

## **Appendix 1: Proposed changes to the District Plan under Option 2**

## PLAN CHANGE 40 – PARKING REVIEW

### DISTRICT PLAN AMENDMENTS

Note: For the purposes of this plan change, any text proposed to be added by the plan change is shown as **bold underlined** and text to be deleted as ~~**bold strikethrough**~~.

#### Chapter 1. Definitions

Add a new definition of industry to read as follows:

##### Industry

**Industry means any business activity involving the manufacturing, painting, production, processing, assembly, dismantling, packaging, servicing, testing or repair of any materials, goods, products, machinery or vehicles.**

Add a new definition of large format retail to read as follows:

##### Large Format Retail

**Large Format Retail means, for the purpose of assessing on-site parking requirements, any individual shop tenancy with a net floor area of 450m<sup>2</sup> or greater, where the tenancy is created by freehold, leasehold, licence or any other arrangement to occupy, but excludes any supermarket.**

Add a new definition of office to read as follows:

##### Office

**Office means a place where the principal activity is administrative, business, clerical, professional, government or management.**

Add a new definition of medical centre to read as follows:

##### Medical Centre

**Medical Centre means the premises of two or more registered medical practitioners where patients receive medical advice or services. Medical centre includes any veterinary service facility that is open to the public.**

Add a new definition of principal shopping street to read as follows:

##### Principal Shopping Street

**Principal Shopping Street means those sites with road frontage identified by Figure 31.2: Rangiora and Kaiapoi Principal Shopping Street Frontages.**

Add a new definition of shared parking to read as follows:

##### Shared Parking

**Shared Parking means any parking facility that is used by two or more activities on the same site, or on separate sites.**

Add a new definition of warehousing and storage to read as follows:

### **Warehousing and Storage**

**Warehousing and Storage means facilities used for collecting, receiving, storing, handling and distributing materials, products or goods.**

## **Chapter 11. Utilities and Traffic Management**

Add Environmental Results Expected to read as follows:

### **Environmental Results Expected**

**The following environmental results are expected from the implementation of the objectives, policies and methods of Chapter 11 Utilities and Traffic Management.**

#### **Parking, loading and manoeuvring:**

- a. **Parking, loading and manoeuvring facilities that provide sufficient parking.**
- b. **Parking facilities that contribute positively to town centre amenity.**
- c. **Town centre development that is supported by centralised parking, loading space availability, cycle parking and public transport connections.**
- d. **Car parking areas that function efficiently and safely for a range of vehicles.**
- e. **Parking areas incorporating clear and accessible pedestrian linkages.**
- f. **Cycle parking is functional and attractive and encourages more people to travel by cycle.**
- g. **Public transport that is supported by parking facilities where mode shifts are required.**

Delete Policy (Explanation and Methods) 11.1.1.7 as follows:

~~Sites shall provide on-site parking, loading, turning for vehicles, or have safe and efficient access to those facilities. Any use of off-site facilities should not compromise pedestrian and vehicle safety, or the safe and efficient operation of the road network.~~

#### **Explanation**

~~Potential hazards created by traffic movement and traffic generation can be reduced if each site provides adequate space on-site, so that parking, loading, and manoeuvring of vehicles can be contained within the boundaries of the site. This is also applicable for rural uses where, for example, heavy vehicles servicing farms should be able to carry out loading and unloading on the property rather than the road reserve. Where there is insufficient room on-site, parking may be provided off-site, subject to a legally binding covenant or agreement to secure access to parking elsewhere. The arrangement should not lead to a hazard to vehicle traffic or pedestrians.~~

#### **Methods**

**~~District Plan Rules 11.1.1.7.1~~**

**~~Requirements for loading, parking and manoeuvring.~~**

**~~Liaison With Developers 11.1.1.7.2~~**

**~~Meetings with developers to co-ordinate proposals and to explore alternative means of providing for servicing.~~**

**~~Financial and Development Contributions 11.1.1.7.3~~**

**~~Rules requiring money or land for purposes set out in Chapter 20: Financial Contributions and Chapter 34: Financial Contributions – Rules or in Waimakariri District Council's Development Contributions Policy.~~**

**Add new Objective 11.1.2 to read as follows:**

**Objective 11.1.2**

**Parking facilities that:**

- a. **provide for parking demand in an efficient, functional and sustainable manner;**
- b. **enhance the amenity and function of town centre and residential environments;**
- c. **are safe places for people to use and move through;**
- d. **are accessible and convenient for pedestrians;**
- e. **provide safe, secure and convenient cycle parking;**
- f. **support greater use of public transport;**
- g. **provide for loading and manoeuvring requirements without reducing amenity or compromising safety; and**
- h. **support town centre consolidation and the development of continuous street frontages within identified sites in the Business 1 Zone where parking is principally located within public parking areas and not provided on individual sites.**

**Add new heading**

**Parking**

**Add new Policy 11.1.2.1 to read as follows:**

**Policy 11.1.2.1**

**Vehicle parking, loading and manoeuvring shall be provided on-site or within shared parking facilities where:**

- a. **safe and efficient access shall be provided;**

- b. use of off-site parking facilities shall not compromise pedestrian, cycle or public transportation, public safety, and the safe, efficient operation of the road network; and
- c. for shared parking, a legally binding arrangement is established that protects ongoing access and use.

Add new Methods following Policy 11.1.2.1 to read as follows:

#### Methods

##### District Plan Rules 11.1.2.1.1

Requirements for parking loading and manoeuvring.

##### Liaison with developers 11.1.2.1.2

Co-ordination of proposals.

##### Financial Contributions 11.1.2.1.3

Rules requiring money or land for purposes set out in Chapter 20: Financial contributions and Chapter 34: Financial Contributions – Rules and in Waimakariri District Council’s Development Contributions Policy.

##### Parking Strategy 11.1.2.1.4

Development and adoption of guidance for the location and design of public parking facilities, on-street parking, and public cycle and motorcycle parking.

##### Walking and Cycling Strategy and Implementation Plan 11.1.2.1.5

Identification and prioritising demand for new or improved walking and cycling opportunities.

##### Waimakariri District Council Engineering Code of Practice 11.1.2.1.6

Standards for parking, the transport network and utilities.

Add new Policy 11.1.2.2 to read as follows:

#### Policy 11.1.2.2

Encourage the use of public transport by enabling parking facilities that support public transport services and infrastructure.

Add new Policy 11.1.2.3 to read as follows:

#### Policy 11.1.2.3

Encourage cycle transport by providing cycle parking that:

- a. is located in a convenient and safe position and considers pedestrian safety;
- b. physically supports the cycle frame; and
- c. provides for cycle security.

