



**WAIMAKARIRI DISTRICT COUNCIL**  
**Resource Management Act 1991**

**HEARING REPORT**

<b>Hearing Date:</b>	<b>26 May 2015</b>	<b>Time:</b>	<b>8.30AM</b>
<b>Hearing Venue:</b>	Rangiora Council Chambers, 215 High Street, Rangiora		
<b>Subject:</b>	<b>Plan Change 33: Mandeville North Business 4 and Residential 4A Zones</b>		

Matthew Bacon  
26 May 2015

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***Copies to:***

His Worship the Mayor  
Commissioner Darryl Millar  
Councillor Barnett  
Planning Officer  
Planning Administrator

***Submitters:***

As per attached list

Submitters Council Plan Change 33  
Mandeville North Business 4 and Residential 4A Zone

Submission Number:	Name:
83	Anthony JB Banks 207 Butchers Road RD 2 KAIAPOI 7692
84	Gavin Bennett & Yvonne Thompson 460 Mandeville Road RD 2 KAIAPOI 7692
85	WS & CE Cockram 179 McHughs Road RD 2 KAIAPOI 7692
86	Maureen Currie 50 Modena Place RD 2 KAIAPOI 7692
87	Canterbury Regional Council PO Box 345 CHRISTCHURCH 8140
88	Robin Driver Sherwood Stud 256 Jeff Drian Road RD 2 KAIAPOI 7692
89	Peter Harris C/- Eliot Sinclair & Partners Ltd PO Box 9339 Tower Junction CHRISTCHURCH 8149
90	Ingrid Hill 83 Winter Road RD 5 RANGIORA 7475
91	John Howard 84 Millbrook Lane RD 2 KAIAPOI 7692
92	Robert & Lynne King 7 Redfern Lane RD 6 RANGIORA 7476
93	Helen & Tony McGregor 26 Leyland Crescent RD 2 KAIAPOI 7692
94	JM Murray 1 Pinewood Close RD 2 KAIAPOI 7692

Submission Number:	Name:
95	Claire and Greg McKeever 69 Velino Place RD 2 KAIAPOI 7692
96	NZ Fire Service Commission (NZFS Commission) C/- Beca Ltd PO Box 3942 WELLINGTON 6140  Attention: Alex Strawbridge
97	Suzanne Nilsson PO Box 27 031 CHRISTCHURCH 8640
98	Ratua Holdings Ltd C/- Adderley Head PO Box 16 CHRISTCHURCH 8140  Attention: Paul Rogers
99	Rebecca Searle 164 Vicenza Drive RD 2 KAIAPOI 7692
100	Jeremy Simpson 800 Tram Road Ohoka Downs RD 2 KAIAPOI 7692
101	John Stapley 107 Vicenza Drive RD 2 KAIAPOI 7692
102	Trevor Walmsley 37 Winter Road RD 5 RANGIORA 7475
103	WJ Winter & Sons 223 Butchers Road RD 2 KAIAPOI 7692
104	Robyn Young 177 McHughs Road RD 2 KAIAPOI 7692
105	Steven Hammond 450 Mandeville Road RD 2 KAIAPOI 7472

## **1. INTRODUCTION**

- 1.1 My name is Matthew Bacon. I hold a Bachelor of Arts in Geography from the University of Canterbury and a Postgraduate Diploma in Planning from Massey University. I have been employed at the Waimakariri District Council as a Planner since 2008.
- 1.2 Attached is my report that comments on the submissions received. This report is my professional opinion and the Commissioner may not reach the same conclusions having considered all the evidence brought before him.
- 1.3 The purpose of this report is to summarise the key issues raised in submissions and to provide recommendations to the Commissioner on the issues raised.

## **2. SUMMARY**

- 2.1 Council Plan Change 33 seeks to rezone 6200m<sup>2</sup> of Lot 1 DP 312522 from Rural to Business 4, with the remainder of Lot 1 DP 312522, RS 4924 (Plantation Reserve), Lot 3 DP 312522, Lot 2 DP 312522 and a portion of Lot 31 DP 77464 rezoned from Rural/Residential 4B to Residential 4A. The purpose of the plan change is to provide a business area (Business 4) that fulfils a local convenience function of a limited size and manages potential effects. The Residential 4A Zone enables dwellinghouse development at an average lot density of 5000m<sup>2</sup>, met across the subdivision and the zone, and with a minimum lot size of 2500m<sup>2</sup>. The area proposed to be rezoned is located between Tram Road, McHugh's Road, Mandeville Road and Ohoka Meadows.
- 2.2 To enable this, proposed Plan Change 33 (PC33) introduces new or amended zone provisions within the District Plan. The changes proposed are:
- Amend the explanation of Policy 13.1.1.1 and reason for Policy 16.1.1.1 to recognise the new Business 4 Zone;
  - Add new Objective 16.1.2 and Policy 16.1.2.1 providing for the new Business 4 Zone;
  - Amend the Principle Reasons for Adopting Objectives, Policies and Rules 16.1.2 to include the new Business 4 Zone;

- Add new Rule 27.1.1.30 (minimum floor heights within the Residential 4A Zone);
- Add new Rule 30.6.1.10 and associated Figure 30.2 (additional Residential 4A vehicle crossings to Tram Road within the Outline Development Plan area);
- Add new Rule 30.6.1.15 and associated Rule 30.9.3 (no exit to Tram Road within the Business 4 Zone);
- Add new Rule 30.6.1.25 and associated exemption Rule 30.6.2.9 (site access and deceleration lane construction);
- Add new Rule 30.6.1.35 (setbacks for parking and manoeuvring space);
- Amend Rule 31.1.1.10 (structure coverage in the Business 4 area);
- Amend Rule 31.1.1.14 (setbacks within the Business 4 and Residential 4A Zones);
- Add new Rule 31.1.1.30 (maximum structure height within the Business 4 Zone);
- Add new Rule 31.1.1.39 (fencing requirements within the Residential 4A Zone);
- Amend Rule 31.4.1 (Discretionary Activities);
- Add new Rule 31.2.3 and associated Rules 31.5.6 and 31.1.2.13 (Comprehensive development controls within the Business 4 Zone);
- Add new Rule 32.4.10 (subdivision controls within the Business 4 Zone);
- Amend Rule 32.1.1.25 to make reference to Outline Development Plan Map 182;
- Add new District Plan Map 182 Mandeville Road – Tram Road Outline Development Plan;
- Amend District Plan Map 93 to include the new zonings; and
- Any other consequential amendments to numbering, rules, maps, or cross references in the District Plan.

2.3 Full details of the proposal can be found in the section 32 assessment that accompanied the notified amendments to the Waimakariri District Plan. I have read this section 32 evaluation and consider that the relevant requirements of Section 32(1) – (4) have been met. For this reason, my opinions expressed in this report adopt the section 32 evaluation, including associated proposed changes to the District Plan, as a basis for the further evaluation required under Section 32AA of the Act.

- 2.4 PC33 was publically notified on the 16<sup>th</sup> of January 2015. Submissions closed on the 16<sup>th</sup> of February 2015. In total, 22 submissions were received. A summary of submissions was prepared and publically notified on the 6<sup>th</sup> of March 2015 with further submissions closing on the 20<sup>th</sup> of March 2015. Three further submissions were received covering a range of submission matters.
- 2.5 In regards to the further submissions received, I consider that all persons who made further submissions either represent a relevant aspect of the public interest and/or have an interest in PC33 that is greater than the general public, in accordance with the requirements of clause 8 of schedule 1 of the Resource Management Act 1991 (the Act).

### **3. CHANGES SINCE NOTIFICATION**

- 3.1 The following changes to the statutory environment have occurred since notification of the plan change on the 17<sup>th</sup> of January 2015 and should be considered in the context of determining the appropriateness of the provisions.

#### **Land Use Recovery Plan – Action 26**

- 3.2 Action 26 of the Land Use Recovery Plan directed the Waimakariri District Council to change, or vary the objectives and policies of the district plan to the extent necessary to provide for zoning that defines the identified Key Activity Centres (KAC) of Rangiora, Kaiapoi and Woodend/ Pegasus. The proposed response to this action was submitted to the Minister for Canterbury Earthquake Recovery on the 5<sup>th</sup> of December 2014 and proposed the following changes to the District Plan:

- A new definition of Key Activity Centres based on the definition in the Land Use Recovery Plan;
- A new Objective (15.1.2) recognising the role of Key Activity Centres;
- A new Policy (15.1.2.1) providing for activities within the Key Activity Centres;
- An amendment to Policy 16.1.1.3 providing for mixed use development within the identified Key Activity Centre areas;

- Amendments to Rules 31.1.1.26 and 31.5.5 to reflect the new definition of Key Activity Centres;
- An amendment to Rule 31.24.2 to extend the existing discretionary activity rule for buildings above 450m<sup>2</sup> across the Key Activity Centre areas;
- An exemption to Rules 31.21.1.6 and 31.21.1.7 controlling retailing within the Business 2 and Residential 1 and 2 Zones within the Key Activity Centre areas;
- An amendment to Rule 31.20.1.2 to extend the wider Business 1 urban design controls outside of the identified frontage areas across the identified Key Activity Centre areas; and
- New District Plan Map 181; defining the Key Activity Centre areas of Rangiora and Kaiapoi.

3.3 On the 12<sup>th</sup> of March 2015 the Minister for Canterbury Earthquake Recovery confirmed that no further public process was necessary, and that Council could resolve to make the proposed changes to the District Plan as they met the purposes of the Canterbury Earthquake Recovery Act 2011. Council considered the proposed changes at its meeting on the 7<sup>th</sup> of April 2015 and determined that the changes would be made operative on the 20<sup>th</sup> of April 2015.

3.4 Action 26(i) is relevant to the assessment required under PC33 as new Objective 16.1.2 and Policy 16.1.2.1 seek to manage the proposed retail component of the Business 4 Zone, in part, in order to avoid impacts on the viability and function of Key Activity Centres within the district. I have reviewed the amendments to the plan that are now operative under Action 26(i) and consider that the changes proposed under PC33 will accord with the policy direction introduced by the now operative amendments proposed under Action 26(i). This includes the recommended response to submission point 98.11 detailed below, given that the amendments made were considered to give effect to the strategic directions of the Canterbury Regional Policy Statement regarding the provision of Key Activity Centres.

#### **4. PROCEDURAL MATTERS**

4.1 The submission summary of Mr JM Murray noted as a reason for the submission that an overpass between '*McHughs Road and Mandeville Road*'

could alleviate traffic concerns on Tram Road. The submission summary should read '*McHughs Road and Bradleys Road*'. I note that this correction is to the reasons for the submission, not to the relief sought by the submission, which is the only part of the submission that clause 7(1)(a) of the Act requires to be summarised and notified.

4.2 During the first week of the submission period a replacement Outline Development Plan Map was re-notified to submitters. The previously proposed Map 182 illustrated directional arrows on to Tram Road and Mandeville Road that were shown to indicate the proposed access arrangements onto these Roads. Specifically with regards to Tram Road, the arrows were proposed to indicate that the Business 4 Zone access and egress onto Tram Road would be limited to two "left-in" turns only, in accordance with proposed Rule 30.6.1.15. The arrows located on Mandeville Road were shown to indicate that this access would accommodate both left and right ingress and egress.

4.3 These directional arrows were removed on the replacement Outline Development Plan, to better reflect the access situation that is proposed as part of the plan change. The replacement map forms part of the amendments detailed in Appendix I.

## **5. STATUTORY REQUIREMENTS**

5.1 Section 74(1) of the Act requires an assessment of the plan change against the Council's functions under section 31, its duty under section 32 and Part 2 of the Act. Section 74 also requires the Council to have regard to any proposed regional policy statement or regional plan and any management plans or strategies prepared under other acts.

5.2 Sections 75(1), 75 (3) and 75(4) require the District Plan, and therefore the plan change, to state objectives, policies and rules and for those provisions to give effect to any operative regional policy statement and to not be inconsistent with any relevant regional plan for specified matters.

5.3 Full regard to these sections of the Act has been given in the section 32 assessment for PC33.



- 5.4 The requirements for processing District Plan changes are contained in Part 1 of Schedule 1 to the Act. Following public notification of the change and the lodging of submissions, the Council is required to hold a hearing of the submissions in accordance with schedule 1, clause 8B, of the Act.
- 5.5 After a hearing is held, the Council is then required to give its decisions on the submissions under the process described in clause 10. The decisions are required to include the reasons for accepting or rejecting submissions. In doing so, the decision maker must satisfy themselves that the most appropriate methods are being used after having regard to evidence presented at the hearing.

## Part 2

- 5.6 Part 2 is overarching and sets out the purpose and principles of the Act. All considerations/assessments are subject to Part 2.
- 5.7 The operative Waimakariri District Plan (2005) was developed under the Act and is deemed to give effect to the purpose of the Act (section 5). The Council is required to ensure that all proposed changes to the District Plan will also result in outcomes that will achieve the sustainable management purpose of the Act, including section 6 (Matters of National Importance) and section 7 (Other Matters). The overall conclusion of the section 32 report is that the changes proposed in the notified plan change are the most appropriate to provide for the purpose of the proposal and to achieve the objectives taking into account these sections of the Act.
- 5.8 Section 8 (Treaty of Waitangi) requires the Council to take into account the principles of the Treaty of Waitangi. The section 32 report had regard to the Treaty of Waitangi in the determination of the appropriateness of the proposed provisions and found that the principles of the Treaty of Waitangi were taken account of in both the existing and proposed growth management objectives.
- 5.9 Section 74(2A) of the Act requires the Council to take into account any relevant planning document recognised by an Iwi Authority and lodged with the Council. Full regard to the Iwi Management Plan was given in section 14 of the section 32 assessment; with both Te Ngai Tuahuriri Runanga and Ngai Tahu

consulted, prior to notification of PC33, under the requirements of schedule 1 of the Act.

## **6. SUBMISSIONS**

6.1 As previously mentioned, the submission period generated 22 submissions, with the majority of submissions and submission points seeking amendments to the proposed plan amendments, rather than the overall question of appropriateness in terms of the Section 32 assessment.

6.2 I have identified the following key themes that have been introduced by the submissions:

- Traffic access onto Tram Road and effects on the wider traffic environment from the proposed Business 4 Zone;
- Traffic access onto Tram Road and effects on the wider traffic environment from the proposed Residential 4A Zone;
- Appropriate size of the Business 4 Zone;
- Amendments to development controls within the Business 4 Zone;
- Residential 4A vs Residential 4B Zoning;
- Master planning within the Residential 4A area;
- The degree of consideration of retail distribution effects; and,
- Firefighting within the Business 4 Zone.

6.3 I have considered these key themes below as they relate to the appropriateness of the proposed and existing District Plan provisions and have additionally provided a full recommended response to each submission in Appendix II attached to this report. In making the below responses I have sought expert advice from Abley Transportation Consultants, Market Economics, Andrew Craig Landscape Architects and Council's 3 Waters Manager, Mr Kalley Simpson.

**6.4 Traffic access onto Tram Road and effects on the wider traffic environment from the proposed Business 4 Zone**

- 6.4.1 Proposed Rule 30.6.1.15, as notified, requires that no access to Tram Road from the proposed Business 4 zone is provided. The section 32 assessment<sup>1</sup>, in assessing the appropriateness of this rule notes that:

*“With regards to potential access out onto Tram Road from the Business 4 Zone, when considered in conjunction with the potential amenity effects addressed by the landscaping and fencing requirements of Rule 31.2.2 it is considered that a proposed left out onto Tram Road will not achieve the characteristics of the Mandeville settlement.”*

- 6.4.2 Submission points 98.04 and 98.05 of the Rutua Holdings Ltd submission seek to reword Rule 30.6.1.15 and Policy 16.1.2.1(e) to allow for one left turn exit onto Mandeville Road, with submission 94.1 (JM Murray) seeking that no exit or access be allowed onto or from Tram Road.

- 6.4.3 In considering these submissions Abley Transportation Consultants Ltd (Ableys) have reassessed both safety matters relating to a proposed exit onto Tram Road and the efficiency of use of the existing Tram Road/ McHughes Road intersection under both options of full site exit via Tram Road, or providing both an entry and exit from Mandeville Road only. The Ableys Report, attached as Appendix III, concludes that neither option will affect the ability of the Tram Road/ Mandeville Road intersection to operate efficiently or safely; with the overall conclusion that the option of providing a left hand egress onto Tram Road being marginally preferred to the option of no egress, in terms of providing egress from the Business 4 Zone.

- 6.4.4 In forming my view as to which option is appropriate to provide an exit from the site I have turned my mind to Objective 11.1.1, which is:

*“Utilities that maintain or enhance the community's social, economic and cultural wellbeing, and its health and safety”*

- 6.4.5 With regard to traffic utilities, Policies 11.1.1.5 and 11.1.1.6 give effect to Objective 11.1.1 by requiring new developments to locate on an appropriate level of road hierarchy and provide access that will not compromise the safe and efficient use of the road network. Policy 11.1.1.6 further requires that:

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<sup>1</sup> Paragraph 10.2.18

*“Every site should have access that provides safe entry and exit for vehicles to and from the site to a road without compromising the safety or efficiency of the road or road network. **Where a site has two or more road frontages access should be from the lowest road classification within the road hierarchy** (my emphasis).”*

6.4.6 It should be acknowledged that Tram Road is listed in the District Plan road hierarchy as an Arterial Road, due to its function as a road of major importance in the District serving significant populations and functioning as a prime access to other major centres inside and outside the District<sup>2</sup>. Such roads have an elevated efficiency function, in comparison to lesser roads in the hierarchy which have localised traffic routes and property access functions.

6.4.7 In my view, while both options for egress from the site have been considered as efficient and safe in terms of traffic design, Rule 30.6.1.15, as notified, on balance better provides for the thrust and direction of the relevant operative traffic objectives and policies of the District Plan, which have not been sought to be specifically amended as part of the plan change. I further consider that the option of allowing a left out onto Tram Road will not fully give effect to this policy based on its wording as above.

## **6.5 Traffic access onto Tram Road and effects on the wider traffic environment from the proposed Residential 4A Zone**

6.5.1 Point 8 of the submission of G and Y Bennett seeks the removal of proposed Rule 30.6.1.10 and associated Figure 30.2 restricting access onto Tram Road to the current location, and number of existing users, that existed at the time of notification of PC33. The accessway indicated on proposed Figure 30.2 currently provides both access and egress to 933 Tram Road and 460 Mandeville Road via right of way easements on the titles, with a consent notice preventing additional accesses recently removed as part of subdivision consent RC145200. Figure 30.2 and proposed Rule 30.6.1.10 allow access to the two existing users of the accessway.

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<sup>2</sup> Chapter 1 (Definitions) of the District Plan

- 6.5.2 As noted in the Section 32 assessment<sup>3</sup>, Rule 30.6.1.10 was proposed to give effect to Policy 6.3.9(4) of the Canterbury Regional Policy Statement, which, with regard to traffic access to and from rural residential zones, states:

*"[that] legal and physical access is provided to a sealed road, but **not directly to a road defined in the relevant district plan as a Strategic or Arterial Road** (my emphasis), or as State Highway under the Government Roading Powers Act 1989".*

- 6.5.3 Whilst I agree with the submitter that the crossing is formed to the relevant standard contained within the Waimakariri District Council Engineering Code of Practice and pre-dates the Canterbury Regional Policy Statement; Policy 6.3.9(4) is worded to be very directive with regards to this issue, especially when read with Objective 6.2.4, which seeks the integration of land use and transport infrastructure. The District Plan is required to give effect to this intent to limit further rural residential access onto Strategic or Arterial Roads under Section 75(3)(c) of the Act. This is in contrast to the requirement for the decision maker on a resource consent to 'have regard' to this provision under Section 104(1)(b)(v) of the Act.

- 6.5.4 In forming this view I have had the benefit of considering the view of Commissioner Chrystal, when considering the potential for further accesses onto Tram road as a result of plan change PC10, who noted in the decision on that plan change, in regard to proposed Change 1 to the Regional Policy Statement that:

*"Criterion (iii) requires, amongst other things, that access is not provided directly to an arterial road of which Tram Road is one. I do not believe this provision can be used to stop existing access points, of which there are three, unless as a result of rezoning there was a likelihood of some reasonable increase in traffic movements on these access points, which is not the case here."*

- 6.5.5 In this circumstance, the proposed masterplan (Submission point 84.07) shows this access allowing for one additional lot while that Figure 30.2 and proposed Rule 30.6.1.10, as notified, permit access to the two existing users of the accessway. In my view, the anticipated outcomes of proposed Change

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<sup>3</sup> Paragraphs 10.2.20 – 10.2.21 page 19

1 to the Regional Policy Statement and Chapter 6 of the Regional Policy Statement, with regards to rural residential access onto Strategic or Arterial Roads do not change.

## **6.6 Appropriate size of the Business 4 Zone**

6.6.1 Submission points 91.2 (J Howard), 93.2 (H and T McGregor), 98.02 (Rutua Holdings Limited) seek an additional gross retail area to the 1300m<sup>2</sup> limit proposed by Rule 31.2.3. These submissions generally seek an increase up to 1600m<sup>2</sup>, with the submission of H and T McGregor seeking no prescribed limit to the size of the retail area.

6.6.2 In forming my view as to the changes proposed in the submissions I have considered how the matrix of the District Plan provisions anticipate that further growth and development of the Mandeville North settlement will occur. In summary, these provisions seek:

- (a) that the Residential 4A and 4B zones are very low density, detached living environments in a rural setting<sup>4</sup>;
- (b) that Tram Road, as an arterial transport network is protected;<sup>5</sup>
- (c) that further growth at Mandeville North utilises the reticulated water and sewer utilities provided to the settlement;<sup>6</sup>
- (d) that the quality, form and function of Mandeville North is maintained and enhanced; and,<sup>7</sup>
- (e) that the Residential 4A and 4B zones in Mandeville North have a relationship with the Rural Zone that retains a sense of living in a rural environment and supports the characteristics of the Rural Zone.<sup>8</sup>

6.6.3 With regards to the potential Business 4 Zone and activities, this framework is further endorsed by both the Canterbury Regional Policy Statement and the District Plan, which seek:

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<sup>4</sup> Objective 13.1.1 and Policy 13.1.1.1

<sup>5</sup> Objective 11.1.1, Policy 11.1.1.4 and Policy 11.1.1.5

<sup>6</sup> Policy 11.1.1.2

<sup>7</sup> Objective 15.1.1, Objective 18.1.2, Policy 15.1.1.1, Policy 18.1.1.1 and Policy 18.1.2.1

<sup>8</sup> Objective 17.1.1, Policy 17.1.1.1 (table 17.1), Objective 14.1.1, policies 14.1.1.1 – 14.1.1.4

- (a) the avoidance of development affecting the function and viability of key activity centres, including Rangiora, Kaiapoi and Woodend/ Pegasus;<sup>9</sup>
- (b) forms of settlement and the built environment that reduce transport demand and promote sustainable outcomes;<sup>10</sup> and,
- (c) that business areas are appropriately designed to sustain the form and function of the environments in which they are located.<sup>11</sup>

6.6.4 In my view, when these aspects are considered together, it is clear that the District Plan anticipates that should any business development within the Mandeville North settlement occur, it needs to be at a size, scale and form that its appropriate for the rural residential nature of the settlement, while providing an opportunity to reduce the dependence on non-vehicular trips for day to day convenience needs.

6.6.5 The focus here is on the outcomes enabled by the proposed planning framework, considered specifically with those above. In doing so, it is my view that the anticipated outcomes for any business zone within the Mandeville North settlement are different from centres such as Oxford or Cust, where the higher density of development, the characteristics of the Residential 2 and 3 Zones, and existing land use patterns anticipate a higher precedence and function of business development than would be anticipated within the Mandeville North settlement. In order to consider an appropriate retail threshold, it is therefore necessary to consider how the proposed provisions appropriately will provide for the anticipated outcomes of the Mandeville North settlement.

6.6.6 In order to identify the economic component of this question, Mr Derek Foy of Market Economics Ltd (MEL) has reviewed the earlier assessment of Property Economics Ltd (PEL), with a specific focus on the range of tenancies that would be anticipated within a centre of this nature. The report, attached as Appendix IV, generally concludes:

<sup>9</sup> CRPS Objective 6.2.5, Policy 6.3.1, Objective 13.1.1, Policy 13.1.1.1

<sup>10</sup> Policy 13.1.1.4, Policy 15.1.1.2, Objective 15.1.2

<sup>11</sup> Objective 16.1.1, Policy 16.1.1.1, Policy 16.1.1.2 and Policy 16.1.1.7

- tenancy sizes and tenancy restrictions play an important function role in allowing a range of services to be provided, to the benefit of the local community;
- the range of businesses outlined in the PEL report (grocery store, café, takeaway outlet, real estate agent, post shop, garden centre, medical centre) would contribute to a decreasing need for residents to travel to access these goods and services;
- flexibility in the size and number of tenancies is important to avoid adversely affecting the operation of the business area;
- if an anchor store (750m<sup>2</sup>) develops, appropriate controls specifying a maximum average gfa of 200m<sup>2</sup> would provide for the range of tenancies.

