

**PLAN CHANGE 30**

**RAVENSWOOD PRIVATE PLAN CHANGE REQUEST**

RAVENSWOOD PPCR: DOCUMENT CONTROL		2259P
VERSION	ISSUE DATE	CONTENT/AMENDMENTS
A	5 May 2020	Sections 3 and 4 (Requested Changes) for the purpose of briefing specialists
B	12 May 2020	Add Document Control Schedule; address client queries; incorporate changes based on internal QA
C	20 May 2020	Adds provisions for town centre open space, amendments on advice from Rough & Milne and client
D	21 May 2020	Further amendments on advice from Rough & Milne following meeting
E	10 June 2020	Near-final version including changes from legal review
F	28 August 2020	Revised version for public notification
G	7 April 2021	Amendments following urban design review and suggestions
H	20 April 2021	HPCL amendments and track change markup
I	18 May 2021	Amendments following Section 42A
J	24 May 2021	Amendments following caucusing
K	8 June 2021	Amendments after hearing and before reply, for discussion with s42A officers
L	24 June 2021	Caucusing between Planning Witnesses as set out in Panel Minute 2 (25 May).
M	28 June 2021	Clear changes set for decision review

Proposed changes are listed below as 1 – 31, using the District Plan format and font.

Additions to the Waimakariri District Plan text are underlined, deletions are in ~~strikethrough~~. All changes are in red.

1. Under the Definitions section, amend the definition of Key Activity Centre as follows:

### Key Activity Centres

Key Activity Centres means commercial centres identified as focal points for employment, community activities, and the transport network; and which are suitable for more intensive mixed-use development. The location of the Key Activity Centres are Rangiora, ~~and~~ Kaiapoi and Ravenswood shown on District Plan Maps 181 and 158.

*Reason for change: Definition reflects RPS directive to create new KAC at Ravenswood, new map to be created for insertion.*

2. Under the Definitions section, amend the definition of Ravenswood as follows:

### Ravenswood

Ravenswood means the area zoned on the ~~North Woodend Ravenswood~~ Outline Development Plan shown on District Plan Map 158.

*Reason for change: Definition reflects RPS directive to create new KAC at Ravenswood, new map to be created for insertion.*

3. Under Chapter 3 Water, amend Issue 3.5 as follows:

### Issue 3.5

Development of the towns of Pegasus and ~~the community of~~ Ravenswood have the potential to adversely affect the quality and quantity of ground and surface waters in the vicinity, if the development and its servicing is not carefully managed.

*Reason for change: Removes reference to Ravenswood as a 'community' to reflect the KAC objective and status.*

4. Under Chapter 11 Utilities and Traffic Management, amend Policy 11.1.1.7 as follows:

### Policy 11.1.1.7

In the case of the vehicles, cyclists and pedestrians associated with the development and occupation of Pegasus and Ravenswood:  
to discourage the use of Gladstone Road as a major access road linking Pegasus and Woodend;

- a. to ensure that the design and development of the roading for Pegasus and Ravenswood facilitates the provision of an efficient and convenient public passenger transport system into, out of, and around the two localities;
- b. to design the residential neighbourhoods of Pegasus and Ravenswood in such a way that most of the residential allotments in the area are within convenient and safe walking distance ~~of to local services, amenities, and~~ a potential public passenger transport route;
- c. to ensure that at least two ~~road~~ accesses are provided linking Pegasus with State Highway 1, so that access in emergencies is assured;
- d. to ensure that the urban areas of Ravenswood are developed to promote the opportunity for convenient and safe access between State Highway No. 1 and the Woodend-Rangiora Road; and
- e. to ensure that the urban area of Ravenswood is designed to provide safe and convenient pedestrian and vehicle access between Ravenswood and Woodend township, away from the State Highway

## Explanation

~~Road~~ access between Pegasus and State Highway 1 is to be by way of a newly created access ~~road~~ linking directly to the State Highway from the south-west sector of the town. There is the potential for increasing traffic volumes on State Highway 1 through Woodend to have adverse effects on the safety and efficiency of roads in the town and on the amenity values of the town. This is recognised as an existing problem, which will become more pronounced as population growth continues in the District. The development of Pegasus will accelerate the need to find a roading solution to these problems for Woodend. The viability of a State Highway bypass around Woodend has been investigated by the Council and **New Zealand Transport Agency**; ~~with the Short Eastern Alignment confirmed and designated as an extension to the Christchurch Northern Motorway. The results of these investigations were reported in the Waimakariri District Transport Study—Final Report (September 2001).~~ It is considered that, with increasing traffic volumes as a result of both natural increases in the traffic volumes on the State Highway; ~~and of~~ the development of Pegasus ~~and Ravenswood~~, construction of such a bypass is ~~likely to be justified within the next 10 years in the near future~~. The development of Pegasus and its access roads has been designed to facilitate a direct connection to such a bypass when it is constructed.

Other access roads to Pegasus are Gladstone and Preeces Roads. Neither of these roads are of sufficient standard to act as major access points to the town. Gladstone Road has formation and alignment limitations and passes through the residential areas of Woodend. Preeces Road is currently very narrow and its intersection with State Highway 1 has an unsatisfactory alignment for a major connection to a State Highway. These roads are not to be used as major access points to Pegasus, although connections with the town are designed such that these will be available for use as minor access roads and for use in emergencies.

Within the new town, roading is to be designed to provide safe and convenient access throughout the town, in particular linking the residential areas with the major facilities in the town, and to facilitate the provision and use of an efficient and convenient public passenger transport service. Walking and cycling linkages associated with the ~~road~~ network are also to be established throughout the town.

Within Ravenswood roading is designed to facilitate access between State Highway No. 1 and the Woodend Rangiora Road. This will act as a “splitter” road reducing vehicle movements through Woodend and improving access between Pegasus, Ravenswood and Rangiora. In addition the Ravenswood development has been designed to promote convenient and efficient access for all transport modes between Ravenswood and Woodend.

*Reason for change: Confirms NZTA having designated and acquired land in this area, with a proposed new highway alignment to connect Ravenswood directly to the proposed Christchurch Northern Motorway. Growth projections justify delivery of this public work in the short term.*

5. Under Chapter 13 Resource Management Framework, amend Policy 13.1.1.1 as follows:

### Policy 13.1.1.1

Management of natural and physical resources based on areas where there are differences in:

- a) the area’s relationships with Christchurch City;
- b) amenity values and environmental qualities;
- c) the area’s connection to, and dependence on, the national transport corridor;
- d) the area’s form and function;
- e) the area’s relationship with other areas within the District;
- f) community resource management expectations;
- g) actual and potential effects of subdivision, use and development; and
- h) historical and cultural associations with Maori Reserve 873.

### Explanation

The Waimakariri District’s relationships with Christchurch City materially influence the way the District has developed, and consequently has had a significant impact on resource use within the District. Some aspects of the relationship are reflected in resource management consequences within the City. This policy acknowledges that relationship as a key to management responses.

The District is mostly within convenient commuting time of the City; 60% of the adult workforce are employed in Christchurch City. The District offers and has been subject to demand for residential and lifestyle choices not perceived to be available in the City. The District remains a significant primary producer which supports processing industries in the City.

Sustaining these relationships is dependent on continuing high levels of fossil fuel use. Resource management strategies will reassess these traditional patterns of resource use, and promote options to road/car dependencies. This policy does not seek continuation of patterns of unsustainable resource use. It highlights key elements where choices can be made to promote more sustainable options within different areas in the District.

There is significant potential for the District to be more self-sustaining for employment, social activities, recreation and business. Resource management responses appropriate within this policy should facilitate ways and means for the

Waimakariri community to better sustain its own residents' and visitors' needs. There is a close relationship between the number of people living in the District's Rural Zones and the extent of the District's long term dependence on fossil fuels. The transport needs of people living in urban areas can be met more effectively by public transport, than the transport needs of people living in rural areas.

Within the District the three main towns or urban communities (Rangiora, Kaiapoi and Woodend(-Ravenswood-Pegasus) fulfil roles and functions that tie them closely to the rural areas and to each other. Rangiora serves a North Canterbury catchment to a greater extent than Kaiapoi. ~~but all the~~ All three main towns provide to a varying extent for the various needs of both their own town communities, and those of surrounding rural areas. All three urban communities are in close proximity of each other providing for efficient public and private transport linkages. It also allows for the urban economic activities and amenities of the district to be planned and sustained across a larger population in terms of district wide economic and social self-sufficiency. This policy recognises these relationships and it reinforces the point that many links tie a small District together – the towns may be individually small in scale but together they perform a clearly defined role within the District. This policy is based on a community expectation that the management of resources within distinctive environments is necessary even at this scale to provide for the wellbeing, health and safety of the community, and to protect and enhance the natural and physical resources.

As a result of its research and community consultation the Council considers it is possible to identify areas of different amenity values, environmental qualities, form and function, resource management issues, community expectations, and environmental effects arising from the use, development and protection of resources. An efficient and effective way of promoting sustainable management of natural and physical resources can be based on these areas.

A zone based approach provides a technique familiar to the community within which "integrated management of the effects of the use, development and protection of land and associated natural and physical resources of the district" (section 31(a)) can be achieved. A framework of zones will reinforce the opportunities for appropriate management. The differences between zones can be reinforced within the framework by setting out different environmental standards and environmental outcomes for different areas of the District.

Two primary environments are recognised: rural and urban.

There are three zones for the rural environment. The Rural Zone is the principal zone for the majority of the rural environment of the District. The Mapleham Rural 4B Zone recognises the development of a 70 hectare specific rural environment based on a Concept Plan (District Plan Map 147) as approved by a decision of the Environment Court (C9/2002). The Pegasus Rural Zone recognises the special characteristics of the rural areas surrounding Pegasus, in particular for nature conservation and cultural heritage values in some areas and for treated wastewater disposal in others.