Add new Policy 11.1.2.4 to read as follows:

**Policy 11.1.2.4**

**Ensure safe pedestrian access within and adjacent to parking facilities by providing:**

- a. footpaths that safely interact with vehicle movements associated with access, parking, manoeuvring, circulation, loading and public transportation;
- b. visibility for pedestrians and from vehicles; and
- c. footpaths that are designed and constructed to be accessible.

Add new Policy 11.1.2.5 to read as follows:

**Policy 11.1.2.5**

**Avoid on-site parking in the Business 1 Zone where sites have frontage to a principal shopping street to enable building intensification and redevelopment while:**

- a. maximising the use of on-street and public car parking;
- b. providing for parking demand, including accessibility parking, by requiring financial contributions for off-site parking within public parking facilities.

Add new Policy 11.1.2.6 to read as follows:

**Policy 11.1.2.6**

**Parking facilities shall:**

- a. provide efficient and effective layout of parking, manoeuvring and circulating areas including restriction of vehicle speed and avoidance of long 'blind aisles';
- b. control any adverse effects on water quality and stormwater runoff, preferably through the use of low impact water management methods;
- c. be surfaced and maintained to control the generation of dust, excessive noise, or other nuisance;
- d. reduce opportunities for crime by implementing Crime Prevention through Environmental Design (CPTED) principles;
- e. ensure visibility through natural lighting or illumination within the parking area that avoids adverse effects from shadowing or glare;

- f. provide direct, identifiable, accessible and convenient pedestrian links within parking facilities, and from the parking facility to the destination and any public footpath. Parking spaces shall avoid intrusion of vehicles over any part of a footpath or cycleway;
- g. ensure that parking spaces required for people with disabilities is conveniently located and accessible, and the path from the parking space to the destination served is also easily accessible for people using mobility devices;
- h. include landscaping that:
  - i. incorporates establishment and maintenance practices to ensure plant survival;
  - ii. visually softens the dominant effect of hard surfaces;
  - iii. uses plant species that avoid hazard or nuisance effects;
  - iv. integrates with stormwater management and footpaths; and
  - v. does not affect traffic and pedestrian safety by limiting visibility.
- i. within the Business 1 Zone:
  - i. be designed to positively contribute to town centre amenity;
  - ii. locate to the rear of buildings or the rear portion of any vacant site within Business 1 Zones, and not on sites identified as having a principal shopping street frontage.

Add new Methods to Policy 11.1.2.6 to read as follows:

#### Methods

##### District Plan Rules 11.1.2.6.1

Rules for landscaping and design of parking areas and facilities, and matters for assessment of resource consents.

##### Waimakariri District Council Engineering Code of Practice 11.1.2.6.2

A set of engineering standards developed by the Waimakariri District Council for District Council services.

##### Financial Contributions 11.1.2.6.3

Rules requiring monetary contribution or land for purposes set out in Chapter 20: Financial contributions and Chapter 34: Financial Contributions – Rules on in Waimakariri District Council’s Development Contributions Policy.

Add new Policy 11.1.2.7 to read as follows:

**Policy 11.1.2.7**

**Loading and manoeuvring facilities to support activities requiring delivery or collection by service vehicles shall:**

- a. **provide safe and efficient vehicle movements for the largest vehicle type expected to use the facility;**
- b. **avoid reverse manoeuvring onto or from any strategic, arterial or collector road, and from any local road where this would adversely affect safety;**
- c. **provide for separation between service vehicles, car parking, pedestrians and cyclists;**
- d. **avoid obstruction of any accessway;**
- e. **be accessed from the rear of the site or a service lane where a site is located in a town centre and rear or service access is available; and**
- f. **avoid direct access to or from Williams Street in Kaiapoi or High Street in Rangiora when located on a site within the Business 1 Zone.**

Add new Reason to Policies 11.1.2.1 to 11.1.2.7 to read as follows:

**Reason**

**Potential traffic hazards can be reduced through provision of suitable parking, loading and manoeuvring space. Alternatives such as shared or off-site parking can encourage efficient use of land and reduce the physical infrastructure required for parking.**

**On-site car parking is to be avoided adjacent to principal shopping streets to enable business redevelopment, intensification and 'foot traffic' opportunities. Car parking in these areas is directed towards conveniently located public parking. Financial contributions will assist in providing parking that supports town centre growth and activities.**

**As well as being designed to provide safe and efficient parking and loading spaces, parking areas should be attractive, pleasant, public open spaces that add to urban amenity. Parking areas should be safe and convenient for pedestrians to move around, with direct links to surrounding buildings and footpaths.**

**Many activities are serviced by vehicles that deliver or collect goods and materials. Loading facilities need to be available to support business activities but should not compromise safety or traffic flow.**

**Cycling for transport is encouraged due to the multiple benefits from greater use of active transport for individuals and the community. Cycle parking is one method that can encourage travel by cycle. Major parking areas that service key destinations may also include public transportation facilities such as bus stops.**

**Sealed or hard surface parking areas will require stormwater management including, the use of low impact design to control water runoff and minimise visual impact where possible. Landscaping with trees and shrubs softens the visual impact of car parking, however suitable growing conditions are required to ensure survival of plants and**



maximise plant health. Landscaping should be sufficiently open to allow visibility, and observation of activities within the parking area to support traffic and personal safety.

Amend Principal Reasons for Adopting Objectives, Policies and Methods 11.1.2 to read as follows:

### Principal Reasons for Adopting Objectives, Policies and Methods 11.1.3

~~“In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to:...~~

~~(b) — The efficient use and development of natural and physical resources:~~

~~(c) — The maintenance and enhancement of amenity values:...~~

~~(f) — Maintenance and enhancement of the quality of the environment:~~

~~(g) — Any finite characteristics of natural and physical resources:...”~~

~~(section 7 Resource Management Act 1991).~~

~~“Every territorial authority shall have the following functions for the purpose of giving effect to this Act in its district:~~

~~(a) — The establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district:...”~~

~~(section 31(a) Resource Management Act 1991).~~

~~The Canterbury Regional Council’s Regional Policy Statement addresses the issue of the need to protect transport infrastructure from inappropriate development: “Protect Canterbury’s existing transport infrastructure and land transport corridors necessary for future strategic transport requirements by avoiding, remedying, or mitigating the adverse effects of the use, development or protection of land and associated natural and physical resources on the transport infrastructure” (Regional Policy Statement (15.2 Policy 1)).~~

~~Regional Policy Statement 12.2 requires the discouragement of noise sensitive activities, particularly residences and residential activity in the vicinity of airports.~~

~~In addition, the Regional Policy Statement recognises that there is considerable potential for issues to arise where utilities cross jurisdictional boundaries. Utilities that are part of a national network are an example. The Regional Policy Statement states:~~

~~“It is also necessary to have processes for dealing with: ...~~

~~(b) — issues which cross local authority boundaries or issues between territorial authorities or between regions” (Regional Policy Statement (20.1)).~~

The principal reasons are to maintain and enhance the quality of the environment, enhance the District amenity and to assist the efficient use of resources in a sustainable manner.

