinga/Kāinga Nohoanga Zone.



Schedule 8: Condition 15: Earthworks Rules 8.9.2.1

Chapter 8 Subdivision, Development and Earthworks

8.9 Rules - Earthworks

8.9.2 Activity status tables

8.9.2.1 Permitted activities - earthworks

- a. The activities listed below are permitted activities if they meet the activity standards set out in the following table.
- b. Activities may also be controlled, restricted discretionary, discretionary, non-complying or prohibited as specified in Rules 8.9.2.2, 8.9.2.3, 8.9.2.4, 8.9.2.5 and 8.9.2.6.

Activity	Activity Standard
<p>P1</p> <p>Earthworks:</p> <ul style="list-style-type: none"> a. not for the purpose of the repair of land used for residential purposes and damaged by earthquakes; and b. if in the Industrial General Zone (North Belfast), greater than 20 metres from: <ul style="list-style-type: none"> i. the surveyed point of the spring identified on the Outline Development Plan in Appendix 16.8.5; or ii. any spring not identified on the Outline Development Plan in Appendix 16.8.5, and which is within the area identified as Stormwater Management Area 1 on the Outline Development Plan but not within Lots 5, 6 and 7 DP 71209, in which case the setback shall be measured from the head or heads of the spring where visible. <p>Advice note:</p> <ul style="list-style-type: none"> 1. Chapter 5 contains additional requirements for earthworks within Flood Management Areas and Flood Ponding Management Areas. 2. Refer to P2 for earthworks for the purpose of the repair of land used for residential purposes and damaged by earthquakes 	<ul style="list-style-type: none"> a. Earthworks shall not exceed the volumes in Table 9 over any 12 month time period. b. Earthworks in zones listed in Table 9 shall not exceed a maximum depth of 0.6m, other than in relation to farming activities, quarrying activities or permitted education activities. c. Earthworks shall not occur on land which has a gradient that is steeper than 1 in 6. d. Earthworks involving soil compaction methods which create vibration shall comply with DIN 4150 199902 and compliance shall be certified through a statement of professional opinion provided to the Council from a suitably qualified and experienced chartered or registered engineer. e. Earthworks involving mechanical or illuminating equipment shall not be undertaken outside the hours of 07:00 – 19:00 in a Residential Zone. Advice note: 1. Between the hours of 07:00 and 19:00, the noise standards in Chapter 6 Rule 6.1.5.2 and the light spill standards at Chapter 6 Rule 6.3.6 both apply. f. Earthworks involving mechanical equipment, other than in residential zones, shall not occur outside the hours of 07:00 and 22:00 except where compliant with NZS 6803:1999. Advice note: 1. Between the hours of 07:00 and 22:00 the noise standards in Chapter 6 Rule 6.1.5.2 apply except where NZS 6803.1999 is complied with, and the light spill standards in Chapter 6 Rule 6.3.6 apply. g. Filling shall consist of clean fill. h. The activity standards listed in Rule 8.9.2.1 P3, P4 and P5. i. Where earthworks occur within 5 metres of a heritage item, or above the volumes contained in Table 9 within a heritage setting, details of temporary protection measures to be put in place to mitigate potential physical effects on the heritage item must be provided to Council's Heritage team for comment at least 5 working days prior to the works commencing. j. In the Industrial General Zone (North Belfast): Activity Standards in Rule 8.6.14. <p>Advice notes:</p> <ul style="list-style-type: none"> 1. The Erosion and Sediment Control Guidelines (prepared by Environment Canterbury) may be of assistance in terms of the design and location of any filter. 2. The Natural Resources Regional Plan and Land and Water Regional Plan include provisions for earthworks in riparian margins and the Port Hills respectively and provisions in relation to dust control. 3. The Council's Water Supply, Wastewater and Stormwater Bylaw 2014 applies.

P2

- a. **Earthworks** for the purpose of the repair of land used for residential purposes and damaged by earthquakes:
- i. outside a **Flood Management Area** (including outside the Te Waihora/Lake Ellesmere and Wairewa/Lake Forsyth Management Areas; and
 - ii. outside of the Port Hills and **Banks Peninsula**; but
 - iii. including all other residential land whether or not an EQC payment has been made and residential land which was unimproved when damage occurred.

Advice note:

1. Rule 5.4.4 in Chapter 5 applies to **earthworks** for the repair of land used for residential purposes damaged by earthquakes within **Flood Management Areas** in rural and residential zones.

- a. The **earthworks** shall:
 - i. only occur in a zone listed in Table 10 Earthworks for the purpose of land repair; and
 - ii. be commenced prior to the expiry of this rule on 31 December 2018.
- b. Where the land repair and **earthworks** are not designed, supervised or certified by a Chartered Professional Engineer with experience in geotechnical engineering or Professional Engineering Geologist (IPENZ Registered), any **filling, excavation or disturbance of soils** shall not exceed the requirements of Table 10.
- c. Where the land repair and **earthworks** are designed, supervised and certified by a Chartered Professional Engineer with experience in geotechnical engineering or Professional Engineering Geologist (IPENZ Registered), any **earthworks** shall meet the following requirements:
 - i. The **site** or part of the **site** shall not be located within a **Site of Ngāi Tahu Cultural Significance** identified in [Schedule 9.5.6.1](#).
 - ii. Not more than 80m³ of **grout** shall be used per **site**.
 - iii. Land repair works involving **soil mixing aggregate piers**, or **grout** shall not occur within 1.0m of a **boundary**.
 - iv. At least 3 working days prior to commencing any work on the **site** (including stockpiling and preparatory works):
 - A. written notice shall be provided to the **Council** informing of the location of the land repair and the name and contact details of the supervising engineer;
 - B. written notice shall be provided to any occupier of a **residential unit adjoining** the land repair **site** to inform the occupier that the works will be taking place, the expected duration of the works and of the contact details of the site supervisor; and
 - C. a **sign** shall be erected at the front of the property which includes the name and contact details of the site supervisor.
 - v. A statement of professional opinion completed by a suitably qualified and experienced Chartered Professional Engineer with experience in geotechnical engineering or Professional Engineering Geologist (IPENZ Registered) shall be provided to the **Council** within 3 months of the land repair being completed to the effect that the works meet all applicable standards and requirements and are suitable for their intended purpose. The statement will include as-built plans of the works.
 - vi. Depth of **filling** above **ground level** shall meet the requirements for the repair of land damaged by earthquakes within **Flood Management Areas** as specified in Chapter 5 (Natural Hazards).
- d. General standards
 - i. There shall be no **earthworks** within 5m of any **network waterway**.
Advice note:
1. Consent may be required from Canterbury Regional Council for **earthworks** within 10m of other rivers and lakes and 20m of the coast. Refer to the Land and Water Regional Plan, Rules 8.5.2, 9.5.6 and 11.5.1.
 - ii. **Earthworks** shall not occur:
 - A. within the **dripline** of a significant tree listed in [Appendix 9.4.7.1](#);
 - B. within a Site of Ecological Significance listed in Schedule A of [Appendix 9.1.6.1](#); or
 - C. at or within 5 metres of a **heritage item** listed in [Appendix 9.3.7.2](#).
- e. All **filling** greater than 0.3m in depth shall be in accordance with New Zealand Standard NZS 4431:1989 Code of Practice for Earth Fill for Residential Development. Certification is not required except as specified in (c)(v) above.
- f. All land repair works are to be managed in accordance with [New Zealand Standard NZS 6803:1999 Acoustics - Construction Noise](#) and [DIN 4150 1999-](#)

02 Structural Vibration.

- g. Land repair works involving mixing or insertion of **grout**:
- i. shall not involve:
 - A. mixtures with a flow time that is greater than 30 seconds when tested in accordance with the **grout** flow test at [NZS 3112: Part 1: 1986 \(Test 3\)](#) or a flowable concrete/**grout** including cement and inert additives which exceed a diameter of 300mm when tested in accordance with inverted cone test in [NZS 3112: Part 1: 1986 \(Test 11\)](#) except for in situ mixing; or
 - B. injection of **grout** into the ground at a pressure of more than 40 bar when measured at the pump.
 - ii. Where **grout** is deposited into land using in situ mixing the **grout** shall be mixed evenly through the augured soil column and the percentage of **grout** within the augured soil column shall not exceed 20%; or
 - iii. Where **grout** is deposited into land using methods other than in situ mixing, the percentage of cement in the dry **grout** mixture shall not exceed 30%.
- h. Land repair materials:
- i. shall consist only of:
 - A. soil, gravel, rocks, concrete, sand, silt (such as exists on **site** already), or clean, inert material;
 - B. cement and/or bentonite **grout** including inert additives; or
 - C. timber foundation piles; and
 - ii. shall not:
 - A. include or disturb putrescible, pollutant, inflammable or hazardous components; and/or
 - B. include **filling** which comprises more than 5% vegetation of any load by volume.
 - i. Land repair works, other than dust and sediment control measures, shall not be undertaken outside of the hours of 07.30am to 18.00 Monday to Friday and 08:00 to 17:00 on Saturday. No works shall occur on public holidays.
 - j. The activity standards listed in Rule [8.9.2.1 P3, P4 and P5](#).

Advice note:

1. The [Erosion and Sediment Control Guidelines](#) (prepared by Environment Canterbury) may be of assistance in terms of the design and location of any filter.
 2. The [Natural Resources Regional Plan](#) and [Land and Water Regional Plan](#) include provisions for **earthworks** in riparian margins and the Port Hills respectively and also provisions in relation to dust control.
 3. The [Council's Water Supply, Wastewater and Stormwater Bylaw 2014](#) is applicable.
- k. In addition to the exemptions in Rule [8.9.3](#), the following **earthworks** are exempt from compliance with the Standards for P2:
- i. Works involving the establishment, repair or replacement of any permitted **utilities** or the maintenance of existing drains or ponds by a **utility** operator.
 - ii. Works permitted by or exempted from a building consent (including works forming part of foundations for a **building**) where:
 - A. they meet the standards in Table 10 and (c)(vi) controlling depth of **filling** above **ground level** in [Flood Management Areas](#) (Chapter 5 Natural Hazards); and
 - B. they are designed, supervised and certified by a suitably qualified

and experienced chartered geotechnical engineer, and

C. they meet General standards (f)(i) and (f)(ii).

iii. Testing or investigation preceding land repairs or remediation as a result of land damaged by earthquakes provided it meets activity standard P2 (a):

- A. Filling or excavation associated with the maintenance of flood protection works.
- B. In the Central City, filling or excavation associated with the repair, maintenance, upgrade or construction of flood protection works undertaken or authorised by Christchurch City Council or the Crown.

l. For the avoidance of doubt, where the earthworks are associated with the repair of land used for residential purposes and damaged by earthquakes. Rule 8.9.2.1 P2 applies alone and instead of other earthworks rules in Rules 8.9.2.1 – 8.9.2.3 (other than RD2 if the activity standards for P2 are not complied with).

m. Measurement of volume shall include only areas which have been disturbed, including by filling, excavation, soil mixing or injection of materials. Soil above or between these areas which remains undisturbed does not form part of the allowable volume, including where those undisturbed soils are compacted or are otherwise altered by the works.

n. For the purposes of this rule, the building consent platform extends to a maximum of 2.5m from the exterior wall of enclosed structures or form support structures of open structures.

o. For the purposes of this rule, when land repairs are being undertaken over a number of properties at the same time and by the same contractor, the site boundary for the purpose of the setback is the outer perimeter of the properties that are the subject of the land repair works.

- Advice note:

1. People intending to do land repair earthworks are responsible for complying with the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011. People should contact the Christchurch City Council or Canterbury Regional Council to find out whether their land has been used for hazardous activities which might trigger the need for compliance with the NES.
2. Any vegetation removed during land repairs should not be replaced with pest species which are listed in Appendix 1 to the Christchurch City Council Infrastructure Design Standard (Part 10).

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<p>P3</p>	<p>a. Earthworks in the vicinity of the National Grid, except as otherwise specified in:</p> <ul style="list-style-type: none"> i. Rule 8.9.2.2 C1; and ii. Rule 8.9.2.3 RD1, RD3, RD4 and RD5. 	<p>a. Earthworks within 12 metres of the centre line of a 110kV or a 220kV National Grid transmission line or within 10 metres of the centre line of a 66kV National Grid transmission line shall:</p> <ul style="list-style-type: none"> i. be no deeper than 300mm within 6m of a foundation of a National grid transmission line support structure; and ii. be no deeper than 3m: <ul style="list-style-type: none"> A. between 6 and 12 metres from the foundation of a 110kV or a 220kV National Grid transmission line support structure; or B. between 6 and 10 metres from the foundation of a 66kV National Grid transmission line support structure; and iii. not destabilise a National Grid transmission line support structure; and iv. not result in a reduction in the ground to conductor clearing distances below what is required by Table 4 in New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001), unless the requirements of Clause 2.2.3 of NZECP 34:2001 are met. <p>b. Activity standard a. i. (above) shall not apply to:</p> <ul style="list-style-type: none"> i. earthworks for a network utility as part of an electricity transmission activity; ii. earthworks undertaken as part of agricultural or domestic cultivation, or repair, sealing or resealing of a road, footpath, driveway or farm track.
<p>P4</p>	<p>a. Earthworks in the vicinity of a 66kV electricity distribution line, except as otherwise specified in:</p> <ul style="list-style-type: none"> i. Rule 8.9.2.2 C1; and ii. Rule 8.9.2.3 RD1, RD3, RD4 and RD5. 	<p>a. Earthworks within 10 metres of the centre line of a 66kV electricity distribution line shall:</p> <ul style="list-style-type: none"> i. meet the requirements of Clause 2.2.1 and/or 2.2.3 (as applicable) of the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34: 2001); or ii. meet the following requirements: <ul style="list-style-type: none"> A. be no deeper than 300mm within 6 metres of a foundation of a 66kV electricity distribution line support structure; and B. be no deeper than 3m between 6 and 10 metres from the foundation of a 66kV electricity distribution line support structure; and C. not destabilise an electricity distribution line support structure; and D. not result in a reduction in the ground to conductor clearing distances below what is required by Table 4 in the NZECP 34:2001. <p>b. Activity standard a.ii.A. (above) shall not apply to:</p> <ul style="list-style-type: none"> i. Earthworks for a network utility, as part of an electricity distribution activity; ii. Earthworks undertaken as part of agricultural or domestic cultivation, or repair, sealing or resealing of a road, footpath, drive or farm track.
<p>P5</p>	<p>Earthworks in the vicinity of a 33kV electricity distribution line or the 11kV (Heathcote to Lyttelton) electricity distribution line, except as otherwise specified in Rule 8.9.2.3. RD1, RD4 and RD5.</p>	<p>a. Earthworks within 5 metres of the centre line of a 33kV electricity distribution line or the 11kV (Heathcote to Lyttelton) electricity distribution line shall:</p> <ul style="list-style-type: none"> i. meet the requirements of Clause 2.2.1 of the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP34: 2001); or ii. meet the following requirements: <ul style="list-style-type: none"> A. be no deeper than 300mm within 2.2 metres of a foundation of a 33kV and 11kV Heathcote to Lyttelton support structure; and B. be no deeper than 0.75m between 2.2 and 5 metres from the

foundation of a 33KV and 11KV Heathcote to Lyttelton **electricity distribution line support structure**; and

- C. not destabilise an **electricity distribution line support structure**; and
- D. not result in a reduction in the ground to conductor clearing distances below what is required by Table 4 in the **NZCEP 34:2001**.

b. Activity standard a. ii.A. (above) shall not apply to:

- i. **Earthworks** for a network **utility**, as part of an **electricity distribution activity**;
- ii. **Earthworks** undertaken as part of agricultural or domestic cultivation, or repair, sealing or resealing of a **road**, footpath, drive or farm track.

Table 9: Maximum volumes - earthworks

- a. The volume thresholds contained in Table 9 apply to both the amount of **filling** and the amount of **excavation** .
- b. Where a volume threshold in Table 9 is stated in m³/ha, this shall be applied as a ratio.
- c. Where zone and overlay thresholds differ, the lower volume threshold shall apply.

Zone / Overlay		Volume
d. Residential and Papakāinga/Kāinga Nohoanga	<ul style="list-style-type: none"> i. All residential zones. ii. Māori land within the Papakāinga/Kāinga Nohoanga zone where sites have an area of 2000m² or less. 	20m ³ / site
e. Commercial / Industrial	<ul style="list-style-type: none"> i. Neighbourhood Centre and Commercial Banks Peninsula zones. 	20m ³ / site
	<ul style="list-style-type: none"> ii. Local Centre, Town Centre, Commercial Office, Mixed use, Central City Mixed Use, Central City Mixed Use (South Frame), Large Format Retail, Industrial General, Industrial Heavy, and Industrial Park Zones. 	1000m ³ /ha
	<ul style="list-style-type: none"> iii. City Centre Zone 	200m ³ /ha
f. Rural and Papakāinga/Kāinga Nohoanga	<ul style="list-style-type: none"> i. All rural zones and non-Māori land within the Papakāinga/Kāinga Nohoanga zone (excluding excavation and filling associated with quarrying activities). ii. Māori land within the Papakāinga/Kāinga Nohoanga zone where sites have an area of more than 2000m². 	100m ³ /ha
g. Open Space	<ul style="list-style-type: none"> i. Open Space Metropolitan Facilities and Open Space McLeans Island Zones. 	500m ³ /ha
	<ul style="list-style-type: none"> ii. Open Space Community Park Zones. 	20m ³ / site

- iii. Open Space Natural and Open Space Water and Margins Zones (Refer to Rules 6.6.4 - 6.6.6 of Chapter 6 in relation to earthworks adjoining waterbodies).