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

- a) **Residential 1** is found only in Kaiapoi and Rangiora. It creates the potential for a new form to the towns based on higher density housing in association with the town centres.
- b) **Residential 2** is typical of most Waimakariri urban areas being low density, detached dwelling living environments.
- c) **Residential 3** are areas of special character in the beach settlements and small rural towns.
- d) **Residential 4A and 4B** are very low density, detached dwelling living environments in a rural setting.
- e) **Residential 5** is a special amenity, low density living environment based on and around man-made lakes in a rural setting near Pineacres.
- f) **Residential 6 and 6A** covers the developing new town of Pegasus ~~and community of, with Residential 6 at Ravenswood.~~ The zoning and creates the potential for the development of an independent, integrated residential communities with a mixture of housing densities and associated commercial, recreational and community services.
- g) **Residential 7** covers an area in West Kaiapoi and provides for a mixed density residential development from high density apartment/townhouse style living to medium density detached dwellings with associated recreation and amenity reserves.
- h) **Business 1** covers the distinctive town centres; Woodend, Oxford, Rangiora, ~~and Kaiapoi and Ravenswood.~~ Town Centres based on a wide range of business activities and public amenities.
- i) **Business 2** are areas of existing commercial and industrial activity in the District.
- j) **Business 3** provides for the Carter Holt Harvey MDF panel plant at Sefton.
- k) **Business 4** provides for a small existing area of retail and business activity that is located at the southwestern corner of Williams and Carew Streets in Kaiapoi, and the Lilybrook shops on the corner of Percival Street and Johns Road in Rangiora. This also provides for a small area of local community business activity within the West Kaiapoi Outline Development Plan and the Mandeville Road – Tram Road Mandeville North Outline Development Plan.
- l) **Business 5** is a defined area in Kaiapoi bound by State Highway 1, Smith Street and the Kaiapoi River that provides for trade supplier and large floor plate office activities.

## Methods

Processes to Deal With Cross Boundary Issues 13.1.1.1.1

## District Plan Rules 13.1.1.1.2

Zoning of distinctive areas.

Different activity and development standards for different zones.

Subdivision standards and classifications of activities reflecting environmental outcomes sought for each zone.

Information and consent requirements to manage development in the Ravenswood Key Activity Centre.

## District Plan Policies 13.1.1.1.3

Setting out environmental qualities of zones.

#### Plan Change 13.1.1.1.4

Assessing extensions to, and new, zones in relation to environmental qualities identified as important.

#### Liaison 13.1.1.1.5

Meetings with agencies providing utilities and services.

*Reason for change: Includes Ravenswood as one of the main towns in the District and as a key Business 1 Zone location.*

6. Under Chapter 15 Urban Environment, amend Policy 15.1.1.1 and Methods 15.1.1.3.1 as follows:

#### Policy 15.1.1.1

Integrate new development, subdivision, and activities into the urban environments in a way that maintains and enhances the form, function and amenity values of the urban areas.

#### Explanation

The urban environment covers all the settlements. This includes Rangiora, Kaiapoi, Ravenswood, Oxford, and Woodend and Pegasus —~~Ravenswood~~, the beach settlements, ~~the new town of Pegasus~~ and small towns of Ashley, Sefton, Cust, Ohoka and Tuahiwi. The areas zoned as Rural-Residential in the Transitional District Plan are also considered to provide urban environments. These areas are valued as small residential areas in rural settings with the benefit of some urban standard services.

Urban form relates to the manner in which an urban area is arranged around natural features and how it has been shaped by choices in its servicing by roads, open space and other infrastructure. Historical choices in the way an area develops commonly leaves legacies for present communities to benefit from, or with which to grapple.

Urban form has a major bearing on how successfully an urban area functions and contributes to its resident's social and economic wellbeing. The form and function of an urban area significantly affects its qualities reflected in its setting, character, and amenity values.

The form and function of an urban area affects its ability to fulfil a full range of resident and visitor needs for living, work, economic, social, recreation and educational purposes. How well these needs are met depends in part on:

- a) accessibility to key locations such as the town centre, schools and recreation areas;
- b) the integration of new development into the rest of the urban area through roading layout and traffic management, walking networks, open space links, and the careful use of natural features;
- c) possible conflicts between new residential developments and existing uses nearby; and
- d) the efficient utilisation of infrastructure.



Consultation has indicated that the community values, as part of the form and function of the District's urban areas, the following:

- a) all settlements, including main towns, are small compared to Christchurch;
- b) rural setting – all urban areas are separated and surrounded by rural open space;
- c) dominant central community focal point and concentration of business activity in main towns;
- d) easy accessibility to locations within the urban area, to other urban areas within the District, and to Christchurch;
- e) mixed housing densities, with flexibility in some areas to provide for varied housing needs;
- f) absence of high-rise buildings;
- g) generous open space such as parks and reserves;
- h) no heavy industry;
- i) urban services such as reticulated or community sewerage and water, kerb and channelling footpaths and street lighting particularly in the main towns;
- j) a relatively quiet and safe environment when compared with a large metropolitan area; and
- k) cycleways

These characteristics provide high quality living and working areas.

This policy seeks to maintain and enhance the form and function of urban areas in order to promote sustainable management of natural and physical resources of the District's urban environment .

### Policy 15.1.1.2

Within the urban environment subdivision, land use, development and protection should avoid, or mitigate adverse effects on:

- a) the rural setting of the District's towns and settlements;
- b) efficient and effective functioning of roads;
- c) ease and efficiency of access;
- d) urban water bodies, and downstream effects on rural water bodies;
- e) mixed density housing from low scale, low density to higher density levels in areas designed as a comprehensive development. This provides for flexibility in some areas allowing for varied housing needs;
- f) quiet and safe environments;
- g) cycleways; and
- h) the individual character of the settlement

### Policy 15.1.1.3

Promote subdivision design and layout that maintains and enhances the different amenity values and qualities of the different urban environments by:

- a) providing links to public open spaces including walkways, cycleways and roads;
- b) ensuring allotment lay out maximises the amenity and sustainable energy benefits;
- c) enhancing the form and function of the surrounding environment;



- d) providing efficient and effective transport networks including cycleways;
- e) integrating new developments with the rest of the urban area, where they adjoin existing urban areas; and
- f) avoiding or mitigating conflicts between the effects of different land uses, such as between residential and business activities.

## Explanation

Subdivision design plays an important role in the maintenance and enhancement of amenity values and environmental quality of the District.

## 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.

[Information and consent requirements for development in the Ravenswood Key Activity Centre.](#)

### 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.

### Guidelines 15.1.1.3.5

Urban design, including Planning and Urban Design Forum.

Subdivision design.

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**.)"

*Reason for change: Includes Ravenswood as one of the settlements in the District, with development in Business 1 Zone land subject to design-related assessment criteria.*

7. Under Chapter 15 Urban Environment, amend Objective 15.1.2 as follows:

### Objective 15.1.2 Role of Key Activity Centres

Recognise the role of the Key Activity Centres at Rangiora **and**, Kaiapoi **and** **Ravenswood** as significant concentrations of business activities with key transport, cultural and community infrastructure in a way that:

- a) strengthens the Business 1 Zones of Rangiora ~~and~~, Kaiapoi, ~~and Ravenswood~~ as the primary employment, retail and civic destinations;
- b) identifies the role of local retail centres as providing convenience retail functions appropriate within the zone to which they are located;
- c) acknowledges the Business 1 Zones of Woodend, Pegasus and Oxford, that provide for a similar range of activities to the Key Activity Centres at a size sufficient to provide for the needs of those communities; and,
- d) provides for limited retail activities within Business 2 Zones that are supportive of the Key Activity Centres.

### Policy 15.1.2.1

Provide for activities within Key Activity Centres in a way that:

- a) achieves efficient utilisation and redevelopment of sites;
- b) considers integrated public transport linkages;
- c) allows for the efficient movement of pedestrians;
- d) avoids reverse sensitivity effects on existing Key Activity Centre activities; and
- e) anticipates appropriately located commercial tenancies that fulfil a retail anchor function.

*Reason for change: Includes Ravenswood as a KAC that exists alongside the existing town centres.*

8. Under Chapter 16 Business Zones, amend Environmental Results Expected preface as follows:

## Business Zones

### Environmental Results Expected

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

Business 1 Zone (Ravenswood):

- a) Development into an attractive, high-quality, and pedestrian-oriented town centre over time.

- b) Building position and orientation determined by ensuring at least one pedestrian-oriented frontage separate from parking and loading areas.
- c) Building design measured by façade modulation activation of front facades, and minimisation of blank walls to create a high quality urban environment.
- d) Safe, integrated, and convenient pedestrian connectivity between buildings, sites, and public open space, including parking areas, for people of all ages and abilities.
- e) Establishment of a main street and prominent public open spaces as key elements of the character and amenity of the new town centre.
- f) Provides a high level of physical connectivity and strong linkages between open spaces and retail activities suitable for all transport modes.
- g) Parking and loading facilities are located and designed in a manner that does not detract from the streetscape or impair pedestrian access.

Business 1 Zone (Oxford):

- a) Location of car parking to the rear of a building or buildings for sites with road frontage identified by Figure 31.3.
- b) The size and scale of new buildings complement existing building.
- c) Buildings contribute to a quality streetscape and have active frontages.

Business 5 Zone:

- a) A range of trade supplier and large floorplate office activities.
- b) Other retail activities limited to those that support the functions served by trade supplier and large floorplate office activities, including food and beverage outlets; that do not have the potential to compromise the role and function of Kaiapoi and, Rangiora, and Ravenswood town centres as the dominant location and focal point for business activity.
- c) A zone environment with large scale buildings providing for activities requiring large areas of floorspace, outdoor storage and parking/manoeuvring.
- d) Employment and retailing benefits to the District in a manner that is compatible with the form and function of other Business Zones.
- e) Efficient and effective connections to the strategic road network.
- f) Integration of public open spaces within and beyond the zone, including walkways, cycleways and reserves.
- g) Common parking areas serving compatible activities.

*Reason for change: Provides distinct environmental results for Ravenswood as a Business 1 town centre.*

9. Under Chapter 16 Business Zones, amend the Reason for Issue 16.1 as follows:

**Issue 16.1**

The potential reduction in the ability of the District's communities to efficiently and conveniently provide for their needs if the requirements of businesses, arising from changing business trends, cannot be met within the District.

**Objective 16.1.1**

Maintain different zone qualities which provide opportunities for a range of business development appropriate to the needs of the business community, residents and visitors while sustaining the form and function of the urban environments.