Utilities are one of the key means of furthering the sustainable management of natural and physical resources in a way that enables communities to provide for their economic and social wellbeing, and their health and safety. ~~The o~~Objective 11.1.1 acknowledges this and provides a focus for standards set out in policies.

Subdivision and development of land are usually followed by intensification and changes in land use that increase the demands on existing utilities. It is appropriate for servicing

requirements to be addressed at the time of subdivision or development. This ensures that efficient and effective systems are provided or enhanced. It also ensures that the additional costs of servicing do not fall on the community generally.

Roads, water supply, stormwater drainage, sewage disposal, street lighting, electricity and communications services are important for the wellbeing of people and communities and for their health and safety. Reticulated systems are preferred as they generally are more sustainable and provide a better quality of service with less adverse effects on the environment than individual facilities. Where reticulated services are not available, then special consideration of the possible adverse environmental effects on the future activities on the land is needed. Underground reticulation of electricity and communication systems will be required in some areas to avoid adverse visual effects. The siting of utilities in sensitive areas such as wetlands, indigenous vegetation remnants, coastal areas and outstanding landscape areas will be discouraged unless there are compelling operational reasons. Co-siting of infrastructure will be encouraged. Utility and services requirements on subdivision and development are also addressed in Chapter 30: Utilities and Traffic Management – Rules.

~~The Council is preparing a District Development Strategy which will confirm priorities and programmes for new and upgraded utilities beyond the life of the District Plan. It is a major method for co-ordinating utility provision with land development. This is important to provide for integrated management of some of the effects of land use and development.~~

~~The principal reasons are to maintain and enhance the quality of the environment, enhance the amenity value of the District and to assist the efficient use of resources in a sustainable manner.~~

Policy 11.1.1.8 and part of the Explanation to Policy 11.1.1.2 specifically recognise the resource management issues associated with servicing and traffic management for Pegasus. The development of a new town for 5000 people requires that detailed consideration be given to the upgrading of existing utilities and the development of new utilities, to ensure that the quality and amenity values of the District's environment is not degraded and that resources are able to be used efficiently.

**Parking and loading is a significant issue for the District and in particular its main towns. Parking and loading supports a range of activities but can also create adverse effects on urban environments and safety if there is insufficient parking or the design is not appropriate for the location. Policies 11.1.2.1 to 11.1.2.7 seek to ensure effective provision of parking and loading while encouraging greater use of active and public transport and the opportunity for a shift from private car dominated transport and associated parking demand.**

**Amend** Anticipated Environmental Results and Monitoring to read as follows:

### Anticipated Environmental Results and Monitoring 11.3

Anticipated Environmental Result	Monitoring Indicator	Information	Monitoring Frequency
Efficiency of use of natural and physical resources	Number of subdivisions and developments not connected to a utility	Subdivision and development complaints  Inspection, records, subdivision and land use consents	Annually

Anticipated Environmental Result	Monitoring Indicator	Information	Monitoring Frequency
Environmental degradation is minimised	Utility meets minimum environmental standards	Plan standards Subdivision and land use consents Complaints	
Community's health and safety is maintained	Accidents, incidents, notifiable diseases	Public health records, Health Officer reports	Annually
Minimal impact on amenity, cultural, heritage and spiritual values	Utility meets minimum plan standards	Plan standards, community attitudes, complaints	Annually
Cost effective provision of services	Capital and maintenance costs	Annual plan	Annually
Travel distances and times, convenience	Change in usual distance travelled Change in travel time	Residents travel survey Travel time surveys	3 yearly Annually
<b>Modes of transport used</b>	<b>Modal splits by population group (urban/rural)</b>	<b>Residents travel survey</b>	<b>3 yearly</b>

## Chapter 13. Resource Management Framework

Amend Policy 13.1.1.4 to read as follows:

Policy 13.1.1.4

Encourage patterns and forms of settlement, transport patterns and built environment that:

- a. reduce the demand for transport;
- b. provide choice of transport modes which have low adverse environmental impact;
- c. decrease the production of motor vehicle emissions;
- d. make efficient use of regional transport network; **and**
- e. reduce the rate of use of non-renewable energy sources; ~~and~~
- f. enable opportunities for intensification and redevelopment within town centres; and**
- g. efficiently manage parking and loading within town centres.**

## Chapter 15. Urban Environment

Amend Method 15.1.1.3.1 to read as follows:

Methods

District Plan Rules 15.1.1.3.1

Health, safety and wellbeing rules.

Floor area threshold tests for the location of some retail activities.

On-site parking standards and provision for off-site or shared parking.

Subdivision rules.

Constraints on development rules.

Concept plans or outline development plans.

District Plan Zones 15.1.1.3.2

Distinguish different densities and character of development by lot size.

Provision of deferred zones, where required in urban growth areas.

Road Hierarchy 15.1.1.3.3

Maintenance of a safe, convenient road network that is managed in terms of a hierarchy which sets roles and functions for different roads.

Esplanades 15.1.1.3.4

Plan standards provide for esplanades along nominated rivers.

Guidelines 15.1.1.3.5

Urban design, including Planning and Urban Design Forum.

Subdivision design.

Coastal settlement design guidelines.

Design guidelines for the Business 1 Zones of Rangiora and Kaiapoi.

For the purposes of the East Kaiapoi Outline Development Plan area, the Ruby Views Integrated Urban Design Report (December 2011). (Note this report has been incorporated into the District Plan by reference under Part 3, Schedule 1 of the Resource Management Act 1991).

## **Chapter 16. Business Zones**

**Amend** Environmental Results Expected to read as follows:

The following environmental results are expected from the implementation of the objectives, policies and methods of Chapter 16 Business Zones.

Business 1 Zone (Rangiora and Kaiapoi):

- a. building position and orientation determined by its proximity to the road frontage and its relationship with public open space.
- b. location of car parking to the rear or side of a building or buildings **and not adjacent to any principal shopping street.**

- c. town centre public parking facilities are located within convenient walking distance of main destinations.
- e.d building design measured by façade modulation, building height and avoidance of blank walls.
- d.e pedestrian connectivity between buildings, sites, **and** public open space, **and** including parking areas.

