

Part 8 Special Purpose Zones

1.0 Zone Statements - Special Purpose Zones

1.1 General description and purpose

Updated 31 July 2012

The special purpose zones comprise a number of zones, within which a specialist activity is undertaken.

The Special Purpose (Hospital) Zone applies to public and private hospitals. They provide specifically for health care facilities, but for any other activities, are subject to standards for adjoining zones.

Four special purpose zones relate to transport infrastructure, being:

- Special Purpose (Airport) Zone
- Special Purpose (Road) Zone
- Special Purpose (Rail) Zone
- Special Purpose (Pedestrian Precincts) Zone

Parts of these zones are designated as well as subject to the zone provisions. The Road Zone includes the designated New Zealand Transport Agency state highway network in the city. The rail corridor is also designated.

The Special Purpose (Pedestrian Precincts) Zone is set aside for important public spaces where pedestrian movement is a major (or the major) movement in those areas.

Two special purpose zones relate to waste disposal facilities these being the city landfill north of New Brighton, and one of the city's three refuse transfer stations, on Styx Mill Road.

Special purpose zones cover the Wigram Airfield and land in the Ferrymead and Awatea areas.

1.2 Special Purpose (Hospital) Zone

Updated 14 November 2005

Zone description and purpose

The Special Purpose (Hospital) Zone applies to existing facilities and infrastructure associated with hospitals. The zoning applies to both public and private hospital facilities. The purpose of the zone is to enable these facilities to develop in a manner which is compatible with the surrounding zone environment.

The zone includes the following sites within the city:

- Sunnyside Hospital, covering the area generally contained by Lincoln and Annex Roads, and Sylvan Street;
- Christchurch Women's Hospital on Colombo and Montreal Streets, and also bounded by Gracefield Avenue;
- Templeton Hospital, adjacent to Maddisons, Kirk & Newtons Roads;
- Princess Margaret Hospital on Cashmere Road near Bengal Drive and Hackthorne Road;
- Burwood Hospital, adjacent to Mairehau and Burwood Roads;
- Christchurch Hospital located on Riccarton, Hagley and Rolleston Avenues and St Asaph and Antigua Streets;
- St George's Hospital on Leinster Road and Heaton Street;
- Southern Cross Hospital on Bealey Avenue;
- Fairhaven Hospital, 91 Harewood Road;
- Bethesda Hospital, 235 Harewood Road;
- St Winifred's Hospital, 10 St Winifred's Place;
- Parklands Hospital, 429 Papanui Road;
- Nurse Maude Hospital, 15 Mansfield Avenue;
- Churchill Hospital, 40 Guild Street;
- Windsor House, 47 New Brighton Road;
- Woodchester Hospital, 76 Banks Avenue;
- St Nicholas Hospital, 7 Kirkwood Avenue;
- Rannerdale War Veterans, 59 Hansons Lane;
- Mary Potter Home and Hospital, 11 Caledonian Road;
- Cashmere View Hospital, 72 Rose Street;
- Lady King Hospital, 63A Cashmere Road;
- George Manning House, Hennessy Place;
- Edith Cavell Home and Hospital, cnr Head and Dryden Streets; and
- Lyndhurst Hospital, 440 Montreal Street.

This special purpose zone is intended to facilitate the further development of hospital sites and associated health care complexes, including the provision of associated activities and support services appropriate to the primary health care function of the site. Previously, public hospital facilities were designated.

The hospital sites, as they have currently developed, include a range of activities, depending upon the primary function of the hospital. These include: hospital wards, hostels, mental health villas, schools, offices, boilerhouses, recreation facilities, workshops, and garages. Some have large surrounding grounds, and the building scale can be substantial.

Changes to some of the hospital land holdings have been signalled by health care authorities. This includes intention to dispose of assets, both land and buildings, and may include a desire to undertake activities from surplus facilities not traditionally associated with hospitals. This has resulted in the decentralisation of some services and facilities which are located on sites throughout the City.

Any activities permitted in the health and hospital zone are subject to performance standards, based on whether the activity is defined as a health care facility forming the core of the zone, or other activities which will be subject to the rules applicable in the relevant adjoining zone.

Environmental results anticipated

- (a) Reinforcement of the strong visual focal point provided by any existing high rise buildings, but set back from living zone boundaries.
- (b) Extensive landscaping surrounding hospital and healthcare complexes.
- (c) Building setbacks and landscaping along street frontages, consistent with adjoining zones and river and living zone boundaries.

- (d) Maintenance of the standards of residential amenity in the living zones adjoining healthcare facilities, particularly in respect to sunlight admission, visual qualities and effects of vehicle movement.
- (e) Continued development of ancillary activities associated with health care facilities, in a manner which does not unduly erode residential coherence.
- (f) Management of traffic impacts through on-site parking provision and direction of traffic to identified access points.
- (g) Confinement of the health care service areas to identified zone boundaries in order to provide scope for further growth, while protecting the integrity of surrounding zones, particularly living zones.

1.3 Special Purpose (Airport) Zone

Updated 26 August 2016

Zone description and purpose

The Special Purpose (Airport) Zone contains facilities associated with the operations of Christchurch International Airport including runways, airport buildings and surrounding land used for airport support services.

The Special Purpose (Airport) Zone recognises:

- the substantial physical resources provided by the Airport;
- the role of the Airport as 'Strategic Infrastructure'
- the need to provide for continued use and development of the Airport, and the importance of its wider economic role for Canterbury and the South Island; and
- the likely continuation of the designation for 'Airport Purposes'.

The Special Purpose (Airport) Zone is bounded in the north by McLeans Island and Jessons Roads, to the west by Pound Road, to the east by Russley Road and extends southwards to Grays and Ryans Roads. A substantial area has been zoned in the plan for expansion of airport freight operations, known as Dakota Park, and this area is also subject to the airport purposes designation (refer Part 12).

There has been substantial growth in passenger numbers and freight volumes, both domestic and international, and a continuation of this steady growth in both visitor numbers and freight, servicing and economic activity is expected. This will have implications for the range and extent of development within the airport zone itself, and beyond.

The airport zone is surrounded by the Rural 5 (Airport Influences) Zone, and the extent of development within this is important as far as airport operations are concerned, particularly with regard to the effects of aircraft noise and public safety. This also has an impact to a lesser extent on parts of the Rural 4, Rural 6 and Rural Q Zones as well as the Open Space 3D zone.

The zone permits both Aviation operations and a range of freight, traveller and employee servicing activities together with some business development. This approach recognises the economic benefits from clustering business activities which can share servicing infrastructure and enhanced air and highway freight accessibility, a situation that could not be attained in any other business area in the City. However, activities which would result in significant adverse effects on the airport itself, or conflict with the urban growth strategy for the whole of the City, are restricted within the zone provisions.

Environmental results anticipated

- (a) Continuing development and intensification of building and airport support activities on the eastern side of the zone between Russley Road and the main airport runway.
- (b) High noise impacts, both from and within the zone, associated with aircraft movements, aircraft testing and maintenance.
- (c) Development of general (and military) aviation support facilities on the western side of the zone between Pound Road and the main runway.
- (d) Relatively high levels of traffic generation both to and from the airport zone, but with protection of the Russley Road frontage from commercial access in reflection of its role as a major arterial route.
- (e) An effective transportation network to and from the Special Purpose (Airport) zone, with the direction of airport traffic to and from the city via Memorial Ave and Harewood Road, and to a lesser extent, Wairakei Road.
- (f) High standards of amenity and landscaping around the edge of the airport zone and along major roads within the airport zone, but particularly on the Russley Road, Memorial Avenue and Jessons Road frontages.
- (g) Containment of any hazardous substances stored within the airport zone (including fuel) in a manner which ensures that they do not have any adverse affect on ground or surface waters, or create a hazard to life.
- (h) Co-ordination and management of activities in the airport zone and the surrounding rural zones to minimise incompatible activities, particularly in respect to activities which are sensitive to aircraft noise.
- (i) Continued and enhanced economic and social activity at the Airport including provision for visitor, traveller and employee services, air freight and logistics, and employment opportunities.

1.4 Special Purpose (Road) Zone

Updated 22 May 2006

Zone description and purpose

The Special Purpose (Road) Zone covers all land in the city which is legal road, within the meaning contained in the Local Government Act 1974, except those parts of roads identified as pedestrian (refer Part 8, Clause 5) land comprising the parking area for the Bishopdale Shopping Centre. All existing roads are shown on the planning maps, but other areas of road will come within the Road Zone during the life of this Plan by being vested in the Council as road on subdivision, or being acquired by the Council and being vested as road. For practical reasons, roads are not shown as zoned on the planning maps.

The principal purpose of the Road Zone is the enabling of travel, property access and transportation of goods, but a wide range of other activities customarily take place on roads. These activities are controlled through legislation other than the Resource Management Act, such as Council Bylaws, the New Zealand Transport Agency Act and the Summary Offences Act. The Road Zone only places controls on roading works which may have greater effects on the surrounding environment that would normally be expected for a road of its classification.

Environmental results anticipated

- (a) The continued establishment and maintenance of a city-wide hierarchical network of roads in which each road is classified and constructed in accordance with its planned traffic function.
- (b) Ease of mobility for the travel and transportation of people and goods.
- (c) A safe and efficient network for vehicle occupants, cyclists and pedestrians.
- (d) Expected local effects of roading, including noise, vibration, fumes, visual impacts, loss of privacy, loss of land and separation of neighbourhoods which reflect anticipated traffic volumes including the heavy vehicle component, and the roadway standards specified for each level of classification in the roading hierarchy.
- (e) Clear indication of those roads which are to be stopped or not formed, ensuring that there is formal public participation in any proposal to form such roads.
- (f) Minimised effects on people and communities by any changes in the roading hierarchy, with rights of formal public participation.
- (g) The retention of important street trees on those sections of road forming parts of special amenity areas, or where street trees are of particular significance to urban amenities.
- (h) The enhancement of the amenity of legal road containing riparian vegetation and trees where these roads adjoin waterways.

- (i) The avoidance of inappropriate building development extending from other zones into or over the road zone, and co-ordination with provisions applicable in the adjoining zone.

1.5 Special Purpose (Pedestrian Precinct) Zone

Updated 31 July 2012

Zone description and purpose

The Special Purpose (Pedestrian Precinct) Zone covers New Brighton Mall which serves a pedestrian function in relation to the New Brighton commercial area.

Environmental results anticipated

- (a) The maintenance and enhancement of an important pedestrian areas within New Brighton.
- (b) A safe and pleasant pedestrian environment with ease of mobility.
- (c) Restricted vehicle movement within parts of the zone, sufficient for servicing purposes and deliveries of goods.
- (d) Limited development of generally small buildings and structures at a scale compatible with the pedestrian focus of the zone, and the amenities of the surrounding environment.
- (e) The presence of compatible street activities which add interest and vitality to these pedestrian environments.

1.6 Special Purpose (Rail) Zone

Updated 14 November 2005

Zone description and purpose

The rail network is an important part of transport infrastructure providing freight and passenger links to other regions and other parts of the country. The rail corridors also occupy significant land areas which are important in terms of their interrelationship with the land use activities adjoining those corridors.

The rail corridors within the city are also designated (refer Part 12). The purpose of this zone and its rules are to provide for protection of the land in rail corridors in the remote event that all or part of the rail network was removed, and secondly as a framework for assessing proposals for outline plans on land developed for railway and ancillary purposes.

The rail network within the city is based primarily on freight movement and the main yard at Middleton, with the passenger station at Addington. From Middleton the main line runs north to the city boundary at Kainga, west to the city boundary beyond Templeton, east to the rail tunnel to Lyttelton (Lyttelton Branch) and a short branch line south-east of Hornby. The east-west corridor adjoins large sections of the business (industrial) zones, but there are also substantial sections of rail corridor through residential areas, particularly in the north of the city. Areas adjoining these corridors are more likely to be affected by rail operations, but the efficient use of the rail network means some noise intrusion is inevitable, and which also has to be balanced against the adverse impacts of road freight movement.

The Council wishes to see the maintenance of a viable rail network, but in the unlikely event that parts or all of the rail network were removed, the land in the Rail Zone should be considered comprehensively for alternative use and not utilised (and especially built upon) in a piecemeal fashion which would inhibit their use in the future for transportation links. Land in the rail corridor is, or may already be used (subject to NZ Rail agreement) for freight forwarders, other business activities, or for pedestrian and cycle linkages. Such consideration must also relate to compatibility with surrounding land use activities.

Environmental results anticipated

- (a) The continued operation, improvement and increased utilisation of the rail network.
- (b) Development of buildings in rail corridors in a manner compatible with the adjoining land uses, and in particular effects on any adjoining residential land.
- (c) Continued maintenance of the rail corridors for use as part of the rail network, or their potential for other forms of transport.
- (d) Control of access across railways to maintain safety.

1.7 Special Purpose (Landfill) Zone

Updated 24 November 2011

Zone description and purpose

The Landfill Zone originated as a designated facility which replaced a number of separate landfill sites around the city in the early 1980s. The zone provides for staged filling of land in the zone, with refuse derived primarily from three transfer stations in the city at Bromley, Parkhouse Road and Styx Mill Road. These latter facilities, but not the landfill, are available to the general public for disposal of refuse.

The landfill site holds a resource consent from Environment Canterbury to discharge solid and hazardous waste from domestic, commercial and industrial sources. The consent has an expiry date of 31 May 2037, with a condition requiring the disposal of solid waste to cease by 30 June 2005. By this time Kate Valley was established as the City's principal refuse facility. In November 2010, a variation to the consent was approved by Environment Canterbury to re-open the landfill for a limited period of time and allow for the disposal of building demolition material resulting from the Canterbury Earthquake of 4 September 2010 and its subsequent aftershocks. However, the variation was strictly limited to building demolition material and as such would not allow for the disposal of silt and hardfill from the City's sewer, water and road network. The 2011 Order in Council for the Burwood Resource Recovery Park, including the Burwood Landfill site, allows for the storage, sorting and processing (including recycling) of earthquake waste until the expiry of the Canterbury Earthquake Recovery Act 2011.

The landfill is located in the north-east of the city near the coast, and is bounded by the Conservation 1 Zone to the east and the Rural 1 Zone to the west. It covers an area of approximately 90 hectares.

Environmental results anticipated

The continued permanent disposal of refuse and/or earthquake waste in a progressively restored landfill site, in a manner which:

- (a) avoids groundwater contamination;
- (b) remains segregated from residential activities;
- (c) is progressively restored by re-soiling and planting;
- (d) minimises visual, dust, smell and noise impacts on adjoining land.

1.8 Special Purpose (Transfer Station) Zone

Updated 14 November 2005

Zone description and purpose

This specialist zone contains the Styx Mill transfer station and resource recovery centre. It is one of three refuse transfer stations located in Christchurch, the other two (Parkhouse Road and Bromley) being in the Business 5 Zone. The special purpose zone reflects the need to make provision for this particular facility in its surrounding rural environment, and adjacent to a residential lifestyle zone (now Living 1) subsequently established to the south. The transfer station was opened in 1986, and is a key component of the city's refuse collection, compaction, recovery and disposal system.

Environmental results anticipated

- (a) The collection, compaction, recovery and disposal of refuse in a manner which makes continued provision for the Styx Mill Transfer Station as a component in the collection, and environmentally satisfactory disposal, of urban refuse.
- (b) Maintenance of the intensive landscaping around the perimeter of the site and particularly its southern side.
- (c) Minimal impacts on adjoining zones and residents from noise, odour, dust, birds, vermin or windblown refuse, associated with the collection of refuse at the facility.

1.9 Special Purpose (Wigram) Zone

1.9 Special Purpose (Wigram) Zone

Updated 11 July 2011

Zone description and purpose

The Special Purpose (Wigram) Zone includes land previously known as RNZAF Base Wigram. This land is generally bounded by Main South and Vickers Roads, Harvard Avenue, and former airfield to the south.

This special purpose zone provides land use activity rules for that area compatible with the range of land use activities conducted there. The Zone contains heritage buildings and sites relating to its former use as New Zealand's pioneer aerodrome and air force base. These are identified and protected in the Plan (refer Part 10, Heritage and Amenities).

Existing land use activities and buildings elsewhere within this zone may be summarised as comprising:

- housing and barrack style accommodation blocks;
- open land areas, including the main airfield with hard surfaced and grass runways and taxiway areas, playing fields and recreational amenities;
- aircraft hangars, industrial, administrative and education buildings;
- mess halls and communal catering and social buildings.

The purpose of the special zone is to enable continued aircraft related activities, including for defense purposes, and for education and recreational activities related to the Air Force Museum.

Military activity will continue to be undertaken from the site in terms of the defence purposes designation applying to the area. Military activity will include flying operations by helicopters.

Environmental results anticipated

- (a) The continued utilisation of the significant existing buildings and infrastructure within the zone for aviation related to defence purposes, and for educational and recreational activities related to the Air Force Museum.
- (b) The development or re-development of different parts of the zone for appropriate industrial, commercial or residential activities.
- (c) The provision of appropriate internal access and circulation roads to serve the different land uses within the zone and to provide appropriate links between it and the surrounding traffic network.
- (d) Some noise impacts both within and in the general vicinity of this zone associated with aircraft movements, aircraft engine testing and maintenance.
- (e) The occasional use of the extensive open areas within this zone for temporary recreational events which attract significant numbers of visitors, and consequent noise arising.
- (f) The retention and protection of some existing buildings which are considered to be of regional and national historical and/or architectural significance.
- (g) Containment of any hazardous substances stored within the zone (including fuel) in a manner which ensures that they do not have any adverse effect on ground or surface waters, or create a hazard to life.
- (h) Co-ordination and management of activities in the zone and the surrounding zones to minimise potential conflicts, particularly in respect to activities which are sensitive to aircraft noise or which might otherwise restrict aviation activity.

1.10 Special Purpose (Ferrymead) Zone

Updated 15 March 2010

Zone description and purpose

A large tract of land between Heathcote Village and the Heathcote River remains relatively undeveloped, despite in some cases having been previously zoned for intensive activities. Containing approximately 194 hectares, it is bounded by the Lyttelton railway line, Tunnel Road, Heathcote River, Bridle Path Road and Heathcote Village and incorporates the Ferrymead Historic Park. The Historic Park apart, the majority of the land is used for grazing and horse training purposes. However, it also includes important wetland and reserve areas along the banks of the Heathcote River. These open areas act as a "green wedge" between Heathcote Village and suburban areas of the city. The northern sector of the zone is divided by the Tunnel Road.

The Council, in consultation with other parties, is exploring possible options for the future use and development of this area. Consideration is being given to the development of a range of uses, including recreation, business, tourism and limited residential opportunities in conjunction with the Ferrymead Historic Park and areas of conservation importance. However, the large and diverse nature of the site and possible impact of development on adjoining uses and areas of ecological importance need to be given consideration. It is therefore proposed that a more detailed assessment of the various issues involved, accompanied by a brief outlining land use options, is undertaken before an overall zoning pattern is identified.

As an interim measure, the land as a whole has been zoned Special Purpose (Ferrymead) to indicate that further investigation is required as to the appropriate land uses for the area. In order to provide for established uses, areas have been identified in the rules which allocate areas within the zone for the operation of Ferrymead Historic Park, rural uses and conservation.

That part of the zone being Ferrymead Historic Park incorporates the land which is administered by the Ferrymead Trust and which lies between Bridle Path Road, Truscotts Road, the Christchurch-Lyttelton Railway and the Heathcote River.

The land has, and continues to be developed, by the Ferrymead Trust and its members societies, as a museum of science and technology for public educational and recreational purposes, with the major emphasis being on the operation and demonstration of exhibits in an authentic environment as it is possible to recreate.

The area includes sites of major significance to early European settlement, being an early port and the terminus of New Zealand's first public railway, opened in 1863.

Matters to be assessed in determining environmental results for the zone

- (a) The ecological characteristics of the area, in particular the retention of important wetland areas along the banks of the Heathcote River.
- (b) The effect of any development on, and its relationship with surrounding areas which include living, rural, business and conservation zones.
- (c) The impact of any future development on existing land uses, including the Ferrymead Historic Park, conservation areas and the current rural nature of large parts of the area.
- (d) The establishment of satisfactory vehicular and pedestrian access to the various parts of the zone.
- (e) The treatment of any areas of contamination, in particular the former Heathcote Rubbish Tip.
- (f) The provision of adequate land drainage and flood protection measures.
- (g) The implications for recreation and open space requirements.
- (h) The implications of any increased traffic generation on the existing road network.

Environmental results anticipated

(For that part of the zone occupied by Ferrymead Historic Park.)

- (a) The preservation and restoration of the original historic features of the site still remaining, and their sympathetic co-ordination with further development in the area.
- (b) The further development of a historic village character of early settlement with a highly distinctive character.
- (c) A wide range of activities generally of an historic, scientific or technological nature, recognising potential adverse environmental effects in terms of noise, vibration and traffic movement in and beyond the site.
- (d) The maintenance of a buffer of rural, conservation and recreational activities adjoining the site which are compatible with the effect of activities and operation of historic machinery and transport within the area.
- (e) Public access to the site limited to defined points in order to avoid traffic congestion on adjoining roads; to promote security and to facilitate the active use of the vintage transport equipment within the site.
- (f) Separation of the vintage township from incompatible modern development for reasons of period atmosphere and security.
- (g) The conservation and display of buildings, artefacts and other aspects of the early New Zealand way of life during the first two decades of the twentieth century, ensuring that new development within the area is historically accurate and compatible with this period.

1.11 Special Purpose (South Halswell) Zone

Updated 30 April 2011

Zone Description and Purpose

The Special Purpose (South Halswell) Zone is located on the southern edge of the suburb of Halswell and between there and the nearby Kennedys Bush residential area. The zone is in two parts. The larger part is bordered on its southern side by a low ridge between Kennedys Bush Road and State Highway 75, culminating in a rocky outcrop near the latter. This boundary is partly Living HB and partly Rural. Its eastern side is bordered by Kennedys Bush Road with Halswell Quarry Park beyond. On the northern side is Glovers Road, which forms the southern edge of the Halswell housing area, and to the west is State Highway 75. To the south and west the land is in rural use and zoned accordingly. A small waterway flows across the southern half of the block along the foot of the ridge.

The smaller part of the Special Purpose Zone includes an area of land on the north-eastern corner of Cashmere and Kennedys Bush Roads, opposite the eastern side of the main block south of Glovers Road. The total area of the zone as a whole is approximately 65 hectares.

The land is currently in a mixture of market gardening and mainly pastoral use. It would provide an attractive physical environment for future residential development, but there are a number of constraints that need to be addressed. For this reason, the land has an interim Special Purpose zoning pending a later variation or plan change, while in the meantime the rules of the Rural 2 zone continue to apply. However, the Council accepts that in principle most of the zone should be developed for residential purposes.

The development of the area in the future will be subject to a number of principles, which will need to be given effect to when the final zoning of the land is resolved. The details of this would be incorporated into an eventual variation or plan change as well as the Council's Development Contributions Policy. These principles include;

- (a) development at a density which makes efficient use of the land;
- (b) the establishment, in public ownership, of a "green corridor" along the southern boundary of the site adjacent to the low spur and watercourse. The corridor will result in the extension of a green link between State Highway 75 and the Halswell Quarry Park, provide a clear physical barrier to the expansion of the city in accordance with Policy 6.3.10 and maintain separation between Halswell and Kennedys Bush;
- (c) the green corridor being provided in part as "environment compensation" (Policy 6.3.14) including open space required for stormwater retention and provision of a public reserve;
- (d) a link road being established between Kennedys Bush/Cashmere Roads and Glovers Road or State Highway 75, such that development of the land will not rely on access to State Highway 75 via Larsens Road past Halswell School;
- (e) sufficient land be set aside to enable retention of stormwater on site and the prevention of any increases in peak discharges to the sensitive Halswell River catchment;
- (f) that a rural zoning be retained over two blocks of land adjacent to the southern boundary of the main block containing existing dwellings;
- (g) that any new road access to State Highway 75 be confined to a location acceptable to New Zealand Transport Agency, with possible closure of Glovers Road;
- (h) arrangements to provide equity between the land owners for the benefits and costs of the development, unless the development is undertaken on the basis of the area being in single ownership;
- (i) that development be undertaken, and if necessary staged, in accordance with a development plan, to achieve the principles described in (a) - (h) above.

2.0 Rules - Special Purpose (Hospital) Zone

Updated 14 November 2005

Guide to using Special Purpose Zone rules

Step 1: Establish what special purpose zone the activity is located within.

Step 2: In the case of the Hospital Zone, establish whether the activity is defined as a health facility. If not, the provisions of the relevant adjoining living or rural zone (Refer Clause 2.1) apply.

Step 3: Check whether the proposed activity complies with all of the development standards in the relevant zone.

If not, application will need to be made for a resource consent, assessed as a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

Step 4: Check whether the proposed activity complies with all of the community standards in the relevant zone (Hospital Zone only).

If not, application will need to be made for a resource consent, assessed as a discretionary activity.

Step 5: Check whether the proposed activity complies with all of the critical standards in the relevant zone.

If not, application will need to be made for a resource consent, assessed as a non-complying activity.

Step 6: Check any City rules which may apply to the activity. If any of these are not met, application will need to be made in respect of those rules.

If the activity meets all of the relevant zone and City rules, it shall be a permitted activity.

Notes :

- (1) Note that provisions relating to road construction are included in this Part 8 (Clause 4) under the Road Zone (activities within roads), for designation of road works under Part 12, for new subdivision roading under Part 14, and for activities adjoining roads under Part 13 (Transport).
- (2) Interim zoning provisions and rules apply to the Special Purpose (Ferrymead) Zone.

2.1 Zone rules - Activities other than those defined as health facilities

Updated 29 January 2015

The provisions of the following zones shall apply to any activities in the Special Purpose (Hospital) Zone which are not defined as health facilities;

As for Rural 2 Zone - (Rural activities and other activities)

Templeton Hospital

As for Living 1 Zone - (Residential Activities and Other Activities)

Burwood Hospital
Princess Margaret
Sunnyside Hospital
Fairhaven Hospital
Churchill Hospital
Windsor House
St Nicholas Hospital
Bethesda Hospital
Edith Cavell Home and Hospital
Woodchester Hospital
St Winifreds Hospital
Parklands Hospital
Rannerdale War Veterans
Cashmere View Hospital
George Manning House

As for Living H Zone - (Residential Activities and Other Activities)

Lady King Hospital

As for Living 2 Zone - (Residential Activities and Other Activities)

St George's Hospital
Nurse Maude Hospital

As for Living 3 Zone - (Residential Activities and Other Activities)

Southern Cross Hospital
Mary Potter Hospital

As for **Central City Residential Zone** - (Residential Activities and Other Activities)

Christchurch Women's Hospital
Lyndhurst Hospital

As for Living 4B Zone - (Residential Activities and Other Activities)

Christchurch Hospital

2.2 Categories of activities

Updated 14 November 2005

2.2.1 Health facilities

Updated 14 November 2005

- (a) Any health facility which complies with:
- all of the development standards under Clause 2.3;
 - all of the community standards under Clause 2.4;
 - all of the critical standards under Clause 2.5;
 - all of the relevant City Rules (see 2.2.2 below) shall be a permitted activity.
- (b) Any health facility which complies with all of the community standards and critical standards, but does not comply with any one or more of the development standards under Clause 2.3, shall be a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard.
- (c) Any health facility which complies with all of the critical standards, but does not comply with any one or more of the community standards under Clause 2.4, shall be a discretionary activity.
- (d) Any health facility which does not comply with any one or more of the critical standards under Clause 2.5, shall be a non-complying activity.

2.2.2 Reference to City rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

2.3 Development standards

Updated 14 November 2005

Any application arising from Clause 2.3.4 (c), on sites other than those adjoining a living zone, or on the opposite side of a road from a living zone, will not require the written consent of other persons and shall be non-notified.

2.3.1 Street scene

Updated 14 November 2005

(a)	The minimum setback for a building from a road frontage shall be 4.5m except as follows:	
	Templeton Hospital	15m

	Churchill Hospital	6m
	Burwood, Princess Margaret, Sunnyside, St George's, Christchurch Women's and Southern Cross	10m
(b)	The minimum setback for a parking area from a road frontage shall be 2m, except for Templeton Hospital which shall be 15m	

2.3.2 Separation from neighbours

2.3.2 Separation from neighbours

Updated 14 November 2005

- (a) The minimum setback for a building from any internal boundary adjoining a living, conservation or open space zone shall be 3m except as follows:
Burwood, Princess Margaret, Lyndhurst, Christchurch, Sunnyside, Templeton, St George's, Christchurch Women's and Southern Cross which shall be 10m.
- (b) The minimum setback for a parking area from any internal boundary adjoining a living, conservation or open space zone shall be 2m except as follows:
Burwood, Princess Margaret, Sunnyside, Templeton, St George's, and Southern Cross which shall be 10m.

(Refer also to Critical Standard 2.5.4.)

2.3.3 Sunlight and outlook for neighbours

Updated 14 November 2005

- (a) Buildings and structures shall not project beyond a building envelope constructed by recession planes from points 2.3m above any living zone boundary as shown in Part 2, Appendix 1 (living zones).

Note, there is no recession plane requirement for sites located in the Special Purpose (Hospital) zone that adjoin only sites that are not zoned Living, with the exception of those sites in the Special Purpose (Hospital) zone used for activities not defined as health facilities where the appropriate Living zone recession plane shall apply.

- (b) The level of internal boundaries shall be measured from filled ground level except where the site on the other side of the internal boundary is at a lower level, then that lower level shall be adopted.

2.3.4 Visual amenity

Updated 14 November 2005

- (a) Outdoor storage areas

Any outdoor storage area shall be screened from any public road, or from a site in a living zone, rural zone, open space zone or conservation zone and shall not be located within any setbacks specified in Clauses 2.3.1 and 2.3.2 and shall be screened by vegetation or a solid fence not less than 1.8m high.

- (b) Landscaped areas

All setback areas described in Clauses 2.3.1 and 2.3.2 shall be maintained in grass/groundcover and trees and shrubs.

