

Before the Hearing Panel
Appointed by the Waimakariri District Council

Under the Resource Management Act 1991

In the matter of a hearing on submissions on the proposed Waimakariri District Plan

Hearing Stream 12: Rezoning

Ravenswood Developments Limited

Submitter number 347

Evidence of David Raymond Haines

26 March 2024

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Introduction

- 1 My full name is David Raymond Haines. I am a Chartered Town Planner, a Chartered Water and Environmental Manager and the Planning Director of CivilPlan Consultants Limited. I have held resource management positions in local and central government organisations and private consultancies, and have practised in New Zealand, England, Wales, and Fiji. I have been engaged in planning and planning-related work for over 30 years.
- 2 I am a qualified planner, holding a Bachelor of Town Planning degree from the University of Auckland and United Kingdom planning qualifications from the University of the West of England (Bristol). I am a Fellow of the New Zealand Planning Institute and a Member of the Royal Town Planning Institute and the Chartered Institution of Water and Environmental Management. I have provided evidence in proceedings before the Court of Appeal, High Court, Environment Court and Land Valuation Tribunal.
- 3 Since 1989, I have practised as a consultant planner both in New Zealand and overseas. In that time, I have specialised in commercial development planning, coastal planning, environmental management projects and large-scale master planned projects. In New Zealand, this project work spans over 30 local and 14 regional authority jurisdictions and typically involves me in a lead consultant capacity. I have also had direct experience in plan preparation, as well as administration and implementation.
- 4 As a sub-set of my commercial development planning experience, I have spent the past 25 years specialising in retail planning for NZ, Australian & UK based clients operating throughout the country. As a result, I have worked on retail development projects in all the main centres and most of the provincial centres of New Zealand. The retail projects I have worked on have ranged from new centres in their own right to stand-alone stores. In each case, the proposals have been formulated so that they will either complement existing centres, or not have significant consequential effects on the social and economic well-being of people and communities served by other zoned centres. A list of the cities and districts in which I have worked on various retail development projects is included at **Annexure 1**.
- 5 I am also the New Zealand “correspondent” for the Large Format Retail Association of Australasia and advise the Association on changes in governmental policy that may affect planning for Large Format Retail (**LFR**) activities.
- 6 I have been involved with rezoning of the Ravenswood Commercial Area since early 2020 when Haines Planning was engaged by Ravenswood Developments Limited (**RDL**) to respond to a request by Waimakariri District Council (**WDC**) planners for information to assist their preparation of the Proposed District Plan Review (**PWDP**).

- 7 Subsequently, I led the planning team that prepared Plan Change 30 (**PC30**) and provided planning evidence to the PC30 hearing. I also provided planning advice to RDL as it pursued its appeal on PC30 and participated in both mediation and expert caucusing with WDC representatives.
- 8 I have continued to advise RDL as it has worked to transition the PC30 plan provisions into the PWDP.
- 9 I have visited the site and its wider environment on several occasions, as well as having similarly visited the main commercial areas of both Rangiora and Kaiapoi, and the nearest Key Activity Centre (**KAC**) in Christchurch City at Belfast/Northwood.

Code of Conduct for Expert Witnesses

- 10 While this is not a hearing before the Environment Court, I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court of New Zealand Practice Note 2023 and that I have complied with it when preparing my evidence. Other than when I state I am relying on the advice of another person, this evidence is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions that I express.

Scope of evidence

- 11 The scope of my evidence is as follows:
 - (a) Executive summary
 - (b) Ravenswood Commercial Area description
 - (c) PC30 decision
 - (d) PWDP provisions for the Ravenswood Commercial Area
 - (e) Strategic planning considerations
 - (f) Environmental effects
 - (g) Section 32AA assessment
 - (h) Conclusion

Executive summary

- 12 The RDL submission needs to be viewed in the context of Plan Change 30, which was first discussed with Council planning representatives in early 2020, and

resulted in a Court-approved set of provisions which were adopted by the Council and incorporated into the operative Waimakariri District Plan (**OWDP**).

- 13 The PWDP, which was notified on 18 September 2021 while PC30 was still in train, had simply rolled over the outdated OWDP provisions for Ravenswood while awaiting the outcome of PC30. Careful consideration was given to integrating PC30 into the OWDP and, careful attention has been similarly given to how best integrate the Court-approved PC30 outcomes into the streamlined PWDP structure based on the New Zealand Planning Standards 2019.
- 14 The result is a set of provisions that stay true to the PC30 outcomes agreed with the Environment Court. These have been discussed with Council planning representatives and included at **Annexure 2**.
- 15 The new provisions, if incorporated into the PWDP by the panel as recommended, will also give effect to both the National Policy Statement on Urban Development 2020 (**NPS-UD**) and the Canterbury Regional Policy Statement (**CRPS**).
- 16 The proposal's environmental effects have been well considered and can be described as only positive. By zoning Ravenswood at a scale that reflects its statutorily mandated KAC role, social and economic wellbeing is enabled for both the local people and communities of Woodend, Pegasus, and Ravenswood, and those of the wider Waimakariri District, and beyond.
- 17 The evidence addresses the activity status of trade suppliers, which the reporting planner placed in evidence for Hearing Stream 9. That earlier position departed from the PC30 provisions agreed with the Environment Court, so it has been necessary to set out the numerous planning reasons why the PC30 position should prevail.
- 18 Evaluation of the proposal under s32AA RMA provides further basis for the Panel to adopt the amended PWDP provisions as set out in **Annexure 5**.

Ravenswood Commercial Area description

- 19 RDL requested PC30 to enable the expansion of the Ravenswood Commercial Area, in response to the rapid and highly successful development of other parts of Ravenswood, and a high level of interest from commercial tenants. In addition to having a large contiguous area of land available for commercial development, Ravenswood is readily serviced by existing infrastructure, and is highly accessible from the existing roading network as it is located adjacent to State Highway 1.
- 20 An indicative Woodend-Pegasus KAC is identified on CRPS Map A (refer **Annexure 6**) and the Waimakariri District Development Strategy concludes that

Ravenswood would be the most appropriate location for establishment of this KAC.

¹

- 21 The rezoning obtained through PC30 recognises the consented retail and industrial development north of Bob Robertson Drive, and provides for an additional area of Business 1 zoning to the south of Bob Robertson Drive, in an area that has been retained undeveloped by RDL for this purpose (including a large block referred to as "Lot 203").
- 22 The balance Business 1 Zone land (now proposed as Town Centre Zone (TCZ) under PWDP), on the eastern side of Garlick Street, is now being developed for one of Harvey Norman's "flagship" stores, with associated Large Format Retail (LFR) tenancies.
- 23 In practical terms, therefore, the primary focus of the RDL's PWDP submission is Lot 203. Comprising 7.8029 ha, Lot 203 is held in the single ownership of RDL. It is a large, flat, greenfields allotment that is serviced and ready to be comprehensively developed as a modern, fully integrated and well-designed town centre for the enablement of the people and communities of the Waimakariri District. With Lot 203 now remaining as the most expansive single-ownership land parcel, Ravenswood will provide Waimakariri residents with a new, differently formatted town centre that complements the older character centres of Rangiora and Kaiapoi, without the constraints of closely subdivided land use and street patterns.
- 24 The retail planning sector is well known for being a dynamic form of commercial enterprise. Change in market conditions can materially affect the way in which, and the rate at which, a town centre will develop. Importantly, it is only when large scale anchor tenants commit to establishing their presence in a particular centre does it become possible for developers to start their spatial planning and to design an integrated layout for the new centre.
- 25 This market reality therefore informed the strategic and practical planning approach taken for the re-zoning of Lot 203 and the Ravenswood Town Centre generally. RDL had always desired that the Ravenswood commercial area be developed as a modern, carefully planned, and attractively designed town centre. That was the brief given to the planning team.
- 26 Combining the above-mentioned market reality with the RDL brief, there was only one approach to take; namely to afford restricted discretionary activity status to:

¹ Waimakariri District Development Strategy at p29 and 33.

- (a) All new buildings;
 - (b) Additions to individual buildings greater than 20% consented GFA;
 - (c) The proposed town square/reserve;
 - (d) Internal vehicular and pedestrian linkages and the principal shopping street;
and
 - (e) Parking areas.
- 27 These key town centre features were described as “Indicative Structuring Elements” and incorporated into the area-specific Outline Development Plan for the “North Woodend Key Activity Centre”. This planning approach provides both certainty of outcome for the Council, at a relatively specific level, while retaining sufficient flexibility for each element and stage of development to be assessed through the restricted discretionary resource consent application process. This approach was endorsed by the Environment Court when approving PC30 and is now being carried forward into the relevant sections of the PWDP.
- 28 The Council's decision, made by the Hearing Commissioners under delegation (**the Decision**) was to decline the request. RDL appealed the Decision to the Environment Court. On 24 January 2023 the Environment Court approved by consent order an agreement reached between RDL and WDC, accepting PC30.
- 29 The approved PC30 provides for the following within the operative District Plan:
- (a) Rezoning of land to Business 1 and Business 2 in the locations proposed by PC30.
 - (b) Amendments to Objective 15.1.2 Role of Key Activity Centre – identifying Ravenwood as an emerging KAC.
 - (c) Amendments to the Policy 16.1.1.3 which sets out the characteristics of the Business 1 zones, to identify the characteristics anticipated with the Ravenswood Business 1 zone.
 - (d) A new site specific Policy 18.1.1.12, which provides for development within the emerging Ravenswood KAC and identifies a range of urban form and design outcomes.
 - (e) Amendments to the Business Zones Environmental Results Anticipated, consistent with Policies 16.1.1.3 and 18.1.1.12.
 - (f) The inclusion of a further ODP for the KAC and explanatory text (ODP 158A).

- (g) A new site-specific Rule 31.25.4, which requires restricted discretionary consent for all buildings and additions to buildings exceeding 20% of the consented GFA, internal vehicular and pedestrian linkages and the principal shopping street, parking areas, and the town square/reserve. The matters of discretion address urban form and design matters, including transport provision.
- (h) An important element within ODP 158A is the town square / reserve, which is indicatively shown on the ODP. The precise location and design of the town square / reserve will depend on the location of, and integration with, other activities within Lot 203, particularly the principal shopping street, and accordingly is unlikely to be confirmed early in the development of Lot 203. The parties agreed that it is desirable that the town square / reserve be developed in a timely way to service the KAC and surrounding residential development. Accordingly, a new rule 31.25.7 is proposed to require that consent be obtained for development exceeding 5.4 ha of Lot 203 (which has a total area of 7.8ha), or after completion of the principal shopping street, if this is to occur prior to the town square / reserve being constructed.
- (i) A new retail rule (Rule 31.25.5) limiting permitted core retail within the Ravenswood Business 1 zone to 25,500m² GFA, beyond which restricted discretionary consent and an assessment of retail distribution effects would be required.
- (j) Amendment to Policy 11.1.3.5 and 11.1.3.6, and inclusion of new Policy 11.1.3.5A – to exclude Ravenswood from the existing policy direction that, within the Business 1 zone, parking is to be provided to the rear of buildings and not on sites with principal shopping street frontage and recognise that on-site parking is anticipated within Ravenswood.
- (k) A new transport rule (Rule 30.8.5) which provides that land uses which do not comply with a number of identified transport rules would be restricted discretionary activities, and provides corresponding matters of discretion. The intent of this rule was to ensure that an application that would otherwise be restricted discretionary did not become fully discretionary as a result of a minor non-compliance with a transport standard that was anticipated and acceptable within development of the Ravenswood Commercial Area.
- (l) Ancillary amendments for consistency with the PC30 outcome.