### Policy 16.1.1.1

Recognise and provide for several Business Zones with different qualities and characteristics which meet the needs of people, businesses and community expectations while:

- a) providing for the needs of the business community, residents and visitors;
- b) sustaining the form, function and accessibility of the urban environments;
- c) enhancing the amenity and character of buildings and public open spaces within the town centres;
- d) facilitating private and public services, facilities and activities;
- e) avoiding loss of social, cultural, administrative, and business activities to elsewhere in the towns, the district or to Christchurch;
- f) ensuring an effective and efficient business sector by concentrating activity;
- g) avoiding or remedying any adverse environmental effects on surrounding Residential and Rural Zones; and
- h) ensuring the town centres remain and provide the dominant location and focal point for business, social, cultural, and administration activities.

### Reason

The Business 1 Zone covers the Rangiora, Kaiapoi, Oxford, Woodend, Pegasus, ~~and Ravenswood~~ town centres ~~and Ravenswood and~~ with Rangiora, Kaiapoi, and Ravenswood defined as the key activity centres for business, social, community, cultural and administration activity for those towns. The Policy requires that they remain the dominant location and focal point for these activities.

The Business 1 Zone is ~~also~~ a significant community resource reflected in its day-to-day use by the community. These activities require a quality, functional, well designed ~~environment~~ to help ensure the on-going sustainability and vitality of the town centres.

The Business 2 Zone covers those industrial and commercial areas which are characterised by large-scale buildings, low density of development and industrial type activities. These areas range from the pockets of business activity such as in Newnham Street in Rangiora, or the Kaiapoi Mill, to larger industrial enterprises such as sawmills and engineering works at Ohoka Road, or mixed commercial and industrial activities at Southbrook.

Activity and development standards for the Business 2 Zone reflect the predominantly industrial environments and outcomes which exist and are enabled in the future. While it is generally inappropriate for the purposes of the Resource Management Act 1991, to distinguish between different types of activity in any zone, performance standards in the Business 2 Zone seek to discourage those activities which may potentially give rise to significant pedestrian movements between land uses and for which the roading layouts and environments in this zone are unsuited.

Retailing in the Business 2 Zone is intended to cater for such activities with potential environmental effects unsuited to a town centre location, or which are conducted in conjunction with a primary activity. New development which contains retailing will be assessed to ensure that significant adverse effects on the town centres are avoided, remedied or mitigated. The District Plan's provisions are not intended to stifle economic growth, prevent trade competition, or to promote the use and development of poorly located, managed or designed commercial or industrial activities by restricting new activities elsewhere. Such an outcome as this could reduce community choice, convenience and the range of locally available services and facilities.

The Business 3 Zone recognises a unique environment in one ownership near Sefton where an integrated timber-based industry operates with site-specific environmental effects.

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

The Kaiapoi Business 5 Zone provides for trade supplier and large floorplate office activities in a distinct area at Kaiapoi bound by State Highway 1, Smith Street and the Kaiapoi River. The zoning recognises the unique locational characteristics of the area, opportunities for enhanced connectivity with road, pedestrian, cycle and reserve networks, and suitability for the development of space extensive activities not easily located within the Kaiapoi Town Centre.

The Business 1 Zones at ~~Pegasus and Ravenswood~~ enables the development of a convenient and attractive commercial and community centres for the newly developing town ~~of Pegasus and community~~ of Ravenswood, providing a vibrant Key Activity Centre, which differs in urban form from the older character centres of Rangiora and Kaiapoi. The area of the ~~"Town-Centre" Business 1 Zone~~ in Pegasus is limited in size to encourage the grouping of community buildings, local shops and other commercial activities within a compact and identifiable centre, providing the social and business focus for this town. ~~The area of Business 1 Zone at Ravenswood is limited in size and intended to provide a focus for local shopping and community activities.~~ The Business 2 Zone at Ravenswood will provide the opportunity for more substantial business and employment activities to increase the economic self-sufficiency of the District.

CROSS REFERENCE: Policies 12.1.1.1, 12.1.1.4, Policies 16.1.1.3 to 16.1.1.11

*Reason for change: Confirms Business 1 Zone as the key implementation tool of Key Activity Centres alongside providing for local business in smaller towns. Differentiates Ravenswood from Rangiora and Kaiapoi on character grounds.*

10. Under Chapter 16 Business Zones, amend Issue 16.1 Methods as follows:

## Methods

### District Plan Zones 16.1.1.1.1

Zoning of Business 1, 2, 3 and 4 and the identification, on the Outline Development Plan for Pegasus, of a "Town Centre," ~~and at Ravenswood of a small local village centre.~~

Zoning of a defined area in Kaiapoi as Business 5 for trade supplier and large floorplate office activities.

### District Plan Rules 16.1.1.1.2

Retailing over a certain scale, outside the Rangiora, Kaiapoi, Woodend, Ravenswood, Pegasus and Oxford town centres, and the Business 4 Zone, is discretionary. Consideration is given to the scale and types of activity which might otherwise have potential environmental effects unsuited to town centres.

Trade supplier and large floorplate office activities are provided for in the Kaiapoi Business 5 Zone.

Activity and development standards to enable environmental outcomes appropriate to each zone.

### Town Centre Development Strategy 16.1.1.1.3

Adopted Rangiora Town Centre Strategy and Kaiapoi Town Centre Plan which set out a number of strategic directions for the future development and management of the Rangiora and Kaiapoi town centres (Business 1 Zone).

[Development of the Ravenswood Key Activity Centre \(Business 1 Zone\) in accordance with the Ravenswood design-related principles in Policy 18.1.1.12, and assessment criteria in Rule 31.25.4.](#)

### Asset Management Plans 16.1.1.1.4

Forward plan of services, including standards of servicing.

### Facilitation 16.1.1.1.5

The Council will consider taking a facilitatory role by purchasing strategic sites to promote the co-ordinated development of the town centres.

### District Promotion Policy 16.1.1.1.6

Promote the District's towns as locations for visiting, shopping and business activities.

### Rating 16.1.1.1.7

The Council will consider special rating areas to fund specific amenity enhancements, and high quality maintenance levels.

### Policy 16.1.1.2

Encourage the establishment of business activities that avoid adverse effects on the function and viability of Key Activity Centres taking into account:

- a) the ability to accommodate the activity within Key Activity Centres;
- b) the potential for significant distributional effects; and
- c) any urban form and transport network effects.

*Reason for change: Removes reference to Ravenswood as a 'small local village centre' and provides for its development as a Town centre, subject to design-related assessment criteria.*

11. Under Chapter 16 Business Zones, amend Policy 16.1.1.3 as follows:

### Policy 16.1.1.3

Provide for development and activities within the Business 1 Zones of Kaiapoi, Rangiora, Ravenswood, Pegasus, and Woodend where the following characteristics of the Zone are observed:

Location	<ul style="list-style-type: none"> <li>- Defines the town centres of Kaiapoi, Rangiora, <u>Ravenswood</u>, Pegasus, and Woodend</li> <li>- Redevelopment and intensification opportunities within Kaiapoi, Rangiora and Woodend</li> <li>- Compact, including medium to high building density</li> </ul>
Pedestrian focus on main shopping streets	<ul style="list-style-type: none"> <li>- Interconnected network of public car parking, pedestrian areas, lanes and footpaths</li> <li>- Public open spaces</li> <li>- High level of safety, taking into account <b>Crime Prevention Through Environmental Design (CPTED)</b> principles</li> <li>- Buildings and businesses directly accessed from the street, lanes and public spaces</li> <li>- Verandahs and covered shopping areas</li> </ul>
Vehicle focus	<ul style="list-style-type: none"> <li>- Provision for car parking, private and public</li> <li>- Interconnected network of roads, car parking, pedestrian areas, footpaths, lanes and public spaces</li> <li>- Public off-street parking</li> <li>- Little on-site parking (<b>except at Ravenswood</b>)</li> </ul>
Amenities	<ul style="list-style-type: none"> <li>- Landscaping, plantings and public open spaces</li> <li>- Street and pedestrian treatments, including street furniture</li> </ul>



	<ul style="list-style-type: none"> <li>- Lighting, taking into account <b>Crime Prevention Through Environmental Design (CPTED)</b> principles</li> <li>- Minimal odour</li> <li>- Low level noise</li> <li>- Signage mostly small scale</li> <li>- Public facilities</li> <li>- <u>Prominent public open space(s) and a main street at Ravenswood being key elements of the character and amenity of the new town centre</u></li> <li>- <u>Strong linkages between open spaces and retail activities at Ravenswood</u></li> </ul>
Parking	<ul style="list-style-type: none"> <li>- Public off-street parking</li> <li>- Limited private off-street parking for sites without frontage to a <u>principal shopping street (not applicable at Ravenswood)</u></li> <li>- Limited duration on-street parking</li> <li>- <u>Public parking</u> pedestrian connections with footpaths, lanes and public spaces</li> <li>- Cycle parking</li> <li>- Access to loading facilities</li> </ul>
Built environment and built form	<ul style="list-style-type: none"> <li>- Defined building heights, predominantly two storey</li> <li>- Absence of setbacks on identified streets and limited setbacks on other streets</li> <li>- Mostly continuous business display frontages on primary shopping streets</li> <li>- High intensity of use from the street <u>or public open space</u> side</li> <li>- Historic buildings and settings defined by <u>heritage values</u> within Kaiapoi, Rangiora and Woodend</li> <li>- Mostly older buildings on main shopping streets, with the exception of <u>Ravenswood and</u> Pegasus</li> <li>- New buildings sympathetic to existing built form and building styles</li> </ul>

	<ul style="list-style-type: none"> <li>- <u>Layout and design of Ravenswood defined by marker buildings and attractive public spaces</u></li> <li>- Functional and adaptable buildings developed individually or as part of a comprehensive business development</li> <li>- In <u>Ravenswood and Pegasus</u>, new buildings and development within a defined commercial area</li> <li>- In the commercial centre of Pegasus, no building <u>setback</u>, with development required to be along the full street <u>frontage</u> with verandahs</li> <li>- In the outer commercial area of Pegasus, building <u>setback</u> is required</li> <li>- <u>Dwellinghouse</u> development within Kaiapoi, Rangiora <u>Ravenswood</u>, and Woodend located only at upper floor levels</li> </ul>
Distribution of floorspace	<ul style="list-style-type: none"> <li>- Largest total area of retail, <u>office</u>, administrative floorspace in each town</li> </ul>
Function	<ul style="list-style-type: none"> <li>- Community focal point for</li> <li>- government services</li> <li>- professional services</li> <li>- <u>office/finance</u></li> <li>- retail</li> <li>- emergency services</li> <li>- household services</li> <li>- an area with safe, convenient, pleasant, attractive environments where people can enjoy extended visits to gather, socialise, and do business</li> </ul>

## Reason

The Business 1 Zones are located within the centre of the District's main towns and provide the dominant focal point for the business sector for the towns and their surrounding areas including the Rural Zones. The dominant activities that occur in the town centres are business, retail, administrative, recreational, entertainment and service orientated. The amenity, environmental quality and built form of the town centres arises from the appropriate management of buildings and public spaces, including the transport network as well as the mix of activities that locate there. Policies 16.1.1.3 and 16.1.1.4 recognises and provides for the role of the town centre as the focal point for the community and seeks to ensure town centre amenity, built

form design and environmental standards that are compatible with business, retail, and service activities while at the same time providing a pleasant, attractive, and safe environment for the community.