**Amend** Policy 16.1.1.3 to read as follows:

Policy 16.1.1.3

Provide for development and activities within Business 1 Zones where the following characteristics of the zone are observed:

Parking	<ul style="list-style-type: none"> <li>- Public off-street parking</li> <li>- Limited private off-street parking <b><u>for sites without frontage to a principal shopping street</u></b></li> <li>- Limited duration on-street parking</li> <li>- Public parking including pedestrian connections with footpaths, lanes and public spaces</li> <li>- <b><u>Cycle parking</u></b></li> <li>- <b><u>Access to loading facilities</u></b></li> </ul>
---------	---

**Amend** Policy 16.1.1.5, row three, to read as follows:

Vehicle focus	<ul style="list-style-type: none"> <li>- Caters for <b><u>cycles</u></b>, cars and large vehicles</li> <li>- <b><u>Safe provision for pedestrian access within parking areas and between activities</u></b></li> <li>- Ease of access</li> <li>- Linkage to arterial road/within sites</li> <li>- <b><u>No public off-street parking</u></b></li> <li>- <b><u>All sites with on-site parking</u></b></li> <li>- Turning spaces within site including for trailers</li> <li>- Loading and unloading on-site</li> <li>- Limited constraints on vehicle movements</li> </ul>
---------------	---

Parking	<ul style="list-style-type: none"> <li>- Mostly off-street</li> <li>- <u>May include shared parking</u></li> <li>- <del>No</del> Public parking <u>limited to where this supports use of public transport</u></li> <li>- <u>Short and medium term customer parking</u></li> <li>- Long term duration <u>staff parking</u></li> </ul>
---------	--

## Chapter 20. Financial Contributions

Add new Policy 20.1.1.3 to read as follows:

**Require a financial contribution for the provision of public parking, or off-site loading, to offset the adverse effects of not providing parking and loading on sites where:**

- the site has frontage to a principal shopping street shown on Figure 31.2, and is exempted from provision of parking under Rule 30.6.2.8, or loading under Rule 30.6.2.9; or**
- it is proposed not to provide on-site parking or loading required by Rule 31.6.1.28; and**
- the parking or loading funded by financial contribution shall be located in the same town centre or locality as the site to which the contribution relates.**

**Amend** explanation for Policy 20.1.1.1 to read as follows:

### **Explanation**

For Policy 20.1.1.1, some subdivision and land use cannot meet the plan standards, and therefore are considered to have environmental effects which are more than minor. Sometimes, measures can be considered to create a positive environmental effect in a semi related or unrelated way. For example, a doctor's office newly established in an existing building may not be able to meet car parking requirements on site, and the Council may require a financial contribution of money to go toward a public car parking facility nearby.

For Policy 20.1.1.2, in relation to land use resource consents, where esplanade provision is not able to be applied under the Act, a financial contribution of land to vest as esplanade may be required in order to off-set adverse effects where other environmental effects cannot be avoided, remedied or mitigated.

**For Policy 20.1.1.3, on-site parking on sites with frontage to a principal shopping street is to be avoided to enable more intensive use of land for business activities. Financial**

contributions can assist in the provision of public parking facilities to meet parking demand from those sites within the same area.

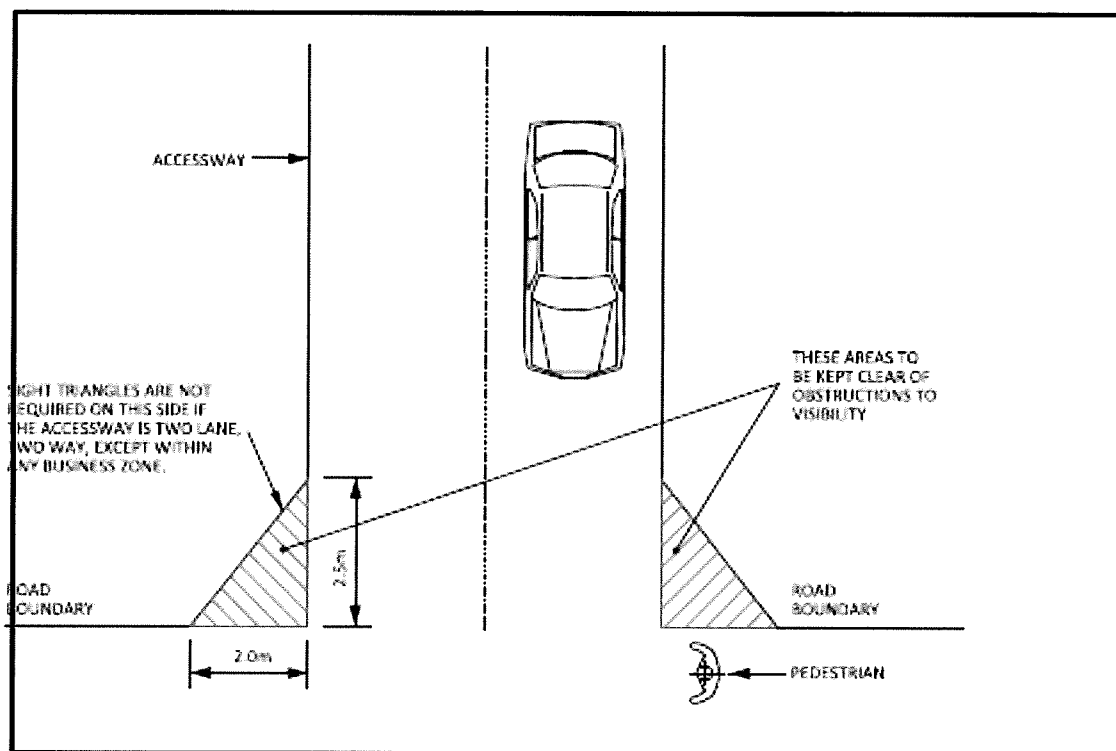
## **Chapter 30. Utilities and Traffic**

**Add** Rule 30.6.1.21 to read as follows:

**30.6.1.21 Accessways on any road adjacent to a footpath shall achieve the minimum sight distances for pedestrian safety as depicted in Figure 30.3.**

Add new Figure 30.3 as follows:

**Figure 30.3: Minimum Sight Lines for Pedestrian Safety**



**Reference: Figure 3.3 from AS/NZS2890.1:2004 Parking facilities Part 1: Off-street Parking**

**Amend Rule 30.6.1.28 to read as follows:**

**Parking, Loading and Manoeuvring**

30.6.1.28 All parking, loading and manoeuvring spaces shall:

- a. be provided on-site for the activity and in accordance with Table 30.8 and explanatory Figure 30.7, and Table 30.9, Table 30.10. and 30.11, except for sites excluded or exempted by Rules 30.6.2.8 and 30.6.2.9, where a financial contribution applies for the provision of off-site parking and loading; and
- b. loading dimensions in Table 30.10 apply based on the largest vehicle expected to use the loading space. For business zoned sites where on-site waste collection occurs, the loading and manoeuvring space shall accommodate a medium rigid truck.

CROSS REFERENCE: Rules 31.2.1, and 31.2.2, 30.6.2.8 and 30.6.2.9.



