

WAIMAKARIRI DISTRICT PLAN

COUNCIL PLAN CHANGE PC40

PARKING

DECISION

FEBRUARY 2016

Submitter List

Submitter Number	Name
83	Mr David Blackwell 21 Adderley Terrace Kaiapoi 7630
84	Community & Public Health Canterbury District Health Board PO Box 1475 Christchurch 8140 Attention: Bruce Waddleton
85	Foodstuffs South Island Ltd C/- Anderson Lloyd PO Box 13831 Christchurch 8141 Attention: Jen Crawford / Alex Booker
86	Mrs J.K. Galbraith 21 Melford Close Rangiora 7400
87	Lockbox Storage Rangiora Ltd C/- Planz Consultants Ltd PO Box 1845 Christchurch 8140 Attention: Sam Flewollen
88	Ministry of Education C/- Opus PO Box 1482 Christchurch 8011 Attention: George Enersen
89	McAlpines Limited Incorporating McAlpines Rangiora Ltd C/- Planz Consultants Ltd PO Box 1845 Christchurch 8140 Attention: Sam Flewollen
90 (+ FS)	Progressive Enterprises Ltd (PEL) C/- Zomac Planning Solutions Ltd PO Box 103 Whangaparaoa 0943 Attention: Mike Foster
91	Ravenswood Developments Ltd C/- Glasson Resource Management Ltd 24 Weka Street Christchurch 8041 Attention: P Glasson
92	The Warehouse Ltd C/- Planz Consultants Ltd PO Box 1845 Christchurch 8140 Attention: Dean Chrystal

Decision of Hearings Commissioner Panel appointed by the Waimakariri District Council pursuant to the Resource Management Act 1991 on Plan Change 40 – Review of Parking, Loading and Manoeuvring

Panel:

Jane Whyte (Chair)
Peter Allen
Caroline Faass

Introduction

1. Proposed Plan Change 40 (PC40) reviews the District Plan provisions for parking, loading and manoeuvring. The plan change addresses issues relating to demand for, and supply of parking and loading facilities, including cycle parking.
2. Public notification of PC40 occurred on 22 November 2014 with submissions closing on 5 February 2015. Ten submissions were received. A summary of the submissions was publically notified on 6 of March 2015 with further submissions closing on 20 March 2015. One party lodged a further submission.
3. Prior to the hearing a report pursuant to Section 42A of the Resource Management Act (the Act) was prepared by Ms Bev Bray. The report was circulated to the required parties before the hearing and recommended that the Change should be approved subject to some additional amendments.
4. The hearing for PC 40 took place on 28 October 2015 in Rangiora.
5. The hearings panel was appointed by the Waimakariri District Council to hear and determine the Changes to the District Plan according to the provisions of the RMA. In reaching our decision we have also considered all other written submissions and further submissions received to PC40.

Hearing Appearances

6. No submitters appeared at the hearing. At the start of the hearing we were provided with the Brief of Evidence of Andrew David Carr addressing traffic matters on behalf of Foodstuffs (South Island) Limited (Foodstuffs). Foodstuffs did not appear at the hearing. We have taken into account the statement of Mr Carr, but as we had no ability to ask any questions or seek clarification from Mr Carr we have not been able to give it the full weight we may have, had he appeared.
7. While no submitters appeared we had the benefit of the appearance of Ms Bray a planner with the Waimakariri District Council and author of the Section 42A report. Ms Bray had relied on specialist traffic and transportation advice from Ms Ann-Marie Head a Chartered Professional Engineer who works exclusively in the traffic and transportation field. Ms Head was also present and had a statement of evidence which we considered. We were able to ask Ms Bray and Ms Head any questions that arose from the Panel.

The Plan Change

8. The plan change specifically reviews Chapters 1 (Definitions), 11 (Utilities and Traffic

Management), 13 (Resource Management Framework), 15 (Urban Environment), 16 (Business Zones), 20 (Financial Contributions), 30 (Utilities and Traffic), 31 (Health, Safety and Wellbeing - Rules), and 34 (Financial Contributions), and addresses the following:

- on-site car parking, cycle parking and loading requirements for activities including a maximum rate for parking provision;
- dimension requirements for loading, and short, medium and long term car parking;
- design and location of parking and loading facilities including function, efficiency, sustainability, safety, amenity, landscaping and pedestrian accessibility;
- town centre development and consolidation, provision of loading and centralised parking facilities, and on-site parking for sites with frontage to identified roads in the Kaiapoi and Rangiora town centres;
- financial contribution for off-site parking and loading including town centre sites in Kaiapoi and Rangiora; and
- support of active and public transport modes.

9. Changes to the provisions include:

- adding new definitions;
- adding new environmental results;
- adding a new objective;
- retaining, amending, deleting, replacing and adding relevant objectives, policies, explanations, reasons, methods, rules and anticipated environmental results as necessary, including amending on-site parking and loading space requirements;
- adding new figures to illustrate the application of parking and manoeuvring dimensions; and
- any consequential amendments.

Statutory Framework

10. The statutory framework was outlined in the report by Ms Bray.

11. Relevant to this application, a District Plan (change) is to accord with and assist the Council to carry out its functions so as to achieve the purpose of the Act.

12. When considering any District Plan Change, the territorial authority is to have regard to any proposed Regional Policy Statement (there is not one) and give effect to the operative Regional Policy Statement. The Plan Change is required not to be inconsistent with documents prepared under the Canterbury Earthquake Recovery Act 2011, particularly the Land Use Recovery Plan.

13. We must also have regard to any relevant management plans and strategies under other Acts. We also have to take into account any relevant planning document recognised by the iwi authority.

14. We note the duties under sections 31, 32, 74, 75 and the overall assessment required under Part II of the Act. We recognise that this Plan Change is to be processed in accordance with the matters contained in Part 1 of the First Schedule of the Resource Management Act.

15. Ms Bray in her report outlined changes to the statutory environment that have occurred since notification of the plan change on 22 November 2014. We need to consider these matters in context of deciding on PC40. These changes include:

- (a) Action 26 of the Land Use Recovery Plan (LURP) provides for zoning to define the Key Activity Centres (KAC) of Rangiora, Kaiapoi and Woodend/Pegasus. The response to this action was made operative on 20 April 2015.
 - (b) Actions 4 (comprehensive residential development) and 47 (recovery and rebuilding) of the LURP also introduced new provisions into the District Plan, deemed operative on 23 February 2015.
 - (c) Private Plan Change 20 (Clampett Investments Limited, Kaiapoi) introduced new provisions including adding new Rules 30.6.1.34, 30.6.1.35 and 30.8.1 to provide for car park landscaping and joint off-street parking by activities;
16. While the changes outlined above do not have specific implications on the purpose of PC40 – we have considered these matters in our deliberations. They do have relevance in providing parking rates that more closely align with demand and which may affect consideration of town centre development including provision for landscaping and shared parking.

Section 32

17. PC40 has introduced a new objective. Therefore any section 32 evaluation must :
- (a) Examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and
 - (b) Examine whether the provisions (policies, rules, or other methods to implement the objectives) are the most appropriate way to achieve the objectives by:
 - (i) identifying other reasonably practicable options for achieving the objectives
 - (ii) assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
 - (iii) summarising the reasons for deciding on the provisions.
18. A Section 32 report was available at the time of notification. We are required to undertake a further evaluation under Section 32AA for any changes that have been made to PC40 since the initial Section 32 report was prepared. This is to be undertaken in accordance with Section 32(1) to (4) at a level of detail that corresponds to the scale and significance of the changes.
19. This evaluation is able to be referred to in the decision-making record in sufficient detail to demonstrate that the further evaluation was undertaken. Any changes to the notified Plan Change provisions have been evaluated and considered as part of this decision.

Submissions and Issues

20. Ten original and one further submission were received to the Plan Change. The original submissions and further submissions were summarised by the Council. We have read these summaries and all of the submissions themselves. The submitters are identified in Attachment 2 of the report of Ms Bray.
21. As no submitters attended the hearing as a panel we worked through the issues raised in the submissions themselves, the statement from Mr Carr and identified in the Section 42A report. Ms Bray and Ms Head were available to answer any questions.

The Issues

22. We are mindful that our consideration of the Plan Change and the issues associated with it requires an assessment of whether or not the Change achieves the purpose of the Resource Management Act (RMA). The purpose of the RMA is the promotion of sustainable management of natural and physical resources. In considering the sustainable management of these resources we have considered a range of matters and on the basis of the submissions, statement of Mr Carr, statement of Ms Head, the Section 42A report, and the responses to questions of Ms Head and Ms Bray, we record our findings.
23. No submissions sought that the Plan Change be declined. Therefore the issues before us are more matters of detail as to the actual provisions. In the consideration of submissions it is evident that there are four key matters for consideration. These are:
- How should terms used within PC40 be defined?
 - What is the appropriate objective and is it the most appropriate way to achieve the purpose of the Act?
 - What are the appropriate policies to achieve the objective?
 - Are the provisions the most appropriate way to achieve the objective?
24. We address each of these before reaching an overall finding.
25. The Section 42A report and the evidence of Ms Head addressed all of the matters raised in submissions. As expressed earlier we received limited additional information at the hearing. Therefore, in preparing this decision we have sought not to duplicate evaluations and information provided to us in the Section 42A reports and the evidence of Ms Head, unless we have reason to do so.

Definitions

26. Submitter 91.02 (Ravenswood Developments Limited) raised issues as to the scope and nature of the Plan Change as a number of the definitions sought to be amended had implications wider than just relating to parking and loading space requirements.
27. In her report Ms Bray recognised that the submitters concern is a potential consequence of the rolling review of the Waimakariri District Plan being undertaken. She identified that it is important that unintended consequences do not occur as a result of this rolling review. Potential unintended consequences could be avoided through including the words "for the purpose of assessing on-site parking requirements" prior to each of the definitions of "industry, "warehousing and storage" and "office". We accept Ms Bray's amendments and consider this is a pragmatic and appropriate way of addressing the concerns raised in the submission. With these changes the unintended consequences raised in the submission will not occur and PC40 can be effectively implemented.
28. Submissions raised concerns with some specific terms used in PC40 we address each of these terms and record our findings below.
29. We have made no changes to the definitions of "Large Format Retail", "Medical Centre" and "Principal Shopping Street".
30. Submitter 91.08 (Ravenswood Developments Limited) sought clarification of the term "Blind Aisle" which is used in Policy 11.1.2.6. This is a term used by traffic engineers, but is not a common term in everyday usage. We consider that this term should be defined.

Ms Bray identified that this term is defined in New Zealand Standard AS/NZS2890 and we have included the definition of this term within PC40.

