

## DISTRICT PLAN AMENDMENTS

Note: For the purposes of these changes to give effect to the NPS-UD, any unchanged text is shown as normal text, any text proposed to be added by the plan change as notified is shown as **bold underlined** and text to be deleted as ~~**bold strikethrough**~~.

Text in **green** font identifies existing terms defined in Chapter 2 - Definitions. Where the newly added text contains a defined term, the term is shown as **bold underlined text in green**. Text in **blue** font indicates links to other provisions in the District Plan and/or external documents. These will have pop-ups and links, respectively, in the on-line Christchurch District Plan.

## Chapter 2 Definitions

### Gross floor area

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

### Pool area

in relation to calculating **loading**, ~~car~~ and cycle parking requirements in **Chapter 7** Transport for a swimming pool, means the surface area of water within a swimming pool. It excludes any associated poolside area, changing room facilities or storage areas.

### Site

means an area of land or volume of space shown on a plan with defined **boundaries**, whether legally or otherwise defined **boundaries**. It includes:

- a. an area of land which is:
  - i. comprised in a single **allotment**, or other legally defined parcel of land, and held in a single certificate of title; or
  - ii. comprised in a single **allotment** or legally defined parcel of land for which a separate certificate of title could be issued without further consent of the **Council**; beingany case the smaller land area of i. or ii.; or
- [...]
- g. for the purposes of the activity standards (but not the built form or general city-wide standards) in the **Specific Purpose (School) Zone** and **Specific Purpose (Tertiary Education) Zone**, site means all of the land used by a particular **education facility** and **tertiary education or research activity**, whether or not those parcels of land are contiguous with each other.  
~~For the purposes of car **parking space** requirements at the University of Canterbury **Specific Purpose (Tertiary Education) Zone**, **Appendix 7.5.1 (9)** applies.~~

[...]

## Chapter 6 General Rules and Procedures, 6.2 Temporary Activities, Buildings and Events

### 6.2.5 Rules - Matters of discretion

- a. When considering applications for restricted discretionary activities, the [Council](#)'s discretion to grant or decline consent, or impose conditions, is restricted to the matters over which discretion is restricted in the table in [Rule 6.2.4.1.3](#), and as set out for that matter below.

#### 6.2.5.2 Transport

- a. The extent to which the location, scale, intensity or duration of the activity and any associated [buildings](#) will adversely affect:
- i. the efficiency of the transport network;
  - ii. public safety; and
  - ~~iii. availability of parking for permanent [commercial activities](#), [community activities](#) or local residents.~~

## Sub-chapter 6.4 Temporary Earthquake Recovery Activities

### 6.4.3.2 Rules – Displaced activities and storage facilities in Group 1 Zones

#### 6.4.3.2.1 Activity status tables

##### 6.4.3.2.1.1 Permitted activities

- a. The activities listed below are permitted activities in the zones indicated if they meet the activity specific standards set out in this table and the rules in [Chapter 5 Natural Hazards](#). [...]

Activity		Activity specific standards
P1	[...]	[...]

P2	<p><u>Office, education activity, preschool, health care facilities, places of assembly</u> until the 30 April 2018, located in a <u>Residential Banks Peninsula, Residential Medium Density, Residential Suburban, or Residential Suburban Density Transition zone.</u></p>	<p>[...]</p> <p>g. The activity shall provide at least 50% of the car <u>parking spaces</u> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <u>Appendix 7.5.1</u> – Parking space requirements. Car <u>parking spaces</u> shall be designed in accordance with the standards in <u>Appendix 7.5.1</u>. Manoeuvring for <u>parking areas</u> and <u>loading areas</u> shall be provided in compliance with <u>Rule 7.4.3.4</u>. Any additional <u>vehicle access</u> shall be designed in accordance with <u>Rule 7.4.3.7</u> and shall provide <u>vehicle crossings</u> that comply with <u>Rule 7.4.3.8</u>.</p> <p>[...]</p>
P3	<p><u>Retail activity, office, guest accommodation, food and beverage outlets, entertainment activities, education activity, health care facilities, preschools, and places of assembly</u> until the 30 April 2018, located in one of the following zones - <u>Commercial Core</u> (except New Brighton); <u>Commercial Local</u> outside of the <u>Central City</u>; ; <u>Commercial Banks Peninsula</u>; <u>Commercial Retail Park</u>; <u>Industrial General</u>.</p>	<p>[...]</p> <p>g. The activity shall provide at least 25% of the car <u>parking spaces</u> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <u>Appendix 7.5.1</u> – Parking space requirements. Car <u>parking spaces</u> shall be designed in accordance with the standards in <u>Appendix 7.5.1</u>. Manoeuvring for <u>parking areas</u> and <u>loading areas</u> shall be provided in compliance with <u>Rule 7.4.3.4</u>. Any additional <u>vehicle accesses</u> shall be designed in accordance with <u>Rule 7.4.3.7</u> and shall provide <u>vehicle crossings</u> that comply with <u>Rule 7.4.3.8</u></p> <p>[...]</p>
P4	<p><u>Industrial activity</u> until the 30 April 2018, located in <u>Industrial General</u>; <u>Industrial Heavy</u> (except Springs Road) zones.</p>	<p>[...]</p> <p>g. The activity shall provide at least 25% of the car <u>parking spaces</u> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <u>Appendix 7.5.1</u> – Parking space requirements. Car <u>parking spaces</u> shall be designed in accordance with the standards in <u>Appendix 7.5.1</u>. Manoeuvring for <u>parking areas</u> and <u>loading areas</u> shall be provided in compliance with <u>Rule 7.4.3.4</u>. Any additional <u>vehicle accesses</u> shall be designed in accordance with <u>Rule 7.4.3.7</u> and shall provide</p>