6.6.7 Mr Andrew Craig has assessed the landscape component of this question with regards to the potential impacts on the character and landscape outcomes of the settlement and has concluded that *“smaller tenancies would generally result in greater visual differentiation and therefore lessen apparent building bulk and would better reflect the ‘village’ scale of the business area.”*

6.6.8 With regards to the maximum size of retailing within the Business 4 area the analysis of the PEL report undertaken in the Section 32 assessment concludes that a maximum size of 1300m<sup>2</sup> of retail area is considered to protect the form and function of the Mandeville North settlement. In their review of the PEL report, the MEL report identified a larger sustainable floorspace of 1600m<sup>2</sup>, based on slightly differing assumptions on the catchment area and ratio of retail to service space.

6.6.9 In considering an increase in the overall size of the retail within the Business 4 Zone, it is my view that the appropriateness of the provisions becomes a function of both the overall retail size and the design and scale of tenancies, to ensure that the business area knits into the form and function of the settlement and provides for the outcomes listed in sections 6.6.2 and 6.6.3 above.

6.6.10 With particular regard to the number of tenancies and maximum sizes, I note that the assessment of both the PEL and MEL reports are based on a sustainable floorspace maximum that is not reached until 2031, and for this



reason the plan change provisions need to allow for flexibility of tenancy options as the sustainable floorspace growth increases with population growth. This, in my view, is currently provided for in proposed Rule 32.1.3, as notified, which uses the maximum gross floor area of 1300m<sup>2</sup> and a maximum retail area of 450m<sup>2</sup> to allow tenancy flexibility.

6.6.11 In considering the question of an increased gross retail area, I have turned my mind to other controls that would be necessary to ensure that the Business 4 Zone appropriately gives effect to the objectives of the proposal. In my view, a change to the maximum tenancy size of 750m<sup>2</sup> for grocery tenancies will remain appropriate to the context of the Mandeville North settlement, as recommended by MEL. I further consider that the 450m<sup>2</sup> maximum for non-grocery tenancies as recommended by MEL should apply to yard based retail and restaurant/ bar tenancies only, to avoid other larger retailing tenancies locating within the zone. These may not provide the anticipated convenience retail function (i.e. larger clothing stores) or allow for a range and number of tenancies that assist with the achievement of the characteristics of a village as outlined by MEL and Andrew Craig. In my view this will also help to achieve a range of smaller tenancies recommended by Mr Craig and Mr Foy, and would support the results of the 2011 Mandeville Community Survey, where a range of tenancy types were considered as 'very important' or 'important' by a relatively high percentage of respondents. This I consider, will then ensure the outcomes sought by the District Plan can be achieved at an appropriate size and scale for the Mandeville North community.

6.6.12 In order to further ensure a range of tenancies are provided, I also consider that a maximum tenancy size of 200m<sup>2</sup> for other tenancies would ensure that the remaining retail tenancies would be at a size that would contribute to a decreasing need for residents to travel to access these goods and services; however, with regard to the overall number of tenancies, it is my view that a large number of smaller tenancies that may develop if the anchor tenancy is smaller than anticipated may compromise the ability of the business area to sustain the form and function of the Mandeville North settlement by overwhelming the ability of the zone to provide a form and function tied to the anticipated Residential 4A and 4B characteristics. For this reason I have also recommended a maximum number of tenancies of seven, which allows for the provision of anticipated range of business types that would cater for a range

of retail needs, as outlined in the MEL report. Using these criteria I note that seven tenancies could comprise a mix of one grocery tenancy of 750m<sup>2</sup>, one café/bar/ restaurant at 450m<sup>2</sup> and five other tenancies of 80m<sup>2</sup> each. In my opinion, this creates a good mix of tenancies and sizes to serve the Mandeville North community.

6.6.13 With regards to retailing above 1600m<sup>2</sup>, I have not had the benefit of considering any evidence on the ability of such a business area to achieve the direction of the objectives and policies of the District Plan, and, in my mind, there is some uncertainty as to whether this outcome would be consistent with these. For this reason, it is my view that retailing above 1600m<sup>2</sup> should remain as a non-complying activity status, given the potential for the objective and policy framework of the District Plan to be challenged.

6.6.14 Overall, it is my view that, while the existing notified provisions are an appropriate way to provide achieve the objectives of the proposal, by setting an increased retail threshold at 1600m<sup>2</sup>, with associated controls on tenancy size and number, will better provide for the District Plan outcomes and the convenience needs of the Mandeville North community. I have provided a draft set of provisions with recommended changes which would enable this within Appendix I to this report, if the Commissioner is of a mind to accept the submissions seeking a greater level of retail floorspace.

6.6.15 As a further consequence of the additional maximum floorspace, I have recommended a change to the maximum carparking from 60 spaces to 80 spaces, based on the further assessment by Abley Transportation Consultants.

## **6.7 Amendments to development controls within the Business 4 Zone**

### **6.7.1 Light Reflectance Values**

6.7.1.2 Point 98.08 of the Rutua Holdings submission seeks that proposed Rule 31.2.3 (f) relating to building reflectivity be deleted on the basis that value required by the Rule may not provide for an anchor tenant to establish due to corporate branding requirements.

6.7.1.3 In my view, existing Rule 31.2.3(f), as notified, is an appropriate method to achieve the maintenance of the anticipated characteristics of the Mandeville North settlement with regards to the amenity outcomes, particularly with regard to reducing building dominance, as noted by Mr Craig in the Section 32 assessment. I have not had the benefit of reviewing any evidence with regards to this rule limiting the ability of an anchor tenant to establish, particularly as the rule does not control the range of colour that may be used; however, if this were the case, Rule 31.2.3(f) would potentially limit the ability of the business zone to provide an anchor tenancy, which may impact on the commercial viability of the Business Zone. I agree with Mr Craig's view that the impact of a higher light reflectance value is tied to the consideration of the overall design outcomes of the zone, which are able to be considered under the proposed matters of control, in particular *(v) the quality of building design, architectural features and details, use of colour and building materials*. Given Mr Craig's view that the proposed Rule will assist in reducing building dominance, and contribute to the maintenance and enhancement of the Residential 4A and 4B characteristics of the settlement, it is my view that the Rule 31.2.3(f) should remain as notified.

6.7.1.4 Mr Craig's comments with regards to the submissions are attached to this report as Appendix V.

## 6.7.2 Setback controls and additional ODP features

6.7.2.1 Submission point 84.02 of the submission of G and Y Bennett seeks that the proposed Outline Development Plan is developed to show site layouts, including the position of buildings, roads and accesses with controls on building positions, configurations, massing, heights and dominance. The requirements for Outline Development Plans are contained in Policy 6.3.3 of the Canterbury Regional Policy Statement, and generally relate to either matters of provision of infrastructure or linkages outside of the planned area. With regards to potential effects on the amenity and character of the surrounding adjacent land, Mr Craig has considered the proposed development controls of Rule 31.2.3 and commented that:

*“the proposed ODP and rule package when implemented will sufficiently and appropriately result in the kind of outcomes anticipated for the site and wider Mandeville setting”*

6.7.2.2 Based on the above, it is my view that the ODP will appropriately provide for the landscape and amenity outcomes anticipated for the settlement.

6.7.3 Relocation of stormwater to the local purpose reserve

6.7.3.1 Submission point 84.01 of the submission by G and Y Bennett and submission point 98.16 of the Rutua Holdings submission seeks the relocation of the proposed Business 4 Zone stormwater management area to the Council reserve located on 975 Tram Road (RS 4924).

6.7.3.2 The reserve is approximately 3900m<sup>2</sup> in area which is owned by the Crown and vested in the Waimakariri District Council as a plantation reserve. The disposal of this land and any amendment to the use of the land is subject to the provisions of the Conservation Act 1987 and the Reserves Act 1977. No changes to the land use or status of the reserve are proposed as part of the Plan Change 33, with any proposed changes (including a change to the vested status) required to be confirmed by the Minister of Conservation. In addition, the location of the stormwater management area for the Business 4 Zone onto this reserve would mean that the reserve is located against the flow of groundwater and stormwater, as noted in the further assessment of Council 3 Waters Manager, Mr Kalley Simpson, outlined in Appendix VI. It is also worth noting that the Council does not wish for this land to be used for stormwater purposes.

6.7.3.3 I have further discussed the future of the reserve with the Council's Property Manager, Mr Gary Saunders, who notes that there are no current plans to either sell the reserve, or to develop the reserve further.

6.7.4 Landscaping Mandeville Road access

6.7.4.1 Point 84.02 of the submission of G and Y Bennett seeks that landscaping controls, as outlined in the assessment of Mr Craig, are imposed on the vehicle access way linking the proposed Business 4 Zone to Mandeville

Road. Mr Craig has reconfirmed his view that landscaping on this accessway would be appropriate to assist in reverse sensitivity effects on the surrounding Residential 4A Zone. In my view, the addition to criteria d(ii) to proposed Rule 31.2.3 requiring this area to be landscaped will appropriately provide for a reduction in reverse sensitivity effects on the surrounding zones, and will better give effect to proposed Policy 16.1.2.1(a) and (b).

#### 6.7.5 Dwelling setbacks within the Residential 4A Zone

6.7.5.1 Submission point 84.09 of the submission by G and Y Bennett seeks an amendment to proposed Table 31.1 to align the proposed setback to a road boundary for any dwelling within the proposed Residential 4A Zone of 15 metres, to the 6 metre setback proposed for the Business 4 Zone.

6.7.5.2 The differences in the minimum setbacks between the Business 4 Zone (6 metres) and the Residential 4A Zone (15 metres) relates to the reverse sensitivity issues associated with vehicles utilising Tram Road and Mandeville Road. This setback figure generally reflects the established land use character of Tram Road and Mandeville Road, where dwellings are mostly established greater than 20 metres from the road boundary. The proposed 15 metre setback also helps to achieve a generally low density outlook in conjunction with the open space provided by the road reserve.

6.7.5.3 Internal access roads within the subdivision are likely to be established as rights of ways, which fall under the definition of “accessways” and are considered, for the purpose of defining setback, as property boundaries in accordance with Rule 31.1.1.14.

#### 6.7.6 Tram Road Fencing

6.7.6.1 Mr Craig has further recommended a change to proposed Rule 31.2.3(e) to require fencing that is either farm style post and wire or post and railing in response to submission 98.09, where the relief sought is to amend Rule 31.2.3 to allow for an average of 4 metres of landscaping along the Tram Road boundary. In my view, the focus of the submission and the relief sought does not extend to the amendment proposed; however, if the

Commissioner is of a different mind, I would support the introduction of a similar rule for the reasons outlined by Mr Craig.

## **6.8 Residential 4A v 4B Zoning**

- 6.8.1 The submission of WS and CE Cockram (submission 85) notes that Residential 4B Zoning is appropriate based on the zoning of adjoining properties, particularly the Ohoka Meadows subdivision to the south of the proposed rezoning area, and the Roscrea Place area to the west of the site across McHughs Road, which are zoned Residential 4B.
- 6.8.2 The District Plan currently considers that both the Residential 4A and 4B Zones achieve the same characteristics, which are outlined in Policy 17.1.1.1, with Objective 18.1.2, specific to the Mandeville settlement, requiring that the maintenance and enhancement of the characteristics of both these zones are achieved.
- 6.8.3 While in my view there is scope to consider a change to the proposed zoning from Residential 4A to Residential 4B, the section 32 assessment has considered the option to rezone the area to Residential 4A and considered that the rezoning is appropriate to give effect to the objectives and policies of the District Plan.

## **6.9 Master planning within the Residential 4A Zone**

- 6.9.1 The proposed provisions of Plan Change 33 seek to extend the existing minimum and average area requirements of the existing Residential 4A zones set out in Rules 32.1.1.11 and Rule 32.1.1.12 to the area proposed to be rezoned Residential 4A as a result of the plan change. These rules require the following minimum and average allotment areas to be met:

- A minimum lot size of 2500m<sup>2</sup>;
- An average lot size across the subdivision of 5000m<sup>2</sup>; and,
- An average lot size across the zone of 5000m<sup>2</sup>.

- 6.9.2 These minimum and average allotment areas are operative, and such are considered to appropriately give effect to the relevant objectives of the District Plan, in particular Objective 17.1.1.1, which seeks:

*“Residential Zones that provide for residents’ health, safety and wellbeing and that provide a range of living environments with distinctive characteristics”*

6.9.3 Submission point 98.15 and 98.16 of the submission by Rutua Holdings Ltd seeks the deletion of Rule 32.1.1.10 and the insertion of new Rule 32.1.1.13 to read *‘Within the Mandeville Residential 4A Zone shown on District Plan Map 182, subdivision shall proceed in accordance with the masterplan’ (master plan attached to submission).* This relief is also sought within the submission, and further submission, of G any Y Bennett and supported in the further submission of S Hammond. The proposed masterplan essentially allows the proposed Residential 4A Zone (including the Council reserve at 975 Tram Road) to achieve the maximum theoretical lot yield based on the required minimum and average of the existing Residential 4A plan zones once the area has been fully developed, without the requirement to meet the average across the zone.

6.9.4 The section 32 assessment evaluated the option of establishing a lot yield, noting:

*“The option of defining and allocating an overall lot yield across the proposed Residential 4A Zone was also considered in the formulation of options to achieve the objective. Through setting an average to be met across each subdivision, operative Rules 32.1.1.11 and 32.1.1.12 are considered to achieve the anticipated characteristics of the Residential 4A Zone, by requiring each subdivision to consider the current characteristics of the Zone if subdivision of the entire zone does not occur at one time, in the absence of an overall subdivision layout where the anticipated characteristics can be assessed holistically. This is particularly relevant given the small size of the proposed zoning area, and the resulting impacts on the ability of surrounding zones to maintain the current established character.”*

6.9.5 In considering the effect of recommending that this submission is accepted, I have reviewed the background to existing District Plan Rule 32.1.1.13, which sets a similar maximum number of allotments within the sub-areas outlined in Figure 32.1 across the covered by Outline Development Plan Map 162 (Waikiwi Developments PC10), located within Mandeville North near the plan

change site. In this private plan change application, a proposed subdivision concept plan was submitted as part of the plan change application and assessed as part of the plan change section 32 assessment.

6.9.6 I note that while the submissions do contain a proposed masterplan which is agreed by the majority of lot owners within the plan change area (excepting the Council, in its capacity as “owner” of the reserve at 975 Tram Road), no assessment has been undertaken to determine how the proposed masterplan achieves the characteristics of the Residential 4A Zone listed in Policy 17.1.1.1, except for the fact that the Residential 4A minimum and average allotment sizes are presumably met as a result of development occurring as per the masterplan (no lot calculations are given). The masterplan also includes an additional rural residential lot accessing directly onto Tram Road, which, as noted in the recommended response to submissions 84.08 and 94.01, is not considered to give effect to Policy 6.3.9(4) of the CRPS. In my view, existing District Plan Rules 32.1.1.11 and 32.1.1.12 proposed by the notified amendments appropriately provides for a decision maker to consider how any proposed subdivision within the zone achieves the characteristics of Policy 17.1.1.1, in the absence of a detailed assessment that considers how the anticipated outcomes of the District Plan are met.

6.9.7 With particular regard to the reserve located at 975 Tram Road this area is approximately 3900m<sup>2</sup> in area which is owned by the Crown and vested in the Waimakariri District Council as a plantation reserve. The disposal of this land and any amendment to the use of the land is subject to the provisions of the Conservation Act 1987 and the Reserves Act 1977. This land has been excluded from any future development rights by the proposal. Whilst I acknowledge that it is currently vested as a plantation reserve, I do not consider that this should immediately lead to its exclusion for assessing any future development opportunities.

6.9.8 Given the reliance on these factors it is my view that the retention of operative Rule 32.1.1.10 requiring the average to be met for each subdivision appropriately gives effect to the District Plan objectives that set the zoning framework.



6.9.9 I note that if the Commissioner is of a mind to accept points 98.15 and 98.16 of the submission by Rutua Holdings Ltd, and submission point 84.07 of the submission of G and Y Bennett, that an amendment to existing District Plan Rule 32.1.1.22 (exclusion of reserves, roads or utilities from minimum and average calculations in the Residential 4A and 4B zones) will need to be included in the plan change amendments. In my view this amendment is within the scope of submissions.

#### 6.10 Effects on the Key Activity Centres

6.10.1 Submission point 98.11 (Rutua Holdings Ltd) seeks an amendment to Objective 16.1.2(iii) to reword the criteria to read “avoids more than minor effects on the function and viability of Key Activity Centres”, on the basis that minor and less than minor effects on the function and viability of the Key Activity centres should not be considered in assessing a development consequential to the plan change.

6.10.2 Objective 6.2.5 of the Canterbury Regional Policy Statement (CRPS) seeks that the “development and distribution of commercial activity will avoid **significant** (my emphasis) adverse effects on the function and viability of [key activity centres].” The CRPS recognises that commercial activity may locate outside of Key Activity Centres so long as it does not affect the viability of, or public investment in, these centres.

6.10.3 Significant is not defined in the CRPS, but as defined in the Oxford Dictionary is partly defined as “important”. In my view, the amendment proposed by this submission would better align with the intent of Objective 6.2.5 of the CRPS.

#### 6.11 Firefighting in the Business 4 Zone

6.11.1 Submissions 96.1 – 96.4 from the New Zealand Fire Service (NZFS) seek the inclusion of a number of policies and rules relating to the provision of fire-fighting supply to the Business 4 Zone. With particular regard to submission point 96.1 I am of the view that the proposed additional criteria under Policy 16.1.2.1 will better appropriately provide for the health and safety of persons than the existing proposed policy framework criteria. While

these matters are largely dealt with under the requirements of the Building Act 2004; a number of matters, including appropriate onsite supply and storage of water relate to the design of the development at the time of subdivision.

6.11.2 Compliance with the NZFS Code of Practice in areas outside of gazetted fire areas where the proposed water supply does not meet the minimum reticulation requirements is, in my reading, based on an assessment of the ability for the use of alternative firefighting water supplies to achieve a minimum standard of fire-fighting water supply. As noted by the submitter, the methods for determining the appropriateness of this supply can rely on considerations at both the time of subdivision / land use consent (onsite storage or other land use matters) and at the time of Building Consent (for example sprinkler use). The addition of proposed criteria (k) to Rule 31.2.3, as a method to give effect to Policy 16.1.2.1(l) would create a non-complying activity status for any development within the zone that does not meet the New Zealand Firefighting Code of Practice, the assessment of which may potentially rely on matters required or confirmed under a subsequent building consent. In my view, a more appropriate method to achieve Policy 16.1.2.1(l) is found in submission 96.3, with the addition of matter for control (xvi), which would allow the decision maker on any future resource consent to consider any methods to provide for an appropriate firefighting water supply at the time of land use consent. I have recommended this change in Appendix I.

6.11.3 With regards to firefighting capacity in the Residential 4A Zone, the Councils Project Delivery Manager, Mr Gary Boot, has advised that the Mandeville North water reticulation does not meet the requirements of the New Zealand Fire Service Firefighting Code of Practice for a full urban location in terms of hydrant locations and minimum water capacity (25l/s). Hydrants are provided at strategic locations within Mandeville North, supported by onsite supplies for new dwellings consisting generally of 20,000L water tanks with a fire service approved connection as detailed in the submission. This solution is generally considered to meet the criteria for alternative supply approval under section 4 of the Code of Practice. Given the additional certainty in providing for an appropriate fire-fighting water supply at the time of land use consent or subdivision over that of firefighting supply for a

commercial development, it is my view that the additional of Rule 32.1.1.51 as sought by submission point 96.4 is an effective and effective method to provide for Policy 16.1.2.1(l). I have also recommended this change in Appendix I.

## **7. RECOMMENDATION**

7.1 It is recommended that PC32 is approved with the amendments related to the submissions attached as Appendix III, including the following amendments as a result of submissions:

- The addition of the words “more than minor” to Objective 16.1.2 (iii) (submission 98.11).
- The addition of criteria k to Policy 16.1.2.1 “*considers the location of any entranceway to Mandeville Road to ensure safe and efficient road access*” (submission 89.4).
- The addition of criteria l to Policy 16.1.2.1 “*ensures that the zone is provided with a water supply that enables protection from damage in the event of a fire*” (submission 96.1).
- Additions to proposed Rule 31.2.3, including an amendment to the maximum retail area and further controls on tenancy mix and number of tenancies (submission points 84.04, 87.1, 91.2, 93.2, 98.02).
- The addition of criteria l to Policy 16.1.2.1 “ensures that the zone is provided with a water supply that enables protection from damage in the event of a fire” (submission 96.2).
- The addition of criteria xvi to Rule 31.2.3 “The ability for the development to comply with SNZ PAS 4509:2008, or whether any alternative forms of providing the operational requirements of the New Zealand Fire Service are available, in consultation with the New Zealand Fire Service” (submission 96.2).
- The addition of Rule 32.1.1.51 Any new allotment in the Mandeville Road – Tram Road, Mandeville North Residential 4A Zone shall be provided with a firefighting water supply in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008 (submission 96.4).

- Amendments to the proposed Outline Development Plan Map 182 to rezone the area of 933 Tram Road (Lot 31 DP 77464) subject to boundary adjustment under subdivision consent RC145200 into the title for Lot 2 DP 312522 to Residential 4A (submission 84.05) and remove directional arrows from the Mandeville Road access (submission 92.1).
- An amendment to sub-clause c(ii) into Objective 89.3 “comprehensive design of car parking, loading areas, access crossing design and landscaping (submission 89.3).
- An amendment to Rule 27.1.1.30 to require a 300mm freeboard (submission 84.10)

7.2 Section 32AA, in the context of Clause 10(2)(ab) of the Act, requires that the decision maker confirm that any changes to the proposal that are to be evaluated after the original section 32 report was prepared are evaluated under the provisions of Section 32(1) to (4), including confirming that any amended objectives meet the purpose of the Act and that the policies, rules and other methods are efficient and effective in achieving the objectives. It is my view that the changes detailed above, and in Appendix II to this report, will be appropriate to give effect to the Act and the objectives of the proposal where appropriate.

Proposed Plan Change PC33  
Mandeville Business and Residential 4A Zone

**Appendix I**      Recommended Plan Amendments as a result of  
Submissions

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## Plan Change 33 – Mandeville North Business 4 and Residential 4A Zone

### 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**~~. Changes as a result of submissions are shown in **red underlined**.

### CHAPTER 13

**Amend** the explanation to Policy 13.1.1.1 as follows:

...Within the urban environment 13 zones provide a resource management framework for sustaining different densities, standards, and urban form and function based on different types of subdivision, development, and land use.

...

- **Business 4** provides for a small existing area of retail and business activity that is located at the southwestern corner of Williams and Carew Streets in Kaiapoi, and the Lilybrook shops on the corner of Percival Street and Johns Road in Rangiora. This also provides for a small area of local community business activity within the West Kaiapoi Outline Development Plan **and Mandeville Road - Tram Road Mandeville North Outline Development Plan.**

### CHAPTER 16

**Amend** para 7 of “Reason” for Policy 16.1.1.1 to read as follows:

“The Business 4 Zone provides for activities existing at 20 June 1998, and limited future expansion of retail and business activities with similar effects on the southwestern corner of Williams and Carew Streets in Kaiapoi (District Plan Maps 104 and 105), and the Lilybrook Shops on the corner of Percival Street and Johns Road, Rangiora (District Plan Maps 113 and 117). This zoning recognises the commercial zoning that these sites enjoyed under the Transitional District Plan. The Business 4 Zone also provides for a local community business zone at West Kaiapoi (District Plan Map 104) **and within the Mandeville North settlement (District Plan Map 182).**”

**Add** new Objective 16.1.2 to read as follows:

**A business zone within the Mandeville North settlement that:**

- b. **fulfils a local community convenience function;**
- c. **ensures a scale and form of development that:**
  - **is appropriate to serve the Mandeville North settlement;**
  - **limits the total floor area of development and single retail tenancies; and,**
  - **avoids **more than minor** effects on the function and viability of Key Activity Centres;**

- d. mitigates adverse effects on adjoining properties through
  - high levels of amenity and urban design; and
  - comprehensive design of car parking, loading areas, **and entranceway design** and landscaping
- e. ensures the safe and effective function of Tram Road.