31. Clarification of the term "Shared parking" was sought by Submission 85.04 (Foodstuffs) so that it was clear whether it was the activity itself or the parking spaces being referred to. Ms Bray accepted that this definition would benefit from greater clarity. We have accepted her recommendation and amended the definition of "shared parking".
32. Submission 91.03 (Ravenswood Developments Limited) sought the proposed definition for 'industry' be replaced as it is repetitive and the terminology 'business activity' used within the definition is not a term defined in the Plan. Ms Bray considered greater clarity could be provided within the definition by more clearly describing those activities specifically excluded from the definition (warehousing and storage) and also deleting the reference to "business activity". We accept that this clarification will assist the implementation of PC40 and have amended the definition accordingly.
33. Submission 90.01 (Progressive Enterprises Limited (PEL)) sought the inclusion of a new definition of "supermarket" within the Plan. Ms Bray addressed the wording of the definition proposed in the submission. She considers that while there is merit in including a definition the wording proposed would not provide the clarity required as intended by PC40. In particular, she considered differentiation was needed between dairies, grocery stores, superettes and supermarkets. We accept that such differentiation in size is necessary. As we had no evidence that the definition proposed by Ms Bray was inappropriate we have accepted the revised definition included in her Section 42A report. We note that the term supermarket is not used within the rules, but rather the relevant rules refer to the 1000m² size differentiation that is within the definition.
34. We have also inserted new definitions of self-storage and public parking into PC40. The rationale for these inclusions is provided later in our decision.

Issues associated with Objectives and Policies

35. PC40 introduces one new objective relating to parking facilities being Objective 11.1.2. This objective was addressed in the submissions of 85.05 (Foodstuffs South Island) and 89.2 (McAlpines Ltd incorporating McAlpines Rangiora Ltd) (McAlpines).
36. Mr Carr in his tabled statement on behalf of Foodstuffs addressed the wording of Objective 11.1.2 in his tabled statement. While supporting the intent of the objective he raised concerns with the specific wording and considered the use of the term "parking facilities" in the objective is too sweeping. He considered that a better approach rather than using the generic term "parking facilities" would be that each of the sub clauses identified the type of parking being considered.
37. The submission of McAlpines considered that sub clauses d-g did not reference Business 2 Environments or provide a context for the policies and rules that focus on the Business 1 Zone.
38. Ms Bray addressed both submission points in her Section 42A report. We also asked questions of both Ms Bray and Ms Head on the matters raised in the tabled evidence of Mr Carr. Both Ms Head and Ms Bray considered that the revised objective identified in the Section 42A report is capable of effective implementation. The changes recommended address a number of the concerns raised in the submission by McAlpines. We accept Ms Bray's reasoning for not making all of the changes sought in the submission as to do so would change the meaning and application of the objective and be more limiting than is intended.

39. In considering the wording of the new objective we are cognisant that in accordance with Section 32 of the Act we must examine the extent to which the objective of the proposal being evaluated is the most appropriate way to achieve the purpose of the Act. We put the concerns raised in the tabled statement of Mr Carr to both Ms Head and Ms Bray and were satisfied with their responses that the objective is capable of effective implementation without further changes. We accept their views and consider that the objective is the most appropriate way to achieve the sustainable management purpose of the Resource Management Act.
40. The policies that implement the objective provide greater clarification and will assist in the implementation of the objective. As such we consider that the further clarification requested in the evidence of Mr Carr is unnecessary.
41. We now turn our attention to each of the policies where submissions sought changes and examine whether these are the most appropriate way to achieve the objective.
42. Policy 11.1.2.1 was addressed in the submission of 85.6 Foodstuffs which sought clarification of the policy and that the word "compromise" not be used as it is too restrictive. We accept the changes to the policy as recommended by Ms Bray and consider this addresses the concern raised in submission.
43. Policy 11.1.2.2 was addressed in submission of 85.08 Foodstuffs), 89.03 McAlpines and 91.05 (Ravenswood Developments Ltd).
44. Foodstuffs requested a minor change to replace the word 'enabling' with 'encouraging' or 'facilitating' within Policy 11.1.2.2. We accept the view of Ms Bray that changing this policy is not necessary as 'enabling' and 'facilitating' are synonyms and 'encourage' is already stated at the beginning of the policy. We have made no further changes to this policy beyond that recommended by Ms Bray.
45. Policy 11.1.2.3 and submission 85.09 sought a minor text change to subclause (a). To remove the words "and considers pedestrian safety" as this is already implied within the policy. In considering this submission we view that the references to the cycle parking being in a "safe position" and considering "pedestrian safety" addresses different matters and greater clarity is achieved by keeping these matters separate. We have not made changes to this policy beyond that recommended by Ms Bray.
46. Policy 11.1.2.4 relates to ensuring safe pedestrian access within and adjacent to parking facilities. This policy was addressed in the submissions of points 85.10 (Foodstuffs South Island) and 91.06 (Ravenswood Developments Ltd). The submissions considered the policy was unclear in relation to pedestrian and driver visibility and would result in an inefficient land use. Mr Carr also addressed the specific wording of this policy and has tabled statement of evidence. He considered there was a lack of clarity through the use of the term "footpath" and noted that the term "footpath" is not defined in the District Plan, and under the Local Government Act as defined in a manner that refers to roads or to places "intended for the public generally" (LGA Part 21, Section 315(1)). He considered that since a car park within private land is not intended for the general public then they cannot contain a footpath. Mr Carr noted that he supports the intent of the policy but not the use of the word "footpath". He considered that the term "pedestrian routes" should be utilised. Through questioning we sought the views of Ms Head and she advised that she concurred with Mr Carr and also supported the use of the term "pedestrian routes" rather than "footpath". In this regard we accept the views of both Mr Carr and Ms Head and have changed the policy wording accordingly.
47. Policy 11.1.2.5 was also addressed by Mr Carr. The key issue as expressed in the submission of Foodstuffs was that the use of the term "avoid" may be problematic for potential land uses that generate relatively high demands for parking due to overspill

parking occurring. In considering Policy 11.2.5 we did seek clarification from Ms Bray as to whether the use of the term "avoid" was appropriate in this context. This was of particular importance because the use of the term "avoid" is absolute and does not in our view provide any discretion to only partly avoid or avoid in some circumstances.

48. A particular concern for the Panel in considering this Policy was to ensure that the Policy as drafted did not result in unintended consequences. We questioned Ms Bray on how the policy would be applied in the circumstance when the public parking area itself did not front a principal shopping street, but the vehicle access to that carpark did. We were concerned as to whether the policy could be interpreted as meaning this type of parking was to be avoided.
49. Ms Bray provided clarification to us that the policy was clear in its intent that on-site parking (other than public parking) was to be avoided and in her view she considered this was appropriate given the outcomes intended for development within Business 1 Zones. However, she noted that the intent was not for the policy to prevent public car parking, including car parking that may need to access the carpark from a principal shopping street.
50. In considering this policy and the submissions we consider that changing the wording from "avoid" to "minimise" as sought in the submissions would not send the strong signal intended. There is only a limited area of Business 1 Zone land and in relation to principal shopping streets the expressed intent is that building intensification and redevelopment of these areas occur and that private on-site car parking be discouraged. To achieve this we consider the use of the word "avoid" is appropriate in this context. However, we consider a minor amendment to the wording is necessary to clarify that this limitation does not apply to public parking, including circumstances where vehicle access to this public parking is from a principal shopping street. We have therefore accepted the submissions in part to provide this clarification. A consequential amendment is that we have also introduced a new definition of public parking which ensures that obtaining potential access through a principal shopping street is not limited.
51. Policy 11.1.2.6 is addressed in the submissions of 85.12 (Foodstuffs) and 89.04 (McAlpines). The changes sought to the policy is to clarify the application of the policy in relation to footpath crossings, clearance of obstructions, defining the term blind aisle and to ensure the appropriate application of the Crime Prevention through Environmental Design principles outside of town centres and residential areas. Ms Bray evaluated the changes sought by the submissions in her report and we accept the changes she suggests and the reasoning provided. Accordingly, we have made changes to Policy 11.1.2.6, and as a consequential change have inserted a new definition of "Blind Aisle".
52. Policy 11.1.2.7 addresses loading and manoeuvring facilities. Submitters 85.13 (Foodstuffs) and 91.9 (Ravenswood Developments Ltd) sought changes to this policy and have identified potential conflicts with Objective 11.1.2 regarding accessibility, the meaning of manoeuvring and obstruction and have suggested further rewording of 11.1.2.7 (a) with respect to service lane frontages. Ravenswood Developments Ltd consider the policy to be excessive and inefficient and seek amendment. We have considered the submissions and the matters addressed in the Section 42A report and agree with Ms Bray that while some minor changes to the policy wording would assist in ensuring that the policy is clear and capable of effective implementation that substantial changes to the policy are not needed. We have amended the policy to provide clarity. We consider retaining the policy is appropriate in order to achieve the objective.
53. The final policy addressed is Policy 20.1.1.3 in the Financial Contributions Chapter. Submissions 85.14 and 85.26 (Foodstuffs) seek clarification as to the meaning of the term 'same locality'. We concur with Ms Bray that this term is vague and should be made clear through referring to the parking or loading being in the same town or settlement.

54. As a consequence of changing the objective and policies above we have also made consequential changes to the reasons for the policies.

Other Provisions

55. With respect to the methods and rules we recognize that a key concern for a number of the submitters related to applying both a minimum car parking requirement and a maximum car parking cap.

56. The concerns of the submitters have been considered both by Ms Bray and Ms Head. While noting the reasoning for applying a maximum in the notified PC40, both are now recommending that a maximum not be applied. This is consistent with the views expressed in the submissions. On this matter we accept the submissions and the evaluation of these by Ms Bray and Ms Head. With respect to the minimum parking requirements we accept the evidence provided by Ms Head and have retained the minimum requirements, subject to some minor amendment to the activity specific standards for self-storage units. We accept the evidence of Ms Head that a requirement of 0.2 car parking spaces per 100m² Gross Floor Area and removing any loading or cycle parking requirements is appropriate for self-storage activities. We have also inserted a new definition of self-storage activities. We consider this addresses submission 87 of Lockbox Storage.

57. As the removal of the maximum parking requirements is a key matter that has changed from the notified PC40 we have considered the requirements of Section 32AA. Ms Head has identified that in other territorial authority areas maximum parking requirements only apply in town centres or higher density areas rather than throughout the District as was proposed by PC40. She noted that in her opinion maximum parking requirements should only be applied where there is a high level of accessibility to alternative transport modes, such as in town centres. Based on the current information available Ms Head considered that if maximum parking requirements were to be pursued, then more research would need to be carried out to identify parking maximums at an appropriate rate to ensure that development does not shift into other less restrictive zones with lower access to alternative transport modes. We accept the view of Ms Head and have removed any maximum car parking cap from PC40. Having examined the provisions we are of the view that retaining maximum car parking caps is not the most appropriate way to achieve the objective. The provisions will not be efficient or effective as without further research they could result in perverse outcomes by encouraging activities to occur in locations less accessible to alternative transport modes.

58. The next area addressed by a number of submitters is Rule 30.8.2. This rule requires a resource consent where more than 20 parking spaces are provided for an activity. The submissions raise concern that the threshold is not justified and the assessment matters applying to it are too general. This rule was addressed by 4 submitters being submitters 85 Foodstuffs, 91 Ravenswood Developments Limited, 89 McAlpines and 92 the Warehouse.

59. Mr Carr addressed this rule in his tabled statement and noted that expert witness conferencing relating to Christchurch District Plan and joint statements that were prepared by a number of traffic experts in relation to a similar rule within the Christchurch City Plan resulted in less restrictive triggers.

60. We note that the evidence presented to the Christchurch City Plan provisions are not before us and Mr Carr was not present to answer any of our questions. This has diminished our ability to fully rely on the evidence of Mr Carr. We questioned both Ms Head and Ms Bray on this rule and sought clarification from them that it was considered to be necessary to achieve the objective and that the trigger levels and assessment matters were appropriate.