PWDP provisions for the Ravenswood Commercial Area

- 31 The format and style of the PWDP is significantly different from the OWDP. The PWDP has been updated in line with current legislative and higher order policy direction and has a new format that follows the requirements of the National Planning Standards 2019. It is activity based to provide greater clarity on the status of activities in different zones and overlay areas.
- 32 In translating PC30 to the PWDP, RDL has focussed on carrying over the site-specific objectives, policies and rules. Some of the supporting text from PC30 (such as explanations and reasons, environmental results anticipated) has not been carried over as there are no corresponding provisions in the PWDP. Based on my analysis of the provisions, I confirm that the intent of that text is well captured in the other provisions included.
- 33 No changes are proposed to the transport rules (addressed in PC30, Rule 30.8.5). In the PWDP all relevant transport standards default to restricted discretionary, so the issue of anticipated non-compliances resulting in fully discretionary activities does not arise. Amendments to the Transport provisions are also beyond the scope of RDL's submission.
- 34 The PWDP provisions proposed by RDL are shown with track changes at **Annexure 2**. A copy of the PC30 plan provisions is attached as **Annexure 3**. In summary, the provisions have been translated as follows:

PC30 provisions	PWDP provisions
Objective 15.1.2 (Role of Key Activity Centres) Policy 18.1.1.12(a) (KAC at North Woodend (Ravenswood))	DEV-NWD-P1 – relating to management of effects on Rangiora and Kaiapoi
Policy 16.1.1.3 (Business 1 Zones) Policy 18.1.1.12(b) – (e) (KAC at North Woodend (Ravenswood)) Policy 11.1.3.5A (Parking areas for sites with principal shopping street frontage)	DEV-NWD-P2 – development within the North Woodend KAC in accordance with the ODP See also the notified provisions CMUZ-O2; CMUZ-P6; TCZ-O1; TCZ-P2, which incorporate aspects of the PC30 policy framework
Rule 31.25.5 – retail cap	DEV-NWD-R2 – Retail activity in the North Woodend TCZ Matters of discretion – DEV-NWD-MD1
Trade suppliers are permitted	DEV-NWD-R3 Trade Supplier in the North Woodend TCZ Matters of discretion – DEV-NWD-MD2 Advice note to TCZ-R24 to confirm this rule does not apply
Rule 31.25.4 - Restricted discretionary consent required for all "development" within B1 zone	DEV-NWD-R4 Development in the North Woodend TCZ (urban design matters) Matters of discretion – DEV-NWD-MD2

	Advice note to TCZ-R1 to confirm that this rule does not apply to the North Woodend TCZ
Rule 31.25.7 – Timing of construction of the town square / reserve	DEV-NWD-R5 – Development within North Wooded Lot 203 prior to construction of the town square / reserve Matters of discretion – DEV-NWD-MD3
ODP text and plan	DEV-NWD- APP2

- 35 As noted earlier in this evidence, the Court-approved planning approach for Ravenswood Commercial Area under PC30 is now being carried forward, and adapted to fit the structure of the PWDP in a way that ensures the appropriate enablement of the new town centre. This is achieved by adding an advice note to TCZ-R1 (relating to the construction or alteration of or addition to any building or other structure) which reads as follows:

“This rule does not apply to the North Woodend Town Centre Zone where resource consent is required under rule DEV-NWD-R4 and DEV-NWD-MD2.”

- 36 This advice note is important as it makes clear that on-going development of the new town centre will be the subject of restricted discretionary (RDIS) applications for each new stage of development which will be assessed under the bespoke rules and matters of discretion already agreed under PC30.

Strategic planning considerations

National Policy Statement on Urban Development 2020

- 37 The NPS-UD states, as its first objective, that “*New Zealand has **well-functioning urban environments** that enable all people and their communities to provide for their social, economic and cultural wellbeing, and for their health and safety, now and into the future.*”
- 38 Under Policy 2, WDC (as a Tier 1 local authority) must at all times provide at least sufficient development capacity to meet expected demand for housing and business land over the short term (within the next 3 years), medium term (between 3 and 10 years) and long term (between 10 and 30 years).
- 39 A key definition in Policy 2 is “development capacity”, which is the capacity of the land to be developed based on both the planning provisions and the provision of adequate “development infrastructure”. In the case of the Ravenswood TCZ, it has both plan-enabled capacity for housing and business uses (under PC30) and the necessary development infrastructure to support its build-out over the short, medium and long term. Moreover, as a Tier 1 local authority, WDC is required by clause 3.22 to apply a 20% development capacity competitiveness margin for the short and medium terms and a 15% margin for the long term “in order to support choice and competitiveness in housing and business land markets”.

- 40 In my opinion, there is no doubt that the Court-approved provisions of PC30 and the TCZ provisions sought by RDL (refer **Annexure 2**) give effect to the NPS-UD.

Canterbury Regional Policy Statement

- 41 The CRPS has long identified a KAC location at “Woodend Pegasus”, with its actual location at Ravenswood having emerged over time, with formal planning recognition provided through PC30.
- 42 Through PC30, particular consideration was given to ensuring that the rezoning gave effect to the CRPS, including in relation to the requirements of a KAC and necessary inclusions in the ODP for North Woodend. This was confirmed through the planners’ Joint Witness Statement in support of the Environment Court Consent Order request.

Waimakariri District Development Strategy (July 2018)

- 43 The Waimakariri District Development Strategy (**WDDS**) was based on 2016-17 data and pre-dated the emergence of Ravenswood as the “Woodend Pegasus” KAC, and its formal recognition through the Court-approved PC30 provisions. As such, I consider little, or no weight should be afforded to WDDS when considering the Ravenswood provisions included in **Annexure 2**.

Environmental Effects

- 44 My assessment of effects for PC30 remains unchanged as the evidence of RDL’s urban design, economics and transportation experts also maintains that the rezoning, now sought in PWDP provisions, is appropriate for the following reasons:
- (a) The zoning of Ravenswood as a town centre will enable the neighbourhoods of Pegasus, Woodend and Ravenswood to have their own retail and commercial centre with which to identify, thereby fostering social cohesion and well-being for these particular people and communities. By being zoned also at a scale that reflects its statutorily mandated KAC role, social and economic wellbeing is also extended more widely to the people and communities of the Waimakariri District as a whole, and potentially to those in northern Christchurch, and parts of the Hurunui District.
 - (b) Ravenswood can be regarded as an exemplar site insofar as the integration of land use and transportation planning is achieved without any need to avoid, remedy or mitigate adverse traffic effects.
 - (c) There is little to consider in terms of visual effects when the Ravenswood Commercial Area is already zoned for urban purposes. The ODP, associated text and plan provisions are directed to ensuring good urban design outcomes.

- (d) Modern, recently installed and Council-vested public infrastructure services already exist, thereby enabling the new centre to be delivered without adverse effects or mitigation being required.

S42A Reporting

- 45 In the s42 report for Hearing Stream 9 (Commercial and Mixed Use Zones), the reporting planning states (para 27) that the RDL "*submission (sic) have been assessed on their merit without reference to the [PC30] consent order and the location and extent of the areas sought to be rezoned, except where the recommendation is best left to the re-zoning hearings (Hearing Stream 12).*"
- 46 The reporting planner recommended that RDL's submission [347.84] seeking that trade suppliers be permitted in the TCZ be rejected, based on his (and Mr. Foy's) assessment that Trade Suppliers should have Restricted Discretionary status, rather than the Permitted Activity status afforded to North Woodend by the PC30 Environment Court Consent Order. At para. 28, the reporting planner anticipates that "*further s42A recommendations will be made on the appropriateness of the CMUZ provisions ... with reference to the consent order at Hearing Stream 12.*" However, having already assessed the activity status of trade suppliers and having provided planning commentary on this topic in his s42A report for Hearing Stream 9, it becomes necessary, in this evidence, to respond to relevant comments already placed on the record by the reporting planner and Mr. Foy.
- 47 Given the Panel's evidence filing timetable and the scheduled issue date for the Hearing Stream 12 s42A Report, it is necessary that I provide evidence now on the Trade Suppliers activity status, also for the record, pending my review of the reporting planner's s42A report (and updated advice to the Panel) when it is issued.
- 48 I also record that there have been subsequent discussions between the reporting planner and RDL, with the reporting planner proposing an amendment to TCZ-P1, to provide a policy basis for a difference in approach to trade suppliers in the North Woodend TCZ from that taken in other centres.
- 49 In my view, such a policy is not necessary when one recognises that the typical development sequence of an emerging greenfields centre is for large format retail (anchor stores) to establish initially (such as Harvey Norman and a large format trade supplier), followed by core retail, with some commercial services and offices. Community facilities will also follow, with these being partly dependent on Council initiatives.
- 50 However, if the reporting planner wishes to amend TCZ-P1, it should be based on a recognition of the North Woodend TCZ's different character and emerging greenfields nature. The following Policy wording (with new text underlined>) would be acceptable, in my view:

“TCZ-P1

Recognise that:

1. Rangiora and Kaiapoi are the [District](#)'s principal town centres with significant established community services and public expenditure;
2. North Woodend is a new emerging centre that will provide opportunities over time for town centre activities including retail, commercial services and community activities, as well as trade suppliers which are provided for in this centre given its intended character and emerging nature.”

Trade Suppliers

- 51 By way of background, the economics evidence of Mr Derek Foy, dated 6 December 2023, states:

“I do not support the request to make Trade Suppliers a permitted activity in the TCZ”.

While this statement is directed to the TCZ generally, for Ravenswood specifically it is at odds with the position reached by the economics experts (Messrs Colegrave, Akehurst and Foy) in their assessment of potential retail distribution effects and the agreement recorded in their Joint Witness Statement (JWS) dated 14 October 2022 (refer **Annexure 4**).

- 52 Paragraphs 18 and 19 of the Economics JWS, which I relied upon when advising RDL on the implications of settling its Appeal on these terms, stated in clear and simple terms as follows:

“18 The agreed cap was set at 25,500m² during the mediation. That number was arrived at by taking the 35,000m² cap volunteered by RDL in closing submissions and subtracting the 10,000m² of floorspace RDL stated is to be occupied by a trade supplier. The three economics experts agreed that a maximum limit of 25,500m² would avoid significant adverse retail distribution effects on existing Key Activity centres in Rangiora, Kaiapoi and Belfast/Northwood. The 25,500m² figure would apply to the total of both existing/consented and future development within the Business 1 zone.

19 Trade suppliers are not included within the definition of retail activity, and therefore not subject to the floorspace cap, because trade suppliers do not typically generate retail distribution effects. Similarly for automotive, marine, and building suppliers (as contemplated by the proposed retail rule).”

- 53 I also comment below on other statements in Mr. Foy's paragraph 7.11 under the heading “Trade Suppliers in the TCZ” as they relate to Ravenswood.

- (a) *RDL “has not provided any justification for [requesting] that” Trade Suppliers should be a permitted activity in the TCZ.*

Comment:

The justification in respect of the North Woodend TCZ is that the Council had already agreed, through settlement of the PC30 Appeal, that:

- (i) The 10,000m² GFA reduction in the floorspace cap was expressly accounted for as a trade supplier activity.
 - (ii) Trade suppliers are not subject to the floorspace cap because they do not generate the type of retail distribution effects that are relevant to centres-based planning considerations.
- (b) *“Permitting this type of [trade supplier] activity in the TCZ could crowd out other permitted activities by using large areas of land.”*

Comment:

In relation to Ravenswood, this is implausible because core retail activities have been capped at 25,500m² GFA across the North Woodend TCZ. This results in other land being available for non-core retail activities such as trade suppliers, as previously agreed by Mr. Foy under PC30. Even with 10,000m² of trade suppliers, there is still in the order of 9,200m² for “other commercial” activities within the TCZ zoned land, based on the current uptake of “core retail” activities at Ravenswood. As noted, the town square/reserve, to support community activities within the TCZ land, is already locked in.

- (c) *“Trade Suppliers will not contribute to the role or function of the TCZ in the same positive way as retail and other commercial activities...”*

Comment:

The role and function of the Ravenswood town centre is well supported by the enablement of retail, other commercial and community activities. Trade suppliers are also able to contribute to the role and function of the Ravenswood TCZ owing to it being a modern, differently formatted town centre.

- (d) *“In the case of Ravenswood there are other industrial zones near the TCZ which could accommodate Trade Suppliers.”*

Comment:

With respect, this is also an implausible proposition when one refers to the subdivision pattern which applies to the General Industrial zoned land within Ravenswood. None of the allotments are big enough to accommodate the

GFA, servicing and visitor parking requirements of typical trade supplier activities.

- (e) *“There is ample opportunity for Trade Suppliers to locate throughout the District as well.”*

Comment:

This is an irrelevant consideration under the RMA as Trade Suppliers do not give rise to the type of retail distribution effects that apply to centres-based planning. Any attempt to “force” trade suppliers away from Ravenswood, by removing their agreed Permitted activity status, effectively disenables those people and communities for whom Ravenswood is their nearest centre.

- 54 The reporting planner relies upon and concurs with Mr Foy’s assessment and recommends that this aspect of the RDL submission is rejected. For the reasons I set out above, I disagree with Mr Foy’s analysis and the reporting planner’s concurrence with same as it applies to Ravenswood.

- 55 I also note the following additional consideration raised by the reporting planner (para 231):

“In my opinion, trade suppliers are often space extensive, low density activities, which typically do not need or support a pedestrian-focussed retail environment. ...”

Comment:

The Key Activity Centre Outline Development Plan and associated policies and rules for the Ravenswood Town Centre (refer **Annexure 2**) specifically direct the provision of a pedestrian-focussed principal shopping street, the town square/reserve, connectivity to and along the Taranaki Stream corridor and provision of vehicular and pedestrian linkages between Lot 203 and the consented convenience-retail and community activities on the northern side of Bob Robertson Drive. The reporting planner’s statement is a generalisation that does not apply to Ravenswood.

- 56 The reporting officer’s statements at paragraph 231 only apply to **existing** developed town centres. In the context of the Waimakariri District and PC30, it is important to recognise and distinguish the unique opportunity that Ravenswood brings to the district. As noted, the new master planned, greenfield, Ravenswood town centre development will have a markedly different urban form, and therefore needs to be enabled accordingly through the PWDP.