50m³/ha

	<p>iv. Open Space Water and Margins Zone at Lake Ellesmere / Te Waihora and Lake Forsyth / Wairewa (Refer to Rules 6.6.4 - 6.6.6 of Chapter 6 in relation to earthworks adjoining waterbodies).</p>	10m ³ /ha
	v. Open Space Coastal Zone.	50m ³ /ha
	<p>vi. Open Space Avon River Precinct (Te Papa Ōtākaro) Zone.</p> <p>Advice note:</p> <p>1. This volume threshold applies outside the water body setback provided in Chapter 6.</p>	50m ³ /ha
h. Specific Purpose	i. Specific Purpose (Hospital) Zone and Specific Purpose (Tertiary Education) Zone.	150m ³ /ha
	ii. Specific Purpose (Airport) zone.	5000m ³ /ha
	iii. Specific Purpose (Cemetery) Zone.	20m ³ / site
	iv. Specific Purpose (Golf Resort) Zone	20m ³ / site
	v. Specific Purpose (Flat Land Recovery) Zone.	50m ³ /ha
	vi. All other Specific Purpose Zones	100m ³ /ha
i. Transport	i. Transport Zone	No limit.

j. Overlays	i. Outstanding Natural Landscapes identified in Appendix 9.2.9.2.2	25m3/ha
	ii. Outstanding Natural Features identified in Appendix 9.2.9.2.1	Nil
	iii. Areas of Outstanding, or High and Very High, Natural Character in the Coastal Environment identified in Appendices 9.2.9.2.7 and 9.2.9.2.8	25m3/ha
	iv. Sites of Ecological Significance listed in Schedule A of Appendix 9.1.6.1	Nil
	v. Important Ridgelines identified on the planning maps	Nil
	vi. Significant Feature SF8.1 Otākaro / Avon River - East	Nil

Advice note:

- Chapter 5 manages earthworks within identified hazard areas. Chapter 4 contains provisions relating to contaminated land . Chapter 6 manages earthworks within water body setbacks and within, and adjacent to Ngā Wai

Table 10: Earthworks for the purpose of land repair

	Column A Max. Volume (Cumulative)	Column B Max. depth (m)	Column C Max. depth of filling (m) [below ground level]	Column D Filling above ground level	Column E Setback from site boundary
a. Central City Mixed Use and Residential Zones (except the Residential Hills and Residential Large Lot Zones, and the Stormwater Capacity Constraint Overlay), where a site or part of a site is not located in a Flood Management Area or a Flood Ponding Area as shown on the planning maps.	50m ³ /site	0.6	0.6	0.3m max depth;	Setback from site boundary must be equivalent to or greater than the depth of earthworks.
b. Rural Zones (except the Rural Banks Peninsula Zone), where a site or part of a site is not located in a Flood Management Area or Flood Ponding Area as shown on the planning maps.	2000m ³ /site	0.6	0.6	0.3m max. depth;	
c. Land repair works in any zone listed in this table involving soil mixing aggregate piers, or grout.	Not more than 10m ³ of grout per site	1.0	1.0	0.3m max. depth.	



Schedule 9: Condition 18: Transport Activity Status Tables Rule 7.4.2

Chapter 7 Transport

7.4 Rules - Transport

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

7.4.2.1 Permitted activities

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

	Activity	Activity specific standards
P1	Any activity that meets Rule 7.4.3.1 - Minimum number and dimensions of car parking spaces required.	Nil
P2	Any activity that meets Rule 7.4.3.2 - Minimum number of cycle parking facilities required.	
P3	Any activity that meets Rule 7.4.3.3 - Minimum number of loading spaces required.	
P4	Any activity that meets Rule 7.4.3.4 - Manoeuvring for parking areas and loading areas.	
P5	Any activity that meets Rule 7.4.3.5 - Gradient of parking areas and loading areas.	
P6	Any activity that meets Rule 7.4.3.6 - Design of parking areas and loading areas.	
P7	Any activity that meets Rule 7.4.3.7 - Access design.	
P8	Any activity that meets Rule 7.4.3.8 - Vehicle crossings.	
P9	Any activity that meets Rule 7.4.3.9 - Location of buildings and access in relation to road/rail level crossings.	
P10	Any activity that does not require resource consent in accordance with Rule 7.4.3.10 - High trip generators.	
P11	<p>Only until 30 April 2018, in the Rural Quarry Zone, heavy vehicle trips for any quarrying activity that do not exceed the average daily heavy vehicle trip generation that existed for the 12 month period prior to 27 August 2014.</p> <p>Advice note:</p> <ol style="list-style-type: none"> 1. P11 is a temporary measure to allow existing activities in the Rural Quarry Zone to continue while they seek the necessary consents required by this chapter. The average daily heavy trip generation relates to, and shall be calculated for, each calendar month. 	
P12	The operation or maintenance of transport infrastructure (including ancillary offices and car parking areas) and freight handling activities in the Transport Zone.	

	Activity	Activity specific standards												
P13	New transport infrastructure and additions to existing transport infrastructure in the Transport Zone (excluding activities or structures listed in Rule 7.4.2.1 P15) and new freight handling activities .	<p>a. The maximum height for any building (excluding street lighting, poles, traffic signals, safety cameras and fences) shall be as follows:</p> <table border="1" data-bbox="874 551 1517 1169"> <thead> <tr> <th data-bbox="874 551 1129 871">Distance of the closest point of the building from the boundary of a Residential, Commercial (excluding Large Format Retail, Specific Purpose Hospital Zone or Open Space Community Park Zone):</th> <th data-bbox="1129 551 1323 871">Maximum height - within a road reserve:</th> <th data-bbox="1323 551 1517 871">Maximum height - not within a road reserve :#:</th> </tr> </thead> <tbody> <tr> <td data-bbox="874 871 1129 969">i. Less than 15 metres</td> <td data-bbox="1129 871 1323 969">5 metres*</td> <td data-bbox="1323 871 1517 969">8 metres</td> </tr> <tr> <td data-bbox="874 969 1129 1068">ii 15-50 metres</td> <td data-bbox="1129 969 1323 1068">5 metres*</td> <td data-bbox="1323 969 1517 1068">10 metres</td> </tr> <tr> <td data-bbox="874 1068 1129 1169">iii. More than 50 metres</td> <td data-bbox="1129 1068 1323 1169">10 metres</td> <td data-bbox="1323 1068 1517 1169">15 metres</td> </tr> </tbody> </table> <p>b. The maximum gross floor area of buildings in the locations marked * shall be 5 m².</p> <p>c. Any building not within road reserve # that is located on a site which has a boundary with a residential zone, shall have minimum setback of 1.8 metres from that boundary; and shall not project beyond a building envelope constructed by the recession planes which apply in the adjacent residential zone.</p> <p>d. The maximum height for any buildings in the South Frame Pedestrian Precinct shown on the planning maps shall be 3 metres.</p> <p>Advice note:</p> <ol style="list-style-type: none"> 1. Provisions for signs and temporary activities and buildings can be found in Chapter 6. 2. Road design standards (including road widths) for new roads are contained in Chapter 8. Road design standards (including road widths) for existing roads are controlled by the Council's Infrastructure Design Standards. 	Distance of the closest point of the building from the boundary of a Residential, Commercial (excluding Large Format Retail, Specific Purpose Hospital Zone or Open Space Community Park Zone):	Maximum height - within a road reserve :	Maximum height - not within a road reserve :#:	i. Less than 15 metres	5 metres*	8 metres	ii 15-50 metres	5 metres*	10 metres	iii. More than 50 metres	10 metres	15 metres
Distance of the closest point of the building from the boundary of a Residential, Commercial (excluding Large Format Retail, Specific Purpose Hospital Zone or Open Space Community Park Zone):	Maximum height - within a road reserve :	Maximum height - not within a road reserve :#:												
i. Less than 15 metres	5 metres*	8 metres												
ii 15-50 metres	5 metres*	10 metres												
iii. More than 50 metres	10 metres	15 metres												

	Activity	Activity specific standards
P14	Public transport facilities (including any office or retail activity ancillary to a public transport facility), public amenities and landscaping in the Transport Zone.	<ul style="list-style-type: none"> a. Buildings located in road reserve where the closest point of the facility is within 50m of the boundary of a Residential, Commercial (excluding Large Format Retail), Specific Purpose Hospital Zone or Open Space Community Park Zone shall be less than 5m in height. b. Buildings (excluding lighting, poles, traffic signals, safety cameras and fences) shall be less than 3m in height in the South Frame Pedestrian Precinct shown on the planning maps. c. Buildings in any other location shall be less than 10 metres in height. d. The maximum area of buildings in the South Frame Pedestrian Precinct shown on the planning maps is 5m².
P15	All public artwork, street furniture, community markets, cultural activities or community fund-raising events within road reserve in the Transport Zone or South Frame Pedestrian Precinct shown on the planning maps.	<p>Nil.</p> <p>Advice note:</p> <ul style="list-style-type: none"> 1. The Council or New Zealand Transport Agency as owner of roads and KiwiRail as the owner of rail corridors may require permits/approval for such activities under other legislation.
P16	Any verandas, balconies or floor area of a building overhanging road reserve within the Transport Zone.	<p>Nil.</p> <p>Advice note:</p> <ul style="list-style-type: none"> 1. The Council or New Zealand Transport Agency as owner of roads and KiwiRail as the owner of rail corridors will have their own separate approval process for granting rights to build overhanging their land. The Council has a policy that is relevant to this process.
P17	<ul style="list-style-type: none"> a. Outside the Central City, any activity in the Transport Zone (except for sensitive activities within 50m of a railway line) permitted in the adjoining zone. b. For the avoidance of doubt, any activity permitted in the Industrial General Zone, shall be a permitted activity on 99 Ensors Road (Sec 1 SO 448367). <p>Advice note:</p> <ul style="list-style-type: none"> 1. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply up to the centre of the Transport Zone in that location. 	<ul style="list-style-type: none"> a. The height limits, maximum gross floor area of a building, setbacks and recession planes in Rule 7.4.2.1 P13 apply b. The applicable activity specific standards and built form standards (except for any minimum building setback from the railway corridor) for the activity in the adjoining zone also apply c. On sites adjacent to the rail corridor the minimum building setback from the railway corridor shall be 1.5 metres from the site boundary adjacent to the railway corridor.
P18	Construction and/or reconstruction of Selkirk Place, Hawkins Road, Hills Road and Prestons Road within the New Neighbourhood Zone (Highfield).	<ul style="list-style-type: none"> a. Works shall be in general accordance with the cross-sections shown in Appendix 8.10.26 Diagram A in Chapter 8.

	Activity	Activity specific standards
P19	In Central City - Any activity that complies with Rule 7.4.3.11 - Vehicle access to sites fronting more than one street.	Nil
P20	In Central City - Any activity that complies with Rule 7.4.3.12 - Central City lane formation.	Nil
P21	Any construction or reconstruction of a roadway within the Central City .	<p>a. Footpaths on both sides of the road shall be provided, unless the legal width of the road is less than 10 metres or the road is designed as a shared space street or is a Central City lane .</p> <p>Advice note:</p> <p>1. Road design standards (including road and footpath widths) for new and existing roads are controlled by the Council 's Infrastructure Design Standards.</p>

7.4.2.2 Controlled activities - Outside the Central City

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

	Activity	The matters over which Council reserves its control
C1	<p>a. Outside the Central City, any activity that requires resource consent in accordance with Rule 7.4.3.10 - High trip generators, and where:</p> <ol style="list-style-type: none"> i. the land use activity is otherwise permitted in the zone where it is located; and ii. the activity does not exceed the thresholds in Table 7.4.4.18.1; and iii. direct vehicle access is not obtained from a state highway, major arterial road, or crosses a railway line; and iv. for a quarrying activity and/or an ancillary aggregates-processing activity in the Rural Quarry Zone, where a vehicle access to the activity is located further than 250 metres from a residential unit. <p>Advice note:</p> <ol style="list-style-type: none"> 1. Refer to the Rule 7.4.3.10 for provisions regarding notification. 	<p>Rule 7.4.4.18 - High trip generators.</p>
C2	<ol style="list-style-type: none"> a. Outside the Central City, any activity in the Transport Zone (except for sensitive activities) that is a controlled activity in the adjoining zone. b. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply up to the centre of the Transport Zone in that location. 	<ol style="list-style-type: none"> a. The applicable matters of control for the adjoining zone; and b. Rule 7.4.4.19 - Transport infrastructure in the Transport Zone.

7.4.2.3 Restricted discretionary activities

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

	Activity	The Council's discretion shall be restricted to the following matters:
RD1	<p>a. Any activity that does not meet any one or more of the standards in Rule 7.4.3 unless where otherwise provided for by Rule 7.4.2.5 NC3; or any activity that requires resource consent in accordance with Rule 7.4.3.10 - High trip generators except where otherwise provided for by Rule 7.4.2.2 C1.</p> <p>Advice note:</p> <ol style="list-style-type: none"> 1. Refer to the relevant standards for provisions regarding notification. 	<p>a. As relevant to the standard that is not met, and as specified for each standard in Rule 7.4.3:</p> <ol style="list-style-type: none"> i. Rules 7.4.4.1 - 7.4.4.18 and 7.4.4.21 - 7.4.4.22, 7.4.4.26 and 7.4.4.27.
RD2	Activities P13 - P14 and P18 listed in Rule 7.4.2.1, that do not meet any one or more of the activity specific standards.	<p>a. Rule 7.4.4.19 - Transport infrastructure in the Transport Zone.</p>
RD3	Any formation of an unformed legal road.	<p>a. Rule 7.4.4.20 - Formation of unformed legal roads.</p>
RD4	<ol style="list-style-type: none"> a. Outside the Central City, any activity (except for sensitive activities) in the Transport Zone that is a restricted discretionary activity in the adjoining zone. b. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply up to the centre of the Transport Zone in that location. c. For the avoidance of doubt, any restricted discretionary activity in the Industrial General Zone, shall be a restricted discretionary activity on 99 Ensors Road (Sec 1 SO 448367). 	<ol style="list-style-type: none"> a. The applicable matters of discretion for the adjoining zone; and b. Rule 7.4.4.19 - Transport infrastructure in the Transport Zone.
RD5	Activity P17 listed in Rule 7.4.2.1, that does not meet any one or more of the activity specific standards.	<ol style="list-style-type: none"> a. The applicable matters of discretion for the adjoining zone; and b. Transport infrastructure in the Transport Zone - Rule 7.4.4.19.
RD6	In the Central City, any site temporarily used for car parking areas, where car parking area is the primary activity on that site until 30 April 2018.	<p>a. Temporary car parks during the earthquake recovery period - Rule 7.4.4.24</p>
RD7	In the Central City, any permitted activity that does not comply with the activity specific standard in Rule 7.4.2.1 for P21.	<p>a. Central City Road Cross sections - Rule 7.4.4.23</p>
RD8	In Central City, any permanent car parking buildings or parking lots where car parking is the primary activity on that site.	<p>a. Commercial car parking buildings and parking lots - Rule 7.4.4.25</p>

7.4.2.4 Discretionary activities

- a. The activities listed below are discretionary activities.

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

7.4.2.5 Non-complying activities

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

	Activity
NC1	<p>a. Except where provided for in P12 – P16 and P18 listed in Rule 7.4.2.1, or in RD2 or RD3 listed in Rule 7.4.2.3, any activity in the Transport Zone that is a non-complying activity in the adjoining zone.</p> <p>b. For the purpose of this rule, where the Transport Zone adjoins two different zones, the provisions of the adjoining zone only apply up to the centre of the Transport Zone in that location.</p>
NC2	<p>a. Any building or structure in the Transport Zone (except transport infrastructure and utilities that comply with the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001)) that exceeds 2.5 metres in height within:</p> <ol style="list-style-type: none"> i. 12 metres of the centre line of a 110kV or a 220kV National Grid transmission line; and/or ii. 10 metres of the centre line of a 66kV National Grid transmission line.
NC3	Any activity within the City Centre Zone that does not comply with 7.4.3.1 b.i. .

Advice note:

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

7.4.2.6 Prohibited activities

- a. There are no prohibited activities.



**Schedule 10: Condition 19: Transport Standards in Rule 7.4.3 and Appendices
in 7.5**

Chapter 7 Transport

7.4 Rules - Transport

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

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

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

	Applicable to	Standard	The Council's discretion shall be limited to the following matters:
i.	Any car parking spaces available to the general public.	Car parking spaces shall be provided with the minimum dimensions in Table 7.5.1.2 in Appendix 7.5.1.	Rule 7.4.4.1 - Parking space dimensions.
ii.	Any activity: <ul style="list-style-type: none"> a. where standard car parking spaces are provided (except <ul style="list-style-type: none"> A. residential developments with less than 3 residential units); or B. visitor accommodation for up to ten guests); or b. containing buildings with a GFA of more than 2,500m². 	At least the minimum number of mobility parking spaces in accordance with Table 7.5.1.1 in Appendix 7.5.1 shall be provided on the same site as the activity.	Rule 7.4.4.2 - Mobility parking spaces.
iii.	Any activity at the Yaldhurst Recreation and Sports Facility at 466-482 Yaldhurst Road, as shown in Appendix 18.11.4:	<ul style="list-style-type: none"> a. Car parking spaces shall comply with the relevant standards in Rules 7.4.2 and 7.4.3; and b. The maximum number of car parking spaces shall be 650. If the maximum number of car parking spaces is exceeded, the High Trip Generator Rule 7.4.3.10(xii) and Table 7.4.4.18.1(l) shall apply. 	<ul style="list-style-type: none"> a. Rule 18.10.27 - Additional matters for the Yaldhurst Recreation and Sports Facility. b. Rule 7.4.4.18 - High Trip Generators.

Advice note:

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

b. Within the **Central City**:

	Applicable to	Standard	The Council's discretion shall be limited to the following matters:
i.	Any activity (except within the High Density Residential Zone)	Any car parking and associated manoeuvre area shall be no greater than 50% of the GLFA of the buildings on the site.	Rule 7.4.4.26 – Car parking areas
ii.	Any car parking spaces provided, except residential activities.	Any car parking spaces provided shall have the minimum dimensions in Appendix 7.5.1, Table 7.5.1.2.	Rule 7.4.4.1 – Parking space dimensions
iii.	Any activity other than in respect of: <ul style="list-style-type: none"> a. residential activities or b. visitor accommodation for up to ten guests. <ul style="list-style-type: none"> A. where standard car parking spaces are provided (except residential developments with less than 3 residential units); or B. containing buildings with a GFA of more than 2,500m². 	The minimum number of mobility parking spaces in accordance with Appendix 7.5.1 shall be provided on the same site as the activity.	Rule 7.4.4.2 – Mobility parking spaces

Advice note:

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

7.4.3.2 Minimum number of cycle parking facilities required

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

7.4.3.3 Minimum number of loading spaces required

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

7.4.3.4 Manoeuvring for parking and loading areas

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

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

7.4.3.5 Gradient of parking and loading areas

Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a. All non-residential activities with vehicle access (except visitor accommodation for up to ten guests)	i. Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be $\leq 1:16$ (6.26%).
	ii. Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be $\leq 1:20$ (5%).
	iii. Gradient of mobility parking spaces .	Gradient shall be $\leq 1:50$ (2%).