		<p><a href="#">vehicle crossings</a> that comply with <a href="#">Rule 7.4.3.8</a>.</p> <p>[...]</p>
P5	<p>Storage facilities until the 30 April 2018, located in <a href="#">Commercial</a> or <a href="#">Industrial zones</a> (excluding <a href="#">Commercial Core</a> (New Brighton); <a href="#">Industrial Heavy</a> (Springs Road); <a href="#">Industrial Park</a> (Memorial Avenue) and <a href="#">Industrial Park</a> (Wairakei Road)).</p>	<p>[...]</p> <p>g. The activity shall provide at least 25% of the car <a href="#">parking spaces</a> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <a href="#">Appendix 7.5.1</a> – Parking space requirements. Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a>. Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a>. Any additional <a href="#">vehicle accesses</a> shall be designed in accordance with <a href="#">Rule 7.4.3.7</a> and shall provide <a href="#">vehicle crossings</a> that comply with <a href="#">Rule 7.4.3.8</a>.</p> <p>[...]</p>
P6	[...]	[...]
P7	<p>Two or three <a href="#">residential units</a> on a <a href="#">site</a> until the 30 April 2018, additional to that otherwise permitted in the <a href="#">District Plan</a> rules, located in a <a href="#">Residential Banks Peninsula</a>, , <a href="#">Residential Medium Density</a>, <a href="#">Residential Suburban</a>, or <a href="#">Residential Suburban Density Transition zone</a>.</p>	<p>[...]</p> <p>m. <del>One <a href="#">parking space</a> must be provided for each additional unit.</del> Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a>. Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a>.</p> <p>[...]</p>

### 6.4.3.3 Rules — Displaced activities, storage facilities and construction depots in Group 2 Zones

#### 6.4.3.3.1 Activity status tables

##### 6.4.3.3.1.1 Permitted activities

- a. The activities listed below are permitted activities if they meet the activity specific standards set out in this table and the rules in [Chapter 5](#) Natural Hazards. [...]

Activity		Activity specific standards
P1	[...]	[...]
P2	<p>a. <a href="#">Office, education activity, preschool, health care facilities, places of assembly</a> until the 30 April 2018, located in an Open Space (except Open Space Coastal), Specific Purpose (School), Specific Purpose (Tertiary Education), Rural, Papakāinga/Kāinga Nohoanga, Residential Central City, Residential Hills, Residential Large Lot, Residential New Neighbourhood, or Residential Small Settlement Zone.</p> <p>b. <a href="#">Retail activity</a> until the 30 April 2018, located in an Open Space (except Open Space Coastal), Specific Purpose (School), Specific Purpose (Tertiary Education), or Rural Zone.</p>	<p>[...]</p> <p>g. Outside of the <a href="#">Central City</a> the activity shall provide at least 50% of the car <a href="#">parking spaces</a> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <a href="#">Appendix 7.5.1</a> – Parking space requirements. Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a>. Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a>. Any additional <a href="#">vehicle access</a> shall be designed in accordance with <a href="#">Rule 7.4.3.7</a> and shall provide <a href="#">vehicle crossings</a> that comply with <a href="#">Rule 7.4.3.8</a>. Within the <a href="#">Central City</a> the activity shall comply with the relevant provisions of <a href="#">Chapter 7</a>.</p> <p>[...]</p>
P3	<a href="#">Retail activity, office, guest accommodation, food and beverage outlets, entertainment activities, education activity, health care facilities, preschools, and places of assembly</a> until the 30 April 2018, located in a Commercial Central City Business, Commercial Central City Mixed Use, Commercial	<p>[...]</p> <p>g. Outside of the <a href="#">Central City</a> the activity shall provide at least 25% of the car <a href="#">parking spaces</a> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <a href="#">Appendix 7.5.1</a> – Parking space requirements. Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a>. Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a>. Any additional <a href="#">vehicle access</a> shall be designed in accordance with <a href="#">Rule 7.4.3.7</a> and shall provide <a href="#">vehicle crossings</a> that comply with <a href="#">Rule 7.4.3.8</a>. Within the <a href="#">Central</a></p>

	Central City (South Frame) Mixed Use, Commercial Local (within the <a href="#">Central City</a> ), Specific Purpose (Lyttelton Port) or Specific Purpose (Airport) Zone.	<a href="#">City</a> the activity shall comply with the relevant provisions of <a href="#">Chapter 7</a> . [...]
P4	<a href="#">Industrial activity</a> until the 30 April 2018, located in the Specific Purpose (Airport) Zone.	[...] g. The activity shall provide at least 25% of the car <a href="#">parking spaces</a> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <a href="#">Appendix 7.5.1</a> – Parking space requirements. Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a> . Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a> . Any additional <a href="#">vehicle access</a> shall be designed in accordance with <a href="#">Rule 7.4.3.7</a> and shall provide <a href="#">vehicle crossings</a> that comply with <a href="#">Rule 7.4.3.8</a> . [...]
P5	a. Storage facilities until the 30 April 2018, located in an Open Space (excluding Coastal and the Community Park within the Central City Zones), Rural, Specific Purpose (Airport), or Specific Purpose (Flat Land Recovery) Zone. [...]	[...] g. Outside of the <a href="#">Central City</a> the activity shall provide at least 25% of the car <a href="#">parking spaces</a> required by <a href="#">Table 7.5.1.1</a> <del>and Table 7.5.1.2</del> in <a href="#">Appendix 7.5.1</a> – Parking space requirements. Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a> . Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a> . Any additional <a href="#">vehicle access</a> shall be designed in accordance with <a href="#">Rule 7.4.3.7</a> and shall provide <a href="#">vehicle crossings</a> that comply with <a href="#">Rule 7.4.3.8</a> . Within the <a href="#">Central City</a> the activity shall comply with the relevant provisions of <a href="#">Chapter 7</a> . h. The activity shall comply with <a href="#">Rule 7.4.3.10</a> High trip generators. [...]
P6	[...]	[...]
P7	Two or three <a href="#">residential units</a> on a <a href="#">site</a> until the 30 April 2018, additional to that otherwise permitted in the <a href="#">District Plan</a> rules, located in an Open Space (excluding Coastal), Residential Central City, Residential Hills, Residential Large Lot, Residential New Neighbourhood, Specific Purpose (School), Specific	[...] m. <del>One parking space must be provided for each additional unit.</del> Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a> . Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a> . [...]