- (c) Trees

- (i) Sites with road frontages of at least 10 metres shall be planted with a minimum of one tree, plus one additional tree for every 10 metres of road frontage (eg 10 metres frontage - 2 trees, 20 metres frontage - 3 trees, etc).
- (ii) Where three or more trees are required these trees shall be planted no more than 15 metres apart, or closer than 5 metres apart.
- (iii) Any trees required shall be planted along the road frontage and in front of any buildings on the site.
- (iv) In addition to the above, one tree shall be planted for every 5 carparking spaces required on the site. Trees shall be planted within or immediately abutting the carparking area and where adjoining a Living, Conservation or Open Space Zone, the trees shall be established within the setback from that boundary.
- (v) All trees and landscaping shall be maintained following planting. Trees shall be protected by wheel stop barriers to prevent damage from parked cars.
- (vi) For the purposes of these rules, any tree plantings required shall be of a species capable of reaching a minimum height of maturity of 8 metres, and shall not be less than 1.5 metres high at the time of planting. Any trees planted which are specified in Part 3, Appendix 3, (Business Zones) will be deemed to comply with this rule.
- (vii) The minimum average width of a landscape strip shall be calculated by excluding any part of the strip that is further back than the minimum required building setback for the site.

2.3.5 Vehicular access

Updated 14 November 2005

Vehicular access points shall be limited to those existing at the date of the notification of this Plan (24 June 1995).

2.3.6 Height

Updated 14 November 2005

The maximum height of any building at Christchurch Hospital shall be 30m.

2.3.7 Continuous Building Length

Updated 14 November 2005

The maximum continuous length of wall of a building without a minimum step-in plan of 2.4m shall be 20m except that this length may be exceeded where there is a minimum step-in plan of 2.4m for each 20m length of building and each step-in plan extends for a minimum distance of 6m.

This standard shall not apply to buildings located at Burwood Hospital, Princess Margaret Hospital, Christchurch Hospital, Sunnyside Hospital, Templeton Hospital and Christchurch Women's Hospital.

Reference to other development standards

Updated 14 November 2005

Clarification of rules
(refer Part 9, Clause 2)

Excavation and filling of land
(refer Part 9, Clause 5)

Building adjacent to waterways and the coastline
(refer Part 9, Clause 5)

Financial contributions on land use activities
(refer Part 9, Clause 7)

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Sale of liquor
(refer Part 10, Clause 4)

Relocated buildings
(refer Part 10, Clause 6)

Glare
(refer Part 11, Clause 2)

Hazardous substances
(refer Part 11, Clause 3)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Subdivision
(refer Part 14)

2.4 Community standards

Updated 14 November 2005

2.4.1 Retailing

Updated 14 November 2005

Any retailing shall be ancillary to the health and hospital activities on site and be directed to meeting the needs of staff, visitors and patients.

Reference to other community standards

Updated 14 November 2005

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Noise
(refer Part 11, Clause 1)

Glare
(refer Part 11, Clause 2)

Hazardous substances
(refer Part 11, Clause 3)

2.5 Critical standards

2.5 Critical standards

Updated 14 November 2005

2.5.1 Height

Updated 31 July 2012

The maximum height of any building shall be:

9m for:

Fairhaven Hospital, Churchill Hospital, Windsor House, St Nicholas Hospital, Bethesda Hospital, Edith Cavell Home and Hospital, Woodchester Hospital, St Winifreds Hospital, Parklands Hospital, Rannerdale War Veterans, Cashmere View Hospital, Lady King Hospital, Nurse Maude Hospital, George Manning House,

11m for:

Templeton Hospital, Lyndhurst Hospital (in accordance with Map 39D)

14m for:

Southern Cross, Sunnyside, St George's, Burwood, Princess Margaret, and Mary Potter

14 m for:

Former Christchurch Women's Hospital, **except for two parcels fronting Gracefield Avenue as shown on Planning Map 39D, which shall be 8m.**

40m for:

Christchurch Hospital

14m for:

Burwood, Princess Margaret and Sunnyside Hospitals

2.5.2 Site Coverage/density

Updated 14 November 2005

(a)	The maximum plot ratio for the following hospital sites shall be:	
	Christchurch Hospital	2
	Christchurch Women's Hospital	1.3
	Southern Cross Hospital	0.9
	Mary Potter Hospital	0.9
	Lyndhurst Hospital	0.8
(b)	The maximum percentage of the site area to be covered by buildings shall be as follows:	
	Templeton Hospital	10%
	Lady King Hospital	35%
	St George's Hospital	45%
	Nurse Maude Hospital	45%
	Burwood, Princess Margaret, Sunnyside, Fairhaven Hospital, Churchill Hospital, Windsor House, St Nicholas Hospital, Bethesda Hospital, Edith Cavell Home and Hospital, Woodchester Hospital, George Manning House, St Winifreds Hospital, Parklands Hospital, Rannerdale War Veterans, Cashmere View Hospital	40%

2.5.3 Street Scene

Updated 14 November 2005

The minimum setback for a building from a road frontage shall be 10m in the case of Templeton Hospital and 4.5m in the case of Burwood, Princess Margaret, Sunnyside, St George's, Christchurch Women's and Southern Cross.

2.5.4 Separation from neighbours

Updated 14 November 2005

- (a) The minimum setback for a building from any internal boundary adjoining a living, conservation or open space zone shall be 4.5m in the case of Templeton, Burwood, Princess Margaret, Sunnyside, Christchurch, St George's, Southern Cross and Christchurch Women's hospitals.
- (b) The minimum setback for a carpark from any internal boundary adjoining a living, conservation or open space zone shall be 2m in the case of Burwood, Princess Margaret, Sunnyside, Southern Cross, Templeton, and St George's hospitals.

2.5.5 Noise Sensitive Activities - Ruapuna Noise Boundary

Updated 26 August 2016

In the Special Purpose (Hospital) Zone any new noise sensitive activity and any addition to an existing noise sensitive activity proposed between the Ruapuna Inner and Outer Noise Boundary as shown on the relevant planning maps shall be designed and constructed to ensure compliance with the indoor design sound levels in Volume 3 Part 4 Appendix 1 - Aircraft Noise Exposure.

Advice note:

These rules are intended to mitigate the effects of motorsport noise within internal building spaces only. Noise from motorsport activities will also be audible outside of buildings to a varying degree. When constructing new dwellings, residents are encouraged to consider orientating outdoor living spaces away from the Motorsport Park. Where this is not practical, the use of solid continuous walls or fencing encircling the outdoor space, can be used to help mitigate noise.

Reference to other critical standards

Updated 14 November 2005

Excavation and filling of land
(refer Part 9, Clause 5)
Protected buildings, places and objects
(refer Part 10, Clause 1)
Protected trees
(refer Part 10, Clause 2)
Outdoor advertising
(refer Part 10, Clause 3)
Fortified sites
(refer part 10, Clause 5)
Noise
(refer Part 11, Clause 1)
Hazardous substances
(refer Part 11, Clause 3)
Subdivision
(refer Part 14)

3.0 Rules - Special Purpose (Airport) Zone

3.1 Categories of activities

Updated 14 November 2005

3.1.1 All activities

Update 26 August 2016

- (a) Any activity which is not a prohibited activity under Clause 3.3.1, and which complies with:

- all of the development standards under Clause 3.2; and
- all of the community standards under Clause 3.3; and
- all of the critical standards under Clause 3.4

shall be a permitted activity.

(b) Any activity (which is not a prohibited activity) and which complies with all of the community standards and critical standards, but does not comply with any one or more of the development standards under Clause 3.2, shall be a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

(c) Trade suppliers that generate more than 250 vehicle trips per day and/or provide more than 25 parking spaces shall be a restricted discretionary activity with the exercise of Council's discretion limited to matters associated with any traffic effects of the activity.

(d) Any activity (which is not a prohibited activity) and which complies with all of the critical standards, but which does not comply with any one or more of the community standards under Clause 3.3 shall be a discretionary activity.

(e) Any activity (which is not a prohibited activity) but which does not comply with any one or more of the critical standards under Clause 3.4, shall be a non-complying activity.

3.1.2 Reference to city rules

3.1.2 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

3.2 Development standards

Updated 26 August 2016

Any application arising from non-compliance with the standards in Clause 3.2.3 or Clause 3.2.4(a)(i) shall not be publicly notified or limited notified.

3.2.1 Street scene

Updated 26 August 2016

Buildings shall be set back a minimum distance from road boundaries as follows:

(a)	Russley Road, Johns Road, McLeans Island Road	20m
(b)	Memorial Avenue	20m
(c)	Jessons Road	45m
(d)	Any other road vested in the Council ie Orchard Road, Wairakei Road east of Orchard Road	10m
(e)	any "private road" as defined in Section 315 of the Local Government Act 1974	5m

This rule shall not apply to any "private way" as defined in Section 315 of the Local Government Act 1974.

3.2.2 Separation from neighbours

Updated 14 November 2005

Buildings, parking or storage areas shall be set back from the boundary with the Rural 5 Zone by a minimum distance of 20m.

3.2.3 Open space

Updated 26 August 2016

The maximum percentage of site area coverage by buildings shall be 50%.

3.2.4 Visual amenity

Updated 26 August 2016

(a) Outdoor storage

(i) Any outdoor storage area on any site with frontage to Russley Road, Johns Road, McLeans Island Road, Jessons Road or Memorial Avenue other than those for the storage of aircraft or for the hire of vehicles or caravans shall be screened by shrub planting capable of growing to a minimum height of 2m at maturity. The planting shall be spaced at a maximum of 3m centres with a gap between shrubs of no more than 1m;

(ii) any outdoor storage area shall not be sited within the setbacks specified in Clauses 3.2.1 and 3.2.2.

(b) Location of landscaping

Landscaping areas shall be provided along road frontages as follows:

(i) A landscaping area shall be provided along Russley Road, Johns Road and McLeans Island Road, and shall be a minimum of 20m deep on any site adjoining the road frontage, exclusive of any road widening required.

(ii) A landscaping area shall be provided along Memorial Avenue averaging 10m deep on any site on the road frontage, and not less than 5m deep at any point, except for permitted access points.

(iii) A landscaping area shall be provided along Jessons Road of a minimum depth of 45m from the road frontage, consisting of dense vegetation capable of reaching a height of 1.8m, to screen properties in Jessons Road from any existing or future airport development south of that road, and to provide a limited degree of attenuation of airport and aircraft noise.

(iv) A landscaping area with a grass surface and/or shrubs shall be provided along any other public or private road frontage and shall be an average of 3m deep on any site on the road frontage, and not less than 1.5m deep at any point except for access points.

(v) A landscaping area shall be provided along the southern boundary of the Development Precinct, with a minimum depth of 8m from the Rural 5 Zone boundary. It shall be planted with a mixture of exotic and native trees of a variety of height and form to screen buildings.

(vi) The minimum average width of a landscape strip shall be calculated by excluding any part of the strip that is further back than the minimum required building setback for the site.

(c) Trees

(i) Sites with road frontages of at least 10m shall be planted with a minimum of one tree, plus one additional tree for every 10 metres of road frontage (e.g. 10 metres frontage - 2 trees, 20 metres frontage - 3 trees, etc.).

(ii) Where three or more trees are required these trees shall be planted no more than 15 metres apart, or closer than 5 metres apart.

(iii) Any trees required shall be planted along the road frontage and in front of any buildings on the site.

(iv) In addition to (i) - (iii) above, one tree shall be planted for every 5 parking spaces required on the site. Trees shall be planted within or adjacent to the carparking area.

(v) Any trees required by this rule shall be of a species capable of reaching a minimum height at maturity of 8 metres and shall be not less than 1.5 metres high at the time of planting. Any trees listed in Part 3, Appendix 3 are deemed to comply with this rule.

(d) Protection of trees and landscaping

(i) Any trees required under Clause (c) above shall be located within a landscaping strip (see Clause (b)), or within a planting protection area around each tree, with a minimum dimension or diameter of 1.5 metres.

(ii) No more than 10% of any landscaping strip (see Clause (b)) and planting protection area shall be covered with any impervious surfaces.

(iii) Landscaping strips or planting protection areas adjacent to a road boundary or adjacent to or within a carparking area shall be provided with wheel stop barriers to prevent damage from vehicles. Such wheel stop barriers shall be located at least 1 metre from any tree.

(e) Maintenance of landscaping

Any landscaping of trees required by these rules shall be maintained, and if dead, diseased, or damaged, shall be replaced.

(f) Exception from rules:

The provisions for tree planting in Clause 3.2.4 shall not apply to any sites or parts of sites within the airport protection surfaces as identified on the planning maps, and in Part 9, Clause 6.

3.2.5 Road access to zone

Updated 26 August

(i) There shall be no direct access to any site within the SP (Airport) Zone from Harewood Road, Pound Road, Russley Road, Johns Road, McLeans Island Road, or Jessons Road, except when required for emergency airport maintenance and farming vehicles.

3.2.6 Height

Updated 26 August 2016

Buildings, structures and vegetation shall not exceed a height of 20 metres.

(Refer also to critical standard 3.4.3)

Reference to other development standards

Updated 14 November 2005

Clarification of rules
(refer Part 9, Clause 2)

Excavation and filling of land
(refer Part 9, Clause 5)

Financial contributions on land use activities
(refer Part 9, Clause 7)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Sale of liquor
(refer Part 10, Clause 4)

Relocated buildings
(refer Part 10, Clause 6)

Hazardous substances
(refer Part 11, Clause 3)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Subdivision
(refer Part 14)

Reference to community standards

Updated 14 November 2005

Outdoor advertising
(refer Part 10, Clause 3)

Noise
(refer Part 11, Clause 1)

Glare
(refer Part 11, Clause 2)

Hazardous substances
(refer Part 11, Clause 3)

Transport (Parking, access and manoeuvring)
(refer Part 13)

[\(Plan Change 84\)](#)

[\(Plan Change 84\)](#)

[\(Plan Change 84\)](#)

3.3 Community Standards

3.3.1 Retail Activity - Supermarket

Updated 26 August 2016

One Supermarket, not exceeding 2,700m² gross leasable floor area.

(Refer also to critical standard 3.4.2)

3.3.2 Staging of Development

Updated 26 August 2016

(a) Wastewater

- (i) Until such time as the Riccarton Interceptor sewer catchment network is upgraded to a capacity able to accept an additional peak wet weather flow of at least 30l/s, all wastewater discharges to the Council reticulated wastewater network shall be to the Wairakei Collector. The increased capacity shall be available at the point of Christchurch International Airport Ltd's discharge. Measurement of the 30l/s additional capacity shall be determined through the Council's calibrated (wet weather flow) post SCIRT rebuild model.
- (ii) The total monitored discharge flow into the Wairakei collector during the period defined in (i) shall not exceed a flow rate of 35 litres/second measured and recorded at five minute intervals; except that this standard shall not apply to flows that result from a rainfall event with greater than a five year annual recurrence interval as assessed from data recorded on the Metservice Airport Rain Gauge.
- (iii) For the purpose of demonstrating clause (ii) Christchurch International Airport Ltd shall annually, on or about the 20th day of January, provide the Council's Environmental Service Manager the results of the previous year's total monitored discharge flows. The monitored flow results shall identify any events where the discharge flow limit in (ii) is exceeded and remedial action was undertaken on behalf of Christchurch International Airport Ltd. These calculations and results will be undertaken by a person with appropriate qualifications and experience in wastewater modelling and assessment.

3.4 Critical standards

Updated 26 August 2016

3.4.1 Aircraft noise exposure

Updated 26 August 2016

- (a) Any new residential unit, or any building or part of a building described in Part 4, Appendix 1, and which is between the 55 dBA Ldn noise contour and the 65 dBA Ldn/95 SEL dBA airnoise boundary as shown on the planning maps, shall be insulated from aircraft noise so as to comply with the provisions of that appendix.
- (b) Any additions to existing residential units, or any other buildings or parts of buildings described in Part 4, Appendix 1 and which are within the 55dBA Ldn noise contour as shown on the planning maps, shall be insulated from aircraft noise so as to comply with the provisions of that appendix.
- (c) No dwelling unit or any building or part of a building described in the Aircraft Noise Exposure Rules (refer to Part 4, Appendix 1) shall be erected within 800 metres of the engine testing area located in the Special Purpose (Airport) Zone as shown on Planning Map 23.
- (d) The construction of residential units, education facilities including pre-school places or premises, (but excluding flight training, trade training or other industry related training facilities), travellers' accommodation, hospitals, healthcare facilities, elderly persons housing or complexes (excluded in all cases accessory buildings, outdoor storage or car parking) on land that is within the 65 dBA Ldn/95 SEL dBA Air Noise Boundary as shown on the planning maps shall be a prohibited activity.

3.4.2 Activities within the Special Purpose (Airport) Zone

Updated 26 August 2016

Any activity within the Airport Zone, where not otherwise provided for in the Plan, shall be confined to those listed below in the precincts as set out in Appendix 12: Airport Precinct Plan:

- a) Within the Aviation Precinct:
 1. Runways, aircraft operations, and the testing of aircraft engines on the wing.
 2. Any activity associated with the operation of the Airport, including taxiways, and other aircraft movement areas and aprons, terminals, rescue facilities, navigation and safety aids and facilities, maintenance and servicing facilities, catering facilities, air freight facilities, quarantine and incinerating facilities, fuelling facilities, stormwater facilities, roads, landscaping and aviation signage.
 3. Any activity associated with commercial, recreational, or military aviation, including any ancillary maintenance and support facilities, navigation, meteorological and aircraft operational facilities.
 4. Support facilities and activities which enable an airport to function e.g. terminals and customs and quarantine facilities.
- b) Within the Development Precinct:
 1. Any activity associated with the operation of the Airport, including taxiways, and other aircraft movement areas and aprons, terminals, rescue facilities, navigation and safety aids and facilities, maintenance and servicing facilities, catering facilities, air freight facilities, quarantine and incinerating facilities, fuelling facilities, stormwater facilities, roads, landscaping and aviation signage.
 2. Any activity associated with commercial, recreational, or military aviation, including any ancillary maintenance and support facilities, navigation, meteorological and aircraft operational facilities.
 3. Support facilities and activities which enable an airport to function e.g. terminals and customs and quarantine facilities.
 4. Residential units, outside the 65 Ldn/95 SEL dBA contour, where:

- a) all amenities and sleeping areas are fully enclosed and complying with the 'Indoor design sound levels' for 'relaxing and sleeping' as specified in Part 4, Appendix 1 with no private outdoor space provided; and
 - b) they are for personnel or trainees associated with the aviation or Antarctic operations of the airport, and which is for short term stay of no more than twelve months.
5. Travellers' accommodation, outside the 65 Ldn/95 SEL dBA contour where all amenities and sleeping areas are fully enclosed and comply with the 'Indoor design sound levels' for 'relaxing and sleeping' as specified in Part 4, Appendix 1.
 6. Places of entertainment, conference facilities, and tourist based ventures.
 7. Educational facilities (excluding pre-schools) provided for persons working in the Airport zone and passengers and visitors using the airport, or associated within aviation activities at the airport, or with the Antarctic programme.
 8. Retail activities limited to:
 - a) a total gross leasable floor area within the zone of 1,400m² (excluding any supermarket), provided that no single tenancy shall exceed 450m² of gross leasable floor area, except that this limit does not include:
 - i. Any retail activity inside the terminal buildings;
 - ii. Food and beverage outlets.
 - iii. Trade suppliers.
 (Note: one supermarket is provided for under community standard 3.3.1.)
 9. Offices or commercial services inside the terminal buildings.
 10. Offices for aviation administration purposes, and offices ancillary to a permitted activity.
 11. Dispatch and receipt of freight and ancillary facilities.
 12. Container storage and transfer.
 13. Industrial activities limited to:
 - a) Freight Depots;
 - b) Light Manufacturing and servicing;
 - c) Repair and maintenance services;
 - d) Warehousing and Distribution Activities.
 14. Vehicle parking.
 15. Service stations and truck stops.

(Refer also to prohibited activities (Airport noise) in Clause 3.4.1 (d)).

3.4.3 Height

Updated 26 August 2016

Buildings, structures and vegetation shall not exceed a height which intrudes into any airport height restrictions, identified on the planning maps and in Part 9 Clause 6;

(Refer also to Development Standard 3.2.6)

Reference to other critical standards

Updated 14 November 2005

Excavation and filling of land
(refer Part 9, Clause 5)

Airport protection surfaces (Prohibited activities)
(refer Part 9, Clause 6)

Runway end protection areas
(refer Part 9, Clause 6)

Outdoor advertising
(refer Part 10, Clause 3)

Fortified sites
(refer Part 10, Clause 5)

Noise
(refer Part 11, Clause 1)

Hazardous substances
(refer Part 11, Clause 3)

Subdivision
(refer Part 14)

4.0 Rules - Special Purpose (Road) Zone

4.1 Other relevant legislation

Updated 14 November 2005

- (a) Although many activities on roads are permitted activities in terms of rules in the City Plan, there are provisions under other legislation which may affect the ability to undertake such activities.
- (b) The state highway network is also designated (see Part 12 - Designations).
- (c) Note: No site may have access to a declared limited access road (as listed in Appendix 5) except through a licensed crossing point, and subject to any conditions approved under the Local Government Act.

4.2 Status of buildings extending over the Road Zone

Updated 31 July 2012

Where any building or part of a building extends across a zone boundary and over part of the Road Zone, it shall be subject to those rules which are applicable in the zone in which the major part of the building is located. The rules shall be applied as if the part of the Road Zone occupied by the building were part of the site containing the remainder of the building, except that any rules relating to sunlight and outlook for neighbours, street scene, separation from neighbours, screening from neighbours, special setback provisions, landscaping and visual amenity shall not be applied to that part of the building which occupies the Road Zone.

Transport related structures within the Special Purpose (Road) Zone in the Central City are a permitted activity.

(Note that the Council must give its consent for the intrusion of buildings or structures over the Road Zone, (including verandahs or other structures for weather protection required under Part

3, Clause 2.2.4) as owner of land in that zone, except for state highways, where the consent of New Zealand Transport Agency will be required.

4.3 Extent of the zone

Updated 31 July 2012

(a) The Special Purpose (Road) Zone shall be deemed to apply to all land that is legal road, within the meaning of the Local Government Act 1974, excluding that land shown on the planning maps as Special Purpose (Pedestrian Precincts) Zone, **Conservation 5 Zone**, and land comprising the carparking associated with the Bishopdale Shopping Centre.

Note: With regard to the Conservation 5 Zone, the large areas of legal road within this zone retain their status as legal road.

(b) Where subsequent to notification of the Plan (24 June 1995), land is vested in the Council as road then it shall be deemed to be included in the Special Purpose (Road) zone.

(c) Where a road has been stopped, the site that was formerly within the Special Purpose (Road) Zone will revert to the zoning as shown on the planning maps **except**

(i) where the site is adjacent to a waterway it will be deemed to be within the Conservation 3 Zone; and

(ii) where the site is adjacent to a coastal margin, it will be deemed to be within the Conservation 1A Zone; and

(iii) where the site is adjacent to a Conservation 3 Zone which comprises a new waterway as provided for in Part 9 Clause 5.2.4(a) or an existing waterway and falls within the Open Space 3D (Clearwater Resort and Christchurch Golf Resort) Zone it will be deemed to revert to the zoning as shown on the planning maps.

4.4 Categories of activities

Updated 14 November 2005

4.4.1 All activities

Updated 31 July 2012

(a) Any activity which complies with:

- all of the development standards under Clause 4.5; and
- the critical standard under Clause 4.6

shall be a **permitted activity**.

(b) Any activity which complies with the critical standard, but does not comply with any one or more of the development standards under Clause 4.5, shall be a **discretionary activity** with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

(c) Any activity which does not comply with the critical standard under Clause 4.6, shall be a **non complying activity**.

(d) **Clauses 4.5.1-4.5.5 (Special Purpose (Road) Zone) do not apply within the Central City.**

4.4.2 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

4.5 Development standards

Updated 14 November 2005

4.5.1 Roadway widths

Updated 14 May 2012

(a) Any construction or reconstruction of a roadway shall not exceed the maximum roadway width, or be less than the minimum roadway width, as shown in the roading hierarchy standards in Appendix 2. This rule shall not apply to the following:

- those roads which are subject to Clause 4.5.3,
- those sections of roadway which are narrowed by traffic management devices for a length of 60m or less; and
- those roads where more than one traffic management device is used and there is a minimum distance of 60m between the devices, except in the case of devices either side of an intersection where there shall be no minimum separation distance.
- Where there is any conflict between the roading hierarchy standards in Appendix 2 except where there is any conflict between the roading hierarchy standards in Appendix 2 and the cross sections in the Movement Network Layer Diagram (Prestons) in Appendix 3V/3 (i) - (iv) of Part 2, Volume 3. For clarity the standards in those cross sections shall apply.
- Where there is any conflict between the roading hierarchy standards in Appendix 2 and the cross sections in Movement Layer Diagram in Appendix 3X/4 (Living G - North West Belfast), Part 2, Volume 3 the standards in the latter cross-sections shall apply.

(b) The minimum number of lanes indicated in Appendix 2 shall be retained in all cases.

4.5.2 Medians

Updated 14 May 2012

Solid medians shall be constructed in accordance with the roading hierarchy standards in Appendix 2, except where there is conflict between the roading hierarchy standards in Appendix 2 and the cross sections in Movement Network Layer Diagram in Appendix 3X/4 Part 2, Volume 3. For clarity the standards in those cross sections shall apply.

4.5.3 Activities on Road Zone adjoining waterways

Updated 14 November 2005

Where any legal road directly adjoins any waterway listed below, no widening of the roadway, or erection of buildings (except permitted utilities in Part 9, Clause 4) shall encroach into any area between the existing edge of any carriageway, footpath or parking area and the bank of the waterway, except for necessary maintenance purposes.

- (a) Avon River (Estuary - Fendalton Road)
- (b) Heathcote River (Estuary - Cashmere Stream Confluence)

4.5.4 Removal or major pruning of any tree in Road Zone

Updated 14 November 2005

In addition to any relevant rules applicable to listed protected trees in Appendix 4, Part 10 of the Plan, within any of the streets listed in the SP (Road) Zone listed below:

- (a) No tree shall be removed.
- (b) Pruning of any tree shall only be permitted above a height which is two-thirds of the total height of the tree measured from ground level.
- (c) Below the height specified in (b), only those branches less than 50mm in diameter may be pruned.

This rule shall not apply if removal or pruning is required for any of the following reasons:

- the tree is dead, dying or diseased;
- the tree presents an immediate hazard due to structural weakness or root instability;
- the tree is causing serious damage to essential public or private services or property.

(i) Category A -

(Trees in streets forming part of special amenity areas)

Dudley Street (also specimen and landscape value)

Poulton Avenue (also landscape value)

Fisher Avenue (also landscape value)

Severn Street (also landscape value)

Mersey Street (also landscape value)

Bradnor Street (also landscape value)

Heathfield Avenue

Totara Street

Hinau Street

Puriri Street

St James Avenue (also landscape value)

Massey Crescent (also landscape value)

Malvern Street (also landscape value)

Gracefield Avenue

(ii) Category B -

Street plantings of special historic, landscape and specimen value

Bealey Avenue	Historic and landscape
Fitzgerald Avenue	Historic and landscape
Memorial Avenue	Historic and landscape
Fendalton Road	Landscape
Park Terrace	Landscape
Rolleston Avenue	Landscape
Church Square, Addington	Historic and landscape
Cholmondeley Avenue	Landscape
Riccarton Road (Matipo Street to Picton Avenue)	Landscape
Perry Street (mature Ginkgos)	Landscape and specimen value
Emmett Street	Landscape
Skipton Street	Landscape
Jebson Street	Landscape
Riselaw Street	Landscape
Helmores Lane	Landscape
Hoani Street	Landscape
Dormer Street	Landscape
Linwood Avenue - median Aldwins Road to Hargood Street	Landscape

St James Avenue - Area planted with red oak	Landscape
Truman Road	Landscape
Grahams Road - median vicinity Flay Park	Landscape
Innes Road - footpath east of Papanui Road	Landscape
Royd Street	Landscape
Main North Road median	Landscape

(iii) Category C -

River and streamside roads with special tree, landscape and environmental values

Note: This rule shall apply to all legal roads, formed or unformed, where these roads adjoin the following rivers or streams.

Avon River

Admirals Way
 Avonside Drive
 Bridge Street
 Cambridge Terrace
 Carlton Mill Road
 Dallington Terrace
 Deans Avenue
 Evans Way
 Hulverstone Drive
 Kibblewhite Street
 Locksley Avenue
 New Brighton Road
 Owles Terrace
 Oxford Terrace
 Park Terrace
 River Road

Heathcote River

Ashgrove Terrace
 Aynsley Terrace
 Cashmere Road
 Clarendon Terrace
 Connal Street
 Cumnor Terrace
 Earnlea Terrace
 Eastern Terrace
 Ferry Road
 Fifield Terrace
 Hunter Terrace
 King Edward Terrace
 Long Street
 Louisson Place
 Palatine Terrace
 Richardson Terrace
 Riverlaw Terrace
 Sloan Terrace
 Waimea Terrace

Other streamside roads

Banks Avenue
 Linwood Avenue (canal)
 Lower Styx Road
 North Parade
 Stapletons Road
 Wairarapa Terrace

4.5.5 Esplanade reserves/strips when road stopped

Updated 14 November 2005

Where a legal road adjoining the coastal marine area, or a river or stream is stopped and the planning map for the locality shows a requirement to make provision for esplanade purposes, an esplanade reserve or strip shall be vested in the Council or an instrument be entered into with the Council, as if the stopping were a subdivision, in accordance with Part 14, Clauses 6.2 and 6.3.

4.5.6 Road Cross sections - All Zones within the Central City

Updated 31 July 2012

Any construction or reconstruction of a roadway in the Central City shall provide footpaths on both sides of the road, unless the legal width of the road is less than 10m or the road is designed as a shared space street or is a Central City lane 4 .