CROSS REFERENCE: Policies 12.1.1.1 and 12.1.1.4, 15.1.1.1 and 15.1.1.3.”

*Reason for change: Adds Ravenswood as a Business 1 Zone centre whose development is subject to design-related assessment criteria.*

12. Under Chapter 16 Business Zones, amend Policy 16.1.1.9 as follows:

### Policy 16.1.1.9

Provide for trade supplier and large floor plate office business activities in the Kaiapoi Business 5 Zone in a way that:

- a) achieves integrated and comprehensive development;
- b) limits ancillary retail activities and food and beverage outlets;
- c) avoids establishment of, and the ability to establish, retail activities with a character and function provided for or anticipated by the Business 1 and 4 Zones;
- a) provides links to public open spaces including walkways, cycleways and roads
- b) avoids or mitigates adverse effects on:
  - the safety, capacity and efficiency of the road hierarchy, including the State Highway network;
  - recreational and ecological linkages; and
  - the amenity of the adjoining Rural and Residential Zones.
- c) achieves high standards of visual amenity;
- d) avoids attracting bird species which constitute a hazard to aircraft; and
- e) the following characteristics of the Kaiapoi Business 5 Zone are observed:
  - i. location
    - physically contained by the strategic/arterial road network and the Kaiapoi River
    - adjacent to pedestrian and cycle linkages associated with public reserves and the Kaiapoi River
    - at the urban boundary
    - acts as a western gateway to Kaiapoi
  - ii. amenities
    - landscaping – high standard along road and zone boundaries and within open-air parking areas
    - public pedestrian connections and spaces
    - stormwater management contributing to visual amenity
    - lighting in accordance with **Crime Prevention Through Environmental Design (CPTED)** principles
    - signage – of a scale compatible with built form
    - dominated by large building footprints and outdoor storage areas
    - ambient noise level influenced by strategic road network
  - iii. built environment and built form
    - buildings that may be visually dominant
    - purpose built for business activities
    - areas of car parking, landscaping and open space, including stormwater management and public reserves

- iv transport
  - close proximity and safe and efficient access to strategic road network
  - parking – off street, including communal parking areas
  - good accessibility from Kaiapoi, Ravenswood and Rangiora
  - limited and defined entry and exit points
- v. distribution of floorspace
  - dominated by trade supplier and large floor plate office activities
  - limited food and beverage outlets
  - extent of floorspace governed by structure controls, car parking, landscaping, infrastructure and amenity requirements
- vi function
  - retail activity limited to that which reinforces the strategic objectives and policies of the District in respect of the distribution of business activity.
  - trade supplier and large floor plate office activities that, because of the function and scale, are not readily or appropriately located in the Kaiapoi town centre.
  - an area with moderate to high amenity given its function, location, taking into account the overall layout and position and external appearance of buildings, car parking, traffic movements, open space, and perimeter treatments.

*Reason for change: Replaces Woodend with Ravenswood as an accessible main centre.*

13. Under Chapter 16 Business Zones, amend Section 16.1.4 as follows:

### Principal Reasons For Adopting Objectives, Policies and Methods 16.1.4

Recognising a need for, and providing, a framework of Business Zones is necessary to enable the development of locations for activities within which different activity and development standards can constrain adverse effects. This framework is also a necessary and appropriate technique for promoting positive effects and benefits for activities that wish to exercise location choices based on environmental qualities.

Specifying the characteristics of the different zones provides certainty about expected environmental outcomes based on a past pattern of development. It is a device for relating resource use choices to locational outcomes without adversely affecting the present urban fabric, and form of the urban areas. In that way, it promotes efficiencies in resource use whereby past investments with an economic life are continued to be used in an efficient way.

The compact nature of the Business 1 Zones provides significant options for enhancing and expanding the intensity and range of activity within the whole zone. Enabling sustainable business, social and community use and development in these centres will enable the efficient utilisation of the considerable public investment in both infrastructure and services. It will reinforce the roles of the town centres as strong physical focal points within the District. There is an opportunity to reverse the trend towards loss of commercial, social and employment activities from

the District to Christchurch and the Business Zones can play an important part in achieving this.

Benefits to residents and visitors will arise from appropriate siting of businesses where they are linked within the zone to the traditional shopping streets such as High or Williams Streets. Promoting a co-ordinated and integrated Business 1 layout will create efficiencies in use of land; a zone that is convenient and safe for pedestrian activity, and that enables sufficient provision of public amenities and open spaces, will sustain the role of the Business 1 Zone as a dominant community focal point.

The Business 1 Zone in the newly developing town of Pegasus provides the opportunity for the development of a small local business and community centre within that town. The town has the ability to grow to sufficient size to support a range of commercial and community activities and facilities. The identification of a town centre at an early stage in the development of the town is necessary to enable the development of an integrated community which is not completely dependent on business areas outside of the town for social and business services and facilities. The ~~small~~ Business 1 Zone at Ravenswood will ~~fulfil a similar function.~~ enable the development of a new town centre and the district's third Key Activity Centre. Located immediately next to State Highway 1 and well connected to the proposed Northern Motorway for Christchurch, the town centre has the ability to grow to a sustainable size, thereby providing an opportunity for the District to reverse some of the identified loss of commercial, social, and employment activities to Christchurch. Ravenswood town centre occupies flat land well served by infrastructure and comprising large parcels of land. Its urban form with expansive land parcels complements the older character centres of Rangiora and Kaiapoi, with their closely subdivided land use patterns. Ravenswood will deliver a comprehensively planned centre whose development is integrated through the Ravenswood Business 1 Zone design-related principles and assessment matters.

The demand for additional Business 2 Zoned land is less apparent. In all towns much of the land zoned for commercial and industrial activity before notification of this District Plan was poorly utilised, at low densities of development, and with considerable spare capacity for its use.

The Business 2 Zones are not all compact. Development proposals in these zones will need to consider opportunities that will confer benefits of convenience and efficiency. In some cases the location of sites alongside strategic and arterial roads may be an advantage for locating vehicle orientated large developments. The Business 2 Zone at Ravenswood is compact and has been located alongside the strategic road network to cater for larger business developments and will complement the ~~smaller business~~ Business 1 zones provided at Woodend, Pegasus and Ravenswood.

Where a Business 2 Zone adjoins or is near to a Residential or Rural Zone, then the effects of the activities in the Business 2 Zone should be controlled so that the environmental standards of the residential and rural land uses are not adversely affected. Effects of signage and noise are not generally confined to within the Business Zone boundary.

The Business 4 Zone enables site-specific areas of existing retail and business activity located outside of the Kaiapoi and Rangiora town centres. The effects of

activities are known for those already developed, including those impacting on adjoining residential areas. Activity and development standards constrain the scale and nature of possible future effects. A specific policy and rule framework exists for the Business 4 Zone in West Kaiapoi and the Business 4 Zone in Mandeville North to ensure suitable scale and characteristics of any development within the zone and with regard to Mandeville North to recognise community desires.

The Kaiapoi Business 5 Zone enables trade supplier and large floor plate office activities located on the urban edge of Kaiapoi within a defined site that exhibits characteristics suitable for the establishment of such activities. The effects of large format developments are well known, where located outside of the District. It is necessary for the location of the Kaiapoi Business 5 Zone and the controls placed on that Zone to control these effects to ensure other zones and land uses and the role of Key Activity Centres are not adversely affected.

*Reason for change: Identifies Ravenswood as having unique development characteristics such as the flat, serviced land with large parcels which will allow activities and an urban form complementary in nature to the other Key Activity Centres. Those activities are also suited and will benefit from the relative accessibility and State Highway context Ravenswood Key Activity Centre, which is expected to grow in a manner that contributes to the sustainable management of the District.*

14. Under Section 17 Residential Zones, amend Issue 17.1 as follows:

### Policy 17.1.1.2

Recognise and provide for differences between Residential Zones reflecting the community's expectations that a range of living environments will be maintained and enhanced.

#### Explanation

The Residential 1 Zone is the highest density living environment in the District. The zone surrounds the town centres of Rangiora and Kaiapoi. Residential 1 Zone provides an opportunity for higher density living within walking distance of town centre facilities and reinforces the dominant community focal point role of these towns. The zone is sensitive to adverse effects that may spill over from the adjacent Business 1 Zone.

The Residential 2 Zone occupies most of the living environment in the District's towns. It is characterised by the single storey detached dwelling, surrounded by lawns and gardens. The streets are open and spacious and generally carry only local traffic. The Residential 2 Zone is sensitive to adverse effects that may spill over from adjacent zones, especially the Business and Rural Zones.

The Residential 3 Zone reflects the view of the community that the beach settlements and small rural towns are different in character from the four main towns in the District. These differences largely stem either from their origins as holiday settlements, their small size, and low density of building. Servicing constraints such as at Allin Drive/Queens Avenue, Waikuku Beach which limit subdivision potential have the effect of maintaining the particular character of some settlements and towns.

The Residential 4 Zones are based on the former “Rural-Residential Zone”. The zones provide a living environment within the rural area. The nature of these zones has increasingly taken on urban characteristics. People value them as very low density residential sites in a rural setting. Increasingly it is expected that servicing standards will mirror urban rather than rural settings. The difference between the 4A Zone and 4B Zone relates to lot sizes. New 4A and 4B Zones can only be created by plan change. The 4B Zones are the original Rural-Residential Zones created under the Transitional District Plans based on limited public servicing and one hectare average lot sizes.