61. In her evidence Ms Head provided an evaluation of this rule and how it would operate in conjunction with other rules already within the District Plan. She considers it appropriate that the 20 parking space threshold should remain in the District Plan. We were able to ask her questions and were satisfied with the response she provided us at the hearing. She did identify that the drafting of the rule could be improved to ensure that the rule not apply when only a few additional car parks are being added to an existing carpark. Further, she identified that improvements could be made to the assessment matters to reduce duplication and make them more focused and clear. We have accepted the evidence of Ms Head and made minor changes to the provisions to improve their clarity and ease of implementation.
62. The final rule addressed in evidence of Mr Carr was 30.9.1. Mr Carr was concerned about the activity status specified in this rule that any land use not complying with one or more of the conditions under Rule 30.6.1.1 to 30.6.1.27 or 30.7.1 was treated as a discretionary activity. His concern was that this approach could result in an activity status where non-compliances likely to have limited adverse effects are assessed more rigorously than those where the effects are potentially far less benign. The Foodstuffs submission requested that this be reviewed to ensure consistency between the proposed land use status and the likely scale and nature of adverse effects. Mr Carr supported this submission and considered such a review had not been undertaken. Considering this evidence we questioned Ms Head and Ms Bray on this matter and their responses satisfied us that the activity status as proposed was appropriate and we have therefore not made any further changes.
63. For all of the other matters raised in the submissions including loading space requirements, cycle parking requirements, parking for educational facilities, motorcycle parking, changes sought to the methods, and clarification of rules and figures, accessible parking spaces, car parking dimensions, parking location requirements, street parking, design and landscaping requirements we accept the evidence of Ms Head and the recommendations and evaluation included in Ms Bray's report. We had no other evidence put before us at the hearing that presented a contrary view in relation to these provisions.

Statutory Considerations

Waimakariri District Plan

64. Ms Bray addressed the Waimakariri District Plan provisions. We find that the provisions of PC 40 implement and achieve the existing objectives and policies in the District Plan.

Canterbury Regional Policy Statement

65. Ms Bray also addressed the Regional Policy Statement. We find that there are no areas of tension between these Changes and the operative RPS.

Other Documents

66. Ms Bray briefly addressed the Land Use Recovery Plan. Section 23 of the Canterbury Earthquake Recovery Act states that any persons exercising functions or powers under the Resource Management Act 1991 must not make a decision or recommendation that is inconsistent with the Recovery Plan on any of the following matters under the Resource Management Act which includes (f) the preparation, change, variation, or review of an RMA document under Schedule 1.

67. In considering this we have not identified any conflict or inconsistency between the Plan Change and the Land Use Recovery Plan.

Part 2

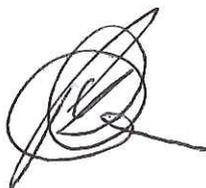
68. Our overall consideration of PC40 is subject to Part 2 of the Act. We are of the view that the proposal is consistent with the sustainable management purpose of the Act.
69. We do not consider any of the matters of national importance in Section 6 to be applicable to our determination of the Plan Change, nor has any party put any of the matters addressed in Section 8 before us. In terms of section 7, we consider the efficient use and development of natural and physical resources 7(b), the maintenance and enhancement of amenity values 7(c), and the maintenance and enhancement of the quality of the environment 7(f), are most relevant and we have had particular regard to these matters in making our decision.

Overall Assessment and Decision

70. We are satisfied that, with minor amendments the Plan Change will fit within and positively contribute to the Waimakariri District Plan.
71. Plan Change 40 (PC40) to the District Plan is approved subject to any amendments set out in Attachment 1 to this decision, together with any consequential amendments necessary to give effect to these changes.
72. We are satisfied that the Change gives effect to the Regional Policy Statement.
73. We are satisfied that the Change will achieve the purpose and principles of the RMA and they should be incorporated into the Waimakariri District Plan subject to the changes identified above.
74. The reasons for a decision have been set out above, and are summarised in Attachment 2. Individual decisions on submissions identified within this Attachment.



Jane Whyte
Chairperson



Peter Allen
Commissioner



Caroline Faass
Commissioner

Date: 10/2/16

Attachment 1

Amended Provisions

PLAN CHANGE 40 – PARKING REVIEW

DISTRICT PLAN AMENDMENTS

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

Chapter 1. Definitions

Add a new definition of blind aisle to read as follows:

Blind Aisle

Blind Aisle means a parking aisle closed at one end. In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.

Add a new definition of industry to read as follows:

Industry

Industry means, for the purpose of assessing on-site parking requirements, the manufacturing, painting, production, processing, assembly, dismantling, packaging, servicing, testing or repair of any materials, goods, products, machinery or vehicles but excludes warehousing and storage activities.

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

Large Format Retail

Large Format Retail means, for the purpose of assessing on-site parking requirements, any individual shop tenancy with a net floor area of 450m² or greater, where the tenancy is created by freehold, leasehold, licence or any other arrangement to occupy, but excludes any supermarket.

Add a new definition of office to read as follows:

Office

Office means, for the purpose of assessing on-site parking requirements, a place where the principal activity is administrative, business, clerical, professional, government or management.

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

Medical Centre

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

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

Principal Shopping Street

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

Add a new definition of public parking

Public parking means parking provided, or administered, by the Waimakariri District Council to meet parking demand within town centres, including where there is frontage to a principal shopping street, which may be funded or partly funded through financial contribution.

Add a new definition of self-storage facility to read as follows:

Self-storage

Self-storage means the rent or hire of individual self-service storage space within a warehouse facility, or within separate storage units principally for the storage of personal possessions.

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

Shared Parking

Shared Parking means any parking facility, or part thereof, that is used by two or more activities, whether the activity or facility is located on the same site, or on separate sites.

Add a new definition of supermarket to read as follows:

Supermarket

Supermarket means, for the purpose of assessing on-site parking requirements, a retail premises with a gross floor area of 1000m² or greater where the principal activity is the sale of a comprehensive range of grocery items, predominantly for use and consumption off the premises.

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

Warehousing and Storage

Warehousing and Storage means, for the purpose of assessing on-site parking requirements, facilities used for collecting, receiving, storing, handling and distributing materials, products or goods.

Chapter 11. Utilities and Traffic Management

Add Environmental Results Expected to read as follows:

Environmental Results Expected

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

Parking, loading and manoeuvring:

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

Delete Policy (Explanation and Methods) 11.1.1.7 as follows:

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

Explanation

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

Methods

~~District Plan Rules 11.1.1.7.1~~

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

~~Liaison With Developers 11.1.1.7.2~~

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

~~Financial and Development Contributions 11.1.1.7.3~~

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

Add new Objective 11.1.2 to read as follows:

Objective 11.1.2

Parking facilities that:

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

Add new heading

Parking

Add new Policy 11.1.2.1 to read as follows:

Policy 11.1.2.1

Vehicle parking, loading and manoeuvring provided on-site, or within shared parking facilities, shall ensure that:

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

Add new Methods following Policy 11.1.2.1 to read as follows:

Methods

District Plan Rules 11.1.2.1.1

Requirements for parking loading and manoeuvring.

Liaison with developers 11.1.2.1.2

Co-ordination of proposals.

Financial Contributions 11.1.2.1.3

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

Parking Strategy 11.1.2.1.4

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

Walking and Cycling Strategy and Implementation Plan 11.1.2.1.5

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

Waimakariri District Council Engineering Code of Practice 11.1.2.1.6

Standards for parking, the transport network and utilities.

Add new Policy 11.1.2.2 to read as follows:

Policy 11.1.2.2

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

Add new Policy 11.1.2.3 to read as follows:

Policy 11.1.2.3

Encourage cycle transport by providing cycle parking that:

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

Add new Policy 11.1.2.4 to read as follows:

Policy 11.1.2.4

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

- a. **pedestrian routes that safely interact with vehicle movements associated with access, parking, manoeuvring, circulation, loading and public transportation;**
- b. **visibility between vehicles and pedestrians; and**

- c. pedestrian routes that are designed and constructed to be accessible.

Add new Policy 11.1.2.5 to read as follows:

Policy 11.1.2.5

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

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

Add new Policy 11.1.2.6 to read as follows:

Policy 11.1.2.6

Parking facilities shall:

- a. provide efficient and effective layout of parking, manoeuvring and circulating areas including restriction of vehicle speed and avoidance of long 'blind aisles';
b. control any adverse effects on water quality and stormwater runoff, preferably through the use of low impact water management methods;
c. be surfaced and maintained to control the generation of dust, excessive noise, or other nuisance;
d. reduce opportunities for crime by implementing Crime Prevention through Environmental Design (CPTED) principles;
e. ensure visibility through natural lighting or illumination;
f. ensure that parking spaces required for people with disabilities is conveniently located and accessible, and the route from the parking space to the destination served is also easily accessible for people using mobility devices;
g. include landscaping that:
i. incorporates establishment and maintenance practices to ensure plant survival;
ii. visually softens the dominant effect of hard surfaces;
iii. uses plant species that avoid hazard or nuisance effects;
iv. integrates with stormwater management and footpaths; and
v. does not affect traffic and pedestrian safety by limiting visibility.

h. within the Business 1 Zone:

i. be designed to positively contribute to town centre amenity;

ii. locate to the rear of buildings or the rear portion of any vacant site within Business 1 Zones, and not on sites identified as having a principal shopping street frontage.

Add new Methods to Policy 11.1.2.6 to read as follows:

Methods

District Plan Rules 11.1.2.6.1

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

Waimakariri District Council Engineering Code of Practice 11.1.2.6.2

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

Financial Contributions 11.1.2.6.3

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

Add new Policy 11.1.2.7 to read as follows:

Policy 11.1.2.7

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

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

- f. avoid direct access to or from Williams Street in Kaiapoi or High Street in Rangiora when located on a site within the Business 1 Zone.

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

Reason

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

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

Parking and loading areas can provide safe, efficient, accessible and pleasant public open spaces.

Loading facilities need to be available to support business activities but should not compromise safety or traffic flow.

Cycling for transport is encouraged due to the benefits for individuals and the community and is enabled by the provision of suitable parking. Major parking areas that service key destinations may also include public transportation facilities such as bus stops.

Sealed or hard surface parking areas will require stormwater management including, the use of low impact design to control water runoff and minimise visual impact where possible. Landscaping with trees and shrubs softens the visual impact of car parking, however suitable growing conditions are required to ensure survival of plants and maximise plant health. Landscaping should be sufficiently open to allow visibility, and observation of activities within the parking area to support traffic and personal safety.

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

Principal Reasons for Adopting Objectives, Policies and Methods 11.1.3

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

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

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

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

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

~~(section 7 Resource Management Act 1994).~~

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

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

~~(section 31(a) Resource Management Act 1994).~~

The Canterbury Regional Council's Regional Policy Statement addresses the issue of the need to protect transport infrastructure from inappropriate development: "Protect Canterbury's existing transport infrastructure and land transport corridors necessary for future strategic transport requirements by avoiding, remedying, or mitigating the

~~adverse effects of the use, development or protection of land and associated natural and physical resources on the transport infrastructure” (Regional Policy Statement (15.2 Policy 1)).~~

~~Regional Policy Statement 12.2 requires the discouragement of noise sensitive activities, particularly residences and residential activity in the vicinity of airports. In addition, the Regional Policy Statement recognises that there is considerable potential for issues to arise where utilities cross jurisdictional boundaries. Utilities that are part of a national network are an example. The Regional Policy Statement states: “It is also necessary to have processes for dealing with: ...~~

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

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

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

Subdivision and development of land are usually followed by intensification and changes in land use that increase the demands on existing utilities. It is appropriate for servicing requirements to be addressed at the time of subdivision or development. This ensures that efficient and effective systems are provided or enhanced. It also ensures that the additional costs of servicing do not fall on the community generally.