4 For the purposes of the Central City, a Central City Lane is a narrow road in the Central City which is laid out or constructed either by the authority of the Council or the Minister of Transport for the purpose of providing access and which provides a high level of amenity for pedestrians. A Shared Street is a street where there is no delineation between traffic lanes or any areas for walking and cycling, and is designed so that vehicles and people walking or cycling can safely mix in the same physical space.

4.5.7 Cross sections for roads - Living G (Highfield) Zone

Updated 06 December 2013

Any construction and/or reconstruction of Selkirk Place, Hawkins Road, Hills Road and Prestons Road shall be in general accordance with the cross sections shown in Part 2, Appendix 3Y(d) in the Living G (Highfield) Zone.

Reference to other development standards

Updated 14 November 2005

Clarification of rules
(refer to Part 9, Clause 2)

Financial contributions on land use activities
(refer Part 9, Clause 7)

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Sale of liquor
(refer Part 10, Clause 4)

Relocated buildings
(refer Part 10, Clause 6)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Subdivision
(refer Part 14)

Reference to community standards

Updated 14 November 2005

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Glare
(refer Part 11, Clause 2)

4.6 Critical standards

Updated 14 November 2005

4.6.1 Roads to be stopped

Updated 14 November 2005

No roadway shall be constructed or reconstructed within a road shown on the planning maps and in Appendix 1 as road to be stopped.

Reference to other critical standards

Updated 14 November 2005

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Fortified sites
(refer Part 10, Clause 5)

Noise
(refer Part 11, Clause 1)

Hazardous substances
(refer Part 11, Clause 3)

(Designations - refer Part 12 for details of road designations)

5.0 Rules - Special Purpose (Pedestrian Precinct) Zone

5.1 Other relevant legislation

Updated 31 July 2012

Although many activities in the pedestrian precinct are permitted activities in terms of rules in the City Plan, there are provisions under other legislation, such as Council bylaws and the Local Government Act, which may affect the ability to undertake such activities.

5.2 Categories of activities

Updated 14 November 2005

5.2.1 All activities

Updated 14 November 2005

- (a) Any activity which complies with all of the community standards under Clause 5.3, shall be a **permitted activity** .
- (b) Any activity which does not comply with any one or more of the community standards under Clause 5.3, shall be a **discretionary activity** .

5.2.2 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

5.3 Community standards

Updated 14 November 2005

5.3.1 Scale of building

Updated 14 November 2005

Any building shall not exceed 5m² in area.

5.3.2 Height

Updated 14 November 2005

The maximum height of any building shall be 3 metres.

Reference to other development standards

Updated 14 November 2005

Clarification of rules
(refer Part 9, Clause 2)

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Subdivision
(refer Part 14)

Reference to community standards

Updated 14 November 2005

Protected buildings, places and objects
(refer Part 10, Clause 1)

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Noise
(refer Part 11, Clause 1)
Glare
(refer part 11, Clause 2)

Reference to other critical standards

Updated 14 November 2005

Protected buildings, places and objects
(refer Part 10, Clause 1)
Protected trees
(refer Part 10, Clause 2)
Outdoor advertising
(refer Part 10, Clause 3)
Fortified sites
(refer Part 10, Clause 5)
Noise
(refer Part 11, Clause 1)

6.0 Rules - Special Purpose (Rail) Zone

6.1 Categories of activities

Updated 14 November 2005

6.1.1 All activities

Updated 14 November 2005

- (a) Any activity which complies with all of the development standards under Clause 6.2 shall be a **permitted activity**.
- (b) Any activity which does not comply with any one or more of the development standards under Clause 6.2, shall be a **discretionary activity** with the exercise of the Council's discretion limited to the matter(s) subject to that standard.

6.1.2 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

6.2 Development standards

Updated 14 November 2005

6.2.1 Maintenance of unobstructed rail corridor

Updated 14 November 2005

Any building, (unless it is included as part of an activity for railway purposes), shall be sited in such a way that it does not reduce the width of the railway corridor that is unobstructed by buildings, to less than that which existed at the time of the notification of this Plan (24 June 1995), or 25 metres; whichever is lesser.

6.2.2 Building structures - effect on living zones

Updated 14 November 2005

Any buildings shall not have a floor area of more than 50m², or a height of more than 5m, in the following parts of the Special Purpose (Rail) Zone:

- (a) Styx Mill overbridge (State Highway 74) to the Riccarton Road crossing, except buildings on that side of the track adjoining a business zone;
- (b) Ensors Road crossing to Garlands Road crossing;
- (c) Scruttons Road crossing to Martindales Road crossing, except on the northern side of tracks within the zone corridor;
- (d) Western end Denton Park to Halswell Junction Road crossing.

6.2.3 Public accessways - effect on living zones

Updated 14 November 2005

No public access for a walkway or cycleway shall be located in the Special Purpose (Rail) Zone where the path for the walkway or cycleway is within 30m of any living zone site that adjoins the Special Purpose (Rail) Zone. This rule shall not apply where written consents are supplied to the Council for all owners and occupiers of the living zone sites adjoining the Special Purpose (Rail) Zone that are located within 30m of the path. The written consent shall include a scaled site plan indicating the location of the path relative to the adjoining living zone sites, which is signed by the owners and occupiers, and indicates the property owned by each.

Reference to other development standards

Updated 14 November 2005

Financial contributions on land use activities
(refer Part 9, Clause 7)
Protected buildings, places and objects
(refer Part 10, Clause 1)
Protected trees
(refer Part 10, Clause 2)
Outdoor advertising
(refer Part 10, Clause 3)
Sale of liquor
(refer Part 10, Clause 4)

Relocated buildings
(refer Part 10, Clause 6)
Transport (Parking, access and manoeuvring)
(refer Part 13)
Subdivision
(refer Part 14)

Reference to community standards

Updated 14 November 2005

Protected trees
(refer Part 10, Clause 2)
Outdoor advertising
(refer Part 10, Clause 3)
Noise
(refer Part 11, Clause 1)
Glare
(refer part 11, Clause 2)
Transport (Parking, access and manoeuvring)
(refer Part 13)

Reference to other critical standards

Updated 14 November 2005

Protected trees
(refer Part 10, Clause 2)
Outdoor advertising
(refer Part 10, Clause 3)
Sale of liquor
(refer Part 10, Clause 4)
Fortified sites
(refer Part 10, Clause 5)
Relocated buildings
(refer Part 10, Clause 6)
Noise
(refer Part 11, Clause 1)
Hazardous substances
(refer Part 11, Clause 3)
Subdivision
(refer Part 14)

7.0 Rules - Special Purpose (Landfill) Zone

7.1 Categories of activities

Updated 14 November 2005

7.1.1 All activities

Updated 24 November 2011

- (a) Any activity which complies with all of the critical standards under Clause 7.2 shall be a **permitted activity**.
- (b) Any activity, other than in relation to earthquake waste, which does not comply with any one or more of the critical standards under Clause 7.2, shall be a **non-complying activity**.
- (c) Any activity, in relation to earthquake waste, which does not comply with any one or more of the critical standards under Clause 7.2, shall be a **non-notified controlled activity**, with the Council's control limited to:
 - effects on the amenity of residences and business areas along the designated access routes illustrated in Appendix 7;
 - effects in terms of traffic, dust and noise, also taking account of the hours of operation;
 - effects on the coastal environment;
 - proposed method of site rehabilitation.

An application for a resource consent for the permanent disposal of earthquake waste to the Special Purpose (Landfill) Zone must include written comments on the application, or evidence of 10 working days having been provided for those comments to be made, from the following parties:

- (a) Te Runanga o Ngai Tahu and any relevant Papatipu Runanga identified by Te Runanga o Ngai Tahu; and
- (b) The Canterbury District Health Board; and
- (c) The Burwood-Pegasus Community Board; and
- (d) The Parklands Residents Association Incorporated; and
- (e) The Queenspark Residents Association; and
- (f) Owners and occupiers of land adjacent to the Burwood Landfill.

7.1.2 Regional resource consents

Updated 14 November 2005

Attention is drawn to relevant consents granted by the Canterbury Regional Council relating to discharges to air and groundwater, which include conditions relating to the operation of the landfill.

7.1.3 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

7.2 Critical standards

7.2.1 Compaction and containment of refuse

Updated 24 November 2011

Refuse and/or earthquake waste permanently placed in the landfill shall be compacted using specialised compaction equipment, and shall be covered by sand or soil to a minimum depth of 150mm on a daily basis, except materials collected for composting. The working surface of each daily refuse cell shall not exceed an area of 500m². Mesh fences and screens shall be maintained around working areas to contain windblown refuse, and any material blown beyond this containment area shall be collected on a weekly basis, or more frequently if required.

7.2.2 Buildings

Updated 14 November 2005

Any buildings, shall be ancillary to landfill operations, and shall not exceed 200m² gross floor area.

7.2.3 Access to the zone

Updated 24 November 2011

- (a) All refuse and/or earthquake waste going to the landfill site, shall be transported in a container or covered except where because of the nature of the load and/or the method of securing it, no problem of litter or dust can arise.
- (b) Vehicles carrying refuse to the landfill shall adhere to a route of access including Marshland Road, Prestons Road and thence the driveway via Rothesay Road and Bottle Lake Forest, as illustrated in Appendix 7.
- (c) Vehicles carrying earthquake waste from various sources within the City and possibly from neighbouring Territorial Authorities to the landfill for permanent disposal shall adhere to the routes shown in Appendix 7 as soon as reasonably practicable.
- (d) At no place shall the designated route to the landfill site, as illustrated in Appendix 7, be closer than 300 metres from the land at Parklands within the Living 1 Zone. (Any further residential subdivisions which are developed adjacent to this access route shall mitigate adverse effects through mounding or other noise reduction measures.)
- (e) So long as the route, shown in Appendix 7, continues to be used for landfill purposes, the following provisions shall apply:
 - (i) A belt of mature trees at least 5 metres in width will be retained at all times between that route and Rothesay Road. In the event of natural causes eliminating the existing screens of mature trees, then these areas shall be immediately windrowed to a height necessary to prevent vehicle sighting from the southern areas and replanted immediately.
 - (ii) The area between the route and Rothesay Road will at all times be windrowed and/or mounded and/or planted with trees of a sufficient height to eliminate the possibility of vehicles using the route being seen from that land at Parklands presently contained within the Living 1 Zone.
 - (iii) At all times that area (excluding areas occupied by windrows and forestry access roads) will be planted and/or replanted with conifers.
- (f) Vehicles carrying refuse or compostable material from the northern, western and eastern transfer station to the landfill, or to other transfer stations, shall adhere to the routes shown in Appendix 7 to these rules.
- (g) When the road link from Wainoni Road to Travis Road has been completed, the route for vehicles carrying refuse from the eastern transfer station to the landfill site shall be via this road, as shown in Appendix 7.

7.2.4 Boundary planting

Updated 14 November 2005

Each of the three major landfill stages shall be planted with trees on the zone boundary capable of reaching a height of 8m at maturity. Planting on the zone boundary shall consist of at least three parallel rows of trees. These trees shall not be removed, unless three rows of replacement trees parallel to these are already established to a height of 8m. (Refer to Appendix 6 for landfill stages)

7.2.5 Fire control and air pollution

Updated 14 November 2005

- (a) Access shall be provided for fire appliances through boundary planting areas and a water supply shall be available to assist with fire fighting both within the landfill area and in the adjoining Bottle Lake Forest (Rural 1 Zone).
- (b) No burning of refuse or incineration processes, shall be undertaken within the zone.

7.2.6 Height of ground surface after filling

Updated 14 November 2005

Dunes and downlands within the zone shall at no point be more than 25 metres above the level of the ground as measured at the intersection of Rothesay Road and Bower Avenue, and shall merge with the natural ground level of the terrain at the outer edge of the landfill.

7.2.7 Protection of groundwater

Updated 24 November 2011

Refuse and/or earthquake waste shall be placed above the highest anticipated ground water level, and any excavated or low areas below this level shall be backfilled to above this level with inert fill, and filling shall be undertaken in compliance with any conditions of resource consents granted by the Canterbury Regional Council for discharges.

7.2.8 Hazardous and/or toxic substances

Updated 14 November 2005

No substances which are of such hazardous or toxic character that they could not be safely accommodated in the landfill, and/or could give rise to hazardous chemical pollution or leaking to groundwater, shall be deposited in the landfill.

7.2.9 Control of birds and vermin

Updated 14 November 2005

Control programmes shall be undertaken should any significant concentration of birds or vermin became apparent within an adjoining zone.

7.2.10 Hours of operation and access to landfill

Updated 24 November 2011

Any delivery of refuse and/or earthquake waste for permanent disposal shall take place between 0530 and 1830 hours, unless exceptional circumstances apply.

Public access to the landfill shall be confined to vehicles owned by or under contract to the Christchurch City Council, except:

- (a) vehicles of any other local authority approved by the Council;
- (b) vehicles carrying compacted refuse;
- (c) vehicles carrying hardfill or other materials unsuited to compaction; and
- (d) vehicles carrying cover material.

7.2.11 Completion and Closure

Updated 14 November 2005

A landscape/concept plan for rehabilitation shall be prepared for the site by the landfill operator and approved by the Council and shall take into account the following:

- Final contours of each completed stage of the landfill shall be in general accordance with the concept plan prepared for the site.
- The preparation of areas of rehabilitated landfill that are to be planted in accordance with the landscape plan, should be adequate to ensure that healthy planting and growth of trees and shrubs and grass cover on the landfill can occur.
- All planting shall be maintained in accordance with the landscape/concept plan.
- Each completed landfill stage shall, as soon as practicable after completion of refuse placement in that stage, be capped and landscaped in accordance with the landscape plan.

Reference to other standards

Updated 14 November 2005

Outdoor advertising
(refer Part 10, Clause 3)

Relocated buildings
(refer Part 14, Clause 6)

Subdivision
(refer Part 14)

8.0 Rules - Special Purpose (Transfer Station) Zones

8.1 Categories of activities

Updated 14 November 2005

8.1.1 All activities

Updated 14 November 2005

- (a) Any activity which complies with:
 - all of the development standards under Clause 8.2; and
 - all of the critical standards under Clause 8.3,shall be a permitted activity.
- (b) Any activity which complies with all of the critical standards, but does not comply with any one or more of the development standards under Clause 7.2 shall be a **discretionary activity** with the exercise of the Council's discretion limited to the matter(s) subject to that standard.
- (c) Any activity which does not comply with any one or more of the critical standards under Clause 8.3 shall be a **non-complying activity**.

8.1.2 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

8.2 Development standards

Updated 14 November 2005

8.2.1 Development plan

Updated 14 November 2005

Any further development of the site shall generally comply with the development plan in Appendix 8.

8.2.2 Building and outdoor storage set back

Updated 14 November 2005

Buildings and outdoor storage areas shall be set back a minimum distance of 30m from the Styx Mill Road frontage and 6m from the boundary with any other zone.

8.2.3 Building height

Updated 14 November 2005

The maximum height of any building or structure shall be 9 metres.

8.2.4 Fencing requirements

Updated 14 November 2005

A security fence, not less than 2m in height, shall be maintained at all times in the general location shown on the outline plan.

8.2.5 Access

Updated 14 November 2005

The entry gate shall be set back not less than 25m from the boundary of Styx Mill Road.

8.2.6 Compaction and containment of refuse

Updated 14 November 2005

- (a) All refuse accepted at the site shall be deposited under the roofed area of the refuse building, except hardfill or materials for recycling.
- (b) No refuse shall remain on the dumping floor overnight. All refuse shall be compacted into a compactor vehicle, and the dumping floor and surrounding area shall be thoroughly cleaned down, using high pressure hoses and such other equipment as may be necessary at the cessation of each day's operations.
- (c) No compactor vehicle shall enter the site from the landfill unless it has been thoroughly cleaned of all refuse remains.

Reference to other development standards

Updated 14 November 2005

Protected trees
(refer Part 10, Clause 2)

Outdoor advertising
(refer Part 10, Clause 3)

Relocated buildings
(refer Part 10, Clause 6)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Subdivision
(refer Part 14)

8.3 Critical standards

Updated 14 November 2005

8.3.1 Landscaping

Updated 14 November 2005

Any landscaped areas including mounding existing in the zone as at the date of notification of the Plan (24 June 1995) shall be maintained to provide a continuous dense vegetative screen around the periphery of the zone.

8.3.2 Control of litter

Updated 14 November 2005

- (a) The site shall be regularly patrolled for the purpose of collecting litter on a daily basis.
- (b) Traffic routes in the immediate vicinity of the site shall be regularly patrolled for the purpose of collecting litter at intervals of not less than one week.

8.3.3 Control of birds and vermin

Updated 14 November 2005

Control programmes shall be undertaken when necessary so that numbers of vermin and birds are minimised, and also to prevent a nuisance outside the zone boundary.

8.3.4 Hours of operation and access to transfer station

Updated 14 November 2005

Refuse shall be only accepted at the site when the compacting plant is operating, and the hours of operation restricted to between 0700 - 1800 hours unless exceptional circumstances apply.

8.3.5 Hazardous and/or toxic substances

Updated 14 November 2005

No toxic, chemical, liquid or other wastes shall be accepted at the site which cannot be handled in such a way that they will not cause a hazard or a nuisance.

8.3.6 Recycling of refuse

Updated 14 November 2005

- (a) All materials accepted on site for recycling shall be uncontaminated, nuisance-free materials containing or made up of no noxious, chemical, liquid or other wastes which would cause a hazard or a nuisance.
- (b) No materials accepted for recycling shall be stacked outside the recycling building and compound in such a manner that they are visible from outside the zone.

Reference to other critical standards

Updated 14 November 2005

Outdoor advertising
(refer Part 10, Clause 3)
Fortified sites
(refer Part 10, Clause 5)
Subdivision
(refer Part 14)

9.0 Rules - Special Purpose (Wigram) Zone

9.1 General information

Updated 30 September 2008

9.1.1

Updated 30 September 2008

Appendix 10 to the rules in this part of the Statement of Rules, outlines two areas within this zone which are subject to separate rules as set out below.

9.1.2

Updated 30 September 2008

These areas are to be known as "A" and "B", and reflect differing land and building resources, the uses of which are likely to produce different environmental results.

9.2 Rules - All areas

Updated 14 November 2005

9.2.1 Development Standards

Updated 30 September 2008

- (a) Vehicular access

Access to area B shall be subject to Clauses 9.5.1 and 9.5.2.

9.3 Rules

Updated 11 July 2011

9.3.1 Provisions Applicable to Area A

Updated 14 November 2005

Within the area marked "A" on Appendix 10 to these rules, the following provisions shall apply.

9.3.2 Categories of activities

Updated 14 November 2005

All activities

- (a) Any activity which complies with:

- all of the development standards under Clause 9.3.4; and
- all of the community standards under Clause 9.3.5; and
- all of the critical standards under Clause 9.3.6

shall be a **permitted activity** .

(b) Any activity which complies with all of the critical standards, but does not comply with any one or more of the development standards under Clause 9.3.4 shall be a discretionary activity with the exercise of the Council's discretion limited to the matter(s) subject to that standard. Any application arising from non-compliance with these standards will not require the written consent of other persons and shall be non-notified.

(c) Any activity which does not comply with any one or more of the community standards under Clause 9.3.5 shall be a discretionary activity.

(d) Any activity which does not comply with any one or more of the critical standards under Clause 9.3.6 shall be a non-complying activity.

9.3.3 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, an activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

9.3.4 Development Standards

Updated 11 July 2011

- (a) Parking provision

Parking shall be provided in accordance with the standards and terms set out in Part 13 of this plan with the exception that any recreation activity, exhibition, fair or similar temporary use of any land in this area shall set aside sufficient land within the site to provide for off-street parking of all vehicles anticipated to be attracted to such activity, to be assessed at the rate of 1 car space per 3 visitors anticipated to be in attendance during any such events.

- (b) Street scene

Buildings shall be set back a minimum distance of 45m from any road boundary.

- (c) Temporary recreational activities or exhibitions

Any use of land in this area for temporary activities such as air shows, fairs, exhibitions, and similarly sized recreation or education activities, and the use of the Air Force Museum for a function or events centre, is permitted provided that such events shall be held on:

- no more than 3 consecutive days or a total of 30 days in any calendar year;
- and
- no more than three events shall be held in any one calendar month; and
- for events involving the operation of powered aircraft there shall be no less than 9 days between events.

9.3.5 Community Standards

Updated 11 July 2011

- (a) Land Use

The use of New Zealand Defence Force land in this area shall be restricted to that associated with defence purposes, and for educational and recreation activities related to the Air Force Museum, including open days and air shows.

9.3.6 Critical Standards

Updated 11 July 2011

- (a) Buildings and Structures

Buildings and other structures within this area shall be limited to those provided for the safe conduct of any flying activities for defence purposes to and from this area, and educational and recreational activities related to the Air Force Museum, together with those associated with any temporary recreational activities or exhibitions permitted by Rule 9.3.4 (c).

- (b) Retail Activities

Retail activities shall be restricted to those associated with and ancillary to those land uses specified in Clause 9.3.5(a) above.

- (c) Night Flying Restriction

Other than in cases of emergency, the use of land in this area for the take-off or landing of all types of aircraft shall be confined to between 07.00am and 21.00pm on any day

- (d) Height limitation

No building shall exceed the height restrictions specified for this zone in terms of the "New Zealand Defence Force Wigram protection surfaces" set out in Part 9, Appendix 5 of this plan.

Reference to other standards

Updated 14 November 2005

Clarification of rules
(refer Part 9, Clause 2)

Utilities
(refer Part 9, Clause 4)

Excavation and filling of land
(refer Part 9, Clause 5)

Building adjacent to waterways and the coastline
(refer Part 9, Clause 5)

Financial contributions on land use activities
(refer Part 9, Clause 7)

Outdoor advertising
(refer Part 10, Clause 3)

Relocated buildings
(refer Part 10, Clause 4)

Sale of liquor
(refer Part 10, Clause 4)

Hazardous substances
(refer Part 11, Clause 3)

Noise
(refer Part 11, Clause 1)

Transport (Parking, access and manoeuvring)
(refer Part 13)

Subdivision
(refer Part 14)

10.0 Rules - Special Purpose (Ferrymead) Zone

Updated 14 November 2005

Appendix 9 to the rules in this part of the Statement of Rules outline three areas within the zone, which are subject to separate rules as set out below. These rules, particularly those applicable to Areas "A", "B" and "C", are intended as interim provisions only, pending assessment of the natural and physical resources in the zone, and the effect of any changes in land use. Following this, a plan change or variation will be introduced to incorporate new zoning provisions and rules.

10.1 Rules - Area A

Updated 14 November 2005

Within the area marked "A" on Appendix 9 to these rules, the zone rules of the Rural 2 Zone shall apply as if that part of the zone were part of the Rural 2 Zone.

10.2 Rules - Area B

Updated 14 November 2005

Within the area marked "B" on Appendix 9 to these rules, the zone rules of the Conservation 1 Zone shall apply as if that part of the zone were part of the Conservation 1 Zone.

10.3 Rules - Area C

Updated 14 November 2005

Within the area marked "C" on Appendix 9 to these rules, the zone rules of the Conservation 2 Zone shall apply as if that part of the zone were part of the Conservation 2 Zone.

10.4 Categories of activities - Area D (Ferrymead Historic Park)

Updated 14 November 2005

10.4.1 All activities

Updated 14 November 2005

- (a) Any activity which complies with:
- all of the development standards under Clause 10.5; and
 - all of the community standards under Clause 10.6,
- shall be a **permitted activity**.
- (b) Any activity which complies with all of the community standards but does not comply with any one or more of the development standards under Clause 10.5 shall be a **discretionary activity** with the exercise of the Council's discretion limited to the matters subject to that standard.
- (c) Any activity which does not comply with any one or more of the **community standards under Clause 10.6** shall be a **discretionary activity**.

10.4.2 Reference to city rules

Updated 14 November 2005

Attention is drawn to the provisions of the city rules (cross referenced in these zone rules) which may separately specify, or result in, any activity being prohibited, non-complying, discretionary, controlled, or permitted, notwithstanding the provisions of these zone rules.

10.5 Development standards - Area D (Ferrymead Historic Park)

Updated 14 November 2005

Any application arising from non-compliance with the provisions of Clauses 10.5.1 and 10.5.3 shall not require the written consent of other persons, and shall be non-notified.

10.5.1 Street scene

Updated 14 November 2005

The minimum building setback from road boundaries shall be:

Western side of Truscotts Road:	4.5m for a residential unit,
	7.5m for other buildings,
	6m for garages
Bridle Path Road:	10m

10.5.2 Separation from neighbours

Updated 14 November 2005

The minimum building setback from boundaries shall be:

From the boundary with a rural zone or Special Purpose (Rail) Zone 3m

10.5.3 Visual amenity

Updated 14 November 2005

- (a) Outdoor storage areas
- (i) No outdoor storage area shall be located within any setbacks specified in Clause 10.5.1 or 10.5.2.
 - (ii) Any outdoor storage area shall be screened by vegetation or a solid fence not less than 1.8m high.
- (b) Landscaped areas
- (i) The minimum percentage of the site to be set aside as open space, free of buildings or impervious surfaces, shall be 50%.
 - (ii) All setback areas described in Clauses 10.5.1 and 10.5.2 shall be maintained in grass and/or trees or shrubs.
 - (iii) One tree shall be planted for every 5 carparking spaces required on the site. Trees shall be planted within or adjacent to the carparking area.
 - (iv) For the purposes of these rules, any tree plantings required shall be of a species capable of reaching a minimum height of maturity of 8 metres, and shall not be less than 1.5 metres high at the time of planting. Any trees planted which are specified in Part 3, Appendix 3, will be deemed to comply with this rule.
 - (v) The minimum average width of a landscape strip shall be calculated by excluding any part of the strip that is further back than the minimum required building setback for the site.

10.5.4 Residential units

Updated 14 November 2005

Any residential unit shall only be for the purposes of the security or management of the site.

Reference to other development standards

Clarification of rules

(refer Part 9, Clause 2)

Excavation and filling of land

(refer Part 9, Clause 5)

Building adjacent to waterways and the coastline

(refer Part 9, Clause 5)

Financial contributions on land use activities

(refer Part 9, Clause 7)

Protected buildings, places and objects

(refer Part 10, Clause 1)

Protected trees

(refer Part 10, Clause 2)

Outdoor advertising

(refer Part 10, Clause 3)

Sale of liquor

(refer Part 10, Clause 4)

Relocated buildings

(refer Part 10, Clause 6)

Hazardous substances

(refer Part 11, Clause 3)

Transport (Parking, access and manoeuvring)

(refer Part 13)

Subdivision

(refer Part 14)

10.6 Community standards - Area D (Ferrymead Historic Park)

Updated 14 November 2005

10.6.1 Retailing

Updated 14 November 2005

All retail activities shall be ancillary to the operations of Ferrymead Historic Park, subject to a limit of 200m² of gross leaseable floorspace for any individual premises.

10.6.2 Height

Updated 14 November 2005

The maximum height of any building shall be 10m.

Reference to other community standards

Protected buildings, places and objects

(refer Part 10, Clause 1)

Protected trees

(refer Part 10, Clause 2)

Noise

(refer Part 11, Clause 1)

Glare

(refer Part 11, Clause 2)

Hazardous substances

(refer Part 11, Clause 3)

Transport (Parking, access and manoeuvring)

(refer Part 13)

Reference to other critical standards

Excavation and filling of land

(refer Part 9, Clause 5)

Protected Buildings, places and objects

(refer Part 10, Clause 1)

Outdoor advertising

(refer Part 10, Clause 3)

Sale of liquor

(refer Part 10, Clause 4)

Fortified Sites

(refer Part 10, Clause 5)

Relocated buildings

(refer Part 10, 6)

Noise

(refer Part 11, Clause 1)

Hazardous substances

(refer Part 11, Clause 3)

Subdivision

(refer Part 14)

11.0 Rules - Special Purpose (South Halswell) Zone

11.1 Rules applicable to Special Purpose (South Halswell) Zone

Updated 30 April 2011

The rules applicable to this zone shall be as for the Rural 2 zone.

12.0 Assessment matters for resource consents

12.1 General

Updated 30 April 2011

12.1.1

Updated 30 April 2011

The matters contained in Part II and in Sections 104 and 105 of the Act, apply to consideration of all resource consents for land use activities.

12.1.2

Updated 30 April 2011

In addition to the matters above, the Council shall also apply the relevant assessment matters set out in Clauses 12.2 - 12.10 below to discretionary activities.

Activities not defined as health facilities (Refer to Clause 2.1 for applicable zone rules) the assessment matters are as for the zones listed.

12.1.3 Assessment matters

Updated 30 April 2011

In considering whether or not to grant consent or impose conditions, the Council shall have regard to the following assessment matters.

12.2 Special Purpose (Hospital) Zone

Updated 30 April 2011

12.2.1 Street scene

Updated 30 April 2011

- (a) The scale of buildings within the setback and their impact on surrounding zones.
- (b) Any additional landscaping proposed to reduce the visual impacts of building within the setback.

- (c) Any compensating landscaping or reduced building scale in the vicinity of the site.
- (d) The proposed use of buildings within the setback.
- (e) The likely effects on the visual quality of the streetscape, should the setback be reduced.

12.2.2 Separation from neighbours

Updated 30 April 2011

- (a) The visual effects of buildings, parking or storage areas as viewed from adjoining residential properties.
- (b) The provision of additional landscaping or screening to reduce the impacts of reduced setback.
- (c) The use of the buildings within the setback and any likely effects on the amenities of adjoining properties.
- (d) The scale and height of buildings within the reduced setback.
- (e) The extent to which the reduced separation distance would allow better development of the site.

12.2.3 Sunlight and outlook for neighbours

Updated 30 April 2011

- (a) The amenities of adjoining zones, particularly living zones, taking account of the building setback from the zone boundary.
- (b) The extent and duration of any areas of overshadowing on residential properties, public spaces or heritage buildings that may occur as a result of additional building height.