	Purpose (Tertiary Education) Zone	
<b>P8</b>	[...]	[...]
<b>P9</b>	<a href="#">Education activity</a> and or <a href="#">tertiary education and research activity</a> , until the 30th April 2022, located in Specific Purpose (Tertiary Education) Zone outside of the <a href="#">Central City</a>	<p>[...]</p> <p>g. The activity shall provide at least 50% of the car <a href="#">parking spaces</a> required by Table 7.5.1.1 <del>and Table 7.5.1.2</del> in <a href="#">Appendix 7.5.1</a> - Parking space requirements. Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a>. Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with Rule 7.4.3.4. Any additional <a href="#">vehicle access</a> shall be designed in accordance with <a href="#">Rule 7.4.3.7</a> and shall provide <a href="#">vehicle crossing</a> that comply with <a href="#">Rule 7.4.3.8</a>.</p> <p>[...]</p>
<b>P10</b>	Construction depots until 30th April 2018, located in the Specific Purpose (Flat Land Recovery) Zone	<p>[...]</p> <p>g. The activity shall provide at least 25% of the car <a href="#">parking spaces</a> required by Table 7.5.1.1 and Table 7.5.1.2 in <a href="#">Appendix 7.5.1</a> – Parking space requirements. Car <a href="#">parking spaces</a> shall be designed in accordance with the standards in <a href="#">Appendix 7.5.1</a>. Manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided in compliance with <a href="#">Rule 7.4.3.4</a>. Any additional <a href="#">vehicle access</a> shall be designed in accordance with <a href="#">Rule 7.4.3.7</a> and shall provide <a href="#">vehicle crossings</a> that comply with <a href="#">Rule 7.4.3.8</a>.</p> <p>h. The activity shall comply with <a href="#">Rule 7.4.3.10</a> High trip generators.</p> <p>[...]</p>

## 6.4.5 Rules - Workers' Temporary Accommodation

### 6.4.5.1 General Rules for Workers' Temporary Accommodation

- a. These rules apply to activities specified in the Activity Status Tables in [Rule 6.4.5.2](#).
  - b. The rules that apply to the activities specified in [Rule 6.4.5](#) are:
    - i. the Activity Specific Standards in [Rule 6.4.5.2](#)
    - ii. the rules in [Chapter 5](#) Natural Hazards, and [Chapter 4](#) Hazardous substances and Contaminated land.
  - c. [Section 6.4.5](#) of the [District Plan](#) shall cease to have effect on 31<sup>st</sup> December 2022.
- [...]

## 6.4.5.2 Activity Status Tables

### 6.4.5.2.1 Permitted Activities

- a. The activities listed below are permitted activities in the zones indicated if they meet the activity specific standards set out in this table. [...]

Activity		Activity specific standards
P1	[...]	[...]
P2	[...]	[...]
P3	Erection and use of temporary or <a href="#">relocatable buildings</a> , including <a href="#">multi-unit residential complexes</a> for workers' temporary accommodation until 31 December 2022, on that part of 25 Deans Avenue (Pt RS 9,9,9) identified in <a href="#">Appendix 6.11.1</a> as the Workers Temporary Accommodation Site	<p>[...]</p> <p>d. <del>Car parking shall be provided at a minimum rate of one parking space per four beds.</del> Where the total number of car <a href="#">parking spaces</a> being provided is 1-20, 1 car <a href="#">parking space</a> must be for people with disabilities. Where the total number of car <a href="#">parking spaces</a> being provided is 21-50, 2 car <a href="#">parking spaces</a> must be for people with disabilities.</p> <p>e. Car parking shall be designed so that;</p> <ol style="list-style-type: none"> <li>all car <a href="#">parking spaces</a> and aisle widths are laid out in accordance with <a href="#">Appendix 7.5.1</a>(Parking space requirements) Table 7.5.1.3 and Figure 7.5.1 (as they relate to long term parking);</li> <li>critical <a href="#">manoeuvring areas</a> such as aisles in or between major structures, or changes in grade, are designed to accommodate the 99 percentile design vehicle as set out in <a href="#">Appendix 7.5.5</a> (99 percentile design vehicle);</li> <li>all other <a href="#">manoeuvring areas</a> are designed to accommodate the 85 percentile design motor car as set out in <a href="#">Appendix 7.5.4</a> (85 percentile design motor car);</li> <li><a href="#">parking spaces</a> for people with disabilities shall be provided at the closest possible point to the <a href="#">accessible</a> entrance to the activity, and the most direct route from the disability car <a href="#">parking spaces</a> to the activity shall be <a href="#">accessible</a> for mobility impaired persons. The <a href="#">parking spaces</a> shall be clearly signed;</li> </ol>