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

7.4.3.6 Design of parking areas and loading areas

Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
<p>a. All non-residential activities with parking areas and/or loading areas using during hours of darkness (except hosted visitor accommodation or unhosted visitor accommodation).</p>	<p>Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.</p>	<p>Rule 7.4.4.7 - Illumination of parking areas and loading areas</p>
<p>b. Any urban activity, except:</p> <ul style="list-style-type: none"> i. residential activities, hosted visitor accommodation or unhosted visitor accommodation, containing less than three car parking spaces; or ii. sites where access is obtained from an unsealed road; or iii. temporary activities and buildings. 	<p>The surface of all car parking areas, loading areas, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.</p>	<p>Rule 7.4.4.8 - Surface of parking areas and loading areas</p>

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

7.4.3.7 Access design

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

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

7.4.3.8 Vehicle crossings

Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a. Any activity with a vehicle access to any road or service lane	A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane .	Rule 7.4.4.12 - Vehicle crossing design
b. Any vehicle crossing on an arterial road or collector road with a speed limit 70 kilometres per hour or greater.	Vehicle crossing shall be provided in accordance with Appendix 7.5.10 .	Rule 7.4.4.12 - Vehicle crossing design
c. Any vehicle crossing to any land, building or part of a building located in a rural zone, on or in which rural produce is offered for sale by wholesale and/or retail.	Vehicle crossing shall be provided in accordance with Figure 14 in Appendix 7.5.10 .	Rule 7.4.4.12 - Vehicle crossing design
d. Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater.	The minimum spacing to an adjacent vehicle crossing on the same side of the frontage road , shall be in accordance with Table 7.5.11.1 in Appendix 7.5.11 .	Rule 7.4.4.13 - Minimum distance between vehicle crossings
e. Any activity with a vehicle crossing .	The maximum number of vehicle crossings shall be in accordance with Table 7.5.11.2 (outside the Central City) and Table 7.5.11.3 (within the Central City) in Appendix 7.5.11 .	Rule 7.4.4.14 - Maximum number of vehicle crossings
f. Any activity with a vehicle crossing .	The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.5.11.4 (outside the Central City) and Table 7.5.11.5 (within the Central City) in Appendix 7.5.11 .	Rule 7.4.4.15 - Minimum distance between vehicle crossings and intersections
g. Any vehicle crossing on a rural road .	The minimum sight lines to vehicle crossings shall be provided in accordance with Figure 18 in Appendix 7.5.11 .	Rule 7.4.4.16 - Sight lines at vehicle crossings

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

Advice note:

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

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

Applicable to:	Standard	The Council's discretion shall be limited to the following matters:
a. Any new road or access that crosses a railway line.	No new road or access shall cross a railway line.	Rule 7.4.4.17 - Location of buildings and access in relation to rail/road level crossings
b. All new road intersections located less than 30 metres from a rail level crossing limit line .	The road intersection shall be designed to give priority to rail movements at the level crossing through road traffic signals.	Rule 7.4.4.17 - Location of buildings and access in relation to rail/road level crossings
c. All new vehicle crossings located less than 30 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 .	Rule 7.4.4.17 - Location of buildings and access in relation to rail/road level crossings
d. Any building located close to a level crossing not controlled by automated warning devices (such as alarms and/or barrier arms).	Buildings shall be located outside of the sight triangles in Appendix 7.5.13 .	Rule 7.4.4.17 - Location of buildings and access in relation to rail/road level crossings

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

7.4.3.10 High trip generators

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

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

c.	Applicable to:	Resource consent under Rule 7.4.2.2 C1 or Rule 7.4.2.3 RD1 is required for activities with:	The matters over which Council reserves its control or restricts its discretion shall be limited to the following matters:
i.	Education Activities (Schools).	More than 150 Students	Rule 7.4.4.18 - High trip generators
ii.	Education Activities (Pre-School).	More than 50 Children	
iii.	Education Activities (Tertiary Education and Research Activities).	More than 250 FTE Students	
iv.	Health Care Facilities.	More than 500m ² GFA	
v.	Industrial Activities (excluding Warehousing and Distribution Activities). High Technology Industrial Activities. Heavy Industrial Activities.	More than 5,000m ² GFA	
vi.	Industrial Activities (Warehousing and Distribution Activities).	More than 10,000m ² GFA	
vii.	Offices.	More than 1750m ² GFA	
viii.	Residential Activities.	More than 60 residential units	
ix.	Retail Activities (excluding factory shops, retail park zones, trade suppliers and food and beverage outlets).	More than 500m ² GLFA	
x.	Retail Activities (factory shops, retail park zones, but excluding trade suppliers and food and beverage outlets).	More than 1000m ² GLFA	
xi.	Mixed use and other activities (not listed above), except where Rule 7.4.2.1 P11 or Rule 7.4.3.10(c) (xii) below applies.	More than 50 vehicle trips per peak hour or 250 heavy vehicle trips per day (whichever is met first) 'Peak hour' are those hours between 15:00 and 19:00 hours on a weekday.	
xii.	Yaldhurst Recreation and Sports Facility at 466-482 Yaldhurst Road, as shown in Appendix 18.11.4 (all activities within the site including existing, consented and proposed activities).	Resource consent under Rule 7.4.2.3 RD1 is required if: a. More than 650 vehicle trips per peak hour will be generated by all activities on the site; and/or b. More than 650 car parking spaces are to be provided on the site. 'Peak hour' is the continuous 60 minute period between 15:00 and 19:00 hours on a weekday when the greatest number of vehicle trips occurs.	

- d. When resource consent under (c) is required:
- i. An Integrated Transport Assessment shall be undertaken for activities that are High Trip Generators (i.e. are controlled or restricted discretionary activities under Rule 7.4.2.2 C1 or Rule 7.4.2.3 RD1).

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

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

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

7.4.3.12 Lane Formation - Within the Central City

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

Chapter 7 Transport

7.5 Appendices

Appendix 7.5.1 Parking space requirements

- a. Any space required for off-street parking spaces other than for a residential activity shall be available for staff and visitors during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
- b. Mobility parking spaces shall be provided at the closest possible point to the accessible entrance to the activity with which they are associated, and the most direct route from the mobility parking spaces to the activity shall be accessible for people whose mobility is restricted. The spaces shall be clearly signed.
- c. All car parking spaces and aisle widths shall be laid out in accordance with Table 7.5.1.2 and Figure 1.
- d. Critical manoeuvring areas such as aisles in or between major structures, or changes in grade, shall be designed to accommodate the 99 percentile design vehicle as set out in Appendix 7.5.5.
- e. All other manoeuvring areas shall be designed to accommodate the 85 percentile design motor car as set out in Appendix 7.5.4.

Advice note:

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

Table 7.5.1.1 - Minimum number of mobility parking spaces required

- a. The minimum number of mobility parking spaces provided must be calculated using the following method:
 - i. All activities outside an Urban Intensification Area, and non-residential activities in an Urban Intensification Area:

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

- A. Rule 7.4.3.1 requires all buildings with a GFA greater than 2,500 m² to provide mobility parking spaces, even if no other parking spaces are provided. If no other car parking spaces are provided, the amount of mobility parking spaces required shall be calculated by determining how many mobility parking spaces would be required if one standard parking space per 100 m² GFA were provided.

- ii. Residential activities in an Urban intensification area:

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

Table 7.5.1.2 - Minimum car parking space dimensions

	Type of use	Parking angle	Parking stall width (metres) (refer to p)	Aisle width (metres) (refer to Note 4)	Parking stall depth (metres) (refer to q)	Over hang (metres)	Total width (stall depth and aisle width) (metres)
a.	Long term (refer to Note 1)	90°	2.4	6.6	5.0	0.6	11.6
b.	Medium term (refer to Note 2)		2.5	6.4			11.4
c.	Short term (refer to Note 3)		2.6	6.2			11.2
d.	Mobility parking spaces		3.6	6.6			11.6
e.	Long term (refer to Note 1)	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
h.	Long term (refer to Note 1)	45°	2.4	4.5	5.0	0.4	9.5
i.	Medium term (refer to Note 2)		2.5	4.2			9.2
j.	Short term (refer to Note 3)		2.6	3.9			8.9
k.	Long term (refer to Note 1)	30°	2.3	4.1	4.0	0.4	8.1
l.	Medium term (refer to Note 2)		2.4	3.8			7.8
m.	Short term (refer to Note 3)		2.5	3.5			7.5
n.	Mobility parking spaces	Parallel	3.6	3.3 (one way) 5.5 (two way)	6.1		
o.	All users	Parallel	2.0	3.3 (one way) 5.5 (two way)	6.1		

p. Stall widths shall be increased by 300 millimetres where they abut permanent obstructions such as a wall, column or other permanent obstruction. Where there is such an obstruction on both sides of a parking space the minimum width shall be increased by 600mm.

q. The stall depth may be reduced by the corresponding overhang length if a low kerb allows overhang, but this overhang shall not encroach any

pedestrian facilities or required landscape areas.

Advice note:

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

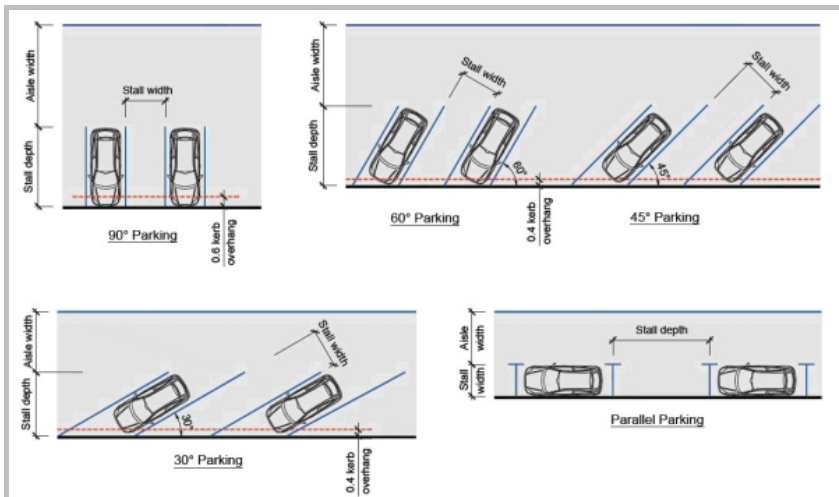


Figure 1: Car park dimensions

Appendix 7.5.2 Cycle parking facilities

- a. Visitor cycle parking facilities shall be provided as follows:
 - i. The number of visitor cycle parks provided on the same site as the activity shall be at least the minimum number of visitor cycle parks specified in Table 7.5.2.1.
 - A. when calculating the overall cycle parking requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total cycle parking requirement for any activity will be the sum of the parking requirements for each area.
 - B. where the calculation of the required cycle parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. The parking requirements for different types of cycle parks (i.e. staff, visitors etc) shall be calculated and rounded separately.
 - C. where an activity falls under the definition of more than one activity in Table 7.5.2.1, then the higher cycle parking requirement shall apply.
 - D. where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
 - ii. Stands shall be securely anchored to an immovable object.
 - iii. Stands shall support the bicycle frame and front wheel.
 - iv. Stands shall allow the bicycle frame to be secured.
 - v. Cycle parking facilities shall be clearly signposted or visible to cyclists entering the site.
 - vi. Cycle parking facilities shall be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.
 - vii. Cycle parking facilities shall be located so that the bicycle is at no risk of damage from vehicle movements within the site.
 - viii. Cycle parking facilities shall be located as close as possible to and no more than 30 metres from at least one main pedestrian public entrance

to the **building** /activity. However, the requirement to provide visitor cycle parking does not apply to a **building** on a **key pedestrian frontage** that has no **setback** from the **road frontage**, which results in there being no space for the visitor cycle parking to be provided within 30 metres of at least one main pedestrian public entrance. Within the **Central City**, any activity where the **building** has no **road frontage setback** for the entire length of the **site** visitor cycle parking is not required.

- ix. Lighting must comply with the lighting requirements in Rule 7.4.3.6 a.
- x. Stands shall have the minimum dimensions in Figure 2 and within the **Central City** shall be designed to accommodate the turning path of a cycle as shown in Figure 3.
- xi. Cycle parking facilities shall be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.

Advice notes:

- 1. Where there is more than one public entrance to the **building**, it is recommended that visitor cycle parking is apportioned between the entrances in accordance with their potential usage.
- 2. The installation of standard 240V electrical power points in cycle parking facilities is strongly encouraged to enable the charging of e-bikes, e-scooters and other micro mobility devices. A ratio of 1 power point to 1 cycle parking space is recommended to accommodate future growth.

- b. Staff/students cycle parking facilities and, outside of an Urban intensification area, residents cycle parking facilities, shall be provided as follows:
 - i. The number of staff/residents/students cycle parks provided shall be at least the minimum number of staff/residents/students cycle parks in Table 7.5.2.1. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply. Where the calculation of the required parks results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. The parking requirements for different types of cycle parks (i.e. staff, visitors etc) shall be calculated and rounded separately.
 - ii. Staff/residents/students cycle parking facilities shall be located so it is easily **accessible** for staff, residents or students of the activity, except within the **Central City** staff cycle parking may be provided on a **site** within 200 metres of the **site** on which the activity is undertaken.
 - iii. Staff/residents/tertiary students' cycle parking facilities shall be located in:
 - A. a covered area; and
 - B. a secure area, unless located in an area where access by the general public is generally excluded.

Advice note:

- 1. It is recommended that cycle parking at schools is designed and managed to discourage theft of bicycles.

- iv. Where a stand is provided, it shall meet the visitor cycle parking requirements in (a) except for (a)(v) and (a)(viii).
- v. Outside the **Central City**, the number of on-site cycle parking end of trip facilities provided shall be at least the minimum number of cycle parking end of trip facilities set out in Table 7.5.2.2.

- c. **Full time equivalent** student numbers for **Tertiary Education and Research Activities** shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 **FTE** students, if there are more than 1000 **FTE** Students at the activity in total. Any additional cycle facilities required shall be provided within 12 months of the date of assessment.
- d. For **sites** with activities that existed on 3 September 2010 (i.e. prior to the Canterbury earthquakes of 2010/2011), Table 7.5.2.1 shall be applied to the rebuild of that activity, as follows:
 - i. For the size of the activity's **building** floor area/ scale of the activity that existed on 3 September 2010, Table 7.5.2.1 does not apply, as long as the activity provides at least the same amount of on-site cycle parking that existed on 3 September 2010.
 - ii. For any addition to the size of the activity's **building** floor area/ scale of the activity that is an increase to what existed on 3 September 2010, Table 7.5.2.1 shall apply in respect of the increase.
- e. Residents cycle parking facilities within an **Urban Intensification Area** shall be provided as follows:
 - i. The number of residents cycle parks provided shall be at least the minimum number of cycle parks in Table 7.5.2.1. 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.
 - ii. The residents cycle parking shall be in a weatherproof, lockable enclosure that is located so that it has external access from the **street**, and in a position that does not involve taking the cycle up steps or stairs or within or through a **residential unit**.
 - iii. The residents cycle parking shall accommodate a cycle of the 90th percentile dimensions shown in Figure 4.
 - iv. Stands must be provided where the cycle parking enclosure is shared by more than one **residential unit**.
 - v. Where stands are provided, the stands shall meet the visitor cycle parking requirements in a. ii, iii, vi and ix, and:
 - A. The stands shall be of a horizontal type that does not require lifting of the cycle.

B. The stands shall allow the bicycle frame to be secured by a U-lock or D-lock. Stands shall have the minimum dimensions in Figure 4.

Advice note: To achieve the provisions 7.5.2.e.iv, 7.5.2.e.v.A and 7.5.2.e.v.B, and in order to accommodate a wide range of cycle types and micromobility devices (e-bikes, step-through cycles, cargo bikes, recumbent cycles, adult tricycles, and standard and seated e-scooters) it is recommended that Sheffield cycle stands are selected as the stand type. A Sheffield stand with recommended dimensions is shown in Figure 4.