12.2.4 Visual amenity

Updated 30 April 2011

- (a) The storing of any materials on the site, taking into account the type and volume of the materials.
- (b) The means of screening or landscaping proposed.
- (c) The effectiveness of landscaping proposed in terms of screening the bulk of buildings.
- (d) The quality and scale of existing landscaping in the immediate vicinity of the site.
- (e) The extent to which the site is visible from adjoining sites, particularly residential properties and the likely consequences of any reduction in landscaping standards or screening.
- (f) Any aspects of the activity which may compensate for reduced landscaping or screening, including the nature of planting or materials used, and the location of parking manoeuvring or storage areas.
- (g) The visual appearance of the site in terms of the length of road frontage.
- (h) The nature of the activity itself, and any particular adverse visual impacts it may have.

12.2.5 Vehicular access

Updated 30 April 2011

- (a) The effect of any additional access points in terms of the safety and efficiency of the adjoining road network, or the capacity of the road to accommodate traffic entering or leaving the site.
- (b) The quality of amenities enjoyed by adjoining residents, in respect to potential disturbance from traffic movement.

12.2.6 Retailing

Updated 30 April 2011

- (a) The extent to which any retailing beyond that permitted in the zone would have significant adverse effects on any adjoining residential properties, particularly in terms of traffic generation.
- (b) Whether any retailing beyond that permitted is likely to have adverse impacts in terms of traffic safety and efficiency.
- (c) Whether any retailing outside of the scope of the standard is, or is likely to create, an aggregation of retail activity in the vicinity.
- (d) Whether the scale and nature of retail activity proposed would adversely affect existing district centres or the central city.
- (e) Whether additional retail provision is likely to create demand for further land outside the zone, or for reduced landscaping or greater building scale.
- (f) The extent to which retailing is associated with and ancillary to the overall purpose of the zone.

12.2.7 Height

Updated 30 April 2011

- (a) The extent to which any additional height will adversely affect the visual amenity values of the surrounding area, and in particular the visual amenity values and use and enjoyment of the Botanic Gardens and the adjoining margins of the Avon River.
- (b) The extent to which the additional height will adversely affect the outlook from residential sites adjoining the Christchurch Hospital site.
- (c) The extent to which the additional height will adversely affect the amenity values of the Nurse's Chapel.
- (d) The extent to which the additional height will enable greater efficiency in use of resources on the site.

12.2.8 Continuous Building Length

Updated 30 April 2011

- (a) Any adverse effects of the continuous building length in terms of visual dominance by building(s) of the outlook from the street and adjoining sites, which is out of character with the local environment including any adverse effects on special amenity areas.
- (b) The extent to which the continuous building length detracts from the pleasantness, openness and attractiveness of the site as viewed from the street and adjoining sites.
- (c) The ability to mitigate any adverse effects of the continuous building length, such as through increased separation distances between the building and adjoining sites or the provision of screening.

12.3 Special Purpose (Airport) Zone

Updated 30 April 2011

12.3.1 Street Scene

Updated 26 August 2016

- (a) The external appearance of vehicle manoeuvring, loading or carparking areas located within the building setback area.
- (b) The ability to provide adequate landscaping located within the building setback area, and the quality of that landscaping.
- (c) The scale and extent of building within the setback and the form and appearance of the building(s) as viewed from the street or any public place.
- (d) The use to be made of the setback space.
- (e) Any increased impacts in terms of noise intrusion, including perceived noise intrusion, as a result of a reduced building setback, where this is relevant.

12.3.2 Separation from neighbours

Updated 26 August 2016

- (a) Any potential for nuisance effects from activities on adjoining sites in the Rural 5 Zone.
- (b) The potential adverse impacts of activities within the Special Purpose (Airport) Zone on residents in the adjoining Rural 5 Zone.
- (c) The provision of compensating landscaping or screening.
- (d) The scale and height of buildings within the reduced setback.
- (e) The ability to better utilise the site and provide better environmental quality elsewhere on the site.
- (f) The use to be made of the setback space and its visual and other effects.

12.3.3 Open space

Updated 30 April 2011

- (a) The ability to provide required landscaping, parking and manoeuvring on the site itself or to provide remote parking within reasonable proximity in the Special Purpose (Airport) zone.
- (b) Any adverse effects of increased building coverage particularly on properties in the adjoining Rural 5 Zone.
- (c) The ability to mitigate any adverse effects of increased coverage by additional landscaping or screening.
- (d) The extent to which increased building coverage is compensated for by increased open space elsewhere in the Special Purpose (Airport) zone.

12.3.4 Visual amenity

Updated 26 August 2016

- (a) The effect of any reduced landscaping in terms of the visual impacts of the buildings in the Special Purpose (Airport) Zone and the scale of these buildings.
- (b) The effect of any reduction in landscaping and screening on the visual impacts of outdoor storage areas.
- (c) The extent to which the site is visible from adjoining sites, particularly those in the Rural 5 Zone and the likely consequences of any reduction in landscaping standards or screening.
- (d) Any aspects of the proposal which may compensate for reduced landscaping or screening, including the nature of planting or materials used, the location of parking, manoeuvring or storage areas, and office accommodation.
- (e) The visual appearance of the site in terms of the length of road frontage, particularly Russley Road and Jessons Road or along the length of the adjoining Rural 5 Zone boundary.
- (f) The relative importance of landscaping on the particular site concerned, taking account of the visual quality of the surrounding environment, particularly where a low standard of visual amenity exists and improvement is necessary.
- (g) The nature of the activity itself, and any particular adverse visual impacts it may have.
- (h) The effect of any reduction in tree planting provision, particularly in respect to the visual character of carparking areas and building scale.
- (i) The effect of any tree planting on operational safety or requirements of the airport.
- (j) The importance of landscaping, where relevant, as a factor in reducing perceived noise intrusion.

12.3.5 Road access to the zone

Updated 30 April 2011

- (a) The likely vehicle numbers and type of traffic through the proposed access point into the zone.
- (b) The effect on the safety and efficiency of the adjoining road network particularly State Highway 1.
- (c) Any effects of the additional access point on the amenities of the adjoining Rural 5 Zone.
- (d) The location of the proposed access points and the suitability of existing access points elsewhere.

12.3.6 Height

Updated 26 August 2016

- (a) The effect of any increased building height on operational safety or requirements of the airport.
- (b) The ability to mitigate any adverse effects of increased building height by additional landscaping or screening.
- (c) The scale and extent of building that is over height and the form and appearance of the building as viewed from the street or any public place.
- (d) The extent to which the building is visible from adjoining sites, particularly those in the Rural 5 Zone, and the likely consequences of any increase in building height.

12.4 Special Purpose (Road) Zone

Updated 30 April 2011

12.4.1 Roadway widths

Updated 30 April 2011

- (a) The effect on access to residential properties adjacent to the road concerned, or the likely impact on business activities.
- (b) Any effects on the safety of movement along the road for drivers, pedestrians or cyclists.
- (c) Any likely adverse effects in terms of the efficiency of traffic movement or potential for congestion.
- (d) The quality of the streetscape, including the adequacy of provision for street planting and/or grassed berms.

- (e) The setback of buildings along the street, and the amenities of properties adjoining the road.
- (f) The surface of the road, with particular regard to traffic noise and vibration.
- (g) The effect on the amount of on street parking which may be lost or made unavailable.

12.4.2 Medians

Updated 30 April 2011

- (a) Any effects on access to properties, particularly properties for business activities.
- (b) The effect on the safety of road users along the road, including drivers, pedestrians and cyclists.
- (c) The adequacy of provision of landscaping, and particularly tree planting along the road.
- (d) Any likely improvements to traffic safety.
- (e) Any matters in respect to the safety and efficiency of traffic, particularly turning vehicles.

12.4.3 Activities on the Road Zone adjoining waterways

Updated 30 April 2011

- (a) The visual quality of the waterway, as seen from the road and residential properties.
- (b) Any consequential removal of trees or other significant vegetation.
- (c) Any significant effect on public access to and along the banks of the waterway.
- (d) Any effects on the ecological quality of the waterway.
- (e) The safety of road users, including drivers, pedestrians and cyclists.

12.4.4 Removal of trees from Road Zone

Updated 30 April 2011

- (a) The value of the trees in terms of enhancing the visual character to the residential area concerned.
- (b) The visual impacts on the amenities of the street.
- (c) Any effects in terms of the safety of traffic in the street.
- (d) Any effects in terms of access to properties.
- (e) The significance of the street concerned as a important thoroughfare defining the garden city image of the city.
- (f) The quality, extent and location of any planting proposed to compensate for loss of existing trees.
- (g) The effect of any major pruning works on the health and lifespan of the tree and the extent to which the pruning may affect the visual appearance of the tree and its contribution to the streetscape.

12.4.5 Esplanade reserves/strips when road stopped

Updated 30 April 2011

In considering whether or not to grant consent or impose conditions in respect of esplanade reserves and esplanade strips the Council shall have regard to the following assessment matters.

- (a) The purposes for the creation of esplanade reserves or strips set out in section 229 of the Act, and the provisions of section 6 of the Act.
- (b) The appropriateness of creating an esplanade reserve or strip in circumstances where public safety is a matter for consideration.
- (c) The extent to which the purpose of the reserve or strip could be achieved through some other means such as conservation covenants or consent notices.

12.4.6 Cross sections for roads - Living G (Highfield) Zone

Updated 06 December 2013

- a) *The extent to which the proposed cross sections contribute toward achieving an environment that is compatible with each street's function.*
- b) *The extent to which space is provided for cyclists and cycling is encouraged by the cross section design.*
- c) *The appropriateness of the legal road width to accommodate the proposed cross-section design.*
- d) *The extent to which stormwater management features such as rain gardens, swales, trapped sumps, first flush basins, wetlands or wet ponds are incorporated into the road stormwater treatment design.*
- e) *The extent to which the roading design aligns with Part 2, Appendix 3Y(d).*

12.5 Special Purpose (Pedestrian Precinct) Zone

Updated 30 April 2011

12.5.1 Scale of building and height

Updated 31 July 2012

- (a) Any adverse effects on the safety and flow of pedestrian movement.
- (b) The need for the building to be located in the zone, alternative sites, and the degree to which it meets a public need.
- (c) Any adverse visual effects, including any obstruction of views along the open spaces.
- (d) Any proposed landscaping and the extent to which it will mitigate any adverse visual effects.
- (e) The design and appearance of the buildings.
- (f) The scale of the building in relation to other buildings, including those in adjoining sites.

12.6 Special Purpose (Rail) Zone

Updated 30 April 2011

12.6.1 Maintenance of unobstructed rail corridor

Updated 30 April 2011

- (a) The effect of proposed buildings on any future ability to maintain railway links, or to establish alternative transport or walkway linkages.
- (b) The impacts of a proposed building on sight visibility along the rail zone corridor, or on the amenities of adjoining zones.

12.6.2 Building structures - Effect on living zones

Updated 30 April 2011

- (a) The appearance and design of the building or communication facility proposed, and its effects on residential amenities.
- (b) The extent of additional building scale and/or building height proposed, and its visibility from residences or roads.
- (c) The extent of traffic or noise generation likely to be associated with the proposed building or disposal of hazardous substances.

12.6.3 Public accessways - effect on living zones

Updated 30 April 2011

- (a) The adverse effects of the cycleway/walkway on the outlook from adjoining residential sites, including the ability to screen the cycleway/walkway.
- (b) The extent to which the cycleway/walkway takes account of and acknowledges the vegetation and landscape characteristics of adjoining sites.
- (c) The extent to which the cycleway/walkway will provide a local function by meeting the needs of the residents principally within the surrounding residential environment, or provide for the access needs of the City generally.
- (d) Any adverse effects in terms of glare from the cycleway/walkway lighting which is intrusive for residents on adjoining sites.
- (e) Levels of congestion or reduction in levels of traffic safety at intersections of the cycleway/walkway with roads.
- (f) The adverse effects of the cycleway/walkway on the security and privacy of adjoining residential neighbours.
- (g) The potential effects of increased noise, activity and disturbance on adjoining residential properties.

12.7 Special Purpose (Transfer Station) Zone

Updated 30 April 2011

(All applications arising from non compliance with development standards).

- (a) Any adverse impacts on residences outside the zone in terms of dust, noise, vermin or smell nuisance, also taking account of the hours of operation.
- (b) Any adverse effects on the effectiveness of the vegetative buffer of the zone, and whether the refuse disposal and recycling activities remain not visible from outside the zone.
- (c) Any potential for windblown refuse creating detraction outside the zone.
- (d) Any visual impacts of additional or modified buildings and their scale, as seen from outside the zone.
- (e) Any impacts created by additional traffic in the vicinity of the site.

12.8 Special Purpose (Wigram) Zone

Updated 30 April 2011

12.8.1 Vehicular access

Updated 30 April 2011

- (a) Whether the proposed access is of a temporary or permanent nature (temporary being for no more than 5 consecutive days use) and the likely hours of operation/use.
- (b) The anticipated volume of traffic likely to be using any proposed access (vehicles per hour), the nature of that traffic (private cars, commercial traffic, heavy vehicles etc.) and whether the use of the access proposal will be likely to adversely effect the traffic function and safety of the surrounding road network.
- (c) Whether the location of the access provides sufficient sight line distance to allow traffic entering or leaving the site to do so safely in relation to the road network adjoining the site concerned.
- (d) The nature of any other land use activities in the vicinity of the proposed access and the potential (if any) for vehicular conflicts between the proposal and such activities.
- (e) Whether consent to the access as proposed would be likely to conflict with the implementation of long term Development Access Road locations shown on Appendix 10.

12.8.2 Parking numbers, parking area location

Updated 30 April 2011

- (a) Whether the proposed parking is related to a temporary activity (of 5 days or less duration) or an on-going activity.
- (b) Whether the equivalent number of parking spaces can be provided on a separate site which:
 - (i) is sited within easy walking distance of the development; and/or
 - (ii) does not require people to cross roads or parts of the zone to gain access to the development, thereby compromising the safety of pedestrians;
 - (iii) is clearly associated with the development through signage or other means; and/or
 - (iv) has a legal agreement bonding the parking to the development; and/or
 - (v) is surrounded by appropriate land use activities with which the car parking is compatible.
- (c) Whether the parking can be provided and maintained in a jointly used car parking area where the total number of parking spaces provided is equivalent to the sum of requirements for each use.
- (d) The extent to which the parking demand occurs at a different time from an existing land use, with which a parking area could be shared without adverse effects for on street parking and a legal agreement is entered into between the developers securing mutual usage of the parking areas.
- (e) Where the required number of off-street car parking spaces is not to be provided:
 - (i) the extent to which the nature of the particular activity is such that it will generate more or less parking and/or staff parking demand than is required by this Plan;
 - (ii) whether the required parking can physically be accommodated on the site having regard to existing building layouts;
 - (iii) the extent to which the traffic function and/or safety of the surrounding road network may be adversely affected by extra parked and manoeuvring vehicles on these roads;

- (iv) the effect of vehicles parked on the street, on the amenity of adjoining land uses;
- (v) whether the site is well served by public transport;
- (vi) the cumulative effect of the lack of on-site parking spaces for the proposal in conjunction with other developments in the vicinity which are not providing the required number of parking spaces;
- (vii) the extent to which the reduction in parking will affect the ability of future activities on the site to meet the parking requirements;
- (viii) the extent to which the safety of pedestrians, particularly children, will be affected by being set down on-street.

12.8.3 Street scene and building setback

Updated 11 July 2011

- (a) The scale and appearance of the building(s) proposed and their appearance when viewed from adjoining roads or zones.
- (b) The function or use to which the building is to be put and whether this dictates particular locational requirements.
- (c) Any increased impacts on adjoining land uses or zone in terms of noise intrusion as a result of any reduced setback proposed.
- (d) Whether the proposed use is intended to utilise primarily an existing building (as at 24.6.95) and the effect of any reduced setback on adjoining environments will not be significantly different from that existing situation.
- (e) The ability to provide adequate vehicle manoeuvring loading or parking areas together with adequate landscaping (including the nature of any such landscaping).
- (f) Whether the proposed setback provides for better utilisation of the site concerned and enables corresponding environmental improvement elsewhere on site.

12.8.4 Land use limitations (including residential, retail and aircraft activities)

Updated 30 April 2011

- (a) Whether the proposed land use would be likely to have any effects which would conflict with the nature and primary purpose of the area in which it is located within the zone, or the use of any adjoining areas within or adjoining the zone.
- (b) Whether the proposed land use is intended to be a permanent or temporary use of land or buildings and, if the latter, the period of such intended use.
- (c) Whether the proposed land use would have any significant adverse effects on the environment in any adjoining zone(s) or would necessitate any restriction on activities within that zone(s).
- (d) Whether the proposed land use would be likely to generate significant pedestrian movements beyond the immediate vicinity of the building or site concerned.
- (e) Whether consent to any proposed use would be likely to result in any form of limitations on other land uses otherwise permitted in the area concerned.

Note: The assessment matters in relation to retail activities shall be those set out in Part 3, Clause 6.6.8 of this Plan.

12.8.5 Noise matters

Updated 30 April 2011

The assessment matters in relation to activities exceeding specified noise levels shall be those set out in Part 11, Clause 1.4.2 of this Plan.

12.8.6 Sunlight, separation and outlook for neighbours

Updated 30 April 2011

- (a) The effect of any reduced sunlight admission on properties in adjoining living zones taking account of the extent of overshadowing and the position of outdoor living spaces or main living areas in buildings.
- (b) The effect of any increased height on the relative building scale and privacy between the site and any adjoining site, in a living zone.
- (c) The scale, length and size of walls and buildings and their effects on amenities on any site, in a living zone.
- (d) The mitigating effect, in terms of height, of any landscaping and trees proposed on the boundary of the site.

12.9 Special Purpose (Ferrymead) Zone

Updated 30 April 2011

- Area "A" - as for Rural 2 Zone
- Area "B" - as for Conservation 1 Zone
- Area "C" - as for Conservation 2 Zone
- Area "D" - Ferrymead Historic Park

(All applications arising from non-compliance with development or community standards.)

- (a) Any adverse visual impacts of buildings, or items for restoration, as seen from outside the zone.
- (b) The adequacy, quality and location of any alternative means of screening visual impacts.
- (c) The nature of activities undertaken on the site in terms of their likely impacts, with regard to setbacks and landscaping.
- (d) The need for residential units with respect to enhancing security, maintenance of the park, or multiple use of buildings.
- (e) Any additional retail activity and its effects, having regard to the retention of function and amenity of the central city and district centres, and/or the enhancement of the economic viability of the park.
- (f) Any additional impacts of residential units or retailing in terms of the adequacy of access and parking, and adverse impacts on any adjoining residential roads.
- (g) The impact of activities undertaken within the zone, with respect to adjoining areas of land, particularly those of conservation value, with regard to setback provisions.

13.0 Reasons for rules

Updated 30 April 2011

13.1 Special Purpose (Hospital) Zone

Updated 30 April 2011

13.1.1 Street scene and separation from neighbours

Updated 30 April 2011

The hospital sites exhibit marked differences with respect to the intensity to which they are developed. St George's Hospital and Christchurch Hospital for instance, have been developed very intensively in terms of site density and the proportion of open space to building coverage. Templeton and Burwood Hospitals, in contrast, are characterised by relatively open, park-like surroundings and larger setbacks.

In general, building scale and height are significant aspects in the development of most hospital sites. Where these sites are adjoined by living, open space or rural zones, it is important to ensure the sites for health activities are developed in a manner which is compatible with amenities in these adjoining zones. Street scene and adequate separation from neighbours are important to reduce the impacts of greater intensity and scale of building development, and to protect outlook on street frontages and property boundaries.

The required setbacks also provide scope for landscaping.

13.1.2 Sunlight and outlook for neighbours and height

Updated 30 April 2011

Health and hospital facilities cater for large numbers of people and create substantial demands for floorspace. Many of the existing hospital sites include large multi-storey buildings. If lower heights are considered to be appropriate, the land area required would have to be much further extended and landscaping and parking reduced. Accordingly, and in conjunction with larger setbacks and more restrictive recession planes, higher buildings are provided for on some sites, specifically those which have already been developed with high buildings.

Where hospital sites adjoin living zones, lower height limits are specified. Height limits are critical to the relationship between the surrounding residential environment and health care facilities, and accordingly the height level has been set beyond which exceeding the height would be a non-complying activity. This accords with similar provision for height in living and rural zones.

With respect to Christchurch Hospital a development standard has been included to enable consideration of buildings up to a maximum height level (the critical standard) and the effects of the design, materials and location of buildings on Hagley Park, the Botanic Gardens and the Avon River. It is acknowledged that Christchurch Hospital is characterised as a site of intensive building development close to the Central City. Its location adjacent to the Botanic Gardens and the Avon River however, means that any development has the potential to adversely affect these public recreation areas of metropolitan importance. In addition, it is important to acknowledge the setting of the Nurses' Chapel which is a building of local and national importance.

13.1.3 Visual amenity

Updated 30 April 2011

The rules on visual amenity emphasise the need to ensure sufficient planting, especially trees, adjacent to boundaries and within carparking areas. The outdoor storage and landscaping standards have a similar basis to those in business zones, and given the presence of predominantly living zone environments nearby, is an important factor with regard to potentially large building scale and parking demand associated with hospitals.

13.1.4 Vehicular access

Updated 30 April 2011

Hospitals can generate substantial numbers of vehicle movements.

The access points for traffic into hospitals can accordingly create significant turning movements which may impact on the amenities of surrounding residential streets, or the efficiency and safety of adjoining road networks, particularly arterial roads. For this reason additional access points require consent as discretionary activities to enable the suitability of their location and design to be assessed.

13.1.5 Retailing

Updated 30 April 2011

Retailing is limited to ensure that any retailing activity is compatible with the amenities of adjoining zones, particularly living zones. Further, the local traffic network needs to be capable of accommodating any increase in traffic generated.

The size of the zones lend themselves to further development, including retail development. Further, the large numbers of people associated with the health activities, health workers, consumers and visitors could support numerous retail activities.

In addition, restructuring of the health services is likely to be ongoing and alternative uses of some of the capital investment, existing buildings and land is likely to be considered by the health authorities. Any proposals to develop significant retail activities or commercial services will be very carefully considered by the Council.

13.1.6 Site Coverage/density

Updated 30 April 2011

The site coverage/density rules have been set with regard to those applicable in the adjoining zone but recognising that much larger buildings can be built, as the sites in the Hospital Zone are generally large. The standard is expressed as a plot ratio for some hospital sites, to be consistent with the adjoining high density living zones.

The rule is intended to allow for the large structures inevitably expected in the zone, while ensuring that (in conjunction with other rules) sufficient open space is provided to maintain the amenities of the area and reasonable compatibility with the adjoining zones. There is a recognised need to balance the effects of building height with pressures for outward expansion of the zones in urban areas.

13.1.7 Continuous Building Length

Updated 30 April 2011

The standard controlling the maximum continuous length of buildings is intended to mitigate the dominance of built form from streets and adjoining sites. Breaks between buildings or changes in building orientation with associated change in roof line, can improve the pleasantness and openness of outlook from adjoining sites and streets. The standard has been applied to those hospitals which were not previously recognised by way of designation in the Plan. In the past, they have had to either comply with the previous standards of the Transitional Plan, which kept development at a lower scale with larger setbacks, or obtain a resource consent to exceed these. Due to the limitations on hospital development imposed by these previous standards or the conditions of resource consents, the visual amenity values of adjoining living zones have been protected. It is appropriate for the Plan to ensure that these values are maintained by limiting building length.

13.2 Special Purpose (Airport) Zone

Updated 26 August 2016

13.2.1 Street scene

Updated 26 August 2016

The Special Purpose (Airport) Zone contains a range of buildings, some of which are very large, such as the hangar in Orchard Road. The scale of the airport operations and the buildings required to service it, justify a reasonable degree of setback from the adjoining road network, some of which fronts the Rural 5 Zone and land occupied by private residences. This setback provision is reinforced by requirements for landscaping.

One of the major reasons for this rule is also to ensure that in addition to landscaping, that the scale of buildings and other activities within the airport is sufficiently set back from major roads to maintain a high standard of amenity adjacent to the airport which is essentially surrounded by a rural environment, and which has a high degree of public "visibility". The zone is also highly visible from State Highway 1 and protection of visual amenity from this important transport corridor is to be maintained.

13.2.2 Separation from neighbours

Updated 26 August 2016

The scale of buildings and operations within the Special Purpose (Airport) Zone is such that considerable impacts could also be experienced by neighbours within the adjoining Rural 5 Zone, particularly around the southern fringe of the airport and adjacent to Jessons Road. In recognition of the relatively large building set-backs required on road frontages, and the need to protect the amenities of rural residents, a reasonably generous set-back provision from the rural zone boundary is required in order to protect the amenities of persons in that zone.

13.2.3 Open space

Updated 26 August 2016

The open space rule relates to a maximum building coverage on any site within the Airport Zone. This provision has been incorporated to ensure that sufficient open space is provided around buildings, many of which within the zone, are likely to be very large and some are of a distinctly utilitarian appearance. The open space requirement provides some visual relief from this, and also provides scope for landscaping to reduce the visual impacts of such buildings. To a large extent this provision is similar to those applicable in business zones in industrial areas. It also reflects the fact that in the case of the Special Purpose (Airport) Zone in particular, the surrounding environment is largely a rural one, and is highly visible to the public especially from State Highway 1, and while it is recognised that the operations of an airport must inevitably involve the provision of very large buildings, this needs to be balanced to at least some degree by provision for adequate open space around these buildings.

13.2.4 Visual amenity

Updated 26 August 2016

The rules relating to visual amenity are similar to those for industrial business zones. The reasons for the requirements for landscaping are in order to protect the visual amenities of persons residing in the Rural 5 Zone surrounding the airport, and also to have a pleasing environment which is appropriate within the surrounding rural area notwithstanding the large scale of buildings and activities within the zone.

In addition to this, the airport is located on a major transport route (State Highway 1) and is the access point for many visitors into the city. Accordingly, it is important that the visual amenity of the airport area, as seen from major roads and as experienced from within the main visitor areas of the zone, is of a high standard, and accordingly a high degree of landscaping in association with setbacks is required on major routes in and around the airport.

13.2.5 Road access to zone

Updated 26 August 2016

The Plan provisions for the Special Purpose (Airport) Zone include restrictions on access points into the Zone. The reason for these rules relates primarily to the safety and efficiency of the roading network, and in particular State Highway 1 along Russley Road and Johns Road, where access points are to be confined to existing roads entering onto this route.

Similarly, McLeans Island Road is also protected from direct access in order to reflect its function as an access to a major recreational area and in acknowledgement of the alignment of this road. Restrictions are also provided to Jessons Road on the northern edge of the airport in order to protect the residents of that road from any undue impacts from activities that may ultimately be developed in the Airport Zone. Harewood Road merits protection in a similar manner given its function as a connector road / connection between the state highway and Orchard Road, and given the close spacing of the existing intersections. Pound Road provides a through road function that also needs to be protected from new access points.

13.2.6 Activities within the Special Purpose (Airport) Zone

Updated 26 August 2016

Activities within the Special Purpose (Airport) Zone are anticipated to be largely those associated with the operation of the airport and aviation services. In addition there is a diverse range of services providing for travellers, workers and visitors, along with freight and logistics services, and employment opportunities, where these are compatible with City form and growth.

As parts of the zone have distinctly different functions, a precinct approach has been applied to the zone to differentiate between activities anticipated to occur in each area. Primarily this differentiates between the "airside" area where the main aviation activities occur and the remaining land that provides support facilities and land capable of supporting development.

The rules permit all activities necessary for the operation of the airport and aviation activities in both precincts. Beyond these, restrictions are imposed on activities to ensure they are appropriate to this location.

The zone is subject to considerable noise intrusion from airport operations and the movement of aircraft both during the day and night. Any residential activity, travellers' accommodation or preschool facility must be outside the 65 Ldn/95 SEL dBA noise contour.

Facilities of benefit to visitors and workers within the zone are provided for. This includes educational facilities and tourist based ventures such as the Antarctic Centre.

Specific limits on the scale and extent of retail, commercial and office activities that may establish in the zone are imposed to discourage a wide range of activities occurring in a way that could unduly restrict airport related uses, or create significant adverse distributional effects on the Central City, key activity centres or district centres.

Similarly the types of industrial activities are limited to ensure compatibility within the zone and the other activities occurring in this area.

Trade suppliers have been enabled subject to scrutiny of traffic effects along with a range of support activities which are appropriately located in this zone close to the airport and main transport routes.

13.2.7 Height

Updated 26 August 2016

The limitations on height in the Special Purpose (Airport) Zone are primarily attributable to the safety of aircraft operations. The purpose and use of buildings and structures required in the airport zone are such that it is likely that large buildings of considerable height may need to be erected and a number already exist within the airport zone.

The provisions on height therefore are set according to the operational needs of aircraft and are consistent with aircraft operating requirements. Maximum height is managed through the use of airport protection surfaces. For reasons of aircraft safety, no buildings, structures or vegetation must be allowed to penetrate into these protection surfaces. Other provisions in the Plan relating to landscaping and setbacks are considered to offer sufficient protection for any adverse effects that may occur as a result of building activity within the Special Purpose (Airport) Zone, in conjunction with a 20m height maximum where this is less than the level of the airport protection surfaces (Appendix 4 in Part 9).

13.2.8 Noise sensitive activities and Aircraft noise testing area

Updated 26 August 2016

Controls are in place to require noise insulation of specified new buildings or additions to existing buildings where they are located in areas subject to noise levels of greater than 55 dBA Ldn. Such acoustic insulation is necessary to ensure that the health, safety and amenity of occupants of such buildings is maintained. This rule also contains a clause prohibiting the construction of buildings associated with specified activities on land that is within the 65 dBA Ldn/95 SEL dBA contour, ie in areas subject to the highest noise exposure. This rule is included to avoid adverse effects on health and safety.

A rule applies in the Rural 5 Zone controlling dwellings within 800m of the aircraft engine testing area, identified at the western end of the airport cross runway within the Special Purpose (Airport) Zone (Map 23B). This is to protect persons living in close proximity to the Pound Road side of the airport. This location is now only very occasionally used for engine testing, with the majority of testing taking place on the engine testing pad near Orchard Road, and some testing at specified locations at each end of the main runway. It is anticipated that updated provisions relating to aircraft engine testing will be inserted into the Plan in the near future.