Add new Policy 16.1.2.1 to read as follows:

Provide for retail and business activities in the Mandeville North Business 4 Zone, in a way that:

- a. ensures that the characteristics of the Residential 4A and 4B Zones are maintained as set out in Policy 17.1.1.1;
- b. maintains the characteristics of the Mandeville settlement as set out in Objective 18.1.3;
- c. is contained within a single site within the Mandeville settlement;
- d. is limited to the provision of retail and commercial floorspace appropriate to the size of the Mandeville settlement as defined by its extent shown on District Plan Map 167;
- e. limits access onto Tram Road to two locations that avoid turns out onto, right hand turns from, and further access onto Tram Road;
- f. prevents direct pedestrian access from Tram Road into the Business 4 Zone to maintain the safe use of Tram Road;
- g. prevents car parking on Tram Road so as to avoid pedestrian access to the Business 4 Zone to maintain the safe use of Tram Road;
- h. ensures the provision of onsite carparking avoids adverse effects on the amenity of the area;
- i. limits noise to a level that is consistent with the Residential 4A and 4B Zones;
- j. considers the location, size, design and use of buildings to limit the effects of building dominance and amenity;
- k. **considers the location of any accessway to Mandeville Road to ensure safe and efficient road access; and,**
- l. **ensures that the zone is provided with a water supply that enables protection from damage in the event of a fire.**

Amend paragraph 9 of Principal Reasons for Adopting Objectives, Policies and Methods 16.1.2 to read as follows:

“The Business 4 Zone enables site-specific areas of existing retail and business activity located outside of the Kaiapoi and Rangiora town centres. The effects of activities are known for those already developed, including those impacting on adjoining residential areas. Activity and development standards constrain the scale and nature of possible future effects. A specific policy and rule framework exists for

the Business 4 Zone in West Kaiapoi **and the Business 4 Zone in Mandeville North** to ensure suitable scale and characteristics of any development within the zone **and with regard to Mandeville North to recognise community desires.**"

## CHAPTER 27

Add new Rule 27.1.1.30 to read as follows:

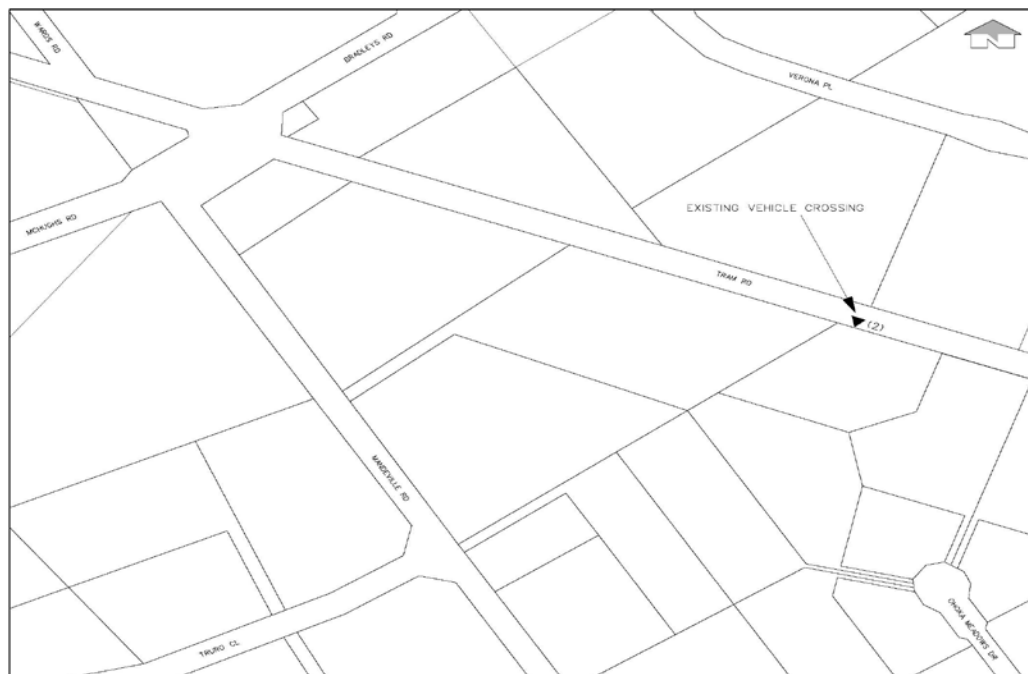
**27.1.1.30 Within the Mandeville Road - Tram Road Mandeville North Residential 4A Zone identified on District Plan Map 182 any new dwellinghouse shall have a floor level of 300mm above the 0.5% Annual Exceedance Probability flood event.**

## CHAPTER 30

Add new Rule 30.6.1.10 to read as follows:

**30.6.1.10 Vehicle crossings to Tram Road from the Residential 4A Zone Mandeville Road - Tram Road Mandeville North, shown on District Plan Map 182, shall be limited to the crossings and number of users as identified in Figure 30.2.**

Add new Figure 30.2: Existing Vehicle Crossing and Users from Tram Road to the Residential 4A Zone (Mandeville Road - Tram Road Mandeville North Residential 4A Zone)





Add new Rule 30.6.1.15 to read as follows:

**30.6.1.15 Within the Mandeville North Business 4 Zone no exit onto Tram Road shall be provided.**

Add new Rule 30.6.1.25 to read as follows:

**30.6.1.25 Within the Mandeville North Business 4 Zone any site access from Tram Road shall be constructed to include a deceleration lane with a minimum width of 2.5 metres, over a minimum length of 88 metres and allowing for a 1 in 10 taper to be provided.**

Add new Rule 30.6.1.35 to read as follows:

**30.6.1.35 Within the Mandeville North Business 4 Zone shown on District Plan Map 182 no parking space or manoeuvring space shall be located within 4 metres of the Tram Road boundary.**

Add new exemption 30.6.2.9 to read as follows:

**30.6.2.9 The site access from Tram Road to the Mandeville North Business 4 Zone shown on District Plan Map 182 is exempt from complying with Rule 30.6.1.23 (construction of acceleration and deceleration tapers for retail activities).**

Add new Rule 30.9.3 to read as follows:

**30.9.3 Any activity that does not comply with Rule 30.6.1.15 (no exit to Tram Road from the Mandeville North Business 4 Zone) is a non-complying activity.**

## CHAPTER 31

Amend Rule 31.1.1.10 to read as follows:

31.1.1.10 The structure coverage of the net area of any site shall not exceed:

- a. 50% in Residential 1 Zones;
- b. 35% in Residential 2, 3, 5 and 6 Zones;
- c. 20% in the Rural Zone, the Mapleham Rural 4B, Residential 4A and 4B Zones, except for the Residential 4A Zone, Bradleys Road, Ohoka identified on District Plan Map 169;
- d. in the Residential 6A Zone (Pegasus):
  - i. 24% where any road frontage of the site is 15m or greater, or
  - ii. 38% where any road frontage of the site is less than 15m;
- e. in the Residential 7 Zone:
  - i. Area A 60%;
  - ii. Area B 50%; and
  - iii. Area C 40%;

- f. 55% in the Business 1 Zone Pegasus “Town Centre – General Business Area” as identified on District Plan Map 142;
- g. 35% in the Business 4 – Williams/Carew Zone as identified on District Plan Maps 104 and 105; or
- h. 40% in Business 4 – Lilybrook Zone as shown on District Plan Maps 113 and 117;
- i. 55% in Business 4 West Kaiapoi Zone as shown on the District Plan Map 104;
- j. 40% in the Residential 6A Zone Ravenswood, as shown on District Plan Map 158; and
- k. 10% for lots over 3000m<sup>2</sup> in area and 15% for lots between 2500 - 2999m<sup>2</sup> in area, or 500m<sup>2</sup>, whichever is the lesser in the Residential 4A Zone, Bradleys Road, Ohoka, identified on District Plan Map 169.
- l. 40% in the Mandeville North Business 4 Zone as shown on District Plan Map 182.**

**Amend** Rule 31.1.1.14 (Table 31.1) to read as follows:

Table 31.1: Minimum Structure Setback Requirements

Location	A setback is required from	Setback depth (minimum)
Rural Zone	Any road boundary	20m for any dwellinghouse  10m for any structure other than a dwellinghouse
	Any internal site boundary	20m for any dwellinghouse  3m for any structure other than a dwellinghouse
	Any existing dwellinghouse on an adjoining site	10m for any structure (excluding a dwellinghouse)
All Residential Zones other than the Residential 4A Zone (Wards Road, Mandeville North and Mill Road, Ohoka), Residential 6A and 7, <b>and</b> the Residential 4A Zone (Bradleys Road, Ohoka) <b><u>and the Mandeville Road - Tram Road Mandeville North Residential 4A Zone</u></b> NOTE: See Rule 31.1.1.15	Any road boundary (other than a boundary to a strategic road or arterial road) or any accessway	2m

Location	A setback is required from	Setback depth (minimum)
Residential 4A Zone (Bradleys Road, Ohoka) shown on District Plan Map 169 <b><u>and the Mandeville Road - Tram Road Mandeville North Residential 4A Zone shown on District Plan Map 182.</u></b>	Any road boundary  Any internal site boundary	15m  5m
Residential 4A Zone (Wards Road, Mandeville North) shown on District Plan Map 162, Residential 4A Zone (Mill Road, Ohoka) shown on District Plan Map 160 and Woodend Beach Road shown on District Plan Map 171).	Any boundary from a local road	10m
Residential 4A Zone (Mill Road, Ohoka) shown on District Plan Map 160	Mill Road boundary  Any internal site boundary	15m  5m
All Residential Zones, other than Residential 6, 6A and 7, where the site fronts onto a strategic or arterial road	The road boundary of any strategic or arterial road	6m or 4m for any garage where the vehicle entrance is generally at right angles to the road
Residential 5 Zone	Any site boundary adjoining an accessway for allotments 15, 16, 17, 27, 28 and 29 shown on District Plan Map 140	4m
Residential 6A Zone (other than areas identified on District Plan Map 142 as excluded from the setback requirement)	Any internal site boundary, other than boundaries with accessways	2m for any structure other than garages and structures above garages
Residential 6A	Boundaries with accessways	10m for any structure other than a garage and structures above garages NOTE: Refer to Figure 31.1 and Rule 31.1.1.16

Location	A setback is required from	Setback depth (minimum)
Residential 7	Any road boundary (other than to a arterial road) or any accessway	2m for any dwellinghouse within Area A  3m for any dwellinghouse within Areas B and C  5.5m for any structure other than a dwellinghouse within Areas A, B and C
	The road boundary of any arterial road	6m
	Any internal site boundary	2m
	Any site boundary of 309 Island Road being Lot 1 DP 62400	20m
Business 2, 3 and 6 Zones, where the site fronts onto a strategic or arterial road	The road boundary of any strategic or arterial road	10m
All Business Zones, other than: (a) the Business 1 Zone at Pegasus, (b) any Business 4 Zone, and (c) the Business 1 Zones at Rangiora and Kaiapoi,  where the site is adjacent to a Residential Zone or a Rural Zone boundary	The zone boundary, or where the zone boundary is a road, the road boundary	10m
Business 4: Williams/Carew Zone <b><u>and Business 4: Mandeville North</u></b>	Any road boundary	6m
	Any <b><u>internal</u></b> site boundary	5m
All Zones	All overhead high voltage electrical lines as shown on District Plan Maps where the adjacent span length is less than 375 metres	32 metres to the side of the centreline of the conductors
	All overhead high voltage electrical lines as shown on District Plan Maps where the adjacent span length is between 375 and 600 metres	55 metres to the side of the centreline of the conductors

Location	A setback is required from	Setback depth (minimum)
	All overhead high voltage electrical lines as shown on District Plan Maps where the adjacent span length is greater than 600 metres	100 metres to the side of the centreline of the conductors

Add new Rule 31.1.1.30 to read as follows:

**31.1.1.30 Any structure in the Mandeville North Business 4 Zone not exceed a height of 8 metres.**

Add new Rule 31.1.1.39 to read as follows:

**31.1.1.39 Within the Mandeville Road – Tram Road, Mandeville North Residential 4A Outline Development Plan Area shown on District Plan Map 182, all site boundary fences shall:**

- a. **have a maximum height of 1.2 metres within the 15 metre road setback and elsewhere a maximum height of 1.8 metres;**
- b. **be farm-style post and wire or post and railing; and,**
- c. **achieve at least 80% permeability.**

Amend Rule 31.4.1 to read as follows:

31.4.1 Except as provided for by Rules 31.1.2, 31.2, 31.3.3, 31.4.3 or 31.5 any land use which does not comply with one or more of Rules 31.1.1.7 and 31.1.1.10 to 31.1.1.48, 31.1.1.49 to 31.1.1.50, 31.1.1.51 and 31.1.1.52–4 is a discretionary activity.

Add new Rule 31.2.3 to read as follows:

**31.2.3 Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;**

- a. **any single grocery tenancy shall have a maximum gross floor area of 750m<sup>2</sup>;**
- b. **any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m<sup>2</sup>;**
- c. **any other tenancy shall have maximum gross size of 200m<sup>2</sup>;**
- d. **the total number of tenancies shall be limited to a maximum of seven;**
- e. **the total number of carpark spaces shall be limited to a maximum of 80 parking spaces;**

- f. any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g. landscaping shall occur:
  - i. for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii. to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h. the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f. any building shall be finished to achieve a light reflectance value of less than 30%;
- g. within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i. the maximum gross retail ~~floor~~ area shall be 1600m<sup>2</sup>; and,
- j. any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and

is a controlled activity

In considering any application for resource consent under Rule 31.2.3 the Council shall, in granting consent and in deciding whether to impose conditions, exercise control over the following matters:

- i. the characteristics of the Mandeville settlement set out in Objective 18.1.2;
- ii. the objective and characteristics of the Mandeville North Business 4 Zone set out in Objective 16.1.2 and Policy 16.1.2.1;

- iii. the effects on the characteristics of the zone set out in Objective 12.1.1, Policies 12.1.1.1, 12.1.1.2, 12.1.1.4, 12.1.1.5, 12.1.1.6, 12.1.1.7, 12.1.1.8, Objective 16.1.1, 17.1.1, 18.1.1 and 18.1.3;
- iv. those matters over which control is exercised under Rule 32.1.3;
- v. the quality of building design, architectural features and details, use of colour and building materials;
- vi. the extent to which tree planting and landscaping achieves a highly quality outcome and mitigates adverse visual effects, amenity effects and scale of business activities;
- vii. the location of buildings, outdoor storage and loading areas and carparking and its design in relation to adjoining reserves and roads;
- viii. the extent to which any signage in buildings is integrated with buildings' architectural detail;
- ix. the extent to which the principles of crime prevention through environmental design are incorporated into any development;
- x. effects on the amenity of the surrounding Residential 4A, Residential 4B and Rural Zones;
- xi. effects on the safe and efficient functioning of Tram Road;
- xii. standard of construction of roads, service lanes and accessways; and,
- xiii. compliance with Outline Development Plan Map 182; and,
- xiv. the ability for the development to comply with SNZ PAS 4509:2008, or whether any alternative forms of providing the operational requirements of the New Zealand Fire Service are available, in consultation with the New Zealand Fire Service.

Add new Rule 31.5.6 to read as follows:

**31.5.6 Any land use that does not comply with Rule 31.2.3 (Development of the Mandeville North Business 4 Zone) is a non-complying activity.**

Add new Exemption 31.1.2.13 to read as follows:

**31.1.2.13 Any site within the Mandeville North Business 4 Zone shown on District Plan Map 182 is exempt from complying with Rules 31.1.1.32 and 31.1.1.33 (Business Zone screening and landscaping).**

## CHAPTER 32

Add new Rule 32.4.10 to read as follows:

**32.4.10 Any subdivision of land within the Mandeville North Business 4 Zone is a non-complying activity.**

Amend Rule 32.1.1.25 to read as follows:

### Outline Development Plans

32.1.1.25 Subdivision within the following areas shall generally comply with the Outline Development Plan for that area.

- a. The Residential 4B Zone of Mandeville identified on District Plan Maps 91 to 93 and the Mandeville Outline Development Plan on District Plan Map 141.
- b. The Residential 2 and Residential 4B Zones of North Rangiora on District Plan Maps 110 and 111 and the North Rangiora Outline Development Plan on District Plan Map 146.
- c. Southbrook Business 2 Zone identified on District Plan Maps 118 and 119.
- d. East Rangiora identified on District Plan Maps 113, 114 and 117.
- e. West Rangiora (North of Oxford Rangiora Road) identified on District Plan Maps 110 and 112.
- f. West Rangiora (South of Oxford Rangiora Road) identified on District Plan Maps 112 and 116.
- g. East Woodend identified on District Plan Maps 128 and 131 and the East Woodend Outline Development Plan on District Plan Map 153.
- h. Residential 5 Lees Road identified on District Plan Map 140.
- i. Pegasus identified on District Plan Map 142.
- j. Mapleham Rural 4B Zone identified on District Plan Map 147.
- k. North Kaiapoi identified on District Plan Map 156.
- l. The Residential 2 and 4A Zones of North West Rangiora identified on District Plan Map 155.
- m. The Residential 2 Zone Ashley Street – Enverton Drive, North Rangiora identified on District Plan Map 165.
- n. The Residential 2 Zone Northbrook Road Rangiora identified on District Plan Map 157.
- o. The Residential 4A Zone North Eyre Road, Mandeville North on District Plan Map 159.
- p. The Residential 4A Zone Waikuku Beach identified on District Plan Map 161.
- q. The Residential 4A Zone Wards Road, Mandeville North identified on District Plan Map 162.



- r. The Residential 2 Zone Enverton Drive - Ballarat Road North Rangiora identified on District Plan Map 166.
- s. The Residential 7 Zone West Kaiapoi, identified on District Plan Map 164.
- t. North Woodend identified on District Plan Map 158.
- u. The Residential 2 Zone East Kaiapoi identified on District Plan Map 163.
- v. The Residential 2 Zone Oxford Road West Rangiora identified on District Plan Map 168.
- w. The Residential 4A Zone, Bradleys Road, Ohoka, identified on District Plan Map 169 and more particularly described in Appendix 32.2.
- y. The Residential 4A Zone, Woodend Beach Road, Woodend, as identified on District Plan Map 171.
- z. The Residential 2 Zone North East Woodend identified on District Plan Map 172.
- aa. South West Rangiora identified on District Plan Map 173.
- ab. The Residential 4A Zone Mill Road Ohoka identified on District Plan Map 160.
- ac. The Residential 4A Zone McHughs Road, Mandeville North identified on District Plan Map 174.
- ad. The Todds Road Business 2 Zone identified on District Plan Map 175.
- ae. The Business 6 Zone identified on District Plan Map 180.
- ag. The Mandeville Road – Tram Road, Mandeville North Residential 4A Zone identified on District Plan Map 182.**

CROSS REFERENCE: Rule 21.7

**32.1.1.51 Any new allotment in the Mandeville Road – Tram Road, Mandeville North Residential 4A Zone shall be provided with a firefighting water supply in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.**

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

**Add** new District Plan Map 182 Mandeville Road – Tram Road, Mandeville North.

**Amend** District Plan Map 93 to rezone 6200m<sup>2</sup> of Lot 1 DP 312522 to Business 4 with the remainder of Lot 1 DP 312522, RS 4924, Lot 3 DP 312522 and Lot 2 DP 312522 to Residential 4A.



Proposed Plan Change PC33  
Mandeville Business and Residential 4A Zone

**Appendix II** Full Recommendations on Submissions

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# HEARINGS REPORT BY AGENDA: 33

## MANDEVILLE BUSINESS

<i>Ref</i>	<i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>A Banks</i>
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### A Banks

83.1

Cease all subdivisions in the Oxford/Eyre area until provision is made to capture stormwater discharges, with the water used for future irrigation.

#### Reject

The proposed Residential 4A and Business 4 Zones do not connect to the stockwater race. The capture and use of stormwater discharges is a matter that is best considered under the Canterbury Regional Council Water Management Strategy.

<i>Further subs:</i>	F84.1	Bennett, G & Y Thompson	<input type="checkbox"/> Oppose
	F98.1	Ratua Holdings Ltd	<input type="checkbox"/> Oppose

### Bennett, G & Y Thompson

84.01

Relocate the location of the proposed business zone stormwater management area into either of the Council reserves.

#### Reject

The reserve located at 975 Tram Road is approximately 3900m2 in area which is owned by the Crown and vested in the Waimakariri District Council as a plantation reserve. The disposal of this land and any amendment to the use of the land is subject to the provisions of the Conservation Act 1987 and the Reserves Act 1977. No changes to the land use or status of the reserve are proposed as part of the plan change 33, with any proposed changes (including a change to the vested status) required to be confirmed by the Minister of Conservation. The location of the stormwater management area for the Business 4 Zone onto this reserve would further mean that the reserve is located against the flow of groundwater, as detailed in the report of Mr Simpson.

<i>Further subs:</i>	F98.4	Ratua Holdings Ltd	<input type="checkbox"/> Support
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84.02

Develop the Outline Development Plan for the business zone to show site layouts including positions of buildings, roads, accesses. Introduce controls on building positions, configurations, massing, heights and dominance.

**Reject**

Policy 6.3.3 of the Canterbury Regional Policy Statement sets out the guidelines for the establishment of Outline Development Plans, which are intended to allow for efficient use of resources when planning land uses, in particular any mechanisms for providing infrastructure efficiently. The location of signs and buildings are considered to be matters that are best addressed through the controls on development proposed. The location of roads and accesses outside of the Outline Development Plan are shown on the Outline Development Plan. The landscape evidence of Mr Craig has concluded that the proposed Outline Development Plan and rule amendments will appropriately provide for the landscape and amenity outcomes anticipated for the Mandeville settlement.

*Further subs:*

F98.5

Ratua Holdings Ltd

☐ Oppose

84.03

Ensure the proposed access/ egress and related signage for the Business 4 Zone does not conflict with or compromise existing accesses.

**Accept**

The location of traffic related signage may conflict with existing or proposed access locations if not appropriately designed. Abley Transportation Consultants Ltd have assessed the potential traffic signage impacts on the use of this accessway and confirmed that options exist to relocate existing signage without adversely affecting the safe and efficient use of this existing access.

*Further subs:*

84.04

Ensure that adequate measures and controls are in place to provide landscaping to the Mandeville Road access road.

**Accept**

Mr Craig has reconfirmed his view that landscaping on this accessway would be appropriate to assist in reverse sensitivity effects on the surrounding Residential 4A Zone. The addition of an criteria d(ii) to proposed Rule 31.2.3 requiring this area to be landscaped will appropriately provide for a reduction in reverse sensitivity effects on the surrounding zones, and will give effect to proposed Policy 16.1.2.1(a) and (b).

*Further subs:*

Add the following to criteria ii to proposed Rule 31.2.3(e) "and along the full length of both sides of the vehicle accessway linking the Business 4 Zone, Mandeville North to Mandeville Road."

**84.05**

Include the whole of 933 Tram Road into the proposed Residential 4A Zoning and accurately plot the Outline Development Plan.

**Accept in Part**

933 Tram Road and 460 Mandeville Road are subject to a subdivision consent that has been given effect to by the granting of a s224(c) certificate under the Resource Management Act 1991. The intent of the rezoning was indicated to include the area covered by the new title, which has not issued at the time of this report.

Amend the Outline Development Plan Map 182 to rezone the area of 933 Tram Road (Lot 31 DP 77464) subject to boundary adjustment under subdivision consent RC145200 into the title for Lot 2 DP 312522 to Residential 4A.

No reasons have been provided to support a full relocation of 933 Tram Road. The area is already zoned Residential 4B and therefore is anticipated to achieve the same characteristics of the Residential 4A Zone. The larger lot size required by the remaining portion of 933 Tram Road is considered to contribute to the maintenance of the existing characteristics of the Ohoka Meadows Zone, particularly by compensating for the smaller lots located in the middle of the subdivision.

**Further subs:** F98.6 Ratua Holdings Ltd ☐ Oppose

**84.06**

Amend proposed Rule 32.1.1.12 to read 'The average area for any Residential 4A Zone, except for Wards Road, Mandeville North shown on District Plan Map 162, and the Residential 4A Zone, Bradleys Road, Ohoka shown on District Plan Map 169, and the Mandeville North Residential 4A Zone shown on District Plan Map 182, shall be met by each subdivision application.'

**Reject**

Refer to Section 6.9 of the Section 42A assessment.

**Further subs:**

**84.07**

Insert new Rule 32.1.1.14 to read 'Within the Mandeville Residential 4A Zone shown on District Plan Map 182, the maximum number of residential allotments for each sub-area shall be as shown in Figure XXX (see attached submission plan). The average allotment area requirement shall be applied over the whole area contained within the Outline Development Plan shown on District Plan Map 182.'

**Reject**

Refer to Section 6.9 of the Section 42A assessment.

**Further subs:**



84.08

No restriction on the use of the existing vehicle access to 460 Mandeville Road and 933 Tram Road should be imposed.

**Reject**

The Waimakariri District Plan, including the amendments proposed by plan change 33 are required to give effect to the Canterbury Regional Policy Statement. Policy 6.3.9(4) of the Canterbury Regional Policy Statement, which seeks to not provide for new rural residential subdivision and development directly accessing a strategic or arterial road is best given effect to by limiting additional traffic entrances/ exits to and from Tram Road from the proposed Residential 4A Zone.

*Further subs:*

84.09

Amend proposed Table 31.1 to require a setback to Tram Road and Mandeville Road to be 6 metres and the setback to an internal access road or site boundary to be 5 metres for structures within the proposed Residential 4A Zone.

**Reject**

The differences in the minimum setbacks between the Business 4 Zone (6 metres) and the Residential 4A Zone (15 metres) relates to the reverse sensitivity issues associated with vehicles utilising Tram Road and Mandeville Road. This setback figure generally reflects the established land use character of Tram Road and Mandeville Road, where dwellings are generally established greater than 20 metres from the Road boundary. The proposed 15 metre setback also helps to achieve a generally low density outlook in conjunction with the open space provided by the road reserve.

Internal access roads within the subdivision are likely to be established as rights of ways, which fall under the definition of "accessways" and are considered, for the purpose of defining setback, as property boundaries in accordance with Rule 31.1.1.14.

*Further subs:*

84.10

Delete the requirement for a 400mm freeboard and replace with a required 300mm freeboard in proposed Rule 27.1.1.30 as it applies to the proposed Residential 4A Zone.

**Accept**

The Council's 3 Waters Manager, Mr Kalley Simpson, has re-assessed the freeboard requirements for proposed Rule 27.1.1.30 and concludes that a freeboard of 300mm or higher above the 200 year flood event will adequately address the flood risk identified at the site.

Amend Rule 27.1.1.30 to read "Within the Mandeville Road - Tram Road Mandeville North Residential 4A Zone identified on District Plan Map 182 any new dwellinghouse shall have a floor level of 300mm above the 0.5% Annual Exceedance Probability flood event."

*Further subs:*

84.11

Examine and investigate the engagement process since September 2010.