The Residential 5 Zone provides for a special quality residential environment focused around man-made water bodies. It is a zone that has restrictive controls in place in recognition of the qualities of the environment including habitat and wildlife values of those water bodies. It is a location where extensive landscaping and amenity plantings are required. The Residential 5 Zone is a unique zone within the District. A particular character and level of amenity will be created within this zone.

The Residential 6 and 6A Zones provide for the residential development at Pegasus new town to the east of State Highway 1, north-east of Woodend and Ravenswood, north of Woodend. It is anticipated that the zones will enable a variety of housing environments of differing densities, from single storey detached dwellings on spacious sections to higher density living within close proximity to the community and commercial facilities in Pegasus and Ravenswood. Pegasus has the potential, when fully developed, to accommodate a population of approximately 5000 people in a comprehensively designed community which reflects the nature conservation and cultural heritage values of its surrounding environment. The town is designed around a town centre, recreation and community facilities, which will provide an urban focus for the town, with attractive, safe and efficient links to the residential neighbourhoods.

The Residential 7 Zone provides for mixed residential development at West Kaiapoi. The zone provides three levels of densities ranging from 200m<sup>2</sup> to 540m<sup>2</sup> minimum averages. These higher densities are supported by a network of open space and reserves, including enhancement of existing linkages and construction of new linkages along and across the Kaiapoi River. The need for this higher level of density has arisen from the red zoning of properties in Kaiapoi following the Canterbury earthquakes of 2010/2011. A consistent message that has come from the Council’s consultation exercises with the community is a call for orderly change. There is a desire to retain the fundamental elements that give the Residential Zones their characters. The community’s interest lay in managing the rate of change, not stopping nor prescribing acceptable change. It accepted that it was not possible to anticipate and therefore plan for likely futures. Management of Residential Zones should not be directed at retaining any particular known residential landscape. The management should ensure the retention of those Residential Zone characteristics set out in Table 17.1, and in Policy 17.1.1.3 for the Residential 7 Zone.

*Reason for change: [minor correction].*

15. Under Chapter 18 Constraints on Development and Subdivision, amend Policy 18.1.1.1 as follows:



## Policy 18.1.1.1

Growth and development proposals should provide an assessment of how:

- the use, development, or protection of natural and physical resources affected by the proposal will be managed in a sustainable and integrated way; and
- the adverse effects on those resources and the existing community will be avoided, remedied, or mitigated.

In particular, proposals should not be inconsistent with other objectives and policies in the District Plan, and show how and the extent to which they will:

- a) protect areas of significant indigenous vegetation and habitats of indigenous fauna including vegetation and habitat sites listed in Appendix 25.1;
- b) protect the outstanding landscape area as defined in the District Plan Maps;
- c) avoid or mitigate natural hazards including:
  - flooding as defined in the District Plan Maps,
  - flooding from the Waimakariri or Ashley/Rakahuri Rivers,
  - seismic conditions including the potential for liquefaction and amplification effects,
  - damage from the sea, including erosion, storm and tsunami, and
  - land instability;
- d) protect the life supporting capacity of soils;
- e) maintain and enhance the environmental characteristics of adjoining zones, and the environment of the zone within which the proposal is located, as set out in Policies 14.1.1.2, 14.1.1.3, 14.1.2.1, 15.1.1.1, 16.1.1.1, 16.1.1.3, 16.1.1.4, 16.1.1.5, 16.1.1.6 16.1.1.8, 16.1.1.9, 17.1.1.2, 17.1.1.3 and 17.1.1. 5;
- f) retain the rural environment between Residential 4A and 4B Zones, between the Rangiora, Kaiapoi, Woodend, Pegasus and Oxford urban areas, and other Residential 3 Zones; between any rural intensive development opportunities and villages within Maori Reserve 873; and between Kaiapoi and the Christchurch City boundary;
- g) provide access to and along rivers, open spaces and reserves;
- h) maintain and enhance the form and function of the District's towns;
- i) avoid or mitigate significant adverse effects on the form and function of the Business 1 Zones including its role as a dominant community focal point within the ~~four~~ District's main towns;
- j) avoid noise sensitive activities within the 50 dBA Ldn airport noise contour for Christchurch International Airport as defined in this Plan, with the exception of those areas within Kaiapoi defined in Chapter 6 of the **Canterbury Regional Council** Regional Policy Statement;
- k) provide infrastructure for services and roading in a manner consistent with this District Plan;
- l) ensure the efficient and effective integration of any new infrastructure into the existing network, or ensure the efficient and effective ongoing working of a stand-alone system;
- m) avoid or mitigate potential adverse effects from sites and facilities using, storing, and/or disposing of hazardous substances;
- n) protect groundwater quality and quantity;
- o) protect surface water quality and quantity;
- p) protect wahi taonga;
- q) avoid adverse effects on heritage sites and protect those sites listed in Appendix 28.1;

- r) avoid adverse effects on significant plants and protect those notable plants listed in Appendix 29.1;
- s) avoid adverse effects on the Business 3 Zone;
- t) provide for efficiency in energy use;
- u) enable local communities to be more self-sustaining;
- v) affect the demand for transport;
- w) provide choice in transport mode, particularly modes with low adverse environmental effects;
- x) avoid or mitigate for adverse impacts on the habitat of trout and salmon; and
- y) recognises the historical and cultural associations of Ngai Tuahuriri with the land in Maori Reserve 873 to provide for residential development opportunities for the original grantees and their descendants.

*Reason for change: Refers to District's main towns instead of specifying four.*

16. Under Chapter 18 Constraints on Development and Subdivision, add Policy 18.1.1.12 as follows:

### **Policy 18.1.1.12**

Provide for the development within Ravenswood Key Activity Centre that:

- a) is developed at a scale that ensures that the role and functions of the Rangiora and Kaiapoi Key Activity Centres are maintained;
- b) provides a focal point for a wide range of retail, commercial, service and community activities, as well as employment opportunities;
- c) ensures an attractive, compact and cohesive town centre with a unique sense of identity and a high quality of design, that is integrated with surrounding land uses and adjoining residential areas and open space;
- d) enables larger floorplates and car parking recognising the role and function of Ravenswood as a Key Activity Centre, whilst maintaining a high level of amenity in the centre;
- e) is planned, integrated and co-ordinated in accordance with a concept master plan that guides the comprehensive development of the Key Activity Centre over time to provide:
  - i. an identifiable and accessible main street as a focal point for activity in the Ravenswood town centre within a pedestrian focussed environment;
  - ii. high quality, attractive and engaging streetscapes that reinforce the function of streets, enhance amenity and accessibility of the town centre, and maximise integration with building frontages ;
  - iii. open spaces which provide for a range of community functions and interaction and enhance connectivity;
  - iv. marker buildings at suitable locations to support legibility ;
  - v. a safe, legible, and highly connected network of well-designed streets, open spaces, and crossing points that provide high levels of access, are responsive to surrounding activities , and include at least one north-south connection between Bob Robertson Drive and the Taranaki Stream corridor
  - vi. provision of a connected network of walkways and cycleways:
    - a. within the Business 1 zone;
    - b. between developments along Bob Robertson Drive;
    - c. linking the Business Zone land to the Taranaki Stream;

- d. linking the residential neighbourhoods of Ravenswood to the town centre

### Explanation

The rapidly increasing population in the District results in a need for a new town centre as a place of commerce and community, creating opportunities for business and employment required by a growing population. This is also stipulated at the regional level with the requirement of a Key Activity Centre in this location. The areas of the Business 1 Zone have the capacity to provide for growth without conflicting with the sustainable management purpose of this District Plan. The District Plan recognises the changed resource management expectations that the community holds for this area and the changes in amenity values and environmental qualities that will result from urban uses and development. The District Plan encourages the full and comprehensive development of this new urban area to accommodate the expanding economic needs of the District.

The District Plan provides for the town of Ravenswood to develop as an important economic centre and community focus within the District. This is based on the following factors:

- Ravenswood is well situated with regard to access to State Highway 1 and to the location of other centres of settlement (such as Woodend, Rangiora, Kaiapoi and Pegasus) to provide for some of the substantial population growth anticipated in the District over the next 20 years;
- the land available for the development of the town is of sufficient size to enable the long term efficient and cost-effective provision of utilities, social services and facilities, in a way that avoids adverse effects on the health, safety and quality of the surrounding communities;
- the development of a new town centre at Ravenswood will assist in providing economic opportunities in the District that match the growing population of the District and reduce dependence on Christchurch for retail, commerce, and employment needs; and
- development will manage both the near term and future needs of the community as it grows over time. This means a flexible approach is required to allow Ravenswood to transition as its various land use activities and built form respond to the market and community's needs at various stages of development.

The nature and extent of urban development at Ravenswood town centre has been determined by five main factors:

- the large parcels of land which enable a comprehensive approach to development;
- the location between the growing communities of Ravenswood, Pegasus, and Woodend and its proximity to State Highway 1;
- the qualities and character of the landscape values of the site and rural surrounds;
- the desire to create a modern centre of commerce and community with a strong sense of identity and character;
- the opportunity to create an environment for economic activities yet to establish in the District.

The above policy governing the nature and extent of urban development at Ravenswood has been based on these factors.

## Methods

### District Plan Zoning 18.1.1.12.1

Provide Business 1 and 2 Zones within the Ravenswood Town Centre by inclusion in the District Plan Maps.

### District Plan Rules 18.1.1.12.2

Standards for subdivision.

Standards for site development and land uses.

Information and consent requirements to ensure achievement of amenity outcomes.

Design-related assessment criteria to manage the scale and location of urban development within the town.

Requirements relating to the layout and development of land uses, roads, reserves, community facilities and town centre, based on an Outline Development Plan for the town.

### Engineering Code of Practice 18.1.1.12.3

A set of engineering standards developed by the Waimakariri District Council for roads, domestic water supply and sewerage.

### Financial and Development Contributions 18.1.1.12.4

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 Contribution Policy.

### Liaison with Developers 18.1.1.12.5

To liaise with the developers of Ravenswood regarding the long-term ownership and management of the utility services, reserves, community facilities and conservation areas within the town.

### Liaison and Consultation 18.1.1.12.6

With the developers of Ravenswood, Ngai Tahu and Ngai Tuahuriri, community groups, government agencies and environmental groups about potential enhancement works and community initiatives associated with the development of Ravenswood.