- 57 Through PC30, the OWDP now provides Waimakariri with three differently formatted town centres, with Rangiora and Kaiapoi based on a closely subdivided land use pattern and the retail-capped Ravenswood centre offering a modern

integrated layout and design with a principal shopping street, town square/reserve and pedestrian linkages.

- 58 In combination, these three centres will come to operate as a “triangulated cluster” of commercial and community centres, each located between six to nine kilometres from the other. Noting the short travel distances involved between these centres, it is my view that, **together**, they will enable the people and communities of Waimakariri to better provide for their social, economic, and cultural well-being. The information age in which we live, coupled with private motor vehicle automobility, means that these centres will operate with overlapping “catchments” with shoppers’ visits influenced by the quality, style and price of goods sought, as well as the environmental amenity and quality of retail experience that the different centres (and even individual retailers) offer.
- 59 To provide additional context, it is also my view that the recent PC30 recognition given to Ravenswood, as an emerging KAC, represents history in the making for Waimakariri. Through PC30, the Council has suitably provided for the District’s population, the majority of which continues to grow and expand across the sub-region’s lower eastern plains, proximate to the arterial roading network.
- 60 Lastly, I also confirm that:
- (a) Traffic generated by a trade supplier activity has been accounted for in the transport assessments undertaken for PC30, which confirm that transport effects will be acceptable; and
 - (b) The urban design provisions have been developed to enable appropriate assessment and management of urban design considerations within the Ravenswood centre, having regard to the greenfield nature of the development and the anticipated activity mix, including trade suppliers. As noted, all development within the North Woodend TCZ requires resource consent as a restricted discretionary activity, with matters of discretion relating to built form and urban design. This means that although the trade supplier activity will not require resource consent, the building in which it occurs will.

Notified Version of the PWDP

- 61 The Definitions nesting table lists “Trade Suppliers” as a Retail Activity, with both listed as Commercial Activities. Applying the nesting table logic, Trade Suppliers are a town centre activity. This approach to the definition of Trade Suppliers also aligns with the CMUZ and TCZ Objectives and Policies which anticipate the widest range of retail and commercial activities and the greatest scale of built form.

- 62 While it is therefore appropriate for the definitions to permit trade suppliers as “town centre activities”, I expect that, for the Rangiora and Kaiapoi TCZ’s, their small size allotments and fragmented ownership will have a self-regulating effect on larger footprint trade suppliers. In such circumstances, I question whether planning intervention through regulation is warranted. However, as noted in para 50 above, I consider it is acceptable to include the amended wording of TCZ-P1 in the PWDP as a simple summary statement.
- 63 The nesting table approach is corroborated by reference to the TCZ Objectives and Policies, which I enlarge upon as follows:
- (a) TCZ Objective O1.1 states that Town Centres are the District’s principal focal point for a **wide range of commercial activities**, among others. (Emphasis added). Ravenswood Town Centre is uniquely placed to provide for both fine grain retail and trade suppliers in one location, contributing to efficiencies for the people and communities who use Ravenswood. This contrasts with Rangiora and Kaiapoi where it has been necessary to establish LFR zones in eccentric locations, which also provide for trade suppliers, albeit resulting in additional vehicle kilometres travelled.
 - (b) TCZ Objective O1.3 is to “*provide the greatest scale of built form*” of all zones.
 - (c) TCZ – Policy 1, as notified, specifically states that “*North Woodend is a new emerging centre that will provide opportunities over time for town centre activities in the Woodend/Pegasus catchment*”.
 - (d) TCZ – Policy 2 (Town Centre Zone activities and form) expressly states that, “*within town centres: enable the widest range of retail...activities, with the greatest concentration and scale of built form.*” This Policy aptly describes the Ravenswood Town Centre Zone and provides the necessary policy context for Trade Suppliers to have Permitted activity status.
 - (e) Under NWD – North Woodend Development, the focus of DEV-NWD-P1 is to enable development of North Woodend Town Centre “*at a scale that avoids significant retail distribution effects on the existing town centres of Rangiora and Kaiapoi.*” Trade supplier activities do not have such effects.
 - (f) DEV-NWD-P2.5 “*enables larger floorplates and accessible carparking arrangements that are integrated with surrounding land uses to achieve efficient utilisation of town centre land,*” with the outline development plan in DEV-NWD-APP 2.
 - (g) The Permitted activity status afforded to “Trade Supplier in the North Woodend TCZ” (under DEV-NWD-R3) is therefore entirely appropriate and,

accordingly, TCZ-R24 needs to include the proposed advice note which records: “This rule does not apply in the North Woodend Town Centre Zone, which is covered by rule DEV-NWD-R3”.

Section 32AA

- 64 **Annexure 2** provides RDL’s provisions, which build upon the amended PWDP version of the CMUZ chapter provided by the reporting planner. Noting that PC30 has only recently been the subject of review by the Environment Court, no substantive change to the PC30 provisions is considered necessary, with only minimal changes proposed to the provisions to align with the structure and drafting of the PWDP.
- 65 As noted, the PWDP as notified proposes restricted discretionary activity status for Trade Suppliers in the TCZ. The foregoing evidence sets out why PC30’s permitted activity status for Trade Suppliers remains appropriate in planning terms for the North Woodend TCZ. This updates the “proposal” ² which I evaluate accordingly under s32AA RMA at **Annexure 5**.

Conclusion

- 66 I am satisfied that the PWDP provisions capture the approved PC30 outcome and maintain my position that the rezoning is appropriate.
- 67 Based on my further evaluation of the PWDP provisions and in reliance on the economics, urban design, and transportation evidence, I consider that the PWDP provisions proposed by RDL:
- (a) provide for a high-quality development and emerging town centre, located immediately next to State Highway 1 with direct connectivity to greater Christchurch;
 - (b) give effect to the higher order policy directives in the NPS-UD and the CRPS; and
 - (c) support the sustainable management purpose of the Act.

Dated 26 March 2024

David Raymond Haines

² Referenced at s32(1)(a) RMA.

Annexure 1
D. R. Haines
Retail Planning Experience

City / District / Centre	Nature of Project			
	New Town Centre	Retail Park	Individual LFR Store(s)	Other Retail Centres
Whangarei		1	5	
Warkworth		1		
Snells Beach	1			
Whangaparaoa				1
Albany			1	
Westgate	1			
West City			1	
Lincoln		1		2
Glen Eden			1	
New Lynn		2		
Newmarket				1
St Lukes		1		
Three Kings				1
Stoddard Road			1	
Mt Wellington		2		
Onehunga				1
Highland Park		1		
Howick				1
Botany			1	
Manukau City Centre		1	2	1
Takanini		1	4	1
Papakura				1
Pukekohe		1		
Bombay				1
Hamilton		1	1	
Cambridge			1	
Tauranga	1	2	1	
Taupo	1		1	
New Plymouth		1	1	
Wanganui			1	
Gisborne			1	
Napier		1		
Hastings		1		
Levin			1	
Masterton			1	
Porirua			1	
Lower Hutt		1	1	
Johnsonville				1
Kilbirnie				1
Nelson		1	1	
Richmond			1	
Blenheim			1	
Greymouth	1			
Christchurch	1	2	2	
Ravenswood	1		1	
Ashburton			1	
Timaru		1	1	
Dunedin		1	1	
Queenstown			1	
Balclutha			1	
Invercargill			1	

Annexure 2

Track change version of PWDP CMUZ chapter and specific NWD (North Woodend
Development Area provisions)

Plain text is as in notified PWDP. RDL's amendments are underlined and in ~~strike through~~

NWD - North Woodend Development Area

Introduction

The North Woodend Development Area covers the Ravenswood development at Woodend. The development provides for a General Industrial Zone activities, Town Centre Zone and Medium Density Residential Zone development located near the centre, with lower residential densities outside of this. The area includes a central spine road along Bob Robertson Drive, connecting State Highway 1 in the east with Rangiora-Woodend Road in the west.

DEV-NWD-APP1 applies to the entire North Woodend Development Area. The key features of DEV-NWD-APP1 include:

- ~~proposed the re-alignment of~~ Taranaki Stream;
- greenspace along the length of ~~Bob Robertson Drive and around~~ Taranaki Stream;
- identification of a number of local reserves / green space; ~~and~~
- stormwater management areas; and
- roading and block pattern.

DEV-NWD-APP2 provides further detail to guide development of the Key Activity Centre within the North Woodend Development Area. The key features of DEV-NWD-APP2 include:

- a principal shopping street
- a town square / reserve
- internal vehicular and pedestrian linkages
- green space riparian corridor and community linkage along Taranaki Stream

Policies

<u>DEV-NWD-P1</u>	<u>Development within the North Woodend Town Centre Zone is enabled at scale that avoids significant retail distribution effects on existing town centres at Rangiora and Kaiapoi, and ensures that the role and functions of Rangiora and Kaiapoi are maintained.</u>
<u>DEV-NWD-P2</u>	<u>Provide for development within the emerging Key Activity Centre at North Woodend that:</u> <ol style="list-style-type: none">1. <u>provides a focal point for a wide range of retail, commercial, service and community activities, as well as employment opportunities;</u>2. <u>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 public open space;</u>3. <u>enables larger floorplates and accessible car parking that is integrated with surrounding land use, including off-street parking areas for sites with frontage to the principal shopping street, to achieve efficient utilisation of town centre land, recognising the role and function of North Woodend as an emerging Key Activity Centre, whilst creating and maintaining a high level of amenity in the centre;</u>

	<p>4. <u>is planned, integrated and co-ordinated in accordance with the Outline Development Plan in DEV-NWD-APP2 and its associated text to provide:</u></p> <ul style="list-style-type: none"> a. <u>a principal shopping street and town square/reserve as key elements of the character and amenity, a focal point for activity within a pedestrian focussed environment, and for the provision of reserve space for the wider development;</u> b. <u>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;</u> c. <u>public open spaces which enhance connectivity;</u> d. <u>a legible and highly connected network of well-designed roads, internal vehicular and pedestrian linkages and the principal shopping street, public 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;</u> e. <u>supports safe connection between the site and Bob Robertson Drive, Garlick Street and Aitkin Street the future function of those roads;</u> f. <u>provision of a connected network of walkways and cycleways that promotes walking and cycling as a means of travel:</u> <ul style="list-style-type: none"> i. <u>within the Town Centre zone;</u> ii. <u>between developments along Bob Robertson Drive;</u> iii. <u>linking the Town Centre zone land to the Taranaki Stream;</u> iv. <u>linking the residential neighbourhoods of Ravenswood and Woodend to the town centre;</u> v. <u>linking with pedestrian desire lines through car parking areas.</u> g. <u>identifies opportunities for Environment Canterbury/Metro to provide public transport services and infrastructure in the locations identified on the Outline Development Plan as passenger demand grows.</u>
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Activity Rules

DEV-NWD-R1 North Woodend Development Area Outline Development Plan	
Activity status: PER Where: 1. development shall be in accordance with DEV-NWD-APP1 .	Activity status when compliance not achieved: DIS

Advisory Note

- For the avoidance of doubt, where an Activity or Built Form Standard is in conflict with this ODP, the ODP shall substitute the provision.

<u>DEV-NWD-R2 Retail activity in the North Woodend TCZ</u>	
<p><u>Activity status: PER</u></p> <p><u>Where:</u></p> <p>1. Retail activity does not exceed 25,500m² GFA within the North Woodend TCZ.</p> <p>For the purposes of this rule, retail activity excludes trade suppliers.</p> <p><i>Advice note: Waimakariri District Council will maintain a record of retail activity as consented under rule DEV-NWD-R4</i></p>	<p><u>Activity status when compliance not achieved: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u></p> <p><u>DEV-NWD-MD1 – Retail activity in the North Woodend TCZ</u></p>
<u>DEV-NWD-R3 Trade Supplier in the North Woodend TCZ</u>	
<p><u>Activity status: PER</u></p>	<p><u>Activity status when compliance not achieved: N/A</u></p>
<u>DEV-NWD-R4 Development in the North Woodend TCZ</u>	
<p><u>Within the North Woodend TCZ:</u></p> <p>1. New buildings;</p> <p>2. Additions to individual buildings greater than 20% of consented GFA;</p> <p>3. The town square/reserve;</p> <p>4. Internal vehicular and pedestrian linkages, and the principal shopping street (as indicated in DEV-NWD-APP2); and</p> <p>5. Parking areas.</p> <p><u>Activity status: RDIS</u></p> <p><u>Matters of discretion are restricted to:</u></p>	<p><u>Activity status when compliance not achieved – N/A</u></p> <p><u>Notification</u></p> <p>An application for a restricted discretionary activity under this rule, which incorporates (where applicable) the indicative elements shown on the Outline Development Plan in DEV-NWD-APP2, is precluded from being publicly or limited notified.</p>