**Reject**

This investigation is not considered within the scope of the section 42A Officer report

*Further subs:*

**Canterbury Regional Council**



87.1

Amend proposed Rule 31.2.3 (i) to read "the maximum gross retail area shall be 1300m2."

**Accept**

The proposed amendment to Rule 31.2.3(i) clarifies that the proposed retail area includes both retail within a building and any other ancillary retailing within the Business 4 Zone, for example outdoor areas associated with retailing within any proposed building within the Zone. The definition of retail in the district plan includes all areas where goods or services are displayed/offered for sale or hire direct to the public.

Amend Rule 31.2.3 to read as follows: 31.2.3 Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;

- a. any single grocery tenancy shall have a maximum gross floor area of 750m2;
- b. any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m2;
- c. any other tenancy shall have maximum gross size of 200m2;
- d. the total number of tenancies shall be limited to a maximum of seven;
- e. the total number of carparks shall be limited to a maximum of 80 parking spaces;
- f. any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g. landscaping shall occur:
  - i. for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii. to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h. the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f. any building shall be finished to achieve a light reflectance value of less than 30%;
- g. within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i. the maximum gross retail floor area shall be 1600m2; and,
- j. any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and is a controlled activity

Further subs: F98.8

Ratua Holdings Ltd

☐ Support

**87.2**

Support the proposed Plan Change subject to the amendment to Rule 31.2.3(i) sought by submission point 87.1.

**Accept**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.

Amend Rule 31.2.3 to read as follows: 31.2.3 Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;

- a. any single grocery tenancy shall have a maximum gross floor area of 750m<sup>2</sup>;
- b. any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m<sup>2</sup>;
- c. any other tenancy shall have maximum gross size of 200m<sup>2</sup>;
- d. the total number of tenancies shall be limited to a maximum of seven;
- e. the total number of carparks shall be limited to a maximum of 80 parking spaces;
- f. any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g. landscaping shall occur:
  - i. for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii. to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h. the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f. any building shall be finished to achieve a light reflectance value of less than 30%;
- g. within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i. the maximum gross retail floor area shall be 1600m<sup>2</sup>;
- and,
- j. any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and is a controlled activity

**Further subs:**



**Cockram, WS & CE****85.1**

Decline the proposed plan change in its entirety.

**Reject**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.

The Waimakariri District Plan currently considers that Residential 4A and Residential 4B Zones achieve the same environmental characteristics as one another.

**Further subs:** F84.2 Bennett, G & Y Thompson ☐ Oppose  
F98.7 Ratua Holdings Ltd ☐ Oppose

**Currie, M****86.1**

Support the plan change if the junction of Tram Road, Bradleys Road and McHughs Road is improved.

**Accept in Part**

The transportation assessment undertaken by Abley Transportation Consultants Ltd assessed the functionality of the Tram Road, McHughs Road, Bradleys Road intersection performance and concluded that "the intersection operates efficiently with all approaches having an LOC C [Level of Service] or better and with drivers experiencing minimal delays."

**Further subs:** F98.31 Ratua Holdings Ltd ☐ Oppose

**Driver, R****88.1**

Cease all subdivisions in the Oxford/Eyre area until provision is made to capture stormwater discharges, with the water used for future irrigation.

**Reject**

The proposed Residential 4A and Business 4 Zones do not connect to the stockwater race. The capture and use of stormwater discharges is a matter that is best considered under the Canterbury Regional Council Water Management Strategy.

**Further subs:** F84.3 Bennett, G & Y Thompson ☐ Oppose  
F98.2 Ratua Holdings Ltd ☐ Oppose

**Harris, P****89.1**

Consider any potential adverse traffic conflicts between a future vehicle crossing serving the proposed Business 4 Zone and a future right of way serving up to six allotments along the frontage of 116 McHughs Road.

*Further subs:***Accept**

Consideration has been given to the safe and efficient use of the Mandeville Road access to the proposed Business 4 Zone and any potential access on 116/ 148 McHughs Road.

Approve Plan Change 33 including proposed amendments as set out in Appendix I of the Section 32 Assessment.

**89.2**

Support the identification of land fronting Mandeville Road to be zoned Residential 4A rather than Business 4.

*Further subs:***Accept**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.

Approve Plan Change 33 including proposed amendments as set out in Appendix I of the Section 32 Assessment.

**89.3**

Insert into new Objective 16.1.2 new sub-clause (c)(ii) to add the words 'access crossing design' after 'loading areas'.

*Further subs:***Accept in Part**

The amendment to Objective 16.1.2(c)(ii) reinforces the need to consider how the proposed Mandeville Road access and egress operates within the current and future roading network. The use of the word "entranceway" rather than the phrase "access crossing" better fits with the existing wording of the District Plan.

Insert into new Objective 16.1.2 new sub-clause (c)(ii) to add the words 'entranceway design' after 'loading areas'.

**89.4**

Insert into new Policy 16.1.2.1 a new sub-clause to read 'limits access onto Mandeville Road to locations that do no conflict with the establishment of a new shared vehicle crossing on adjacent land that has legal frontage onto Mandeville Road.'

*Further subs:***Accept in Part**

An amended sub-clause in Policy 16.1.2.1 will enable the consideration of the effects of the safe and efficient functioning of Mandeville Road in accordance with the amendment proposed to Objective 16.1.2(c)(ii) under submission point 89.3.

The wording proposed by the submission specifically refers to a potential vehicle crossing on adjacent land, on which a private plan change RCP28 has been lodged. Given the uncertainty around the location of this entrance at this time, it is considered that the amended wording would be better focused around the avoidance of traffic impacts on adjacent properties.

Add new criteria 'k' to Policy 16.1.2.1 to read "considers the location of any entranceway to Mandeville Road to ensure safe and efficient road access".

F98.9

Ratua Holdings Ltd

☐ Support



89.5

Confirm any consequential changes to give effect to the proposed amendments to Planning Map 93 and Outline Development Plan Map 182 as necessary to allow the location of any future vehicle crossing serving the Business 4 Zone to be provided as a controlled activity (Rule 31.2.3) rather than a non-complying activity (Rule 31.5.6).

**Reject**

District Plan Rules 32.1.1.25 and 21.8.1 require that any development or subdivision in an area that is subject to an Outline Development Plan 'generally accord' with the relevant development plan. The requirement to 'generally accord' allows for a consideration of the location of the Mandeville Road accessway where the intent of the Outline Development Plan is achieved (for example to avoid locationally specific issues encountered onsite). The non-complying activity status allows for any decision maker considering the relocation of this access to consider the relevant district plan policies that seek to achieve a safe and efficient road network.

**Further subs:** F98.10 Ratua Holdings Ltd ☐ Support

**Hill, I**

90.1

Decline the proposed plan change in its entirety.

**Reject**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act 1991 contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives, including providing for local convenience and any effects on existing centres.

District Plan Rule 31.11.1.2 applies to the Business 4 Zone, and requires that noise measurements are not exceeded at the boundary of the Residential 4A Zone, or at the notional boundary of any dwellinghouse in the Rural Zone.

**Further subs:** F84.4 Bennett, G & Y Thompson ☐ Oppose  
F98.28 Ratua Holdings Ltd ☐ Oppose

**Howard, J**

91.1

Support the commercial development proposed by the plan change

**Accept**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.

Approve Plan Change PC33 including the amendments as set out in Appendix I to the Section 42 Officers assessment.

**Further subs:** F98.17 Ratua Holdings Ltd ☐ Support

91.2

Enlarge the proposed commercial development footprint to 1600m<sup>2</sup>.

**Accept in Part**

Refer to the section 6.6 of the Section 42A Report.

Amend Rule 31.2.3 to read as follows: 31.2.3 Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;

- a. any single grocery tenancy shall have a maximum gross floor area of 750m<sup>2</sup>;
- b. any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m<sup>2</sup>;
- c. any other tenancy shall have maximum gross size of 200m<sup>2</sup>;
- d. the total number of tenancies shall be limited to a maximum of seven;
- e. the total number of carparks shall be limited to a maximum of 80 parking spaces;
- f. any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g. landscaping shall occur:
  - i. for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii. to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h. the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f. any building shall be finished to achieve a light reflectance value of less than 30%;
- g. within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i. the maximum gross retail floor area shall be 1600m<sup>2</sup>;
- and,
- j. any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and is a controlled activity

Further subs: F98.18 Ratua Holdings Ltd

☐ Support



<i>Ref</i>	<i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>Howard, J</i>
91.3	Allow a left turn entrance into the Business 4 Zone.	<b>Reject</b> Refer to the section 6.6 of the Section 42A Report.		
<i>Further subs:</i> F98.19 Ratua Holdings Ltd <input type="checkbox"/> Support				

## King, R & L

92.1	Vehicle access to Mandeville Road via the location shown on the Outline Development Plan Map182 should be "exit" and "entry".	<b>Accept</b> The amended Outline Development Plan shows the Mandeville Road access as accommodating both entry and exit for vehicles, pedestrians and cyclists. The amended Outline Development Plan further removes the directional arrows from this access.	Approve Plan Change PC33 including the amendments as set out in Appendix I to the Section 42 Officers assessment, including amended Map 182	
<i>Further subs:</i> F98.20 Ratua Holdings Ltd <input type="checkbox"/> Support				

## McGregor, H & T

93.1	Support the plan change in its entirety, in particular commercial development.	<b>Accept</b> The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act 1991 contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.	Approve Plan Change PC33 including the amendments as set out in Appendix 1 to the Section 42 Officers assessment.	
<i>Further subs:</i> F98.21 Ratua Holdings Ltd <input type="checkbox"/> Support				

## 93.2

Enlarge the proposed development footprint to greater than 1300m<sup>2</sup>.

## Accept in Part

Refer to the section 6.6 of the Section 42A Report.

Amend Rule 31.2.3 to read as follows: 31.2.3 Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;

- a. any single grocery tenancy shall have a maximum gross floor area of 750m<sup>2</sup>;
- b. any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m<sup>2</sup>;
- c. any other tenancy shall have maximum gross size of 200m<sup>2</sup>;
- d. the total number of tenancies shall be limited to a maximum of seven;
- e. the total number of carparks shall be limited to a maximum of 80 parking spaces;
- f. any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g. landscaping shall occur:
  - i. for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii. to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h. the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f. any building shall be finished to achieve a light reflectance value of less than 30%;
- g. within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i. the maximum gross retail floor area shall be 1600m<sup>2</sup>; and,
- j. any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and is a controlled activity

Further subs: F98.22 Ratua Holdings Ltd

☐ Support



93.3

Support ingress and egress from Mandeville Road and left turns in and out of Tram Road.

**Accept in Part**

Refer to the section 6.4 of the Section 42A Report.

**Further subs:** F98.23 Ratua Holdings Ltd ☐ Support

**McKeever, C & G**

95.1

Support the proposed Plan Change subject to amendments sought by submission points 95.2 to 95.6.

**Accept in Part**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives. No changes are proposed to this wording.

**Further subs:**

95.2

Change the District Plan text from Mandeville North to Mandeville.

**Reject**

Both 'Mandeville' and 'Mandeville North' are commonly used to describe the area. Neither name is officially gazetted by the New Zealand Geographic Board; however, 'Mandeville North' is generally used throughout the plan to describe the settlement.

**Further subs:**

95.3

Amend the proposed rule structure to make subdivision in the Business 4 Zone a controlled activity.

**Reject**

The restriction on subdivision in the Business 4 Zone is intended to require the development to be undertaken as a comprehensive development (including staging of a single subdivision consent) in order to ensure that the mitigation measures common to the development are constructed prior to the consent being given effect to.

**Further subs:** F98.12 Ratua Holdings Ltd ☐ Support

95.4

Give further clarity to the proposed local purpose reserves shown on the Outline Development Plan.

**Accept in Part**

The reserve located at 975 Tram Road is approximately 3900m2 in area which is owned by the Crown and vested in the Waimakariri District Council as a plantation reserve. The disposal of this land and any amendment to the use of the land is subject to the provisions of the Conservation Act 1987 and the Reserves Act 1977. No changes to the land use or status of the reserve are proposed as part of the plan change 33.

**Further subs:**

<i>Ref</i>	<i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>McKeever,</i>
<b>95.5</b>	Provide for site design enhancement on the edge of the proposed Outline Development Plan.  <i>Further subs:</i>	<b>Accept</b> Proposed Rule 31.2.3(d)ii provides for landscape treatment on the zone boundary.		
<b>95.6</b>	Clarify that "general accordance with the Outline Development Plan" does not mean "exact accordance with the Outline Development Plan."  <i>Further subs:</i>	<b>Accept</b> District Plan Rules 32.1.1.25 and 21.8.1 require that any development or subdivision in an area that is subject to an Outline Development Plan 'generally accord' with the relevant development plan.		
<hr/>				
<b>Murray, JM</b>				
<b>94.1</b>	Avoid vehicles accessing and egressing the business zone from Tram Road in favour of Mandeville Road.	<b>Accept in Part</b>  The Outline Development Plan and proposed amendments to the Waimakariri District Plan seek to avoid vehicles exiting onto Tram Road.  The construction of an overpass between Mandeville Road and Bradleys Road is not considered to be necessary as the proposed access arrangements, including a left turn exit on Tram Road are considered to appropriately protect the safe and efficient use of Tram Road, as required by Policy 11.1.1.6 as assessed in the report of Abley Transportation Consultants Ltd.	Approve Plan Change PC33 including the amendments as set out in Appendix I to the Section 42 Officers assessment.	
	<i>Further subs:</i>	F98.30      Ratua Holdings Ltd	<input type="checkbox"/> Oppose	
<hr/>				
<b>Nilsson, S</b>				
<b>97.1</b>	Support the proposal in its entirety, in particular business zoning.	<b>Accept</b> The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act 1991 contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.	Approve Plan Change PC33 including the amendments as set out in Appendix 1 to the Section 42 Officers assessment.	
	<i>Further subs:</i>	F98.24      Ratua Holdings Ltd	<input type="checkbox"/> Support	



## NZ Fire Service Commission (NZFS Commission)

### 96.1

Add new criteria (k) to proposed Policy 16.1.2.1 to read "ensures that the Business 4 Zone is provided with a water supply that enables protection from damage in the event of a fire."

### Accept

The proposed additional criteria under Policy 16.1.2.1 will better appropriately provide for the health and safety of persons than the existing proposed rule framework criteria. While these matters are largely dealt with under the requirements of the Building Act 2004; a number of matters, including appropriate onsite supply and storage of water relate to the design of the development at the time of subdivision.

Add new criteria (k) to proposed Policy 16.1.2.1 to read "ensures that the Business 4 Zone is provided with a water supply that enables protection from damage in the event of a fire."

**Further subs:** F98.12 Ratua Holdings Ltd ☐ Oppose

### 96.2

Add new criteria (k) to proposed Business 4 Zone Rule 31.2.3 to read "the site shall be provided with a firefighting water supply in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008."

### Reject

Compliance with the NZFS Code of Practice in areas outside of gazetted fire areas where the proposed water supply does not meet the minimum reticulation requirements is based on an assessment of the ability for the use of alternative firefighting water supplies to achieve a minimum standard of fire-fighting water supply. As noted by the submitter, the methods for determining the appropriateness of this supply rely on considerations at both the time of subdivision / land use consent (onsite storage or other land use) and at the time of Building Consent (for example sprinkler use). The addition of proposed criteria (k) to Rule 31.2.3, as a method to give effect to Policy 16.1.2.1(l) would create a non-complying activity status for any development within the zone that does not meet the Code of Practice, which may potentially rely on matters required or confirmed under a subsequent building consent. The additional matter for control (xvi) sought by submission 96.3 would allow the decision maker on any future resource consent to consider any methods to provide for an appropriate firefighting water supply at the time of land use consent.

**Further subs:** F98.14 Ratua Holdings Ltd ☐ Oppose

96.3

Add new criteria (xiv) to the matters for control for Business 4 Zone Rule 31.2.3 to read "the ability of the development to comply with SNZ PAS 4509:2008, or whether any alternative forms of providing for the operational requirements of the New Zealand Fire Service are available, in consultation with the New Zealand Fire Service."

**Accept**

Compliance with the NZFS Code of Practice in areas outside of gazetted fire areas where the proposed water supply does not meet the minimum reticulation requirements is based on an assessment of the ability for the use of alternative firefighting water supplies to achieve a minimum standard of fire-fighting water supply. As noted by the submitter, the methods for determining the appropriateness of this supply rely on considerations at both the time of subdivision / land use consent (onsite storage or other land use) and at the time of Building Consent (for example sprinkler use). The addition of proposed criteria (k) to Rule 31.2.3, as a method to give effect to Policy 16.1.2.1(l) would create a non-complying activity status for any development within the zone that does not meet the Code of Practice, which may potentially rely on matters required or confirmed under a subsequent building consent. The additional matter for control (xvi) sought by submission 96.3 would allow the decision maker on any future resource consent to consider any methods to provide for an appropriate firefighting water supply at the time of land use consent.

Add new criteria (xiv) to the matters for control for Business 4 Zone Rule 31.2.3 to read "the ability of the development to comply with SNZ PAS 4509:2008, or whether any alternative forms of providing for the operational requirements of the New Zealand Fire Service are available, in consultation with the New Zealand Fire Service."

**Further subs:**

F98.15

Ratua Holdings Ltd

☐ Oppose

96.4

Add new Rule 32.1.1.51 read "Any new allotment in the Mandeville Road – Tram Road, Mandeville North Residential 4A Zone shall be provided with a firefighting water supply in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008."

**Accept**

Mandeville North is not located in a gazetted fire district. The Councils Project Delivery Manager has advised that the Mandeville North water reticulation does not meet the requirements of the New Zealand Fire Service Firefighting Code of Practice for a full urban location in terms of hydrant locations and minimum water capacity (25l/s). Hydrants are provided at strategic locations within Mandeville North, supported by onsite supplies for new dwellings consisting generally of 20,000L water tanks with a fire service approved connection as detailed in the submission. This solution is generally considered to meet the criteria for alternative supply approval under section 4 of the Code of Practice.

Add new Rule 32.1.1.51 read "Any new allotment in the Mandeville Road / Tram Road, Mandeville North Residential 4A Zone shall be provided with a firefighting water supply in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008."

**Further subs:**

F84.5

Bennett, G &amp; Y Thompson

☐ Oppose

F98.16

Ratua Holdings Ltd

☐ Oppose

## Ratua Holdings Ltd

98.01

Approve Plan Change subject to amendments as sought by submission points 98.2 – 98.17.

**Accept in Part**

See following recommendations on submissions

**Further subs:**



98.02

Amend proposed Business 4 Rule 31.2.3(i) to read 'the maximum gross retail floor area shall be 1700m<sup>2</sup>'.

**Accept in Part**

Refer to the section 6.6 of the Section 42A Report.

Amend Rule 31.2.3 to read as follows: 31.2.3 Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;

- a. any single grocery tenancy shall have a maximum gross floor area of 750m<sup>2</sup>;
- b. any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m<sup>2</sup>;
- c. any other tenancy shall have maximum gross size of 200m<sup>2</sup>;
- d. the total number of tenancies shall be limited to a maximum of seven;
- e. the total number of carparks shall be limited to a maximum of 80 parking spaces;
- f. any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g. landscaping shall occur:
  - i. for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii. to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h. the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f. any building shall be finished to achieve a light reflectance value of less than 30%;
- g. within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i. the maximum gross retail floor area shall be 1600m<sup>2</sup>; and,
- j. any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and is a controlled activity

Further subs: F84.6

Bennett, G &amp; Y Thompson

☐ Oppose

**98.03**

Delete proposed Rule 31.2.3(a) that limits individual tenancy size.

**Accept in Part**

Refer to the section 6.6 of the Section 42A Report.

Amend Rule 31.2.3 to read as follows: 31.2.3 Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;

- a. any single grocery tenancy shall have a maximum gross floor area of 750m<sup>2</sup>;
- b. any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m<sup>2</sup>;
- c. any other tenancy shall have maximum gross size of 200m<sup>2</sup>;
- d. the total number of tenancies shall be limited to a maximum of seven;
- e. the total number of carparks shall be limited to a maximum of 80 parking spaces;
- f. any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g. landscaping shall occur:
  - i. for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii. to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h. the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f. any building shall be finished to achieve a light reflectance value of less than 30%;
- g. within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i. the maximum gross retail floor area shall be 1600m<sup>2</sup>;
- and,
- j. any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and is a controlled activity

**Further subs:**

<i>Ref</i>	<i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>Ratua Hold</i>
<b>98.04</b>	Amend proposed Business 4 Zone Policy 16.1.2.1(e) to read 'limits access onto Tram Road to 3 locations, including a left hand turn exit onto Tram Road from the Business Zone that avoids additional turns out onto, right hand turns from, and further access onto Tram Road.'	<b>Reject</b> Refer to the section 6.4 of the Section 42A Report.		
	<i>Further subs:</i>			
<b>98.05</b>	Amend proposed Rule 30.6.1.15 to read 'within the Business Zone no more than one exit onto Tram Road shall be provided.'	<b>Reject</b> Refer to the section 6.4 of the Section 42A Report.		
	<i>Further subs:</i>			
<b>98.06</b>	Amend proposed Rule 30.6.2.9 to read 'the site access and exit between Tram Road and the Mandeville North Business 4 Zone shown on District Plan Map 182 is exempt from complying with Rule 30.6.1.23 (construction of acceleration and deceleration tapers for retail activities).', or any other similar wording.	<b>Reject</b> Refer to the section 6.4 of the Section 42A Report.		
	<i>Further subs:</i>			
<b>98.07</b>	Amend proposed District Plan Map 182 to show a left turn exit from the Business 4 Zone to Tram Road.	<b>Reject</b> Refer to the section 6.4 of the Section 42A Report.		
	<i>Further subs:</i>			



98.08

Delete proposed Rule 31.2.3(f) that proposes a light reflectance value for buildings in the Business 4 Zone.

**Reject**

Rule 31.2.3(f), as notified, is an appropriate method to achieve the maintenance of the anticipated characteristics of the Mandeville settlement with regards to the amenity outcomes, particularly with regard to reducing building dominance, as noted by Mr Craig in the Section 32 assessment. No evidence with regards to this rule limiting the ability of an anchor tenant to establish has been presented, particularly as the rule does not control the range of colour that may be used; however, if this were the case, Rule 31.2.3(f) would potentially limit the ability of the business zone to provide an anchor tenancy, which may impact on the commercial viability of the Business Zone. I agree with Mr Craig's view that the impact of a higher light reflectance value is tied to the consideration of the overall design outcomes of the zone, which are able to be considered under the proposed matters of control, in particular (v) the quality of building design, architectural features and details, use of colour and building materials. Given Mr Craig's view that the proposed Rule will assist in reducing building dominance, and contribute to the maintenance and enhancement of the Residential 4A and 4B characteristics of the settlement, it is my view that the Rule 31.2.3(f) should remain as notified

*Further subs:*

98.09

Amend proposed Business 4 Zone Rule 31.2.3 to read 'landscaping shall occur: for an average depth of 4 m along the length of the Tram road boundary except for the vehicle entrance locations.', or similar wording.

**Reject**

Landscaping is proposed for a minimum depth of 4 metres in order to deter both parking and pedestrian access direct from Tram Road, which is considered to create pedestrian safety issues in the event that Tram Road is used for carparking.

*Further subs:*

98.10

Amend proposed Rule 30.6.1.35 to read 'Within the Mandeville North Business 4 Zone shown on District Plan Map 182 no parking space or manoeuvring space shall be located within 3 metres of the Tram Road boundary.', or similar wording.

**Reject**

The practical effect of the retention of Rule 31.2.3 as a minimum landscaping depth of 4 metres will mean that there is no parking space or manoeuvring space located within 3 metres of the Tram Road boundary.

*Further subs:*



<i>Ref</i> <i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>Ratua Hold</i>
<b>98.11</b> Amend proposed Business 4 Zone Objective 16.1.2(iii) to read 'avoids more than minor effects on the function and viability of Key Activity Centres'.	<b>Accept</b> Objective 6.2.5 of the Canterbury Regional Policy Statement (CRPS) seeks that the "development and distribution of commercial activity will avoid significant adverse effects on the function and viability of [key activity centres]." The CRPS recognises that commercial activity may locate outside of Key Activity Centres so long as it does not affect the viability of, or public investment in, these centres. In order to appropriately give effect to the CRPS the proposed amendment will clarify that effects that are more than minor (significant) are sought to be avoided by the CRPS.	Amend proposed Business 4 Zone Objective 16.1.2(iii) to read 'avoids more than minor effects on the function and viability of Key Activity Centres'.	
	<i>Further subs:</i>		
<b>98.12</b> Amend proposed Rule 31.5.6 to read 'Any land use that does not comply with Rule 31.2.3 (development of the Business Zone) is a restricted discretionary activity, with discretion limited to the subject matter of the rule', or similar wording.	<b>Reject</b> Refer to the section 6.6 of the Section 42A Report.		
	<i>Further subs:</i>		
<b>98.13</b> Delete proposed Policy 16.1.2.1(c) that proposes subdivision in the Business 4 Zone to be a non-complying activity.	<b>Reject</b> The restriction on subdivision in the Business 4 Zone is intended to require the development to be undertaken as a comprehensive development (including staging of a single subdivision consent) in order to ensure that the mitigation measures common to the development are constructed prior to the consent being given effect to.		
	<i>Further subs:</i>		
<b>98.14</b> Amend proposed Rule 32.4.10 to read 'any subdivision of land within the Mandeville Business 4 Zone is a controlled activity. In considering any application for resource consent under Rule 32.4.10 the Council shall, in granting consent and in deciding whether to impose conditions, exercise control over the matters specified in Rule 32.1.3.'	<b>Reject</b> The restriction on subdivision in the Business 4 Zone is intended to require the development to be undertaken as a comprehensive development (including staging of a single subdivision consent) in order to ensure that the mitigation measures common to the development are constructed prior to the consent being given effect to.		
	<i>Further subs:</i>		

98.15

Delete proposed Rule 32.1.1.10 that proposes a lot yield for the proposed Residential 4A Zone.