*Reason for change: New policy to outline the rationale and factors that require a new town centre at Ravenswood and the methodology of rules and design criteria to manage this growth. The policy recognises the town centre as being required to keep up with population growth in the District and the economic opportunities this brings, the stipulation in the RPS for a Key Activity Centre, and the framework of rules and design criteria that foster a sense of community as the town centre develops.*

17. Under Chapter 18 Constraints on Development and Subdivision, amend Section 18.1.2 as follows:

Principal Reasons For Adopting Objectives, Policies and Methods  
18.1.2

The Council has a function under the **Resource Management Act 1991** to prepare resource management proposals 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)). As well, the Council has the function to "...control any actual or potential effects of the use, development, or protection of land" (section 31(b)). These functions can be carried out to give effect to promoting sustainable management of resources, subject to addressing both matters of national importance and other matters set out in sections 6, 7 and 8 of the **Resource Management Act 1991**.

For the Council, these responsibilities are to be carried out in a district undergoing significant growth and development. The rate and nature of change brings particular focus to parts of the Regional Policy Statement in relation to the District. The Regional Policy Statement also requires District Councils in the preparation of plans to consider making provision for certain regional issues. Issues and outcomes sought at the regional level relevant to this District's growth are particularly related to water, settlement, energy, transport and natural hazards.

This chapter of the District Plan seeks to address some of these regional issues. It also sets out the local circumstances which the community and Council believe should limit choices for future growth and development, particularly in relation to existing settlements.

Over the last 10 years the District has been subject to significant growth and development. This has been based on residential growth, and intensification of land use, in the town and also in the rural areas. Analysis suggests this pattern of continuing change will be a feature for the next planning period.

One feature of the growth has been the desire by many people to create environments, and to provide for their social and economic wellbeing, in a diverse manner. Land use and settlement options set out in Transitional Plans have not provided well for the choices now wishing to be exercised. The demand for choice and flexibility in living, working and social environments is a product of larger demographic, social, economic, and political forces at work in the community. It is flexibility of resource use options, and the management and protection those local matters and circumstances consistent with Part 2 of the **Resource Management Act 1991**, that will provide a sustainable future for the District.

Policy 18.1.1.1 provides for change by allowing landowners to identify sites and circumstances where existing plan provisions no longer provide for their resource management expectations for land. The **Resource Management Act 1991** allows private requests for changes to plans. The Council considers that this policy is an effective approach to growth and development. It is focused on the promotion of sustainable management. It will allow each plan change proposal to be argued on its individual merits rather than require the District Plan to anticipate the type of development, its location, and effects, for the next 10 years.

The Council has chosen for the District Plan not to allocate choices between landowners in terms of land use. The policy does set out those local environmental matters that proponents of change must address; the choices for environmental outcomes belong to the District Plan, not the landowner. This fits with the purpose of the **Resource Management Act 1991**, and the Council's functions. It ensures

that, in relation to the biophysical and social make-up of the District, future resource management options are tested against statutory and local matters that underpin sustainable management of natural and physical resources.

Policy 18.1.1.2 seeks to retain the ability to view Mount Grey/Maukatere from Lineside Road. It is recognised by the community as being a significant view that should be safeguarded. It is recognised that it is not appropriate to require the maintenance of a view shaft to hill along the total length of Lineside Road. Changes in vegetation will mean that there will always be sections of the road from which you cannot see Mount Grey/Maukatere. However, changes to views can be considered as part of assessing the effects of activities and landowners can be encouraged to respect community concerns.

Policy 18.1.1.3 requires specific consideration of effects between zones when a new or extended zone is proposed. It is necessary and appropriate for consideration of effects arising from the creation of new physical, social and economic relationships. Each new proposal will create some effects; the policy requires assessment of inter-zone impacts.

Policy 18.1.1.4 address the effects of the subdivision and development of land to the south and west of Kaiapoi. This policy makes reference to particular values which have been identified as important to the community. The policy anticipates future adverse effects on the form and functioning, and character, of Kaiapoi if no resource management choices are specified. Addressing the community's concerns at the time of any rezoning of this land or at the time of considering any applications for urban use is consistent with the Council's functions. It is appropriate because non-statutory limitations on growth through limiting the provision of services, utilities, and facilities, may not effectively prevent continued south and westward growth. That future may not be sustainable; it would create inefficiencies in service provision, and take development into an area of known flood hazard.

Policies 18.1.1.5 to 18.1.1.9 set limits to the growth of some small rural towns. The policies:

- maintain the settlements at a scale favoured by residents;
- pay particular regard to issues relating to maintaining the natural character of the coastal environment;
- limit new development in areas of coastal and flood hazard;
- maintain an area around each town based on rural environment characteristics; and
- restrict demands on public utilities and retains cost-effective services.

The policies appropriately limit resource management choices in a way consistent with Part 2 of the **Resource Management Act 1991**.

Policy 18.1.1.11 provides for the development of a new town for approximately 5000 people at Pegasus, to the north-east of Woodend. The resource management issues regarding the establishment of this town have been fully considered through statutory planning processes under the **Resource Management Act 1991**. Providing alternative locations for urban growth within the District enables the landowners to provide for their social and economic wellbeing. It will also enable those people who want to live in a small, cohesive community surrounded by an

exceptional natural and cultural environment, to do so in a way which is consistent with the sustainable management purpose of this District Plan. The zoning and associated development standards will enable the land to be efficiently and effectively used for purposes not provided for previously under the existing District Plan.

Policy 18.1.1.12 provides for the development of a new town centre and Key Activity Centre at Ravenswood, being a place of commerce and community and creating opportunities for business and employment required by a growing population. The Business 1 zoning and new rules with design-related principles and assessment matters will allow new business activities to establish while creating a new town of high urban design quality.

*Reason for change: References Regional Policy Statement for creating a third Key Activity Centres and new town at Ravenswood to "triangulate" with the existing main centres of Rangiora and Kaiapoi. As the District Plan is required to give effect to the RPS, these changes also confirm the use of Business 1 zoning to achieve this.*

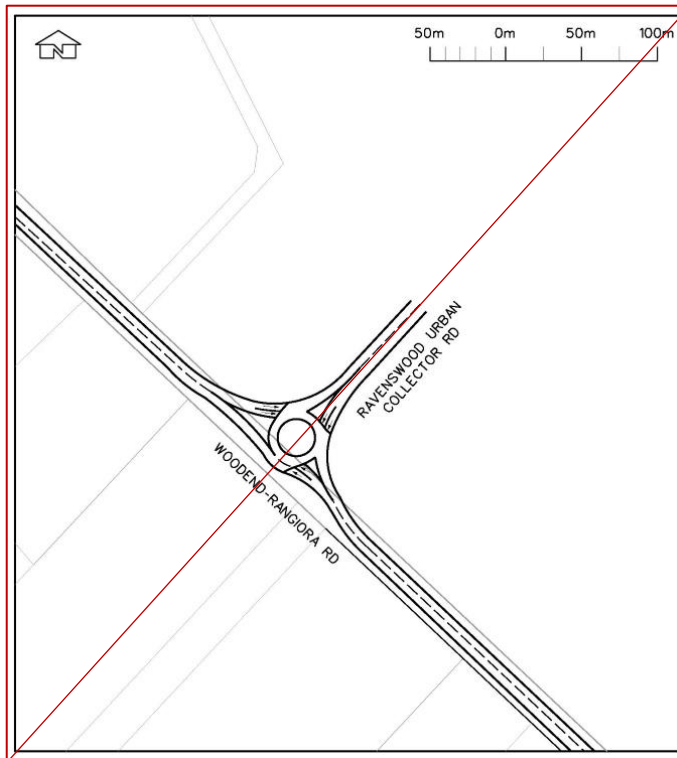
18. Under Chapter 30 Utilities and Traffic Management – Rules, delete Rule 30.10.2 and Figure 30.14 as follows:

~~30.10.2 North Woodend Outline Development Plan~~

- ~~a) No access shall be allowed from State Highway 1 to the stormwater treatment area or areas zoned Business 1, Residential 6 or Residential 6A under the North Woodend Outline Development Plan shown on District Plan Map 158 until such time as the roundabout specified under Rule 32.1.1.71(j) in relation to Pegasus is constructed. This access is to be designed to the New Zealand Transport Agency's satisfaction.~~
- ~~b) No access shall be allowed from the Rangiora Woodend Road to the stormwater treatment areas or area zoned Business 1, Residential 6 or Residential 6A under the North Woodend Outline Development Plan shown on District Plan Map 158 until such time as a roundabout is constructed in general accordance with Figure 30.14.~~

~~Figure 30.14: Rangiora Woodend Road Ravenswood Roundabout Design~~





*Reason for change: Updates the District Plan by removing provisions that are no longer applicable to the development of Ravenswood.*

19. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.1.8 as follows:

In Pegasus and Ravenswood dwellinghouses ~~shall only~~ may be located ~~in~~:

- a) in the Residential 6 and 6A Zones and only within the areas shown as “Residential Areas” on District Plan Maps 142 and 158; or
- b) in the Business 1 Zone in the areas defined as “Town Centre – Intensive Business” and “Town Centre – General Business” on District Plan Map 142, and in the “Town Centre – Intensive Business” area shall only be located above ground floor level; or
- c) above ground floor level in the Business 1 Zone area defined on District Plan Map 158.

*Reason for change: Ensures consistency with other KACs for residential activities in Ravenswood Business 1 Zone.*

20. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.1.30 as follows:

Any structure in a Business 1 Zone shall not exceed a height of:

- a) 8m in Oxford;
- b) 10m in Pegasus;
- c) 12m in Rangiora and Kaiapoi; and
- d) 15m in Ravenswood and Woodend.

*Reason for change: Provides a height limit for Ravenswood, as the extensive greenfields setting of Ravenswood together with the Ravenswood design-related assessment criteria enables taller buildings to be considered in this zone.*

21. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.2.10 as follows:

Sites within the Business 1 Zone (Rangiora, Oxford ~~and~~, Kaiapoi ~~and Ravenswood~~), which share a boundary with a Residential Zone and where that zone boundary is along a road, shall be exempt from Rule 31.1.1.39.