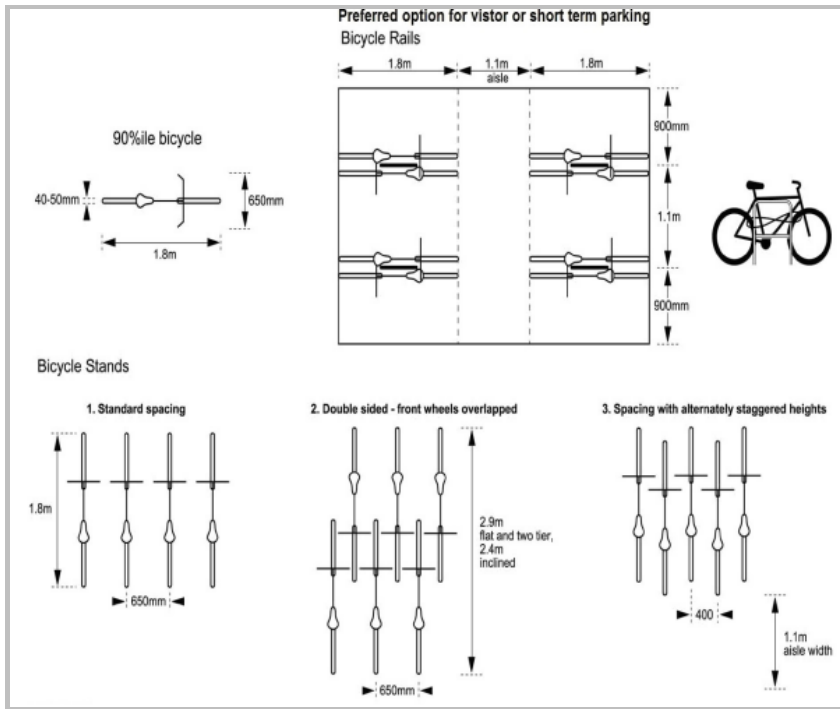


Figure 2 – Minimum cycle parking dimensions for Visitor, Staff and Student cycle parks

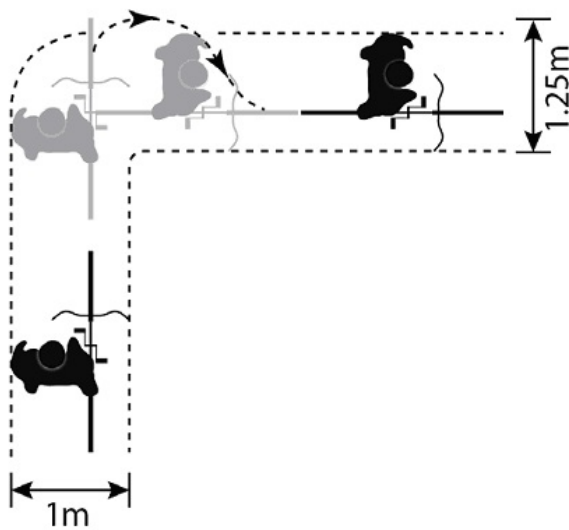


Figure 3 - Cycle turning circle - within the Central City

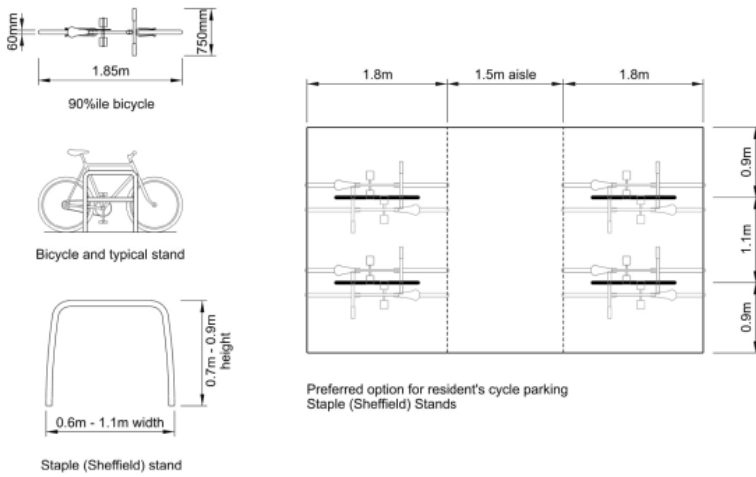


Figure 4 - Minimum cycle parking dimensions for Residents cycle parks

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Figure 4 – Minimum cycle parking dimensions for Residents cycle parks

Table 7.5.2.1 - Minimum numbers of cycle parks required

Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents (outside an Urban intensification area)/ students cycle parks
EDUCATION ACTIVITIES		
a. Preschools	i. 1 space/ 10 children (Outside the Central City) ii. 1 space/ 5 children (within the Central City)	1 staff space/ 3 FTE staff (Outside the Central City) 1 staff space/ 100 children (within the Central City)
b. Schools	i. 1 space/ 30 students (year 8 and below) (Outside the Central City) ii. 1 space/ 5 children (within the Central City) iii. 1 space/ 100 students (year 9 and above) (Outside the Central City) iv. 3 spaces/ 4 students (within the Central City)	1 space/ 7 students (year 8 and below) (Outside the Central City) 1 staff space/ 100 students (within the Central City) 1 space/ 5 students (year 9 and above) (Outside the Central City) 1 staff space/ 100 students (within the Central City)
c. Tertiary education and research activities	i. 1 space/ 100 FTE students (Outside the Central City) ii. 1 space/ 4 FTE students (within the Central City)	1 staff space/ 4 FTE staff and 1 student space/ 4 FTE students (Outside the Central City) 1 staff space / 100 FTE students (within the Central City)
ENTERTAINMENT ACTIVITIES AND RECREATION FACILITIES		
d. Cinemas and theatres (small to medium venues up to 500 seats)	1 space/ 30 seats	1 space/ 1 screen
e. Cinemas and theatres (large venues more than 500 seats)	1 space/ 60 seats	1 space/ 60 seats
f. Museums and galleries	1 space/ 200 m ² PFA	1 space/ 1000 m ² PFA
g. Libraries	1 space/ 100 m ² PFA	1 space/ 400 m ² PFA
h. Gymnasiums (for public, or private club use), dance studios	1 space/ 50 m ² GFA	1 space/ 600 m ² PFA
i. Sports courts (for public, or private club use)	1 space/ 150 m ² court area	1 space/ 500 m ² PFA
j. Sports fields (for public, or private club use)	10 spaces/ ha pitch area	5 spaces/ ha pitch area
k. Swimming pools (for public, or private club use)	1 space/ 10 m ² pool area	1 space/ 500 m ² pool area
l. Other entertainment activities / recreation facilities, if not specified above	1 space/ 50 m ² PFA	10% of visitor requirements
m. FIRE STATIONS and AMBULANCE STATIONS	1 space/ emergency service vehicle bay	1 space/ emergency service vehicle bay
n. VISITOR ACCOMMODATION except for hosted visitor accommodation or unhosted visitor accommodation	1 space/ 20 bedrooms (Outside the Central City) 1 space/ 20 beds (except 1 space/ 30 bedrooms for Hotels) (within the Central City)	1 space/ 5 FTE staff (Outside the Central City) 1 space / 80 beds (except 1 space/ 80 bedrooms for Hotels) (within the Central City)
HEALTH CARE FACILITIES		
o. Hospitals	1 space/ 1000 m ² GFA	1 space/ 300 m ² GFA
p. Other health care facilities, if not specified above	1 space/ 500 m ² GFA	1 space/ 300 m ² GFA
INDUSTRIAL ACTIVITIES		
q. Warehousing and distribution activities	1 space/ 2000 m ² GFA (1 space minimum)	1 space/ 1000 m ² GFA
r. Other industrial activities if not specified above, high technology industrial activities and heavy industrial activities	1 space/ 1000 m ² GFA	1 space/ 500 m ² GFA
s. OFFICES	i. 20% of staff requirements (2 spaces minimum) (Outside the Central City)	1 space/ 150 m ² GFA

	Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents (outside an Urban intensification area)/ students cycle parks
		ii. 1 space/ 500 m ² GFA (within the Central City)	

Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents (outside an Urban intensification area)/ students cycle parks
t. QUARRYING ACTIVITY and ANCILLARY AGGREGATES-PROCESSING ACITIVITY	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 (within the Central City, visitor spaces can be used by students)	Staff / residents / students cycle parks
v. Care facilities (including a care home within a retirement village)	1 space/ 50 clients	1 space/ 30 clients
w. Retirement village (excluding a care home within a retirement village)	1 space/ 10 units, for developments with 10 or more units	Nil
x. Residential activities provided under EDM and CHRM	Nil	1 residents' space/ dwelling without a garage, outside an Urban Intensification Area.
y. Social housing complex	1 space/ 10 units, for developments with 10 or more units	Outside an Urban Intensification Area, 1 residents' space/ dwelling without a garage, Within an Urban Intensification Area: Residential units with one or two bedrooms - 1 space/residential unit without a private garage; Residential units with three or more bedrooms - 2 spaces/residential unit without a private 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	Outside an Urban Intensification Area: 1 space/ dwelling without a garage. Within an Urban Intensification Area: Residential units with one or two bedrooms - 1 space/residential unit without a private garage; Residential units with three or more bedrooms - 2 spaces/residential unit without a private garage.
RETAIL ACTIVITIES AND COMMERCIAL SERVICES		
Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents/ students cycle parks
bb. Commercial services	1 space/ 500 m ² GFA	1 space/ 200 m ² GFA
cc. Factory shops, retail activities in large format retail zones	1 space/ 1000 m ² GLFA	1 space/ 750 m ² GLFA
dd. Food and beverage outlets	i. 1 space/ 300 m ² PFA (Outside the Central City) ii. 1 space/ 125 m ² PFA (within the Central City)	1 space/ 100 m ² PFA (2 spaces minimum) (Outside the Central City) 1 space/ 400 m ² PFA (within the Central City)

Activity	Visitor cycle parks (within the Central City visitor spaces can be used by students)	Staff/ residents (outside an Urban intensification area)/ students cycle parks
ee. Other retail activities, if not specified above	i. 1 space/ 300 m ² GLFA (Outside the Central City) ii. 1 space/ 350 m ² GLFA (within the Central City)	1 space/ 750 m ² GLFA (Outside the Central City) 1 space/ 200 m ² GLFA (within the Central City)
ff. SERVICE STATIONS	1 space/ 1000 m ² GLFA	1 space/ 750 m ² GLFA
gg. SPIRITUAL ACTIVITIES	1 space/ 100 m ² PFA	10% of visitor requirement
hh. TRADE SUPPLIERS	1 space/ 1000 m ² GLFA	1 space/ 750 m ² GLFA
ii. UTILITIES (that have no permanent staff)	Nil	Nil
jj. YARD-BASED SUPPLIERS	1 space/ 1000 m ² GLFA	1 space/ 750 m ² GLFA

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

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

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

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

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

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

Appendix 7.5.3 Loading areas

- a. The minimum number of on-site loading spaces provided shall be in accordance with Table 7.5.3.1.
 - i. Where an activity does not fall within a particular category, the activity which is closest in definition shall apply.
 - ii. Where the calculation of the required loading space results in a fractional space, any fraction that is less than one-half will be disregarded and any fraction of one-half or more will be counted as one space. The loading space requirements for different types of loading bay shall be calculated and rounded separately.
 - iii. The loading space requirements listed in Table 7.5.3.1 are categorised by activity. When calculating the overall loading space requirements for an activity the separation of areas into different activities will be required where the GFA of an activity (or PFA or other such measurement that the standards for the relevant activity is based upon) exceeds 10 per cent of the total GFA of the activity. The total loading space requirement for any activity will be the sum of the loading space requirements for each area.
 - iv. Where an activity falls under the definition of more than one activity in Table 7.5.3.1, then the higher loading space requirement shall apply.
 - v. Any space required for loading, other than for a residential activity, fire stations and ambulance stations, shall be available during the hours of operation and shall not be diminished by the subsequent erection of any structure, storage of goods, or any other use.
 - vi. Full time equivalent student numbers for Tertiary Education and Research Activities shall be assessed annually as of 1 July, and shall be rounded to the nearest 100 FTE students, if there are more than 1000 FTE Students at the activity in total. Any additional loading spaces

required shall be provided within 12 months of the date of assessment.

vii. For sites with activities, listed under Rule 7.4.3.3 a., that existed on 3 September 2010 (i.e. prior to the Canterbury earthquakes of 2010/2011), Table 7.5.3.1 shall be applied to the rebuild of that activity, as follows:

- A. For the size of the activity's building floor area/ scale of the activity that existed on 3 September 2010, Table 7.5.3.1 does not apply, as long as the activity provides at least the same amount of on-site loading spaces that existed on 3 September 2010.
- B. For any addition to the size of the activity's building floor area/ scale of the activity that is an increase to what existed on 3 September 2010, Table 7.5.3.1 shall apply in respect of the increase.

viii. Within the Central City, no loading is required where a suitable on- or off-street loading facility is provided within 50 metres of any part of the site and the route between the loading facility and the site does not require crossing any road. Use of an off-street loading facility on a separate site by an activity must be protected for the use of that activity (and any future activity on the site) by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to Council for its records.

b. Minimum loading area dimensions:

- i. A heavy vehicle bay shall comply with one of the following vehicle sizes in Table 7.5.3.2 (depending on the largest vehicle expected to use the loading space). For commercial and industrial sites where waste collection occurs internally, a loading space and associated manoeuvring area large enough to accommodate a medium rigid vehicle must be allowed for.
- ii. A 99 percentile vehicle bay shall be designed to the following minimum standards in Table 7.5.3.3.

Advice note:

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

Table 7.5.3.1 - Minimum numbers of loading spaces required

Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
EDUCATION ACTIVITIES:		
a. Schools and preschools	With 100 or more students: 1 bay	i. With 20 students or more, but less than 100: 1 bay ii. With 100 or more students: 1 bay/100 students
b. Tertiary education and research activities	1 bay per site	1 bay/100 FTE students
ENTERTAINMENT ACTIVITIES AND RECREATION FACILITIES:		
c. Cinemas	1 bay per cinema complex	Nil
d. Theatres	1 bay per theatre	Nil
e. Gymnasium (for public, or private use), dance studios	1/ 8,000 m ² GFA	Nil
f. Sports courts (for public, or private use)	Nil	Nil
g. Sports fields (for public, or private use)	Nil	Nil
h. Swimming pools (for public, or private use)	1 bay/ 2000 m ² pool area	Nil
i. Other entertainment activities / recreation facilities, if not specified above	Nil	1 bay/ 2000 m ² PFA
j. FIRE STATIONS and AMBULANCE STATIONS	1 bay per site	Nil
VISITOR ACCOMMODATION :		
k. Hotels	1 bay/ 100 bedrooms (for the first 300 bedrooms, nil thereafter)	1 bay/ 50 bedrooms
l. Other visitor accommodation, 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 :		
m. Hospitals	1/ bay 8,000 m ² GFA	Nil
n. Other health care facilities, if not specified above	Nil	Nil
INDUSTRIAL ACTIVITIES		
o. Warehousing and distribution activities	1 bay/ 1,000 m ² GFA (up to 2,000 m ² GFA); 1 bay/ 2,000 m ² GFA (for 2,000 m ² - 10,000 m ² GFA); and 1 bay/ 2,750 m ² GFA (after 10,000 m ² GFA).	Nil
p. Other industrial activities, if not specified above, high technology industrial activities and heavy industrial activities	1 bay/ 1,000 m ² GFA	Nil
q. OFFICES	1 bay/ 8,000 m ² GFA (up to 16,000 m ² GFA); and 1 bay/ 20,000 m ² GFA (after 16,000 m ² GFA).	1 bay/ 8,000 m ² GFA
r. PUBLIC TRANSPORT INTERCHANGES	Nil	Nil
s. QUARRYING ACTIVITY and ANCILLARY AGGREGATES-PROCESSING ACTIVITY	Nil	Nil
t. RESERVES (if there is not a specified loading requirement in this table for the activity on the reserve)	Nil	Nil
RESIDENCES:		
u. Care facilities	Nil	One for care facilities with

Activity	Number of heavy vehicle bays to be provided	Number of 99 percentile vehicle bays to be provided
		more than 20 clients
v. Student hostel accommodation	1 bay per hostel	1 bay/ 100 beds
w. Other residential activities, if not specified above	Nil	Nil outside of an Urban intensification area. Within an Urban intensification area: For developments of 20 or more residential units – 1 bay
RETAIL ACTIVITIES AND COMMERCIAL SERVICES :		
x. Food and beverage outlets	1 bay/ 1000 m ² PFA	Nil
y. Other retail activities or commercial services, if not specified above	1 bay/ 1600 m ² GLFA for the first 6,400 m ² GLFA; and 1/ 5,000 m ² GLFA thereafter.	Nil
z. SERVICE STATIONS	1 unmarked bay for fuel deliveries	Nil
aa. SPIRITUAL ACTIVITIES	Nil	1 loading space / site
bb. TRADE SUPPLIERS	1 bay/ 1600 m ² GLFA for the first 6,400 m ² GLFA; and 1/ 5,000 m ² GLFA thereafter.	Nil
cc. UTILITIES (that have no permanent staff)	Nil	Nil
dd. YARD-BASED SUPPLIERS	1 bay/ 1600 m ² GLFA for the first 6,400 m ² GLFA; and 1/ 5,000 m ² GLFA thereafter.	Nil

Table 7.5.3.2 - Loading space dimensions for Heavy Vehicle Bays

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

Table 7.5.3.3 - Loading space dimensions for 99 percentile vehicle bay

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

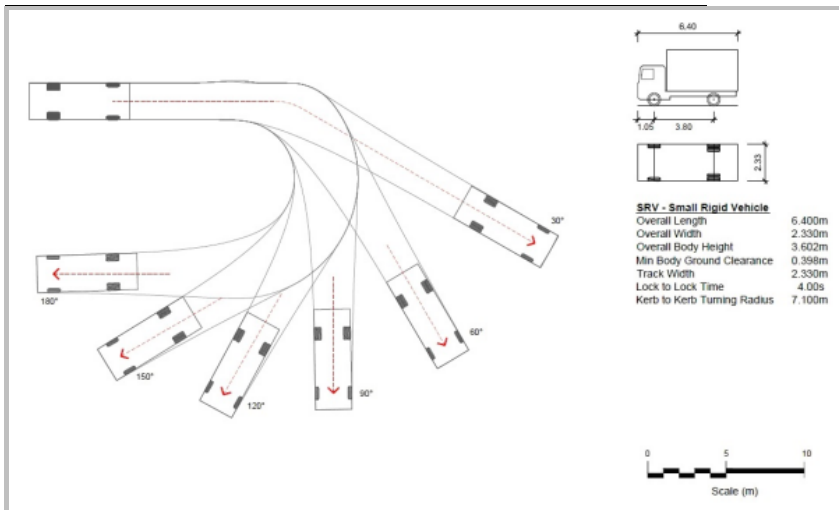


Figure 4 - Turning area for Small Rigid Vehicles

Advice note:

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

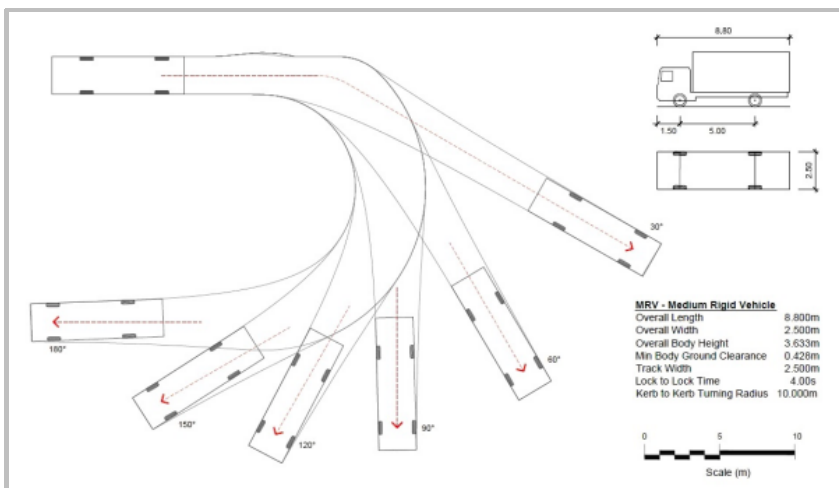


Figure 5 - Turning area for Medium Rigid Vehicles

Advice note:

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

Appendix 7.5.4 85 percentile design motor car

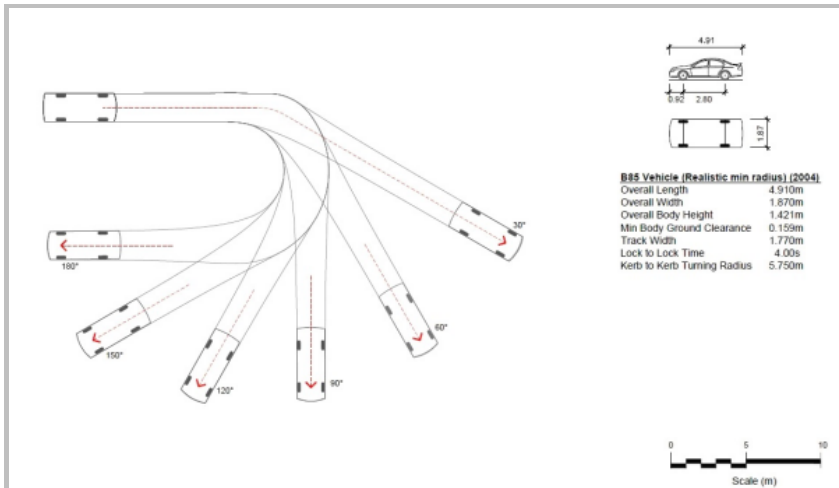


Figure 6 - 85 percentile design motor car

Advice note:

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

Appendix 7.5.5 99 percentile design vehicle

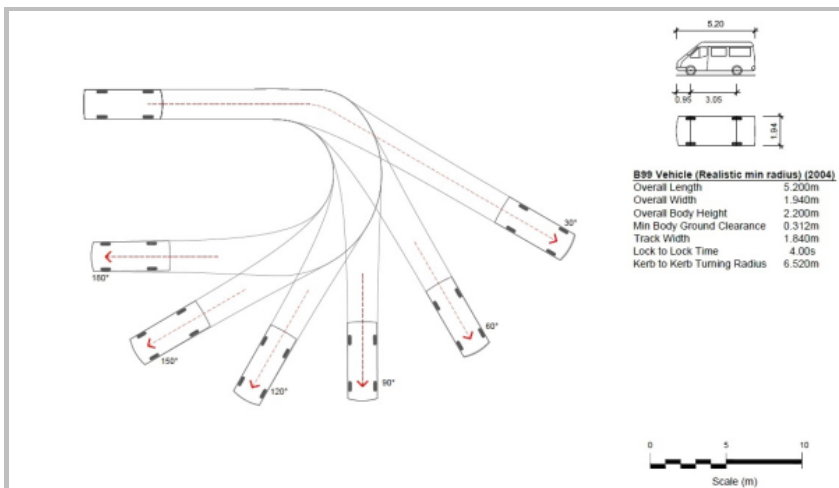


Figure 7 - 99 percentile design vehicle

Advice note:

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

Appendix 7.5.6 Manoeuvring for parking areas and loading areas

- a. **Parking spaces** shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when moving from any **vehicle access** to any **parking spaces**, except for parallel **parking spaces**.
- b. **Parking spaces** and **loading spaces** shall be located so that vehicles are not required to undertake more than one reverse manoeuvre when manoeuvring out of any **parking space** or **loading space**.
- c. For any activity, the **vehicle access manoeuvring area** shall be designed to accommodate the 85th percentile design motor car, as specified in Appendix 7.5.4, as a minimum.

Appendix 7.5.7 Access design and gradient

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

- b. Any **vehicle accesses** longer than 50 metres and with a formed width less than 5.5 metres wide shall provide passing opportunities (with a minimum width of 5.5 metres) at least every 50 metres, with the first being at the **site boundary**.
- c. Outside of an **Urban intensification area**, 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.
- d. Within an **Urban intensification area**, for developments of four or more units where one or more units has no direct access to a road and where no vehicle access is provided, a dedicated communal pedestrian access shall be provided that has a minimum unobstructed width of 3 metres with a formed pathway of 1.5m;
- e. Within an **Urban intensification area**, where a vehicle access serves four to 15 parking spaces or residential units, and there is no other pedestrian and/or cycle access available to the site, then a minimum 1.5m wide space for pedestrian and/or cyclists shall be provided adjacent to the vehicle access.
- f. Within an **Urban intensification area**, where a vehicle access serves 16 or more parking spaces or residential units, then a separate pedestrian access shall be provided that has a minimum unobstructed width of 3m with a formed pathway of 1.5m.
- g. All **vehicle access** to and /or from a **site** in a residential zone, shall allow clear visibility above 1 metre within a triangle measured for a width of at least 1.5 metres either side of the entrance, and for a length at least:
 - i. 2 metres measured from the **road boundary**, outside an Urban intensification area:
 - ii. 1.5 metres measured from the **road boundary**, within an Urban intensification area.

This rule does not apply to sites that have an existing vehicle access, unless there has been a change in the location of the entrance of the vehicle access (at the road boundary) and/or an increase in the number of residential units that the vehicle access serves. Where the vehicle access is located less than 1.5m from a side boundary of the site, then the required width of clear visibility triangle on that side of the access shall be the distance between the vehicle access and the side boundary. For the avoidance of doubt the clear visibility triangle does not extend into an adjacent site. This requirement does not apply, if an audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point or a visibility splay as per Rule 7.4.3.7 has been provided.

- h. Where **parking spaces** are provided in separate areas, then the connecting **vehicle access** between the **parking areas** shall be in accordance with the standards in Table 7.5.7.1 based on the number of **parking spaces** served.
- i. The minimum and maximum widths shall be measured at the **road boundary** and apply within the **site** until the first **vehicle control point**.
- j. 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.
- k. In car **parking buildings** there shall be a vertical clearance of not less than 2.5m above car park spaces for people whose mobility is restricted, and along the full length of any **accessible** route providing vehicular **access** to those car **parking spaces**.
- l. Where a mix of activities is proposed, the largest relevant dimension is applicable.
- m. **Emergency service facilities** do not need to comply with the maximum **formed** width, unless located on a **key pedestrian frontage**.
- n. In **Central City**, height refers to the minimum clear height from the surface of the formed **access**.
- o. Any **access** located on a Central City 'Active Frontage and Verandas' as shown on the planning maps shall have a maximum formed width of 7 metres.
- p. The maximum gradient at any point on a **vehicle access** shall be in accordance with Table 7.5.7.2, except a maximum gradient of 1 in 5 (minimum 4.0 metres long transition ramps for a change of grade 1 in 8 or greater) shall apply for **accesses** that are identified in (j). For curved accesses, the maximum gradient shall be measured on the inside of a curved **vehicle access**.
- q. The maximum change in gradient without a transition shall be no greater than 1 in 8 (12.5%). Changes of grade of more than 1 in 8 (12.5%) shall be separated by a minimum transition length of 2 metres (see Figure 9 for an example).
- r. 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.
- s. Where a **vehicle access** serves more than six car **parking spaces** (or more than six **residential units**) and a footpath is provided on the **frontage road**, the gradient of the first 4.5 metres measured from the **road boundary** into the **site** shall be no greater than 1 in 10 (10%) (see Figure 10 for an example).

Advice note:

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

Table 7.5.7.1 - Minimum requirements for private ways and vehicle access

	Activity	Number of marked parking spaces provided (For residential activities, the number of residential units)	Minimum legal width (metres)	Minimum formed width (metres) (refer to b)	Maximum formed width (metres)	Central City Height clearance (metres)
a.	Residential activity and offices	1 to 3	3.0 outside an Urban intensification area 4.0 within an Urban intensification area (refer to g)	2.7 outside an Urban intensification area 3.0 within an Urban intensification area	4.5	4.0
b.	Residential activity and offices	4 to 8	3.6 outside an Urban intensification area (refer to g) 4.6 within an Urban intensification area (refer to g)	3.0	6.0	4.0
c.	Residential activity and offices	9 to 15	5.0 outside an Urban intensification area (refer to c and g) 6.0 within an Urban intensification area (refer to d and e)	4.0 outside an Urban intensification area 5.0 within an Urban intensification area	6.0	4.0
d.	All other activities	1 to 15 ¹	5.0 (refer to c and e)	4.0	7.0	4.0
e.	All activities	More than 15	6.5 (refer to c and f)	5.5	9.0	4.0

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

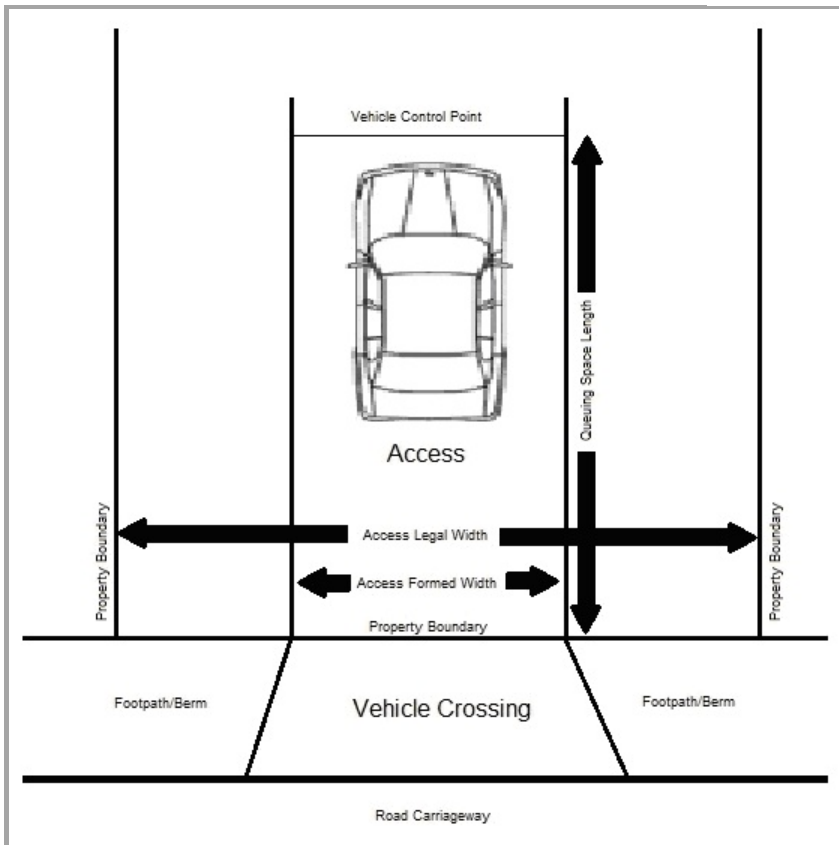


Figure 8 - Explanation of the location of aCESS design standards

Table 7.5.7.2 - Maximum gradients for vehicle access

a. Straight Ramps - Private car parking spaces or residential activities

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

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

b. Straight Ramps - All other car parking spaces

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

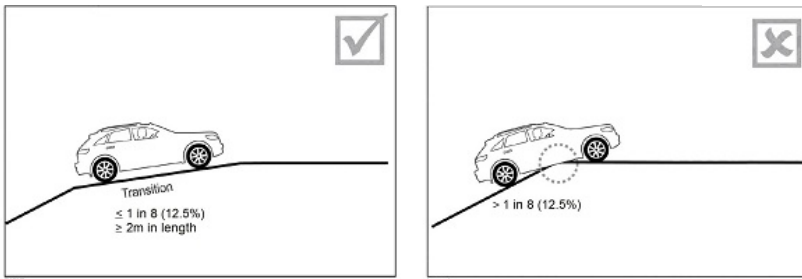


Figure 9 - Example of correct and incorrect vehicle access gradient transition.

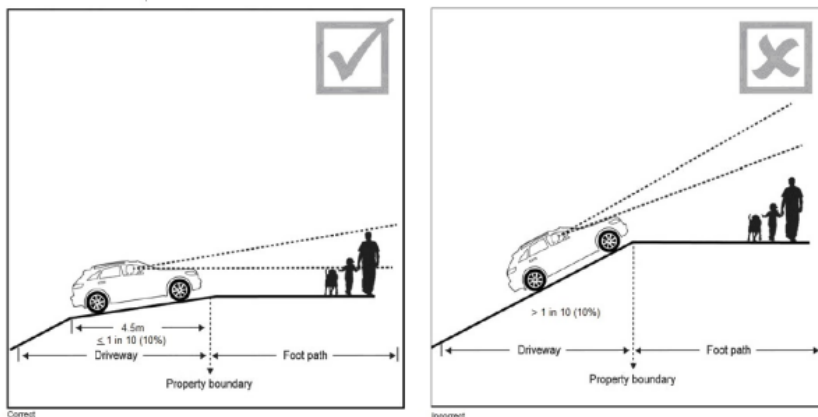


Figure 10 - Example of correct and incorrect vehicle access gradients in relation to footpaths.

Appendix 7.5.8 Queuing spaces

- On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with Table 7.5.8.1.
- Queuing spaces shall be available during hours of operation.
- Where the parking area has more than one access, the number of parking spaces may be apportioned between the accesses in accordance with their potential usage for the calculation of the queuing space.
- Queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles already on the site may arise (see Figure 8).

Table 7.5.8.1 - Queuing spaces

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

Appendix 7.5.9 Visibility splay

- The visibility splay areas (as shown on Figure 11) are to be kept clear of obstructions in all cases for visibility reasons. Landscaping or other features may be contained within the visibility splay areas, as long as it does not exceed 0.5 metres in height.
- If the access is 4.5 metres wide or greater, and the access provides for two-way traffic flow, then there is no requirement to provide a visibility splay

on the side of the access marked with an 'X' in Figure 11.

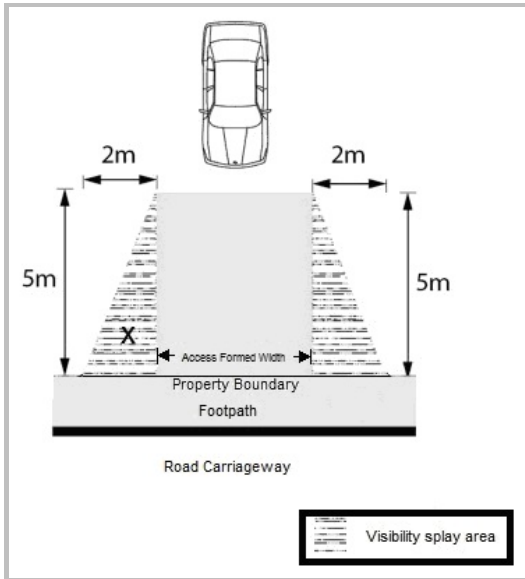


Figure 11 - Visibility splay measurement

Appendix 7.5.10 Design of rural vehicle crossings

- a. Design for vehicle crossings on arterial roads and collector roads with a speed limit of 70km/hr or greater shall comply with the relevant figure in accordance with Table 7.5.10.1.

Table 7.5.10.1 - Design of rural vehicle crossings

	Heavy vehicle movements per week	Volume of traffic using the vehicle crossing per day	Is the vehicle crossing located on a state highway?	Which figure to use for vehicle crossing design
a.	≤ 1	1 - 30	No	12
b.	≤ 1	1 - 30	Yes	14
c.	≤ 1	31 - 100	Yes or No	14
d.	> 1	1 - 30	Yes or No	13
e.	> 1	31 - 100	Yes or No	14

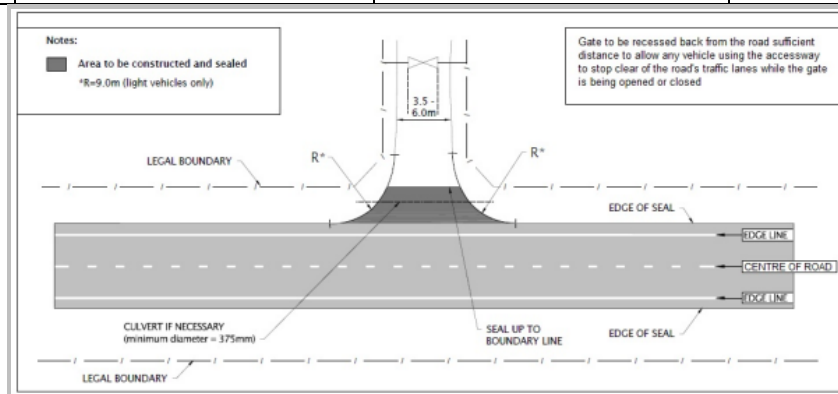


Figure 12 - Design of rural vehicle crossings without shoulder widening

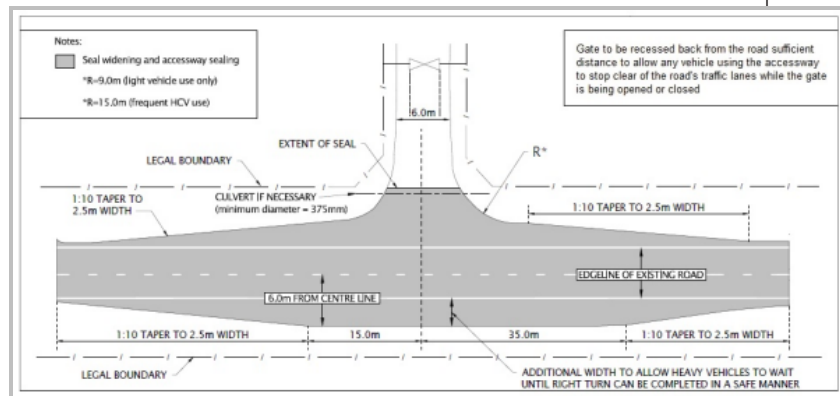


Figure 13 - Design of special use rural vehicle crossings

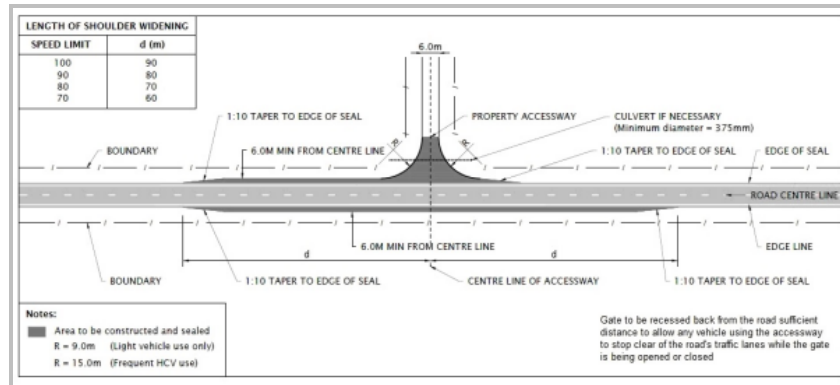


Figure 14 - Design of rural vehicle crossings with shoulder widening

Advice note:

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

Appendix 7.5.11 Standards for the location of vehicle crossings

- a. Vehicle crossings to a frontage road with a speed limit of 70 km/hr or greater shall have a minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, on the same or an adjacent site, in accordance with the minimum distances set out in Table 7.5.11.1.