**Reject**

The framework for setting development in accordance with a masterplan has been used in the District Plan under Private Plan Changes 10 and 6. In these circumstances, the lot ownership and arrangement meant that the majority of the landholdings were held in one ownership, where the ability to consider the character and amenity effects was such that the design and timing of future subdivision could be assessed to accurately consider how the characteristics of the zones could be achieved, both during subdivision of the area, and once the zone had been fully developed.

No assessment has been undertaken to confirm that the proposed lot layout on the subdivision master plan achieves the anticipated characteristics of the Residential 4A Zone, both in the event of partial subdivision of the zone and once the area has been fully subdivided.

**Further subs:** F84.7 Bennett, G & Y Thompson ☐ Support  
F105.1 F/S Hammond, S ☐ Support

98.16

Insert new Rule 32.1.1.13 to read 'Within the Mandeville Residential 4A Zone shown on District Plan Map 182, subdivision shall proceed in accordance with the masterplan'. (master plan attached to submission)

**Reject**

The framework for setting development in accordance with a masterplan has been used in the District Plan under Private Plan Changes 10 and 6. In these circumstances, the lot ownership and arrangement meant that the majority of the landholdings were held in one ownership, where the ability to consider the character and amenity effects was such that the design and timing of future subdivision could be assessed to accurately consider how the characteristics of the zones could be achieved, both during subdivision of the area, and once the zone had been fully developed.

No assessment has been undertaken to confirm that the proposed lot layout on the subdivision master plan achieves the anticipated characteristics of the Residential 4A Zone, both in the event of partial subdivision of the zone and once the area has been fully subdivided.

**Further subs:** F84.8 Bennett, G & Y Thompson ☐ Support  
F105.2 F/S Hammond, S ☐ Support

98.17

Make any consequential amendments in order to achieve submission points 98.2 – 98.16.

**Accept in Part**

**Further subs:**



**Searle, R**

99.1

Support the proposal in its entirety, in particular the business zone.

**Accept**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act 1991 contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.

Approve Plan Change PC33 including the amendments as set out in Appendix 1 to the Section 42 Officers assessment.

*Further subs:* F98.25 Ratua Holdings Ltd ☐ Support

**Simpson, J**

100.1

Support the proposal in its entirety, in particular the business zone.

**Accept**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act 1991 contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.

Approve Plan Change PC33 including the amendments as set out in Appendix 1 to the Section 42 Officers assessment.

*Further subs:* F98.26 Ratua Holdings Ltd ☐ Support

**Stapley, 101**

101.1

Approve the proposal in its entirety, in particular the business zone.

**Accept**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives.

Approve Plan Change PC33 including the amendments as set out in Appendix 1 to the Section 42 Officers assessment.

*Further subs:* F98.27 Ratua Holdings Ltd ☐ Support

**Walmsley, T**

102.1

No additional traffic entrances or exits be allowed for the Residential 4A sections to Tram Road.

**Accept**

The Waimakariri District Plan, including the amendments proposed by plan change 33 are required to give effect to the Canterbury Regional Policy Statement. Policy 6.3.9(4) of the Canterbury Regional Policy Statement, which seeks to not provide for new rural residential subdivision and development directly accessing a strategic or arterial road is best given effect to by limiting additional traffic entrances/ exits to and from Tram Road.

Approve Plan Change PC33 including the amendments as set out in Appendix I to the Section 42 Officers assessment.

Retain proposed Rule 30.6.1.10 and associated figure 30.2.

*Further subs:* F84.9 Bennett, G & Y Thompson ☐ Oppose

<i>Ref</i>	<i>Relief Sought</i>	<i>Recommendation and reasons</i>	<i>Amendment to plan</i>	<i>Walmsley,</i>
102.2	Create a noise buffer around the Business 4 Zone to reduce noise to adjacent housing.	<p><b>Accept in Part</b></p> <p>The mitigation of effects from noise should be considered in the assessment of the appropriateness of the proposed amendments relating to the Business Zone given the potential impacts on the characteristics of the Mandeville settlement set out in existing Objective 18.1.2. District Plan Rule 31.11.1.2 currently applies to all Business 4 Zones within the district plan, and requires that noise measurements are not exceeded at the boundary of the Residential 4A Zone. Rule 31.11.1.2 essentially creates a noise buffer but requiring noise levels to remain under district plan standards. Proposed Policy 16.1.2.1(i) also seeks to ensure that noise from the business zone is consistent with surrounding areas.</p> <p><i>Further subs:</i></p>	Approve Plan Change PC33 including the amendments as set out in Appendix I to the Section 42 Officers assessment.	



## 102.3

Extend the proposed business zone parking area to allow for long term staff carparking away from short term customer parking.

## Accept in Part

The parking demand assessment prepared by Abley Transportation Consultants Ltd concludes that the peak total parking demand rates based on the proposed 1300m<sup>2</sup> gross retail floor area is 79, with demand based on the sites environment resulting in a recommended 45 -65 carparking spaces. Proposed Rule 31.2.3 requires that a maximum of 65 parking spaces are provided, with an amendment proposed based on a floor area of 1600m<sup>2</sup>. No minimum spaces are proposed, as this will allow spaces to be matched to demand if the full 1600m<sup>2</sup> of gross retail floor area is not developed.

Amend Rule 31.2.3 to read as follows:31.2.3Within the Mandeville North Business 4 Zone, shown on District Plan Map 182, development of the zone, including any buildings or structures shall occur as a comprehensive business development, including;

- a.any single grocery tenancy shall have a maximum gross floor area of 750m<sup>2</sup>;
- b.any single bar/ restaurant or yard based tenancy shall have a maximum gross floor area of 450m<sup>2</sup>;
- c.any other tenancy shall have maximum gross size of 200m<sup>2</sup>;
- d. the total number of tenancies shall be limited to a maximum of seven;
- e.the total number of carparks shall be limited to a maximum of 80 parking spaces;
- f.any outdoor storage area for the temporary or permanent storage of goods shall not be located within any structure setback set out in Table 31.1 of Rule 31.1.1.14;
- g.landscaping shall occur:
  - i.for an depth of 4 metres along the length of the Tram Road boundary except for the vehicle entrance locations, including:
    - trees to be capable of reaching a minimum height of 8 metres;
    - a minimum of one tree per 10 metres of road boundary frontage; and,
    - a maximum tree spacing of 15 metres.
  - ii.to a depth of not less than 1.5 metres along the southern and eastern boundary with planting capable of reaching a minimum height of 3 metres and along the full length of both sides of the accessway linking the Business 4 Zone, Mandeville North to Mandeville Road
- h.the site shall be fenced to prevent pedestrian access from and onto Tram Road;
- f.any building shall be finished to achieve a light reflectance value of less than 30%;
- g.within the car parking area, there shall be a minimum of one tree, planted for every 10 parking spaces provided;
- h. there shall be no dwellinghouses;
- i.the maximum gross retail floor area shall be 1600m<sup>2</sup>;
- and,
- j.any access from Tram Road shall be formed to prevent right hand turn vehicle movements from Tram Road; and is a controlled activity

Further subs:

102.4

Parking should be prohibited to the north of Tram Road from Bradleys Road to the end of the proposed subdivision.

**Accept in Part**

Proposed landscaping and fencing Rules 31.2.3, 31.1.2.13 and 31.1.1.39 are intended to create a physical barrier between the Tram Road reserve and the Business 4 Zone. Options to create no parking zones on Tram Road outside of the development could be considered; however, this would need to be in the context of the operational requirements of the roading network and are best dealt with in conjunction of a review at that time.

**Further subs:** F98.11 Ratua Holdings Ltd ☐ Oppose

**WJ Winter & Sons**

103.1

Cease all subdivisions in the Oxford/Eyre area until provision is made to capture stormwater discharges, with the water used for future irrigation.

**Reject**

The proposed Residential 4A and Business 4 Zones do not connect to the stockwater race. The capture and use of stormwater discharges is a matter that is best considered under the Canterbury Regional Council Water Management Strategy.

**Further subs:** F84.10 Bennett, G & Y Thompson ☐ Oppose  
F98.3 Ratua Holdings Ltd ☐ Oppose

**Young, R**

104.1

Decline the application in its entirety.

**Reject**

The plan change proposal is considered to appropriately give effect to the purpose of the Resource Management Act contained in Part 2 and the proposed amendments to the Waimakariri District Plan, are considered to efficiently and effectively achieve the objectives, including traffic management and rural-residential development.

**Further subs:** F84.11 Bennett, G & Y Thompson ☐ Oppose  
F98.29 Ratua Holdings Ltd ☐ Oppose

Proposed Plan Change PC33  
Mandeville Business and Residential 4A Zone

**Appendix III**     Abley Transportation Consultants Ltd review of  
submissions

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**BEFORE THE WAIMAKARIRI DISTRICT COUNCIL**

**UNDER** the Resource Management Act  
1991

**AND**

**IN THE MATTER** of Plan Change 33 to the  
Waimakariri District Plan

**STATEMENT OF EVIDENCE OF  
AIMEE DUNNE**

**28 APRIL 2015**

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## 1. INTRODUCTION

- 1.1 My full name is Aimee Olivia Dunne. I am a Senior Transportation Engineer at Abley Transportation Consultants Limited. The firm undertakes specialist transportation related commissions for local, regional and central government as well as private individuals and community groups.
- 1.1 I am a Graduate Member of the Institute of Professional Engineers (GIPENZ) and I hold the technical qualification of a Master of Engineering in Civil and Environmental Engineering from Heriot Watt University, United Kingdom and a Bachelor of Engineering Technology in Civil Engineering from Dublin Institute of Technology.
- 1.2 Since graduating in 2010, I have worked exclusively in the traffic and transportation field as a Highways Development Management Engineer in a Local Authority and as a consulting engineer. I have practiced in both New Zealand and the United Kingdom and developed specialist skills preparing Integrated Transportation Assessments, strategic and integrated transport planning, road safety and the design and planning of walking, cycling and public transport facilities.
- 1.3 Although this matter is not being heard in the Environment Court, I confirm that I have read the Code of Conduct for Expert Witnesses contained in the Environment Court Consolidated Practice Note 2011 and agree to comply with it. In that regard I confirm that this statement of evidence is written within my area of expertise, except where otherwise stated, and that I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

### ***Scope of Evidence***

- 1.4 My evidence addresses the following matters:
  - (a) Summary
  - (b) A synopsis of the transport aspects of the proposed activity
  - (c) Response to submissions
  - (d) Conclusions and recommendations

## 2. SUMMARY

- 2.1 My firm was asked by the Waimakariri District Council ("Council") to investigate the transport related effects of plan change 33 (PC33) which, if approved, will rezone 6,200m<sup>2</sup> of Lot 1 DP 312522 from Rural to Business 4, with the remainder of Lot 1 DP 312522, RS 4924 (Plantation Reserve), Lot 3 DP 312522, Lot 2 DP 312522 and a portion of Lot 31 DP 77464 rezoned from Rural/Residential 4B to Residential 4A.

- 2.2 My assessment of the transport related effects of the Business 4 area of the plan change is contained in the Integrated Transport Assessment (ITA) report dated 20 November 2014, which accompanied the application. I have been involved in this project since September 2013 and I was responsible for preparing the ITA.
- 2.3 My evidence is drawn from the ITA report and focuses on the critical transport considerations for the proposed plan change. I have updated my assessment as appropriate to take account of matters raised in submissions.

### 3. TRANSPORT ASPECTS OF THE PROPOSED PLAN CHANGE

#### *Receiving Transport Environment*

- 3.1 The proposed plan change area has frontage to Tram Road, Mandeville Road and McHughs Road. Tram Road is classified as an Arterial Road in the Waimakariri District Plan and is subject to a 100km/h speed restriction. An Arterial Road is described as being *“a road that is of major importance in the District serving significant populations and functioning as a prime access to other major centres inside and outside of the District”*<sup>1</sup>.
- 3.2 Tram Road is a two-way road that runs in a southeast to northwest direction along the north-eastern boundary of the plan change area. The carriageway is 9 metres wide which incorporates two 3.5 metre wide traffic lanes and sealed shoulder of approximately 1 metre on both sides. The road reserve is in the order of 20 metres.
- 3.3 Mandeville Road is classified as a Local Road in the Waimakariri District Plan and is subject to an 80 km/h speed restriction. A Local Road is described as *“a road whose primary function is property access”*<sup>1</sup>. Mandeville Road is a two-way road that runs in a southeast to northwest direction along the southern boundary of the plan change area, intersecting with McHughs Road to the northwest corner of the plan change area.
- 3.4 Along the frontage of the plan change area the carriageway is 7.2 metres wide, which narrows to 6.3 metres in the vicinity of the proposed access. The road reserve is in the order of 20 metres.
- 3.5 McHughs Road is also classified as a Local Road and is subject to an 80 km/h speed limit. McHughs Road is a two-way road that runs in a southwest to northeast direction along the eastern boundary of the plan change area. The carriageway is approximately 7.5 metres wide, with a road reserve width in the order of 20 metres.
- 3.6 The key intersection in the vicinity of the site is the Tram Road / McHughs Road / Bradleys Road intersection located adjacent to the northwest corner of the plan change area. Tram Road provides both a left and right turning bay in each direction at the four arm intersection.

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<sup>1</sup> Waimakariri District Plan, Chapter 1; Definitions

A flush median is provided on both Tram Road approaches to the intersection. McHughes Road is flared at the intersection with Tram Road, and provides a separate left hand turning lane and a straight through/right turn lane. Bradleys Road is also flared at the intersection with Tram Road but separate through and left turning lanes are not marked out.

### ***Trip Generation***

- 3.7 The Business 4 zone of PC33 comprises 6,200m<sup>2</sup> and is proposed to contain commercial building/s which will have a combined maximum gross floor area (GFA) of 1,300m<sup>2</sup>.
- 3.8 To determine the trip generation of the Business 4 activity within PC33, trip generation rates were obtained using the Trips Database Bureau (TDB). While the exact nature of activities to be established within the Business 4 zone has not been determined, a mix of the following activity types was assumed;
- i. General store
  - ii. Café
  - iii. Bakery
  - iv. Restaurant
  - v. Medical centre
  - vi. Other retail
- 3.9 Using the TDB data, the expected trip generation for the Business 4 zone has been estimated as being 170 vehicle trips (85 in and 85 out) in the peak hour and 975 vehicle trips daily.

### ***Parking Demand***

- 3.10 TDB was used to determine the parking demand of the Business 4 activity and the same mix of activity types was assumed as used to determine the trip generation. The TDB data indicates that the Business 4 zone could generate a parking demand of up to 79 car park spaces.
- 3.11 By comparison, the statutory parking provision required by the Waimakariri District Plan for the Business 4 zone is 33 car park spaces, assuming 20 staff on site at any one time and a total net retail floor area<sup>2</sup> of 1,040m<sup>2</sup>.
- 3.12 Given the rural location of Mandeville, it is anticipated that the site would generate a demand closer to the TDB value as it is less likely that customers would walk or cycle to the site due to the dispersed nature of

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<sup>2</sup> Assuming the typical ratio of net floor area to gross floor area is about 80%

residential dwellings in the Business 4 catchment. Because of this the District Plan statutory requirement to provide 33 car parks is likely to be insufficient to accommodate the parking demand of the site.

- 3.13 With consideration of the location of the Business 4 zone but also the land area required to accommodate each car park space, it is recommended that PC33 should provide car parking within a range of 45 – 65 spaces.

### ***Access Arrangements***

- 3.14 PC33 is proposed to have formed accesses from both Tram Road and Mandeville Road. On Tram Road there will be one left turn ingress point for service vehicles only and one left turn ingress point for customer vehicles. One left turn egress point was also assessed as part of the ITA.
- 3.15 The Tram Road access into the Business 4 zone needs to operate as a left-in / left-out only for safety reasons as a crash prediction analysis indicated an increase in crashes if an all movement 'T' intersection were to be installed.
- 3.16 The left turn ingress point from Tram Road should be designed at such an angle that would not allow right turning vehicles to enter the site.
- 3.17 A deceleration lane will be required along the southern side of Tram Road for the left turn entry into the Business 4 zone. While Austroads requires a deceleration lane 70 metres in length, for roads with a speed limit of 100km/h<sup>3</sup>, the Waimakariri District Plan requires deceleration tapers of 2.5 metres wide over a length of 88 metres allowing for a 1 in 10 taper to be provided. There is a 4.5 – 5 metre wide grass berm along the southern side of Tram Road which is sufficient to facilitate the District Plan requirements of a deceleration lane 88 metres in length.
- 3.18 On approach to the left turn lane entry, Tram Road is a flat straight section of road which will allow left turning motorists the necessary time to perceive the location of the deceleration lane. This ensures they have time to make the necessary speed reduction in the through traffic lane prior to diverging. It is recommended that advance warning signs for the development should be provided for traffic approaching in both directions on Tram Road.
- 3.19 Traffic approaching from the west should be made aware that they are required to turn right at the Tram Road / McHughes Road / Bradleys Road intersection to access the development. This will prevent motorists from missing the turn off and then trying to make a U-turn or trying to make a right turn into the site via the access on Tram Road.
- 3.20 If a left turn egress point from the Business 4 zone onto Tram Road is installed this should also be designed at an angle which would not allow

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<sup>3</sup> Austroads Guide to Road Design Part 4A, Unassigned and Signalised Intersection, Table 8.2: Dimensions for AUL(S) treatment on major leg

vehicles to turn right out of the site. Appropriate signage and line marking should also be implemented at the Tram Road left turn exit to clearly indicate to drivers that no right turn exit movements onto Tram Road are permitted. A raised island may also be constructed adjacent to the access to assist in preventing right turn movements.

- 3.21 To avoid conflicting movements between vehicles turning left out of the site and vehicles turning left from Tram Road onto McHughes Road, the Tram Road left turn egress point should be located no less than 150 metres from the intersection (measured from the centre of McHughes Road) so that it is not positioned within the existing left turn lane on Tram Road. This will prevent drivers who are exiting the Business 4 zone from using the auxiliary left turn lane as an acceleration lane.
- 3.22 No acceleration lane is provided for left turning vehicles exiting the Business 4 zone given the proximity to the intersection. However, I do not consider that this should give rise to any safety concerns as visibility on Tram Road is excellent. Hence vehicles exiting can easily see vehicles approaching from the east on Tram Road. Vehicles approaching the intersection on Tram Road will also be aware of the potential for vehicles exiting due to the signs recommended to be implemented.
- 3.23 A similar situation already exists at the Tram Road / McHughes Road / Bradleys Road intersection, where there is no acceleration lane provided for the vehicles turning left from McHughes Road onto Tram Road. A search of the NZTA Crash Analysis System (CAS) database does not report any crashes that have occurred at the intersection involving left turning vehicles onto Tram Road.
- 3.24 The Mandeville Road access will operate as an entry and exit point. A deceleration and acceleration taper for the Mandeville Road access is not required, given the lower operating speed and low traffic volumes on that road.
- 3.25 However it is recommended that the width of the carriageway (currently 6.3 metres) should be widened between the intersection with McHughes Road and past the site access to a point where it joins the wider 7.2 metre wide carriageway to the east of the site access point. This would provide a consistent carriageway width of 7.2 metres along Mandeville Road between McHughes Road and the Mandeville Sports Ground.

#### **4. RESPONSE TO SUBMISSIONS**

- 4.1 I have read the submissions received by Council and have identified those which relate specifically to traffic and transportation matters. I respond below to the specific points raised. To avoid repetition, the issues are grouped together where the same matter has been identified by different submitters, and for clarity, they are not addressed in any specific order.

### ***Left turn egress onto Tram Road***

- 4.2 Submissions 91 and 98 have expressed their support for a left turn egress to be provided onto Tram Road. A left turn egress was not included as part of the notified plan change although the implications of a left turn egress onto Tram Road were assessed as part of the ITA.
- 4.3 I note that the Council Officers S32 report (para. 10.2.18) states that *“when considered in conjunction with the potential amenity effects addressed by the landscaping and fencing requirements of Rule 31.2.2 it is considered that a proposed left out onto Tram Road will not achieve the characteristics of the Mandeville settlement”*.
- 4.4 A left turn egress onto Tram Road would allow westbound motorists having to perform only one left turn manoeuvre from the site to return to Tram Road.
- 4.5 Conversely if no left turn egress onto Tram Road is installed, westbound motorists would be required to turn right out of the Mandeville Road access, right onto McHughs Road and then left at the Tram Road / McHughs Road / Bradleys Road intersection. This results in an additional two right turns being necessary for westbound traffic.
- 4.6 In terms of the risk of conflict, right turn movements have an inherently higher risk than left turn movements due to the increased number of points for conflict. By not providing the left turn egress onto Tram Road this increases the number of right turns a driver must take and consequently increases their risk of conflict with other vehicles opposed to one left turn movement if a left-turn egress is provided onto Tram Road.
- 4.7 If no left turn egress onto Tram Road is provided, this will require all westbound vehicles to turn at the Tram Road / McHughs Road / Bradleys Road intersection. To assess the impact this may have on the efficiency of the intersection I have undertaken an updated SIDRA analysis for the intersection to include the additional westbound Business 4 commercial development traffic. The results are summarised below.

**Table 1: SIDRA results for Tram Road / Bradleys Road / McHughs Road Intersection if no left egress is provided onto Tram Road.**

<b>Movement</b>	<b>Degree of Saturation</b>	<b>Average Delay (s)</b>	<b>Level of Service</b>	<b>95% Back of Queue (veh)</b>	<b>95% Queue Distance (m)</b>
<b>South Approach: McHughs Road</b>					
Left	0.062	10.6	B	0.2	1.5
Through	0.245	17.5	C	1.0	7.1
Right	0.245	17.9	C	1.0	7.1
<b>East Approach: Tram Road</b>					
Left	0.033	7.9	A	0.0	0.0

Movement	Degree of Saturation	Average Delay (s)	Level of Service	95% Back of Queue (veh)	95% Queue Distance (m)
Through	0.145	0.0	A	0.0	0.0
Right	0.056	8.9	A	0.2	1.6
<b>North Approach: Bradleys Road</b>					
Left	0.020	9.5	A	0.1	0.5
Through	0.091	15.8	C	0.3	2.4
Right	0.091	16.7	C	0.3	2.4
<b>West Approach: Tram Road</b>					
Left	0.005	7.9	A	0.0	0.0
Through	0.065	0.0	A	0.0	0.0
Right	0.002	9.5	A	0.0	0.1
<b>Intersection</b>	<b>0.245</b>	<b>5.6</b>	<b>N/A</b>	<b>1.0</b>	<b>7.1</b>

- 4.8 The results of the SIDRA analysis shown in Table 1 indicate that with the additional development traffic the Tram Road / Bradleys Road / McHughes Road intersection continues to offer a very high level of service with all approaches operating at a Level of Service C or better.
- 4.9 Therefore if the left turn egress to Tram Road from the Business 4 area is not provided, this will not have any adverse effect on the efficiency of the intersection.
- 4.10 With consideration of the points above, the option of providing a left turn egress onto Tram Road is marginally preferred to the option of no egress onto Tram Road from the Business 4 zone for the reasons of directness, legibility and safety. However, I consider that PC33 can be supported either with or without a left turn egress being provided.

#### ***Impact of Business 4 Zone traffic on surrounding network***

- 4.11 Submissions 86, 90 and 94 have raised concerns regarding the impact the development may have on the operational efficiency of the surrounding road network including the Tram Road / Bradleys Road / McHughes Road intersection. One submitter stated that they would support the plan change if the Tram Road / Bradleys Road / McHughes Road intersection was improved as they consider the intersection in its current form not to be capable of accommodating the increased traffic demands.
- 4.12 The results of the SIDRA analysis of the Tram Road / McHughes Road / Bradleys Road intersection carried out for the PM peak hour with the additional trips generated by the commercial development indicate that the intersection will continue to operate satisfactorily during the peak hour with all approaches operating at a LOS C or better and minimal delays being experienced by motorists.

- 4.13 The results of the updated SIDRA analysis as shown in Table 1 above with the additional westbound traffic also show that there will be no adverse effects on the operational efficiency of the intersection as a result of the Business 4 zone development traffic.
- 4.14 In relation to the Mandeville Road access there are forecast to be 116 vehicle movements during the PM peak hour (85 egress and 31 ingress) based on the left turn egress not being provided onto Tram Road. This equates to approximately 2 vehicle movements per minute during the peak hour. If the left turn egress is provided onto Tram Road then the number of movements through the Mandeville Road access will be in the region of 81 vehicle movements during the PM peak hour equating to 1.4 vehicle movements per minute. Outside of the peak hour the number of movements through the Mandeville Road access is likely to be less than this.
- 4.15 The traffic volume on Mandeville Road remains fairly consistent throughout the day, with peak hourly traffic volumes not exceeding 40 vehicles per hour. Given the low traffic flow on Mandeville Road, there is ample capacity for the forecast traffic movements generated by the Business 4 area to be accommodated without adverse effects on the efficiency of Mandeville Road.
- 4.16 The volume of traffic on Tram Road is in the region of 554 vehicles (two-way) during the PM peak hour. Assuming a directional split of 64% westbound and 36% eastbound equates to 355 vehicles and 199 vehicles respectively. This means there are approximately 6 vehicles per minute travelling westbound on Tram Road.
- 4.17 During the peak hour there are forecast to be 35 vehicles exiting the Business 4 zone via the left turn onto Tram Road if this is to be installed. This equates to 0.6 vehicles per minute. There will therefore be sufficient gaps in the westbound flow of traffic on Tram Road to allow the relatively low volume of traffic forecast to exit onto Tram Road without adversely affecting the efficiency of Tram Road.