*Reason for change: Adds Ravenswood for consistency with other centres.*

22. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.1.2.11 as follows:

Within the Business 1 Zone (Rangiora, Oxford ~~and~~, Kaiapoi ~~and Ravenswood~~), the following are exempt from complying with structure height Rule 31.1.1.30:

- a) any decorative feature, steeple, finial, chimney, clock tower, spire or partial storey where located on a building on a corner site, provided that it is located at the ~~road~~ frontage corner and does not exceed 50% of the length of either ~~road~~ frontage.

*Reason for change: Adds Ravenswood for consistency with other centres.*

23. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.5.5 as follows:

The erection of any ~~dwellinghouse~~ at ground floor level within the ~~Key Activity Centre~~ areas at Kaiapoi ~~and~~, Rangiora ~~and Ravenswood~~, and the Business 1 Zone at Kaiapoi, Rangiora, ~~Ravenswood~~, Woodend and Oxford is a non-complying activity.

*Reason for change: Adds Ravenswood to exclusion for consistency with other centres, and ensures dwellings are appropriately located.*

24. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.23.1.2 [31.21.1.2] as follows:

Except as provided for by Rule 31.21.1.2 [31.21.1.1], buildings in the ~~Rangiora and Kaiapoi~~ Key Activity Centre areas shall:

- a) position any on-site car parking to the rear 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

*Reason for change: Keeps these rules for Rangiora and Kaiapoi KACs to ensure these do not conflict with the design-related assessment criteria for Ravenswood.*

25. Under Chapter 31 Health, Safety and Wellbeing – Rules, add Rule 31.25.4 [31.23.4] as follows:

Within the Ravenswood Town Centre Business 1 Zone land, development is a discretionary activity (restricted). For this rule, development is defined as:

- 1) new buildings;
- 2) roads;
- 3) parking areas; and
- 4) additions to individual buildings greater than 20% of existing Gross Floor Area

[A] In considering an application for resource consent under Rule 31.23.4, the Council shall, in deciding whether to grant or refuse consent, and in deciding whether to impose conditions, exercise its discretion over the following matters:

- a) the extent to which the proposal demonstrates integration with existing and future development of Business 1 Zone land, including provision of open space(s) and will enable the outcomes set out in Policy 18.1.1.12 to be achieved, either as part of the proposal, or by ensuring that sufficient balance land (in terms of area, location, and form) remains available to enable provision of these outcomes;
- b) buildings fronting the streets, and location of vehicular parking and loading to the side or rear of the primary building façade, including measures to screen those parking and loading spaces from public view;
- c) the design and appearance of buildings including contribution to architectural quality and amenity values of streets or public spaces. In particular as to:
  - i. the contribution that buildings make to the attractiveness, legibility, pleasantness, and enclosure of streets and public spaces;
  - ii. the maintenance of consistent building lines and legibility of entrances by minimising building setbacks from streets and public spaces;
  - iii. architectural details and quality of cladding materials;
  - iv. the minimisation of blank walls with modulation, articulation, and fenestration;
  - v. activation and engagement with streets and open spaces;
- d) the application of the following Crime Prevention Through Environmental Design (CPTED) principles to the design and layout of buildings and public spaces:
  - i. passive surveillance of public areas through glazing of building faces, particularly for hospitality and retail activities;
  - ii. safe, coordinated, and legible pedestrian and cycle routes designed to an appropriate dimension, with good visibility and appropriate lighting;
  - iii. avoid fencing in favour of visually permeable soft delineation features;
- e) the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;
- f) provision of landscaping on sites adjoining public spaces to contribute to the amenity of public spaces;
- g) the main street and buildings adjacent to it (where applicable to the application for resource consent) being the activity focal point for Ravenswood Town

- Centre, as providing a concentration of fine grain retailing and pedestrian focus, where parking and loading do not visually or physically dominate the area, and is well-integrated with the road network;
- h) a civic square (if proposed), where applicable to the application for resource consent, as physically and visually connected to the main street, and being of sufficient size and form to enable a range of community activities and interaction;
  - i) all the above matters will be assessed having regard to the outcomes set out in Policy 16.1.1.3, and the extent to which practical design considerations apply.

[B] An application for a resource consent under Rule 31.25.4 [31.23.4] for new buildings and development shall be accompanied by the following information, which shall be used by the Council when it exercises its discretion at [A] (a) to (i) above:

- A concept master plan for the entire zone that identifies:
  - i. the area of the zone that is the subject of the proposal;
  - ii. any previously developed land or buildings within the whole zone and the activities that occur on or within those;
  - iii. a legible and highly connected future street, block and open space network (including any pedestrian or cycle linkages) for the whole zone including a road hierarchy, public open space(s), integration with existing or proposed bus routes, and a linkage with landscaping between Bob Robertson Drive and the Taranaki Stream providing physical access for all transport modes;
  - iv. the retail main street, extending off Bob Robertson Drive as the activity focal point for Ravenswood Town Centre;
  - v. suitable locations for marker buildings to support legibility regarding (iii) and (iv) above;
  - vi. any temporary elements (such as parking, façade treatment or landscaping) and future development areas, their duration, and how they will transition into the outcomes shown on the concept master plan; and
  - vii. identification of changes from any previous concept master plans provided to the Council under this rule.

The information required in [B] above shall be documented in a report authored by a suitably qualified person directly involved in the preparation of the concept master plan that explains and provides an assessment related to:

- i. how the concept master plan achieves the outcomes set out in Policy 18.1.1.12, including an assessment of the remaining available land to achieve this;
- ii. any changes to the concept master plan compared to any previous concept master plan(s) provided to the Council under this rule, including the reasons and rationale for those;
- iii. how the current proposal and any previously developed land or buildings within the zone relate to the concept master plan

An application for a resource consent under Rule 31.25.4 shall be considered without the need to obtain the written approval of affected persons in accordance with Section 95 of the **Resource Management Act 1991**, and shall be processed without notification.

*Reason for change: Adds rules for new buildings in the Ravenswood Business 1 Zone with matters of discretion and assessment criteria pertaining to design of buildings and layout of sites and ensures new buildings in the Ravenswood business areas will be processed without notification meeting the discretionary (restricted) criteria*

- 26A. Under Chapter 31 Health, Safety and Wellbeing – Rules, insert Rule 31.25.5 [31.23.1.12] as follows:

New floorspace for retail activities within the Ravenswood Business 1 zone beyond a threshold of 35,500m<sup>2</sup> is a discretionary activity (restricted).

For the purpose of this rule, retail activity is defined in Section 1 Definitions, but excludes is as defined in Section 1 Definitions, but excludes:

- Commercial services, being business providing personal, property, financial, household, private or business services to the general public; and
- Trade Suppliers as defined in Section 1 Definitions.

Council's discretion in deciding whether to grant or refuse consent, and in deciding to impose conditions, shall be limited to the following matters:

The extent to which the scale, and character of the proposed built form:

- a) Adversely affects people and communities that rely on the Rangiora and Kaiapoi Key Activity Centres for their social and economic wellbeing.
- b) Supports the intended role of the Ravenswood Key Activity Centre.
- c) Enhances the diversity of activities within the centre.
- d) Contributes to the vitality of the centre, particularly along Bob Robertson Drive or the Ravenswood Main Street.
- e) Promotes the efficient use of land within the centre to achieve a compact urban form.
- f) Reflects the functional requirements of the activity.

26. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.26.2 [31.24.2] as follows:

Any building in the ~~Key Activity Centre~~ Areas (except Ravenswood) and the Oxford Business 1 Zone that:

- a) has a net floor area of 450m<sup>2</sup> or greater; or
  - b) is located on a site with a road frontage, or public open space frontage, of 20m or greater in length
- is a discretionary activity.

In considering any resource consent application under Rule 31.24.1 or Rule 31.24.2, 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:

- a) the extent to which the proposed retail activity is complementary to retail activities in the Business 1 Zones, or Key Activity Centres of Rangiora and Kaiapoi;
- b) the extent to which the proposed retail activities have physical characteristics and effects, or adverse amenity effects, unsuited to a Business 1 location, or Key Activity Centres;

- c) the extent to which the proposed retail activity would reinforce the District's Key Activity Centres by locating in a Business 2 Zone which immediately adjoins a Business 1 Zone;
- d) any cumulative effects of the proposed activity;
- e) the extent to which the proposal is pedestrian-oriented or creates significant pedestrian movements beyond the site, and the effects that that may have on the surrounding environment;
- f) the potential indirect effects of reduced options for use of heritage buildings in the Business 1 Zone with the redirection of retail development away from the town centre;
- g) the effect on the overall availability of commercial and community services and facilities, and the effects on the community's access to such facilities within a concentrated area (eg a potential reduction in convenience with the need for multiple trips);
- h) the effects on the continued efficient utilisation of existing infrastructure supplying and servicing the town centres (car parking areas, street and landscaping improvements, sewerage, water etc);
- i) the effects on private and public transport patterns, in particular, the extent to which the proposal results in the reduction (or increase) in the use of fossil fuels by decreasing (or increasing) travel distances; and/or encourages the use or maintains the integrity of the public transportation network;
- j) the effects of the proposal on the characteristics of the zone as set out in:
  - i. Objective 14.1.1 for the Rural Zone,
  - ii. Policies 16.1.1.1, 16.1.1.3, 16.1.1.4, 16.1.1.6 and 16.1.1.8 for Business Zones, or
  - iii. Policies 17.1.1.2 and 17.1.1.3 for Residential Zones;
- k) effects on the form and function of the Urban Environment as set out in Policy 15.1.1.1;
- l) the role and function of Key Activity Centre areas as set out in Objective 15.1.2 and Policy 15.1.2.1;
- m) proposals to avoid, remedy or mitigate any significant adverse effects identified by the assessment of i to xi above and in relation to Policy 15.1.1.2;
- n) financial contributions as set out in Chapter 20: Financial Contributions and Chapter 34: Financial Contributions – Rules; and
- o) in addition to the matters listed above, and in respect of retail activities located within the Residential 6 Zone outside the "Town Centre":
  - i. the visual appearance of the development, including building design, setback from streets, detailing, colours and materials, and the provision of an integrated design theme throughout the development,
  - ii. the provisions of any landscape plan devised for all or part of that zone,
  - iii. the avoidance of parking allotments between the street and the buildings,
  - iv. the design and location of buildings so that they face public spaces such as streets and parks,
  - v. the location and design of vehicle access, parking and manoeuvring areas and the effects of vehicle and pedestrian movements on traffic safety and efficiency and on levels of noise, glare and general disturbance for neighbouring sites,
  - vi. the avoidance of dominance of outlook from neighbouring sites by bulky buildings,
  - vii. the avoidance of overshadowing of neighbouring sites and the street,
  - viii. the avoidance of loss of privacy for neighbouring sites and the street,
  - ix. the avoidance of traffic and parking congestion on adjoining streets, and