13.2.9 Retail Activity – Supermarket

Updated 26 August 2016

A supermarket up to the scale specified in the community standard would be appropriate to service the zone, including travellers, visitors, and workers within the zone. Beyond this scale there is the potential for adverse impacts to occur, including distributional effects on nearby commercial centres. Thus an increase in supermarket activity within the zone is not anticipated to occur, except where it will clearly not cause wider adverse effects.

13.2.10 Staging of Development

Updated 26 August 2016

The ability of the existing wastewater network to service development and land use within the zone is limited in capacity, until upgrade works are completed. In order to avoid a situation where building development or land use cannot be adequately serviced, it is necessary to limit the extent of development that can occur prior to the planned increase in network capacity and to ensure that these only connect to the Wairakei Collector. Therefore a staging rule which establishes a monitoring and management regime applies as an interim measure.

Rules have not been included to require specific road intersection upgrades but a Memorandum of Understanding between the Council and CIAL has been established to put in place both short term and longer term improvements at the intersection of Orchard Road and Wairakei Road.

13.3 Special Purpose (Road) Zone

Updated 30 April 2011

13.3.1 Roadway widths and medians - general

Updated 30 April 2011

These rules are based on the roading hierarchy and are a very important group of rules in the plan. They are relevant not only to the Road Zone, but also to subdivision roading (Part 14) and road designations (Part 12).

A planned roading hierarchy provides a means of minimising the conflicts which may arise between providing for traffic requirements, and the effects on the surrounding environment, by giving each road a classification. More certainty can be provided for road users and adjacent land uses through the use of different design and access criteria for each road classification. The road functions range from the arterial roads which carry large numbers of vehicles but provide minimum access, through to local roads which provide for little through movement but have a major access function.

The standard of geometry for the road and any likely changes that may affect future road widths, ease of access, medians, volumes and the consequent effects on adjoining land use are indicated in this section. Land owners can then develop their land in full awareness of likely future development of the road. The criteria for each road classification are the minimum standards to provide an acceptable level of traffic safety and efficiency for existing and predicted short-term (10-15 years) traffic flows.

Any major changes in the hierarchy could have marked effects on the amenities of neighbourhoods which would be subject to major traffic increases, or to activities on roads, such as businesses.

Future changes in funding, technology or energy supplies would necessitate appropriate changes to the planned function, form, access control and traffic capacity of each road classification. These changes would be clearly identified at that time.

The minimum construction standards will in some cases require designation which is not shown as land to be designated for road works in Part 12 of this Plan. The Council will therefore initiate designation procedures where necessary to achieve the standard required. This applies to roads which may require upgrading in the long term.

All classified roads in the city road network are listed in Appendix 3 and shown on a map of the network in Appendix 4.

(a) Urban and rural major arterial roads

Provision in urban areas should be made for the construction of a minimum of four traffic lanes at mid-block separated by a dividing median strip. These lanes will normally be contained within a road reserve width of 30-50 metres. Adequate widths to accommodate turning at intersections will be made. Frontage access should be kept to the minimum possible. Connection with other elements of the network will generally be via signal controlled or roundabout intersections. Minor road connections will often be made in the form of 'T' intersections, or with the median being carried across the intersecting minor road.

Due to the high traffic volumes on these roads particular attention will be paid to providing for the safety of pedestrians and cyclists. Facilities such as pedestrian refuges, kerb extensions and cycle ways will be provided where it is practicable and appropriate to do so.

For some roads in urban and rural areas, access may be controlled by limited access declarations or the acquisition of boundary strips and other land areas. The objective of the controls is to protect the safety and level of service of these important traffic routes by preventing the proliferation of new access points. A listing of limited access roads is included as Appendix 5.

These roads will carry heavy volumes of traffic and high concentrations of heavy vehicles. They will typically cater for 12,000 to 30,000 vehicles per day in urban areas, with rural areas having flows of 10,000 or more vehicles per day, at a high level of service.

(b) Urban minor arterial roads

Minor arterial roads will normally be contained within a minimum road width of 20-30 metres. At some locations, localised road widening may be required for safety or increased capacity and controls, such as at major intersections controlled by roundabouts or traffic signals.

Minor arterials in urban areas generally carry between 3,000 and 15,000 vehicles per day but in areas close to the central city and through shopping centres the volume may increase with a corresponding reduction in the level of service.

(c) Rural minor arterial roads

These roads will be contained within a minimum road width of 20 metres and vehicle speeds, overtaking opportunities and physical constraints will determine cross-sections, rather than capacity as in urban areas.

Minor arterials in rural areas will typically carry low volumes of through traffic at high speed and over long distances with intermittent local traffic. Flows of between 2,000 and 12,000 vehicles per day are typical with some considerable fluctuations due to recreational or farming activities.

(d) Urban collector roads

Collector roads are contained within an 18 to 20 metre wide road and may be similar in cross-section to minor arterial roads. Access control is only necessary close to major intersections, for major traffic generators and as traffic safety dictates. A greater emphasis is placed on the residential nature of the street by increasing the width of the grass berms and increased roadside planting and other improvements at the time of reconstruction.

Collector roads in urban areas generally carry between 1,000 and 6,000 vehicles per day. If it is not possible to prevent a collector road from carrying more than 6,000 vehicles per day, then care should be taken in its design to give as much protection to the local environment as possible.

(e) Rural collector roads

Collector roads are contained within a minimum road reserve width of 18 metres, and may be similar in cross-section to rural minor arterial roads. Access control is only necessary close to major intersections, with high traffic generators and as traffic safety dictates.

Rural collectors typically carry between 100 and 2,500 vehicles per day, with large daily and seasonal fluctuations.

(f) Urban and rural local roads

The minimum width for a local road will be 12 metres (or 10 metres in exceptional circumstances) but different standards will be applied to residential, industrial, commercial, hillside and rural roads. Local roads should be designed to reinforce their local access function through the use of alterations in width alignment and traffic restraints where appropriate. In general, neighbourhood areas will be treated as a whole through local area traffic management schemes or, where features such as community facilities and open space are included, through neighbourhood improvement plans. Plans are developed and produced in consultation with local residents.

Urban local roads typically carry less than 1,500 vehicles per day, and rural less than 500.

(g) Service lanes

The minimum width for service lanes will be 6 metres. Service lanes are generally carriageways which are of such minor traffic importance as to not have full road status. Loading and access conditions are therefore not as stringent as for roads. Provision for the segregation of pedestrians and vehicles will not necessarily be made.

Traffic is normally restricted to delivery vehicles and property access.

13.3.2 Roadway widths

Updated 30 April 2011

The City Plan contains a "roading hierarchy" the reasons for which are described in 13.3.1 above, which sets out the function of roads in the Plan, and the level of construction expected on them. This provides certainty for those who live adjacent to such roads, or who have development proposals adjacent to them. It also acts as an indicator as to the environmental impacts of the roads within the hierarchy.

If roads were developed to a standard which exceeds the width specified within the roading hierarchy, there could be adverse effects on persons living adjacent to the road. These effects could potentially include loss of convenient access to properties, additional noise from traffic, safety issues in respect vehicles, pedestrians or cyclists, and potential loss of street trees and landscaping.

If roadways were constructed or developed to a lower level than that indicated in the hierarchy, this too could also have adverse effects which include impact on access, the level of congestion on the road, the level of safety for road users and the ease of movement for residents. In particular, a major potential effect of constructing a road to a lower standard is the diversion of traffic down other streets with adverse impacts on the safety and amenity of residents of those areas. A consent process will allow these persons to participate in decisions which could have major effects upon them.

The rule provides for traffic management works to be undertaken as a permitted activity if they meet the specified standards. These standards are designed to ensure there will not be significant adverse effects on the road users. These works include kerb buildouts and traffic calming devices. If a major traffic work is proposed, such as the narrowing of a road for a distance of greater than 60 metres, then a consent process is required and affected persons will have the opportunity to participate in decisions. The rule also ensures that a consent process is required if a lane is removed for any distance. The figures chosen are based on typical traffic management works which are undertaken.

13.3.3 Medians

Updated 30 April 2011

With major arterial routes the construction of medians is expected as a means of increasing safety by separating opposing traffic, by providing for right turning traffic movements, and also a potential benefit for landscaping along the median. The construction of medians on other roads may however have some adverse effects which can include restriction of access by turning vehicles into residences or businesses on that road.

The provision of a median may also require more road space with the effect of reducing the area available for cyclists, pedestrians, parking and landscaping.

13.3.4 Activities on Road Zone adjoining waterways

Updated 30 April 2011

The margins of significant sections or urban waterways, particularly those adjacent to the Heathcote and Avon Rivers, form a major part of the city's identity, character and amenity. It is important that the management of the margins of these waterways take account of the natural values of the waterways and their amenity values to the city, and be environmentally consistent with the approach taken along other sections of waterway.

Areas adjacent to waterways are commonly part of legal road, where part is occupied by the roadway, and the balance, adjacent to the waterway, by a river berm and planting. These areas often form an attractive and important physical amenity feature along waterways, and are all the more important in an otherwise flat and featureless landscape. The purpose of the rule for widening roadways into these river margins is to ensure that any undue adverse impacts on the amenities of the river corridor, or associated loss of vegetation and public enjoyment of the area are taken into account. In addition, it is possible that the erection of such structures as concrete retaining walls along rivers, can detract from the environmental quality of the waterway.

13.3.5 Street trees

Updated 30 April 2011

Nearly half of the length of streets within the city contains street trees, but the presence of very high quality street trees which add considerable presence to streets and neighbourhoods is confined to a relatively small proportion of the road network. These streets add particular character and amenity of the city, either in the form of avenues which form entrance points into the city, or are an important part of the local character of particular streets.

The purpose of the rule is to ensure that any major removal or pruning of street trees on important avenues within the city, or on streets where the trees are a major part of local amenity and character, is required to go through a procedure to ensure that the visual impacts are considered. It is not intended that this procedure will enable street trees which have a finite life, to be maintained indefinitely. However, it will ensure that before traffic improvements are undertaken which may have adverse environmental effects, the opportunity for tree retention is adequately explored and alternative compensatory planting is considered.

13.3.6 Roads to be stopped

Updated 30 April 2011

Provision is made in the Plan for the proposed stopping of legal roads which have not been formed. Many of these roads were set out early in the period of Christchurch settlement, and are no longer likely to serve any useful purpose.

Should, however, construction of such roads be proposed, a consent process will be required for a number of reasons. Firstly, a number of unformed roads adjoin waterways within the city, and it is important to ensure these areas are protected for their esplanade values and for the natural and visual qualities of the waterways. Secondly in some areas, the formation of legal roads could have an effect on natural plant habitats, an example being in the area north-west of the city adjacent to McLeans Island, and in respect to legal roads adjacent to wetlands and coastal margins such as at Bexley and Brooklands Lagoon.

Thirdly, there is also the effect of the formation of unformed roads on adjoining properties, or on the roading pattern in situations where the formation of such roads may not have been anticipated by affected persons.

13.4 Special Purpose (Pedestrian Precinct) Zone

Updated 31 July 2012

This zone has been specifically identified as distinct from the road zone for two specific reasons:

- it contains an open space of major importance to New Brighton and its identity;
- it contains land which although "legal road" is dominated by pedestrian movements, rather than vehicular traffic.

The zone does not contain a significant emphasis on rules to regulate development, because there are powers under the Local Government Act to regulate development within the zone, as is the case for the road zone. However, the zoning enables the clear intent and specific purpose of the land in which it is to be established.

Land in the zone may be subject to occasional pressures for buildings, and accordingly a rule has been incorporated to enable any buildings (except small structures) to be subject to public scrutiny through a resource consent process. While the Council exercises "ownership" control over the land in the zone, it is important that any buildings, albeit for specific public use, be carefully designed and located to enhance *the zone*.

13.5 Special Purpose (Rail) Zone

Updated 30 April 2011

The general purpose of the zone is to recognise the rail corridors as an important strategic transport resource. There is no provision to mitigate some of the effects of rail transport movements in the corridor (as is the case in the road zones) as this is largely dependent on the need to maintain rail transport links and modal choice, and the nature of the technology available. One primary purpose of the zone is to maintain the rail corridors as unobstructed potential transport routes, so that, upon any land being disposed of, any future options for the use of rail corridors are not obstructed by piecemeal building development.

However, it is acknowledged that providing for other transport modes in this corridor, including cycleways and walkways, may have significant effects on adjoining residential neighbours in terms of privacy, outlook, noise, glare and security. For these reasons the establishment of alternative transport modes in these corridors, without the agreement of adjoining residents, needs to be able to be assessed to determine the degree to which these effects are likely to occur and can be mitigated.

A secondary purpose of the zone is control of larger structures on railway land (associated with railway purposes) which could have significant impacts on land in residential areas adjoining railways. These rules have been arrived at in agreement with New Zealand Rail Ltd and apply in addition to any matters that may be dealt with under outline plans submitted under S420 of the Act. The rules are set to cover buildings and communication facilities which could have significant bulk or height in a residential environment.

13.6 Special Purpose (Landfill) Zone

Updated 24 November 2011

The zone and its attendant provisions replace those originally attached to the designation placed over the site. These were arrived at after a lengthy process including consideration by the Planning Tribunal.

Accordingly they have only been modified to a limited extent reflecting experience and developments since that time, and in recognition of consents for discharges granted by the Canterbury Regional Council.

The rules and their format differ somewhat from those in general purpose zones, given the highly specialised nature of zone activities and its management by one owner/operator.

The other rules have been made critical standards, in reflection of their importance to maintaining local amenities and avoiding contamination of water.

The rules relate primarily to on-site management and have been imposed to ensure that adverse effects are minimised in terms of seven main factors, these being:

- (a) groundwater management and the need to avoid contamination;
- (b) protection of the amenities of residents in the vicinity;
- (c) protection of the character and quality of the coastal environment;
- (d) protection of the functioning of the landfill itself for the remainder of the life of the landfill;
- (e) minimising the external visual impacts of the landfill zone;
- (f) avoiding incompatible development, including building within the zone.
- (g) ensuring restoration takes place as soon as possible after filling and is progressively completed.

The landfill option is the most environmentally acceptable way of disposing of the volume of refuse created by the South Island's largest urban area, although recycling efforts, particularly composting will be further developed to reduce the volume of the waste flow and make better use of waste products.

Significant damage to Christchurch City occurred as a result of the earthquake of 4 September 2010 and its subsequent aftershocks. A large number of buildings and infrastructure need to be demolished and/or repaired. This has generated a need to dispose of a substantial quantity of earthquake waste, including building and construction material, silt and infrastructure waste. The landfill option is considered to be the most environmentally acceptable way of permanently disposing residual earthquake waste.

In addition to these rules are a group of rules relating to vehicle access to the site.

The city landfill site, because of the nature of its activity, produces large numbers of heavy vehicle movements daily. To minimise the adverse effects of these heavy vehicle movements on the surrounding land uses specific routes have been identified between the landfill site and the transfer stations. The routes follow arterial roads which have been designed and constructed to carry heavy vehicles and where possible the routes avoid passing through residential areas where this is feasible. Vehicles carrying earthquake waste come from various sources around the City and possibly neighbouring Territorial Authorities. Certain parts of the designated access routes have been damaged by the earthquake of 4 September 2010 and its subsequent aftershocks. The current routes followed by vehicles transporting earthquake waste to the landfill site were established during the National State of Emergency and continue to be followed by the Canterbury Earthquake Recovery Authority. In order to address potential adverse effects on adjoining activities the shortest route of access, using where practicable collector or arterial roads, is required to reach the designated access routes to the landfill. These rules were originally established following the results of Tribunal hearings which considered the landfill and its access in details but have been amended to accommodate the permanent disposal of earthquake waste.

The amenity of residential areas in the vicinity of the landfill site and access route is to be protected by a buffer zone or planting and mounding, which is also intended to protect long term security of access to the landfill.

13.7 Special Purpose (Transfer Station) Zone

Updated 30 April 2011

The zone and its attendant provisions were arrived at after a lengthy process including consideration by the Planning Tribunal. Accordingly they have only been modified from the original Waimairi District Scheme zone provisions in reflection of experience and developments since that time.

The rules and their format differ somewhat from those in general purpose zones, reflecting the nature of the zone and highly specialised nature of zone activities, and its management by one owner/operator.

Discretionary activity status is imposed on activities not meeting the standards specified in the zone, to ensure a consistent approach and the need for public scrutiny if appropriate. Other rules have been made critical standards, in reflection of their importance to maintaining local amenities and avoiding contamination of land or water.

The rules relate primarily to on-site management and have been imposed to ensure that adverse effects are minimised mainly in terms of the amenities of adjoining residents, particularly in respect to litter, visual impacts, odours, noise, traffic and vermin.

The landfill site and its attendant refuse transfer stations (of which this is one) is the most environmentally acceptable way of disposing of the volume of refuse created by the South Island's largest urban area, although recycling efforts, particularly composting, will be further developed. The standards applicable to this particular transfer station, which unlike the two others is not in an industrial area, have been drafted to take account of the more sensitive surrounding environment.

13.8 Special Purpose (Wigram) Zone

Updated 11 July 2011

13.8.1 General - Development plan

Updated 11 July 2011

Wigram Air Base was developed and managed from 1923 until its disposal by the Ministry of Defence in 1996, as a comprehensive whole incorporating living and recreational areas, administrative, engineering and education buildings, and as an operational airfield for flying training. Significant public recreation activities and events have also utilised the airfield. The RNZAF Museum is established and is to remain in this location, being formally designated for that purpose.

The outline development plan (Appendix 10) therefore identifies those areas which have different existing land use characteristics as well as indicating areas at present undeveloped which would be suitable for new development for housing and industrial purposes.

The intention of the proposed zone is to enable the continuation of aviation related activity including for defence purposes, and for education and recreational activities associated with the Air Force Museum.

Approach Protection Surfaces have been included to ensure the safe operation of aircraft in the area.

13.8.2 Vehicular access

Updated 12 September 2011

Almost all of the existing roads within the zone do not form part of the public road network and have not been formed with public or commercial uses in view. A new network of access roads constructed to appropriate standards will therefore be required within the zone and linking to the surrounding roads. The optimum locations for these are indicated as "Development Access" on the development plan.

Major recreation events which utilise the extensive open space and/or taxiway circuit are likely to create demands for significant numbers of vehicles to access these areas of the zone. The location of vehicle access points to and from such events need to be carefully determined for safety reasons and may vary for different occasions.

13.8.3 Parking numbers and location

Updated 30 April 2011

The layout of existing roads and buildings within the built-up areas of this zone were not designed to cater for significant numbers of private vehicles. With the development of this area for more conventional accommodation, commercial and industrial activities, the numbers of such visiting vehicles and those of people working in these areas are likely to increase. While the provision of adequate off-street parking may be difficult in relation to the use of some existing buildings or sites, it is essential to provide for a level which will enable convenient and safe vehicle access and circulation within this area.

For temporary major recreation events, rules have been created based upon the need to assess likely visitor numbers in any particular case and to make provision accordingly, subject to such arrangements not restricting other activities within the zone which may require to continue to function at the same time.

In all cases, the parking standards are intended to ensure that the effects of any activities within this zone need not impact on areas beyond the zone in terms of on-street parking.

13.8.4 Street scene

Updated 30 April 2011

These provisions relate to new buildings or extensions to existing buildings. Because of the closely developed nature of parts of the northern side of this zone, it may not always be possible to achieve the separation between buildings and uses which may be achieved in newly developing areas. The importance of separation will also be affected to some degree by the activities proposed and the extent to which these can comply with other standards relating to the protection of neighbouring amenities.

13.8.5 Land use limitations

Updated 30 April 2011

Safety and operational requirements dictate a need to separate (and to some extent limit) land uses in proximity to the movement of aircraft. The facilities at the New Zealand Defence Force land at Wigram no longer include the aerodrome, but some aviation use continues for defence purposes, and for educational and recreational activity associated with the Air Force Museum. Approach Protection Surface have been included at Part 9 Appendix 5 to ensure aircraft safety at the site.

13.8.6 Noise

Updated 30 April 2011

Rules for activities in the Wigram zone recognise that some noise intrusion is likely to be inevitable as part of the range of activities undertaken. There are specified exceptions for events such as motor sports and outdoor concerts.

This recognises some unavoidable noise intrusion, but seeks to minimise noise effects by hours of operation and specified noise standards for events of a periodic nature where exceeding the ordinary noise standards is inevitable (and compliance practically impossible). More liberal provision is made to strike a balance between residents' rights and the need for the public to enjoy entertainment.

13.8.7 Separation from neighbours

Updated 12 September 2011

The scale of buildings and operations within parts of the Wigram Zone is such that considerable impacts could also be experienced by neighbours within the adjoining living areas. A reasonably generous set-back provision is required in order to protect the amenities of these persons.

13.9 Special Purpose (Ferrymead) Zone

Updated 30 April 2011

(Areas A and B)

The rules for these parts of the zones are those for the Rural 2 and Conservation 1 and 2 Zones, in recognition of current land use. These rules are interim ones pending refinement of development of future zones and rules, taking into account the matters in Clause 1.10 (Zone statement and purpose).

(Area D - Ferrymead Historic Park)

The limited range of rules in this part of the zone relate to setbacks and landscaping; and the extent of residential and retail activities. These rules relate primarily to the external effects of buildings and activities in the zones. The setbacks are to reduce the effect of highly varied building scale on adjoining land, and to allow for adequate landscaping. The continued development of a historic village at Ferrymead is unlikely to create visual detracting and enhances cultural heritage, but some structures are large and accompanied by storage areas that can be unsightly.

While no significant residential or retail development (unrelated to the Historic Park) is anticipated, the rules have been incorporated to allow assessment of effects on roading, parking and the amenities of the surrounding area. Despite difficult access to the area, there is potential scope for commercial development within the park and other land in the zone (Area A). This is subject to further investigation by the landowners and the Council.

13.10 Special Purpose (South Halswell) Zone

Updated Updated 30 April 2011

This land will be subject to an eventual variation or plan change. Pending this, the rules for the Rural 2 zone will apply. The Special Purpose zoning acknowledges that the land is suitable in principle for eventual residential development.

Appendix 1 - Roads to be stopped

Updated 22 May 2006

Appendix 1 - Roads to be stopped	
<p>The following is a list of the roads the Council proposes to stop under the procedures of the Local Government Act 1974. These road stoppings are proposed for a variety of reasons including the protection of river banks, road deviations and traffic management. The stoppings will result in the closure of the roads to through traffic, although cyclist and pedestrian access will be retained where the environment will not be compromised. The extent of each of the road stoppings is indicated on the planning maps.</p>	
Road name	Planning maps
Admirals Way north of Evans Avenue	34
Anthony Road west of Avon River	34, 41
Athol Terrace at Peer Street east side	38
Avonhead Road - Russley Road to Grays Road	23, 30
Awatea Road north of Wigram Road	44
Barters Road south of Leggett Road	36
Bell Street	38
Beresford Street - diagonal closure at Hardy Street	34
Beresford Street - Oram Avenue to Union Street	34
Bexley Road east of Carisbrook Street	34
Bexley Road at Woolston/Burwood Expressway	34
Birch Street at Woolston/Burwood Expressway	34
Bradnor Terrace at Wairarapa Stream	31
Bridle Path Track from Bridle Path Road to Summit Road	55, 62
Brook Street at Woolston/Burwood Expressway	34
Cambridge Terrace at Barbadoes Street	39
Clarence Street at Whiteleigh Avenue	38
Connal Street - Radley Street to Catherine Street	47
Connal Street north and south of Bartons Road	47
Coventry Street	39
Cranley Street	40
Cuba Street	40
Cumnor Terrace downstream of Tunnel Road	47
Cumnor Terrace upstream of Tunnel Road	47
Disraeli Street east of Selwyn Street	46
Ernlea Terrace extension to Cashmere Road	46, 53
Evans Avenue north of Kibblewhite Street	34
Fifield Terrace	47
Ford Road at Northern Arterial	10
Foster Street at Blenheim Road	38
Grays Road - Avonhead Road to 600m south of Avonhead Road	23, 30
Guthries Road at Northern Arterial	10

Continued

Road name	Planning maps
Hayton Road at Southern Motorway	45
Hazeldean Road at Lincoln Road	39
Hulverstone Drive at Woolston-Burwood Expressway	34
Kent Street west of Montreal Street	46
Kibblewhite Street extension to Evans Avenue	34, 41
Kibblewhite Street - Bridge Street to residential area	41
King Edward Terrace - Bamford Street to Staunton Street	47
Leggatt Road east of Barthers Road	36
Lester Lane at Deans Avenue	39
Levin Street	38
Linwood Avenue between St John Street and Charlesworth Street	47
Linwood Avenue between Charlesworth Street and Humphreys Drive	48
Low Street at Blenheim Road	38
Margaret Street	38
Martindales Road east of Bridle Path Road	55
McLeans Island Road, east of the stopbank	15, 22
Mitre Place	33
Orbell Street - Brougham Street to Burke Street	46
Oxford Terrace at Madras Street	39
Palatine Terrace extension to Centaurus Road	53
Riverlaw Terrace - Aynsley Terrace to cul-de-sac	47
Riverside Road - Stopbank to Dartford Street	1
Riverside Road - Dartford Street to Spencerville Road	4
Riverside Road - Spencerville Road to west of Lower Styx Road	11
Riverside Road - West of Lower Styx Road to Marshland Road	19
Riverside Road - Bexley Road to Wainoni Road	34
Riverside Road - Carlton Mill Road to Carlton Mill Road	39
Riverside Road - Cumnor Terrace to Riley Crescent	47
Riverside Road - downstream of Ferry Road	47, 48
Riverside Road - Ferry Road to Settlers Crescent	48
Riverside Road - Marshland Road to stopbank	1, 4, 11, 19
Riverside Road - Pages Road to Bexley Road	34
Riverside Road - Riley Crescent to Radley Street	47
Riverside Road - Wainoni Road to Hulverstone Drive	34
Riverside Road - Wairoa Street to Pages Road	34
Riverside Road adjacent to Cockayne Reserve	34
Road from Warren Crescent to Heathcote River	45
Road north of Coutts Island Road	9
Roads north of Johns Road	9, 10, 18

Road north of Kainga Road	1, 4
Road north east of Sawyers Arms Road	17
Road north west of Waimakiriri Road	24
Road south east of Dickeys Road	10
Road east of Estuary	41, 48, 49
Road West of Bexley Road - 100m South of Birch Street	34
Rotherham Street north of Maxwell Street	38
Rothsay Road from Bower Avenue to Willoughby Lane	19, 20
Ruru Road - Maces Road to Realignment	40
Settlers Crescent to Heathcote River	48
Sloan Terrace - Malcolm Avenue to cul-de-sac	53
Staunton Street at Heathcote River	47
Stillwater Avenue (Lakewood Drive - QE2 Drive)	26
Truscotts Road north of railway	55
Wairakei Road north of Russley Road	23
Wairoa Street south of Morganwood Street	34, 41
Whitchurch Place at Harewood Road	23
Whitewash Head Road - unformed portion	56, 57
Wigram Road south of Dunbars Road	51
Williams Street	39
Winters Road west of Philpotts Road	25
Worcester Street - through Latimer Square	39C

Appendix 2 - Roading hierarchy standards

Updated 14 November 2005

Appendix 2 - Roading hierarchy standards												
Road classification (refer to Appendix 3)	Typical total daily traffic flows (VPD)	Road widths (m)		Roadway widths (m)		Minimum lanes	Number of Footpaths	Median	Amenity strip	Parking	Cycle facilities	Access controls
		Minimum	Maximum	Minimum	Maximum							
Major arterial - Urban	>12,000	30	40	24	34	4	2	Yes	Yes	Yes	Yes	Yes
Major arterial - Rural	>10,000	40	50	30	34	4	No	Yes	Yes	Yes	Yes	Yes
Minor arterial - Urban	3,000 to 15,000	20	30	14	22	2	2	*	Yes	Yes	Yes	Yes
Minor arterial - Rural	2,000 to 12,000	20	30	12	22	2	No	*	No	Yes	Yes	(1)
Collector - Urban	1,000 to 6,000	18	20	12	14	2	2	No	Yes	Yes	*	*
Collector - Rural	100 to 2,500	18	20	9	14	2	No	No	No	Yes	*	No
Local - Business	-	18	20	12	14	2	1	No	Yes	Yes	*	No
Local - Urban	>250	14	20	9	14	2	2	No	Yes	Yes	*	No
Local - Urban	<250	12	18	7.5	12	2	1	No	Yes	Yes	*	No
Local - Rural	<550	16	20	7	14	2	No	No	No	Yes	*	No

Clarification of standards	
1.	Where the road width and/or standard of construction requires road widening, the Council may initiate purchase or designation procedures as required.
2.	"Yes" means that the provision of those facilities shall be incorporated into the design and construction of the road.
3.	* means that the provision of those facilities is allowed for in the standards for road design and construction and/or shall be considered as conditions of consent on subdivision roading under Clause 5.2 of these rules.
4.	Amenity strips shall only be required on rural roads where these adjoin a Living Zone.
5.	(1) indicates that adequate spacing will be required between high traffic generators.
6.	For the purposes of calculating "Typical total daily traffic flows (VPD)" on local roads, the minimum vacant allotment size for the respective zone shall determine the number of household units, which in turn will be deemed to generate 10 vehicle movements per day.
7.	Local hillside roads (on any part of a zone on the slopes of the Port Hills) may only require one footpath.
8.	Some localised road widening may be required at intersections to increase capacity.
9.	The minimum diameter for a cul-de-sac turning head is:
	Residential 25 metres
	Business 30 metres

Appendix 3 - List of classified roads (Refer also to map in Appendix 4)

Updated 31 October 2013

For Central City roads, apply the Road Classifications and Transport Zones shown in Appendix 4b and Appendix 4c, as the road hierarchy shown in Appendix 3 does not apply. As the Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues form the boundary of the Central City, these roads have a dual classification of 'Arterial Route' and 'Major Arterial'. For accesses on the Central City side of these roads, use the 'Arterial Route' standards and for the accesses on the other side of these roads, the 'Major Arterial' standards apply.