<u>DEV-NWD-MD2 – Development in the North Woodend Key Activity Centre</u>	
<u>DEV-NWD-R5 Development within North Woodend Lot 203 prior to construction of the town square / reserve</u>	
<p><u>Activity status: PER</u></p> <p>Where:</p> <p><u>1. Development occurs prior to the completion of the principal shopping street; and</u></p> <p><u>2. The total area within Lot 203 covered by buildings, hardstand, roads or vehicle accessways, parking or landscape planting (but excluding areas in grass or gravel pending further development) does not exceed 5.4 hectares</u></p>	<p><u>Activity status where compliance not achieved – RDIS</u></p> <p><u>Matters of discretion where compliance is not achieved:</u></p> <p><u>DEV-NW-MD3 – Development prior to construction of the town square / reserve</u></p>

Matters of Discretion for the North Woodend Key Activity Centre

<u>DEV-NWD-MD1</u>	<p><u>Retail activity in the North Woodend TCZ</u></p> <p><u>The extent to which the proposed retail activity:</u></p> <ol style="list-style-type: none"> <u>1. Adversely affects the role and function of Rangiora and Kaiapoi to provide for primarily commercial and community activities and avoids significant retail distribution effects on those centres.</u> <u>2. Generates adverse traffic and access effects on the safe and efficient functioning of the access and road network.</u> <u>3. Adversely affects amenity values and streetscape of the area.</u> <u>4. Enables the community to meet unmet demand for retail activity within the District.</u> <u>5. Supports the intended role of the North Woodend emerging Key Activity Centre.</u> <u>6. Contributes to the vitality of the centre, particularly along Bob Robertson Drive or the principal shopping street.</u> <u>7. Promotes the efficient use of land within the centre to achieve a compact urban form.</u>
<u>DEV-NWD-MD2</u>	<p><u>Development within the North Woodend Key Activity Centre</u></p> <ol style="list-style-type: none"> <u>1. the extent to which the proposal demonstrates integration with existing and future development of Town Centre Zone land, including provision of public open space(s), and will enable the outcomes set out in DEV-NWD-P2 to be achieved;</u> <u>2. the design and appearance of the development including contribution to architectural quality and amenity values of roads, internal vehicular and pedestrian linkages, principal shopping street or public spaces (including town square/reserve). In particular as to:</u>

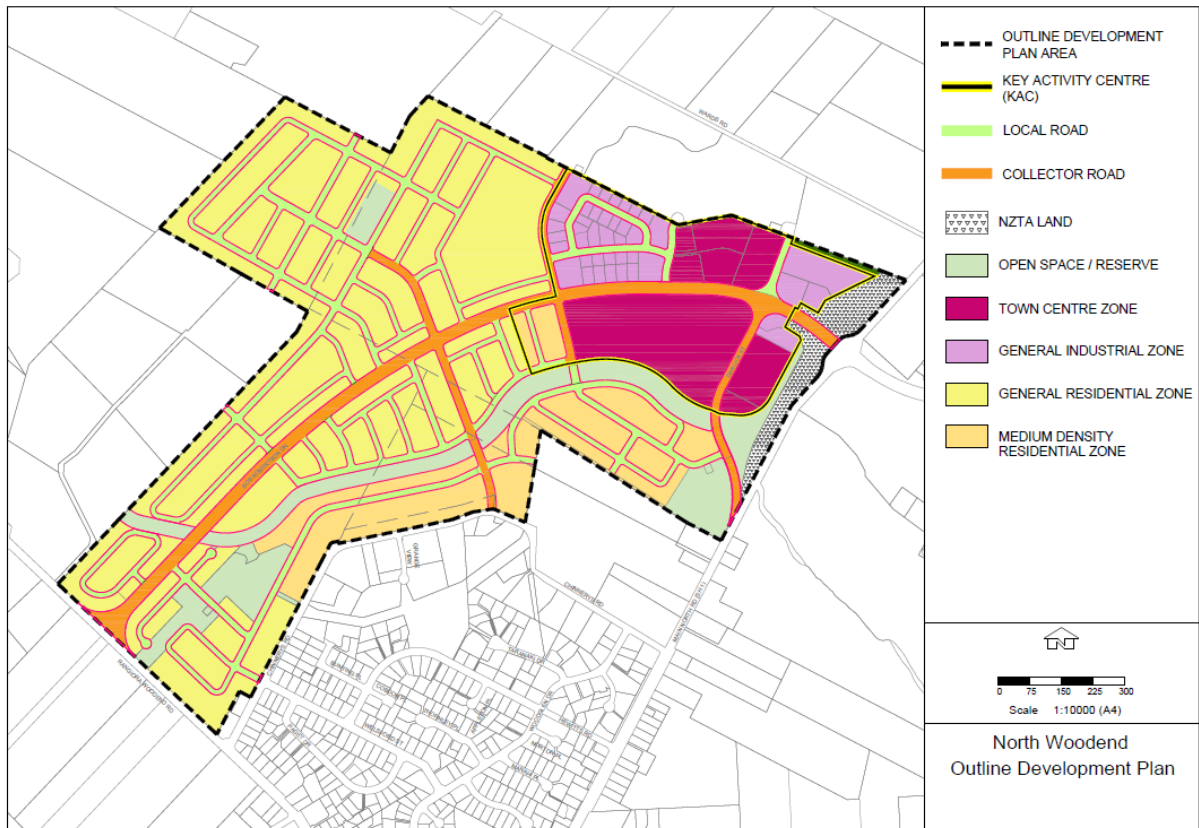
	<ul style="list-style-type: none"> a. <u>the contribution that buildings make to the attractiveness, legibility, pleasantness, and enclosure of roads, internal vehicular and pedestrian linkages, principle shopping street and public spaces;</u> b. <u>the maintenance of consistent building lines and legibility of entrances by minimising building setbacks from roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> c. <u>in the principal shopping street, locating buildings immediately adjacent to the street;</u> d. <u>orientation of buildings towards roads, internal vehicular and pedestrian linkages or public spaces;</u> e. <u>architectural details and cladding materials;</u> f. <u>the minimisation of blank walls with modulation, articulation, and glazing;</u> g. <u>activation and engagement with roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;</u> h. <u>the height and bulk of corner buildings taking into account the scale of adjoining intersections.</u> <p>3. <u>the application of the following CPTED principles to the design and layout of the development and public spaces:</u></p> <ul style="list-style-type: none"> a. <u>passive surveillance of public areas through glazing of building faces, particularly for hospitality and retail activities;</u> b. <u>safe, coordinated, and legible pedestrian and cycle routes designed to an appropriate dimension, with good visibility and appropriate lighting;</u> c. <u>avoid fencing in favour of visually permeable soft delineation features;</u> <p>4. <u>the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;</u></p> <p>5. <u>provision of:</u></p> <ul style="list-style-type: none"> a. <u>landscaping on sites adjoining public spaces to contribute to the amenity of public spaces; and</u> b. <u>street trees on internal vehicular linkages at an average spacing of not less than 20 m (note that this does not require that trees be at uniform 20 m spacing).</u> <p>6. <u>the provision of car parking and vehicle accesses that achieve efficient utilisation of town centre land in a functional and safe manner, including:</u></p> <ul style="list-style-type: none"> a. <u>car parking that is commensurate with parking demand of the proposed land use;</u> b. <u>through the appropriate consolidation and sharing of parking areas and/or locating car parking to the side or rear of the main entrance façade;</u> c. <u>inclusion of safe and convenient pedestrian connections between parking areas and buildings;</u> d. <u>limited vehicular access and egress to parking areas located off the principal shopping street to avoid conflict with pedestrians and support continuous street frontages;</u> <p>7. <u>the provision of safe walking, cycling and vehicle access to the road network and to the internal vehicular and pedestrian linkages and</u></p>
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	<p><u>principal shopping street, that reflects the context of the surrounding environment (land use and road classification);</u></p> <ol style="list-style-type: none"> 8. <u>the provision of connections for cyclists to the formed or planned cycle infrastructure on Bob Robertson Drive and Garlick Street;</u> 9. <u>the extent to which the form of the internal vehicular and pedestrian linkages and principal shopping street adhere to the Design Standards for local roads contained in TRAN-S1, except that the requirements for parking lane width and number of parking lanes shall not apply;</u> 10. <u>the principal shopping street and activities adjacent to it (where applicable to the application for resource consent) provide a retailing and pedestrian focus, where parking and loading do not visually or physically dominate the area;</u> 11. <u>a town square/reserve (where applicable to the application for resource consent), which is physically and visually connected to the principal shopping street, and of sufficient size and form to enable a range of community activities and interaction;</u> 12. <u>the integration of the principal shopping street and town square / reserve;</u> 13. <u>any cumulative effects of the proposed activity on the urban form matters identified;</u> 14. <u>integration of future public transport service with the emerging Key Activity Centre and the surrounding environment;</u> 15. <u>the extent to which practical design considerations apply.</u>
<p><u>DEV-NWD-MD3</u></p>	<p><u>Development prior to construction of the town square / reserve</u></p> <ol style="list-style-type: none"> 1. <u>the effects of the delay in constructing the town square/reserve on the recreational provision and amenity within the North Woodend Development Area;</u> 2. <u>the provision of open space that has otherwise been made within the emerging Key Activity Centre of North Woodend as identified in DEV-NWD-APP2, including:</u> <ol style="list-style-type: none"> a. <u>any partial provision of the town square/reserve;</u> b. <u>any alternative provision of public open spaces that is not identified on the Outline Development Plan in DEV-NWD-APP2;</u> c. <u>any temporary provision of public open spaces elsewhere within the North Woodend Development Area;</u> 3. <u>any conditions or other mechanism that will confirm the timing of construction of the town square/reserve; and</u> 4. <u>any practical or operational reasons why the town square/reserve is not to be constructed in compliance with this rule.</u>

Built Form Standards

DEV-NWD-BFS1: Height in relation to boundary in the Medium Density Residential Zone	
<p>1. For the purpose of MRZ-BFS7, structures shall not project beyond a building envelope defined by recession planes measured 5.7m from ground level above any internal boundary (other than boundaries with accessways), or in relation to any garage structure 4.6m from ground level, and inclined inwards to the site at an angle of 45° from the horizontal except for the following:</p> <ol style="list-style-type: none"> a. flagpoles; b. lightning rods, chimneys, ventilation shafts, solar heating devices, roof water tanks, lift and stair shafts; c. decorative features such as steeples, towers and finials; d. for buildings on adjoining sites which share a common wall, the height in relation to boundary requirement shall not apply along that part of the internal boundary covered by such a wall; and e. where the land immediately beyond the site boundary forms part of any rail corridor, drainage reserve, or accessway (whether serving the site or not), the boundary of the rail corridor, drainage reserve, or accessway furthest from the site boundary may be deemed to be the site boundary for the purpose of defining the origin of the recession plane, provided this deemed site boundary is no further than 6m from the site boundary; <p>2. Provided that none of the structures listed in (1) (c) to (e) has a horizontal dimension of over 3m along the line formed where the structure meets the recession plane as measured parallel to the relevant boundary.</p> <p>3. Where the site is within the Urban Flood Assessment Overlay or Kaiapoi Fixed Minimum Finished Floor Level Overlay, the height of the Finished Floor Level specified in a Flood Assessment Certificate can be used as the origin of the recession plane instead of ground level, but only up to an additional 1m above original ground level.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to:</p> <ul style="list-style-type: none"> • RES-MD2 - Residential design principles • RES-MD5 - Impact on neighbouring property <p>Notification</p> <p>An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>

DEV-NWD-APP1 – North Woodend Outline Development Plan



DEV-NWD-APP2 – North Woodend Key Activity Centre Outline Development Plan

The Outline Development Plan for the North Woodend Key Activity Centre gives effect to the Canterbury Regional Policy Statement, which directs enablement of a Key Activity Centre in the general location of Woodend/Pegasus.

The emerging Key Activity Centre sits within the wider Ravenswood residential development, the form of which is directed by the Outline Development Plan in DEV-NWD-APP1.

Much of the emerging Key Activity Centre's structure and urban form is determined by the existing roading and subdivision patterns and land use consents. Bob Robertson Drive is an existing Collector Road through the Key Activity Centre providing an important transport route between State Highway 1 and Rangiora Woodend Road, and forms the most direct route between Ravenswood, Pegasus, and Rangiora. Garlick Street will provide an important and direct route between Ravenswood, Pegasus and Woodend.

Land to the north of Bob Robertson Drive is consented for core retail and other commercial activities on land zoned TCZ and GIZ, as shown on Outline Development Plan in DEV-NWD-APP2. Land to the east of Garlick Street is also committed for development in accordance with the identified zoning pattern.

The balance of the emerging Key Activity Centre comprises principally Lot 203, which is a greenfield site and the proposed “centre piece” of the new town centre. Lot 203 is bounded by Bob Robertson Drive, Garlick Street, Aitkin Street and the Taranaki Stream riparian corridor. It is zoned TCZ.

Future development of Lot 203 is guided by the Outline Development Plan which shows the indicative location of various “structuring elements”. The location of those elements is flexible, with further guidance as to location provided in the text below. The purpose of these structuring elements is to integrate the core retail and other commercial activities within Lot 203 with similar development to the north and east, as well as the MDRZ land to the west and the Taranaki Stream riparian corridor and community linkage to the south. Existing pedestrian/cycling bridges have already been constructed across the Taranaki Stream to link the town centre with its wider residential communities.