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

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

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

Policy 11.1.1.8 and part of the Explanation to Policy 11.1.1.2 specifically recognise the resource management issues associated with servicing and traffic management for Pegasus. The development of a new town for 5000 people requires that detailed consideration be given to the upgrading of existing utilities and the development of new utilities, to ensure that the

quality and amenity values of the District's environment is not degraded and that resources are able to be used efficiently.

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

Amend Anticipated Environmental Results and Monitoring to read as follows:

Anticipated Environmental Results and Monitoring 11.3

Anticipated Environmental Result	Monitoring Indicator	Information	Monitoring Frequency
Efficiency of use of natural and physical resources	Number of subdivisions and developments not connected to a utility	Subdivision and development complaints Inspection, records, subdivision and land use consents	Annually
Environmental degradation is minimised	Utility meets minimum environmental standards	Plan standards Subdivision and land use consents Complaints	
Community's health and safety is maintained	Accidents, incidents, notifiable diseases	Public health records, Health Officer reports	Annually
Minimal impact on amenity, cultural, heritage and spiritual values	Utility meets minimum plan standards	Plan standards, community attitudes, complaints	Annually
Cost effective provision of services	Capital and maintenance costs	Annual plan	Annually
Travel distances and times, convenience	Change in usual distance travelled Change in travel time	Residents travel survey Travel time surveys	3 yearly Annually
Modes of transport used	Modal splits by population group (urban/rural)	Residents travel survey	3 yearly

Chapter 13. Resource Management Framework

Amend Policy 13.1.1.4 to read as follows:

Policy 13.1.1.4

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

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

Chapter 15. Urban Environment

Amend Method 15.1.1.3.1 to read as follows:

Methods

District Plan Rules 15.1.1.3.1

Health, safety and wellbeing rules.

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

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

Subdivision rules.

Constraints on development rules.

Concept plans or outline development plans.

District Plan Zones 15.1.1.3.2

Distinguish different densities and character of development by lot size.

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

Road Hierarchy 15.1.1.3.3

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

Esplanades 15.1.1.3.4

Plan standards provide for esplanades along nominated rivers.

Guidelines 15.1.1.3.5

Urban design, including Planning and Urban Design Forum.

Subdivision design.

Coastal settlement design guidelines.

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

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

Chapter 16. Business Zones

Amend Environmental Results Expected to read as follows:

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

Business 1 Zone (Rangiora and Kaiapoi):

- a. building position and orientation determined by its proximity to the road frontage and its relationship with public open space.
- b. location of car parking to the rear or side of a building or buildings **and not adjacent to any principal shopping street.**
- c. town centre public parking facilities are located within convenient walking distance of main destinations.
- e.d building design measured by façade modulation, building height and avoidance of blank walls.
- d.e pedestrian connectivity between buildings, sites, **and** public open space, **and including parking areas.**

Amend Policy 16.1.1.3 to read as follows:

Policy 16.1.1.3

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

Parking	<ul style="list-style-type: none"> - Public off-street parking - Limited private off-street parking <u>for sites without frontage to a principal shopping street</u> - Limited duration on-street parking - Public parking including pedestrian connections with footpaths, lanes and public spaces - <u>Cycle parking</u> - <u>Access to loading facilities</u>
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Amend Policy 16.1.1.5, row three, to read as follows:

Vehicle focus	<ul style="list-style-type: none"> - Caters for <u>cycles</u>, cars and large vehicles - <u>Safe provision for pedestrian access within parking areas and between activities</u> - Ease of access - Linkage to arterial road/within sites - <u>No public off-street parking</u> - <u>All sites with on-site parking</u> - Turning spaces within site including for trailers - Loading and unloading on-site - Limited constraints on vehicle movements
Parking	<ul style="list-style-type: none"> - Mostly off-street - <u>May include shared parking</u> - <u>No Public parking limited to where this supports use of public transport</u> - <u>Short and medium term customer parking</u> - Long term duration <u>staff parking</u>

Chapter 20. Financial Contributions

Add new Policy 20.1.1.3 to read as follows:

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

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

Amend explanation for Policy 20.1.1.1 to read as follows:

Explanation

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

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

For Policy 20.1.1.3, on-site parking on sites with frontage to a principal shopping street is to be avoided to enable more intensive use of land for business activities. Financial contributions can assist in the provision of public parking facilities to meet parking demand from those sites within the same area.

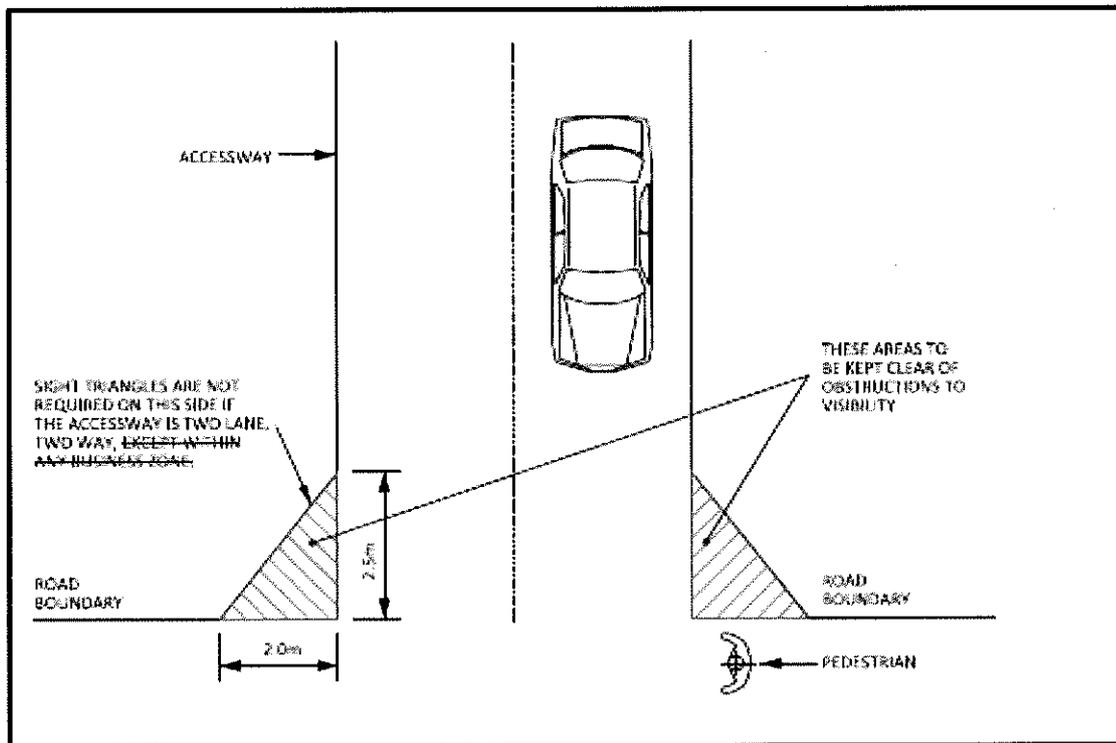
Chapter 30. Utilities and Traffic

Add Rule 30.6.1.21 to read as follows:

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

Add new Figure 30.3 as follows:

Figure 30.3: Minimum Sight Lines for Pedestrian Safety



Reference: Figure 30.3 adapted from AS/NZS2890.1:2004 Parking facilities Part 1: Off-street Parking

Amend Rule 30.6.1.28 to read as follows:

Parking, **Loading and Manoeuvring**

30.6.1.28 All parking, **loading and manoeuvring** spaces shall:

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

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

Amend Table 30.8 to read as follows:

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

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

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

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Educational facilities excluding pre-schools</u>	<p><u>3 spaces per classroom, plus 1 space per 5 students over 16 years of age—1 car parking space per 25 students (Year 8 and below) and 0.5 spaces per 25 students (year 9 and above) together with 0.5 spaces per full time equivalent (FTE) employees.</u></p> <p><u>A separate on-site drop-off and pick up area shall be provided where more than 10 parking spaces are required</u></p>	<u>1 for 100 or more students (on-site at the same time)</u>	<u>1 short term park per 10 students and 1 long term park for every 5 full time equivalent employees</u>
<u>Pre-school and childcare facilities</u>	<p><u>1 space per 5 children</u></p> <p><u>1 car parking space per 10 children and 0.5 spaces per full time equivalent (FTE),</u></p>		<u>1 short term park per 20 children and 1 long term park for every 25 children 3 full time equivalent employees</u>

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

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Large format retail</u>	<u>1 space per 60m² gross floor area</u> <u>In the Business 1 Zone: 1 space per 100m² gross floor area</u>	<u>1. plus 1 space per 1000m² of gross floor area over 2000m²</u>	<u>1 park up to 500m² gross floor area plus 1 per 1000m² gross floor area thereafter, and 1 long term park per 1000m² gross floor area</u>
<u>Food and beverage</u>	<u>10 spaces per 100 m² net floor area</u> <u>In the Business 1 Zone: 5 spaces per 100m² net floor area</u>	<u>1 for facilities between 100m² and 450m² net floor area</u>	<u>1 short term park per 250m² net floor area plus 1 long term park per 100 m² net floor area</u>
<u>Office</u>	<u>1 space per 40m² gross floor area</u> <u>In the Business 1 Zone: 1 space per 80m² gross floor area (GFA)</u>	<u>1 per 2000m² gross floor area</u>	<u>1 short term and 1 long term park per 500m² gross floor area</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Medical Centre</u>	<u>3 spaces per registered medical practitioner or</u> <u>5 spaces per 100m² gross floor area, whichever is greater</u>	<u>1 for facilities over 1000m² or where loading space is required for an emergency services vehicle</u>	<u>1 short term park per 3 health professionals plus 1 long term park per 5 full time equivalent employees</u>
<u>Hospital</u>	<u>3 spaces per 5 beds</u>	<u>1, plus 1 space per 1000m² of gross floor area over 2000m²</u>	<u>2 short term parks, plus 1 short term park per 50 beds; and, 1 long term park per 20 beds</u>
<u>Industrial</u>	<u>1 spaces per 70m² gross floor area</u>	<u>1, plus 1 space per 1000m² of gross floor area over 2000m²</u>	<u>1 long term park per 1000m² gross floor area</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Warehousing and storage (excluding self-storage)</u>	<u>1 space per 100m² gross floor area</u>	<u>1 plus 1 space per 1000m² of gross floor area over 2000m² gross floor area</u>	<u>1 long term park per 1000m² gross floor area</u>
<u>Self-storage</u>	<u>0.2 spaces per 100m² gross floor area</u>		
<u>All activities employing staff</u>	<u>1 space per 2 employees in attendance at any one time, with a minimum of 1 parking space</u>		
<u>Places of assembly (includes club houses on sports grounds)</u>	<u>10 spaces per 100m² net floor area</u>	<u>1 per 1000 m² net floor area</u>	<u>2 short term parks, plus 1 per 1000m² gross floor area</u>
Sporting grounds, playing fields	<u>40 25 spaces per ha hectare used for the activity</u>		<u>3 short term parks, plus 3 additional short term parks per hectare used for the activity</u>