***Safety of turning vehicles at the Tram Road / Mc Hughs Road / Bradleys Road Intersection***

- 4.18 Submission 94 has raised a concern over the safety of traffic turning right from McHughs Road and Bradleys Road onto Tram Road and feels that this is an unsafe manoeuvre given this is an unsignalised intersection and has no associated road markings. The submitter wishes to see the construction of an overpass to eliminate the potential for conflict between turning movements.
- 4.19 There is excellent visibility for drivers turning from both McHughs Road and Bradleys Road onto Tram Road with an unobstructed sight distance



in excess of the 250 metres required by the District Plan for access points in Rural Zones where the posted speed limit is 100km/hr<sup>4</sup>.

- 4.20 Approaching drivers on Tram Road are made aware of the presence of the intersection ahead and the potential for turning vehicles due to the existing large directional signage located in advance of the intersection. These signs are situated approximately 270 metres to the west and east of the intersection.
- 4.21 I have carried out an updated search of the NZTA Crash Analysis System (CAS) database for the period 2010 - 2014 (inclusive) for the intersection. The CAS results show that four crashes have occurred at the intersection over the previous five years, three of which involved right turning vehicles. None of these crashes resulted in fatalities, two crashes resulted in serious injuries, one crash resulted in minor injuries and the remaining crash resulted in no injuries.
- 4.22 Three of the crashes were as a result of drivers failing to look or give way, one of which may have also involved alcohol as a crash factor. The remaining crash was due to the driver travelling too fast and failed to notice a roadworks sign indicating that the road surface was under construction / maintenance.
- 4.23 If a left-turn egress to Tram Road is provided, this then avoids the need for motorists travelling from the Business 4 zone to travel via McHughs Road and cross Tram Road. Instead they could return to Tram Road via the left-turn egress and turn right from the right turn bay on Tram Road, which is a safer and less complex manoeuvre to complete.

***Implications on car parking demand if the size of the commercial development area is increased***

- 4.24 Submissions 91, 93 and 98 have requested that the footprint of the commercial development be increased from the proposed limit of 1,300m<sup>2</sup> GFA.
- 4.25 The car parking range of 45 – 65 spaces recommended in the ITA has been calculated based on a GFA of 1,300m<sup>2</sup> for the commercial development.
- 4.26 Based on an average peak parking demand rate of 6.1 spaces/100m<sup>2</sup> GFA as determined using the TDB data, 97.6 car park spaces would be required if the commercial development GFA limit were to be increased to a maximum of 1,600m<sup>2</sup>.
- 4.27 The statutory parking provision required by the Waimakariri District Plan, for the Business 4 zone which can be classified as retail activity, where retail activity requires a minimum on-site parking provision of 1 space per 45m<sup>2</sup> net floor area plus 1 space per 2 employees in attendance at any one time.

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<sup>4</sup> Waimakariri District Plan; Chapter 30: Utilities and Traffic Management Rules; Table 30.5: Minimum Sight Distance from Access Point

- 4.28 Assuming the typical ratio of net floor area to gross floor area is approximately 80%, a GFA of 1,600m<sup>2</sup> would have a net floor area of 1,280m<sup>2</sup> and generate a customer parking demand of 28 spaces. Assuming approximately 24 staff on site at any one time, a further 12 spaces would be required, bringing the total number to 40 car park spaces.
- 4.29 As stated previously, given the rural location of Mandeville, it is less likely that customers would walk or cycle to the site due to the dispersed nature of residential dwelling with the Business 4 catchment area. Consequently, the District Plan requirement to provide 40 car parks if the development footprint were increased to 1,600m<sup>2</sup> GFA is likely to be insufficient to meet demand.
- 4.30 With consideration of the above, if the commercial development footprint were increased to 1,600m<sup>2</sup> GFA, then I consider that car parking should be provided within a range of 60 – 80 spaces.
- 4.31 Also to be considered is the size of the area which will be occupied on site by the car park spaces. A car park space requires approximately 25m<sup>2</sup> of land to physically accommodate the parking space and manoeuvring area from the aisle.
- 4.32 The provision of a maximum of 65 car park spaces, required for a commercial development area of 1,300m<sup>2</sup> GFA, requires approximately 1,625m<sup>2</sup> of land. The provision of a maximum of 80 car park spaces, required for commercial development area of 1,600m<sup>2</sup> GFA, requires approximately 2,000m<sup>2</sup> of land. Consequently, an increase in the commercial area footprint from 1,300m<sup>2</sup> to 1,600m<sup>2</sup> could result in an additional 375m<sup>2</sup> of land being required for car parking.

#### ***Pedestrians and cyclists using Tram Road***

- 4.33 Submission 86 referred to the high speed nature of Tram Road, stating that there have been accidents and it is used by pedestrians and cyclists travelling to the Mandeville Sports Centre.
- 4.34 The high speed nature of Tram Road is likely to be an impediment to walking and cycling and may deter people from walking and cycling to the plan change area. Improvements to the walking and cycling network in the vicinity of PC33 have been identified within the ITA. These comprise the forming of a shared pedestrian/cycle path and a crossing facility provided across Tram Road and McHughs Road to the plan change area.
- 4.35 The most appropriate location for a crossing point has been identified as approximately 120m west of the intersection so as to avoid conflict between cyclist and pedestrian with turning traffic at the intersection. This crossing point could then connect through the redundant triangle of land to a pedestrian refuge within the existing raised median on McHughs Road with a path continuing through the reserve into the site.

- 4.36 While these improvements are not a prerequisite to enable the plan change, I consider that not providing the measures identified will compromise the ability of people travelling to and from the site by walking and cycling.

***Implications of Business 4 Mandeville Road access on a potential future Right of Way access serving 116/148 McHughs Road***

- 4.37 Submission 89 states that 116 and 148 McHughs Road are currently zoned Rural but are signalled in the Rural Residential Development Plan as suitable for future rural-residential development. The submitter has concerns over the implications the Business 4 Mandeville Road access may have on the ability for a Right of Way vehicle access for any future development of 116 and 148 McHughs Road to be formed onto Mandeville Road.
- 4.38 Under the requirements of Table 30.4 of the District Plan there are distances specified for the spacing of vehicle crossings located on the same side of the road. As the proposed Business 4 Mandeville Road access is located directly adjacent to the road frontage of 116 McHughs Road, there are no spacing requirements for any future vehicle access which may be formed to access the development of 116/148 McHughs Road.
- 4.39 The submitter anticipates that any future Right of Way from Mandeville Road to 116/148 McHughs Road would serve up to six future allotments. The trip generation for six rural dwellings would equate to 8.4 vehicles trips during the peak hour and 60.6 vehicle trips per day<sup>5</sup>.
- 4.40 Given the low volume of traffic using the future potential Right of Way, I do not consider that the location of the proposed Business 4 Mandeville Road access is an impediment to a Right of Way access required for any future rural-residential development at 116/148 McHughs Road.

***Potential for motorists to make U-turns on Tram Road***

- 4.41 Submission 90 expressed concern regarding motorists travelling eastbound along Tram Road making U-turns on Tram Road if they miss the turn for the Business 4 zone at the intersection.
- 4.42 One of the recommendations within the ITA was the need for advance signs regarding the development provided for motorists travelling in both directions on Tram Road. This will allow motorists sufficient time to make the necessary speed reduction in the through traffic lane prior to diverging. These information signs could potentially be included on the existing directional signs sited to the west and east of the intersection.
- 4.43 Traffic approaching from the west should be made aware that they are required to turn right at the Tram Road / McHughs Road / Bradleys Road

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<sup>5</sup> Douglass, M and S Abley (2011) Trips and parking related to land use. NZ Transport Agency research report 453. 156pp.

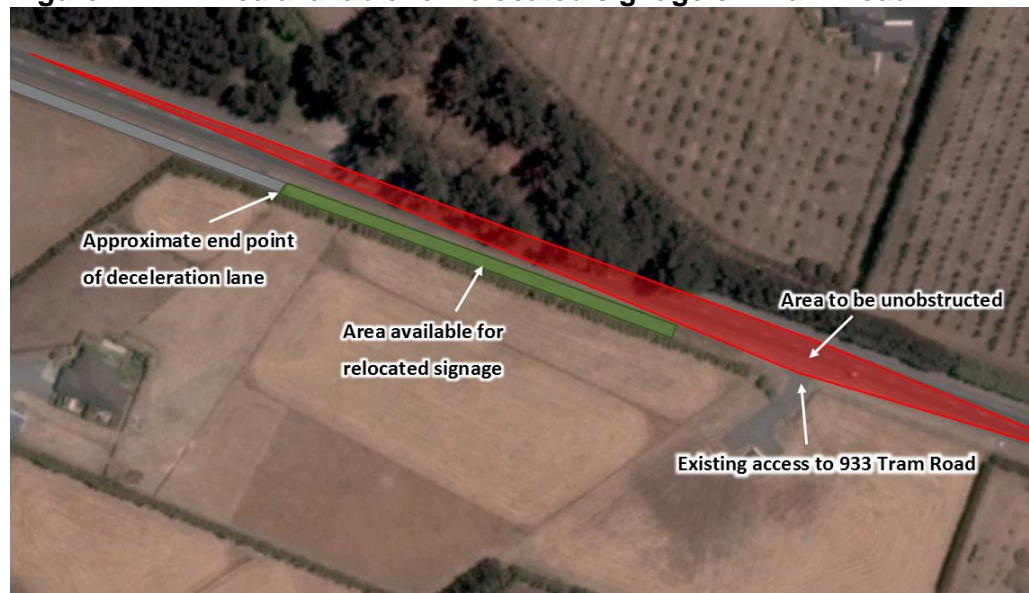
intersection. This will reduce the likelihood of motorists missing the turn off and then trying to make a U-turn or a right turn into the site via the left-in access on Tram Road.

- 4.44 Provided this additional informational signage is implemented, I do not consider that there is any increased likelihood of motorists undertaking unsafe U-turn manoeuvres on Tram Road.

***Relocated traffic signage required on Tram Road***

- 4.45 Submission 84 raises the point that any signage required for the Business 4 zone or the relocation of existing signage should not conflict with or compromise the existing access to 933 Tram Road.
- 4.46 As the left turn ingress point from Tram Road into the Business 4 zone will require a deceleration lane, this will require the relocation of the existing directional signage currently sited within the berm on the southern side of Tram Road approximately 270 metres southeast of the Tram Road / McHughs Road / Bradleys Road intersection.
- 4.47 The Waimakariri District Plan sets out the requirements for sight distances and sight lines in Table 30.5 and Figure 30.2. The minimum sight distance for a vehicle crossing on an Arterial Road with a posted speed limit of 100km/hr in Business and Rural zones is 250 metres measured 3.5 metres from the edge of the traffic lane.
- 4.48 The distance between the end point of the deceleration lane and the area to be unobstructed for visibility at the existing access to 933 Tram Road is approximately 152 metres. The areas available for the relocated signage and to be unobstructed for visibility at the access to 933 Tram Road are illustrated in Figure 1.

**Figure 1: Area available for relocated signage on Tram Road**



- 4.49 There is therefore sufficient space for the existing signage to be relocated within the berm on the southern side of Tram Road without encroaching into the visibility splay for the access at 933 Tram Road

and will therefore not compromise the existing or future use of the access.

- 4.50 Alternatively, the signage could be raised vertically to ensure sight distance is maintained beneath the sign. I am confident that an appropriate solution exists.

***Impact of the proposed access points on the existing accesses to 933 Tram Road and 460 Mandeville Road.***

- 4.51 Submission 84 raises a concern relating to the impact the Mandeville Road and Tram Road accesses may have on their existing legal accesses to 933 Tram Road and 460 Mandeville Road. The submitter does not want the new Business 4 zone accesses to conflict with or compromise the existing or future use of their access points which may be used in the future for subdivision.
- 4.52 Rule 30.6.1.15 of the District Plan, requires a spacing of vehicle crossings for roads other than State Highways with a speed limit greater than 70km/h of;
- Less than 1m or greater than 7m for residential zones and
  - Less than 6m or greater than 12m for business zones.
- 4.53 Under Rule 30.6.1.16, the minimum distance between crossings for any vehicle crossing accessing a State Highway with a posted speed limit of 100km/hr is 200m, provided that there shall be no more than five individual crossings along any 1km section of State Highway (on both sides) measured 500m on either side of the proposed crossing.
- 4.54 While Tram Road is not classified as a State Highway, it serves an important function as an Arterial Road and has a speed limit of 100km/h. The number of existing vehicle crossings on Tram Road, 500m either side of the proposed access is two, the closest being the existing access to 933 Tram Road. The distance of this vehicle crossing from the proposed access is greater than 200m.
- 4.55 Should the existing access to 933 Tram Road serve a small number of residential units in the future, there are no fundamental issues resulting from the left turn ingress to the Business 4 zone which would prevent this. While not required to, an access in this location could still meet the more stringent State Highway requirements for spacing between vehicle crossings.
- 4.56 In terms of the Mandeville Road access. The proposed location of the Business 4 zone access is sited well in excess of 12 metres from the existing access to 460 Mandeville Road. The proposed Mandeville Road access will not impede the future use of the existing access to 460 Mandeville Road for a small number of residential developments.

## **5. CONCLUSIONS AND RECOMMENDATIONS**

- 5.1 Based on the preceding analyses, and having identified, evaluated and assessed the potential transportation effects of development associated with plan change 33, I am of the opinion that at the proposed maximum amount of commercial development (1,300m<sup>2</sup> GFA), the traffic generated can be accommodated on the adjacent roading network without capacity, efficiency or road safety issues arising.
- 5.2 I support the inclusion of the left turn egress point onto Tram Road so long as the exit is not positioned within the left turn auxiliary lane on Tram Road to avoid conflicting movements between drivers exiting the site and turning left onto McHughs Road.
- 5.3 The Tram Road accesses should operate as left in / left out only with the access designed at an angle that would deter right turning vehicles from entering or exiting the site. This should also be reinforced with the construction of a raised island at the access and appropriate line marking and signage.
- 5.4 Based on my SIDRA analysis of the Tram Road / McHughs Road / Bradleys Road intersection the additional traffic generated by the Business 4 commercial development will not adversely affect the performance of the intersection which will continue to offer a very high level of service.
- 5.5 Commercial development/s in the Business 4 zone with a combined maximum GFA of 1,300m<sup>2</sup> should provide a car parking supply within a range of 45 – 65 car park spaces to accommodate the parking demand generated by the Business 4 activity. If the maximum limit on the commercial development/s area were to be increased to 1,600m<sup>2</sup> GFA then this would require car parking to be provided within a range of 60 – 80 spaces.
- 5.6 Improvements to the walking and cycling network in the vicinity of PC33 have been identified and include the formation of crossing points on Tram Road and McHughs Road and a shared path connecting PC33 to the crossing points. I consider the provision of these improvements will greatly assist pedestrians and cyclists travelling from the north of Tram Road to the Business 4 development.
- 5.7 I consider it necessary for advance warning signs for the development to be provided for traffic approaching in both directions on Tram Road. Traffic approaching from the west should be made aware that they are required to turn right at the Tram Road / McHughs Road / Bradleys Road intersection to access the development.
- 5.8 I conclude that the accesses to the Business 4 zone from both Mandeville Road and Tram Road will not be an impediment to the future use of the existing accesses of 933 Tram Road and 460 Mandeville



Road or the future development of a Right of Way to residential development at 116 / 148 McHughs Road.

- 5.9 Overall and subject to the preceding comments, I consider that plan change 33 can be supported from a traffic and transportation perspective and in my view there are no traffic and transportation reasons why the plan change request should not be recommended for approval.

**Aimee Dunne**

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

**28 April 2015**

Proposed Plan Change PC33  
Mandeville Business and Residential 4A Zone

**Appendix IV**      Peer review of Property Economics Ltd  
assessment – Derek Foy, Market Economics Ltd

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# Mandeville Retail Review

Prepared for: Waimakariri District Council

Date: May 2015  
Status: Final

# Mandeville Retail Review

## Waimakariri District Council

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Report author(s): Derek Foy

### Disclaimer

Although every effort has been made to ensure accuracy and reliability of the information contained in this report, neither Market Economics Limited nor any of its employees shall be held liable for the information, opinions and forecasts expressed in this report.

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# 1 Introduction

## 1.1 Background

Waimakariri District Council (WDC) is currently undertaking to create a Business 4 and Residential 4A zone at Mandeville North, through Plan Change 33 to the Waimakariri District Plan. The proposed plan provisions are for 1,300m<sup>2</sup> of retail area in the Business 4 zone, with a number of constraints around individual tenancy sizes and the total maximum floor area. Those provisions were informed by an assessment conducted for Council by Property Economics Ltd (PEL): “Proposed Mandeville Retail Centre Market Assessment” (May 2014).

Submissions to the proposed development have been made, and some of those submissions favoured a larger amount of commercial floorspace, and varied constraints around tenancy sizes.

## 1.2 Objective and Scope

This report provides a review of the PEL report and the submissions, and provides an independent assessment of the quantum of commercial space that would be appropriate at Mandeville and the potential effects of any space on other existing or planned retail centres.

## 2 Mandeville Centre Size

In this section we review the PEL report and compare PEL's findings with our own independent assessment.

### 2.1 Convenience Retail Definition

PEL define convenience retail as a number of retail storetypes that together provide for the full range of convenience retail needs (PEL's Appendix 3). We agree with PEL's definition. We also agree with PEL's assessment that nationally convenience retail spend is 15- 20% (PEL have stated 19%) of total retail spend.

### 2.2 Catchment

#### 2.2.1 PEL Findings

The PEL report defined a trade catchment for convenience retail in Mandeville as the area defined as the Mandeville settlement in the District Plan. That catchment covers an area of broadly 2km radius from the central point (although much less in some directions) which is the location of the proposed Mandeville centre (Figure 1). PEL state that there are currently 840 people living in 290 households in the catchment, which is projected to increase to 1,700 people in 620 households by 2031.

**Figure 2.1: PEL Catchment Definition**

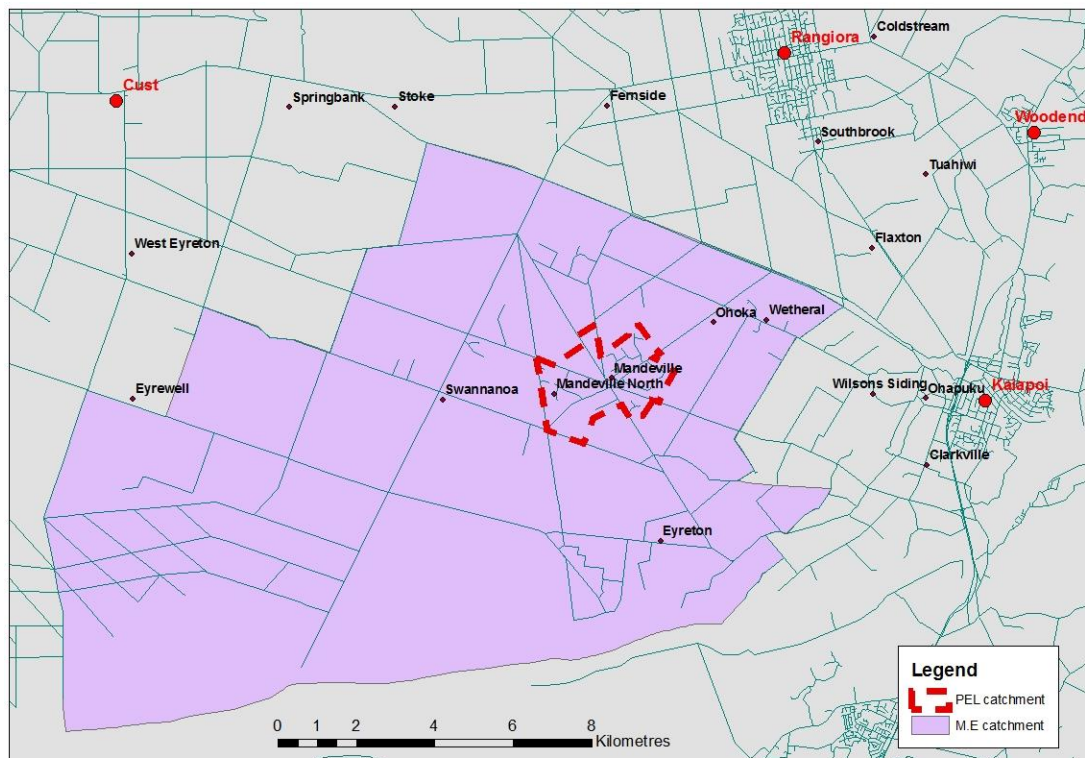


## 2.2.2 M.E Response

While a 2km radius catchment would be appropriate for the definition of a convenience centre in an urban area, in the quasi-rural Mandeville catchment we would apply a broader catchment to reflect the different environment. In the area immediately around Mandeville (i.e. the PEL catchment) the current environment is dominated by rural roads with poor provision for pedestrian access (footpaths and walkways), and low density, large lot lifestyle-type residential sections. This environment is likely to persist into the future, albeit with more lifestyle lots developed. This is significantly different from a suburban environment, where there would be many more households living within 2km of a convenience centre, and where those households can more easily access the centre due to the pedestrian infrastructure in place.

This then indicates that many of the potential customers of a Mandeville centre would be expected to access the centre by car, which is also indicated by the location of the nearest alternative convenience supply (16km away in Rangiora or 12km away in Kaiapoi). That in turn indicates that a broader catchment might be likely than has been assumed by PEL. This would be reasonably typical of convenience retail centres in rural areas, and would in our opinion be likely to see a Mandeville convenience centre attract customers from about halfway towards alternative destinations (the M.E catchment in Figure 2.2).

**Figure 2.2: Alternative M.E Catchment**



However, while the catchment might be somewhat broader than PEL have modelled, it is likely that there will be significant variation across the catchment in the proclivity of consumers to visit a Mandeville centre. Because there will remain a very strong retail

attraction to Rangiora and Kaiapoi, residents in the parts of the catchment further away from the Mandeville centre would in many cases be more likely to still direct their convenience retail spend to those larger towns, even though they are further away. For that reason we would expect that consumers in the parts of the catchment furthest from the centre might direct only 10-20% of their convenience spend to the centre, but that this figure would be over 80% in the residential areas adjacent to the centre.

This alternative catchment definition has flow-on effects for the size of the market, and the amount of space that can be supported in a Mandeville convenience centre, as explained below.

## 2.3 Market Size

The larger alternative catchment we identified above has a much larger number of households living in it than the PEL catchment. The PEL catchment had an estimated 290 households in 2014, compared to nearly 1,500 households in the broader M.E catchment. By 2031 this is projected to increase to 620 (PEL) and 2,100 (M.E).

**Figure 2.3: Household Projections**

Year	PEL	ME
2014	290	1,470
2016	329	1,580
2021	426	1,750
2026	524	1,920
2031	621	2,090

However, as stated above we would not expect all of the convenience retail spend resident in that broader catchment to be directed to Mandeville, given the frequency with which residents visit Rangiora and Kaiapoi and the broad range of retail and services that are located there. That attractiveness is likely to induce a large proportion of the spend from parts of the broader M.E catchment to be directed to retail destinations other than Mandeville.

## 2.4 Sustainable Floorspace

Nevertheless, the assumed broader catchment would result in a larger amount of floorspace being sustainable in the proposed Mandeville centre than PEL has assessed. PEL has assessed that sustainable retail GFA in the centre now is 300m<sup>2</sup>, increasing to 600m<sup>2</sup> by 2031. Non-retail space (i.e. household and professional services) would add a further 200m<sup>2</sup> now, increasing to 400m<sup>2</sup> by 2031. Total sustainable centre space then is concluded to be 500m<sup>2</sup>, increasing to just over 1,000m<sup>2</sup> by 2031.

We have made some slightly different assumptions in our assessment. These include:

- The proportion of retail to services space. PEL have assumed a 60:40 split, we favour a higher proportion of retail, at 70:30 in line with our understanding of the composition of centres with a similar function in other markets.
- A slightly higher \$/m<sup>2</sup> floorspace yield, at \$5,250/m<sup>2</sup> compared to PEL's \$5000-\$5,100/m<sup>2</sup>. These are however subject to significant uncertainty given the early stages of the development, and the number of unknowns related to the project (tenant types, brands, development size, layout etc.). This is not a significant difference.

These different assumptions, combined with the alternative catchment we have applied, together yield higher estimates of sustainable floorspace than PEL has assessed. Our estimates of current sustainable floorspace in a Mandeville convenience centre are around 1,000m<sup>2</sup> in 2014, increasing to 1,600m<sup>2</sup> in 2031 (Figure 2.4).