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

Type of road frontage		Arterial	Collector	Local
Frontage road speed limit (km/h)				
a.	70	40	40	40
b.	80	100	70	50
c.	90	200	85	65
d.	100	200	105	80

- b. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing for the site may be constructed in the position which most nearly complies with the provisions of Table 7.5.11.1.
- c. The maximum number of vehicle crossings permitted on each road frontage of any site shall be in accordance with Table 7.5.11.2 (outside the Central City) and Table 7.5.11.3 (within the Central City).

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

Type of road frontage				
	Frontage length (metres)	Local road and collector road	Minor arterial road	Major arterial road
a.	0 - 16	1	1	1
b.	> 16 - 60	2	1	1
c.	> 60 - 100	2	2	1
d.	> 100	3	2	2

Table 7.5.11.3 - Maximum number of vehicle crossings within Central City

Type of road frontage				
	Frontage length (m)	Inner Core Streets (See Figure 7.15)	Arterial Route	All other streets
a.	0 - 16	1	1	1
b.	> 16 - 60	1	1	2
c.	> 60 - 100	1	1	2
d.	> 100	2	2	2

a. Any part of a vehicle crossing shall not be located closer to the intersection of any roads than the distances specified in Table 7.5.11.4 (outside the Central City) and Table 7.5.11.5 (within the Central City).

Table 7.5.11.4 - Minimum distance of vehicle crossings from intersections outside the Central City

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

Table 7.5.11.5 Minimum distance of vehicle crossings from intersections within the Central City

Intersecting road type (distance in metres)					
	Frontage road	Arterial Route	Main Distributor Street	Local Distributor Street	Local Street
a.	Arterial Route	45	30	30	25
b.	Main Distributor Street	30	30	30	10
c.	Local Distributor Street	30	30 outside the Core 15 within the Core	30 outside the Core 15 within the Core	10 outside the Core 6 within the Core
d.	Local Street	15	15 outside the Core 10 within the Core	15 outside the Core 10 within the Core	10 outside the Core 6 within the Core

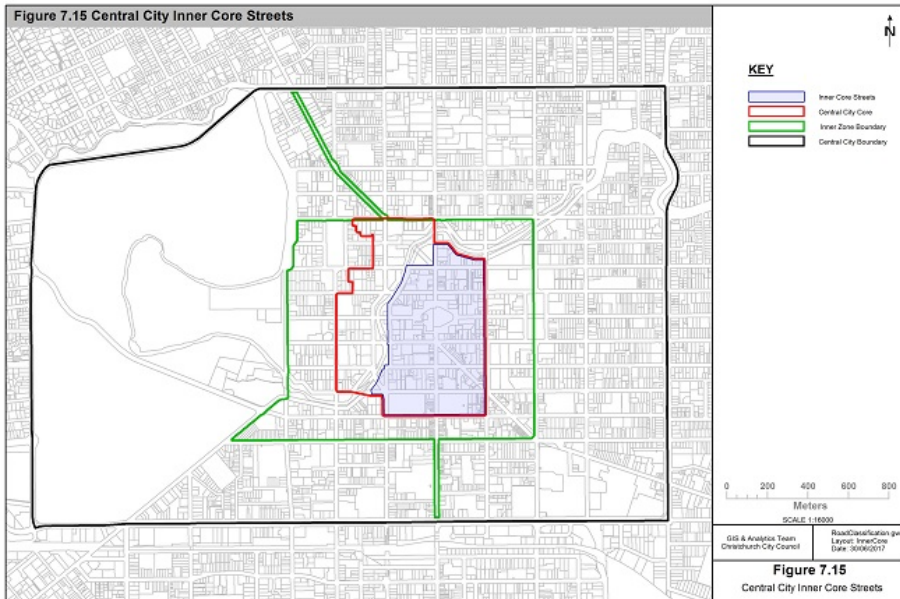


Figure 15 Inner Core Streets

- Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 7.5.11.4 (outside the Central City) and Table 7.5.11.5 (within the Central City).
- The measurement of the distances between the vehicle crossings and intersections shall be in accordance with Figure 16 (outside the Central City) and Figure 17 (within the Central City).

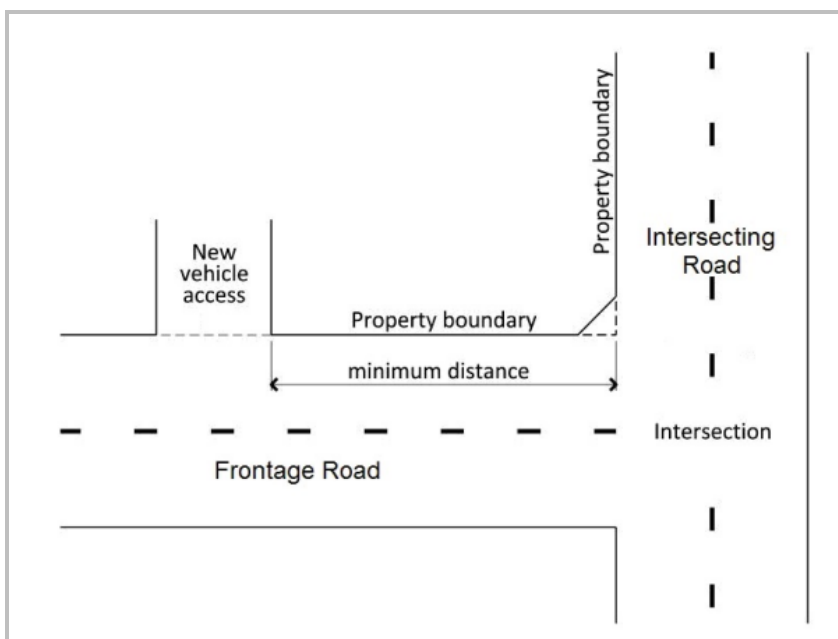


Figure 16 - Minimum distance of vehicle crossings from intersections outside the Central City

Advice note:

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

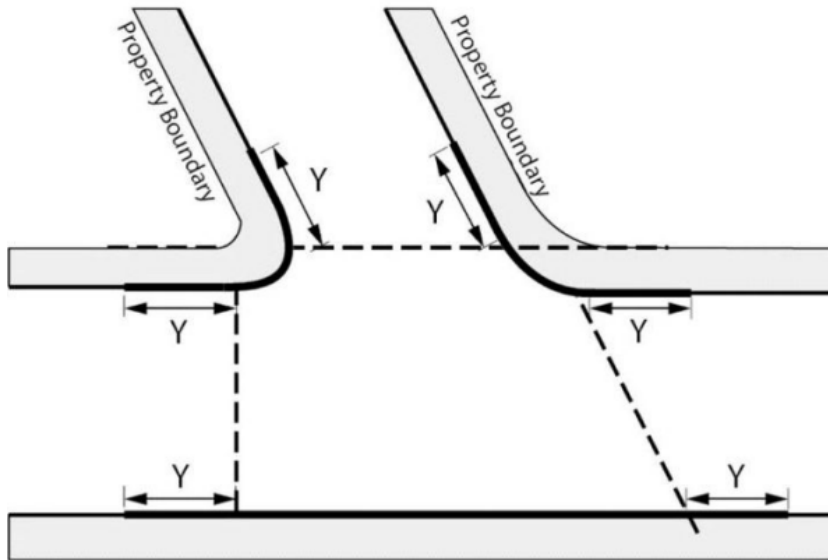


Figure 17 - Minimum distance of vehicle crossings from intersections within the Central City

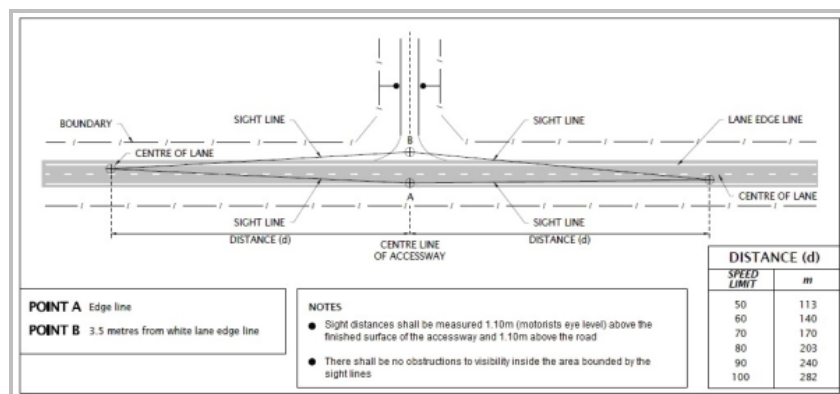


Figure 18 - Minimum sight lines for vehicle crossing for rural roads

Appendix 7.5.12 Road classification system

- a. The purpose of Appendix 7.5.12 is to outline the Road Classification System, which is used to distinguish roads into categories, as some of the rules in the District Plan only apply to some of the roads in a particular category.

1. Description of the Road Classification System

a. Functional hierarchy (Movement and Place Functions):

- i. The Road Classification System (based on the Road Classification System adopted in the Christchurch Transport Strategic Plan) presents a dual role for roads by applying a 'place' (land use) function for roads, alongside a 'movement' (or link) function.
- ii. The Road Classification System in the Christchurch Transport Strategic Plan has been simplified for use in the District Plan. The traditional four 'movement' function categories remain (Major arterial road, Minor arterial road, Collector road and Local road) to show the role that the road plays in moving people and goods around the transport network. Some roads have changed their classification from the previous District Plans as changes to the network have occurred over the last few years. Within the Central City the collector category is referred to and further distinguished as Main Distributors and Local Distributors to be consistent with the Christchurch Central Recovery Plan.
- iii. In addition to the four 'movement categories', four 'place categories' now sit within the system to reflect the different 'place' requirements: Rural, Industrial, Residential, and Centres. These additions to the categories take into account the surrounding land use,

and show the role the road plays in contributing to the amenity values, identity and public space of the adjoining area. All of the Central City is classified as within the centres category. However it is referred to and further distinguished as Outer Zone, Inner Zone and Core to be consistent with the Christchurch Central Recovery Plan.

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

b. Use hierarchy (modal networks):

- i. In addition to the functional hierarchy, a road use hierarchy has also been defined within the Christchurch Transport Strategic Plan. These networks highlight that different modes of transport have different priorities within the network. There are five modal networks defined in the Christchurch Transport Strategic Plan:
 - A. the cycle network of major, local and recreational cycle routes (including on- and off-road cycle ways, and cycle ways within rail corridors);
 - B. the core public transport route network;
 - C. the walking network;
 - D. the freight network (including the rail network); and
 - E. the strategic road network .
- ii. These networks are not specifically shown in the District Plan as they will be subject to change over time. However, they are an important part of Christchurch's transport network and will be considered as part of the Integrated Transport Assessment process.
- iii. In addition to the classification system the Christchurch Transport Strategic Plan highlights the need to manage the road network more efficiently. The Christchurch Network Management Plan is being developed to guide how the network will be managed based on user priority and the time of day, to reflect the different demands that occur on the networks and the importance of prioritising users during different times of the day.

Advice note:

1. that Appendix 8.10.3 of Chapter 8 contains the standards for new roads.
2. Summary of the Road Classification categories
 - a. Each road will have a dual classification both a 'movement' and 'place' classification (see Figures 20 (a-f) for maps of the road classification). The 'movement' and 'place' function categories are described in Table 7.5.12.1.

Table 7.5.12.1 Explanation of movement and place categories

	Movement function category	Explanation
a.	Major arterial roads	State Highways and key roads in Christchurch District that cater especially for longer trips. Major arterial roads are the dominant elements of the roading network which connect the major localities of the region, both within and beyond the main urban area, and link to the most important external localities. Some major arterials, particularly some state highways, serve an important bypass function within Christchurch District, directing traffic through it to areas beyond. They are managed to minimise adverse effects from access on network efficiency. All motorways within Christchurch District are classified as major arterial roads.
b.	Minor arterial roads	Roads that provide connections between major arterial roads and the major rural, suburban and industrial areas and commercial centres. Generally, these roads cater for trips of intermediate length. They will generally connect to other minor arterial roads and major arterial roads and to collector roads. Arterial roads provide the most important movement function and as such require the highest degree of movement function protection. They may also define the boundaries of neighbourhood areas.
c.	Collector roads	Roads that distribute and collect local traffic between neighbourhood areas and the arterial road network. These are of little or no regional significance, except for the loads they place on the arterial road network. They link to the arterial road network and act as local spine roads, and often as bus routes within neighbourhoods, but generally do not contain traffic signals. Their traffic movement function must be balanced against the significant property access function which they provide. Collector roads within the Central City are known as distributor roads. These roads have a similar 'movement' function to the distributor streets in the Central City, which are shown in the Christchurch Central Recovery Plan.
d.	Main Distributor Streets (within Central City only)	A specific type of collector road which form key movement corridors into the Central City from the surrounding areas. Main Distributor Streets are the second highest order link types within the Central City and form key movement corridors within the Central City from surrounding areas.
e.	Local Distributor Streets (within Central City only)	A specific type of collector road which are important for distribution of traffic to parking precincts or provide for public transport movements. Local Distributor Streets are the third highest order link types and are important for the distribution of traffic to parking precincts, or to provide for public transport movement.
f.	Local roads	All other roads in Christchurch District. These roads function almost entirely for access purposes and are not intended to act as through routes for motor vehicles
Place function category (outside the Central City)		
g.	Urban (Centres)	Any road that is adjacent to a Commercial Zone. These are the areas which are shown as the Urban (Centres) Place Type on the Road Classification Maps (Figures 20 (a-f)).
h.	Urban (Industrial)	Any road that is adjacent to an Industrial Zone. These are the areas which are shown as the Urban (Industrial) Place Type on the Road Classification Maps (Figures 20 (a-f)) ¹ .
i.	Urban (Residential)	All other roads within the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy Statement, as well as roads that are adjacent to any other Residential Zone in Christchurch District. These are the areas which are shown as the Urban (Residential) Place Type on the Road Classification Maps (Figures 20 (a-f)).
j.	Rural	All roads outside the existing urban area as defined by Map A of Chapter 6 of the Canterbury Regional Policy Statement, except for roads adjoining to any Residential, Industrial, and/or Commercial Zone in Christchurch District. Rural roads are generally the roads classified as rural or semirural in the road classification system in the Christchurch Transport Strategic Plan.
Place Function Category (within the Central City)		
k.	Core	Any road within the core as shown on Figure 19.
l.	Inner zone	Any road that is within an area bordered by Kilmore, Madras, St Asaph Streets and the eastern edge of Hagley Park, and also all of Victoria Street, and Colombo Street between St Asaph St and Moorhouse Ave. This area is shown on the Road Classification Map - Figure 19.
m.	Outer zone	Any other road within the Central City.