Activity	Parking Spaces to be Provided	Loading Spaces to be Provided	Cycle Parking Long term (secure) Short term (casual)
<u>Golf courses (excluding mini-golf and driving ranges) without a clubhouse</u>	<u>2 spaces per hole</u>		<u>3 short term parks plus 1 short term park per 10 hectares</u>

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

Table 30.9: Parking Space Dimensions

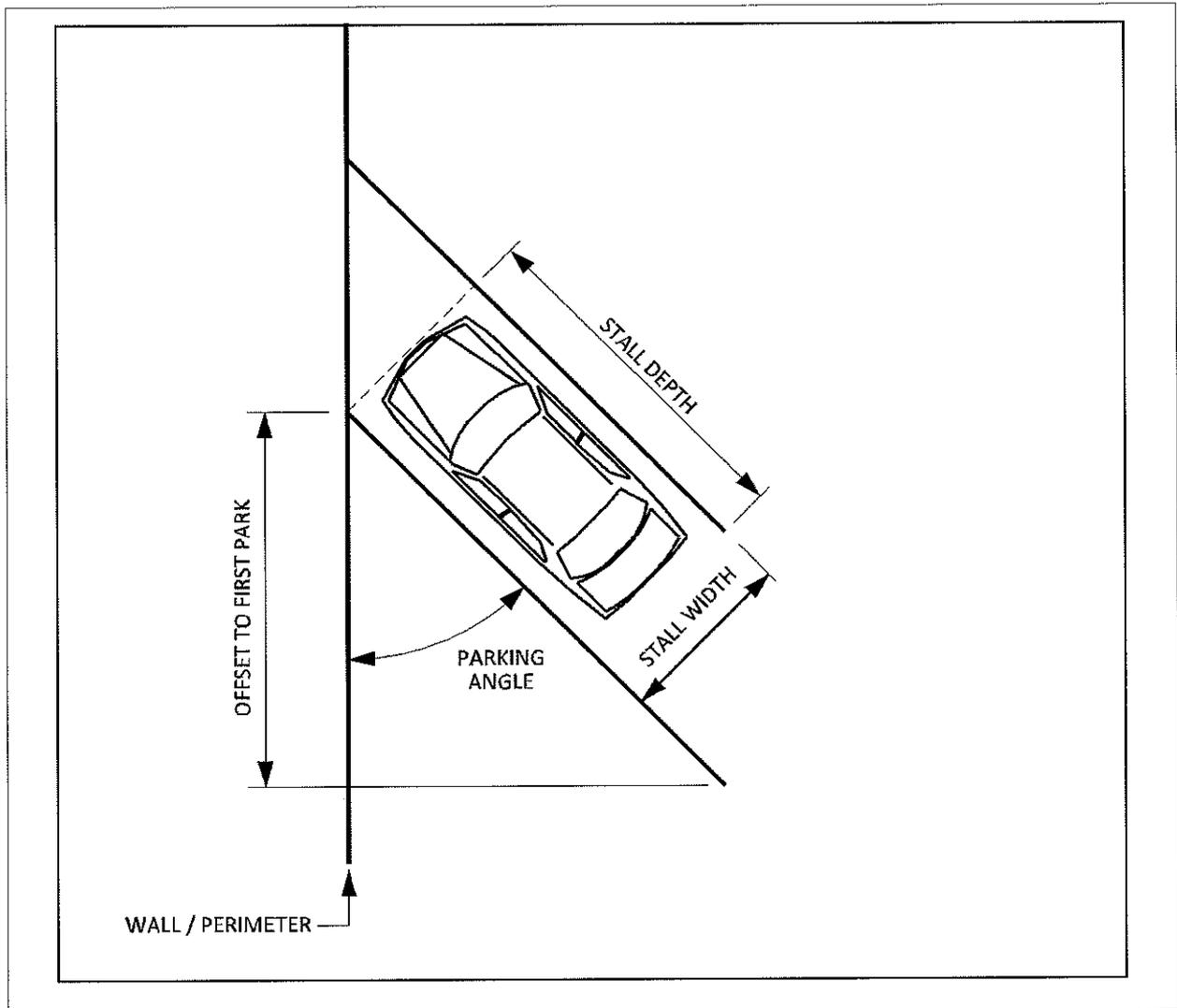
User Type	Parking Angle (degrees)	Manoeuvring Space (m)	Stall Width (m)	Stall Depth (m)
All Users:	0 (parallel)	3.5 3.3 one way aisle 5.5 two way aisle	2.5	6.1 5.0 (unobstructed end spaces)
Long Term (1)	30	3.5	2.5 2.1	4.4 5.0
	45	3.8 3.5 4.3	2.5 2.7 2.4	5.0
	60	4.5 4.0 3.5 5.3	2.5 2.7 2.9 2.4	5.4 5.0
	90	8.0 7.0 6.6 6.4	2.5 2.6 2.7 2.4	5.0
Medium (2)	30	3.4	2.3	5.0
	45	4.1	2.5	5.0
	60	5.0	2.5	5.0
	90	6.2	2.5	5.0
Short Term (3)	30	3.3	2.5	5.0
	45	3.9	2.6	5.0
	60	4.7	2.6	5.0
	90	6.2	2.6	5.0

User Type	Parking Angle (degrees)	Manoeuvring Space (m)	Stall Width (m)	Stall Depth (m)
<u>Accessibility Parking</u>	As above	As above	3.6 (see note 4 below)	5.0

- (1) **Tenant, employee and commuter parking (generally all day parking).**
- (2) **Medium term town centre parking, sports facilities, entertainment centres, hotels, motels.**
- (3) **Short term town centre parking, shopping centres, supermarkets, hospitals and medical centres, activities involving drop off or collection of children or goods.**
- (4) **Stall width may include shared access area between two adjacent accessibility parking spaces as provided in Figure 7: Car parking, of NZS 4121:2001 Design for Access and Mobility – Buildings and Associated Facilities.**

Add new Figure 30.7, as follows:

Figure 30.7: Parking Space and Manoeuvring Dimensions



Add new Table 30.10 to read as follows:

Table 30.10: Loading Space Dimensions

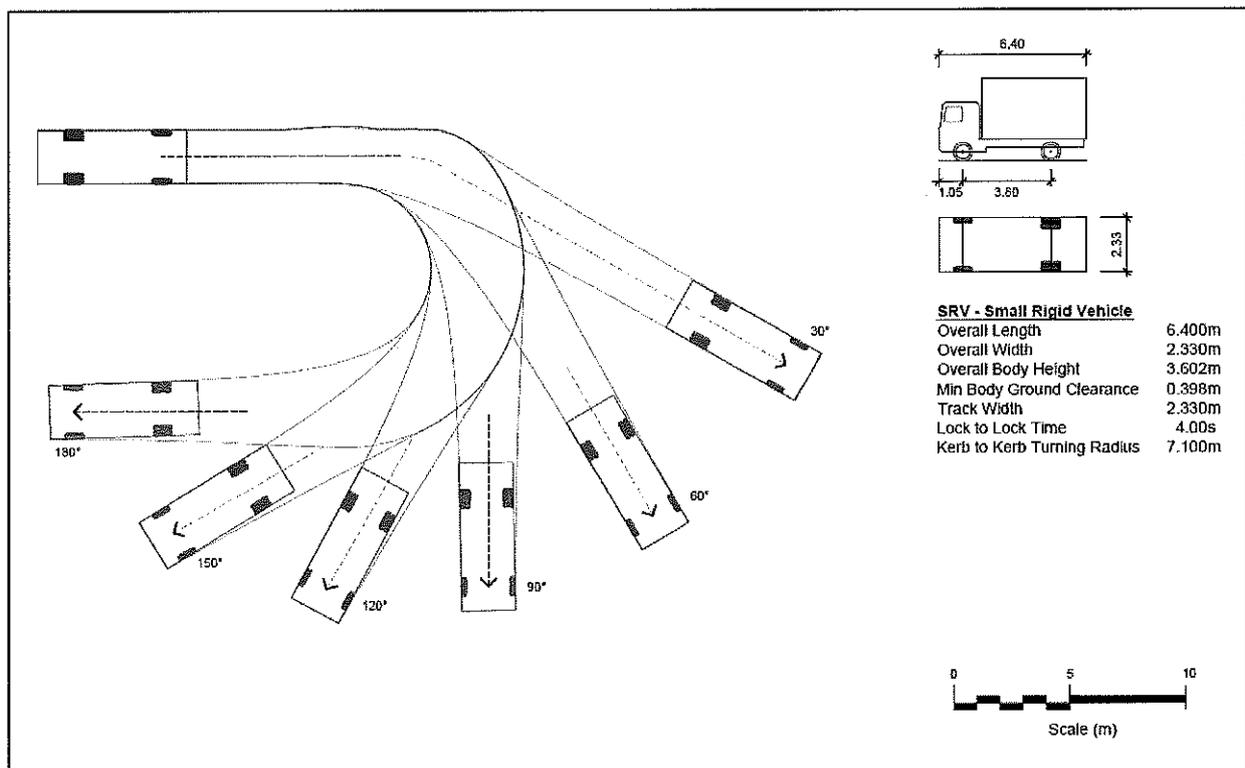
<u>Vehicles to be accommodated</u>	<u>Length of Loading Space</u>	<u>Width of Loading Space</u>	<u>Manoeuvring Space</u>
<u>Small Rigid Truck</u>	<u>6.5m</u>	<u>3.5m</u>	<u>Refer to tracking curve for small rigid truck* Figure 30.8</u>
<u>Medium Rigid Truck</u>	<u>9m</u>	<u>3.5m</u>	<u>Refer to tracking curve for medium</u>

			<u>rigid truck* Figure 30.9</u>
<u>Large Rigid Truck</u>	<u>12m</u>	<u>3.5m</u>	<u>Refer to tracking curve for large rigid truck* Figure 30.10</u>
<u>Semi Trailer (Articulated Truck)</u>	<u>19m</u>	<u>3.5m</u>	<u>Refer to tracking curve for Semi Trailer* Figure 30.11</u>

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

Add new Figure 30. 8, as follows:

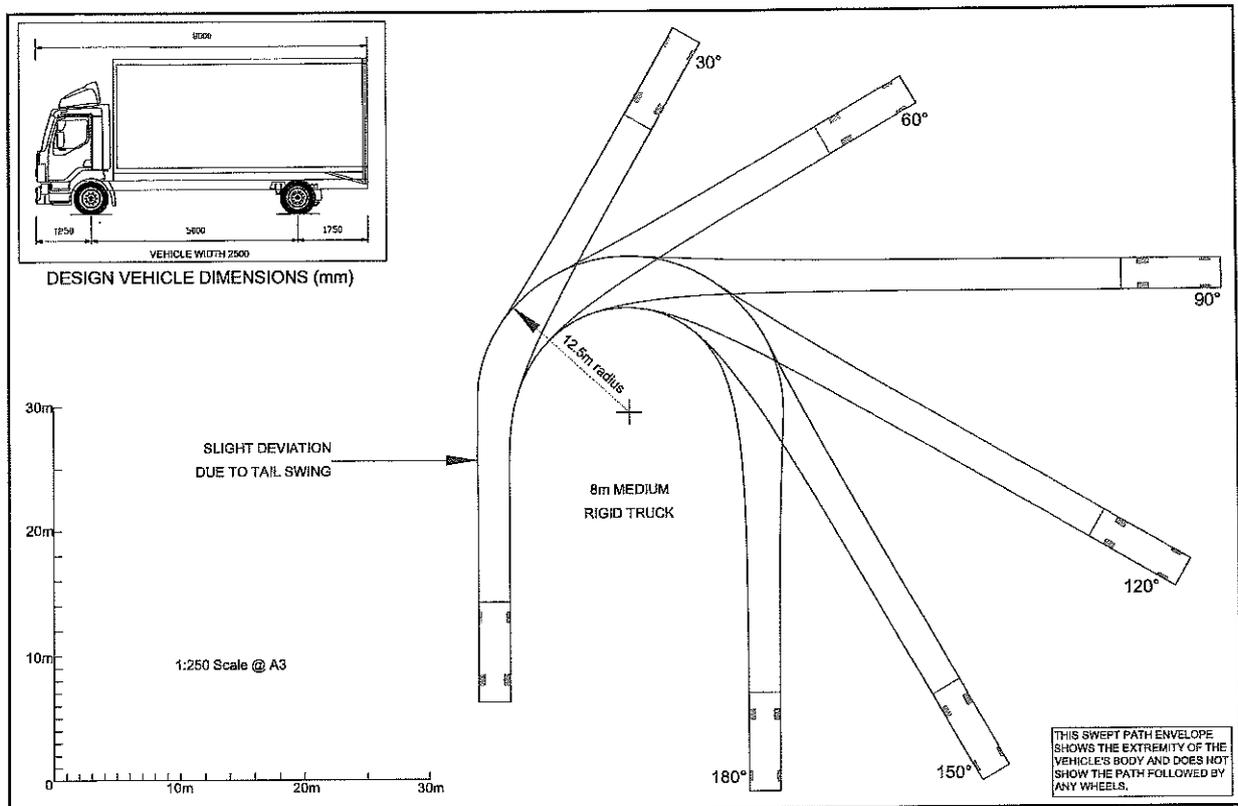
Figure 30.8: Turning area for Small Rigid Trucks (7.1m Turning Radius)



Note: The source of this figure is AS 2890.2:2002 Parking facilities Part 2: Off-street Commercial Vehicle Facilities - Image adapted from Christchurch City Council Proposed Christchurch Replacement District Plan)

Add new Figure 30.9, as follows:

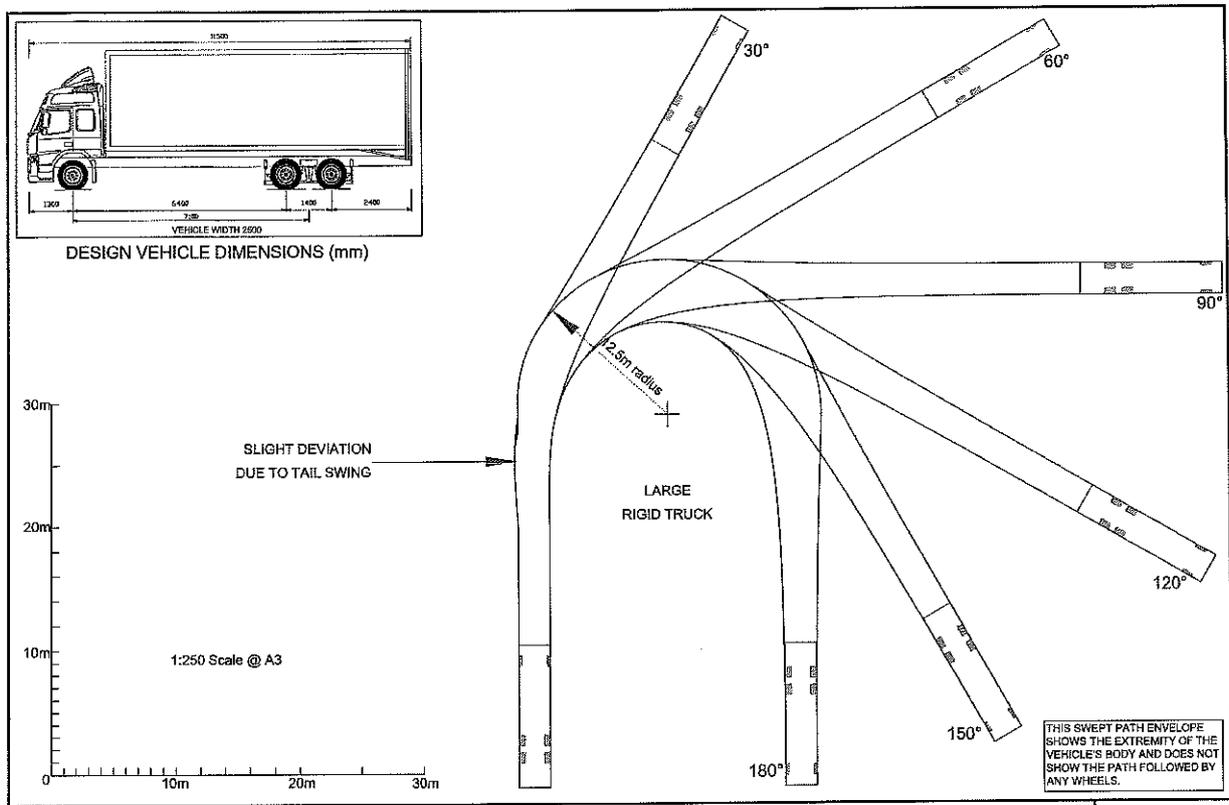
Figure 30.9: Turning Area for Medium Rigid Truck (12.5m Turning Radius)



Note: The source of this figure is *RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles August 2007, Land Transport New Zealand*

Add new Figure 30.10, as follows:

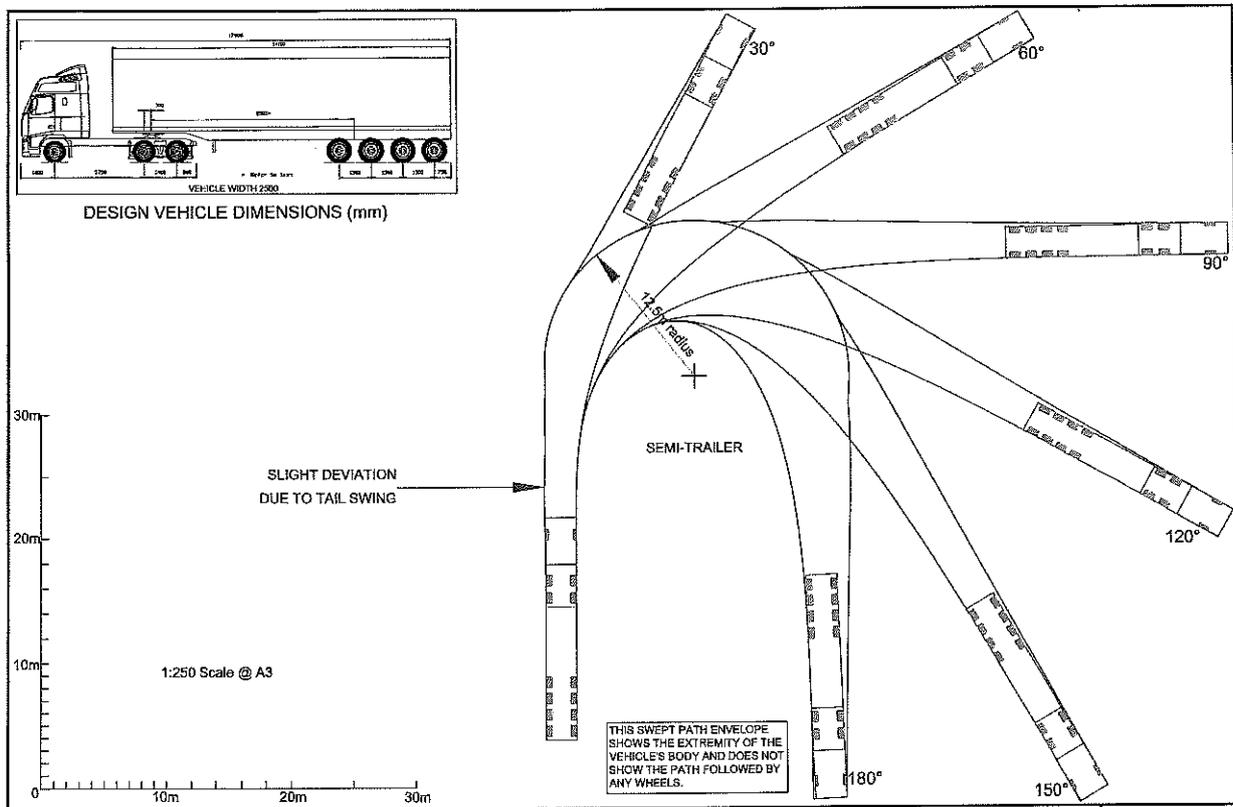
Figure 30.10: Turning Area for Large Rigid Truck (12.5m Turning Radius)



Note: The source of this figure is RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles August 2007, Land Transport New Zealand

Add new Figure 30.11, as follows:

Figure 30.11: Turning Area for Semi-Trailer Articulated Truck (12.5m Turning Radius)



Note: The source of this figure is RTS 18 New Zealand On-road Tracking Curves for Heavy Motor Vehicles August 2007, Land Transport New Zealand

Delete Rule 30.6.1.30:

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

Add Rule 30.6.1.30 to read as follows:

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

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

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

Amend Rule 30.6.1.31 to read as follows:

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

Add new Rule 30.6.1.32 to read as follows:

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

Amend Rule 30.6.1.33 to read as follows:

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

Add Table 30.11 to read as follows:

Table 30.11: Number of Accessibility Car Parks

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

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

Delete Rule 30.6.1.34:

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

Add new rule 30.6.1.35 to read as follows:

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

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

Add new Rule 30.6.1.36 to read as follows:

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

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

Add new Exemption Rule 30.6.2.8 to read as follows:

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

Add new Exemption Rule 30.6.2.9 to read as follows:

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

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

Add new Exemption Rule 30.6.2.10 to read as follows:

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

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

Add new Rules 30.8 and 30.8.1 to read as follows:

30.8 Discretionary Activity (Restricted)

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

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

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

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

Add new Rule 30.8.2 to read as follows:

30.8.2 The provision of 20 or more new car parking spaces on any site other than within the Rural Zone, excluding:

- a. sites subject to Rules 30.6.2.8, 30.6.2.9 and 30.6.2.10, or
- b. any extension to an existing car parking facility where no more than nine parking spaces are added within any five year period

is a discretionary activity (restricted).