		<p>v. On-site manoeuvring for <a href="#">parking areas</a> and <a href="#">loading areas</a> shall be provided to ensure that a vehicle can manoeuvre in a forward gear onto or off the <a href="#">site</a> in relation to <a href="#">access</a> onto Deans Avenue.</p> <p>f. The activity shall have only one <a href="#">vehicle access</a> to Deans Avenue adjacent to the southern <a href="#">boundary</a> of the workers temporary accommodation <a href="#">site</a> in the location indicated in <a href="#">Appendix 6.11.1</a>. The <a href="#">vehicle crossing</a> shall be constructed from the property <a href="#">boundary</a> to the edge of the <a href="#">carriageway</a> and shall;</p> <p>i. be provided in accordance with <a href="#">Appendix 7.5.7</a> (Access design and gradient);</p> <p>ii. have <a href="#">queuing spaces</a> provided in accordance with <a href="#">Appendix 7.5.8</a> (Queuing spaces);</p> <p>iii. have either an audio and visual method of warning pedestrians of the presence of vehicles or a <a href="#">visibility splay</a> in accordance with <a href="#">Appendix 7.5.9</a> (Visibility splay).</p> <p>[...]</p>
<b>P4</b>	[...]	[...]

#### 6.4.5.2.2 Controlled Activities

- a. The activities listed below are Controlled Activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the Matters of Control set out in the following table.

Activity		The <a href="#">Council's</a> control shall be limited to the following Matters:
<b>C1</b>	<p>Erection and use of temporary or <a href="#">relocatable buildings</a>, including <a href="#">multi-unit residential complexes</a>, for workers' temporary accommodation until 31 December 2022 located in:</p> <ol style="list-style-type: none"> <li>a. Residential Central City, Residential Suburban Density Transition or Residential Medium Density Zone;</li> <li>b. Commercial Zone outside of the <a href="#">Central City</a>;</li> </ol>	<ol style="list-style-type: none"> <li>a. <a href="#">Site</a> layout and <a href="#">building</a> design;</li> <li>b. The decommissioning strategy and its implementation;</li> <li>c. Nature of on-<a href="#">site</a> management;</li> <li>d. Car parking;</li> <li>e. <a href="#">Financial contributions</a> (if applicable under the <a href="#">District Plan</a>); and</li> <li>f. Monitoring.</li> </ol>

	<p>c. Residential Guest Accommodation Zone outside of the Central City where:</p> <p>d. no more than 20 people are accommodated on any one <a href="#">site</a>;</p> <p>e. temporary buildings comply with all built form standards in the relevant zone with respect to <a href="#">setbacks</a>, recession planes and maximum <a href="#">building height</a>;</p> <p><del>f. on-site car parking is provided at a minimum of one <a href="#">parking space</a> per four beds;</del></p> <p><b>[consequential renumbering]</b></p> <p>[...]</p>	
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#### 6.4.5.2.3 Restricted Discretionary Activities

- a. Activities listed below are Restricted Discretionary Activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in the following table.

Activity		The <a href="#">Council</a> 's discretion shall be limited to the following Matters:
<b>RD1</b>	[...]	[...]
<b>RD2</b>	<p>Worker's temporary accommodation until 31 December 2022 through use or conversion of a permanent <a href="#">building</a> that is not specified in RD1, provided that any such accommodation:</p> <p>a. is not located in:</p> <ol style="list-style-type: none"> <li>i. an Industrial Heavy Zone;</li> <li>ii. a Rural Zone;</li> <li>iii. a Residential Large Lot Zone;</li> <li>iv. an Open Space Natural Zone;</li> <li>v. an Open Space Metropolitan Facilities Zone;</li> <li>vi. the Specific Purpose (Airport) Zone;</li> <li>vii. the Specific Purpose (Styx Mill</li> </ol>	<ol style="list-style-type: none"> <li>a. Location suitability;</li> <li>b. Period for which the <a href="#">building</a> will be used for workers' temporary accommodation;</li> <li>c. Nature of the permanent use and the effects of the <a href="#">site</a> or <a href="#">building</a> not being available for that permanent use;</li> <li>d. Nature of on-site management;</li> <li>e. The Change of Use strategy and its implementation;</li> <li>f. Car parking and transport network effects;</li> <li>g. <a href="#">Financial contributions</a> (if otherwise applicable under the <a href="#">District Plan</a>); and</li> <li>h. Monitoring.</li> </ol>

	<p>Transfer Station) Zone; or</p> <p>viii. the Specific Purpose (Lyttelton Port) Zone .</p> <p>b. complies with all relevant <a href="#">District Plan</a> requirements or resource consent conditions for its permanent use;</p> <p>c. provides on-site management including:</p> <ul style="list-style-type: none"> <li>i. a live-in manager on <a href="#">site</a>, or a nominated occupant where no more than 4 people are accommodated;</li> <li>ii. security services; and</li> <li>iii. on-site rules and policies.</li> </ul> <p><del>d. provides car parking at a minimum of one <a href="#">parking space</a> per four beds.</del></p> <p><b><u>[consequential renumbering]</u></b> [...]</p>	
RD3	[...]	[...]
RD4	<p>Erection and use of a single temporary or <a href="#">relocatable building</a> on a <a href="#">site</a>, for workers' temporary accommodation until 31 December 2022 accommodating no more than 4 people living as a single household unit with shared facilities, located in any zone; except as provided for by <a href="#">P4</a> and <a href="#">C1</a>; and provided that:</p> <ul style="list-style-type: none"> <li>a. the <a href="#">building</a> does not result in an existing activity on the <a href="#">site</a> failing to comply or increasing the degree of non-compliance with the <a href="#">District Plan</a> or any resource consent with respect to any rules except <a href="#">site</a> density;</li> <li>b. <a href="#">buildings</a> comply with the built form standards for the relevant zone with respect to <a href="#">setbacks</a>, recession planes and maximum <a href="#">building height</a>;</li> <li><del>c. on site car parking is provided at a minimum of one <a href="#">parking space</a> per four beds;</del></li> </ul> <p><b><u>[consequential renumbering]</u></b> [...]</p>	<ul style="list-style-type: none"> <li>a. Location suitability;</li> <li>b. <a href="#">Building</a> design;</li> <li>c. The decommissioning strategy and its implementation;</li> <li>d. Nature of on-<a href="#">site</a> management;</li> <li>e. Car parking;</li> <li>f. <a href="#">Financial contributions</a> (if otherwise applicable under the <a href="#">District Plan</a>);</li> <li>g. Monitoring; and</li> <li>h. <a href="#">Site</a> layout where located within the <a href="#">Central City</a>.</li> </ul>
RD5	[...]	[...]