**Amend** Table 30.8 to read as follows:

Table 30.8: On-Site Parking **and Loading** Space Requirements

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
Dwellinghouse	2 spaces per dwellinghouse, except in the Residential 6A and Business 1 Zones at Pegasus; <u>comprehensive residential development in the Residential 1, 2 and 6 Zones, where 1 space per dwellinghouse shall be required</u>		
<u>Residential care homes</u>	<u>3 spaces per 10 persons accommodated</u>	<u>1 per care home with more than 20 persons accommodated</u>	<u>2 short term parks for greater than 20 beds; 1 long term park per 5 full time employee equivalents</u>
<u>Visitor accommodation</u>	<u>1 space per 2 bedrooms that are used for visitor accommodation or where accommodation is provided within dormitory rooms, one space per 4 beds</u>	<u>1 for 50 or more visitor accommodation units</u>	<u>1 long term park per 10 visitor accommodation units where there is no garage space provided</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
Accommodation involving the payment of a tariff	1 space per 5 beds provided		
Facilities designed to cater for more than 10 people at any one time (except for retail activity; accommodation involving the payment of a tariff or education facilities)	1 space per 10 persons catered for, or 1 space per 10m <sup>2</sup> net floor area, whichever is greater		
Education facility	1 space per 20 students over 16 years on site at any one time		

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Educational facilities excluding pre-schools</u>	<u>3 spaces per classroom, plus 1 space per 5 students over 16 years of age</u> <u>A separate on-site drop off and pick up area shall be provided where more than 10 parking spaces are required</u>	<u>1 for 100 or more students (on-site at the same time)</u>	<u>1 short term park per 10 students and 1 long term park for every 5 full time equivalent employees</u>
<u>Pre-school and childcare facilities</u>	<u>1 space per 5 children</u>		<u>1 short term park and 1 long term park for every 25 children</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
Retail activity	1 per 45m <sup>2</sup> net floor area of retail area, except in the Business 1 Zone at Pegasus where 1 space per 100m <sup>2</sup> of net floor area shall be provided		
<u>General retail</u>	<u>3 spaces per 100m<sup>2</sup> gross floor area</u> <u>In the Business 1 Zone: 1 space per 80m<sup>2</sup> gross floor area</u>	<u>1 where gross floor area is 100m<sup>2</sup> or greater</u>	<u>Except for sites with frontage to a principal shopping street, 1 short term park and 1 long term park per 500m<sup>2</sup> gross floor area</u>
<u>Home occupation</u>	<u>1 space per employee (who does not reside on the site) for general retail located within a dwellinghouse</u>		
<u>Supermarket</u>	<u>4 spaces per 100m<sup>2</sup> gross floor area</u> <u>In the Business 1 Zone: 2 spaces per 100m<sup>2</sup> gross floor area</u>	<u>1, plus 1 space per 1000m<sup>2</sup> of gross floor area over 2000m<sup>2</sup></u>	<u>1 per 500m<sup>2</sup> gross floor area plus one long term park per 5 full time equivalent employees</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Large format retail</u>	<u>1 space per 60m<sup>2</sup> gross floor area</u> <u>In the Business 1 Zone: 1 spaces</u> <u>per 100m<sup>2</sup> gross floor area</u>	<u>1, plus 1 space per 1000m<sup>2</sup></u> <u>of gross floor area over</u> <u>2000m<sup>2</sup></u>	<u>1 park up to 500m<sup>2</sup> gross</u> <u>floor area plus 1 per 1000m<sup>2</sup></u> <u>gross floor area thereafter,</u> <u>and 1 per long term park per</u> <u>5 full time equivalent</u> <u>employees</u>
<u>Food and beverage</u>	<u>10 spaces per 100 m<sup>2</sup> net floor area</u> <u>In the Business 1 Zone: 5 spaces</u> <u>per 100m<sup>2</sup> net floor area</u>	<u>1 for facilities between</u> <u>100m<sup>2</sup> and 450m<sup>2</sup> net floor</u> <u>area</u>	<u>1 short term park per 250m<sup>2</sup></u> <u>net floor area plus 1 long</u> <u>term park per 5 full time</u> <u>equivalent employee</u>
<u>Office</u>	<u>1 space per 40m<sup>2</sup> gross floor area</u> <u>In the Business 1 Zone: 1 space per</u> <u>80m<sup>2</sup> gross floor area (GFA)</u>	<u>1 per 2000m<sup>2</sup> gross floor</u> <u>area</u>	<u>1 short term and 1 long term</u> <u>park per 500m<sup>2</sup> gross floor</u> <u>area</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Medical Centre</u>	<u>3 spaces per registered medical practitioner or</u> <u>5 spaces per 100m<sup>2</sup> gross floor area, whichever is greater</u>	<u>1 for facilities over 1000m<sup>2</sup> or where loading space is required for an emergency services vehicle</u>	<u>1 short term park per 3 health professionals plus 1 long term park per 5 full time equivalent employees</u>
<u>Hospital</u>	<u>3 spaces per 5 beds</u>	<u>1, plus 1 space per 1000m<sup>2</sup> of gross floor area over 2000m<sup>2</sup></u>	<u>2 short term parks, plus 1 short term park per 50 beds; and, 1 long term park per 20 beds</u>
<u>Industrial</u>	<u>1 spaces per 70m<sup>2</sup> gross floor area</u>	<u>1, plus 1 space per 1000m<sup>2</sup> of gross floor area over 2000m<sup>2</sup></u>	<u>1 long term park per 1000m<sup>2</sup> gross floor area</u>
<u>Warehousing and storage</u>	<u>1 space per 100m<sup>2</sup> gross floor area</u>	<u>1 plus 1 space per 1000m<sup>2</sup> of gross floor area over 2000m<sup>2</sup> gross floor area</u>	<u>1 long term park per 1000m<sup>2</sup> gross floor area</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
All activities employing staff	1 space per 2 employees in attendance at any one time, with a minimum of 4 parking space		
<u>Places of assembly</u> (includes club houses on sports grounds)	<u>10 spaces per 100m<sup>2</sup> net floor area</u> <u>net floor area</u>	<u>1 per 1000 m<sup>2</sup> net floor area</u>	<u>2 short term parks, plus 1 per 1000m<sup>2</sup> gross floor area</u>
Sporting grounds, playing fields	<u>40 25 spaces per ha</u> <u>hectare</u> used for the activity		<u>3 short term parks, plus 3 additional short term parks per hectare used for the activity</u>
<u>Golf courses</u> (excluding mini-golf and driving ranges) without a clubhouse	<u>2 spaces per hole</u>		<u>3 short term parks plus 1 short term park per 10 hectares</u>