The main features within the North Woodend emerging Key Activity Centre, as shown indicatively on the Outline Development Plan are as follows:

Public transport infrastructure

Ravenswood is anticipated to be directly serviced by bus services and the Outline Development Plan identifies proposed locations for suitable infrastructure to enable people to access the emerging Key Activity Centre by bus. There is also the potential for multiple bus routes to run through or past the emerging Key Activity Centre, particularly when the Woodend Bypass is established. Accordingly, it may be appropriate to provide a transfer point (including passenger drop-off and pick up, but not park and ride) at the emerging Key Activity Centre in the future. The evolving transport network requires suitable flexibility to enable both the short term and long term bus network aims to be provisioned for.

The proposed location for an easily accessible, readily visible Major Bus Stop / Transfer and associated infrastructure is within the berms on Bob Robertson Drive to the west of Clayton Place. It is anticipated that, as the emerging Key Activity Centre grows, the relevant public authorities will establish this Major Bus Stop / Transfer in response to increasing demand for public bus services in this part of the district.

Bus stops on the western and eastern sides of Garlick Street are also indicatively shown and can be accommodated within the public road carriageway. Their specific location will be determined having regard to the location of the proposed pedestrian linkage across Garlick Street, the latter to be established once details of development proposals on either side of Garlick Street are known.

Pedestrian Linkages

The emerging Key Activity Centre is in a location that will be walkable from the Ravenswood residential area, northern part of Woodend, and to a lesser degree the western part of Pegasus. The Outline Development Plan provides for a high degree of connectivity between the pedestrian network and the existing pedestrian infrastructure on nearby routes.

These linkages include:

- a. Access to the extensive area of landscaped open spaces to the north of the Key Activity Centre which is also used for stormwater detention.
- b. A safe crossing facility of Bob Robertson Drive proximate to the indicative Major Bus Stop / Transfer and Principal Shopping Street within Lot 203.
- c. A safe crossing facility between the consented core retail activities on the northern side of Bob Robertson Drive, and similar activities within Lot 203, with the specific location of the crossing determined once details of development proposals within Lot 203 become known.
- d. Access between the town square/reserve and the Taranaki Stream riparian corridor and community linkage.
- e. Access between Lot 203 and the area on the western side of the Key Activity Centre, across Aitkin Street.

- f. Access between Lot 203 and the area on the eastern side of the Key Activity Centre, across Garlick Street.

Internal Vehicular, Pedestrian, and Cycling Linkages

Within the Outline Development Plan area, a range of pedestrian routes are defined in locations that will support a legible, safe, and well-connected town centre walking environment. The internal vehicular and pedestrian linkages and principal shopping street notated on the Outline Development Plan should integrate with the pedestrian routes, public transport infrastructure, existing cycling infrastructure, and existing vehicular access and intersections, to provide safe and legible access to and within the Key Activity Area.

As both Bob Robertson Drive and Garlick Street are important for through traffic and providing access, the streetscape requires a carefully considered approach to integrating the internal and external access and linkages. Specifically:

- a. Red dashed lines on the Outline Development Plan identify the locations where the internal vehicular and pedestrian linkages and principal shopping street intersect with the surrounding road network could be located. The specific locations will be subject to assessment against District Plan vehicle crossing or intersection separation rules and are to also consider the proximity to intersections, pedestrian linkages and bus stops.
- b. On the northern side of Bob Robertson Drive internal vehicular linkages reflect the existing and proposed consented development. A pedestrian linkage across Kesteven Place connects development on both sides of this street.
- c. To the south of Bob Robertson Drive, the internal vehicular and pedestrian linkages and principal shopping street are indicatively shown, with the specific location to be determined once details of development proposals within Lot 203 become known. Footpaths will be provided on both sides of the internal vehicular and pedestrian linkages and principal shopping street.
- d. Carparking areas shall consider and provide for pedestrian desire lines.
- e. Internal cycling infrastructure shall connect to the wider cycling network.

Lot 203 Town Centre Block Pattern

The Outline Development Plan shows the proposed town centre block pattern for Lot 203. The size of the blocks will vary according to the footprints of buildings needed to support core retail and other commercial activities, as enabled by the TCZ. The indicative internal vehicular and pedestrian linkages and principal shopping street are proposed between:

- a. Garlick Street and Aitkin Street.
- b. Bob Robertson Drive and the east-west linkage described in a).
- c. The internal vehicular and pedestrian linkages and principal shopping street can be moved in north-south and east-west directions to connect with existing roads at the locations shown by red dashed lines on the Outline Development Plan. The block pattern is further supported by the principal shopping street and associated town square/reserve.

Principal shopping street

The principal shopping street will provide for two-way vehicular traffic with parallel parking on both sides. Footpaths will also be provided on both sides of the principal shopping street to support small format retail activities and pedestrian amenity.

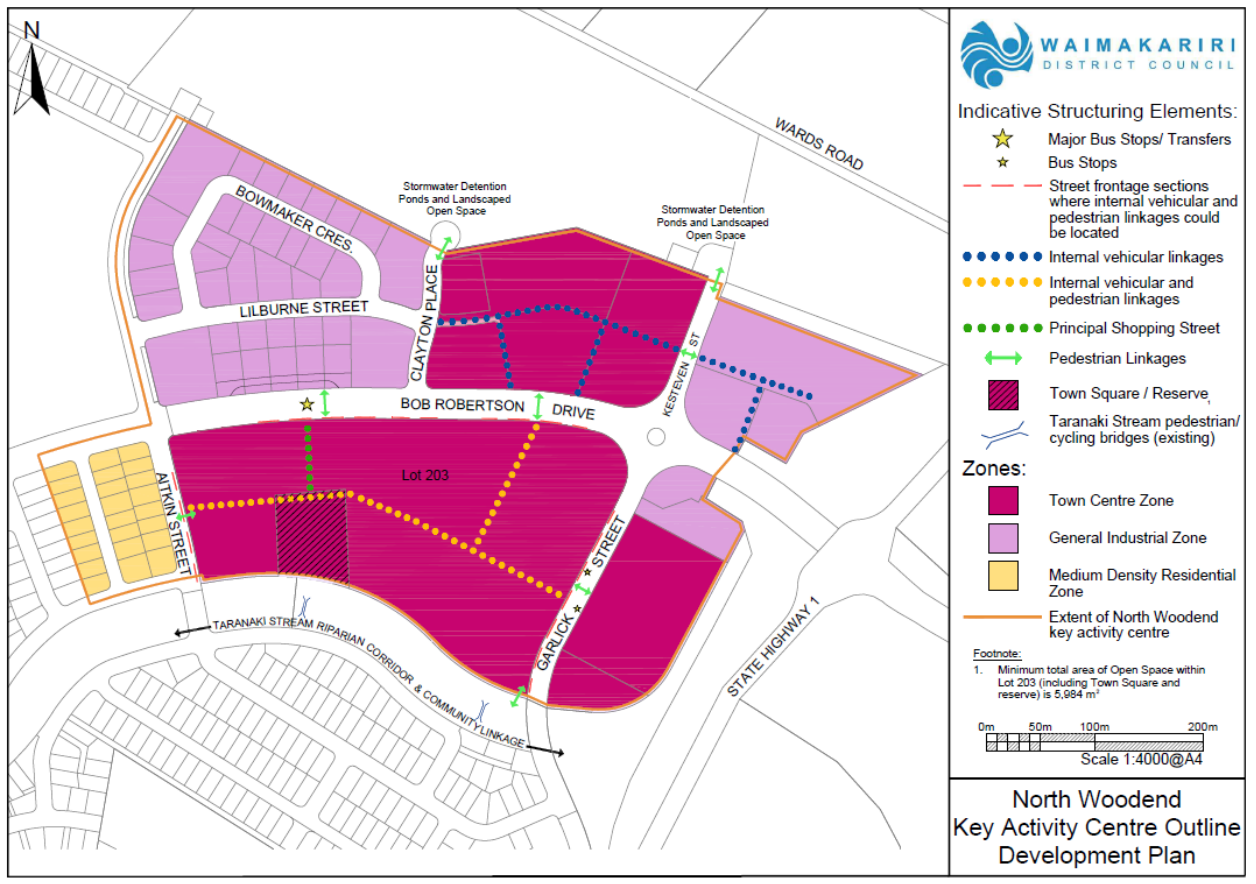
Town square / reserve

The town square/reserve supports the block pattern by including a pedestrian linkage from the principal shopping street through to the Taranaki Stream riparian corridor/community linkage and the existing pedestrian/cycling bridges across the Taranaki Stream. While the location of the town square/reserve is flexible, it should be physically and visually connected to the principal shopping

street and Taranaki Stream. A development threshold rule requires the town square/reserve to be developed before development of the final stage(s) of Lot 203 can occur.

Residential Living

The Outline Development Plan provides for residential intensification by including the more intensive MDRZ within the Key Activity Centre and by permitting residential activities above ground floor level in the TCZ of the Outline Development Plan.



CMUZ - General Objectives and Policies for all Commercial and Mixed Use Zones

Commented [AL1]: Stream 9 – Commercial s42A version has been used as the base document. RDL amendments tracked in red underline

Introduction

The purpose of this chapter is to set out provisions relating to Commercial and Mixed Use Zones.

This chapter contains objectives and policies relating to:

- Centres
 - Town Centre Zone (Rangiora, Kaiapoi and Oxford are the District's identified Key Activity Centres);
 - Local Centre Zone; and
 - Neighbourhood Centre Zone.
- Other commercial zones that are not centres –
 - Large Format Retail Zone; and
 - Mixed Use Zone.

The District requires the provision of appropriate commercial opportunities in a way, and at a rate, to provide for the District's social, economic and cultural well-being. The distribution and location of commercial and civic activity plays a key role in the form, identity and growth of urban areas, provides certainty in public and private investment, and provides a strong sense of community within its town centres including Rangiora, Kaiapoi, Oxford and the emerging town centre at North Woodend. Because of this and the varied commercial activities that occur across the district, a range of distinct commercial and mixed use zones are provided.

The objectives and policies set out below apply to all Commercial and Mixed Use Zones. However, there are some specific objectives and policies that will apply to the zones and appear in each zone section along with the rules for each zone.

The provisions in this chapter are consistent with the matters in Part 2 - District Wide Matters - Strategic Directions and give effect to matters in Part 2 - District Wide Matters - Urban Form and Development.

Objectives	
CMUZ-O1	Commercial development and location Sustainable and self-sufficient commercial economic development occurring in a hierarchical network of consolidated commercial centres.
CMUZ-O2	Urban form, scale and design A scale, form and design of development in all Commercial and Mixed Use Zones that: <ol style="list-style-type: none"> 1. recognises and enhances the centre's role and function and the overall centres hierarchy; 2. supports achieving a good quality urban environment; 3. recognises the functional and operational requirements of activities and the existing built form; and 4. manages adverse effects on the surrounding environment.
Policies	
CMUZ-P1	Centre function, role and hierarchy

	<p>Ensure commercial growth and activities are focused within a hierarchy of commercial centres to support a compact urban form, consistent with their role and function that supports and maintains:</p> <ol style="list-style-type: none"> 1. town centres as the District's principal employment and commercially focused areas, and the primary focal point for community and other activities at the highest density of development; 2. local centres which provide for a range of activities to meet the daily/weekly shopping needs of residential or nearby rural areas, while protecting the role and function of the town centres; 3. neighbourhood centres which provide for a range of small scale activities to meet the mainly convenience needs of immediate residential neighbourhoods, while protecting the role and function of the town and local centres; and 4. the existing commercial centre within Belfast/Northwood in the Christchurch District.¹
CMUZ-P2	<p>Other commercial zones function and role Recognise the potential for the Mixed Use zone and Large Format Retail zone to provide a complementary role to the centres, but only provide for other commercial activities in other these Commercial and Mixed Use Zones where significant adverse effects do not arise on these do not adversely affect the centres hierarchy, and the role and function of Town Centres², and the investment in public amenities and facilities in the Town and Local Centre Zones.³</p>
CMUZ-P3	<p>New Local and Neighbourhood Centres Provide for new Local and Neighbourhood Centres in identified development areas as specified on ODPs, where these:</p> <ol style="list-style-type: none"> 1. support the role and function of Town Centres, and do not undermine investment in public amenities and facilities in Town and Local Centres; 2. achieve the Local or Neighbourhood Centre's identified function, scale and role; and 3. provide a safe and efficient transport system which is integrated with the centre.
CMUZ-P4	<p>Centre expansion Enable the expansion of the Town Centre Zone, Local Centre Zone and Neighbourhood Centre Zone only where the expansion:</p> <ol style="list-style-type: none"> 1. adjoins the existing centre zone and includes a clear zone boundary to demarcate the zone edge; 2. improves access to the range of facilities, goods and services in a convenient and efficient manner; 3. enhances or consolidates the centres' function and role as identified in CMUZ-P1, TCZ-P1, TCZ-P2, LCZ-P1 and NCZ-P1; 4. supports the efficient use of investment in public amenities and facilities in the Town Centre; 5. maintains or <u>otherwise appropriately mitigates adverse effects on</u> the amenity values of adjoining Residential Zones at the interface⁴; and 6. supports a safe and efficient transport system which can be integrated with the centre.
CMUZ-P5	Scale and form of development in all Commercial and Mixed Use Zones