## Sub-chapter 6.5 Scheduled Activities

### 6.5.4 Rules

#### 6.5.4.1 Activity status tables

##### 6.5.4.1.1 Permitted activities

- a. On the [sites](#) identified in [Rule 6.5.6](#) Schedule of activities, the scheduled activities listed for each [site](#) in [Rule 6.5.6](#) are permitted activities if they meet the relevant activity specific standards set out in the following table and the built form standards in [Rule 6.5.4.2](#). [...]

Activity		Activity specific standards
	[...]	[...]
P5	Scheduled <a href="#">cultural activities</a>	<p>There shall be no more than one <a href="#">residential unit</a> on any <a href="#">site</a> and it shall be for caretaker and site-management purposes only.</p> <p><del>For Ferrymead Heritage Park only:</del></p> <p><del>Car parking shall be provided in accordance with the requirements for <a href="#">reserves</a> in <a href="#">Table 7.5.1.1</a>, unless <a href="#">Rule 7.4.3.10</a> (High trip generators) applies to any new activity on the <a href="#">site</a>.</del></p>
	[...]	[...]

##### 6.5.4.1.3 Restricted discretionary activities

- a. The activities listed below are restricted discretionary activities.
- b. Discretion to grant or decline consent and impose conditions is restricted to the matters of discretion set out in [Rule 6.5.5](#), as set out in the following table.

Activity		The <a href="#">Council</a> 's discretion shall be limited to the following matters:
	[...]	[...]
RD9	<del>Any activity listed in <a href="#">Rule 6.5.4.1.1</a> P5 that does not meet activity specific standard b.</del>	<del>b. Minimum number of parking spaces required <a href="#">Rule 7.4.4.1</a></del>

## Appendix 6.11.2 Workers' Temporary Accommodation – Design Guide

### 1.3 Guidelines for site layout and building design

[...]

Site layout and building design considerations	Examples of good practice.
<p>Consideration 6: <b>Parking and access</b></p> <p>a. Providing appropriate <b>parking and access</b> contributes to meeting the needs of occupants while also avoiding or mitigating effects on the streetscape. <b>Parking needs will depend on the characteristics of the occupants and the transport services provided.</b></p>	<p>1. Key measures</p> <p><del>a. Where communal transport services are provided or public transport will be used between the accommodation site and work site, a minimum of one parking space per four occupants should be provided. Where no transport services are provided, the District Plan parking requirements provide relevant guidance.</del></p> <p><u>[consequential renumbering]</u></p> <p>[...]</p>

[...]

## Chapter 7 Transport – Separate document

## Chapter 8 Subdivision. Development and Earthworks

### 8.6 Activity standards

#### 8.6.13 Neighbourhood plan – Meadowlands Exemplar Overlay (North Halswell)

[...]

b. Context and [Site](#) Analysis

- i. Details the key existing elements and influences in the vicinity of the proposed development and explains the relationship of the comprehensive subdivision consent and land use consent application area to the surrounding area.

- ii. The [Context and Site Analysis](#) is required to include:

[...]

- C. [subdivision](#) pattern, internal access and block layout;
- D. existing and potential vehicle, pedestrian and cyclist access points (including natural desire lines), [any parking areas](#) and potential connections through the [site](#);
- E. [public open space](#) and [publicly accessible space](#);

[...]

### 8.7 Rules as to matters of control - subdivision

#### 8.7.2 Conversion of tenure, alteration of cross leases, company leases and unit titles

- a. Whether each title or leased area has [vehicle access](#), and whether there is any decrease in formed width, ~~[parking areas](#)~~[spaces and size](#), or manoeuvring areas which materially compromises function or safety.
- b. Whether each title or leased area has access to services.
- c. Whether any title or leased area would be reduced in area or dimension in a manner which might result in a more than minor reduction in functionality in relation to [outdoor living space](#), [outdoor service space](#) or [outdoor storage area](#).

[...]

#### 8.7.4 General matters

##### 8.7.4.1 Subdivision design

[...]

- n. In the Residential New Neighbourhood Zone, the means of achieving overall [outline development plan](#) densities as required by [Policy 8.2.2.8](#), including the adequacy of any legal mechanism proposed to give effect to a density transfer or density staging proposal.
- o. Outside the [Central City](#), where the [allotment](#) is to be used for residential purposes, whether the application supports the provision of residential [allotments](#) which would allow garaging and parking, **where provided**, to be secondary to [habitable spaces](#) both with respect to size and expression of form, and which are able to be incorporated into the overall [building](#) design especially when accessed directly from the street.
- p. Whether fire safety requirements are met in relation to the conversion of existing [residential units](#) into multiple [residential units](#).

[...]

##### 8.7.4.4 Transport networks

[...]