**Amend** Table 30.9, Parking Dimensions, to read as follows:

Table 30.9: Parking Space Dimensions

User Type	Parking Angle (degrees)	Manoeuvring Space (m)	Stall Width (m)	Stall Depth (m)
<b><u>All Users:</u></b>	0 (parallel)	<del>3.5</del> <b><u>3.3</u></b> one way aisle 5.5 two way aisle	2.5	6.1  <b><u>5.0 (unobstructed end spaces)</u></b>
<b><u>Long Term</u></b> <b><u>(1)</u></b>	30	3.5	<del>2.5</del> <b><u>2.1</u></b>	<b><u>4.4</u></b>  <b><u>5.0</u></b>
	45	<del>3.8</del> <del>3.5</del> <b><u>4.3</u></b>	<del>2.5</del> <del>2.7</del> <b><u>2.4</u></b>	5.0
	60	<del>4.5</del> <del>4.0</del> <del>3.5</del> <b><u>5.3</u></b>	<del>2.5</del> <del>2.7</del> <del>2.9</del> <b><u>2.4</u></b>	<b><u>5.4</u></b>  5.0
	90	<del>8.0</del> <del>7.0</del> <del>6.6</del> <b><u>6.4</u></b>	<del>2.5</del> <del>2.6</del> <del>2.7</del> <b><u>2.4</u></b>	5.0
	<b><u>30</u></b>	<b><u>3.4</u></b>	<b><u>2.3</u></b>	<b><u>5.0</u></b>
	<b><u>45</u></b>	<b><u>4.1</u></b>	<b><u>2.5</u></b>	<b><u>5.0</u></b>
	<b><u>60</u></b>	<b><u>5.0</u></b>	<b><u>2.5</u></b>	<b><u>5.0</u></b>
	<b><u>90</u></b>	<b><u>6.2</u></b>	<b><u>2.5</u></b>	<b><u>5.0</u></b>
<b><u>Short Term</u></b> <b><u>(3)</u></b>	<b><u>30</u></b>	<b><u>3.3</u></b>	<b><u>2.5</u></b>	<b><u>5.0</u></b>
	<b><u>45</u></b>	<b><u>3.9</u></b>	<b><u>2.6</u></b>	<b><u>5.0</u></b>
	<b><u>60</u></b>	<b><u>4.7</u></b>	<b><u>2.6</u></b>	<b><u>5.0</u></b>
	<b><u>90</u></b>	<b><u>6.2</u></b>	<b><u>2.6</u></b>	<b><u>5.0</u></b>



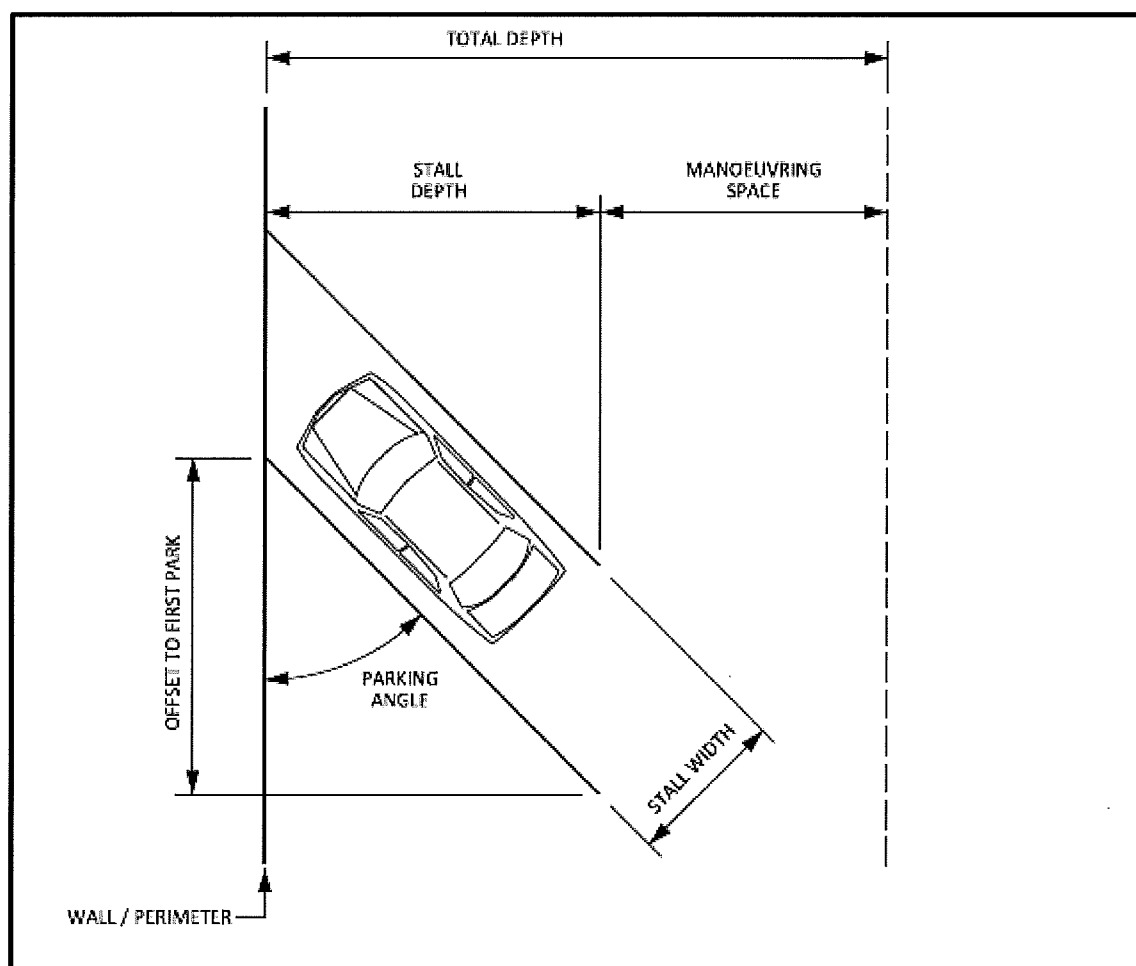
User Type	Parking Angle (degrees)	Manoeuvring Space (m)	Stall Width (m)	Stall Depth (m)
<b><u>Accessibility Parking</u></b>	As above	As above	3.6	5.0

- (1) **Tenant, employee and commuter parking (generally all day parking).**
- (2) **Medium term town centre parking, sports facilities, entertainment centres, hotels, motels.**

**Short term town centre parking, shopping centres, supermarkets, hospitals and medical centres, activities involving drop off or collection of children or goods.**

Add new Figure 30.7, as follows:

**Figure 30.7: Parking Space and Manoeuvring Dimensions**



Add new Table 30.10 to read as follows:

**Table 30.10: Loading Space Dimensions**

<b><u>Vehicles to be accommodated</u></b>	<b><u>Length of Loading Space</u></b>	<b><u>Width of Loading Space</u></b>	<b><u>Manoeuvring Space</u></b>
<b><u>Small Rigid Truck</u></b>	<b><u>6.5m</u></b>	<b><u>3.5m</u></b>	<b><u>Refer to tracking curve for small rigid truck</u></b>
<b><u>Medium Rigid Truck</u></b>	<b><u>9m</u></b>	<b><u>3.5m</u></b>	<b><u>Refer to tracking curve for medium rigid truck*</u></b>
<b><u>Large Rigid Truck</u></b>	<b><u>12m</u></b>	<b><u>3.5m</u></b>	<b><u>Refer to tracking curve for a large rigid truck*</u></b>
<b><u>Semi Trailer (Articulated Truck)</u></b>	<b><u>19m</u></b>	<b><u>3.5m</u></b>	<b><u>Refer to tracking curve for a Semi Trailer*</u></b>

**\*Refer to New Zealand Transport Agency (2007): On Road Tracking Curves**

Delete Rule 30.6.1.30:

~~The total parking spaces to be provided on any one site shall be the sum of those spaces identified by calculating the various activity components on that site as set out in Table 30.8.~~

Add Rule 30.6.1.30 to read as follows:

**30.6.1.30 The total number of parking and loading spaces required shall be the sum of car parking, loading and cycle parking spaces identified in Table 30.8, provided:**

- a. **where different activities are undertaken on the same site, the parking requirement shall be the sum of those spaces required for each activity;**
- b. **where a single activity falls within two or more categories in Table 30.8, the category that yields the greater number of parking spaces shall apply; and**

- c. where the number of on-site car parking spaces required is 20 or greater, the number of parking spaces provided on site shall not exceed 130% of the required number specified in Table 30.8.

Amend Rule 30.6.1.31 to read as follows:

- 30.6.1.31 Sufficient loading and manoeuvring space shall be provided on-site to ensure that no vehicle is required to reverse either onto or off a site where access is to a collector, strategic or arterial road or where the site gains access by a right of way or shared accessway.

Add new Rule 30.6.1.32 to read as follows:

- 30.6.1.32 Access for loading and manoeuvring on any site identified by Figure 31.2 Rangiora and Kaiapoi Principal Shopping Street Frontages shall not occur across that road frontage.**

Amend Rule 30.6.1.33 to read as follows:

- 30.6.1.33 Accessible parking spaces for disabled persons and accessible routes from parking spaces to the associated activity or road shall be provided in accordance with NZS:4121:2001: Design for Access and Use of Buildings and Facilities for Disabled Persons. Accessible parking is included within the spaces required by Rule 30.6.1.28.

Add Table 30.11 to read as follows:

**Table 30.11: Number of Accessibility Car Parks**

<u>Total Number of Car Parks</u>	<u>Number of Accessible Car Park Spaces</u>
<u>1-20</u>	<u>Not less than 1</u>
<u>21-50</u>	<u>Not less than 2</u>
<u>For every additional 50 car parks or part of a car park</u>	<u>Not less than 1</u>

Source: Table 1 NZS 4121:2001: Design for Access and Mobility – Buildings and Associated Facilities

Delete Rule 30.6.1.34:

- ~~30.6.1.33 In Business 1 Zones, Where more than five parking spaces are required on a site under Rules 30.6.1.26 to 30.6.1.28, within the area where the parking spaces are provided, or within the immediate vicinity, there shall be a minimum of one tree provided on the site, per five parking spaces.~~

Add new rule 30.6.1.35 to read as follows:

**30.6.1.35**     **Where more than five car parking spaces are required on a site under Rules 30.6.1.28 to 30.6.1.33, a minimum of one tree shall be planted and maintained per 5 parking spaces within, or immediately adjacent to, the parking area. Trees shall:**

- a.     **be planted at 8m to 10m spacing within a planting bed for which the minimum dimension shall be a circle with a 1.5m radius;**
- b.     **be protected from damage by vehicles;**
- c.     **be a minimum of 1.5m tall and be in a healthy state at planting;**
- d.     **be capable of attaining a minimum height of 4 m at maturity;**
- e.     **be planted no closer than 2 m from an underground service or 1 metre from a footpath or kerb; and**
- f.     **not impede the passage of pedestrians or vehicles.**

Add new Rule 30.6.1.36 to read as follows:

**30.6.1.36**     **Cycle parking required by Rule 30.6.1.28 shall be constructed:**

- a.     **to support the cycle frame and not the wheel only;**
- b.     **of durable materials and securely anchored to ground or building;**
- c.     **to allow at least 1m between parking rails where more than one park is provided;**
- d.     **for short term parking, be located:**
- e.     **within 15 m of the entrance to the activity;**
- f.     **to be easily seen when approaching or leaving the activity;**
- g.     **under shelter (where this is available);**
- h.     **where cycles will be protected from motor vehicles;**
- i.     **under lighting if designed to be used at night; and**
- j.     **where use will not create a hazard for pedestrians, including visually impaired pedestrians; and**
- k.     **for long term parking, provide space for a bicycle within a secure, covered, storage facility.**

Add new Exemption Rule 30.6.2.8 to read as follows:

**30.6.2.8 On-site car parking spaces required by Rule 30.6.1.28, in the Business 1 Zone, shall not be provided where the site is identified on Figure 31.2 Rangiora and Kaiapoi Principal Shopping Street Frontages where car parking will be provided by financial contribution under Rule 34.2.7.**

Add new Exemption Rule 30.6.2.9 to read as follows:

**30.6.2.9 On-site loading and manoeuvring space required by Rule 30.6.1.28, in the Business 1 Zone, shall not be required for new development where:**

- a. the site is identified on Figure 31.2 Rangiora and Kaiapoi Principal Shopping Street Frontages; and**
- b. loading for the largest expected service vehicle can be undertaken from a service lane, public loading space, or shared loading space**

Add new Exemption Rule 30.6.2.10 to read as follows:

**30.6.2.10 On-site parking provided temporarily on a vacant site following the demolition of a building shall not be required to comply with Rules 30.6.1.28 to 30.6.1.36 inclusive where:**

- a. the parking activity does not exceed 6 months duration; and**
- b. all vehicles exit the site in a forwards facing direction.**

Add new Rules 30.8 and 30.8.1 to read as follows:

**30.8 Discretionary Activity (Restricted)**

**30.8.1 Any land use that does not comply with one or more of the conditions under Rules 30.6.1.28 to 30.6.1.36 is a discretionary activity (restricted) except where it is a non-complying activity under Rule 30.9 or it is exempted by Rule 30.6.2.**

**In considering any resource consent under Rule 30.8.1, the Council shall, in deciding whether to grant consent, and in deciding whether to impose conditions, have regard to the following matters:**

- i. financial contributions as set out in Chapter 20: Financial Contributions and Chapter 34: Financial Contributions – Rules; and**
- ii. development contributions as set out in Waimakariri District Council's Development Contributions Policy.**
- iii. the matters specified in 30.6.1;**
- iv. operation of the transportation network;**
- v. traffic and pedestrian safety;**

- vi. parking, loading and manoeuvring;
- vii. amenity and integration with the surrounding environment;
- viii. public safety and security;
- ix. number and type of vehicles accommodated;
- x. surface formation; and
- xi. any alternative means for provision of parking and loading.