¹ RDL [347.61]

² RDL [347.62]

³ Woolworths [282.9]

⁴ RDL [347.63]

	<p>Support the function, role and character of all Commercial and Mixed Use Zones by enabling:</p> <ol style="list-style-type: none"> 1. the largest scale of built form including larger floor areas and building heights, and concentration of activities in the Town Centre Zone; 2. medium scale development in the Local Centre Zone and Mixed Use Zone; 3. small scale activities and a low rise-built form in the Neighbourhood Centre Zone that respects and integrates with the suburban residential context; and 4. larger floor areas in the Large Format Retail Zone.
CMUZ-P6	<p>Design and layout</p> <p>Require new development to be well-designed and laid out to:</p> <ol style="list-style-type: none"> 1. respond to the design of the existing built form within a site and the adjoining environment while recognising any operational requirements of the proposed activities; 2. ensure that street facing façades of Principal Shopping Streets, have active frontages to provide visual interest, and design features that support the established character, coherence and sense of place of the centre; 3. encourage pedestrian activity and pedestrian amenity along streets and in adjoining public spaces; 4. locate parking areas where they do not visually dominate or disrupt the street frontage, and avoid parking areas that have direct frontage to Principal Shopping Streets; 5. facilitate accessibility within a site and with the surrounding area by a range of modes of transport through well-defined, convenient and safe routes; 6. promote a safe environment through encouraging the application of the principles of CPTED; 7. achieve a visually attractive setting when viewed from the street and other public spaces, while managing effects on adjoining environments; 8. manage the compatibility of activities within and between developments especially for activities adjacent to Residential Zones, through: <ol style="list-style-type: none"> a. controlling site layout, landscaping and design measures, including back of house areas and storage; b. controls on emissions including noise and light; and c. the management of signs. 9. manage the adverse effects of built structures on the surrounding environment, particularly at the interface with Residential Zones and Open Space and Recreation Zones, natural waterways and sites of cultural significance to Ngāi Tūāhuriri identified in Schedule SASM-SCHED1.
CMUZ-P7	<p>Residential activities</p> <p>Residential activities are:</p> <ol style="list-style-type: none"> 1. Encouraged to locate above ground floor in all centres; 2. Avoided on ground floors fronting or adjoining the street in Town Centres to maintain commercial activity at ground level; and 3. Well-designed, sustainable and functional, and manage reverse sensitivity effects, including from higher levels of ambient noise and reduced privacy by ensuring: <ol style="list-style-type: none"> a. the provision of sufficient and readily accessible outdoor living and service spaces, and internal storage; b. the provision of acoustic attenuation; and c. minimum unit sizes.
CMUZ-P8	Other activities

	Discourage activities which have objectionable odour, dust or noise, or would give rise to significant adverse effects on the character, role, anticipated activities and amenity values of all Commercial and Mixed Use Zones.
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[Deleted from this version – Neighbourhood Centre Zone; Local Centre Zone; Large Format Zone; Kaiapoi LFR Development Area; Mixed Use Zone]

TCZ - Town Centre Zone

Introduction

The purpose of the Town Centre Zone is to provide for the District’s principal employment and commercially focused areas. They are the primary focal points for community and other activities at the highest density of development. Town Centre Zones are located in Rangiora, Kaiapoi, Oxford and North Woodend.

The Town Centre Zones of Rangiora, Kaiapoi and Oxford are Key Activity Centres ~~as identified in the RPS~~. For the life of this District Plan the ~~emerging North Woodend Town Centre, which is an emerging Key Activity Centre, located at North Woodend will be developed in a way that maintains the role and functions of play a secondary role to~~ the established centres of Rangiora and Kaiapoi, where there is significant existing public expenditure and community services.

Commented [AL2]: Oxford is not identified as a KAC in the CRPS

The provisions in this chapter are consistent with the matters in Part 2 - District Wide Matters - Strategic Directions and give effect to matters in Part 2 - District Wide Matters - Urban Form and Development.

As well as the provisions in this chapter, district wide chapter provisions will also apply where relevant.

Objectives	
TCZ-O1	Town Centre Zone activities and function Town Centres: <ol style="list-style-type: none"> are the District's principal focal point for a wide range of commercial and community activities, supported by recreation, residential and service activities; provide the primary retail destination for comparison and convenience shopping in the district with the greatest mix and concentration of activities; provide the greatest scale of built form of all zones; and are accessible by a range of modes of transport including public transport.
Policies	
TCZ-P1	Town Centre Zone hierarchy Recognise that: <ol style="list-style-type: none"> Rangiora and Kaiapoi are the District's principal town centres with significant established community services and public expenditure;

	<p>1. North Woodend is a new emerging centre that will provide opportunities over time for town centre activities <u>including retail, commercial, service and community activities, as well as trade suppliers which are provided for this centre given its intended character and emerging nature. in the Woodend/Pegasus commercial catchment.</u></p>
<p>TCZ-P2</p>	<p>Town Centre Zone activities and form Within Town Centres:</p> <ol style="list-style-type: none"> 2. enable the widest range of retail, commercial, community, recreation and service activities, with the greatest concentration and scale of built form; 3. encourage medium and high density residential activity where this does not foreclose the provision of active frontages, or compromise achieving a concentration of commercial activities; 4. provide for other activities only where these do not adversely affect amenity and streetscape values, or compromise the function and capacity of the zone to provide for primarily commercial and community activities; 5. have well designed large buildings and active frontages to principal shopping streets; 6. provide for pedestrian priority within the retail core while ensuring accessibility by a range of modes of transport; 7. support patronage of public transport by encouraging a well located and connected transport interchange; 8. encourage the provision of shared parking and loading to the side or rear of primary building facades in order to avoid visually or physically dominating the streetscape; 9. manage the effects of buildings and activities at the interface with more sensitive zones; and 10. avoid activities that are incompatible with the zone.
<p>TCZ-P3</p>	<p>Rangiora Central ODP Ensure development covered by the TCZ-APP1:</p> <ol style="list-style-type: none"> 1. contributes positively to the amenity values of the area, and to the quality and enjoyment of the environment, for those living, working or visiting the area; and 2. creates active frontages at ground floor level and visual interest in building design.

Activity Rules

How to interpret and apply the rules

1. This chapter includes definitions covered by the Definitions Nesting table included in the Interpretation chapter. The relationship between listed defined terms is set out in that table. Within that table, activities are listed with the more general activity on the left and the more specific activity on the right. For example, 'retail activities' is the more general activity which includes food and beverage, large format retail and bars and taverns as more specific activities. Those more specific components may also include further more specific activities. Where an activity table for an overlay, zone, district wide or precinct lists a general activity in a nesting table, that general activity includes all of the nested specific activities unless otherwise specified in that activity table.
2. For example, if a rule covers 'retail activity' and there are no other retail rules in the chapter, then that rule covers all the different types of retail activity included under the definition of 'retail activity'. Conversely, if specific types of retail activity are separately listed, such as 'Food and

Beverage' or 'large format retail' or 'supermarkets', then these more specific rules apply to the identified retail activity, rather than the general retail rule.⁵

Activity Rules

TCZ-R1 Construction or alteration of or addition to any building or other structure	
<p>Activity status: PER</p> <p>Where:</p> <ol style="list-style-type: none"> 1. the activity complies with: <ol style="list-style-type: none"> a. all built form standards (as applicable); b. any building or addition is less than 450m² GFA; and c. any new building or addition does not have frontage to a Principal Shopping Street. <p><u>Advice notes:</u></p> <p>The building area GFA standard is a threshold for when an urban design assessment is required, rather than a limit on building size.⁶</p> <p><i>This rule does not apply to development in the North Woodend Town Centre Zone where resource consent is required under rule DEV-NWD-R4 and DEV-NWD-MD2</i></p>	<p>Activity status when compliance not achieved with TCZ-R1(1)(a): as set out in the relevant built form standards</p> <p>Activity status when compliance not achieved with TCZ-R1(1)(b) and TCZ-R1(1)(c): RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD3 - Urban design</p>
TCZ-R2 Retail activity	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R3 Commercial services	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R4 Office	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R5 Public amenities	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R6 Emergency service facility	
Activity status: PER	Activity status when compliance not achieved: DIS

⁵ Woolworths [282.132]

⁶ Woolworths [282.118]

Where: 1. the emergency service facility is not located on Principal Shopping Street frontage.	
TCZ-R7 Gymnasium	
Activity status: PER Where: 1. the gymnasium shall not be located on the ground floor of a Principal Shopping Street.	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: CMUZ-MD3 - Urban design
TCZ-R8 Community facility	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R9 Cultural facility	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R10 Entertainment activity	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R11 Educational facility	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R12 Childcare facility	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R13 Health care facility	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R14 Commercial activity	
Activity status: PER	Activity status when compliance not achieved: N/A
TCZ-R15 Visitor accommodation	
Activity status: PER Where: 1. any residential activity shall be above ground floor on Principal Shopping Street frontages; or	Activity status when compliance not achieved: RDIS Matters of discretion are restricted to: CMUZ-MD11 - Residential development

<p>2. any residential activity shall be located to the rear of commercial activities on Principal Shopping Street.</p>	
<p>TCZ-R16 Residential unit</p>	
<p>Activity status: PER</p> <p>Where:</p> <p>1. any residential activity shall be above ground floor or located to the rear of commercial activities fronting the street.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD11 - Residential development</p>
<p>TCZ-R17 Residential activity</p>	
<p>Activity status: PER</p> <p>Where:</p> <p>1. any residential activity shall be above ground floor or located to the rear of commercial activities fronting the street.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD11 - Residential development</p>
<p>TCZ-R18 Drive through restaurants</p>	
<p>Activity status: PER</p> <p>Where:</p> <p>1. the drive through restaurant shall not be located within 30m of any Residential Zones.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD2 - Drive through restaurants and service stations</p>
<p>TCZ-R19 Service station</p>	
<p>Activity status: PER</p> <p>Where:</p> <p>1. the service station shall not be located within 30m of any Residential Zones.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD2 - Drive through restaurants and service stations</p>
<p>TCZ-R20 Public transport facility</p>	
<p>Activity status: PER</p> <p>Where:</p> <p>1. the public transport facility shall be located within 400m of a Principal Shopping Street.</p>	<p>Activity status when compliance not achieved: DIS</p>
<p>TCZ-R21 Parking lots and parking buildings</p>	
<p>Activity status: PER</p> <p>Where:</p> <p>1. the parking lot or parking building shall not have any frontage on a Principal Shopping Street.</p>	<p>Activity status when compliance not achieved: DIS</p>

TCZ-R22 Development in Rangiora Central	
Activity Standard: PER Where: 1. activities within Sub-Areas A to D of the TCZ-APP1, shall be limited to: a. Sub-Area A: i. retail activities, including food and beverage at identified building corner ground floor locations; ii. a range of activities on upper floors; and iii. public open space. b. Sub-Area B: i. retail activities at the ground floor; ii. a range of activities on upper floors; and iii. loading and manoeuvring for service vehicles. c. Sub-Area C: i. retail activities at the ground floor; ii. a range of activities on upper floors potentially including public car parking and residential; and iii. loading and manoeuvring for service vehicles. d. Sub-Area D: i. retail activities, including food and beverage at identified building corner ground floor locations; ii. a range of activities on upper floors; and iii. loading and manoeuvring for service vehicles. 2. development in all other respects shall be in accordance with TCZ-APP1 - Rangiora Central ODP.	Activity Status when compliance not achieved: DIS
Advisory Note For the avoidance of doubt, where an Activity or Built Form Standard is in conflict with the TCZ-APP1 - Rangiora Central ODP, the ODP substitutes the provision.	
TCZ-R23 Recreation activities	
Activity status: PER Where: 1. the activity is not a motorised recreation activity.	Activity status when compliance not achieved: NC
TCZ-R24 Trade supplier	
Activity status: RDIS	Activity status when compliance not achieved: N/A

<p>Matters of discretion are restricted to: CMUZ-MD1 - Trade suppliers and Yard based suppliers</p> <p><i>Advice note: This rule does not apply in the North Woodend Town Centre Zone, which is covered by rule DEV-NWD-R3</i></p>	
<p>TCZ-R25 Yard-based activity</p>	
<p>Activity status: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD1 - Trade suppliers and Yard based suppliers</p>	<p>Activity status when compliance not achieved: N/A</p>
<p>TCZ-R26 Any other activity not provided for in this zone as a permitted, controlled, restricted discretionary, discretionary, non-complying, or prohibited activity, except where expressly specified by a district wide provision.</p>	
<p>Activity status: DIS</p>	<p>Activity status when compliance not achieved: N/A</p>
<p>TCZ-R27 Industrial activity</p>	
<p>Activity status: NC</p>	<p>Activity status when compliance not achieved: N/A</p>
<p>TCZ-R28 Heavy industry</p>	
<p>Activity status: NC</p>	<p>Activity status when compliance not achieved: N/A</p>