Appendix 3 - List of classified roads (Refer also to map in Appendix 4)	
Akaroa Street (Briggs Road-Hills Road)	Minor arterial
Aldwins Road (Ferry Road - Linwood Avenue)	Major arterial
Ambleside Drive (Grahams Road - Kendall Avenue)	Collector
Amyes Road (Shands Road-Springs Road)	Collector
Annex Road (Blenheim Road-Birmingham Drive)	Collector
Antigua Street (St Asaph-Brougham Street)	Collector
Antigua Street (Tuam St -St Asaph Street)	Minor arterial
Armagh Street (Montreal Street-Cranmer Square east side)	Minor arterial
Aston Drive (Beach Road-Bower Avenue)	Collector
Athol Terrace (Parkhouse Avenue-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-Wigram Road)	Collector
Aynsley Terrace (Centaurus Road-Opawa Road)	Collector

Barbadoes Street (Purchas Street-Warrington Street)	Collector
Barbadoes Street (Bealey Avenue-Purchas Street)	Major arterial
Barbadoes Street (Moorhouse Avenue-Bealey Avenue)	Major arterial (SH74)
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 (Parnwell Street-New Brighton Road)	Collector
Beach Road (Frosts Road-Marine Parade)	Collector
Bealey Avenue (Park Terrace-Sherborne Street)	Major arterial
Bealey Avenue (Sherbourne Street-Barbadoes Street)	Major arterial (SH74)
Bealey Avenue (Barbadoes Street-Fitzgerald Avenue)	Major arterial
Belfast Road (Main North Road-Marshland Road)	Minor arterial
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 (Wainoni Road-Brook Street)	Major arterial
Bexley Road (Brook Street-Breezes Road)	Major arterial
Birmingham Drive (Annex Road-Wrights Road)	Collector
Blakes Road (Belfast Road-Thompsons Road)	Collector
Blenheim Road (Main South Road-Curletts Road)	Major arterial (SH73)
Blenheim Road (Curletts Road-Deans Avenue)	Major Arterial
Blighs Road (Idris Road-Papanui Road)	Minor arterial
Blighs Road (Wairakei Road-Idris Road)	Collector
Bower Avenue (New Brighton Road-Rothesay Road)	Minor arterial
Bowhill Road (Palmer's Road-Marine Parade)	Collector
Breens Road (Wairakei Road-Harewood Road)	Collector
Breezes Road (Avondale Road-Pages Road)	Collector
Breezes Road (Pages Road-Bexley Road)	Minor arterial
Bridge Street (Bexley Road-Estuary Road)	Minor arterial
Bridge Street (Estuary Road-Marine Parade)	Collector
Bridle Path Road (Main Road-Tunnel Road)	Minor arterial
Briggs Road (Akaroa Street-Marshland Road)	Minor arterial
Broadhaven Avenue (Queenspark Drive-Bower Avenue)	Collector
Brougham Street (Simeon Street-Waltham Road)	Major arterial (SH73)
Brougham Street (Waltham Road-Ensors Road)	Major arterial (SH74)
Buchanans Road (Racecourse Road-West Coast Road)	Minor arterial
Buchanans Road (West Coast Road-Old West Coast Road)	Collector

Buckleys Road (Linwood Avenue-Woodham Road)	Major arterial
Burlington Street (Huxley Street-Brougham Street)	Minor arterial
Burnbrae Street (Tennyson Street-St Martins Road)	Collector
Burwood Road (Lake Terrace Road-Prestons Road)	Collector
Byron Street (Colombo Street-Waltham Road)	Collector
Cambridge Terrace (Lichfield Street-Gloucestter Street)	Minor arterial
Candys Road (Sabys Road-Halswell Road)	Collector
Carlton Mill Road (Harper Avenue-Rossall Street)	Minor arterial
Carmen Road (Main South Road-Masham Road)	Major arterial SH1, 73)
Cashmere Road (Kennedys Bush Road-Hendersons Road)	Collector
Cashmere Road (Hendersons Road-Colombo Street)	Minor arterial
Caspian Street (Ebbtide Street-Rockinghorse Road)	Collector
Cathedral Square (east of Colombo Street	Collector
Causeway, The (McCormacks Bay Road-Beachville Road)	Minor arterial
Cavendish Road (Northcote Road-Veitches Road)	Collector
Cavendish Road (Grampian Street-Styx Mill Road)	Collector
Centaurus Road (Colombo Street-Glenelg Spur)	Minor arterial
Chapmans Road (Port Hills Road-Cumnor Terrace)	Collector
Chattertons Road (McLeans Island Road-West Coast Road)	Minor arterial
Clarence Street (Riccarton Road - Princess Street))	Minor arterial
Claridges Road (Gardiners Road-Grampian Street)	Collector
Clifton Terrace (Main Road-Lower Panorama Road)	Collector
Clyde Road (Riccarton Road-Greers Road)	Collector
Colombo Street (Centaurus Road-Moorhouse Avenue)	Minor arterial
Colombo Street (Moorhouse Avenue-Edgeware Road)	Collector
Condell Avenue (Greers Road-Blighs Road)	Collector
Coronation Street (Barrington Street-Selwyn Street)	Collector
Courtenay Street (Trafalgar Street-Westminster Street)	Collector
Cranford Street (Edgeware Road-Main North Road)	Minor arterial (SH74)
Cranmer Square (east side)	Minor arterial
Cresswell Avenue (Gayhurst Road-westwards-New Brighton Road)	Collector
Creyke Road (Clyde Road-Ilam Road)	Minor arterial
Cumnor Terrace (Tanner Street-Chapmans Road)	Collector
Curletts Road (Halswell Road-Southern Arterial)	Minor arterial (SH75)
Curletts Road (Southern Arterial-Blenheim Road)	Major arterial (SH73)
Curletts Road (Blenheim Road-Yaldhurst Road)	Major arterial
Curries Road (Port Hills Road-Maunsell Street)	Collector

Cuthberts Road (Ruru Road-Breezes Road)	Collector
Cutts Road (Yaldhurst Road-Woodbury Street)	Collector
Daniels Road (Main North Road-Grimseys Road)	Collector
Dawsons Road (Main South Road-Main West Coast Road)	Minor arterial
Deans Avenue (Moorhouse Avenue-Harper Avenue)	Major arterial
Dickeys Road (Main North Road-Coutts Island Road)	Collector
Disraeli Street (Selwyn Street-Orbell Street)	Collector
Dunbars Road (Wigram Road-Halswell Road)	Collector
Durham Street (Bealey Avenue-Springfield Road)	Collector
Durham Street (Brougham Street-Lichfield Street)	Minor arterial
Durham Street (Gloucester Street-Bealey Avenue)	Minor arterial
Dyers Pass Road (Colombo Street-Summit 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
Ensors Road (Brougham Street-Ferry Road)	Major arterial
Ensors Road (St Martins Road-Brougham Street)	Minor arterial
Epsom Road (Racecourse Road-Main South Road)	Collector
Estuary Road (Bridge Street-Union Street)	Minor arterial
Estuary Road (Ebbtide Street-Bridge 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-Avon River)	Major arterial
Ferry Road (Aldwins Road-Dyers Road)	Minor arterial
Ferry Road (Moorhouse Avenue-Aldwins Road)	Major arterial
Ferry Road (Dyers Road - Main Road)	Minor arterial
Ferry Road (Humphreys Drive-Bridle Path Road)	Major arterial
Fitzgerald Avenue (Bealey Avenue-Moorhouse Avenue)	Major arterial
Forfar Street (Madras Street - Warrington Street)	Major arterial
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-Sawyers Arms Road)	Minor arterial
Gardiners Road (Sawyers Arms Road-Harewood Road)	Minor arterial
Garlands Road (Aynsley Terrace-Opawa Expressway)	Collector

Garlands Road (Opawa Road-Rutherford Street)	Minor arterial
Gasson Street (Brougham Street-Moorhouse Avenue)	Major arterial
Gayhurst Road (Cresswell Avenue-Avonside Drive)	Collector
Gilberthorpes Road (Waterloo Road-Buchanans Road)	Collector
Glandovey Road (Fendalton Road-Idris Road)	Collector
Glandovey Road (Idris Road-Rossall Street)	Minor arterial
Gloucester Street (Madras Street-Woodham Road)	Minor arterial
Gloucester Street (Rolleston Avenue-Madras Street)	Collector
Gloucester Street (Woodham Road-Gayhurst Road)	Collector
Glovers Road (Halswell Road-Kennedys Bush Road)	Collector
Grahams Road (Avonhead Road-Greens Road)	Minor arterial
Grampian Street (Veitches Road-Claridges Road)	Collector
Greens Road (Grahams Road-Harewood Road)	Minor arterial
Greens Road (Sawyers Arms Road-Harewood Road)	Major arterial
Greens Road (Waimairi Road-Grahams Road)	Collector
Grimseys Road (Queen Elizabeth II Drive-Farquhars Road)	Collector
Guildford Street (Greens Road-Grahams Road)	Collector
Guthries Road (Belfast Road-Marshland Road)	Collector
Hackthorne Road (Cashmere Road to Takahe Drive)	Collector
Hagley Avenue (Moorhouse Avenue-Riccarton Avenue)	Minor arterial
Halswell Junction Road (Main South Road-Springs Road)	Major arterial
Halswell Junction Road (Springs) Road-Halswell Road)	Minor arterial
Halswell Road (Curletts Road-Templetons Road)	Major arterial (SH75)
Halswell Road (Templetons Road-Tai Tapu Road)	Minor arterial (SH75)
Hansons Lane (Riccarton Road-Blenheim Road)	Collector
Harbour Road (Styx River-Lower Styx Road)	Collector
Hardy Street (Beresford Street-Seaview Road)	Collector
Harewood Road (Greens Road-Johns Road)	Major arterial
Harewood Road (Greens Road-Papanui Road)	Minor arterial
Hargood Street (Ferry Road-Linwood Avenue)	Collector
Harman Street (Lincoln Road-Selwyn Street)	Collector
Harper Avenue (Deans Avenue-Bealey Avenue)	Major arterial
Harrow Street (Olliviers Road-Aldwins Road)	Minor arterial
Hawke Street (New Brighton Road-Marine Parade)	Collector
Hay Street (Linwood Avenue-Ruru Road)	Collector
Hayton Road (Symes Road-Parkhouse 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 (Madras Street-Linwood Avenue)	Minor arterial
Hereford Street (Rolleston Avenue-Madras Street)	Collector
Heyders Road (Lower Styx Road-Pacific Ocean)	Collector
Highsted Road (Harewood Road-Styx Mill Road)	Collector
Hills Road (Whitmore Street-Akaroa Street)	Minor arterial
Hills Road (Akaroa Street-Innes Road)	Collector
Holmwood Road (Fendalton Road-Rossall Street)	Collector
Hoon Hay Road (Lincoln Road-Cashmere Road)	Minor arterial
Humphreys Drive (Linwood Avenue-Ferry Road)	Major arterial
Huxley Street (Colombo Street-Burlington Street)	Minor arterial
Idris Road (Straven Road-Blighs Road)	Minor arterial
Ilam Road (Riccarton Road-Wairakei Road)	Collector
Innes Road (Papanui Road-Briggs Road)	Minor arterial
Innes Road (Briggs Road-Queen Elizabeth II Drive)	Minor arterial
Inwoods Road (Broadhaven Avenue-Mairehau Road)	Collector
Isleworth Road (Breens Road-Farrington Road)	Collector
Jeffreys Road (Clyde Road-Idris Road)	Collector
Jerrold Street North (Collins Street-Barrington Street)	Major arterial (SH73)
Jerrold Street South (Collins Street-Barrington Street)	Major arterial (SH73)
Johns Road (Harewood Road-Main North Road)	Major arterial (SH1)
Jones Road (Railway Terrace-Dawsons Road)	Collector
Jubilee Street (Bamford Street-Staunton Street)	Collector
Kahu Road (Kotare Street-Straven Road)	Minor arterial
Kainga Road (Main North Road-Lower Styx River)	Collector
Kendal Avenue (Memorial Avenue-Wairakei Road)	Collector
Kennedys Bush Road (Glovers Road-Cashmere Road)	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 (Park Terrace-Fitzgerald Avenue)	Minor arterial
Kirk Road (Main West Coast Road-Main South Road)	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)	Major arterial
Lichfield Street (Durham Street-Fitzgerald Avenue)	Minor arterial
Lincoln Road (Moorhouse Avenue-Whiteleigh Avenue)	Minor arterial
Lincoln Road (Whiteleigh Avenue-Curletts Road)	Major arterial
Linwood Avenue (Avonside Drive-Gloucester Street)	Minor arterial
Linwood Avenue (Gloucester Street-St Johns Street)	Major arterial
Linwood Avenue (St Johns Street-Humphreys Drive)	Major arterial
Locksley Avenue (McBratneys Road-New Brighton Road)	Collector
Lower Styx Road (Marshland Road-Heyders Road)	Minor arterial
Lower Styx Road (Heyders Road-Kainga Road)	Collector
Lowther Street (Racecourse Road - Main South Road)	Minor arterial
Lyttelton Street (Lincoln Road-Rose Street)	Collector
Maces Road (Cuthberts Road-Dyers Road)	Collector
Madras Street (Moorhouse Avenue-Bealey Avenue)	Major arterial (SH74)
Madras Street (Bealey Avenue - Forfar Street)	Major arterial
Maidstone Road (Ilam Road-Waimairi Road)	Minor arterial
Maidstone Road (Waimairi Road-Withells Road)	Collector
Main North Road (Johns Road - Dickeys Road)	Major arterial (SH1)
Main North Road (Cranford Street-Harewood Road)	Minor arterial
Main North Road (Cranford Street-Styx Mill Road)	Major arterial (SH74)
Main North Road (Styx Mill Road-South of Englefield Road)	Major arterial (SH74)
Main North Road (South of Englefield Road-Johns Road)	Major arterial (SH74)
Main North Road (Dickeys Road-City Boundary)	Minor arterial
Main Road (Beachville Road-The Esplanade)	Minor arterial
Main Road (Ferry Road-McCormacks Bay Road)	Minor arterial
Main South Road (Blenheim Road -Carmen Road)	Major arterial (SH73)
Main South Road (Riccarton Road-Blenheim Road)	Minor arterial
Main South Road (Carmen Road-Seymour Street)	Major arterial (SH1)
Main South Road (Seymour Street-City Boundary/Marshs Road)	Major arterial (SH1)
Main South Road (within City boundary/Templeton)	Major arterial (SH1)
Mairehau Road (Burwood Road-Frosts Road)	Minor arterial
Mairehau Road (Burwood Road-Marshland Road)	Collector
Major Hornbrook Road (Belleview Terrace-St Andrews Hill Road)	Collector
Manchester Street (Moorhouse Avenue-Bealey Avenue)	Collector
Marine Parade (Bridge Street-Beach Road)	Collector
Marriner Street (Wakefield Avenue Main Road)	Minor arterial

Marshland Road (Queen Elizabeth II Drive-Main North Road)	Minor arterial
Marshland Road (Briggs Road-Queen Elizabeth II Drive)	Minor arterial
Marshland Road (Shirley Road-Briggs Road)	Minor arterial
Martindales Road (Port Hills Road-Bridle Path Road)	Collector
Masham Road (Yaldhurst Road- Carmen Road)	Major arterial (SH1, 73)
Matipo Street (Riccarton Road-Wrights Road)	Collector
Mays Road (Papanui Road-Rutland Street)	Collector
McBratneys Road (River Road-Locksley Avenue)	Collector
McCormacks Bay Road (Mt Pleasant Road-Soleares Avenue)	Collector
McFaddens Road (Rutland Street-Cranford Street)	Collector
McGregors Road (Ruru Road-Rudds Road)	Collector
McLeans Island Road (Johns Road-Chatterton Road)	Minor arterial
Memorial Avenue (Clyde Road-Christchurch International Airport)	Major arterial
Merrin Street (Avonhead Road-Withells Road)	Minor arterial
Middleton Road (Blenheim Road-Riccarton Road)	Collector
Milton Street (Barrington Street-Colombo Street)	Minor arterial
Moncks Spur Road (Mt Pleasant Road-Cave Terrace)	Collector
Montreal Street (Brougham Street-Bealey Avenue)	Minor arterial
Moorhouse Avenue (Deans Avenue-Ferry Road)	Major arterial
Mt Pleasant Road (Main Road-Summit Road)	Minor arterial
Nayland Street (Wakefield Avenue-Heberden Avenue)	Collector
New Brighton Road (Marshland Road-Pages Road)	Minor arterial
Normans Road (Stowan 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 Arterial (QEII Drive-Northern Motorway)	Proposed major arterial (SH1)
Northern Motorway and Connectors (Waimakariri River-Dickeys Road)	Motorway (SH1)
Old West Coast Road (Chattertons Road-West Coast Road)	Minor arterial
Opawa Expressway ((SH74) Ensors Road-Opawa Road)	Major arterial
Opawa Road (Brougham Street- Opawa Expressway)	Collector
Opawa Road (Opawa Expressway-Port Hills Road)	Major arterial (SH74)
Owles Terrace (Pages Road-Union Street)	Minor arterial
Oxford Terrace (Riccarton Avenue-Durham Street)	Minor arterial
Oxford Terrace (Lichfield Street-Gloucesterc)	Local road
Pages Road (Woodham Road-New Brighton Road)	Major arterial
Palinurus Road (Dyers Road-Ferry Road)	Minor arterial

Papanui Road (Bealey Avenue-Harewood Road)	Minor arterial
Park Terrace (Armagh Street-Bealey Avenue)	Minor arterial
Parker Street (Waterloo Road-Main South Road)	Collector
Parkhouse Road (Hayton Road-Curletts Road)	Collector
Parkstone Avenue (Avonhead Road-Athol Terrace)	Collector
Parnwell Street (Basset Street-Travis Road)	Collector
Peer Street (Waimairi Road-Yaldhurst Road)	Minor arterial
Port Hills Road (Centaurus Road-Curries Road)	Minor arterial
Port Hills Road (Curries Road-Tunnel Road)	Major arterial (SH74)
Port Hills Road (Horotane Valley Road-Martindales Road)	Collector
Pound Road (Waterloo Road-Yaldhurst Road)	Minor arterial
Pound Road (Yaldhurst Road-McLeans Island Road)	Collector
Prestons Road (Main North Road-Burwood Road)	Minor arterial
Purchas Street (Madras Street-Barbadoes Street)	Major arterial
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-Epsom Road)	Collector
Radley Street (Garlands Road-Ferry Road)	Collector
Railway Terrace (Kirk Road-Jones Road)	Collector
Retreat Road (Avonside Drive-Lionel Street)	Collector
Riccarton Avenue (Riccarton Road-Hagley Avenue)	Minor arterial
Riccarton Road (Yaldhurst Road-Riccarton Avenue)	Minor arterial
River Road (North Avon Road-McBratneys Road)	Collector
Rolleston Avenue (Hereford Street-Armagh Street)	Minor arterial
Rookwood Avenue (Bower Avenue-Bowhill Road)	Collector
Rose Street (Hoon Hay Road-Barrington Street)	Collector
Rossall Street (Glandovey Road-Carlton Mill Road)	Minor arterial
Rothesay Road (Bower Avenue-Aston Street)	Collector
Roydvale Avenue (Avonhead Road-Wairakei Road)	Collector
Rudds Road (McGregors Road-Pages Road)	Collector
Ruru Road (McGregors Road-Dyers Road)	Collector
Russley Road (Johns Road-Yaldhurst Road)	Major arterial (SH1)
Rutherford Street (Garlands Road-Ferry Road)	Minor arterial
Rutland Street (Mays Road-St Albans Street)	Collector
Sabys Road (Trices Road-Candys Road)	Collector
Salisbury Street (Park Terrace-Barbadoes Street)	Minor arterial

Sandyford Street (Orbell Street-Colombo Street)	Collector
Sawyers Arms Road (Johns Road-Northcote Road)	Minor arterial
Sawyers Arms Road (Northcote Road-Main North Road)	Collector
Scarborough Road (Taylors Mistake Road-Heberden Avenue)	Collector
Seaview Road (New Brighton Road-Hardy Street)	Collector
Selwyn Street (Somerfield Street-Hagley Avenue)	Collector
Shakespeare Road (Waltham Road-Opawa Road)	Minor arterial
Shands Road (Main South Road-City boundary)	Minor arterial
Sherborne Street (Bealey Avenue-Edgeware Road)	Minor arterial (SH74)
Shirley Road (Hills Road-Marshland Road)	Minor arterial
Soleares Avenue (Mt Pleasant Road-McCormacks Bay Road)	Collector
Somerfield Street (Barrington Street-Colombo Street)	Collector
Southern Arterial (Jerrold Street North and South-Curletts Road)	Motorway (SH73)
Southern Arterial (Curletts Road-Halswell Junction Road)	Proposed major arterial
Sparks Road (Halswell Road-Lyttelton Street)	Minor arterial
Spencerville Road (Main North Road-Lower Styx Road)	Collector
Springfield Road (Clare Road-St Albans Street)	Collector
Springs Road (Main South Road-City Boundary)	Minor arterial
St Albans Street (Papanui Road-Trafalgar Street)	Collector
St Andrews Hill Road (Main Road-Major Hornbrook Road)	Collector
St Asaph Street (Hagley Avenue-Fitzgerald Avenue)	Minor arterial
St Johns Street (Linwood Avenue-Maces Road)	Collector
St Martins Road (Ensors Road-Wilsons Road)	Minor arterial
St Martins Road (Wilsons Road-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)	Minor arterial
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-City boundary)	Minor arterial
Symes Road (Haytons Road-Main South Road)	Collector
Swanns Road (Stanmore Road-Avonside Drive)	Collector
Tai Tapu Road (Candys Road-City Boundary)	Minor arterial (SH75)
Tanner Street (Garlands Road-Cumnor Terrace)	Collector
Tennyson Street (Colombo Street-Burnbrae Street)	Collector
Travis Road (Frosts Road-Bower Avenue)	Collector

Treffers Road (Parkhouse Road-Wigram Road)	Collector
Trents Road (Blakes Road-Main South Road)	Collector
Trices Road (Sabys Road-City boundary)	Collector
Tuam Street (Antigua Street-Durham Street)	Collector
Tuam Street (Fitzgerald Avenue-Olliviers Road)	Minor arterial
Tuam Street (Hagley Avenue-Antigua Street)	Minor arterial
Tunnel Road (Ferry Road-City Boundary)	Motorway (SH74)
Union Street (Jervois Street-Owles Terrace)	Minor arterial
Veitches Road (Sawyers Arms Road-Cavendish Road)	Collector
Victoria Street (Salisbury Street-Bealey Avenue)	Collector
Waimairi Road (Grahams Road-Peer Street)	Minor arterial
Waimairi Road (Peer Street-Riccarton Road)	Collector
Wainoni Road (Kerrs Road-New Brighton Road)	Minor arterial
Wairakei Road (Strowan Road-Grahams Road)	Minor arterial
Wairakei Road (Grahams Road-Russley Road)	Collector
Wakefield Avenue (Evans Pass Road-Marriner Street)	Minor arterial
Waltham Road (Brougham Street-Moorhouse Avenue)	Major arterial (SH74)
Waltham Road (Eastern Terrace-Brougham Street)	Minor arterial
Warrington Street (Forfar Street-Hills Road)	Minor arterial
Waterloo Road (Racecourse Road-Pound Road)	Collector
Waterloo Road (Pound Road-Barbers Road)	Minor arterial
Waterloo Road (Barbers Road-Kirk Road)	Collector
West Coast Road (Yaldhurst Road-City Boundary)	Major arterial (SH73)
Westminster Street (Courtenay Street-Hills Road)	Collector
Wharenui Road (Riccarton Road-Blenheim Road)	Collector
Whincops Road (Halswell Junction Road-City Boundary)	Collector
Whiteleigh Avenue (Princess Street-Lincoln Road)	Minor arterial
Whitmore Street (Bealey Avenue-Hills Road)	Minor arterial
Wigram Road (Halswell Junction Road-Treffers Road)	Collector
Wilson's Road (Centaurus Road-Eastern Terrace)	Minor arterial
Wilson's Road (Shakespeare Road-Ferry Road)	Collector
Withells Road (Yaldhurst Road-Avonhead Road)	Collector
Woodbury Street (Withells Road-Mirfield Place)	Collector
Woodham Road (Avonside Drive-Page's Road)	Minor arterial
Wooldridge Road (Wairakei Road-Harewood Road)	Collector
Wordsworth Street (Durham Street-Waltham Street)	Minor arterial
Wrights Road (Matipo Street-Lincoln Road)	Collector

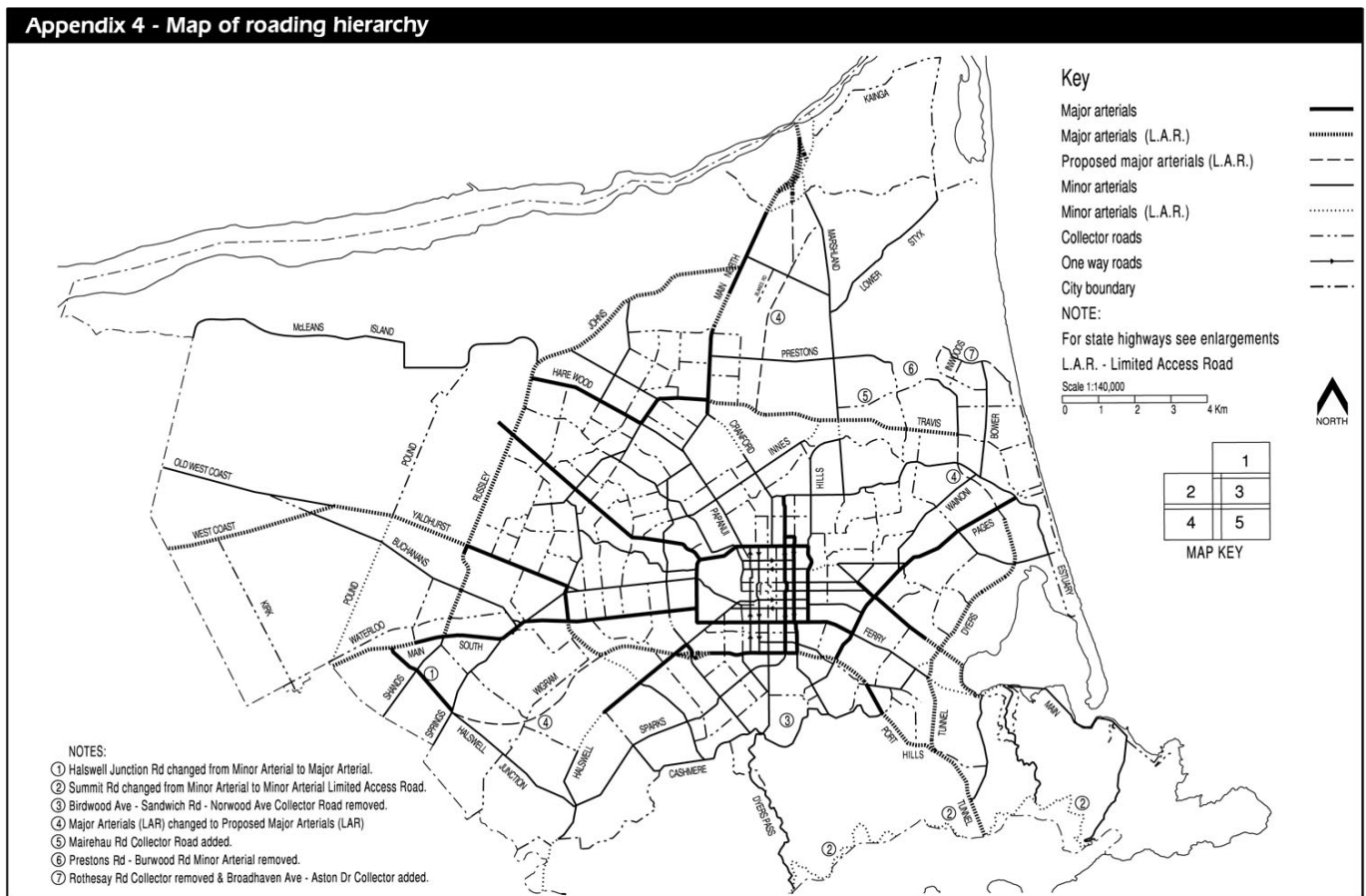
Yaldhurst Road (Riccarton Road-Peer Street)	Minor arterial
Yaldhurst Road (Peer Street-Russley Road)	Major arterial
Yaldhurst Road (Russley Road-West Coast Road)	Major arterial (SH73)

Appendix 4 - Map of roading hierarchy

Updated 31 October 2013

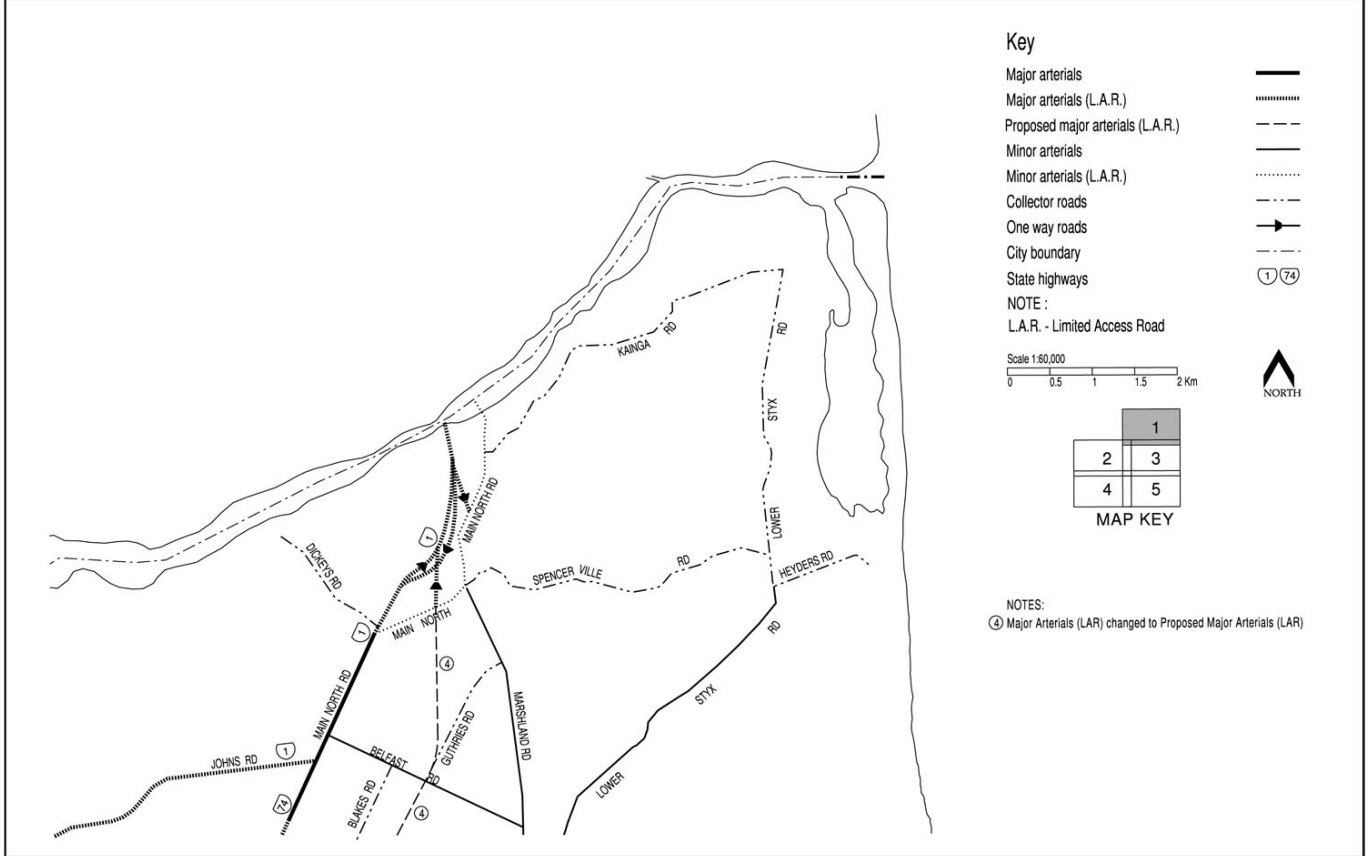
For Central City roads, apply the Road Classifications and Transport Zones shown in Appendix 4b and Appendix 4c, as the road hierarchy shown in Appendix 3 does not apply. As the Moorhouse, Fitzgerald, Bealey, Harper and Deans Avenues form the boundary of the Central City, these roads have a dual classification of 'Arterial Route' and 'Major Arterial'. For accesses on the Central City side of these roads, use the 'Arterial Route' standards and for the accesses on the other side of these roads, the 'Major Arterial' standards apply.