**Figure 2.4: Sustainable GFA Projections (m<sup>2</sup>)**

Year	PEL	ME
2014	493	1,100
2016	527	1,170
2021	687	1,300
2026	853	1,450
2031	1,025	1,600

Our projection GFA grows by about the same quantum out to 2031, but from a larger base, due to the different catchment definitions applied. We note our sustainable floorspace projections are somewhat higher than PEL's throughout, and indicate that a slightly larger centre would be viable at Mandeville than PEL has assessed.

However PEL's ultimate conclusion was that "developing a centre in the order of 1,300sqm GFA would be acceptable without creating material adverse impacts on the surrounding market", which is similar to our assessment of 1,600m<sup>2</sup>, the difference in practical terms being 2-3 small tenancies.

## 3 Development Implications

### 3.1 Potential Impact on KACs

We agree with PEL's conclusion regarding the potential impacts of the Mandeville convenience centre on Waimakariri's two largest Key Activity Centres (KACs, Rangiora and Kaiapoi). That conclusion was that:

*In considering potential retail impacts in an RMA context, any such impacts across a wider area are likely to be negligible given the proposed size and function of the centre. The centres in closest proximity being Rangiora and Kaiapoi, not only perform significantly higher order role and function within the wider market but are significantly larger in terms retail provision and total centre size.*

*It is likely that even with the Mandeville Centre development, residents within the identified catchment will continue to utilise Rangiora and Kaiapoi for the weekly shopping requirements and for higher order retailing and commercial/professional services that are currently unfeasible to provide locally.*

In summary, we would also conclude that a convenience retail and services centre at Mandeville (in our opinion of up to 1,600m<sup>2</sup>) would not result in any noticeable adverse effects on the Rangiora or Kaiapoi KACs.

### 3.2 Potential Impact on Development in Other Settlements

One reason that a convenience centre is proposed at Mandeville is to service the local convenience needs of the growing population in the area to the south-west of Rangiora and Kaiapoi, where there is currently very little retail. There is a service station and store at Ohoka, a café in Cust, but very little else. There is not likely to be any noticeable impact on these individual activities given the specific role they play for a particular type of clientele.

One issue we have been asked to address is the potential effects of the Mandeville centre on the development of other new retail supply in the area. As Mandeville will play a convenience role for its local community, there could be potential for other settlements in the area (e.g. Ohoka, Clarkville) to accommodate similar convenience centres to serve their local populations. However, from our assessment given the close proximity of the large Rangiora and Kaiapoi KACs and the small population in and around other settlements, there will not be sufficient population to support convenience centres in those other settlements.

In our opinion there is only sufficient market potential to support one such convenience centre between Rangiora/Kaipoi and Oxford, and Mandeville is the most appropriate location for such a centre, given the size of its population and its location. In this way Mandeville would



serve as a convenience centre for the rural area in the catchment we have identified earlier, and residents in other areas would be expected to direct their convenience spend to either Mandeville (if they live near Mandeville), Oxford (if they live to or in the west of the catchment) or Rangiora/Kaiapoi (if they live closer to those centres).

The third KAC in Waimakariri is the Woodend KAC. At present there is only a small commercial centre in Woodend, although this is expected to grow significantly in the future to supply the future demands of the growing population in the Woodend/Pegasus area. Market growth in that area is projected to be significant, and will be strong enough to support the development of a KAC in Woodend, and that potential is independent of any market growth in and around Mandeville. Further the development of a Mandeville convenience centre would not be expected to have any adverse effects on the potential for development of the Woodend KAC, for the same reasons that no noticeable impacts would be expected on the Kaiapoi and Rangiora KACs.

### **3.3 Implication of Maximum Tenancy Size**

Another matter we have been asked by WDC to address is the maximum tenancy size in the Mandeville centre. In our opinion there are two components to this maximum tenancy size, firstly for the size of a grocery store, and secondly related to all other stores in the centre. We address these two matters separately below. All areas referred to are gross floor area (GFA).

#### **3.3.1 Grocery Stores Size**

PEL has not addressed maximum individual tenancy size, although they indicate that a 300-400m<sup>2</sup> food and grocery store would be sufficient to service the needs of the local population. In our opinion the food and grocery store would be expected to be the largest store in the centre, and would function as an anchor for the centre. We would recommend a slightly larger store than PEL assessed, which is consistent with the larger catchment we believe the centre will service and the larger size of the centre as a whole that we have assessed is sustainable.

From our experience households in New Zealand generally tend to each support in the order of 1m<sup>2</sup> of supermarket and grocery store space (including dairies/superettes etc.). Most of this (circa 80%) tends to be in large format stores (i.e. supermarkets) and the balance in smaller stores (Four Squares, superettes, dairies etc.).

In the catchment we have applied there are projected to be 2,100 households by 2031, equivalent to around 2,100m<sup>2</sup> of supermarket and grocery store space supported in all locations, and of that the majority would be supported in supermarkets in Rangiora and Kaiapoi (and potentially Woodend if a supermarket develops in that KAC). However in our opinion less than 80% (the national average directed to larger supermarkets) of that would be supported in supermarkets, given the greater distance to supermarkets in the rural Mandeville catchment than in urban NZ catchments.

If 70% were supported in supermarkets, 30% would be supported in other (smaller) stores, of which the only option would be the Mandeville grocery store. That 30% would be equivalent

to 630m<sup>2</sup>. In our opinion some 25-35% of the total supermarket and grocery store space supported in all locations by households in the Mandeville catchment would be likely to be supported in the Mandeville grocery store. That would equate to say 500-750m<sup>2</sup> GFA, which is the range we would recommend as the maximum tenancy size for a grocery store in Mandeville. Within that range we would be comfortable letting market forces determine the appropriate size of the store, and so would recommend applying the upper end (750m<sup>2</sup>) as the size limit in the Plan Change.

### **3.3.2 Other Tenancies**

Other (non-grocery store) tenancies in the Mandeville centre would be expected to be much smaller than the 'anchor' grocery store, and predominantly smaller than 200m<sup>2</sup>. However, if there were one or two slightly larger tenancies, say 250m<sup>2</sup>, that would not be expected to have generate any adverse effects on other Waimakariri centres in addition to those that smaller tenancies would create.

We would recommend the retention of a maximum tenancy size of 450m<sup>2</sup> in the Mandeville centre for all non-grocery tenancies. This maximum tenancy size would ensure that a range of stores develop in the centre, and that a single store does not occupy all of the centre space, with adverse effects for the community's ability to access retail goods and services.

### **3.3.3 Total Development**

In summary then we assess that a development of the following parameters would be appropriate as a Mandeville convenience centre:

- A total maximum centre GFA of 1,600m<sup>2</sup>;
- One grocery store of maximum GFA of 750m<sup>2</sup>;
- All non-grocery store tenancies to be subject to a 450m<sup>2</sup> GFA maximum, and no minimum.

## 4 Comment on Submissions

A number of submissions on Plan Change 33 were made that are relevant to this assessment, and we provide comment on those submissions below. The submissions include several common threads, and our comments are grouped accordingly.

### 4.1 General Support for Plan Change

The following submitters have all submitted general support for the Plan Change: Canterbury Regional Council (submission 87.2); J Howard (91.1); H and T McGregor (93.1); S Nilsson (97.1); Ratua Holdings (98.01); R Searle (99.1); J Simpson (100.1) and; J Stapely (101.1). The reasons given for this support include that the Plan Change would support the development of a small commercial centre at Mandeville which would decrease the need to travel to Rangiora and Kaiapoi for convenience retail goods, and allow locals to access retail supply near where they live. We support the tenor of these submissions. Canterbury Regional Council submits that the Plan Change is unlikely to encourage the diversion of retail and business activity away from any towns, which we also agree with.

### 4.2 Measurement of Area

Canterbury Regional Council (87.1) submits that Rule 31.2.3(i) should specifically refer to “gross retail area” whereas the District Plan definition implies a net figure. We support this submission.

### 4.3 Size of Development Permitted

Several submissions (Howard, 91.2; McGregor 93.2; and Ratua Holdings, 98.02) submit that the proposed development should not be limited to 1,300m<sup>2</sup>, but to some greater amount (respectively 1,600m<sup>2</sup>, greater than 1,300m<sup>2</sup> and 1,700m<sup>2</sup>). From our assessment, and as summarised above, we agree that a centre larger than 1,300m<sup>2</sup> would be appropriate to provide for local convenience needs, and suggest that a maximum total GFA of 1,600m<sup>2</sup> is an appropriate size for the Mandeville centre.

We agree with the Ratua submission (98.02) that the PEL catchment understates the spatial extent of the centre’s potential trade catchment, and therefore the quantum of space sustainable in the centre.

### 4.4 Maximum Tenancy Size

The only submission relating to the maximum tenancy size was made by Ratua (98.03), which submits that there should be no maximum limit on the tenancy size, and Ratua submits that market forces should be sole determinant of tenancy sizes. We disagree with this submission,

and favour the use of a maximum tenancy size for the grocery store, and then another maximum size limit (450m<sup>2</sup>) for all other storetypes.

The reason we disagree with the submission is that in our opinion there needs to be some method of ensuring that a range of retail and service activities locate in the centre to better provide for a range of community convenience needs. With no limit on the maximum tenancy size, a single store could occupy all of the space up to the centre GFA limit, and then no other storetypes would be able to locate there. That situation might, for example, result in a large grocery store of over 1,000m<sup>2</sup>, but no other stores. Locals could then meet a large proportion of their grocery needs in Mandeville in what would essentially be a small supermarket, but none of their convenience needs (e.g. café, takeaways, post shop, medical, as are suggested in the PEL report). That would create less convenience for the community than the provision of a range of stores would, and result in less travel reduction than a multi-store centre would provide.

## 5 Other Matters

I understand there are two other matters that are of interest to Council in assessing the application, and comment on those matters in this section.

### 5.1 Number of Tenancies

I have referred in section 3.3 to the importance of tenancy size on the performance of the proposed centre. Tenancy size restrictions will be important because they will help to encourage a range of businesses in the centre, and would ensure that all of the centre's space is not occupied by a single store. Tenancy size restrictions would therefore mean that a range of stores providing a range of services would be likely to establish in the development, to the benefit of the local community.

A related issue is the number of tenancies that develop in the centre. In general terms a greater number of tenancies would be expected to provide for a greater range of tenancy types, also to the benefit of the community. For example, the PEL report refers to the proposed centre potentially consisting of the following tenancies: a grocery store, café, takeaway outlet, real estate agent, post shop, garden centre and medical centre (seven tenancies). That range of businesses would cater to a share of residents' needs across seven different business types, decreasing the need for those residents to travel in to Rangiora or Selwyn to access those goods and services. If only the first three tenancies established in the same total floorspace, the range of businesses that could be accessed would be much lower, with lower community benefits.

So in general, more tenancies is better than fewer, however this is framed against the commercial requirements of individual tenancies. The different requirements of different store types means that the centre owner needs to have some flexibility to have a range of different tenancy sizes depending on which businesses show an interest in establishing at Mandeville. As such, the planning rules for the development should not be too prescriptive, because that may adversely affect the operation of the centre by deterring some potential tenants. Some flexibility of tenancy sizes, and therefore number of tenancies, will be important.

If a 1,600m<sup>2</sup> centre develops, and the anchor tenant is a 750m<sup>2</sup> grocery store, then there would leave 850m<sup>2</sup> for all other storetypes. Given the relatively small local catchment, in our opinion tenancies would be likely to naturally be smaller rather than large as shaped by market demands, however it would be appropriate to include a condition that if built out to the maximum 1,600m<sup>2</sup> GFA the development as a whole contain at least five tenancies (i.e. a grocery store and at least four others).

The condition may more appropriately be structured to specify a maximum average GFA for non-grocery tenancies, to account for the possibility that the centre would not be developed to the 1,600m<sup>2</sup> GFA maximum. That condition would then be that the maximum average GFA for non-grocery tenancies in the development be no greater than 200m<sup>2</sup>. That would allow

the average to be less than 200m<sup>2</sup>, and have say eight 100m<sup>2</sup> stores, but not more than 200m<sup>2</sup> there could not be a single 850m<sup>2</sup> store.

## 5.2 Business Types

A wide range of business types could appropriately establish in the proposed development. Convenience retail and services would be a core of the centre, with a grocery store likely to anchor convenience provision, and with other businesses such as mentioned in the PEL report appropriate to provide for local convenience needs. However, being a rural area, the Mandeville centre would also be an appropriate location for certain businesses with a rural focus to establish, such as a vet or an agricultural consultant.

In our opinion a maximum size restriction for the non-grocery tenancies and a minimum number of tenancies (per section 5.1) would be sufficient restrictions to shape the ultimate composition of the centre and the role it plays, and a restriction on the types of activities that are permitted in the centre would not be required. The type of tenants that locate in the development will naturally gravitate over time towards those that are most financially viable (i.e. convenience storetypes), and that is likely to exclude certain types of businesses (clothing stores, furniture, electronics etc.) which are not suited to being in the area by virtue of the small market size.

The only restriction on the types of activities that could establish in the centre should therefore relate to other District Plan effects such as reverse sensitivity effects.



## 6 Conclusions

Our assessment has indicated that convenience retail centre is appropriate in Mandeville to service the established and growing demands of the local population. In our opinion such a centre would be likely to service a somewhat broader catchment than PEL have assessed, and the total GFA sustainable in the centre would be correspondingly higher.

In our opinion a development of the following parameters would be appropriate as a Mandeville convenience centre:

- A total maximum centre GFA of 1,600m<sup>2</sup>;
- One grocery store of maximum GFA of 750m<sup>2</sup>;
- All non-grocery store tenancies to be subject to a 450m<sup>2</sup> GFA maximum, and no minimum.
- The maximum average GFA for non-grocery tenancies in the development be no greater than 200m<sup>2</sup>.

This configuration would be expected to result in no noticeable effects on Waimakariri's three KACs. In our assessment only one convenience centre would be viable in the area between Oxford and Rangiora/Kaiapoi, and it is appropriate that such a centre should locate at Mandeville.

Proposed Plan Change PC33  
Mandeville Business and Residential 4A Zone

**Appendix V**      Andrew Craig Landscape Consultants review of  
submissions

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# S42A Landscape Report

## Plan Change 33 Request

### Proposed Business 4 Zone - Mandeville

**Applicant:** Waimakariri District Council

*Prepared for*

**Waimakariri District Council**

**ANDREW CRAIG**  
LANDSCAPE ARCHITECT LTD.

Poynton House | 68 Oxford Terrace | PO Box 109 | Christchurch 8140 | p 03 377 0157 | m 021 146 1092 | e andrew@acla.co.nz

May 2015<sup>1</sup>

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<sup>1</sup> First prepared November 2014

## Preamble

This report comprises a compilation of three that I have provided to the Council regarding landscape matters arising from the proposed plan change. The first discusses overarching landscape issues that inform recommended Plan provisions. The second responds to submissions, where some of the recommended provisions are revisited and amended. And the third is landscape advice given in response to a query from the Council concerning the management of effects arising from potential increases in building size; and a further matter regarding fencing along the Tram Road frontage.

## 1 LANDSCAPE REPORT<sup>2</sup>

### 1.1 Introduction

The purpose of this report is to assess the effects of a proposed Council initiated plan change seeking to introduce a Business 4 Zone at Mandeville. It is understood the current zoning is Rural – see **Figure 1 Planning Map**.

The proposed zone is relatively small covering an area of just over half a hectare. A concept plan has been prepared<sup>3</sup> indicating possible layout of the activity within the zone. Principally this includes two retail outlets, car parking, vehicle access, and landscaped open space.

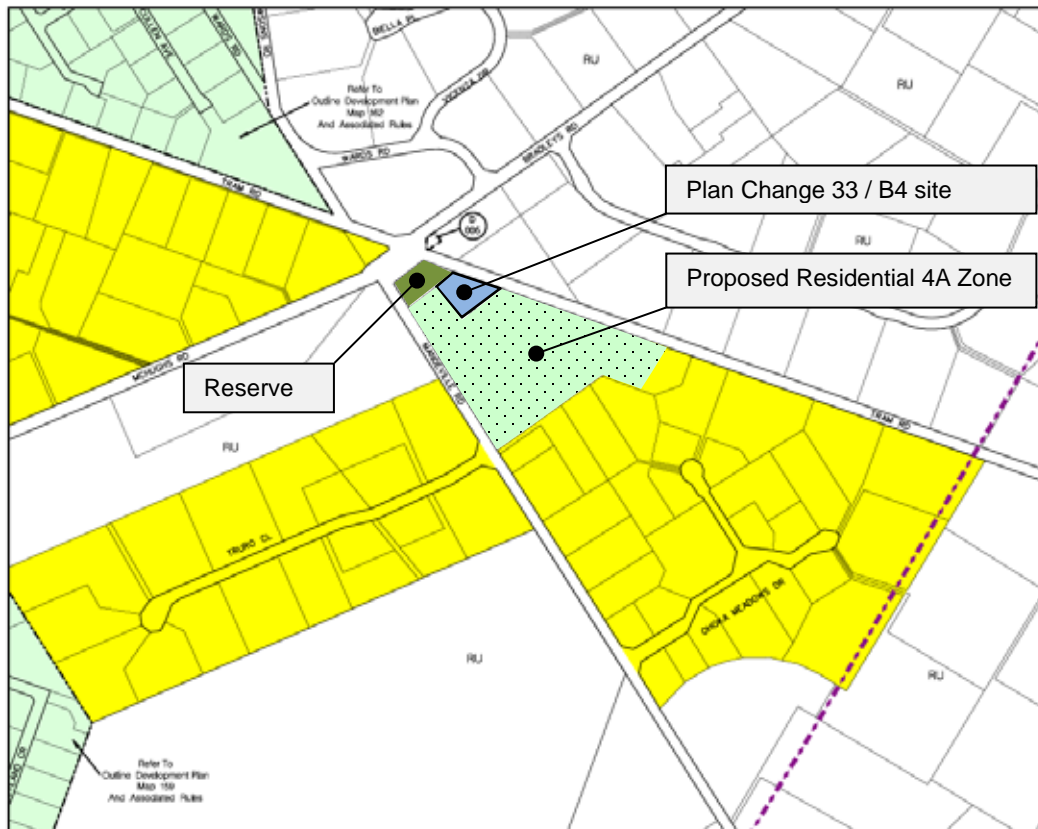
This report will determine the following:

- The landscape character of the site and its immediate surroundings.
- The appropriateness of site location.
- The landscape effects of alternative uses for the site.
- Whether there is any landscape impediment to rezoning.
- Regarding landscape outcomes, how the proposed zone should respond to the surrounding environment.
- Potential District Plan rules where they affect landscape and amenity outcomes.

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<sup>2</sup> Prepared November 2014

<sup>3</sup> Prepared by Jacobs Consulting



**Figure 1** District Plan Map 93 showing the location of the plan change site within the Rural Zone and next to a reserve. The yellow denotes Residential 4B zoning.

## 1.2 Site Description

The purpose of this site description is to determine if there are firstly, any landscape features that would either constrain rezoning, or merit retention. Secondly, the site description establishes the landscape context of the site which will inform appropriate design treatment. The site description includes an assessment of the site and its immediate surroundings – that is, the receiving environment.

### The Plan Change Site

Essentially the site is a flat paddock – see **Figure 2 photograph** and **Figure 3 aerial photograph**. It is generally devoid of any vegetation other than pasture grass and some eucalypt trees along its western boundary. There are no other salient natural or physical features within the site. Fundamentally the site is featureless in this regard.

Bounding the site along its Tram Road frontage is a typical farm style post and wire fence. The same kind of fencing extends perpendicular to the road in combination with shelter belt planting. The south east boundary opposite Tram Road is also fenced.

There are no discernible changes in land form where the site is flat throughout its extent.

Compared to its pre-historic condition the site is fully modified. All vegetation is exotic. But because there are no buildings within the site and no sign of earthworks,

the land form and open space conveys some degree of naturalness. It is from this that amenity is derived.

Overall, the site has no landscape features that would impede rezoning.



**Figure 2** *Looking northwest across the Plan Change site. The large group of trees in the background (right hand side of the photograph) are within the reserve. The neighbouring dwelling and accessory building south of the site is also visible.*





Photo-source: Google Earth

**Figure 3** Showing the Plan Change 33 site which mostly comprises a flat paddock. The buildings to south west of the site are a dwelling and implement shed.

### The receiving environment

Being larger the receiving environment is of necessity more diverse and therefore complex than the Plan Change site. Although land uses are mainly similar - that is mostly paddocks – there exist a number of dwellings in the vicinity. Most are relatively recently constructed, although an older dwelling directly adjoins the Plan Change site on its southern side. The dwelling is accompanied by quite a large accessory building which is evident in the Figure 3 photograph.

As is typical in the area, shelter belts comprising exotic tree species are common. They enclose the aforementioned paddocks and strongly delineate the landscape. For all intents and purposes, the Plan Change site is no exception. These shelter belts have the benefit of screening existing dwellings from the Plan Change site. The exception is the dwelling immediately south of the Plan Change site.

Other vegetation is of the ornamental variety which is associated with dwellings. As most are recently constructed, their associated landscaping has yet to mature. When it does it will contribute significantly to amenity in the area.

The plantation reserve alongside the Plan Change site is well treed, comprising mostly various conifers – see **Figure 4 photograph**. But it appears that this is not well maintained, and indeed there is no sign that the reserve has been developed in

any way other than for plantation purposes. The trees – mostly conifers – consist of a mix of species and so the reserve appears to act as a small arboretum.



**Figure 4** *From the corner of McHughs and Tram Roads looking toward the plantation reserve that adjoins the Plan Change site on its northern boundary.*

Further afield is the Residential 4A environment which typically comprises dwellings on large lots with extensive landscaping. As suggested, all lots are enclosed by shelterbelts. These have the effect of screening views into and out of the lots, which applies to the Plan Change site regarding existing nearby dwellings. The same is likely to apply when the intervening Rural zoned land is rezoned Residential 4A.

Infrastructure is also prominent in the vicinity of the Plan Change site and comprises mostly roads. This includes Tram Road which bounds the site to the east. By default Mandeville Road contains it to the west. The presence of overhead transmission lines also contributes to character and have the effect of lessening visual amenity.

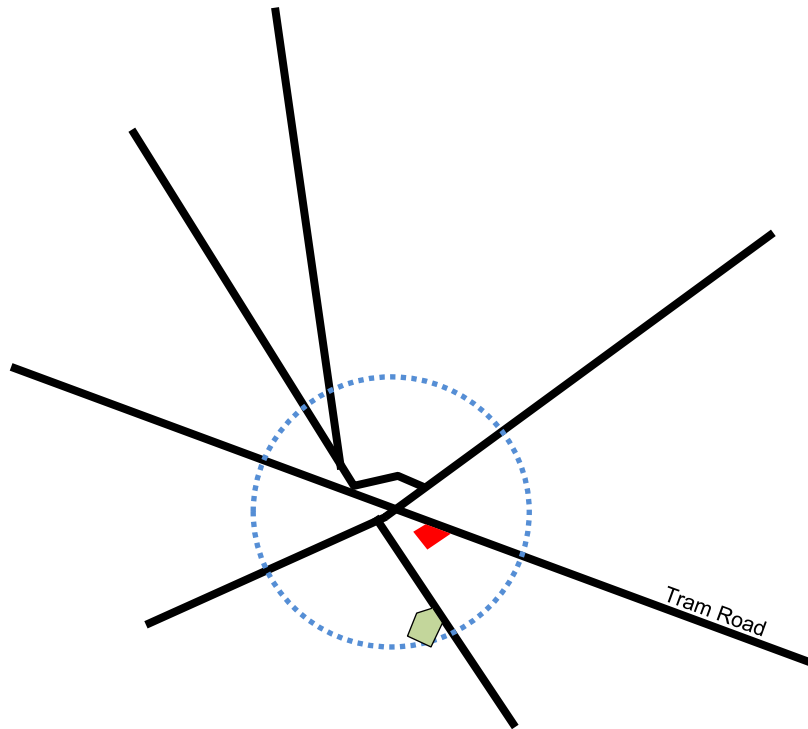
As for the Plan Change site there are no significant natural or physical features within the receiving environment in the immediate vicinity of the Plan Change site. And also like the site, the surrounding environment is fully modified although the presence of trees and other forms of vegetation contribute naturalness.

In summary there are no landscape features within the receiving environment that would preclude re-zoning and the ensuing land use. This also includes consideration of the proposed re-zoning of neighbouring rural land for Residential 4A purposes.

### **1.3 Appropriate site location**

With regard to landscape considerations, there are a number of existing features that contribute favourably to the Plan Change site location. These are summarised as follows:

- The site is located at a major road convergence point – see **Figure 5 diagram** - and so provides more or less direct access from all points within Mandeville and beyond.



**Figure 5 Diagram** Plan view showing the proposed B4 Plan Change site (red) located at a significant convergence point or transportation node – within blue circle. Also included within the node is a recreation domain – green area.

- The site is located close to a recreation domain as shown on the Figure 5 diagram.
- The site is located at a transition point between the (future) Residential 4A zone and plantation reserve, and adjoining roads. That is, the site is essentially located on the edge of the Residential 4 A zone rather than in it.
- As discussed, the site avoids any significant landscape features or high amenity areas.
- And as also discussed, the site is located in an area that is modified.

In summary the site is very well located with respect to its position in the landscape. Further the site's position is legible in that it is logically placed with regard to ease of access. To put it another way, the site is where people would expect to find it – at road junction more or less located in the centre of Mandeville settlement. It is also more or less co-located with other public amenity facilities, namely the recreation domain. So overall the proposed B4 site is well placed and supported by existing features in surrounding environment.