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

- i. location and design including:
 - a. layout, visibility and surface treatment for vehicle access, parking, loading, turning and circulation;
 - b. amenity and landscaping including matters specified in 30.6.1.34;
 - c. pedestrian accessibility, cycle access and cycle parking;
 - d. land availability and suitability for parking;
 - e. public safety and security including Crime Prevention through Environmental Design principles;
- ii. expected parking demand, parking supply in relation to demand, vehicle trip generation and proposed parking availability;
- iii. traffic and parking environment around the site including any positive or adverse effects on the provision of public transport
- iv. utility services including stormwater management and water quality; and
- v. effects on the function, amenity and character of town centre activities.

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

30.9.1 Any land use that does not comply with one or more of the conditions under Rule 30.6.1.1 to 30.6.1.27 or 30.7.1 is a discretionary activity except where it is a non-complying activity under Rule 30.9.10 or it is exempted by Rule 30.6.2.

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

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

Add new Rule 30.9.3 to read as follows:

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

Add new Rule 30.10.5 to read as follows:

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

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

is a controlled activity in respect of financial contributions.

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

Cross reference: 30.6.2.8, 30.6.2.9, 31.2.1.2 and 31.21.1.2.

Chapter 31. Health, Safety and Wellbeing - Rules

Amend Figure 31.2 (Heading) to read as follows:

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

Amend Rule 31.21.1.2 to read as follows:

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

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

Chapter 34. Financial Contributions

Add new rule 34.2.7

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

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

Amend Table 34.1 Financial Contributions to read as follows:

Table 34.1: Financial Contributions

Basis of Contribution	Level	Matters for Consideration
<p><u>Financial contribution in lieu of on-site car parking or loading required under Rule 30.6.1.28.</u></p> <p><u>The financial contribution shall be used to provide, upgrade or extend public car parking in the town or settlement from which it is collected, and may also be used to contribute towards the cost of public parking facilities that have already been constructed, or the long term lease of parking facilities.</u></p> <p><u>Where a financial contribution is taken for the provision of an accessibility parking space, consideration shall be given to the location of accessibility parking in relation to the activity.</u></p>	<p><u>Where on-site parking or loading is not provided the Council may charge a financial contribution for each park or loading space.</u></p> <p><u>The maximum amount of financial contribution shall be determined as follows:</u></p> <p><u>$N \times [A(B) + C]$</u></p> <p><u>N = Number of parks or loading spaces required by Rule 30.6.1.28</u></p> <p><u>A = Area (m²) of each park or loading and manoeuvring space required by Rule 30.6.1.28, (Tables 30.9 and 30.10). The area will include the dimensions of any accessibility park required by Rule 30.6.1.33.</u></p> <p><u>B = The market value of 1m² of land required for parking or loading</u></p> <p><u>C = Cost of construction and of parking area (may include earthworks, sealing, draining, kerbing and marking)</u></p>	<ul style="list-style-type: none"> - <u>The location and characteristics of the activity to which the parking or loading requirement relates and any factors that would affect generation of parking and loading demand;</u> - <u>The type of vehicle requiring use of parking or loading facilities;</u> - <u>presence of any existing facilities with capacity to absorb additional parks;</u> - <u>The location and suitability of parking and loading sites;</u> - <u>Contributions from other funding sources</u>

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

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

Attachment 2

Decisions on submissions

PC40 - Decisions on Submissions

Name	Sub #	Accept/Reject/Part	Summary of Reasons for Decision
David Blackwell	83.1	Accept in Part	The submission did not request specific changes be made to the provisions. We note that the Plan Change has gone through a public process and the provisions resulting from our decision provide appropriate provision for public parking spaces.
Community & Public Health	84.1	Accept in Part	The support for Objective 11.1.2, Policy 11.1.2.3, Policy 11.1.2.4 and Rule 30.6.1.36 in the submission has been recognised. The submission has been accepted in part as some changes have been made to these provisions in response to other submissions.
Foodstuffs South Island Ltd	85.1	Reject	Based on the information before us including the Plan Change documentation, the Section 32 Report, submissions, further submissions, evidence and the Section 42A report we consider the Plan Change as amended by our decision is appropriate and the Plan Change should not be declined as requested in the submission.
	85.2 <i>F90.18</i>	Accept in Part	Based on the information before us including the Plan Change documentation, the Section 32 Report, submissions, further submissions, evidence and the Section 42A report we consider the Plan Change as amended by our decision is appropriate and does to the extent necessary consider the functional requirements of supermarkets for carparking and loading.
	85.3 <i>F90.19</i>	Accept in Part	Where necessary, consequential changes have been made to the provisions in our decision.
	85.4 <i>F90.20</i>	Accept in Part	Our decision amends the definition of 'Shared Parking', we have retained the term parking facilities as this addresses the full range of activities that may be included within an area provided for parking. The definition is appropriate to enable the effective implementation of the provisions.
	85.5 <i>F90.21</i>	Reject	The term "parking facilities" has been retained in Objective 11.1.2. This matter is addressed in our substantive decision.
	85.6 <i>F90.22</i>	Accept	Policy 11.1.2.1 has been reworded which improves the clarity of the provision and will assist in its implementation.

85.7 <i>F90.23</i>	Reject	The wording of method 11.1.2.1.2 is appropriate and will assist in achieving the policies.
85.8 <i>F90.24</i>	Reject	The use of the word 'enabling' is appropriate in the context of Policy 11.1.2.2 and has been retained in our decision.
85.9 <i>F90.25</i>	Reject	We have decided that the wording "... and considers pedestrian safety" should remain in Policy 11.1.2.3(a). We have determined that this policy is clear in its intent and the modification as sought is not necessary.
85.10 <i>F90.26</i>	Accept in Part	This submission has been addressed in our substantive decision where the wording of Policy 11.1.2.4 has been amended to refer to pedestrian routes rather than 'footpaths'.
85.11 <i>F90.27</i>	Accept in Part	We have carefully considered the use of the term 'avoid' within Policy 11.1.2.5 and have addressed this in our substantive decision.
85.12 <i>F90.28</i>	Accept in Part	This submission has been addressed in our substantive decision where we have clarified the terminology used and have introduced a definition of 'Blind Aisle'.
85.13 <i>F90.29</i>	Accept in Part	In deciding on the appropriate provisions we have considered the relationship of Policy 11.1.2.7 with Objective 11.1.2 and have sought to ensure that these provisions are internally consistent.
85.14 <i>F90.30</i>	Accept	We have provided clarification in Policy 20.1.1.3 and Table 34.1 with respect to the use of the word "locality". This will assist in the effective implementation of the provisions.
85.15 <i>F90.31</i>	Accept	The provisions attached to our decision ensure that references to AS/NZS 2890.1: 2004 are consistently expressed. This will assist in the effective implementation of the provisions.
85.16 <i>F90.32</i>	Accept	We have provided the clarification sought by the submitter to the wording and Table 30.8. This will assist in the effective implementation of the provisions.
85.17	Accept in Part	The submitter sought that a technical analysis for the rate used for supermarket parking and

	<i>F90.33</i>	loading be provided. We are satisfied on the basis of the information and evidence we received at the hearing that the parking and loading rates applying to supermarkets are appropriate and are the most appropriate to implement the objective and policies.
	85.18 <i>F90.34</i>	We have provided the revision sought by the submitter of Figure 30.7. This will assist in the effective implementation of the provisions.
	85.19 <i>F90.35</i>	The matter relating to maximum parking rates is addressed in our substantive decision.
	85.20 <i>F90.36</i>	In considering the information and evidence before us we have not revised Rule 30.6.1.31 as sought by the submitter. If there are situations where provision of loading areas may not be feasible this can be addressed through a resource consent process.
	85.21 <i>F90.37</i>	We have revised Table 30.9 to better provide for car parking spaces. This will assist in the effective implementation of the provisions.
	85.22 <i>F90.38</i>	We have amended Rule 30.6.1 .36 to correct a minor error in the notified version. This change will assist in the effective implementation of the provisions.
	85.23 <i>F90.39</i>	We have not amended Rule 30.6.2.8 as sought by the submitter. The change sought will not appropriately implement the objectives and policies we have determined are appropriate.
	85.24 <i>F90.40</i>	We have provided clarification by amending Rule 30.8.2 to ensure it is capable of effective implementation.
	85.25 <i>F90.41</i>	This matter is addressed in our substantive decision where we have determined not to make any further changes to the rules relating to the category of activity.
	85.26	We have provided further clarification within Policy 20.1.1.3 and also amended Table 34.1 to better address financial contributions. These changes will assist in the effective implementation of the provisions.
	85.27	We have considered the linkages that are necessarily provided for between the policies and

	F90.42		the rules as outlined in the submission. We have made changes to a number of the provisions to ensure that greater consistency between the provisions are achieved which will assist in the effective implementation of the provisions.
Mrs Galbraith	86.1	Reject	We have carefully considered the submission of Mrs Galbraith to apply a parking restriction and residential lay-buys to prevent permanent parking. We have determined that the type of change requested by the submitter is beyond the scope of the changes we can make under this Plan Change. We note that imposing regulation or non-street parking limits is not a matter that is controlled by the District Plan.
Lockbox Storage Rangiora Ltd	87.1	Accept in Part	We have made amendments to the provisions relating to warehousing and storage activities. These changes are considered necessary in order to ensure that self storage activities and the parking and loading requirements associated with them are provided to an appropriate level. The changes ensure that the provisions are capable of effective implementation and are the most appropriate to give effect to the objectives and policies.
Ministry of Education	88.1	Accept in Part	The submission sought that car parking be required in a manner consistent with other national levels for school parking requirements and be at a level that supported sustainable transport modes. We have considered the relevant parking requirements for educational facilities and have amended the standards which apply.
	88.2	Accept in Part	The car parking requirements for senior students were sought to be removed. We have considered this submission and recognise that the requirements for parking for senior school students would not encourage active or public transport for this age group. We have reviewed and amended the car parking requirements for educational facilities to levels that are appropriate.
	88.3	Accept in Part	This submission sought greater alignment with the Christchurch City Council District Plan and the Auckland Unitary District Plan. We have reviewed and amended the car parking requirements for educational facilities to levels that are appropriate.
	88.4	Accept in Part	The car parking requirements for senior students were sought to be removed. We have considered this submission and recognise that the requirements for parking for senior school students would not encourage active or public transport for this age group. We have reviewed

			and amended the car parking requirements for educational facilities to levels that are appropriate.
88.5	Accept in Part		This submission point sought greater flexibility be provided for schools in relation to cycle or scooter parking or to utilise alternative transport modes. We have considered the overall requirements for both cycle and parking rates and consider that the levels set out in our decision appropriate for the circumstances that exist within the Waimakariri District.
88.6	Accept in Part		This submission point sought greater flexibility be provided for schools in relation to cycle or scooter parking or to utilise alternative transport modes. We have considered the overall requirements for both cycle and parking rates and consider that the levels set out in our decision appropriate for the circumstances that exist within the Waimakariri District.
88.7	Accept		The submission point supported the dimensions that reflect the ability to safely access parking by reducing the overall impermeable footprint. The support provided by the submission is noted.
88.8	Accept in Part		The submission point sought greater flexibility for pickup and drop-off areas to enable consideration on a case-by-case basis. We accept the matters raised in submission that for existing schools the requirements for drop-off and collection areas could be difficult to achieve. Therefore we have determined a change is appropriate to Table 30.8 to amend the requirement for on-site drop-off and pickup areas.
88.9	Accept in Part		The submission sought reduction in ratios for car parking in order to support active transport and lessen the burden for providing car parking facilities and the resulting loss of outdoor areas. We have considered the overall requirements for car parking rates and consider that the levels set out in our decision appropriate for the circumstances that exist within the Waimakariri District.
89.1	Accept in Part	McAlpines Limited Incorporation – McAlpines Rangiora Ltd	The submission sought the provisions be amended to ensure that Business 2 Zones are excluded from provisions that are more appropriately applied in town centres. We note the key rules applying to principal shopping streets are located within the Business 1 zones of Kaiapoi and Rangiora and in particular Rule 30.6.2.8 will not apply to Business 2 zones.