Main Map

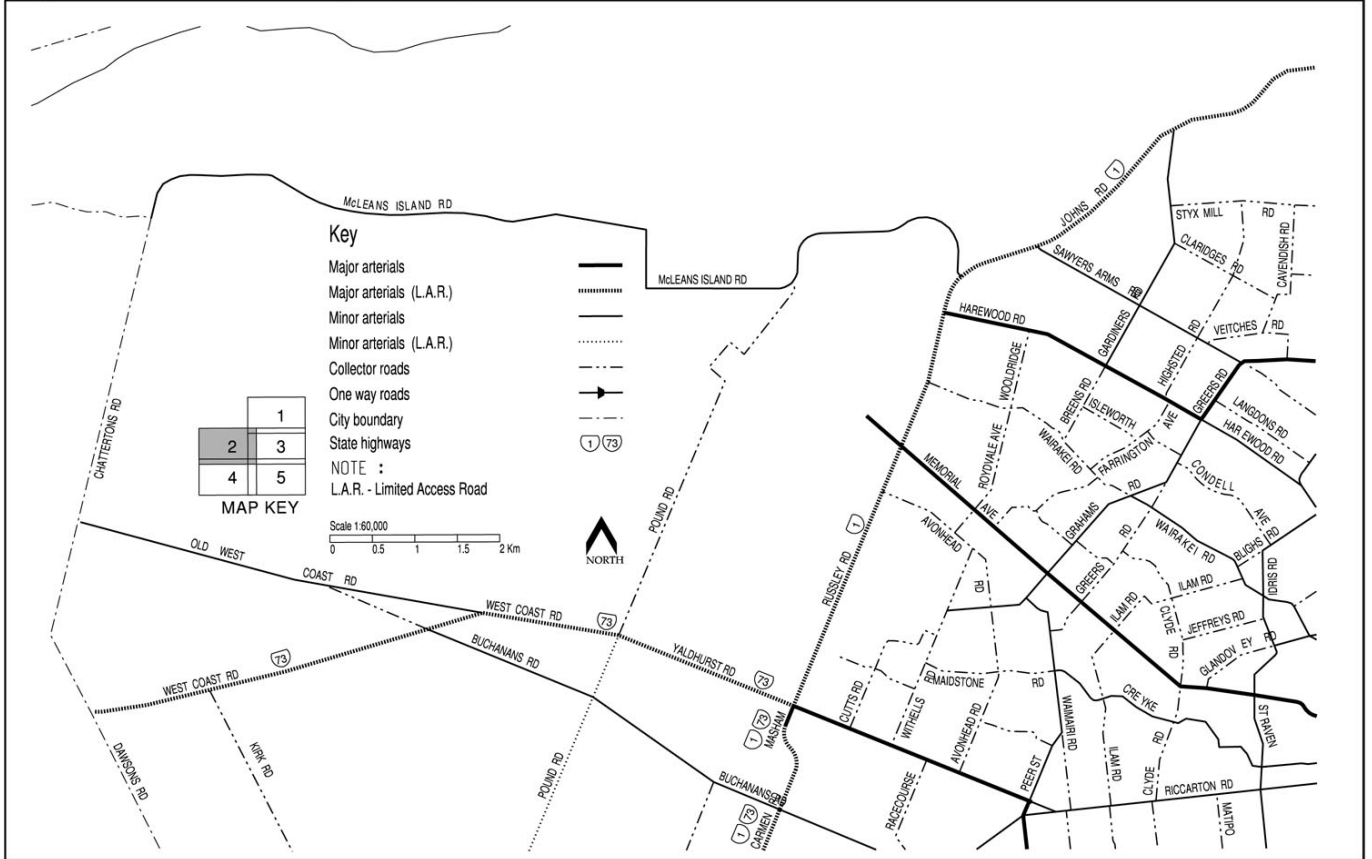


Roading hierarchy map enlargements

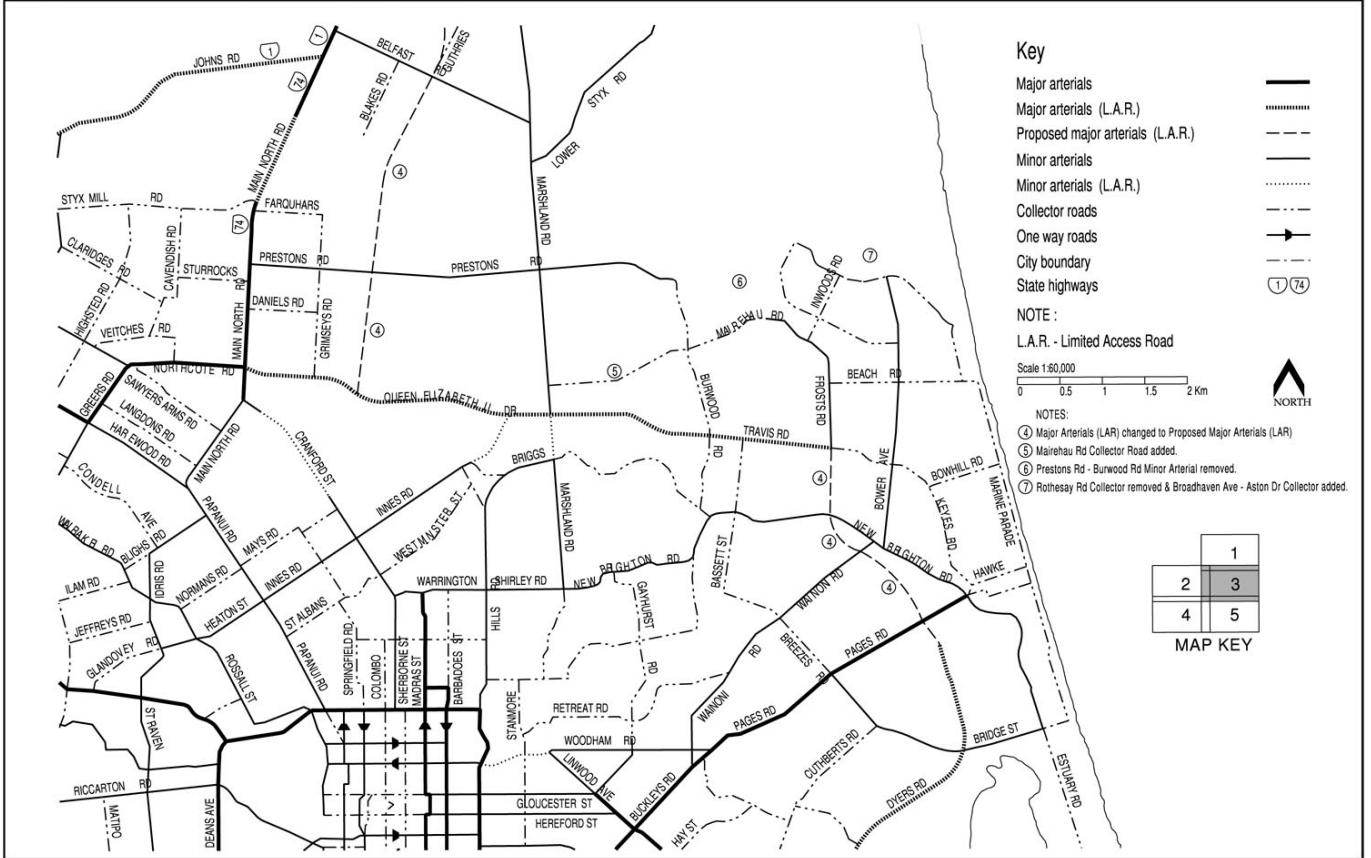
Appendix 4 - Roading hierarchy map enlargements



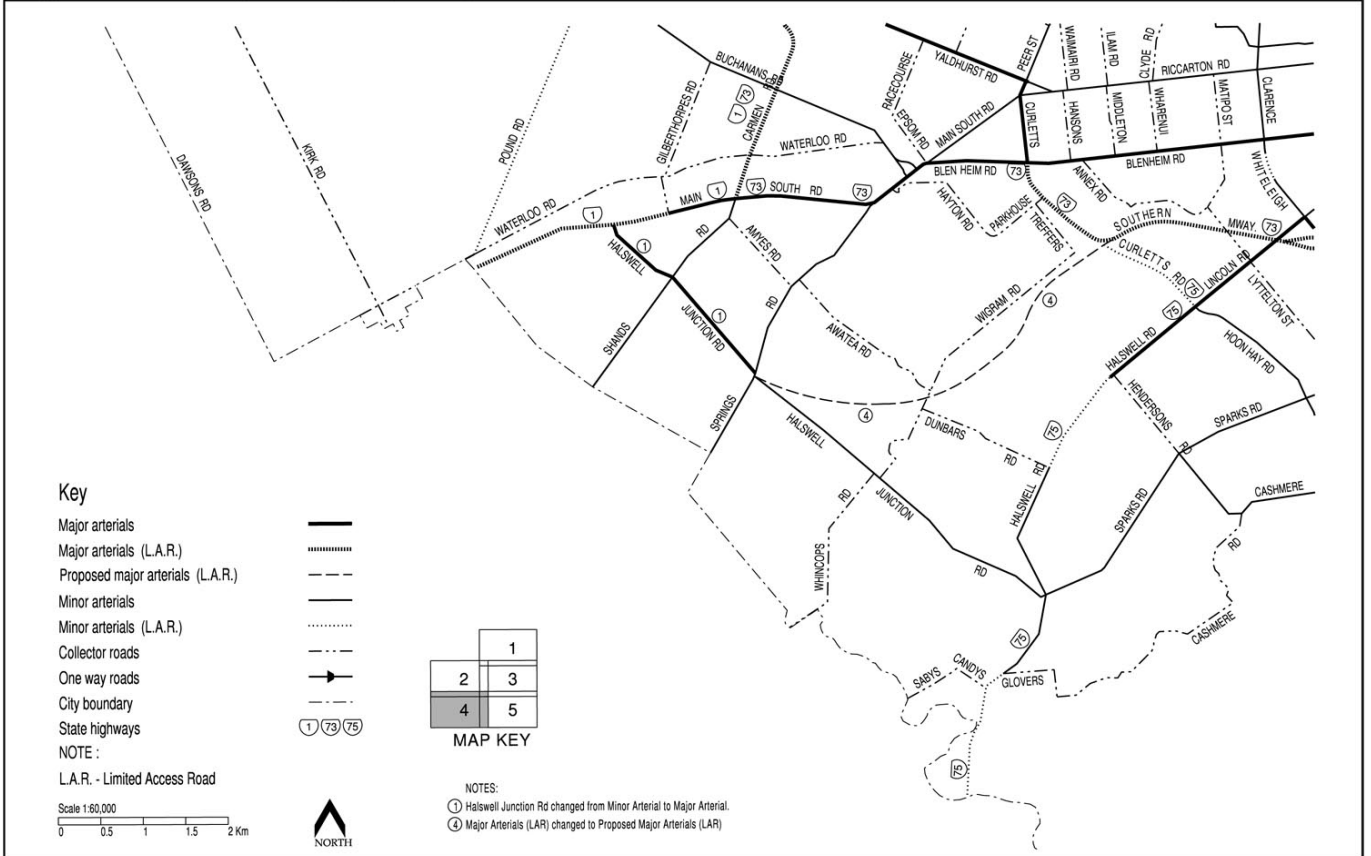
Appendix 4 - Roading hierarchy map enlargements



Appendix 4 - Roading hierarchy map enlargements

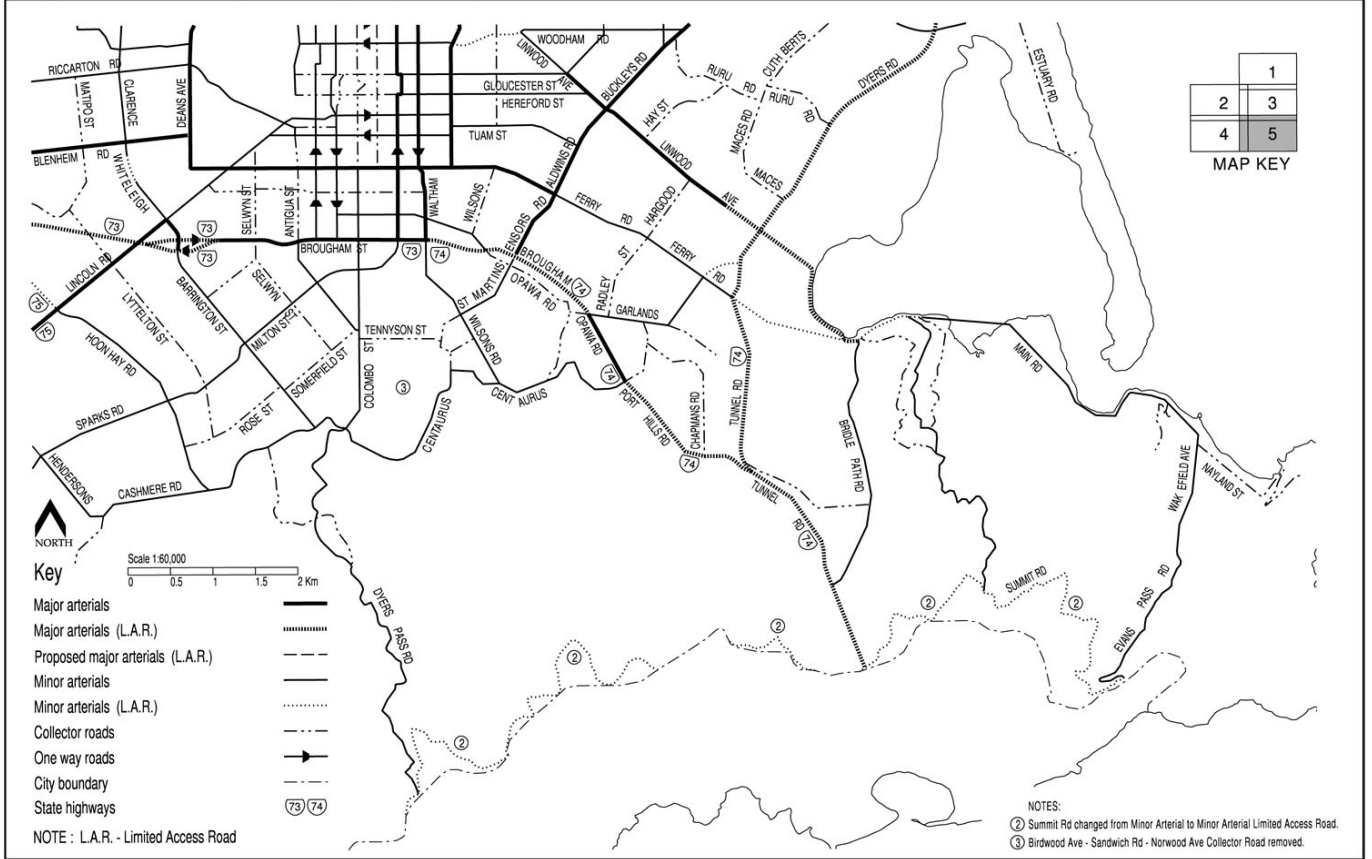


Appendix 4 - Roading hierarchy map enlargements



Roading hierarchy map enlargements

Appendix 4 - Roading hierarchy map enlargements

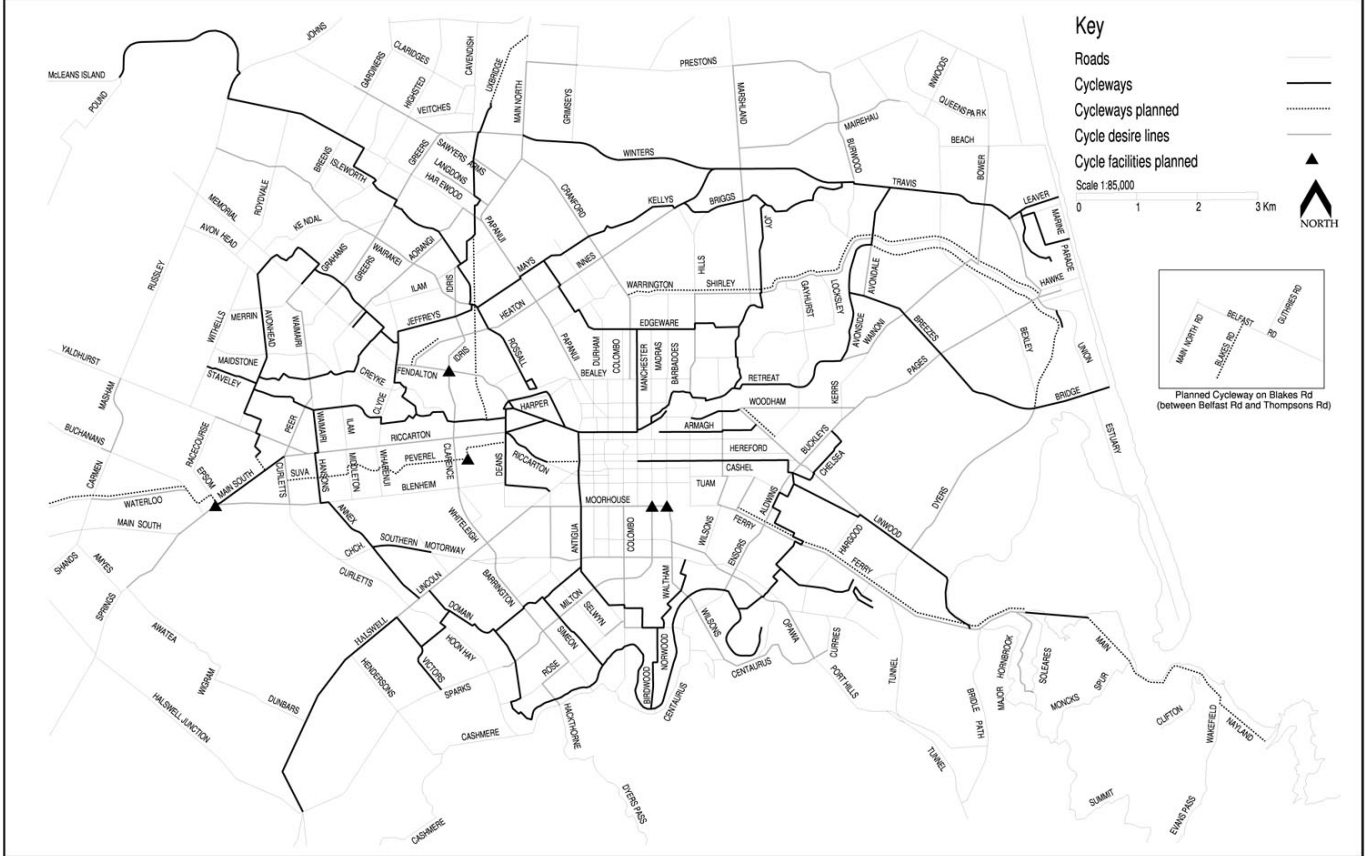


Appendix 4a - Map of cycle network

Updated 31 July 2012

This map does not apply to roads within the Central City.

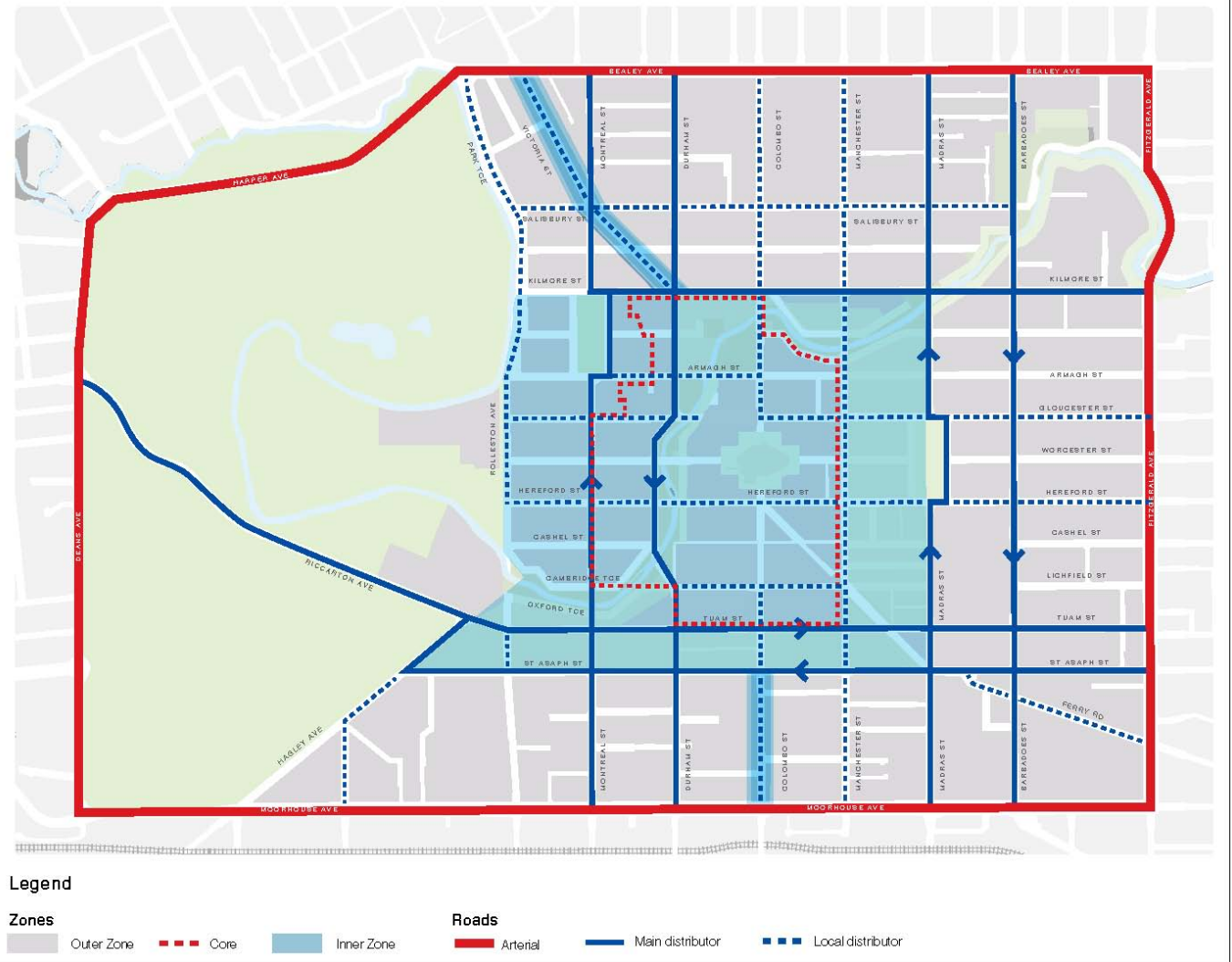
Appendix 4a - Map of cycle network



Appendix 4b - Map of Central City Road Classifications and Transport Zones

Updated 31 October 2013

Appendix 4b – Central City Road Classifications and Transport Zones



Appendix 4c - List of Road Classifications in the Central City

Updated 31 October 2013

<i>Angtigua Street (Tuam Street-St Asaph Street)</i>	<i>Local Distributor Street</i>
<i>Armagh Street (Montreal Street-Cranmer Square (east side))</i>	<i>Main Distributor Street</i>
<i>Armagh Street (Cranmer Square (east side)-Colombo Street)</i>	<i>Local Distributor Street</i>
<i>Barbadoes Street (Bealey Avenue-Moorhouse Avenue)</i>	<i>Main Distributor Street</i>
<i>Bealey Avenue (Harper Avenue-Fitzgerald Avenue)</i>	<i>Arterial Route</i>
<i>Cambridge Terrace (Gloucester Street-Cashel Street)</i>	<i>Main Distributor Street</i>
<i>Colombo Street (Bealey Avenue-Gloucester Street)</i>	<i>Local Distributor Street</i>
<i>Colombo Street (Lichfield Street-Moorhouse Avenue)</i>	<i>Local Distributor Street</i>

<i>Cranmer Square (east side) (Kilmore Street-Armagh Street)</i>	<i>Main Distributor Street</i>
<i>Deans Avenue (Harper Avenue-Moorhouse Avenue)</i>	<i>Arterial Route</i>
<i>Durham Street North (Bealey Avenue-Gloucester Street)</i>	<i>Main Distributor Street</i>
<i>Durham Street South (Cashel Street-Moorhouse Avenue)</i>	<i>Main Distributor Street</i>
<i>Ferry Road (St Asaph Street-Fitzgerald Avenue)</i>	<i>Local Distributor Street</i>
<i>Fitzgerald Avenue (Bealey Avenue-Moorhouse Avenue)</i>	<i>Arterial Route</i>
<i>Gloucester Street (Rolleston Avenue-Oxford Terrace)</i>	<i>Local Distributor Street</i>
<i>Gloucester Street (Colombo Street-Madras Street)</i>	<i>Local Distributor Street</i>
<i>Gloucester Street (Madras Street-Latimer Square (east side))</i>	<i>Main Distributor Street</i>
<i>Gloucester Street (Latimer Square (east side)-Fitzgerald Avenue)</i>	<i>Local Distributor Street</i>
<i>Hagley Avenue (Riccarton Avenue-St Asaph Street)</i>	<i>Main Distributor Street</i>
<i>Hagley Avenue (St Asaph Street-Selwyn Street)</i>	<i>Local Distributor Street</i>
<i>Harper Avenue (Deans Avenue-Bealey Avenue)</i>	<i>Arterial Route</i>
<i>Hereford Street (Rolleston Avenue-Madras Street)</i>	<i>Local Distributor Street</i>
<i>Hereford Street (Madras Street-Latimer Square (east side))</i>	<i>Main Distributor Street</i>
<i>Hereford Street (Latimer Square (east side)-Fitzgerald Avenue)</i>	<i>Local Distributor Street</i>
<i>Kilmore Street (Montreal Street-Fitzgerald Avenue)</i>	<i>Main Distributor Street</i>
<i>Latimer Square (east side)</i>	<i>Main Distributor Street</i>
<i>Madras Street (Bealey Avenue-Gloucester Street)</i>	<i>Main Distributor Street</i>
<i>Madras Street (Hereford Street-Moorhouse Avenue)</i>	<i>Main Distributor Street</i>
<i>Manchester Street (Bealey Avenue-Moorhouse Avenue)</i>	<i>Local Distributor Street</i>

Montreal Street (Bealey Avenue-Kilmore Street)	Main Distributor Street
Lichfield Street (Durham Street-Manchester Street)	Local Distributor Street
Montreal Street (Armagh Street-Moorhouse Avenue)	Main Distributor Street
Moorhouse Avenue (Deans Avenue-Fitzgerald Avenue)	Arterial Route
Park Terrace / Rolleston Avenue (Bealey Avenue-Hereford Street)	Local Distributor Street
Riccarton Avenue	Main Distributor Street
Salisbury Street (Park Terrace-Barbadoes Street)	Local Distributor Street
St Asaph Street (Hagley Avenue-Fitzgerald Avenue)	Main Distributor Street
Selwyn Street (Hagley Avenue-Moorhouse Avenue)	Local Distributor Street
Tuam Street (Hagley Avenue-Fitzgerald Avenue)	Main Distributor Street
Victoria Street	Local Distributor Street