#### 1.4 Alternative uses for the site

Here alternative uses for the site are considered with regard to their effects on the landscape. Only those activities that are likely to occur are considered. They are listed and discussed as follows.

### Status Quo

As described the site is currently in pasture and so this is one likely landscape outcome. Being currently zoned Rural however, also means that the site could undergo other non-fanciful permitted land uses that would change its landscape character. These could include woodlots, horticulture (olives for example), vineyards, equestrian activity and cropping. This means that the specific landscape of the site could change quite significantly. Its generic rural character would however remain intact – that is, open space would prevail over buildings and vegetation would dominate. It is this from which rural amenity is derived.

### Residential 4A

This would introduce a change to the landscape that is much the same as that for Residential 4B (Ohoka Meadows) activity nearby which is to be extended up to the B4 Plan Change site. At an average dwelling density of 2 per hectare the roughly half hectare site could accommodate at least one dwelling. As with all Residential 4A activity the land use would largely be devoted to extensive ornamental landscaping. Productive plantings may also occur such as small scale orchards, woodlots and flower production.

Generally such activity results in high amenity outcomes arising from the Residential 4A type activity. Open space in proportion to built form is usually quite generous and vegetation tends to dominate. Such a use would be acceptable with regard to landscape effects subject to meeting the relevant statutory matters while taking into account cumulative effects.

### Recreation

An existing reserve sits alongside the site and so could be expanded to include it. The reserve is not used for anything as yet but harbours the potential for recreational activity of one sort or another. If this is largely derived from activity demanding extensive open space then the reserve would essentially be rural in character. The addition of buildings – clubrooms and such like – would lessen rural character due to diminished open space, but would align with Residential 4A environmental outcomes. Provision for car parking would exacerbate this as it would preclude vegetation. Recreational activity may be more passive and the site potentially more park like in character where trees and other vegetation would dominate.

Depending on the variables just described, recreational use of the site would result in acceptable landscape outcomes, where it is likely high amenity would be achieved.

### Conservation

Allied to recreation is conservation use of the site. As described the site has no features of conservation value at present, such as water bodies or native vegetation. The potential exists for the native plant re-vegetation of the site that in all likelihood would be combined with passive recreational activity. Matawai Park in Rangiora is an example of such activity, which would result in a very high level of amenity.

### Summary

While other uses not identified above are possible – such as quarrying and rural processing – such activities within a predominantly Residential 4 environment is very unlikely. Otherwise it is likely the above alternative uses will all result in acceptable landscape and amenity outcomes. This is notwithstanding that there may be other non-landscape related reasons that preclude or constrain such activity. As with any land use activity however, desirable character and high amenity are only assured with appropriate Council intervention via the usual statutory processes. Such is the case for Plan Change 33.

## **1.5 Landscape impediments to rezoning**

In this section consideration is given to landscape matters that could impede the proposed rezoning. These will include potential constraints arising from RMA s6(a) and (b) matters; and whether there are protected landscape features within the site such as notable plants, ecological sites and historic places. Other constraints may arise from the presence of salient natural features such as water bodies and indigenous vegetation.

Concerning RMA s6(a) and (b) matters the site is not identified in the District Plan as an outstanding natural landscape or feature. Nor is it identified in the Canterbury Regional Landscape Study (2010) as such. The site has no water bodies or courses of any kind, and so is not subject to RMA s6(a).

Nor do the District Plan Planning Maps indicate any other feature within the site that would constrain rezoning.

As described, there are no other significant natural or physical features within the site or surrounding receiving environment.

In summary, there are no landscape impediments to rezoning.

## **1.6 How the site should respond to the surrounding environment**

Given that the Plan Change site will adjoin the Residential 4A zone on two of its four sides, it is important that any potential adverse effects on landscape character and amenity arising from it are either avoided, mitigated or remediated. In summary these effects might include:

- Building dominance due to inappropriately scaled buildings in terms of height, setbacks and site coverage.
- The dominance of extensive car parking areas.
- Reflected glare from building surfaces and parked vehicles.
- Glare and excess illumination from lighting.
- Domination of the road environment by inappropriately large signage.
- Visibility of unsightly outdoor storage and utility areas; and the 'back end' of shops.
- The collective effects of buildings and hardstand not otherwise countered by landscaping.

- Incongruity with the surrounding Residential 4 A zone and reserve.

The avoidance, mitigation or remediation of these potential adverse effects will be largely managed via the existing and recommended amendments to the relevant District Plan rules. These are addressed next.

The overall amenity outcome should be one where buildings and extensive car parking and vehicle manoeuvring areas do not dominate. Further the site should be dominated by the presence of large trees located throughout. It is important that activity within the site is screened from neighbours, particularly where it concerns unsightliness and excessive glare. The site should also include relatively large amounts of open space in proportion to built form.

In summary, the proposed B4 site needs to reflect the character of surrounding activity – namely that of the Residential 4A environment. That is, buildings are subservient to their setting, open space is abundant and vegetation is dominant. Not only does this align with existing character but it should also result in very high amenity.

## 1.7 Potential District Plan matters

In this section District Plan matters are addressed, particularly with regard to the management of potential adverse effects on landscape character and amenity. The focus from here on is on the relevant District Plan rules with additional recommended amendments relating to the proposed B4 Mandeville Zone shown in bold type. For comparison purposes and as a guide some other existing B4 rules are included also.

### Existing Rules and recommended amendments

#### Structure Coverage

##### 31.1.1.10

The structure coverage of the net area of any site shall not exceed:

*g. 35% in the Business 4 – Williams/Carew Zone as identified on District Plan Maps 104 and 105; or*

*h. 40% in Business 4 – Lilybrook Zone as shown on District Plan Maps 113 and 117;*

#### **Mandeville B4**

##### **40% in the Business 4 Mandeville Zone**

##### *Reasons:*

- *To ensure there is ample open space within the site to accommodate parking, landscaping and pedestrian access.*
- *So that users do not feel dominated by the presence of buildings*



### Setbacks For Structures

31.1.1.14 Any structure shall comply with the minimum setback requirements in Table 31.1 and measurements shall be taken from the nearest point of any part of any structure (or dwelling house).

*Business 4: Williams/Carew Zone*

*Any road boundary 6m*

*Any site boundary 5m*

#### **Mandeville B4**

- **6m from road boundary and apart from vehicle access, no car parks or vehicle manoeuvring shall be located within 3 metres of the road boundary**
- **5m from site boundaries**
- **No outdoor storage shall be located within the above setbacks**

*Reasons:*

- *To provide a sense of open space commensurate with the surrounding Rural zone and nearby Residential 4A zones*
- *To enable landscaping*
- *To reduce building dominance*
- *To provide visual amenity*

### Structure Height

31.1.1.28 Any structure in the Business 4 – Williams/Carew Zone shall not exceed a height of 8m.

31.1.1.29 Any structure in the Business 4 – Lilybrook and West Kaiapoi Zones shall not exceed a height of 9m.

#### **Mandeville B4**

**Any structure in the Business 4 Mandeville Zone shall not exceed a height of 8m.**

*Reason:*

- *To avoid the adverse effects of building dominance*
- *To maintain consistency of scale with surrounding or nearby buildings*

### Screening and Landscaping

31.1.1.32 Where a site within any Business Zone, other than the Business 4 – West Kaiapoi Zone, shares a boundary with any Residential Zone, the site shall be screened from the adjoining Residential Zone site(s) to a minimum height of 1.8m except where a lesser height is required in order to comply with Rule 30.6.1.19, for unobstructed sight distances.

31.1.1.34 Any site within the Business 4 – Lilybrook Zone shall be landscaped for an average depth of 2m along all road boundaries.

#### **Mandeville B4**

- **The site within the Business 4 – Mandeville Zone shall be landscaped for an average depth of 4m along the road boundary; and the landscaping shall be located along the entire road boundary.**
- **The road boundary landscaping is to include trees capable of reaching 8 metres height; and that there is to be at least one tree per 10 metres of frontage including one other; and the trees are to be located along the entire road frontage; and not to be spaced more than 15 metres apart.**
- **That subject to the above rule trees shall be planted along the entire length of, and on both sides of, the vehicle access way linking the Business 4 Mandeville zone to Mandeville Road.**
- **Except for the reserve boundary\*, planting capable of reaching a minimum height of 3 metres is to be provided along the entire Residential 4A Zone boundary, and; it shall be located in a landscape strip of no less than 1.5 metres wide.**
- **One tree shall be planted for every ten car parks and that the trees shall be located within and alongside the car park area**

\* The reserve is well treed and these and future trees are sufficient to provide landscape amenity that the proposed B4 zone can 'borrow'.

#### *Reasons:*

- *To ensure trees are a dominant feature and help counter the effects of building dominance*
- *to provide a very high level of visual amenity*
- *To counter the adverse effects of glare and lighting*
- *To screen car parking and vehicle manoeuvring areas from neighbouring properties.*

#### **Signs**

31.7.1.6 On any site in any Business 1 or 4 Zone:

- a. no more than 1 free standing sign shall be erected per site;
- b. the display area shall not exceed 6m<sup>2</sup>;
- c. no sign which is attached to a structure shall protrude above the apex of the roof at its highest point; and
- d. no sign which is attached to the leading edge of a veranda on a building shall be more than 400mm in height.

**Mandeville B4**

**Except at Business 4 Mandeville Zone, one additional free standing sign not exceeding 2m<sup>2</sup> can be erected at the Mandeville Road entry point.**

*Reason:*

- *To provide direction for customers*

**31.10.1 Conditions**

*31.10.1.1 In any Rural Zone, any artificial exterior lighting within a site shall:*

- a. be directed away from the sky;*
- b. except for any street light, be directed away from the site boundary and roads so as to avoid light spill, or in the case of a road boundary, avoid a distraction or glare which would create a traffic hazard; and*
- c. be placed so as to avoid causing an air or sea navigation hazard.*

*31.10.1.2 In any Residential or Business Zone, artificial lighting, (except any street light, navigational light or traffic signal), shall not:*

- a. emit light exceeding 20 lux (horizontal and vertical) measured at or within the boundary of any other site zoned Residential, or the notional boundary of any dwelling house in a Rural Zone;*
- b. spill onto any road in a way which might distract traffic or interfere with any traffic aids and signals;*
- c. spill into the sky or over the sea in a way which might distract or interfere with any air or sea navigation lights; or*
- d. imitate traffic signals.*

**Mandeville B4**

**In the Business 4 Mandeville Zone, no building will be finished with a light reflectance value (LRV) greater than 30%**

*Reason:*

- *To reduce building domination*

## 1.8 Summary

With regard to landscape outcomes there are essentially two gateways when it comes to the consideration of plan change requests. The first is whether the subject land and receiving environment harbours any landscape impediments to rezoning - which in this case it does not.

The second concerns potential landscape and amenity effects arising from the anticipated activity. In large part this is informed by the character and amenity of the existing environment; namely that of the combined R4A and R4B zones and their rural setting. Essentially this is an environment where buildings are subservient to the predominantly vegetated openness of the environment. It is desirable therefore that the proposed B4 zone and subsequent activity continues to achieve this fundamental outcome. In this case I am confident that any such effects can be readily managed via existing and proposed rules. Implementation of these is greatly assisted by the fact that the site is greenfield and currently enjoys considerable separation from all but one neighbouring residents. Further, these circumstances enable the desired outcome to be readily achieved free of any obstacles or impediments that might otherwise arise from a brownfield or currently developed site.

There is no doubt that with the appropriate rules package a high amenity outcome can be achieved along with an environmental character that is commensurate with the existing and future Residential 4A zone.

## 2 SUBMISSIONS<sup>4</sup>

Here I respond to those parts of the submissions concerning landscape and amenity. They are discussed thematically with reference to submission numbers. As a consequence of the submissions and subsequent discussions with Council Officers some of my original recommendations concerning the proposed Plan provisions have been revised.

### 2.1 More detailed Outline Development Plan [84.02 G & Y Thompson]

Regarding this it is understood that development of the site will need to satisfy the existing and proposed (as part of PC33) District Plan provisions. Further the proposed ODP and rule package when implemented will sufficiently and appropriately result in the kind of outcomes anticipated for the site and wider Mandeville setting. Among these are landscape and amenity outcomes that must be met in the ultimate site design. It is further understood that site design is subject to the Council's discretion as a controlled activity<sup>5</sup>. Consequently the desired design outcomes will be achieved while enabling a certain degree of flexibility within the site.

### 2.2 More landscaping along Mandeville Road access way [84.04 G & Y Thompson]

In my original assessment I made the following recommendation regarding landscaping alongside the Mandeville Road access way;

*That subject to the above rule trees shall be planted along the entire length of, and on both sides of, the vehicle access way linking the Business 4 Mandeville zone to Mandeville Road.*

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<sup>4</sup> Prepared April 2015

<sup>5</sup> See proposed Rule 31.2.3

Such planting is desirable so as to provide amenity while assisting in the mitigation of adverse effects arising from vehicle movements along the access way. The presence of trees would also help to 'calm' traffic entering and exiting the site via the access way. For these reasons the intent of the above outcome is desired and it is recommended that this be incorporated in the proposed Plan Change.

### **2.3 Setbacks increased [84.09 G & Y Thompson]**

The 5m proposed [Rule 31.1.1.14 – Table 31.1] for the Business 4: Mandeville North zone will be sufficient to reduce the potential effects of building domination on neighbouring residences. The reason is that the avoidance of building domination is also governed by 8m maximum building height which is 2m lower than permitted<sup>6</sup> for dwellings in the adjoining Residential 4A zone. Buildings within the proposed B4 zone will also have to comply with the recession plane standard in addition to those controlling reflectivity [proposed rule 31.2.3 f ] and requiring boundary landscaping [proposed rule 31.2.3 d ii ], all of which are designed to minimise potential building domination.

It is perhaps worth reiterating the reasons for the recommended setback which are:

- *To provide a sense of open space commensurate with the surrounding Rural zone and nearby Residential 4A zones*
- *To enable landscaping*
- *To reduce building dominance*
- *To provide visual amenity*

### **2.4 Provide site design enhancement alongside zone boundary [95.5 - McKeever]**

This will be provided via proposed Rule 31.2.3 d ii that requires landscaping within a 1.5m wide strip alongside the internal zone boundary. The Rule further requires planting capable of reaching a minimum height of 3 metres. While not sufficient to screen buildings and it is considered not necessary to do so as they will be commensurate with the scale of those in the Mandeville area and are likely to be aesthetically pleasant, the planting will screen the car park and any outdoor storage area located outside of the setback (as required by proposed Rule 31.2.3 c). From the point of view of neighbours looking into the site additional tree planting within the car park area as required by proposed Rule 31.2.3 g will also contribute significantly to amenity.

### **2.5 Delete light reflectance rule [98.08 – Ratua Holdings]**

Deletion of proposed Rule 31.2.3f requiring light reflectance values (LRV) not to exceed 30% is sought by the submitter on the basis that it may dissuade an anchor tenant from establishing due to an inability to incorporate brand colours. Given that the rule is part of a controlled activity and that one of the matters of control is; *(v) the quality of building design, architectural features and details, use of colour and building materials;* there is scope to negotiate potentially higher LRV levels than that prescribed by the Rule. In consideration of this matter influencing factors might

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<sup>6</sup> WDP Part 12 Rule 31.1.1.24 - maximum permitted height for a dwelling in the R4A zone is 10m

include, for example, the overall extent of finishes exceeding the permitted LRV levels (in the form of trim or signage), the degree of exceedance, orientation in relation to neighbouring dwellings, the presence of landscaping, colour, materials and architectural quality. It should also be noted that this particular rule only concerns light reflectance and not colour. There is no restriction on colour.

## **2.6 A minimum average landscaping depth of 4m along Tram Road frontage [98.09 – Ratua Holdings]**

Although this rule was originally recommended, further consideration of it has led to the view that a 4 metre wide throughout the frontage is preferred. The reasons are largely driven by traffic and pedestrian management along the road frontage and it is understood that the depth of landscaping can assist in the facilitation of this. The 4m depth also provides better growing conditions for the trees required in fulfilment of proposed Rule 31.2.3 d.

Allied to this is the desirability of providing transparent fencing along the road boundary, as this better serves security<sup>7</sup> and safety by maintain sight lines. I comment in more detail on this aspect later where I provide additional landscape advice.

## **2.7 No parking or vehicle manoeuvring within 3m of Tram Road [98.10 – Ratua Holdings]**

If proposed Rule 31.2. d i is adopted – requiring a 4m wide landscape area - then the need for the above rule is redundant.

# **3 ADDITIONAL ADVICE**

This advice has been prepared in response to two matters. The first concerns the landscape and amenity effects arising from potential enlargement of the commercial area. The second focusses on the difference between fewer tenancies with bigger ground floor areas (gfa) and more tenancies with smaller gfa's regarding the potential impact on landscape and amenity characteristics of the Mandeville settlement. Each of these matters are addressed in turn as follows.

## **3.1 The landscape and amenity effects of an enlarged commercial area**

The issue is whether increased building areas require a corresponding increase in car parking and outdoor storage which may result in the reduction of areas to be landscaped. They may be some scope to reduce the width of landscaped areas – Tram Road frontage for example could be reduced from a minimum width of 4m to say 2.5m and still accommodate the required tree planting. The same might apply to the internal boundary landscaping.

Increased building domination will be the adverse effect as this will potentially increase. But the degree of this will depend on the following variables:

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<sup>7</sup> Security is achieved by adopting the principles of 'Crime Prevention Through Environmental Design' (CPTED)



- Whether the increased floor area is absorbed into an upper first floor level or occurs as an increase in overall site coverage.
- Whether the increase is part of one building complex or a series of smaller buildings.
- The architectural quality of the building or buildings – if the quality is high then an increase will be aesthetically far more acceptable.
- Whether there is a good social relationship between the ground floor and adjoining outdoor space – that is, extensive blank walls are avoided.
- Allied to the above point, whether it is possible to modulate the buildings via differentiated materials, colours, projections and recesses.
- Whether there is opportunity to mitigate the effects arising from increased size with further landscaping (more trees).
- Whether the building complex is single or two storeyed – the former may have less effect over a bigger area than the latter over a smaller area.

### 3.2 The landscape effects arising from differing tenancy sizes

Smaller tenancies would have the following advantages over larger ones for the following reasons;

- They are likely to result in greater visual differentiation and therefore lessen apparent building bulk. That is, larger tenancies are likely to involve greater extents of similar building finishes (colour and signage for example) thereby lessening the more intimate scale expected of smaller tenancies.
- In urban design terms smaller tenancies would better reflect the ‘village’ scale of the business centre which would be commensurate with the low density existing rural and Residential 4A and 4B character of the area. This would also help to differentiate the commercial centre of Mandeville from its larger urban counterparts.

### 3.3 Tram Road Fencing

Below I comment on one of the proposed PC33 rules, prompted by a submission<sup>8</sup> concerning landscape treatment along the Tram Road frontage. I recommend that the following rule be amended to read:

*31.2.3 e the site shall be fenced to ~~prevent~~ discourage pedestrian access from and onto Tram Road; and the fence shall be farm style post and wire or post and railing*

The reasons are that it is very important that any solid fences do not appear on the Tram Road frontage as their presence would be contrary to CPTED principles –

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<sup>8</sup> Ratua Holdings 98.09

particularly regarding safety and security. It's vital that people can see into and from the site along the Tram Road frontage. This reduces conflicts between traffic and pedestrians; provides de facto surveillance for security (discourages vandalism and other malicious behaviour); enables retail outlets and their signage to be seen from the road; maintains a sense of open space that is commensurate with that of the surrounding environment; and avoids visual fragmentation of the landscape. Consequently fences need to be transparent.

Proposed Plan Change PC33  
Mandeville Business and Residential 4A Zone

**Appendix VI**      Report of Kalley Simpson, Waimakariri District  
Council 3 Waters Manager

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## **WAIMAKARIRI DISTRICT COUNCIL**

### **REPORT**

**FILE NO:** DDS-06-05-02-33-04 / 150421064409

**HEARING DATE:** 15<sup>th</sup> May 2015

**REPORT TO:** The Commissioners

**FROM:** Kalley Simpson, 3 Waters Manager

**SUBJECT:** Evidence on Stormwater Servicing and Flood Risk Issues Relating to Council Plan Change PC33 – Mandeville Business

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### **INTRODUCTION**

1. The purpose of this evidence is to provide to the Commissioners comment on stormwater servicing and flood risk matters relating to Council Plan Change PC33 – Mandeville Business, located on Tram Road, Mandeville.
2. My name is Kalley Simpson and I am the 3 Waters Manager for the Waimakariri District Council. In this position I have responsibility for the water supply, wastewater and drainage assets for the Council.
3. I hold a Degree in Natural Resources Engineering and have 16 years of experience in civil engineering.
4. I have been requested to provide comments to the Commissioners on stormwater servicing and flood risk matters relating to Plan Change PC33 Mandeville Business, located on Tram Road in Mandeville, which requests rezoning of approximately 6.8 hectares of predominantly rural land between Tram Road and Mandeville Road from Rural to a combination of Business 4 (6,200m<sup>2</sup>) and Residential 4A (approximately 6.2 hectares).
5. In my evidence, I will cover the following specific matters:
  - i. Considerations relating to the management of stormwater runoff from the development.
  - ii. Implications of flood risk on the development.

### **STORMWATER MANAGEMENT**

6. The site is located in an area with good soakage, based on the geotechnical report which states the ground conditions comprise of silty sandy gravels below the top soil layer and the Landcare soil maps held by the Council which indicate medium soil infiltration. The geotechnical report also states that the groundwater level is typically 3.9 – 4.8 metres below ground level. This would indicate that discharge to ground would be an appropriate approach to manage stormwater runoff from the development. Soakage testing would still need to be undertaken to confirm the actual soakage rate to size the stormwater system but this can be undertaken as part of the subdivision or building consent process.

7. Discharge to ground of stormwater is common in the Mandeville area, however in June 2014 high rainfall and high groundwater levels resulted in flooding and surface flow for several weeks, consequently discharge to ground could not be relied on in all circumstances. Adequate provisions will need to be made for secondary flow to accommodate for situations where discharge to ground is not suitable.
8. The development site generally falls to the east towards the existing Residential 4B properties and Tram Road. Consideration will need to be given to directing any secondary flow paths away from existing properties and into Tram Road.
9. In terms of the proposed business area, the stormwater system will most likely require a discharge consent from Environment Canterbury. This will need to address the potential risk to the environment of discharge of stormwater to land where contaminated soils have been identified. This potentially could take the form of locating any discharge point away from the contaminated soil or by undertaking soil remedial works.
10. Appropriate measures will need to be installed to treat the stormwater from hardstanding areas associated with the business area prior to discharge to ground or to Tram Road. The treatment could potentially be achieved in the form of a first flush pond, swales, rain gardens or proprietary sump inserts or oil/grit separators. Roof areas can discharge to ground directly without treatment.
11. Preliminary calculations undertaken by the Council suggest that a first flush basin with approximately 140m<sup>3</sup> storage covering an area of approximately 450m<sup>2</sup> would be adequate to treat the proposed hardstanding area. This could potentially be located within the grassed area immediately adjacent to Tram Road, as shown on the proposed Outline Development Plan. Alternatively stormwater measures such as rain gardens or proprietary devices could be integrated with the proposed car parking area if space was limited.
12. Although detailed calculations have not been undertaken at this stage I consider that there are a number of stormwater management measures available to appropriately deal with the stormwater from the proposed business area.
13. The possibility of locating the stormwater management area for the business area in the Council reserve to the west of the site has been raised by one submitter. However, as this land is upstream of the proposed business area (i.e.: approximately 0.5 m higher) and approximately 80 m away from the low point of the proposed business area, it is unlikely to be practical to construct an effective stormwater management area at this location.
14. In terms of the proposed Residential 4A area, the discharge to ground from individual lots will be a permitted activity under the proposed Land and Water Regional Plan therefore will not require a discharge consent from Environment Canterbury.
15. From my evidence, I offer the following summarising statements:
  - (a) There are no significant impediments to providing stormwater services to the proposed development. The actual designs of the stormwater system can be addressed at the subdivision or building consent stage.
  - (b) I am satisfied that subject to obtaining consent from Environment Canterbury for the discharge from the business area there are no major stormwater services issues to prevent this development proceeding.

## **FLOOD RISK**

16. The Council's Localised Flood Hazard Assessment maps (refer Attachment 1), show that the site is predominantly identified as a Low Flood Hazard area in the 200 year flood event (0.5% AEP flood event), which means that flood water may be up to 300mm deep in parts of the site.
17. Council's current advice is to require a minimum floor level of 600mm above the existing surrounding ground level, which will provide 300mm freeboard to the 200 year flood event.
18. The proposed rule (Rule 27.1.1.30) to set the floor levels a minimum of 400 mm above the 200 year flood event (0.5% AEP flood event) is appropriate to mitigate the flood risk based on the localised rainfall modelling.
19. The site is not at risk of breakout flooding from either the Waimakariri River or Ashley River.
20. From my evidence, I offer the following summarising statement:
  - (a) Setting the minimum floor level at or higher than 300mm above the 200 year flood event will adequately address the flood risk identified at the site.

## **SUMMARY**

### **Recommendations**

21. From my evidence, I consider that there are no significant impediments from a stormwater servicing or flood risk perspective for the proposed plan change proceeding.

Attachment 1