- e. Any works or upgrades to the [Council's road](#) network required, including in relation to any network [utility](#), state highway or rail line.
- f. In the case of multiple [site subdivision](#) where parking is provided as a common facility, whether that [parking area](#) has appropriate [access](#) to a [formed road](#) and has an appropriate layout ~~and number of parking spaces~~.
- g. For the Industrial General Zone (Stanleys Road) and Industrial Park Zone (Tait Campus): the extent of the developer's contribution to the costs of Wairakei/Wooldridge Roads intersection upgrading will be agreed with the [Council](#) in accordance with the [Council Development Contribution Policy](#), which may include a Private Developer Agreement.

[...]

## 8.8 Rules as to matters of discretion – subdivision

### 8.8.9 Additional matters – Residential New Neighbourhood Zone

#### 8.8.9.2 Subdivision design (including provision for a range of housing types)

[...]

- d. Whether the subdivision locates larger allotments on corner sites to provide for larger scale building typologies to assist neighbourhood legibility.
- e. Whether the subdivision has dimensions and orientation which will provide for efficient vehicle access and, **where provided**, parking that is safe for pedestrians and cyclists, and that does not compromise the quality of current or future public or private space.
- f. Whether the subdivision provides allotments that retain the central areas of blocks for open space or shared vehicle accesses.

[...]

#### 8.8.10 Conversion of tenure, alteration of cross leases, company leases and unit titles

- a. Whether each title or leased area has vehicle access, and whether there is any decrease in formed width, parking areas~~spaces and size~~, or manoeuvring areas which materially compromises function or safety.
- b. Whether each title or leased area has access to services.
- c. Whether any title or leased area would be reduced in area or dimension in a manner which might result in a more than minor reduction in functionality in relation to outdoor living space, outdoor service space or outdoor storage area.

[...]

## 8.8.15 Residential New Neighbourhood (North Halswell) Zone – (Meadowlands Exemplar Overlay)

### 8.8.15.1 Place making, context, and heritage

- a. Whether the [subdivision](#), [site](#) and [building](#) design and [allotment](#) layout:
- [...]
- vi. responds to, and complements the design and layout of adjacent blocks, streets and open spaces;
  - vii. has dimensions and an orientation which provide for efficient [vehicle access](#) and, **where provided**, parking, including [garage](#) spaces, that is safe for pedestrians and cyclists, and does not compromise the quality of current or future public or private space;
  - viii. promotes [building](#) typologies that protect the privacy and outlook of adjacent [sites](#);
- [...]

### 8.8.15.2 Building typology, mix, and location

- [...]
- f. Whether an appropriate [building](#) typology is located on an appropriate [site](#) to achieve a balance of open space to [buildings](#) across the block and on the [site](#) and which provides for:
- i. tree and garden planting;
  - ii. pedestrian and [vehicle access](#);
  - iii. a high level of visual interaction between the [building](#) and street or other public space;
  - iv. single level typologies on larger [sites](#) and smaller houses on smaller [sites](#); and
  - v. minimisation of [building](#) footprint and hard surfaces.
- g. Whether [garages](#) and parking, **where provided**, are secondary to [habitable spaces](#), both with respect to size and expression of form, and are incorporated into the overall [site](#) and [building](#) design especially when accessed off streets.

#### Appendix 9.3.7.4

[...]

Chapter	Zone	Activity		Type of Exemption
Chapter 7 Transport	All zones outside the Specific Purpose (Lyttelton Port) Zone	<a href="#">7.4.2.1</a> P1	Minimum number <del>and dimensions of</del> <b>car parks of mobility parking spaces</b> required	Parking and <a href="#">Loading</a>
Chapter 7 Transport	All zones outside the Specific Purpose (Lyttelton Port) Zone	<a href="#">7.4.2.1</a> P1	Car parking maximum area	Car parking
Chapter 7 Transport	All zones outside the Specific Purpose (Lyttelton Port) Zone	<a href="#">7.4.2.1</a> P1	Car parking dimensions	Car parking

[...]

## Chapter 13 Specific Purpose Zones, 13.1 Specific Purpose (Defence Wigram) Zone

### 13.1.4.2 Built form standards

#### ~~13.1.4.2.1 Parking provision~~

- ~~a. Off street parking shall be provided for any temporary activity in this zone, to be assessed at the rate of 1 car space per 3 visitors anticipated to be in attendance during any such events. Such parking is not required to be sealed and formed.~~

[consequential renumbering of built form standards, and any linked numbering]

[...]

### 13.1.5 Rules – Matters of discretion

#### 13.1.5.1 Parking provision

- a. The extent to which ~~any~~the proposed parking is related to a temporary activity or an on-going activity.
- b. Whether informal car parking, where provided, is safe, and accessible ~~and within easy walking distance~~.

#### 13.1.5.2 Height, street scene, separation from neighbours, and sunlight and outlook for neighbours

- a. The extent of overshadowing and impact on the outdoor living spaces and main living areas of residential buildings, and/or activities undertaken within the space affected.
- b. The visual impact on adjoining activities, taking into account the outlook from adjacent sites, roads, and public open space in the surrounding area.
- c. The effect on privacy of an adjoining site.
- d. The extent and quality of any landscaping.
- e. The scale, length and size of walls, and appearance of buildings and the effect on amenity values.
- f. The mitigating effect of any landscaping and trees proposed on the boundary of the site.
- g. The function or use to which the building is to be put and whether this dictates particular locational requirements.
- h. The extent to which there would be increased noise intrusion as a result of a reduced setback.
- i. The ability to provide adequate vehicle manoeuvring, loading or, where provided, parking areas.

[...]

## Sub-chapter 13.10 Specific Purpose (Ruapuna Motorsport) Zone

### 13.10.4.2 Activity status tables – Ruapuna Motorsport Activities

#### 13.10.4.2.1 Permitted activities

[...]