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

Figure 19: Central City Road Classification Map

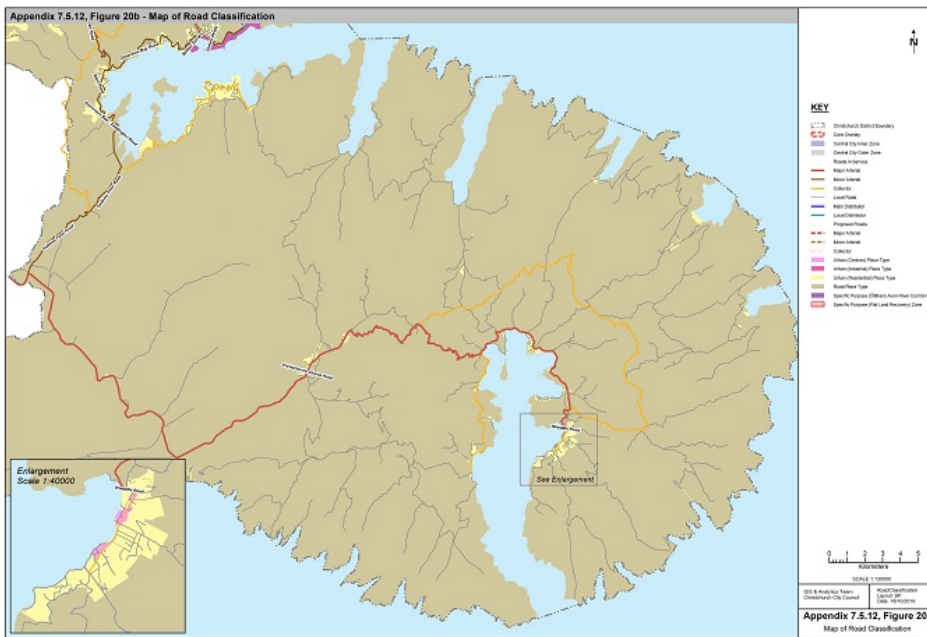


Figure 20c - Road Classification Map Enlargement

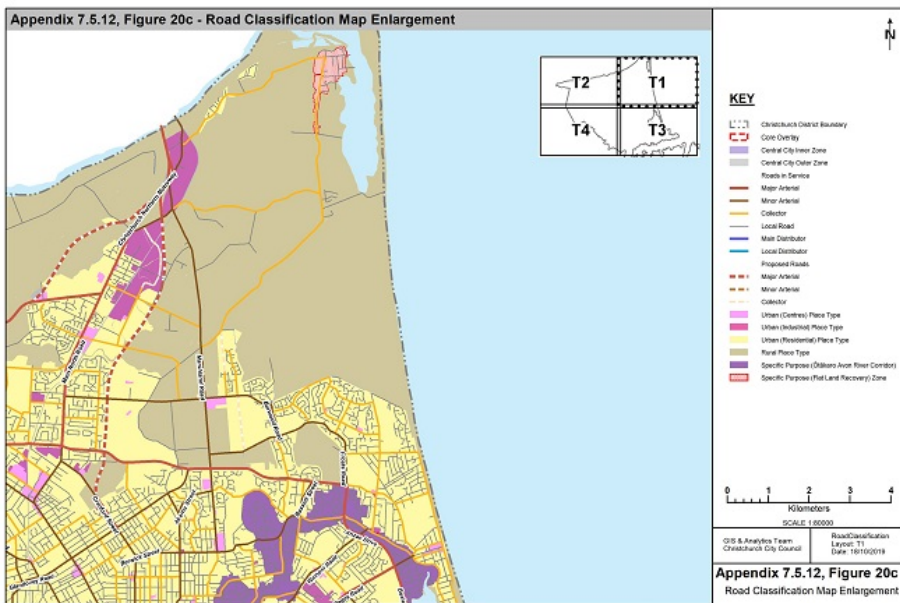


Figure 20d - Road Classification Map Enlargement

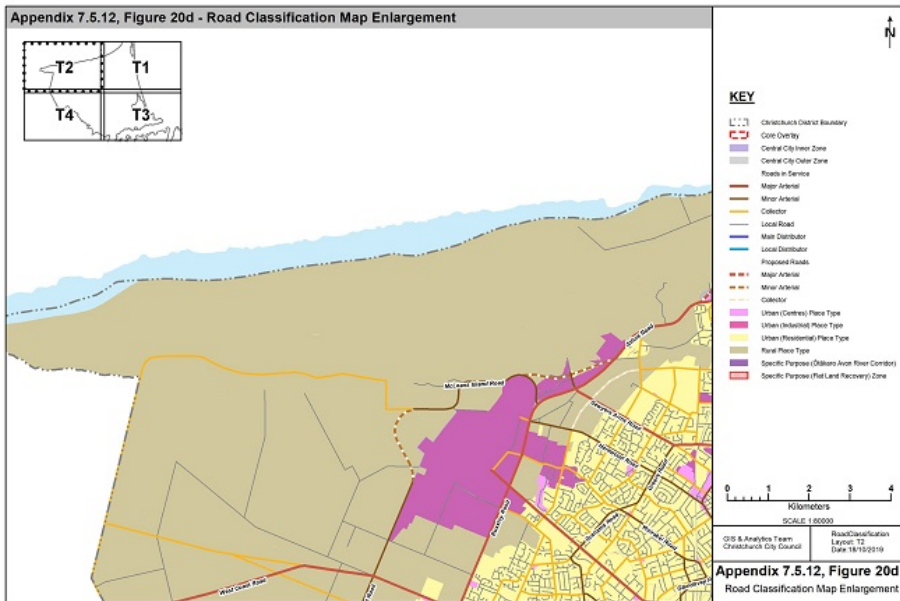


Figure 20e - Road Classification Map Enlargement

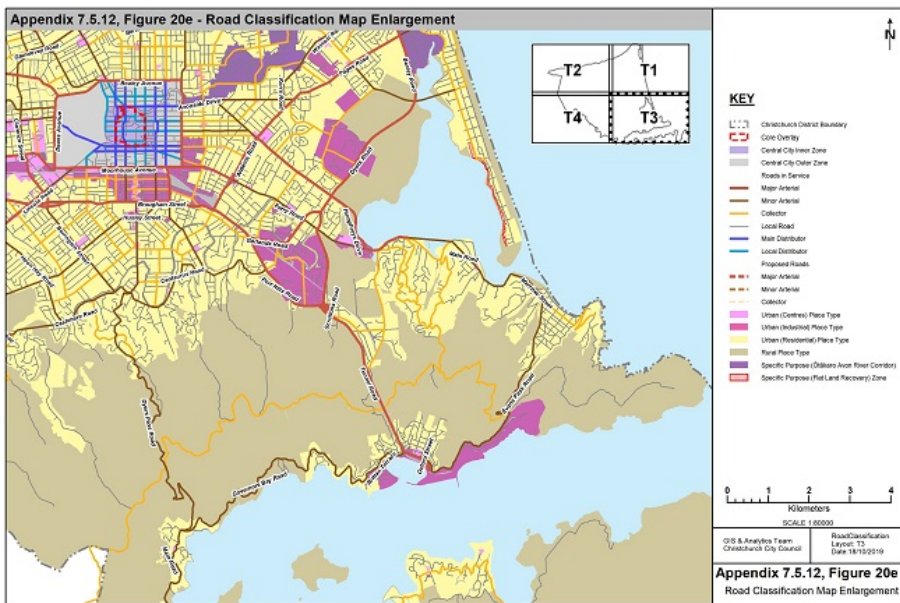


Figure 20f - Road Classification Map Enlargement

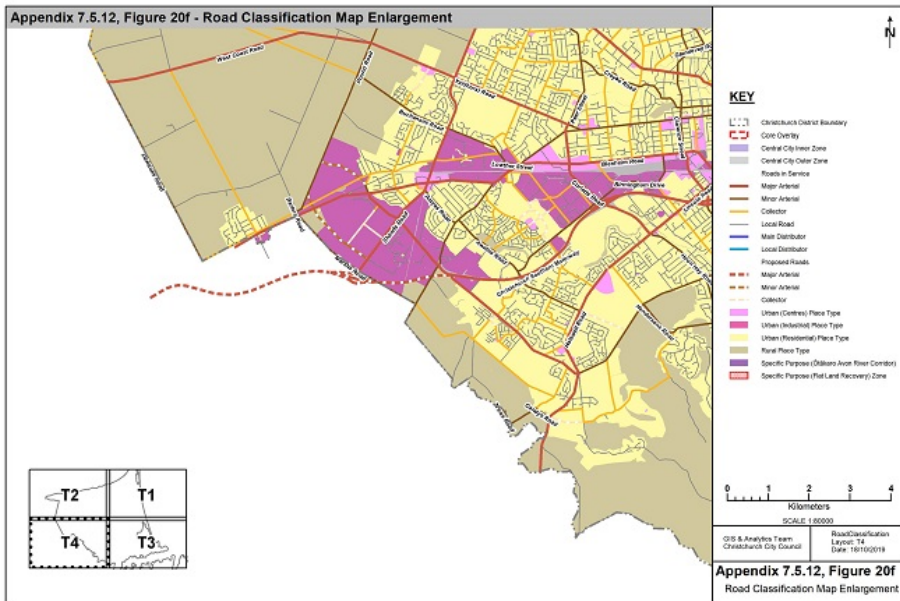


Table 7.5.12.2 - List of Arterial roads and Collector roads

Road	Classification
Acheson Avenue (Emmett Street - Hills Road)	Collector
Aidanfield Drive (Halswell Road - Wigram Road)	Collector

Road	Classification
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 - Brougham Street)	Collector
Antigua Street (Tuam Street - St Asaph Street)	Local Distributor Street
Anzac Drive (Travis Road - Bexley Road)	Major Arterial
Apsley Drive (Withells Road - Cutts Road)	Collector
Armagh Street (Cranmer Square (east side) - Colombo Street)	Local Distributor Street
Armagh Street (Montreal Street - Cranmer Square (east side))	Main Distributor Street
Athol Terrace (Brodie Street - Peer Street)	Collector
Avondale Road (Breezes Road - New Brighton Road)	Collector
Avonhead Road (Yaldhurst Road - Russley Road)	Collector
Avonside Drive (Fitzgerald Avenue - Linwood Avenue)	Minor arterial
Avonside Drive (Swanns Road - Retreat Road West)	Collector
Avonside Drive (Retreat Road East - Wainoni Road)	Collector
Awatea Road (Springs Road - Dunbars Road)	Minor Arterial
Aylesford Street (Westminster Street - Hills Road)	Collector
Aynsley Terrace (Opawa Road - Garlands Road)	Collector
Balcairn Street (Hindness St - Revell Street)	Collector

Road	Classification
Barbadoes Street (Bealey Avenue - Warrington Street)	Collector
Barbadoes Street (Bealey Avenue - Moorhouse Avenue)	Main Distributor Street
Barrington Street (Jerrold Street South - Cashmere Road)	Minor arterial
Barrington Street (Jerrold Street South - Lincoln Road)	Major arterial
Barthers Road (Waterloo Road - Main South Road)	Minor arterial
Bassett Street (Travis Road - New Brighton Road)	Minor arterial
Beach Road (Frosts Road - Marine Parade)	Collector
Beach Road, Akaroa (Rue Lavaud - Rue Jolie)	Collector
Bealey Avenue (Park Terrace - Fitzgerald Avenue)	Major arterial
Belfast Road (Main North Road - Marshland Road)	Collector
Belleview 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

Road	Classification
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
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

Road	Classification
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)	Minor arterial
Byron Street (Colombo Street - Waltham Road)	Collector
Cambridge Terrace (Gloucester Street - Cashel Street)	Main Distributor Street
Candys Road (Sabys Road - Halswell Road)	Minor arterial
Carlton Mill Road (Harper Avenue - Rossall Street)	Minor arterial
Carmen Road (Main South Road - Masham Road)	Major arterial
Cashel Street (Linwood Avenue - Fitzgerald Avenue)	Collector
Cashmere Road (Kennedys Bush Road - Hendersons Road)	Collector

Road	Classification
Cashmere Road (Hendersons Road - Colombo Street)	Minor arterial
Caspian Street (Ebbtide Street - Rockinghorse Road)	Collector
Caulfield Avenue (Murphys Road - Hamill Road)	Collector
Cavendish Road (Northcote Road - Veitches Road)	Collector
Cavendish Road (Grampian Street - Styx Mill Road)	Collector
Centaurus Road (Colombo Street - Port Hills Road)	Minor 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 (Bealey Avenue - Gloucester Street)	Local Distributor Street
Colombo Street (Centaurus Road - Brougham Street)	Minor arterial
Colombo Street (Brougham Street - Moorhouse Avenue)	Collector
Colombo Street (Lichfield Street - Moorhouse Avenue)	Local Distributor Street
Condell Avenue (Greers Road - Blighs Road)	Collector

Road	Classification
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 - Northern Arterial Extension)	Major arterial
Cranford Street (Northern Arterial Extension - Main North Road)	Minor arterial
Cranmer Square (east side) (Kilmore Street - Armagh Street)	Main Distributor Street
Cresswell Avenue (Gayhurst Road - westwards - New Brighton Road)	Collector
Creyke Road (Clyde Road - Ilam Road)	Minor arterial
Croydon Street (Southampton Street - Huxley Street)	Collector
Cumnor Terrace (Maunsell Street - Chapmans Road)	Collector
Curletts Road (Halswell Road - Yaldhurst Road)	Major arterial
Curries Road (Port Hills Road - Maunsell Street)	Collector
Cuthberts Road (Ruru Road - Breezes Road)	Collector

Road	Classification
Cutts Road (Yaldhurst Road - Woodbury Street)	Collector
Daniels Road (Main North Road - Grimseys Road)	Collector
Dawsons Road (Jones Road - West Coast Road)	Minor arterial
Deans Avenue (Moorhouse Avenue - Harper Avenue)	Major arterial
Disraeli Street (Selwyn Street - Orbell Street)	Collector
Dunbars Road (Awatea Road - Halswell Road)	Minor arterial
Dunbars Road (Awatea Road - Wigram Road)	Collector
Durham Street North (Bealey Avenue - Gloucester Street)	Main Distributor Street
Durham Street North (Bealey Avenue - Springfield Road)	Collector
Durham Street South (Brougham Street - Moorhouse Avenue)	Minor arterial
Durham Street South (Cashel Street - Moorhouse Avenue)	Main Distributor Street
Dyers Pass Road (Colombo Street - Governors Bay Road)	Minor arterial
Dyers Road (Ferry Road - Breezes Road)	Major arterial
Eastern Terrace (Birdwood Avenue - Bowenvale Bridge)	Collector
Ebbtide Street (Estuary Road - Caspian Street)	Collector
Edgware 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
Ferry Road (St Asaph Street - Fitzgerald Avenue)	Local Distributor Street
Fitzgerald Avenue (Bealey Avenue - Moorhouse Avenue)	Major arterial
Forfar Street (Winton Street - Warrington Street)	Collector
Frankleigh Street (Lyttelton Street - Barrington Street)	Minor arterial
Frosts Road (Beach Road - Travis Road)	Minor arterial
Gamblins Road (Wilson's Road - St Martins Road)	Collector
Gardiners Road (Johns Road - Harewood Road)	Collector

Road	Classification
Garlands Road (Aynsley Terrace - Opawa Expressway)	Collector
Garlands Road (Opawa Expressway - Rutherford Street)	Major arterial
Gasson Street (Brougham Street - Moorhouse Avenue)	Minor arterial
Gayhurst Road (Cresswell Avenue - Avonside Drive)	Collector
Gebbies Pass Road (Governors Bay Teddington Road - Christchurch Akaroa Road)	Minor arterial
Gilberthorpes Road (Waterloo Road - Buchanans Road)	Collector
Gladstone Quay (Norwich Quay - Cashin Quay)	Major arterial
Glandovey Road (Fendalton Road - Idris Road)	Collector
Glandovey Road (Idris Road - Rossall Street)	Minor arterial
Glenstrae Road (McCormacks Bay Road - Monks Spur Road)	Collector
Gloucester Street (Colombo Street - Madras Street)	Local Distributor Street
Gloucester Street (Fitzgerald Avenue - Gayhurst Road)	Collector
Gloucester Street (Latimer Square (east side) - Fitzgerald Avenue)	Local Distributor Street
Gloucester Street (Madras Street - Latimer Square (east side))	Main Distributor Street
Gloucester Street (Rolleston Avenue - Oxford Terrace)	Local Distributor Street
Glovers Road (Halswell Road - Kennedys Bush Road)	Collector
Goulding Avenue (Main South Road - Shands Road)	Collector
Governors Bay Road (Park Terrace - Dyers Pass Road)	Minor arterial
Governors Bay Teddington Road (Main Road, Governors Bay - Gebbies Pass Road)	Minor arterial
Grahams Road (Avonhead Road - Waimairi Road)	Collector
Grahams Road (Waimairi Road - Greers Road)	Minor arterial
Grampian Street (Veitches Road - Claridges Road)	Collector
Greers Road (Grahams Road - Sawyers Arms Road)	Minor arterial

Road	Classification
Greers Road (Waimairi Road - Grahams Road)	Collector
Grimseys Road (Queen Elizabeth II Drive - Farquhars Road)	Collector
Guildford Street (Greers Road - Grahams Road)	Collector
Hackthorne Road (Cashmere Road - Pentre Terrace)	Collector
Hagley Avenue (Riccarton Avenue - St Asaph Street)	Main Distributor Street
Hagley Avenue (St Asaph Street - Selwyn Street)	Local Distributor Street
Halswell Junction Road (Main South Road - Foremans Road)	Minor arterial
Halswell Junction Road (Main South Road - Halswell Road)	Major arterial
Halswell Junction Road (Waterloo Road - Foremans Road)	Collector
Halswell Road (Curletts Road - Old Tai Tapu Road)	Major arterial
Hamill Road (Halswell Junction Road - Caulfield Avenue)	Collector
Hammersley Avenue (Quinns Road - Marshland Road)	Collector
Hampshire Street (Wainoni Road - Breezes Road)	Collector
Hansons Lane (Riccarton Road - Blenheim Road)	Collector
Harbour Road (Kainga Road - Lower Styx Road)	Collector
Harewood Road (Orchard Road - Johns Road)	Collector
Harewood Road (Papanui Road - Johns Road)	Minor arterial
Hargood Street (Ferry Road - Linwood Avenue)	Collector
Harman Street (Lincoln Road - Selwyn Street)	Collector
Harper Avenue (Deans Avenue - Bealey Avenue)	Major arterial

Road	Classification
Harrow Street (Olliviers Road - Aldwins Road)	Collector
Hawke Street (New Brighton Road - Marine Parade)	Collector
Hawkins Road (Radcliffe Road - Quaid's Road)	Collector
Hay Street (Linwood Avenue - Ruru Road)	Collector
Hayton Road (Symes Road - Wigram Road)	Collector
Heaton Street (Strowan Road - Papanui Road)	Minor arterial
Heberden Avenue (Nayland Street - Scarborough Road)	Collector
Hendersons Road (Halswell Road - Sparks Road)	Collector
Hendersons Road (Sparks Road - Cashmere Road)	Minor arterial
Hereford Street (Fitzgerald Avenue - Linwood Avenue)	Minor arterial
Hereford Street (Latimer Square (east side) - Fitzgerald Avenue)	Local Distributor Street
Hereford Street (Madras Street - Latimer Square (east side))	Main Distributor Street
Hereford Street (Rolleston Avenue - Madras Street)	Local Distributor Street
Highsted Road (Harewood Road - Styx Mill Road)	Collector
Hills Road (Whitmore Street - Innes Road)	Minor arterial
Hindness Street (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

Road	Classification
Idris Road (Wairakei Road - Blighs Road)	Collector
Ilam Road (Riccarton Road - Wairakei Road)	Collector
Innes Road (Papanui Road - Queen Elizabeth II Drive)	Minor arterial
Inwoods Road (Broadhaven Avenue - Mairehau Road)	Collector
Jarnac Boulevard (Buchanans Road - Millesimes Way)	Collector
Jeffreys Road (Clyde Road - Idris Road)	Collector
Jerrold Street North (Collins Street - Barrington Street)	Major arterial
Jerrold Street South (Collins Street - Barrington Street)	Major arterial
Johns Road (Harewood Road - Main North Road)	Major arterial
Jones Road (Railway Terrace - Dawsons Road)	Collector
Kahu Road (Kotare Street - Straven Road)	Minor arterial
Kainga Road (Main North Road - Harbour Road)	Collector
Kendal Avenue (Memorial Avenue - Wairakei Road)	Collector
Kennedys Bush Road (Glovers Road - Cashmere Road)	Collector

Road	Classification
Kensington Avenue (Innes Road - Westminster Street)	Collector
Kerrs Road (Pages Road - Wainoni Road)	Minor arterial
Keyes Road (Bowhill Road - Hawke Street)	Collector
Kilburn Street (Greers Road - Farrington Avenue)	Collector
Kilmarnock Street (Deans Avenue - Straven Road)	Minor arterial
Kilmore Street (Montreal Street - Fitzgerald Avenue)	Main Distributor Street
Kirk Road (West Coast Road - Main South Road)	Collector
Kittyhawk Avenue (The Runway - Corsair Drive)	Collector
Kotare Street (Clyde Road - Kahu Road)	Minor arterial
Lake Terrace Road (Marshland Road - New Brighton Road)	Collector
Langdons Road (Greers Road - Main North Road)	Collector
Latimer Square (east side)	Main Distributor Street
Lichfield Street (Durham Street - Manchester Street)	Local Distributor Street
Lillian Street (Ensign Street - Halswell Road)	Collector
Lincoln Road (Moorhouse Avenue - Whiteleigh Avenue)	Minor arterial
Lincoln Road (Whiteleigh Avenue - Curletts Road)	Major arterial
Linwood Avenue (Avonside Drive - Aldwins Road)	Minor arterial
Linwood Avenue (Aldwins Road - Humphreys Drive)	Major arterial
Locksley Avenue (McBratneys Road - New Brighton Road)	Collector
Lodestar Avenue (Hayton Road - Stark Drive)	Collector
Long Bay Road (Summit Road - Christchurch Akaroa Road)	Collector
Lower Styx Road (Marshland Road - Harbour Road)	Collector