All other Central City Roads are classified as Local Streets

Appendix 5 - List of limited access roads

Updated 14 November 2005

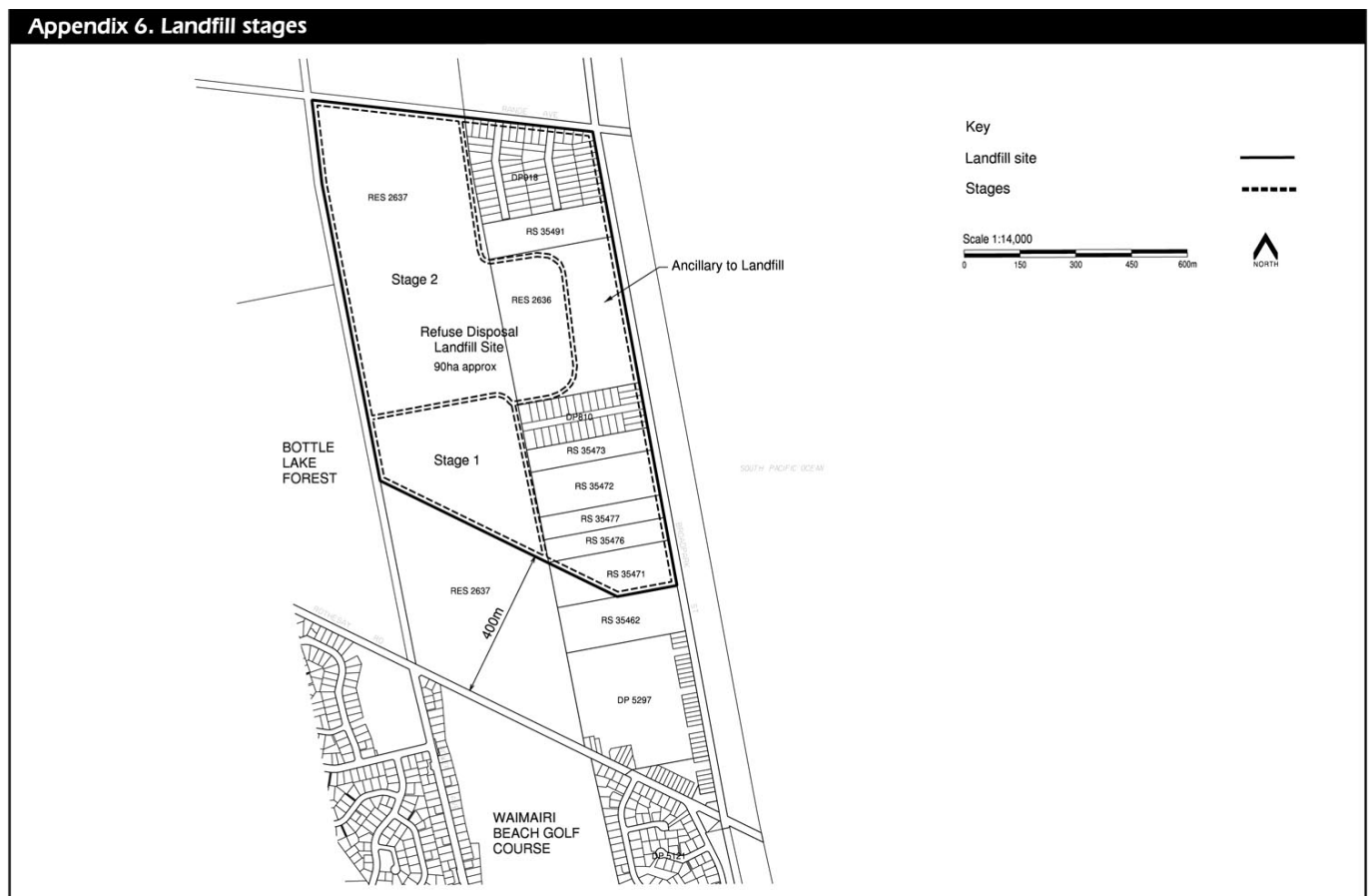
Appendix 5 - List of limited access roads		
Road name	Description	Classification
Avonside Drive	Fitzgerald Avenue to Linwood Avenue	Minor
Bexley Road (P)	Breezes Road to Brook Street	Major
Brougham Street	Waltham Road to Opawa Road	Major (SH 73)
Causeway, The (P)	McCormacks Bay Road to Beachville Road	Minor
Carmen Road	Main South Road to Masham Road	Major (SH 1)
Cranford Street	Fraser Street to north of McFaddens Road	Minor (SH 74)
Curletts Road	Halswell Road to Southern Arterial	Minor (SH 75)
Curletts Road	Southern Arterial to Blenheim Road	Major (SH 73)
Dyers Road (P)	Ferry Road to Breezes Road	Major
Ferry Road (P)	Main Road to Dyers Road	Minor
Halswell Road	Templetons Road to Tai Tapu Road (excluding built-up area)	Minor (SH 75)
Humphreys Drive (P)	Linwood Avenue to Ferry Road	Major
Innes Road	Briggs Road to Queen Elizabeth II Drive	Minor
Johns Road	Harewood Road to Main North Road (rural frontages)	Major (SH 1)

Linwood Avenue (P)	St Johns Street to Humphreys Drive	Major
Main North Road	Dickeys Road to City boundary	Minor
Main North Road	South of Englefield to Styx Mill Road	Major (SH 74)
Main Road (P)	Ferry Road to McCormacks Bay Road	Minor
Main South Road	Seymour Street to City Boundary	Major (SH 1)
Marshland Road (P)	Queen Elizabeth II Drive to Briggs Road	Minor
Masham Road	Buchanans Road to 50m south of Rosella Street	Major (SH 1)
Palinurus Road (P)	Dyers Road to Ferry Road	Minor
Port Hills Road	Curries Road to Tunnel Road	Major (SH 74)
Queen Elizabeth II Drive (P)	Main North Road to Travis Road	Major
Russley Road	Yaldhurst Road to Johns Road (rural frontages)	Major (SH 1)
Summit Road (P)	Evans Pass Road to City boundary	Minor
Tai Tapu Road	Candys Road to City Boundary	Minor (SH 75)
Travis Road (P)	Burwood Road to Frosts Road	Major
West Coast Road	Yaldhurst Road to City Boundary	Major (SH 73)
Whiteleigh Avenue	35m south of Railway to Princess Street	Minor
Woolston/Burwood (P)	Brook Street to Travis Road	Major
Yaldhurst Road	Russley Road to West Coast Road	Major (SH 73)

(P) = Proposed limited access road

Appendix 6 - Landfill stages

Updated 14 November 2005

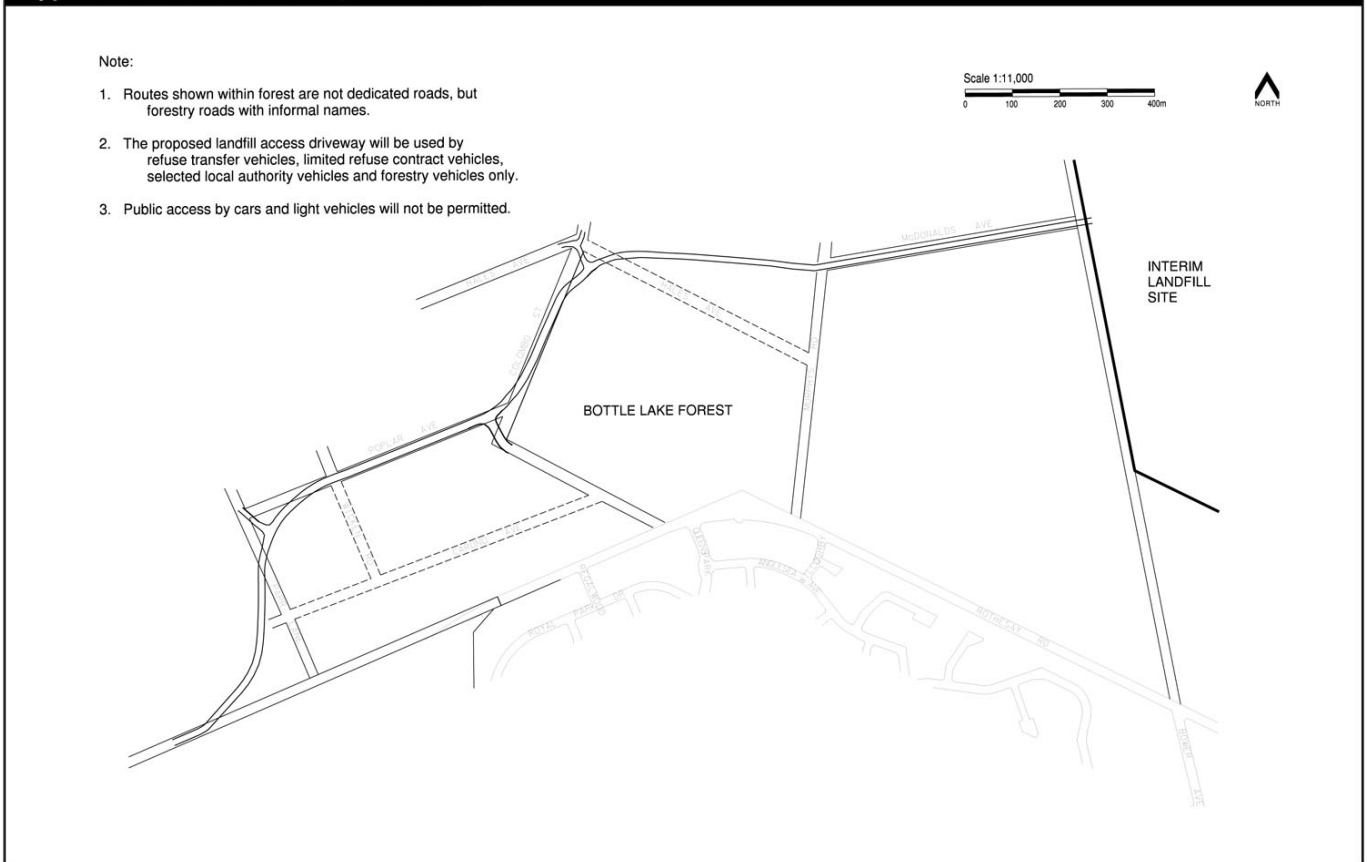


Appendix 7 - Access routes to Special Purpose (Landfill) Zone

Appendix 7 - Access routes to Special Purpose (Landfill) Zone



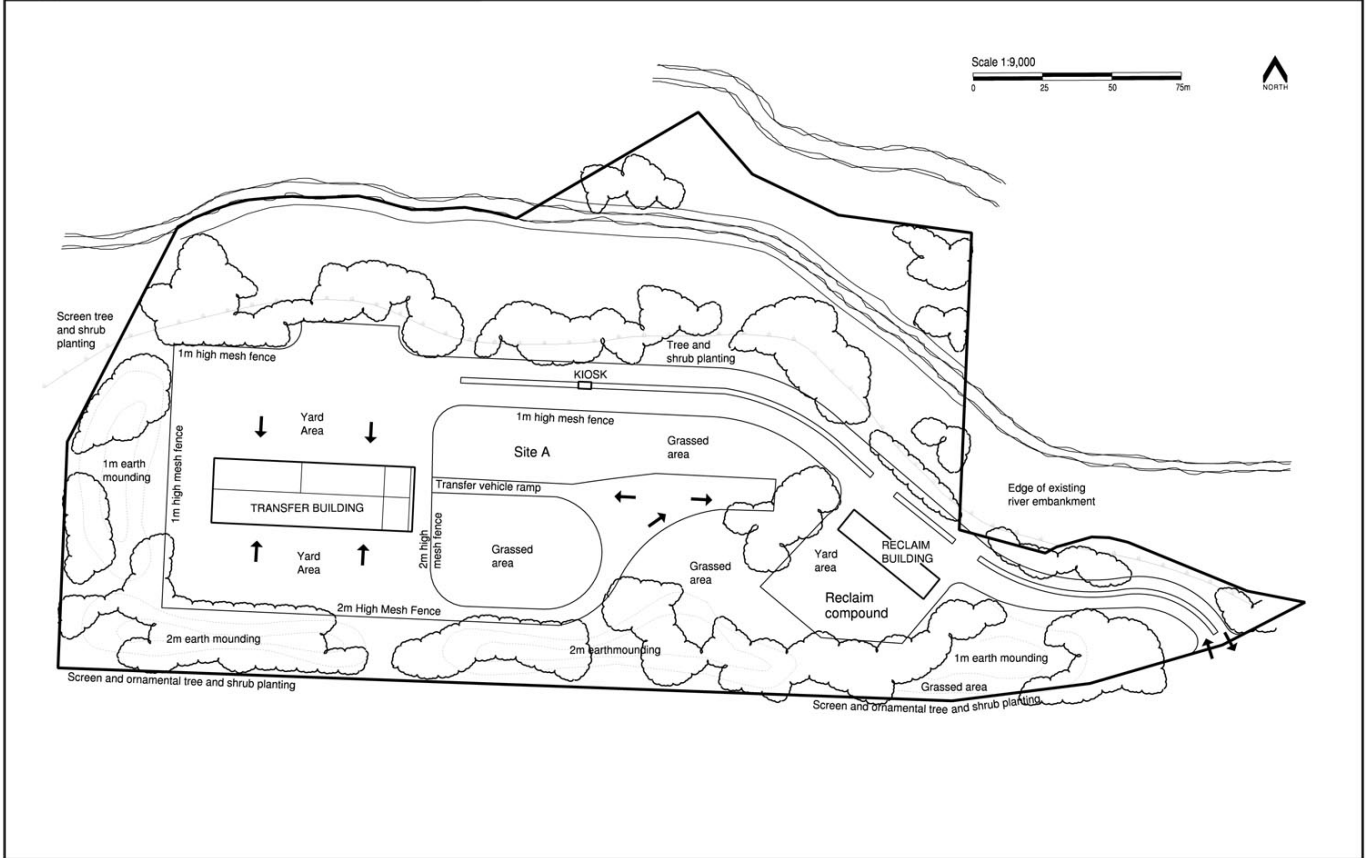
Appendix 7. Access routes to Special Purpose (Landfill) Zone (Part 8 Special Purpose Zones)



Appendix 8 - Development plan - Special Purpose (Transfer Station) Zone

Appendix 8 - Development plan - Special Purpose (Transfer Station) Zone

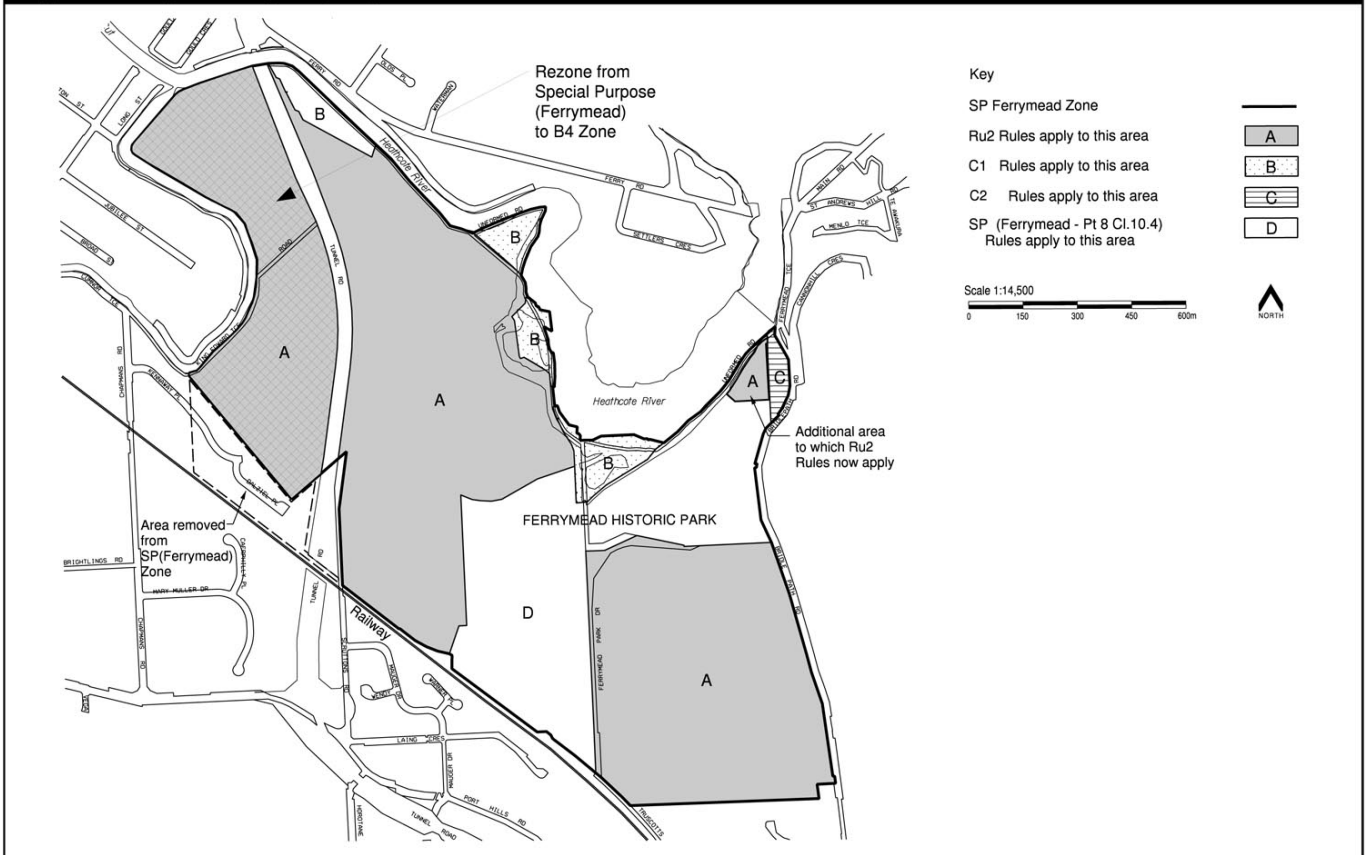
Appendix 8. Development plan - Special Purpose (Transfer Station) Zone (Part 8 Special Purpose Zones)



Appendix 9 - Special Purpose (Ferrymead) Zone

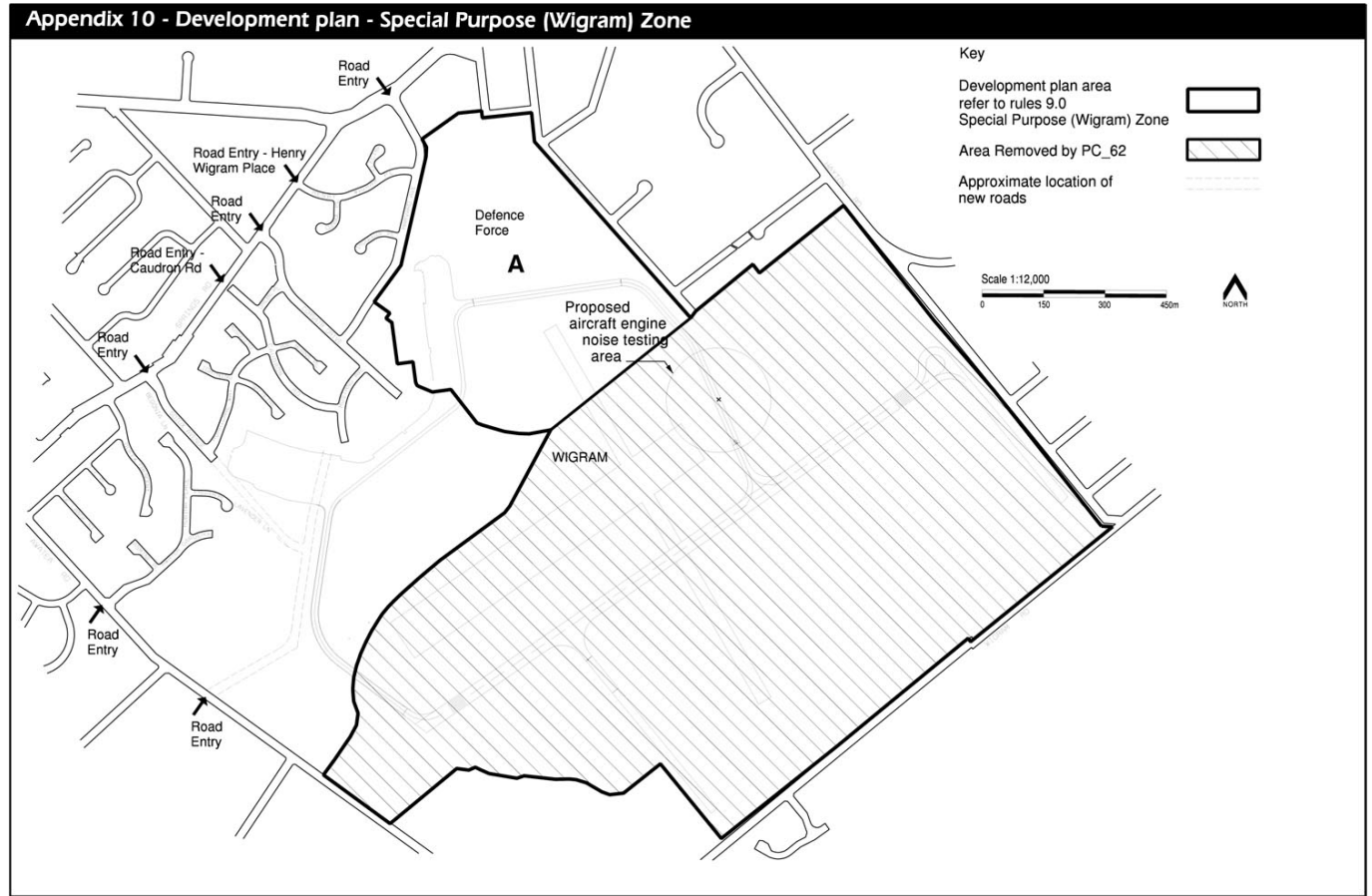
Updated 15 March 2010

Appendix 9. Special Purpose (Ferrymead) Zone



Appendix 10 - Development plan - Special Purpose (Wigram) Zone

Updated 12 September 2011



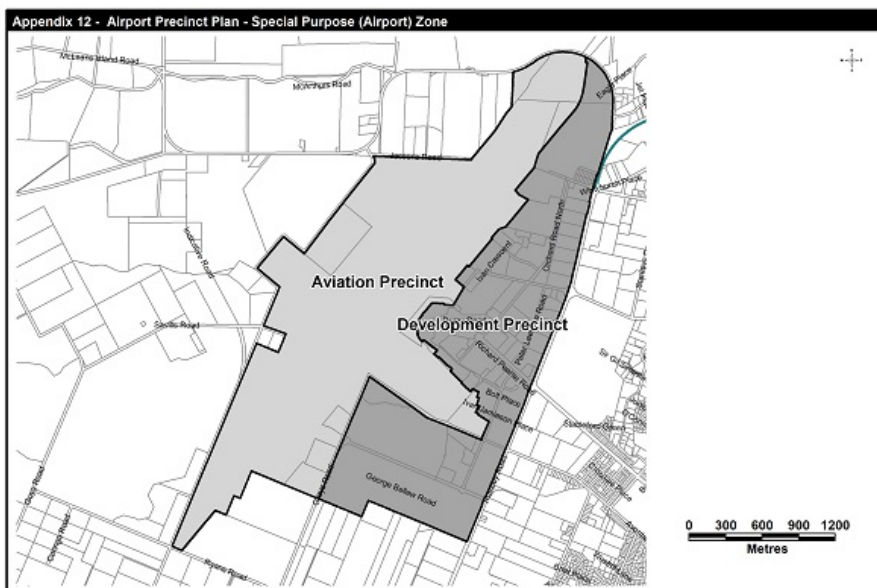
Appendix 11 - Aircraft Noise Exposure

Updated 30 September 2008

Appendix 11 - Aircraft Noise Exposure			
This appendix derives from clause 2.5.7(c) Rural Zones			
1.1 Indoor design sound levels			
Buildings located within the 55 dBA Ldn line as shown on the planning maps shall be designed to ensure the indoor sound levels stated in the table below, are not exceeded.			
Note: No new buildings subject to the provision of this appendix may be built within the 65 dBA Ldn air noise boundary.			
Indoor Design Sound Levels, Aircraft Flight Operations			
Building Type and Activity		Indoor Design and Sound Level	
		L max dBA	Ldn dBA
Residential units:	Sleeping areas	55	40
	Other habitable areas	65	50
Travellers' accommodation:	Relaxing or sleeping	55	40
	Conference meeting rooms	55	40
	Service activities	75	60

Education activities:	Libraries, study areas	55	40
	Teaching areas, assembly areas	55	40
	Workshops, gymnasia	75	60
Retail activities, retail service and offices:	Conference rooms	55	40
	Private offices	60	45
	Drafting, open offices, exhibition spaces	65	50
	Typing, data processing	70	55
	Shops, showrooms	75	60
1.2 Noise insulation calculations and verification			
(a) Consent applications must contain a report detailing the calculations showing how the required sound insulation and construction methods have been determined. Compliance with the Australian Standard AS 2021 1994 - Acoustics : Aircraft Noise Intrusion: Building Siting and Construction; will be deemed to meet the requirements of these rules.			
(b) If noise insulation and construction methods other than those described in the standard above are intended to be used, then supporting laboratory sound insulation test data must be supplied.			
(c) If required as part of the final building inspection, the sound transmission of the facade shall be tested in accordance with ISO 140 Pt6 or ASTM to demonstrate that the required facade sound insulation performance has been achieved. A test report is to be submitted. Should the facade fail to achieve the required standard then it shall be improved to the required standard and re-tested prior to occupation.			

Appendix 12 - Airport Precinct Plan - Special Purpose (Airport) Zone



Contents of this Section:

- 1.0 Zone Statements - Special Purpose Zones
 - 1.1 General description and purpose
 - 1.2 Special Purpose (Hospital) Zone
 - 1.3 Special Purpose (Airport) Zone
 - 1.4 Special Purpose (Road) Zone
 - 1.5 Special Purpose (Pedestrian Precinct) Zone
 - 1.6 Special Purpose (Rail) Zone
 - 1.7 Special Purpose (Landfill) Zone
 - 1.8 Special Purpose (Transfer Station) Zone
 - 1.9 Special Purpose (Wigram) Zone
 - 1.10 Special Purpose (Ferrymead) Zone
 - 1.11 Special Purpose (South Halswell) Zone
- 2.0 Rules - Special Purpose (Hospital) Zone
 - 2.1 Zone rules - Activities other than those defined as health facilities
 - 2.2 Categories of activities
 - 2.3 Development standards
 - 2.4 Community standards
 - 2.5 Critical standards
- 3.0 Rules - Special Purpose (Airport) Zone
 - 3.1 Categories of activities
 - 3.2 Development standards
 - 3.3 Community Standards
 - 3.4 Critical standards
- 4.0 Rules - Special Purpose (Road) Zone
 - 4.1 Other relevant legislation
 - 4.2 Status of buildings extending over the Road Zone
 - 4.3 Extent of the zone
 - 4.4 Categories of activities
 - 4.5 Development standards

4.6 Critical standards
5.0 Rules - Special Purpose (Pedestrian Precinct) Zone
5.1 Other relevant legislation
5.2 Categories of activities
5.3 Community standards
6.0 Rules - Special Purpose (Rail) Zone
6.1 Categories of activities
6.2 Development standards
7.0 Rules - Special Purpose (Landfill) Zone
7.1 Categories of activities
7.2 Critical standards
8.0 Rules - Special Purpose (Transfer Station) Zones
8.1 Categories of activities
8.2 Development standards
8.3 Critical standards
9.0 Rules - Special Purpose (Wigram) Zone
9.1 General information
9.2 Rules - All areas
9.3 Rules
10.0 Rules - Special Purpose (Ferrymead) Zone
10.1 Rules - Area A
10.2 Rules - Area B
10.3 Rules - Area C
10.4 Categories of activities - Area D (Ferrymead Historic Park)
10.5 Development standards - Area D (Ferrymead Historic Park)
10.6 Community standards - Area D (Ferrymead Historic Park)
11.0 Rules - Special Purpose (South Halswell) Zone
11.1 Rules applicable to Special Purpose (South Halswell) Zone
12.0 Assessment matters for resource consents
12.1 General
12.2 Special Purpose (Hospital) Zone
12.3 Special Purpose (Airport) Zone
12.4 Special Purpose (Road) Zone
12.5 Special Purpose (Pedestrian Precinct) Zone
12.6 Special Purpose (Rail) Zone
12.7 Special Purpose (Transfer Station) Zone
12.8 Special Purpose (Wigram) Zone
12.9 Special Purpose (Ferrymead) Zone
13.0 Reasons for rules
13.1 Special Purpose (Hospital) Zone
13.2 Special Purpose (Airport) Zone
13.3 Special Purpose (Road) Zone
13.4 Special Purpose (Pedestrian Precinct) Zone
13.5 Special Purpose (Rail) Zone
13.6 Special Purpose (Landfill) Zone
13.7 Special Purpose (Transfer Station) Zone
13.8 Special Purpose (Wigram) Zone
13.9 Special Purpose (Ferrymead) Zone
13.10 Special Purpose (South Halswell) Zone
Appendix 1 - Roads to be stopped
Appendix 2 - Roading hierarchy standards
Appendix 3 - List of classified roads (Refer also to map in Appendix 4)
Appendix 4 - Map of roading hierarchy
Appendix 4a - Map of cycle network
Appendix 4b - Map of Central City Road Classifications and Transport Zones
Appendix 4c - List of Road Classifications in the Central City
Appendix 5 - List of limited access roads
Appendix 6 - Landfill stages
Appendix 7 - Access routes to Special Purpose (Landfill) Zone
Appendix 8 - Development plan - Special Purpose (Transfer Station) Zone
Appendix 9 - Special Purpose (Ferrymead) Zone
Appendix 10 - Development plan - Special Purpose (Wigram) Zone
Appendix 11 - Aircraft Noise Exposure
Appendix 12 - Airport Precinct Plan - Special Purpose (Airport) Zone