Activity		Activity specific standards
	[...]	[...]
P17	<a href="#">Emergency service facilities ancillary</a> to permitted activities in this table.	Nil
P18	<a href="#">Parking areas</a> for motorised sports events	<del>a. — Parking shall be provided at the rate shown in row 1 of Chapter 7 Transport Appendix 7.5.1 <a href="#">Parking space requirements</a>.</del> Nil
P19	[...]	[...]

[...]

## Sub-chapter 13.13 Specific Purpose (Ngā Hau e Whā) Zone

### 13.13.5 Rules – Matters of discretion

#### 13.13.5.4 Traffic generation and access

- The extent to which the traffic generated is appropriate to the character, amenity, safety and efficient functioning of the [access](#) and [road](#) network in the area.
- The ability to mitigate any adverse effects of the additional traffic generation.
- The location of the proposed [access](#) points in terms of [road](#) and [intersection](#) efficiency and safety, including availability or otherwise of space on the [road](#) for safe right hand turning into the [site](#).
- Any significant increase in glare from headlights.
- ~~e. — Any marked reduction in the availability of on-street parking.~~

## Chapter 14 Residential

### 14.15 Rules – Matters of control and discretion

#### 14.15.1 Residential design principles

- a. New developments shall be assessed against the seven residential design principles c.-i. set out below. Each residential design principle is accompanied by relevant considerations which are a guide to applicants and consent officers when considering an application against the residential design principles themselves.

[...]

g. **Access, parking and servicing**

- i. Whether the development provides for good access and integration of space for parking and servicing.
- ii. The relevant considerations are the extent to which the development:
- A. integrates access in a way that is safe for all users, and offers convenient access for pedestrians to the street, any nearby parks or other public recreation spaces;
  - B. provides for [parking areas](#) and [garages, where provided](#), in a way that does not dominate the development, particularly when viewed from the street or other [public open spaces](#); and
  - C. provides for suitable storage and service spaces which are conveniently [accessible](#), safe and/or secure, and located and/or designed to minimise adverse effects on occupants, neighbours and public spaces.

[...]

#### 14.15.6 Traffic generation and access safety

- a. Whether the traffic generated is appropriate to the residential character, amenity, safety and efficient functioning of the [access](#) and [road](#) network taking into account:
- i. in the case of effects on residential character and amenity:
- A. any adverse effects in terms of noise and vibration from vehicles entering and leaving the [site](#) or [adjoining road](#), and their incompatibility with the noise levels acceptable in the respective living environments;
  - B. any adverse effects in terms of glare from headlights of vehicles entering and leaving the [site](#) or [adjoining road](#) on residents or occupants of [adjoining residential sites](#);
  - ~~C. any reduction in the availability of on-street parking for residents, occupants or visitors to [adjoining residential sites](#) to the point that it becomes a nuisance;~~
  - ~~D.C.~~ any adverse effects in terms of fumes from vehicles entering or leaving the site, on residents or occupiers of adjoining residential sites; and

- ~~E.D.~~ the ability to mitigate any adverse effects of the additional traffic generation such as through the location and design of vehicle crossings, parking areas and loading areas or through the provision of screening and other factors that will reduce the effect of the additional traffic generation, such as infrequency of the activity, or limited total time over which the traffic movements occur; and
- ii. in the case of the safe and efficient functioning of the [road](#) network:
  - A. any cumulative effect of traffic generation from the activity in conjunction with traffic generation from other activities in the vicinity;
  - B. adverse effects of the proposed traffic generation on activities in the surrounding living environment;
  - C. consistency of levels of traffic congestion or reduction in levels of traffic safety with the classification of the [adjoining road](#);
  - D. the variance in the rate of [vehicle movements](#) throughout the week and coincidence of peak times with peak traffic movements on the wider network; and
  - E. the location of the proposed [access](#) points in terms of [road](#) and intersection efficiency and safety, and the adequacy of existing or alternative [access](#) points.

#### 14.15.9 Retirement villages

- a. Whether the developments, while bringing change to existing environments, is appropriate to its context taking into account:
    - i. engagement with, and contribution to, adjacent streets and [public open spaces](#), with regard to:  
[...]
    - ii. integration of [access](#), [parking areas](#) and [garages](#), **where provided**, in a way that is safe for pedestrians and cyclists, and that does not visually dominate the development, particularly when viewed from the street or other public spaces;
    - iii. retention or response to existing character [buildings](#) or established landscape features on the [site](#), particularly mature trees, which contribute to the amenity of the area;
- [...]

#### 14.15.10 Use of site and buildings – Prestons Road Retirement Village Overlay

- a. Whether the use of [site](#) and [buildings](#) is appropriate taking into account:
  - i. enhancement of services of value to the [older person's](#) housing complex, or assistance in retaining the viability of the complex;

- ii. the likely effect of any additional activities on traffic generation, and the safety and efficiency of traffic movement within the [older person's](#) housing complex and the wider [road](#) network; and
- iii. the effect of additional activities on residential amenities in the vicinity, particularly noise, traffic safety, ~~parking congestion~~ and visual amenity.

#### **14.15.17 Street scene – road boundary setback, fencing and planting**

- a. The extent to which the proposed [building](#) will detract from the coherence, openness and attractiveness of the [site](#) as viewed from the street.
- b. The ability to provide adequate opportunity for garden and tree planting in the vicinity of [road boundaries](#).
- c. The ability to provide passive surveillance of the street.
- d. The extent to which the breach is necessary to enable more efficient, cost effective and/or practical use of the remainder of the [site](#), or the long term protection of [Sites of Ngāi Tahu Cultural Significance](#) identified in [Schedule 9.5.6.1](#), significant trees listed in [Appendix 9.4.7.1](#), or natural features on the [site](#).
- e. For fencing, whether solid fencing is appropriate to provide acoustic insulation of [living spaces](#) where the [road](#) carries high volumes of traffic.
- f. The ability to provide adequate [parking areas](#) and [manoeuvring areas](#) for vehicles clear of the road or shared [access](#) to ensure traffic and pedestrian safety.
- g. The effectiveness of other factors in the surrounding environment in reducing the adverse effects.
- h. Where the [site](#) is within the Akaroa Heritage Area, the matters set out in Rule [9.3.6.3](#).