Built Form Standards

<p>TCZ-BFS1 Height</p>	
<p>1. The minimum height of any building fronting a Principal Shopping Street shall be 5m above ground level.</p> <p>2. The maximum height of any building, shall be:</p> <p style="margin-left: 20px;">a. for Rangiora and Kaiapoi:</p> <p style="margin-left: 40px;">i. 4215m above ground level, except as specified under (ii) below;</p> <p style="margin-left: 40px;">ii. 4821m above ground level in the Residential Height Bonus Area Precinct where:</p> <p style="margin-left: 60px;">1. at least one floor is designed and used for residential activity as part of a mixed-use commercial and residential development; and</p>	<p>Activity status when compliance not achieved: DISRDIS</p> <p>Matters of discretion are restricted to: <u>CMUZ-MD19 - Height ⁷</u></p>

⁷ Kāinga Ora [325.331] for all the changes to TCZ-BFS1

<p>2. the maximum road wall height of any building shall be 1218m; b. for all other areas, 12m above ground level. 3. All heights shall be calculated as per the height calculation.</p>	
<p>TCZ-BFS2 Height in relation to boundary when adjoining a street</p>	
<p>1. In areas subject to a maximum permitted height limit of 18m, buildings shall not project beyond a 45° recession plane measured from the maximum road wall height and angling into the site in accordance with the diagrams in Appendix APP3,⁸ except that this rule shall not apply to access ways or service lanes.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD4 - Height in relation to boundary</p>
<p>TCZ-BFS3 Height in relation to boundary when adjoining Residential Zones, Rural Zones or Open Space and Recreation Zones</p>	
<p>1. Where an internal boundary adjoins any Residential Zones, Rural Zones or Open Space and Recreation Zones, the height in relation to boundary for the adjoining zone shall apply, and where specified structures shall not project beyond a building envelope defined by recession planes measured 2.5m from ground level above any site boundary in accordance with the diagrams in Appendix APP3.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD4 - Height in relation to boundary</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>
<p>TCZ-BFS4 Internal boundary setback</p>	
<p>1. The minimum building setback from internal boundaries of sites that adjoin any Residential Zones, Rural Zones, or Open Space and Recreation Zones shall be 3m.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD5 - Internal boundary setbacks</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>
<p>TCZ-BFS5 Internal boundary landscaping</p>	
<p>1. Landscaping shall be provided along the full length of all internal boundaries with any residential or open space and recreation zones. This landscape strip shall be a minimum of 2m wide.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD6 - Internal boundary landscaping</p>

⁸ RMA Schedule 1 clause 16

<p>2. Any landscape strip required in (1) shall include a minimum of one tree for every 10m of shared boundary or part thereof, with the trees to be a minimum of 1.5m in height at time of planting.</p>	<p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>
<p>TCZ-BFS6 Road boundary landscaping</p>	
<p>1. Where a site is not built to road boundary, landscaping shall be provided along the full length of the road boundary, except for vehicle crossings, outdoor seating or dining areas. This landscape strip shall be a minimum of 2m deep.</p> <p>2. The landscape strip required in (1) shall include a minimum of one tree for every 10m of road frontage or part thereof, with the trees to be a minimum of 1.5m in height at time of planting.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD8 - Road boundary landscaping</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>
<p>TCZ-BFS7 Road boundary setback, glazing and verandahs</p>	
<p>1. All buildings shall:</p> <ul style="list-style-type: none"> a. in Rangiora, Kaiapoi and Woodend, be built to the road boundary, except where a site has frontage to both a Principal Shopping Street and another road, in which case buildings need only to be built to the Principal Shopping Street frontage; b. in Oxford, be built within 4m of the road boundary; c. provide pedestrian access directly from the following where applicable; <ul style="list-style-type: none"> i. the road boundary; ii. public open space; iii. the Kaiapoi River. d. have visually transparent glazing for elevations facing the road as follows: <ul style="list-style-type: none"> i. a minimum of 60% of the ground floor; and ii. a minimum of 20% of any upper floor; e. on boundaries fronting a Principal Shopping Street (excluding a vehicle <u>or</u> pedestrian/cycle⁹ accessway), have a verandah that extends along the full length of the building elevation facing the road; f. verandahs are to extend a minimum of 3m from the building façade; 	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD7 - Road boundary setback, glazing and verandah</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>

⁹ RDL [347.83]

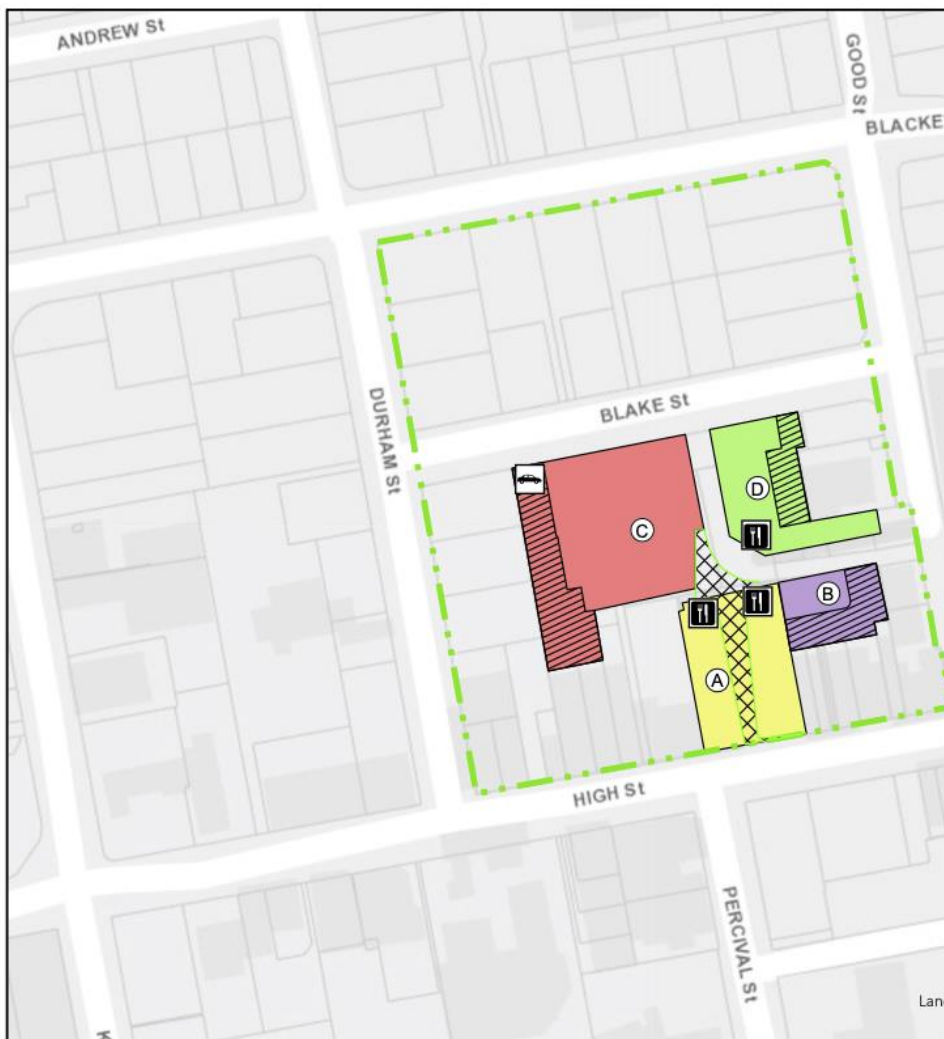
<p>g. verandahs are to be set back a minimum of 0.5m from the kerb line of a public road. This rule does not apply to pedestrian laneways. The minimum depth of 3m required under (6) may be reduced where necessary to comply with this rule;</p> <p>h. buildings shall be built across 100% of the width of any site frontage with a Principal Shopping Street (excluding a vehicle accessway).</p>	
<p>TCZ-BFS8 Rail boundary setback</p>	
<p>1. All buildings shall be set back a minimum of 4m from any site boundary with the rail corridor.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD13 - Rail boundary setback</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified only to KiwiRail where the consent authority considers this is required, absent its written approval.</p>
<p>TCZ-BFS9 Outdoor storage areas</p>	
<p>1. Any outdoor storage or parking¹⁰ areas shall be screened by 1.8m high solid fencing or dense hedge landscaping from any adjoining site in Residential Zones, Rural Zones, Open Space and Recreation Zones or Commercial and Mixed Use Zones or the road boundary.</p>	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD9 - Outdoor storage and waste management</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly notified, but may be limited notified.</p>
<p>TCZ-BFS10 Residential units</p>	
<p>1. The minimum net floor area (excluding garages, balconies, and any communal lobbies stairwells and plant rooms) per residential unit shall be:</p> <ul style="list-style-type: none"> a. studio 35m²; b. one bedroom 45m²; c. two bedroom 60m²; d. three or more bedrooms 90m². 	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD9 - Outdoor storage and waste management CMUZ-MD11 - Residential development</p> <p>Notification</p>

¹⁰ Foodstuffs [67.9] and Z Energy [86.11]

<p>2. Each residential unit shall be provided with a private outdoor living space with a minimum area of 6m² and a minimum dimension of 1.5m.</p> <p>3. Where a garage is not provided with the residential unit, each residential unit shall have:</p> <ul style="list-style-type: none"> a. an internal storage space that is a minimum of 4m³ and a minimum dimension of 1m; and b. a waste management area for the storage of rubbish and recycling of 5m² with a minimum dimension of 1.5m; and c. waste management areas shall be screened or located behind buildings when viewed from any road or public open space. 	<p>An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>
<p>TCZ-BFS11 Waste management requirements for all commercial activities</p>	
<p>1. All commercial activities shall provide:</p> <ul style="list-style-type: none"> a. a waste management area for the storage of rubbish and recycling of <u>at least</u>¹¹ 5m² with a minimum dimension of 1.5m. b. waste management areas shall be screened or located behind buildings when viewed from any road or public open space. 	<p>Activity status when compliance not achieved: RDIS</p> <p>Matters of discretion are restricted to: CMUZ-MD9 - Outdoor storage and waste management</p> <p>Notification An application for a restricted discretionary activity under this rule is precluded from being publicly or limited notified.</p>

TCZ-APP1 - Rangiora Central ODP

¹¹ Foodstuffs [267.10]



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Matters of Discretion for all Commercial and Mixed Use Zones

<p>CMUZ-MD1</p>	<p>Trade suppliers and yard based suppliers</p> <ol style="list-style-type: none"> 1. The extent to which the activity adversely affects the function or capacity of the zone to provide primarily for commercial and community activities. 2. Any benefits from a trade or yard-based supplier providing a buffer between commercial activities and any adjacent industrial zones. 3. The extent of any adverse effects on the amenity and visual streetscape values of the commercial centre or zone, especially where the site has frontage to a Principal Shopping Street. 4. The extent to which the activity generates traffic and amenity effects that impact on the day to day operation and amenity of the commercial centre or zone.
<p>CMUZ-MD2</p>	<p>Drive through restaurants and service stations</p> <ol style="list-style-type: none"> 1. The extent to which the intensity and scale of the development, including consideration of the numbers of people and/or vehicles using the site, adversely effects of the amenity values of the surrounding area, and any practicable mitigation measures to manage those effects. 2. The effects of the design and location of landscaping, parking areas and vehicles access on visual amenity of the streetscape and pedestrian safety. 3. The effects of location, design and management of buildings, including storage and servicing facilities, on the amenity values of nearby residential properties, including potential visual effects and any night time noise effects.
<p>CMUZ-MD3</p>	<p>Urban design</p> <ol style="list-style-type: none"> 1. The extent to which the development: <ol style="list-style-type: none"> a. recognises and reinforces the centre's role, context, and character, including any natural, historic heritage or cultural assets; b. promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces; c. takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building; d. provides a human scale and minimises building bulk while having regard to the functional requirements of the activity;¹² e. is designed to recognise CPTED principles, including surveillance, effective lighting, management of public areas and boundary; f. incorporates landscaping to increase amenity values, especially within surface car parking areas; g. provides safe, legible, and efficient access for all transport users; and h. where relevant, has regard to the objectives of any Town Centre Master Plan to support their recovery, long term growth and a high level of amenity; and i. <u>has operational or functional requirements, or site constraints, which would justify not fully meeting the standard, including:</u> <ol style="list-style-type: none"> i. <u>the significance of the requirements for the proposed activity and the extent to which these would be compromised by the standard being maintained;</u> ii. <u>the extent to which alternative design approaches could meet the operational or functional requirements and achieve similar Plan outcomes;</u>

¹² Foodstuffs [267.5]