Road	Classification
Lowther Street (Racecourse Road - Main South Road)	Minor arterial
Lyttelton Street (Lincoln Road - Rose Street)	Collector
Maces Road (Cuthberts Road - Dyers Road)	Collector
Madras Street (Bealey Avenue - Winton Street)	Collector
Madras Street (Bealey Avenue - Gloucester Street)	Main Distributor Street
Madras Street (Hereford Street - Moorhouse Avenue)	Main Distributor Street
Magdala Place (Birmingham Drive - Bridge Link to Wigram Road)	Minor arterial
Maidstone Road (Waimairi Road - Withells Road)	Collector
Maidstone Road (Ilam Road - Waimairi Road)	Minor arterial
Main North Road (Northcote Road - Dickeys Road)	Major arterial
Main North Road (Cranford Street - Northcote Road)	Minor arterial
Main North Road (Dickeys Road - Waimakariri District Boundary)	Minor arterial
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

Road	Classification
Mairehau Road (Marshland Road - Frosts Road)	Minor arterial
Major Hornbrook Road (Bellevue Terrace - St Andrews Hill Road)	Collector
Malcolm Avenue (Eastern Terrace - Colombo Street)	Collector
Manchester Street (Bealey Avenue - Edgeware Road)	Collector
Manchester Street (Bealey Avenue - Moorhouse Avenue)	Local Distributor Street
Mandeville Street (Riccarton Road - Blenheim Road)	Collector
Marine Drive (Charteris Bay Road - Waipapa Avenue)	Collector
Marine Parade (Bridge Street - Beach Road)	Collector
Marriner Street (Wakefield Avenue - Main Road)	Minor arterial
Marshland Road (Shirley Road - Main North Road)	Minor arterial
Marshs Road (Main South Road - Springs Road) ¹	Minor arterial
Marshs Road (Springs Road - Whincops Road)	Collector
Martindales Road (Port Hills Road - Bridle Path Road)	Collector
Masham Road (Yaldhurst Road - Carmen Road)	Major arterial
Matipo Street (Riccarton Road - Blenheim Road)	Collector
Matipo Street (Blenheim Road - Wrights Road)	Minor arterial
Maunsell Street (Tanner Street - Cumnor Terrace)	Collector
McBratneys Road (River Road - Locksley Avenue)	Collector
McCormacks Bay Road (Main Road (west) - Main Road (east))	Collector
McFaddens Road (Rutland Street - Cranford Street)	Collector
McGregors Road (Ruru Road - Rudds Road)	Collector

Road	Classification
McLeans Island Road (Johns Road - Pound Road deviation)	Minor arterial
McLeans Island Road (Pound Road deviation - Chattertons Road)	Collector
McMahon Drive (Aidanfield Drive - Dunbars Road)	Collector
Memorial Avenue (Clyde Road - Orchard Road)	Major arterial
Merrin Street (Avonhead Road - Withells Road)	Collector
Middleton Road (Blenheim Road - Riccarton Road)	Collector
Milton Street (Barrington Street - Colombo Street)	Minor arterial
Moncks Spur Road (Mt Pleasant Road - Glenstrae Road)	Collector
Montreal Street (Armagh Street - Moorhouse Avenue)	Main Distributor Street
Montreal Street (Bealey Avenue - Kilmore Street)	Main Distributor Street
Montreal Street (Brougham Street - Moorhouse Avenue)	Minor arterial
Moorhouse Avenue (Deans Avenue - Ferry Road)	Major arterial
Mt Pleasant Road (Main Road - Summit Road)	Collector
Mustang Avenue (Awatea Road - Corsair Drive)	Collector
Nayland Street (Wakefield Avenue - Heberden Avenue)	Collector
New Brighton Road (Marshland Road - Avondale Road)	Minor arterial

Road	Classification
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 (Wilson's Road North - Aynsley Terrace)	Collector
Opawa Road (Brougham Street (southeast of the Heathcote River) - Port Hills Road)	Major arterial
Orchard Road (Memorial Ave - Wairakei Road)	Collector
Orion Street (Emmett Street - Quinns Road)	Collector
Ottawa Road (Wainoni Road - Pages Road)	Collector
Owles Terrace (Pages Road - Union Street)	Collector
Oxford Street (Norwich Quay - Sumner Road)	Minor arterial
Pages Road (Rudds Road - Anzac Drive)	Major arterial

Road	Classification
Pages Road (Anzac Drive - New Brighton Road)	Minor Arterial
Palinurus Road (Dyers Road - Ferry Road)	Major arterial
Papanui Road (Bealey Avenue - Harewood Road)	Minor arterial
Park Terrace (Brittan Terrace - Governors Bay Road)	Minor arterial
Park Terrace / Rolleston Avenue (Bealey Avenue - Hereford Street)	Local Distributor Street
Parker Street (Waterloo Road - Main South Road)	Collector
Parkhouse Road (Hayton Road - Curletts Road)	Collector
Parkstone Avenue (Avonhead Road - Brodie Street)	Collector
Parnwell Street (Basset Street - Travis Road)	Collector
Patterson Terrace (Nottingham Avenue - 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

Road	Classification
Pound Road (Waterloo Road - McLeans Island Road)	Minor arterial
Prestons Road (Main North Road - Waitikiri Drive Road)	Minor arterial
Purau Avenue (Waipapa Avenue - Camp Bay Road)	Collector
Putake Drive (Mairehau Road - Rothesay Road)	Collector
Quaids Road (Hawkins Road - Prestons Road)	Collector
Quaifes Road (Whincops Road - Sabys Road)	Collector
Queen Elizabeth II Drive (Travis Road - Main North Road)	Major arterial
Queenspark Drive (Rothesay Road - Bower Avenue)	Collector
Racecourse Road (Main South Road - Buchanans Road)	Minor arterial
Racecourse Road (Yaldhurst Road - Buchanans Road)	Collector
Radcliffe Road (Hawkins Road - Main North Road)	Collector
Radley Street (Garlands Road - Ferry Road)	Collector
Railway Terrace (Kirk Road - Jones Road)	Collector
Retreat Road (Avonside Drive - Avonside Drive)	Collector
Revell Street (Balcairn Street - Checketts Ave)	Collector
Riccarton Avenue	Main Distributor Street
Riccarton Road (Yaldhurst Road - Riccarton Avenue)	Minor arterial
River Road (North Avon Road - McBratneys Road)	Collector
Rookwood Avenue (Bower Avenue - Bowhill Road)	Collector
Rose Street (Hoon Hay Road - Barrington Street)	Collector

Road	Classification
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
Salisbury Street (Park Terrace - Barbadoes Street)	Local Distributor Street
Sandwich Road (Birdwood Avenue - Norwood Street)	Collector
Sandyford Street (Orbell Street - Colombo Street)	Collector

Road	Classification
Sawyers Arms Road (Johns Road - Greers Road)	Major arterial
Sawyers Arms Road (Johns Road - Brouchs Road)	Minor arterial
Sawyers Arms Road (Northcote Road - Main North Road)	Collector
Scarborough Road (Taylors Mistake Road - Heberden Avenue)	Collector
Scruttons Road (Port Hills Road - Tunnel Road on-ramp)	Major arterial
Selwyn Street (Hagley Avenue - Moorhouse Avenue)	Local Distributor Street
Selwyn Street (Somerfield Street - Moorhouse 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 - Halswell 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

Road	Classification
St Asaph Street (Hagley Avenue - Fitzgerald Avenue)	Main Distributor Street
St Martins Road (Fifield Terrace - Centaurus Road)	Collector
Stanmore Road (Tuam Street - North Avon Road)	Collector
Straven Road (Fendalton Road - Riccarton Road)	Minor arterial
Strickland Street (Brougham Street - Colombo Street)	Collector
Strowan Road (Heaton Street - Wairakei Road)	Minor arterial
Sturrocks Road (Cavendish Road - Main North Road)	Collector
Styx Mill Road (Gardiners Road - Main North Road)	Collector
Summit Road (Evans Pass Road - Selwyn District Boundary (west of Dyers Pass Road))	Collector
Summit Road (Gebbies Pass Road - Selwyn District Boundary (north of Gebbies Pass Road))	Collector
Summit Road (Christchurch Akaroa Road - Long Bay Road)	Collector
Sumner Road (Oxford Street - Evans Pass Road)	Minor arterial
Sutherlands Road (Cashmere Road - Sparks Road)	Collector
Swanns Road (Stanmore Road - Avonside Drive)	Collector
Symes Road (Haytons Road - Main South Road)	Collector
Symes Road (Vickers Road - Main South Road)	Collector
Tai Tapu Road (Old Tai Tapu Road - Selwyn District Boundary)	Major arterial
Tanner Street (Garlands Road - Maunsell Street)	Collector
Te Korari Street (Prestons Road - Te Aue Street)	Collector
Te Rito Street (Prestons Road - Urihia Street)	Collector

Road	Classification
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
Tuam Street (Hagley Avenue - Fitzgerald Avenue)	Main Distributor Street
Tunnel Road (Ferry Road - Norwich Quay)	Major arterial
Union Street (Jervois Street - Owles Terrace)	Collector
Veitches Road (Sawyers Arms Road - Cavendish Road)	Collector
Vickerys Road (Pilkington Way - Symes Road)	Collector
Victoria Street	Local Distributor Street
Waimairi Road (Grahams Road - Peer Street)	Minor arterial
Waimairi Road (Peer Street - Riccarton Road)	Collector
Wainoni Road (Kerrs Road - New Brighton Road)	Minor arterial
Wainui Main Road (Christchurch-Akaroa Road - Jubilee Road)	Collector
Waipapa Avenue (Marine Drive - Purau Avenue)	Collector
Wairakei Road (Strowan Road - Grahams Road)	Minor arterial

Road	Classification
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 (Barters Road - Kirk Road)	Collector
West Coast Road (Yaldhurst Road - Selwyn District Boundary)	Major arterial
Westminster Street (Courtenay Street - Hills Road)	Collector
Wharenui Road (Riccarton Road - Blenheim Road)	Collector
Whincops Road (Halswell Junction Road - Marshs Road)	Collector
Whiteleigh Avenue (Clarence Street - Lincoln Road)	Major arterial

Road	Classification
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
Wilson's Road North (Shakespeare Road - Ferry Road)	Collector
Wilson's Road South (Centaurus Road - Riverlaw Terrace)	Minor arterial
Withells Road (Yaldhurst Road - Avonhead Road)	Collector
Woodham Road (Avonside Drive - Pages Road)	Minor arterial
Woodhills Road (Christchurch Akaroa Road - 60 metres east of Old Coach Road (end of State Highway 75))	Major arterial
Woodhills Road (60 metres east of Old Coach Road (end of State Highway 75) - Rue Lavaud)	Collector
Woolridge Road (Wairakei Road - Harewood Road)	Collector
Wordsworth Street (Durham Street - Waltham Street)	Collector
Wrights Road (Matipo Street - Birmingham Drive)	Minor arterial
Wrights Road (Birmingham Drive - Lincoln Road)	Collector
Yaldhurst Road (Riccarton Road - Curletts Road)	Minor arterial
Yaldhurst Road (Curletts Road - West Coast Road)	Major arterial

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

Appendix 7.5.13 Building setbacks to level crossings

- a. Sight triangles for road/rail level crossings

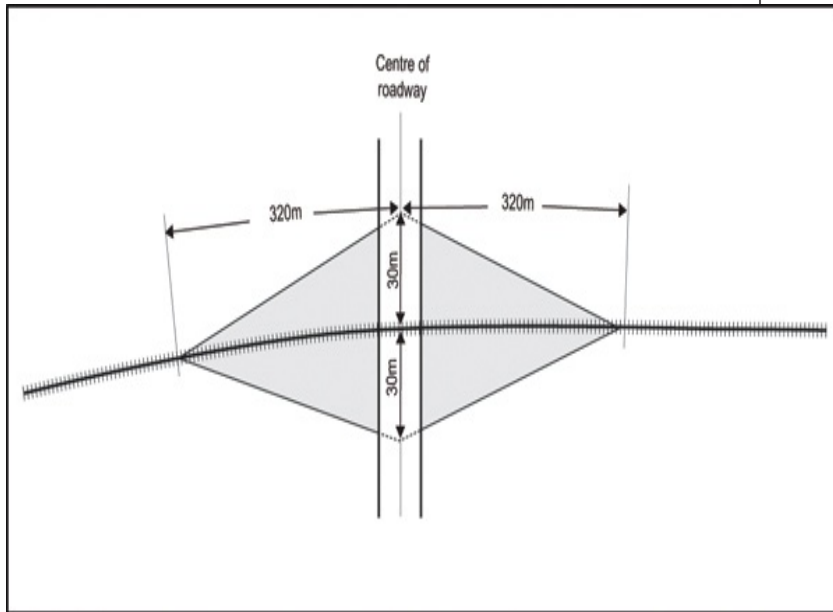


Figure 21 - Approach sight triangles for public road / rail level crossings

Advice note:

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

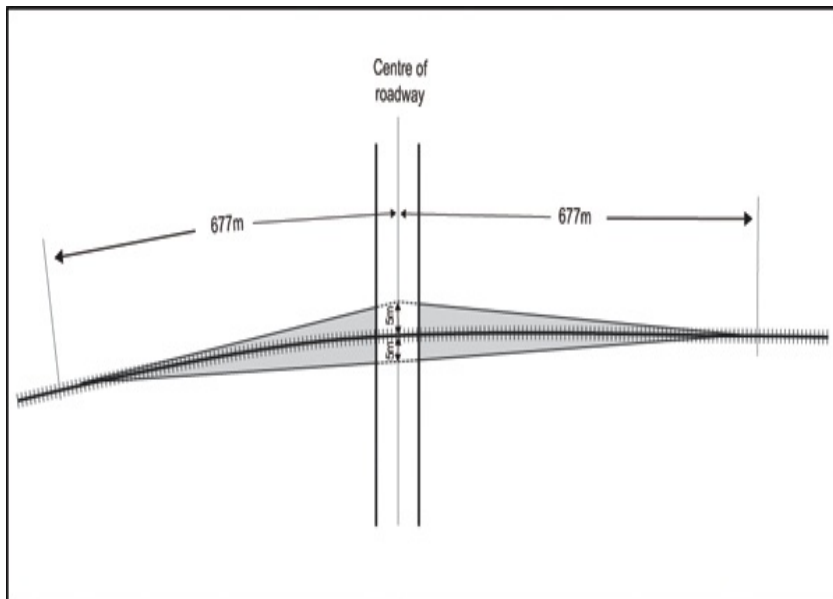


Figure 22 - Restart sight triangles for public road / rail level crossings

Advice note:

1. The 5-metre distance is measured from the closest outside rail.
- b. Sight triangles for rail siding level crossings

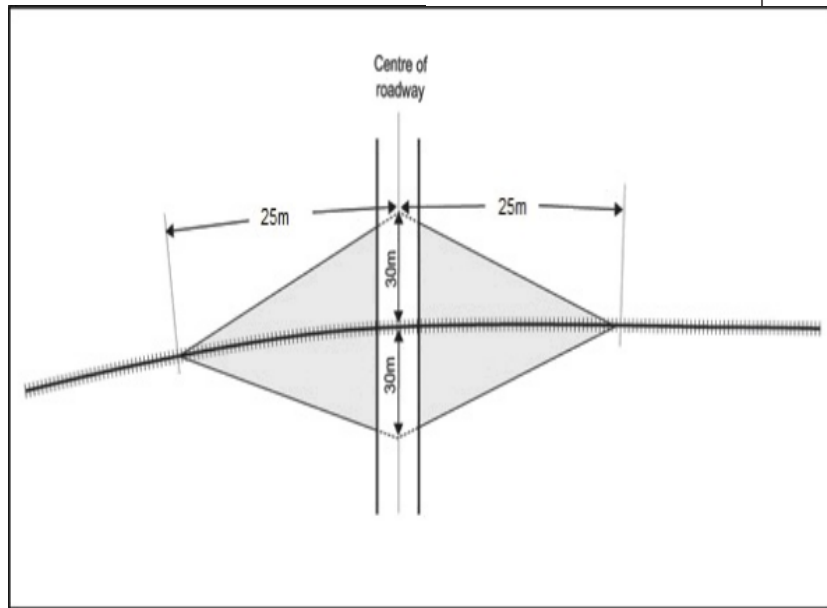


Figure 23 - Approach sight triangles for public road / rail siding level crossings .

Advice note:

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

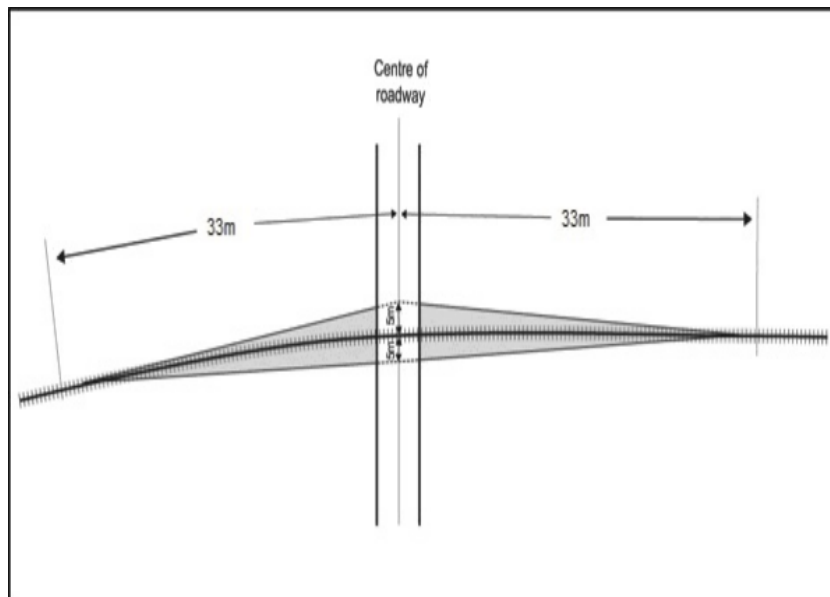


Figure 24 - Restart sight triangles for public road / rail siding level crossings.

Advice note:

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

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

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

Table 7.5.14.1 Location of access (priority ranking)

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