## Chapter 17 Rural

### 17.11 Rules – Matters of discretion

#### 17.11.2 Matters of discretion for activity specific standards

##### 17.11.2.2 Minor residential unit

- a. Whether the minor residential unit would remain ancillary to the primary residential unit and maintain rural character taking into account:
  - i. the scale and location of the minor residential unit in relation to the primary residential unit;
  - ii. the necessity to have a separate vehicle access ~~and car parking~~ for the family flat; and
  - iii. the necessity of an appropriate legal instrument to prevent subdivision that would create a separate title for the minor residential unit from the primary residential unit.
- b. The extent to which the minor residential unit will cause or exacerbate reverse sensitivity effects with adjoining rural productive activities.

## Chapter 18 Open Space

### 18.4 Rules – Open Space Community Parks Zone

#### 18.4.2 Built form standards – Open Space Community Parks Zone

##### 18.4.2.8 Operations management plan – Hagley Oval

[...]

- h. **Construction Management**– the OMP will specifically include a section on the way in which any construction works shall be undertaken, including specific details addressing:

[...]

- ix. Procedures for complaints recording and actioning.
- x. Location of any off-street parking ~~sufficient~~ for site workers and contractors.
- xi. Hours of operation and days of the week for construction activities.

[...]

#### 18.4.3 Area-specific rules – Open Space Community Parks Zone

##### 18.4.3.1.2 Area-specific controlled activities

[...]

Activity		The <b>Council's</b> control shall be limited to the following matters:
<b>C1</b>	A golf course, if it meets the built form standards in <a href="#">Rule 18.4.2</a> , and provided that: <ul style="list-style-type: none"><li>a. a Landscape Plan has been prepared by a suitably qualified and experienced expert showing:<ul style="list-style-type: none"><li>i. the concept design and landscape character;</li><li>ii. planting and landscape treatment proposals;</li><li>iii. <a href="#">site boundary</a> and proposed <a href="#">boundary</a> treatments, including the retention of the existing screen planting and bunds around the present <a href="#">quarry site</a> which is to be retained until the completion of the golf course construction;</li><li>iv. fairway layout and golf</li></ul></li></ul>	<ul style="list-style-type: none"><li>a. The extent to which conditions are required in order to ensure:<ul style="list-style-type: none"><li>i. the character of the golf course is of a dry grassland indigenous to the Canterbury Plains;</li><li>ii. implementation of the Landscape Plan;</li><li>iii. creation of the Biodiversity Conservation Area(s) specified in the contract as required by <a href="#">Rule 17.9.1c.iii.3</a>;</li><li>iv. creation of a non-golf open space as specified in the contract as required by <a href="#">Rule 17.9.1c.iii.4</a>;</li></ul></li><li>b. Details of a bond or other security instrument of sufficient sum to ensure completion of construction of the golf course and associated facilities in accordance with <a href="#">Rule 17.9.1c. iii.</a>;</li><li>c. The extent to which conditions are required to ensure that 18 golf course holes are available for play at all times across the Rural Quarry</li></ul>

Activity	The <b>Council</b> 's control shall be limited to the following matters:
<p>paths;</p> <p>v. biodiversity conservation area(s);</p> <p>vi. open space recreation area boundaries;</p> <p>vii. <b>clubhouse</b> and <b>any parking area</b>, vehicle and pedestrian <b>access ways</b> and entrances; and</p> <p>viii. proposed final contours and levels.</p> <p>b. a bond is entered into between the <b>Council</b> and Fulton Hogan Limited and/or Templeton Golf Club to ensure completion of construction of the golf course and associated facilities described in <b>Rule 17.9.1 c. iii.</b></p>	<p>Templeton Zone and the Open Space Community Parks Zone (Templeton).</p>

## 18.5 Rules – Open Space Metropolitan Facilities Zone

### 18.5.4.2 Area-specific built form standards – Open Space Metropolitan Facilities Zone (Temporary Christchurch Stadium)

#### 18.5.4.2.5 Event management plans

- i. Construction Management Plan - A Construction Management Plan is required to be developed by the venue operator before the works commence and submitted to the **Council**'s Resource Consents Unit Manager for certification that the matters set out in this rule are addressed. The Construction Management Plan will include specific details relating to the **excavation** of the **site**, or parts thereof, and the construction and management of all works including:

[...]

- ix. Measures to limit the disturbance caused by the delivery of materials to the **site** on neighbouring residents.
- x. Location of **any** off-street parking ~~sufficient~~ for workers and contractors.
- xi. Hours of operation and days of the week for construction activities.

[...]

## **18.10 Rules – Matters of discretion**

### **18.10.3 Traffic generation and access**

- a. Whether traffic generation and vehicle access will adversely affect the character and amenity of the surrounding area and/or safety and efficient functioning of the road network.
- b. The ability to cater for increased traffic generation taking into account:
  - i. The classification and formation of the connecting road network; and
  - ii. The hourly, daily and weekly pattern of vehicle movements;
  - iii. The ability to provide safe vehicle access and adequate on-site ~~car parking and~~ circulation;
  - iv. Traffic Management plans.
- c. Any adverse effects in terms of noise, vibration, dust, nuisance, glare and fumes that are incompatible with the amenity of the open space and/or adjoining residents.