89.2 F90.14	Reject	<p>The submission sought changes to Objective 11.1.2 (d-g). We have considered the appropriateness of the wording of the objective in our substantive decision. In relation to the specific changes sought by the submitter we consider these changes are neither necessary nor appropriate.</p>
89.3 F90.15	Reject	<p>The submission sought changes to Policy 11.1.2.3 relating to cycle parking. We have considered the requirements applying to cycle parking and consider there are merits in providing clear guidance for the provision of cycle parking. We consider there is sufficient flexibility within the provisions to enable a range of designs to achieve the relevant provisions. We have therefore declined to make the changes sought by the submitter.</p>
89.4	Reject	<p>The submitter sought changes to the policy 11.1.2.6 (d) relating to Crime Prevention through Environmental Design principles. We have carefully considered the appropriate wording of this policy and have determined it is neither necessary nor appropriate to make the changes sought by the submitter.</p>
89.5	Accept in Part	<p>The submitter sought the reasons for policies 11.1.2.1 to 11.1.2.7 2 be amended. In considering the submission we accept that amendment to the provisions could make them clearer. However, we have not accepted all of the wording sought by the submitter and it is for this reason the submission is accepted in part.</p>
89.6 F90.16	Accept	<p>The submitter sought Rule 30.6.1.30(c) be amended to exclude the Business 2 zones from the maximum parking restriction. We accept the submission in relation to maximum parking restrictions.</p>
89.7	Accept in Part	<p>This submission sought changes to Rule 30.8.2 to exclude the Business 2 zone locations. As discussed in our substantive decision we have considered the relevant parking requirements. We accept that the submitter has identified valid concerns in relation to the provisions for Large Format Retail requirements for cycle parking. We have made amendments to these provisions to ensure they are capable of effective implementation and will achieve the objectives and policies. We have not made all of the changes sought by the submission as we consider these are not necessary nor appropriate.</p>
89.8	Accept in Part	<p>The submitter sought an amendment to the cycle parking requirements and Rule 30.6.1.28.</p>

	F90.17		<p>We consider a number of the changes sought to be unnecessary and that greater clarity would be provided by retaining the matters described within the rule. However, we do accept that in relation to clause (k) that retaining the word "storage" does lessen the flexibility. We have amended this provision.</p>
Progressive Enterprises Ltd (PEL)	89.9	Reject	<p>This submission sought Rule 30.6.1 .35 be amended to allow tree planting on site boundaries. We have considered the requirements for landscaping and provision of trees carefully and have determined it to be appropriate to provide for tree planting other than just on the site boundaries. We have rejected the submission.</p>
	90.1	Accept in Part	<p>The submitter sought an amendment by including a definition of a supermarket. We have addressed this in our substantive decision.</p>
	90.2	Reject	<p>This submission sought amendment to Policy 11.1.1.2.6 to delete the words "locate to the rear of the buildings or the rear portion of any vacant site within the Business 1 Zones.." We have considered the relevant policies necessary to implement the objectives and consider the change sought is neither appropriate nor necessary.</p>
	90.3	Reject	<p>The submission sought an exemption be provided within the Environmental Results Expected subclause (b) for supermarkets. We have considered the submission and determined that it is not appropriate to exclude supermarkets from within this clause.</p>
	90.4	Reject	<p>The submission sought an exemption be provided within Policy 16.1.1.3 for supermarkets. We have considered the submission and determined that it is not appropriate to exclude supermarkets from this policy.</p>
	90.5	Accept	<p>The submission supported Rule 30.6.1.28. The support is noted.</p>
	90.6	Accept	<p>The submission supported Tables 30.9, 30.10 and Figure 30.7. The support is noted.</p>
90.7	Accept	<p>The submission sought deletion of Rule 30.6.1.30(c). We have addressed matters relating to maximum parking rates in our substantive decision.</p>	

	90.8	Accept	The submission supported Rule 30.6.1.33 and Table 30.1.1. The support is noted.
	90.9	Accept in Part	This submission is related to submission 90.7 and maximum parking rates which we have addressed in our substantive decision.
	90.10	Reject	The submitter sought Rule 30.9.3 be amended so that the activity status was full discretionary. In considering the matters to be achieved through the objectives and policies we have determined that a non-complying activity status is the most appropriate to achieve the outcomes sought.
	90.11	Reject	The submission sought an exemption be provided within Rule 31.2.1.1.2 (a) for supermarkets or that the rule be deleted. We have considered the submission and determined that it is not appropriate to exclude supermarkets from this provision.
Ravenswood Developments Ltd	91.1	Reject	The submitter sought we consider requirements for parking numbers, space, manoeuvring and loading requirements in relation to efficient land use. We have considered all of these matters but have not determined any changes in relation to the submission. We consider the approach used is appropriate for the circumstances of the Waimakariri District and are necessary and the most appropriate in order to achieve the objectives and policies.
	91.2	Accept in Part	The submission sought the Plan Change be re-notified as a general plan change. There was concern expressed that changing the definitions might impact other parts of the Plan. We have sought to ensure that any changes we have made to the definitions only apply to the provisions subject to this Plan Change.
	91.3	Accept in Part	We have addressed this submission in our substantive decision.
	91.4	Reject	We have considered whether it is appropriate and necessary to amend the car parking requirements relating to warehousing and storage and have determined that no change is necessary. The parking provisions based on the evidence we have received is appropriate.
	91.5 F90.4	Reject	We have addressed any changes to Policies 11.1.2.2 and 11.1.2.3 in our substantive decision.

91.6 <i>F90.5</i>	Reject	We have addressed Policy 11.1.1.2.4 in our substantive decision.
91.7 <i>F90.6</i>	Reject	The submitter sought Policy 11.1.1.2.5 be deleted and all other restrictions on car parking in front of business buildings also be deleted. We have not accepted this submission. In considering the objectives and policies in the outcomes of these provisions are seeking we have determined it is appropriate to control the location of car parking. The change sought by the submitter will not achieve the objectives and policies.
91.8 <i>F90.7</i>	Accept in Part	We have addressed this submission in our substantive decision.
91.9 <i>F90.8</i>	Accept in Part	The submission seeks amendment to Policy 11.1.1.2.7 to recognise average vehicle lengths and also to remove all references to local roads. We have considered Policy 11.1.1.2.7 and consider this already allows sufficient flexibility. We consider this is appropriate. We have not made any specific changes in relation to the submission as it is not necessary.
91.10	Accept in Part	The submission sought amendment of wording to ensure that the Reason for Policies were clearly and concisely written. It is accepted that some amendment to the wording would improve the understanding and clarity of the provisions. The accept in part is due to the exact wording sought by the submitter not being accepted.
91.11	Reject	The submission seeks amending Policy 11.1.1.2.7 to recognise average vehicle lengths. As outlined when considering Policy 11.1.1.2.7 we consider it is appropriate to retain consideration of the largest vehicle anticipated will use a facility. It is also appropriate that a consistent approach be taken in the rules and this term remain.
91.12	Reject	We have considered the changes sought by the submitter and relation to replacing the Term Gross Floor Area with Gross Leasable Floor Area. We have considered the provisions within this Plan Change as a whole and consider that the terminology already used is appropriate and the change sought is not necessary and will not implement the objectives and policies.
91.13	Reject	This submission point is related to submission point 91.12. As submission 91.12 is rejected amending Table 30.8 as sought by the submitter would result and inconsistent provisions and

			is not appropriate and will enable effective implementation of the provisions.
91.14 <i>F90.9</i>	Accept		The submission supports the retention of Table 30.9. This support is acknowledged.
91.15	Accept in Part		The submission sought to delete the reference to a New Zealand Transport Agency tracking curve standard from Table 30.10 auto include the appropriate diagrams in the District Plan. We recognise and incorporate any diagrams for truck tracking curve is would assist in the implementation of the provisions. We do recognise that references may also be incorporated where these are referenced appropriately but consider in these circumstances additional focus should be added.
91.16 <i>F90.10</i>	Accept in Part		This submission relates to maximum parking rates which we have addressed in our substantive decision.
91.17	Reject		The submission seeks that the reference to where a site gains access by right-of-way or shared access way be deleted from Rule 30.6.1.31. We have considered the submission and determined it is not appropriate to delete this from the rule. The rule does relate to the policy which identifies shared accessways and rights of way as a particular situation where risk may be elevated. The rule is necessary in order to implement the policy.
91.18	Reject		The submission sought amendments to Table 30.11. We have considered the changes sought by the submitter and determined that they are not appropriate and the changes are not necessary in order to implement the objectives and policies.
91.19 <i>F90.11</i>	Accept		The submission sought amendment to the landscaping rules to make them more flexible when tree planting is provided within car parking spaces. It is accepted that allowing for tree planting spaces in "facing pairs" could achieve the landscape outcome sought and as such the change sought in this regard is appropriate.
91.20	Accept		This submission point is consistent with submissions 91.19 relating to tree planting in facing pairs. Accepting this submission will ensure the provisions are capable of consistent and effective implementation.

	91.21 <i>F90.12</i>	Reject	The submission seeks that Rule 30.6.1.26 be deleted and replaced with a diagram. It is considered that this rule should be retained as it is necessary in order to implement the policies.
	91.22	Accept in Part	<p>The submitter sought rule 30.8.2 be deleted. The submission is not wholly accepted as we consider it is necessary to retain the rule.</p> <p>However, it is recognised that some amendment to Rule may in part address the concern expressed by the submitter in relation to the management of the design and on-site effects of larger parking areas. The change we have determined will ensure relevant matters are able to be considered but will assist in plan interpretation and should reduce potential for resource consent applications to be required for an insignificant level of a parking extension.</p>
	91.23 <i>F90.13</i>	Accept in Part	The submitter sought that the proposals be revised to consider the functional requirements of large format retail activities. We have accepted this submission in part as we have considered how these provisions relate to large format retail activities and have determined that some changes to the provisions are necessary and appropriate in order to achieve the objectives and policies.
The Warehouse Limited	92.1 <i>F90.1</i>	Accept in Part	This submission sought amendments to Rule 30.6.1.30(c). We have considered and addressed issues relating to maximum parking rates in our substantive decision.
	92.2 <i>F90.2</i>	Accept in Part	The submission sought changes to the rules relating to cycle parking. We have reviewed the provisions and based on the evidence have not made all of the specific changes sought by the submission. However, we have amended the provision in order to provide greater flexibility in the location for long term parking.
	92.3 <i>F90.3</i>	Accept in Part	The submission was concerned with the cycle parking rates required for large format retail activities. We have determined that some amendment to these provisions is appropriate and have addressed this in the changes to the provisions as part of our decision. We note that the cycle parking requirements we have determined are appropriate in order to implement the objectives and policies.