Add new Rule 30.8.2 to read as follows:

**30.8.2 Any development or redevelopment including 20 or more car parking spaces, (except for sites subject to Rules 30.6.2.8, 30.6.2.9 and 30.6.2.10 or within a Rural Zone) shall be a discretionary activity (restricted).**

**In considering any application for resource consent under 30.8.2, the Council shall, in deciding whether to grant consent, and in deciding whether to impose conditions, restrict the exercise of its discretion to the following matters:**

- i. location and design;
- ii. surface treatment;
- iii. layout for vehicle access, parking, turning and circulation;
- iv. loading space and turning areas;
- v. vehicle access including visibility splays and sight lines;
- vi. landscaping including matters specified in 30.6.1.34;
- vii. amenity;
- viii. pedestrian and cycle access and cycle parking;
- ix. land availability and suitability for parking;
- x. expected parking demand, vehicle trip generation and proposed parking availability;
- xi. public safety and security including Crime Prevention through Environmental Design principles;
- xii. lighting
- xiii. accessibility;
- xiv. public transport;
- xv. traffic and parking environment around the site;

- xvi. utility services including stormwater management and water quality; and
- xvii. effects on the function, amenity and character of town centre activities.

**Amend** Rule 30.8.1 (and renumber to 30.9.1) to read as follows:

**30.9.1** Any land use that does not comply with one or more of the conditions under Rule 30.6.1.1 to 30.6.1.27 or 30.7.1 is a discretionary activity except where it is a non-complying activity under Rule 30.9 10 or it is exempted by Rule 30.6.2.

In considering any resource consent under Rule 30.8.1, the Council shall, in deciding whether to grant consent, and in deciding whether to impose conditions, have regard to (but not be limited by) the following matters:

- i. financial contributions as set out in Chapter 20: Financial Contributions and Chapter 34: Financial Contributions – Rules; and
- ii. development contributions as set out in Waimakariri District Council's Development Contributions Policy.

**Add** new Rule 30.9.3 to read as follows:

**30.9.3** The provision of on-site parking on a site identified as having frontage to a principal shopping street in Figure 31.2, is a non-complying activity.

**Add** new Rule 30.10.5 to read as follows:

**30.10.5** Any land use that requires parking or loading under Table 30.8: On-Site Parking Space Requirements, but either:

- a. cannot provide some or all of the required parking or loading due to physical or other constraints relating to the site; or
- b. is located on a site that has road frontage identified in Figure 31.2;

is a controlled activity in respect of financial contributions.

In considering any application for a resource consent under Rule 30.10.5 the Council shall, in granting consent and in deciding whether to impose conditions, exercise its control over financial contributions as set out in Chapter 20: Financial Contributions – Rules.

Cross reference: 30.6.2.8, 30.6.2.9, 31.2.1.2 and 31.21.1.2.

## **Chapter 31. Health, Safety and Wellbeing - Rules**

**Amend** Figure 31.2 (Heading) to read as follows:

Figure 31.2: Rangiora and Kaiapoi **Principal Shopping Street Frontages**

**Amend** Rule 31.21.1.2 to read as follows:

31.21.1.2 Except as provided for by Rule 31.20.1.1, buildings in the Business 1 Zones (Rangiora and Kaiapoi) shall:

- a. position any on-site car parking to the rear ~~or side of the road frontage; of any building façade. Parking spaces shall not be located between any building and the road frontage;~~
- b. be landscaped along the length of the road boundary, except where set back less than 2m from the road boundary or where necessary to provide pedestrian and vehicle access;
- c. contain clear glazing to a minimum of 40% and a maximum of 90% of the ground floor frontage for the display of goods and services where facing the road boundary;
- d. contain clear glazing to a minimum of 20% and a maximum of 90% on any upper floor where facing the road boundary; and
- e. include pedestrian access directly from the road frontage.

## **Chapter 34. Financial Contributions**

**Add** new rule 34.2.7

**34.2.7 The purpose of financial contributions in relation to parking, loading and manoeuvring facilities is to ensure the parking and loading demand generated by land use activities is provided in a way that is safe and efficient while avoiding adverse effects on amenity or from insufficient parking availability where sites are not able to, or are required not to, provide parking within the site.**

**Where a site is identified in Figure 31.2 Rangiora and Kaiapoi Principal Shopping Street Frontages, a financial contribution shall be required in lieu of on-site car parking provision, and may be required in lieu of on-site loading provision, and shall be calculated and determined in accordance with Table 34.1.**



**Amend Table 34.1 Financial Contributions to read as follows:**

**Table 34.1: Financial Contributions**

<b>Basis of Contribution</b>	<b>Level</b>	<b>Matters for Consideration</b>
<p><u>Financial contribution in lieu of on-site car parking or loading required under Rule 30.6.1.28.</u></p> <p><u>The financial contribution shall be used to provide, upgrade or extend public car parking in the town or locality from which it is collected, and may also be used to contribute towards the cost of public parking facilities that have already been constructed, or the long term lease of parking facilities.</u></p> <p><u>Where a financial contribution is taken for the provision of an accessibility parking space, consideration shall be given to the location of accessibility parking in relation to the activity.</u></p>	<p><u>Where on-site parking or loading is not provided the Council may charge a financial contribution for each park or loading space.</u></p> <p><u>The maximum amount of financial contribution shall be determined as follows:</u></p> <p><u><math>N \times [A(B) + C]</math></u></p> <p><u>N = Number of parks or loading spaces required by Rule 30.6.1.28</u></p> <p><u>A = Area (m<sup>2</sup>) of each park or loading and manoeuvring space required by Rule 30.6.1.28. (Tables 30.9 and 30.10). The area will include the dimensions of any accessibility park required by Rule 30.6.1.33.</u></p> <p><u>B = The market value of 1m<sup>2</sup> of land required for parking or loading</u></p> <p><u>C = Cost of construction and of parking area (may include earthworks, sealing, draining, kerbing and marking)</u></p>	<ul style="list-style-type: none"> <li>- <u>The location and characteristics of the activity to which the parking or loading requirement relates and any factors that would affect generation of parking and loading demand;</u></li> <li>- <u>The type of vehicle requiring use of parking or loading facilities;</u></li> <li>- <u>presence of any existing facilities with capacity to absorb additional parks;</u></li> <li>- <u>The location and suitability of parking and loading sites;</u></li> <li>- <u>Contributions from other funding sources</u></li> </ul>

**Apply** any consequential renumbering or amendments throughout the District Plan as necessary.

**Retain** all other provisions reviewed by Plan Change 40 which have not been otherwise deleted or amended.