- x. the size, scale and nature of the development and its compatibility with the size, scale and nature of activities in the surrounding locality.
- p) in addition to matters i to xiv listed above, and in respect to the Key Activity Centres of Rangiora and Kaiapoi and the Oxford Business 1 Zone:
  - i. the extent to which the proposal addresses the road frontage, public open space and provides for pedestrian and vehicular connectivity within a site, between sites, roads and public open spaces and considers the relationship of buildings with sunlight and daylight to the street;
  - ii. the extent to which the proposal contributes to the built character of the town centre, taking into account height, location of doors for primary pedestrian access and glazing provision;
  - iii. the provision of façade modulation and articulation, and the avoidance of blank walls;
  - iv. the extent to which the proposal complements heritage buildings or the setting of heritage buildings;
  - v. the extent to which the proposal provides pedestrian verandahs along road frontages, taking into account weather protection for pedestrians;
  - vi. the design, including plantings, hard paving, and fences and intended use of land adjacent to the road frontage;
  - vii. the location and design of vehicle access, maneuvering areas and any effects on adjoining activities, sites and the transport network;
  - viii. the avoidance of car parking between the building and any road;
  - ix. safety and security as it applies to public open spaces, roads and footpaths;
  - x. the extent to which building materials and colour appropriately relate to existing buildings and town centre character;
  - xi. the effects of shading by buildings on roads and public open space; and
  - xii. the design guidelines for the Business 1 Zones of Rangiora and Kaiapoi.

*Reason for change: Removes Ravenswood from design rules in other KACs that make larger buildings a discretionary activity to reinforce the design rules for Ravenswood proposed in this PCR.*

27. Under Chapter 32 Subdivision – Rules, amend Rule 32.1.1.28 as follows:

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

- a) The Residential 4B Zone of Mandeville identified on District Plan Maps 91 to 93 and the Mandeville Outline Development Plan on District Plan Map 141.
- b) The Residential 2 and Residential 4B Zones of North Rangiora on District Plan Maps 110 and 111 and the North Rangiora Outline Development Plan on District Plan Map 146.
- c) Southbrook Business 2 Zone identified on District Plan Maps 118 and 119.
- d) East Rangiora identified on District Plan Maps 113, 114 and 117.
- e) West Rangiora (North of Oxford Rangiora Road) identified on District Plan Maps 110 and 112.
- f) West Rangiora (South of Oxford Rangiora Road) identified on District Plan Maps 112 and 116.
- g) East Woodend identified on District Plan Maps 128 and 131 and the East Woodend Outline Development Plan on District Plan Map 153.
- h) Residential 5 Lees Road identified on District Plan Map 140.
- i) Pegasus identified on District Plan Map 142.
- j) Mapleham Rural 4B Zone identified on District Plan Map 147.



- k) North Kaiapoi identified on District Plan Map 156.
- l) The Residential 2 and 4A Zones of North West Rangiora identified on District Plan Map 155.
- m) The Residential 2 Zone Ashley Street – Enverton Drive, North Rangiora identified on District Plan Map 165.
- n) The Residential 2 Zone Northbrook Road Rangiora identified on District Plan Map 157.
- o) The Residential 4A Zone North Eyre Road, Mandeville North on District Plan Map 159.
- p) The Residential 4A Zone Waikuku Beach identified on District Plan Map 161.
- q) The Residential 4A Zone Wards Road, Mandeville North identified on District Plan Map 162.
- r) The Residential 2 Zone Enverton Drive - Ballarat Road North Rangiora identified on District Plan Map 166.
- s) The Residential 7 Zone West Kaiapoi, identified on District Plan Map 164.
- t) ~~North Woodend Ravenswood~~ identified on District Plan Map 158.
- u) The Residential 2 Zone East Kaiapoi identified on District Plan Map 163
- v) The Residential 2 Zone Oxford Road West Rangiora identified on District Plan Map 168.
- w) The Residential 4A Zone, Bradleys Road, Ohoka, identified on District Plan Map 169 and more particularly described in Appendix 32.2.
- x) The Kaiapoi Business 5 Zone identified on District Plan Map 170.
- y) The Residential 4A Zone, Woodend Beach Road, Woodend, as identified on District Plan Map 171.
- z) The Residential 2 Zone North East Woodend identified on District Plan Map 172.
- aa) South West Rangiora identified on District Plan Map 173.
- ab) The Residential 4A Zone Mill Road Ohoka identified on District Plan Map 160.
- ac) The Residential 4A Zone McHughs Road, Mandeville North identified on District Plan Map 174.
- ad) The Todds Road Business 2 Zone identified on District Plan Map 175.
- ae) The Business 6 Zone identified on District Plan Map 180.
- af) Central Rangiora, identified on District Plan Map 178.
- ag) Maori Reserve 873 identified on District Plan Map 176B.
- ah) The Mandeville Road – Tram Road, Mandeville North Residential 4A Zone identified on District Plan Map 182.
- ai) The Residential 2 Zone Lehmans Road, West Rangiora identified on District Plan Map 183.
- aj) The Residential 4A Zone (Mandeville Road/McHughs Road, Mandeville North) identified on District Plan Map 179.”

*Reason for change: Replaces North Woodend with Ravenswood as area covered by ODP158.*

28. Under Chapter 32 Subdivision – Rules, amend Rule 32.1.1.72 as follows:

**Staged Development – ~~North Woodend Ravenswood~~ Outline Development Plan Area:**

A condition shall be imposed on the ~~subdivision~~ creating the 301<sup>st</sup> allotment within the Residential 6 or 6A Zones within the ~~North Woodend Ravenswood Outline Development Plan Area~~ shown on District Plan Map 158 requiring the Urban Collector

Road identified on the Outline Development Plan to be constructed and made operational.

29A. Under Chapter 32 Subdivision – Rules, insert Rule 32.1.3 as follows:

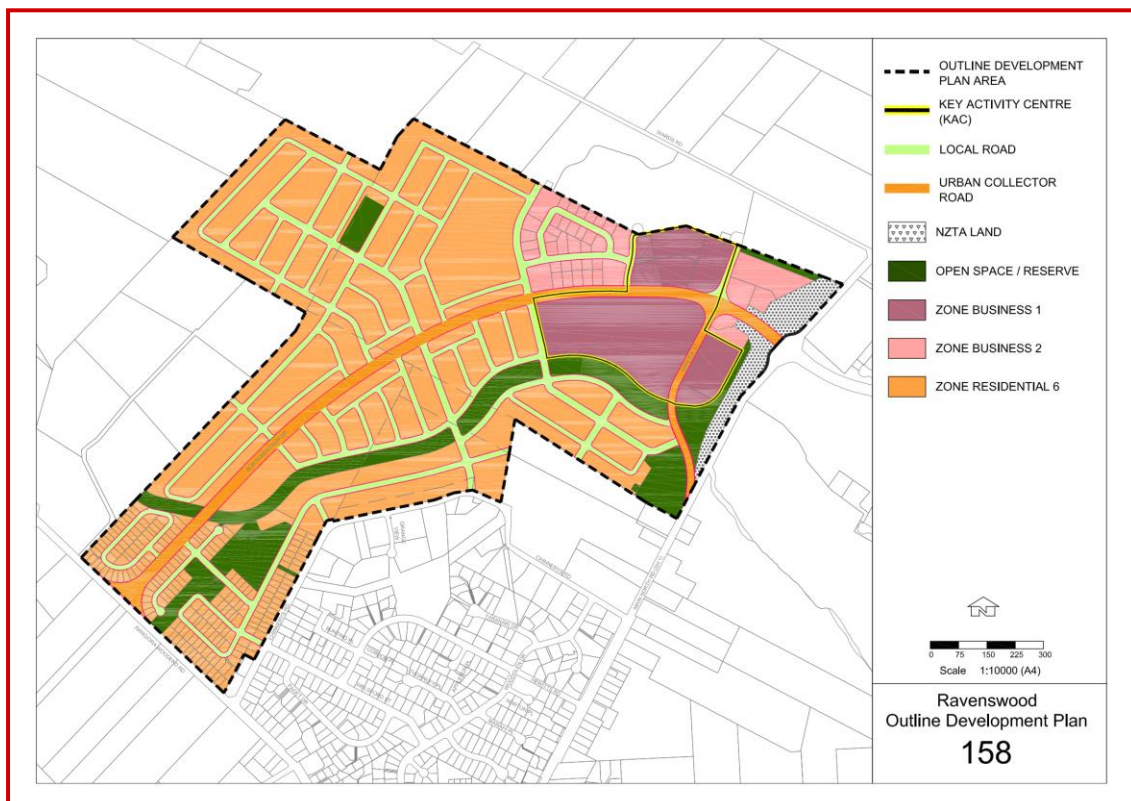
### 32.1.3 Matters Over Which Control is Exercised

In considering any application for a subdivision consent under Rules 32.1.1.1 to 32.1.1.93 the Council shall, in granting consent, and in deciding whether to impose conditions, exercise its control over the following matters:

...  
c) **Subdivision Design:**

...  
- in the case of subdivision in the Business 1 Zone at Ravenswood, achievement of the outcomes in Policy 18.1.1.12, and consideration of the relevant matters of discretion listed in Rule 31.25.4 [31.23.4], including a requirement that any application for subdivision consent be accompanied by a concept master plan and accompanying report as specified in Rule 31.25.4 [31.23.4].

29. Amend Outline Development Plan 158 to show updated cadastral base and roading pattern, together with amended zoning pattern within Ravenswood Outline Development Plan area.



*Reason for change: Updates cadastral base to account for new subdivisions and roading layout, alters zoning pattern to that sought by this Request.*

30. Amend [Planning Maps 125, 125A, 128, and 128A](#) to show updated cadastral base and roading pattern, together with amended zoning pattern within Ravenswood Outline Development Plan area:

*Reason for change: Updates cadastral base to account for new subdivisions and roading layout, alters zoning pattern to that sought by this Request.*