	<ul style="list-style-type: none"> iii. <u>for site constraints, whether the site is a corner site or has multiple frontages that would make fully meeting the standard unreasonable;</u> iv. <u>the scale of the proposal in the context of the centre.</u>¹³
CMUZ-MD4	<p>Height in relation to boundary</p> <ol style="list-style-type: none"> 1. The effect of any reduced sunlight admission on properties in adjoining residential, rural and open space and recreation zones, taking account of the extent of overshadowing, the intended use of spaces, and for residential properties, the position of outdoor living spaces or main living areas in buildings. 2. The effect of reduced sunlight admission to the street and the extent of any visual overbearing and obtrusiveness from the recession plane intrusion on the street. 3. The effect on privacy of residents and other users in the adjoining site. 4. The scale of building and its effects on the character of any adjoining residential zones. 5. The effects of any landscaping and trees proposed within the site, or on the boundary of the site in mitigating adverse visual effects. 6. The effect on outlook from adjoining sites. 7. The extent to which the recession plane breach and associated effects reflect the functional requirements of the activity and whether there are alternative practical options for meeting the functional need in a compliant manner.
CMUZ-MD5	<p>Internal boundary setback</p> <ol style="list-style-type: none"> 1. The scale and height of buildings within the reduced setback and their impact on the visual outlook of residents and users on the adjoining residential zones or open space and recreation zones. 2. The extent to which buildings in the setback enable better use of the site and improve amenity values along more sensitive boundaries elsewhere on the site. 3. The proposed use of the setback, the visual and other effects of this use and whether a reduced setback and the use of that setback achieves a better amenity outcome for residential neighbours.
CMUZ-MD6	<p>Internal boundary landscaping</p> <ol style="list-style-type: none"> 1. The extent of visual effects of outdoor storage and car parking areas, or buildings (taking account of their scale and appearance), as a result of reduced landscaping. 2. The extent to which any reduction in landscaping or screening within the setback adequately mitigates the visual dominance of buildings. 3. The extent to which the site is visible from adjoining sites in any residential or open space and recreation zones and the likely consequences of any reduction in landscaping or screening on the amenity values and privacy of those sites.
CMUZ-MD7	<p>Road boundary setback, glazing and verandah</p> <ol style="list-style-type: none"> 1. The extent to which the activity: <ol style="list-style-type: none"> a. provides for continuity of façades and verandah coverage along the street frontage; b. provides visual interest and activation appropriate to the context and character of the site and surrounds; c. incorporates architectural variation into the façade and building form to provide interest and to break up the bulk of a building; d. provides for main entrances, verandah coverage, openings and display windows onto the street, and maintains clear and visible visual and physical connections between the interior of a building and public spaces;

¹³ Foodstuffs [267.5]

	<ul style="list-style-type: none"> e. provides for functional and quality space for public amenity and accessibility, such as for outdoor dining or retail laneways, and contributes to the functional width of a public footpath, without compromising the overall character of the street frontage and its continuity; f. results in the visual dominance of vehicles through the use of space between the building and the street for car parking, vehicle manoeuvring or loading; g. maintains transport safety through not extending verandahs over the active road carriageway; h. reduces amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road; i. adversely affects the amenity and outlook of residential, rural, or open space and recreation zones; j. presents a visually attractive frontage to the street through the inclusion of glazing, ancillary offices, and retail showrooms in the front façade; and k. mitigates the visual effects of a reduced setback through site frontage landscaping and the character of existing building setbacks in the wider streetscape-; l. <u>has operational or functional requirements, or site constraints, which would justify not fully meeting the standard, including:</u> <ul style="list-style-type: none"> i. <u>the significance of the requirements for the proposed activity and the extent to which these would be compromised by the standard being maintained;</u> ii. <u>the extent to which alternative design approaches could meet the operational or functional requirements and achieve similar Plan outcomes;</u> iii. <u>for site constraints, whether the site is a corner site or has multiple frontages that would make fully meeting the standard unreasonable;</u> iv. <u>the scale of the proposal in the context of the centre.</u>¹⁴ 2. For neighbourhood centres only, the extent to which the road is a strategic or arterial road with reduced amenity, and a road setback coupled with landscaping mitigates the adverse amenity effects of the traffic.
<p>CMUZ-MD8</p>	<p>Road boundary landscaping</p> <ul style="list-style-type: none"> 1. The extent to which reduced landscaping results in adverse effects on amenity and visual streetscape values, especially where the frontage is to an arterial road or collector road that has a gateway function to a township. 2. The extent of any effects on the outlook and amenity of residential zones or open space and recreation zones from any reduction in landscaping. 3. The extent to which the visual effects of reduced landscaping are mitigated through the location of ancillary offices, showrooms, or the display of trade supplier or yard-based goods for sale, along the site frontage. 4. <u>the extent to which the activity has operational or functional requirements, or site constraints, which would justify not fully meeting the standard, including:</u> <ul style="list-style-type: none"> a. <u>the significance of the requirements for the proposed activity and the extent to which these would be compromised by the standard being maintained;</u> b. <u>the extent to which alternative design approaches could meet the operational or functional requirements and achieve similar Plan outcomes;</u> c. <u>for site constraints, whether the site is a corner site or has multiple frontages that would make fully meeting the standard unreasonable;</u>

¹⁴ Foodstuffs [267.8] and Z Energy [286.10]

	d. <u>the scale of the proposal in the context of the centre.</u> ¹⁵
CMUZ-MD9	<p>Outdoor storage and waste management</p> <ol style="list-style-type: none"> 1. The extent of visual effects on the adjoining site. 2. The extent to which site constraints and/or the functional requirements of the activity necessitate the location of storage within the required setback. 3. The extent of the amenity effects on pedestrians or residential activities generated by the type and volume of materials to be stored. 4. The extent to which any proposed landscaping or screening mitigates amenity effects of the outdoor storage. 5. The extent of any amenity or traffic impacts from a reduced waste management area or alternative location. 6. <u>Any functional or operational reasons why the required screening cannot be provided in full.</u>¹⁶
CMUZ-MD10	<p>Acoustic insulation</p> <ol style="list-style-type: none"> 1. The extent to which a reduced level of acoustic insulation may be acceptable due to mitigation of adverse noise impacts through other means, e.g. screening by other structures, or distance from noise sources. 2. The effectiveness of any alternative acoustic insulation technology or materials. 3. The provision of a report from an acoustic specialist which provides evidence that the level of acoustic insulation is appropriate to ensure the amenity of present and future residents of the site. 4. Any reverse sensitivity effects on existing or future permitted business activities to operate or establish without undue constraint from residential accommodation that does not provide the required noise insulation. 5. The location of any nearby business activities and the degree to which the amenities of the sensitive activities may be adversely affected.
CMUZ-MD11	<p>Residential development</p> <ol style="list-style-type: none"> 1. In relation any to ground floor habitable room in the Town, Local and Neighbourhood Centre zone: <ol style="list-style-type: none"> a. the extent to which any residential or visitor accommodation ground floor habitable room adversely affects the function of the zone to provide for primarily commercial activities; b. the extent to which any residential or visitor accommodation ground floor habitable room does not adversely affect the capacity of the zone to accommodate future demand for commercial and community activities; c. the extent to which the building frontages will deliver a visually interesting and high amenity streetscape for pedestrians; d. the extent of any effects on the continuity of shopping frontages; and e. the extent to which an acceptable level of residential amenity and privacy can be provided to future occupants of residential ground floor habitable room. 2. In relation to minimum unit size, the extent to which: <ol style="list-style-type: none"> a. the floor space available and the internal layout represents a viable residential unit that would support appropriate amenity values of current and future occupants and the surrounding neighbourhood; b. other onsite factors compensate for a reduction in unit sizes e.g. communal facilities;

¹⁵ Foodstuffs [267.7] and Z Energy [286.9]

¹⁶ Z Energy [86.11]

	<p>c. the balance of unit mix and unit sizes within the overall development is such that a minor reduction in the area of a small percentage of the overall units may be warranted; <u>and</u></p> <p>d. the units are to be a part of a development delivered by the Crown of the Council as a social housing provider and have been specifically designed to meet atypical housing needs; and¹⁷ <u>the</u>¹⁸ nature and duration of activities proposed may warrant a reduced unit size to operate e.g. very short term duration.</p> <p>3. In relation to storage space:</p> <p>a. the extent to which the reduction in storage space will adversely affect the functional use of the residential unit and the amenity of neighbouring sites, including public spaces; and</p> <p>b. the extent to which adequate and accessible space is provided on the site for the storage of waste and recycling bins, bicycles and clothes drying facilities are provided on the site.</p> <p>4. In relation to outdoor living space:</p> <p>a. the extent to which the reduction in outdoor living space will adversely affect the ability of the site to provide an appropriate level of amenity and meet outdoor living needs of likely future residents.</p> <p>5. In relation to any proposed non-residential activities:</p> <p>a. the extent to which the activity will adversely affect residential amenity values, including consideration of:</p> <p>i. character, duration, scale and intensity;</p> <p>ii. hours of operation;</p> <p>iii. noise from patrons onsite and those arriving and leaving;</p> <p>iv. traffic generation and vehicle movements, including servicing vehicles; and</p> <p>v. any proposed measures that mitigate adverse effects by means such as the provision of screening, buffer areas, local topography, site layout (including location of point of sale) or operational practices.</p> <p>6. In relation to the Mixed-Use Zone:</p> <p>a. the extent to which the proposal is consistent with the vision, goals or objectives of the Kaiapoi Town Centre Plan 2028 and Beyond;</p> <p>b. the extent to which the proposal supports regeneration and provides a high level of amenity;</p> <p>c. the extent to which the majority of the ground floor includes commercial activities that support vibrancy and visual interest;</p> <p>d. the extent to which the proposal involves a design that enables conversion of the buildings to commercial activities, especially the ground floor; and</p> <p>e. the extent to which the proposal contributes to achieving a mix of uses within the regeneration area.</p>
<p>CMUZ-MD12</p>	<p>Commercial activity distribution</p> <p>1. If a Local Centre, the extent to which the activity adversely affects the role, function and capacity of the nearest Town Centre to provide for primarily commercial and community activities.</p> <p>2. If a Neighbourhood Centre, the extent to which the activity adversely affects the role, function and capacity of the nearest Town and Local Centre to provide for primarily commercial and community activities.</p>

¹⁷ Kāinga Ora [325.344]

¹⁸ RMA Schedule 1 Clause 16

	<ol style="list-style-type: none"> 3. Any adverse effects on the amenity values and streetscape of the site, especially where sites have frontage to a principal shopping street. 4. Effects, including traffic generation, that affect daily operation and amenity of the nearest town centre.
CMUZ-MD13	<p>Rail boundary setback</p> <ol style="list-style-type: none"> 1. The extent to which the reduced setback will compromise the safe and efficient functioning of the rail network, including rail corridor access and maintenance.
CMUZ-MD14	<p>Kaiapoi large format retail</p> <ol style="list-style-type: none"> 1. Any effects of the location and species of tree planting in relation to: <ol style="list-style-type: none"> a. public water supply and stormwater infrastructure; and b. the effectiveness of tree planting in enhancing the character and amenity of the streetscape and boundaries. 2. The extent to which any stormwater management area, including margins and plantings is designed and managed to fully drain as quickly as possible after a rainfall event and to avoid attracting bird species that are a hazard to aircraft. 3. The extent to which the departure from DEV-KLFR-APP1 will result in adverse or positive outcomes. 4. For all other matters, the extent of any adverse impacts on amenity values of the site and adjacent sites.
CMUZ-MD15	<p>Kaiapoi regeneration areas</p> <ol style="list-style-type: none"> 1. The extent to which the departure from the layout in MUZ-APP1 is appropriate, taking into account: <ol style="list-style-type: none"> a. the vision, objectives and principles expressed in the Kaiapoi Town Centre Plan 2028 and Beyond; and b. any actual or potential impact on the delivery of integrated infrastructure including road, pedestrian/cycle ways, water, wastewater, stormwater and open space across the whole MUZ-APP1 area.
CMUZ-MD16	<p>Building coverage</p> <ol style="list-style-type: none"> 1. The extent to which a greater building coverage: <ol style="list-style-type: none"> a. provides an adequate area for site access, manoeuvring, and other activities; b. affects the amenity values of the adjoining sites or public spaces due to the visual dominance and/or scale of development; and c. is mitigated through the provision of landscaping/screening.
CMUZ-MD17	<p>Mandeville North Business Area</p> <ol style="list-style-type: none"> 1. In the Mandeville North Business Area: <ol style="list-style-type: none"> a. the quality of building design, architectural features and details, use of colour and building materials; b. the extent to which tree planting and landscaping achieves a high quality outcome and mitigates adverse visual effects, amenity effects and scale of business activities; c. the location of buildings, outdoor storage and loading areas and carparking and its design in relation to adjoining reserves and roads; d. the extent to which any signs within the building is integrated with buildings' architectural detail; e. the extent to which the principles of CPTED are incorporated into any development; f. effects on the amenity values of the surrounding residential zones and rural zones;

	<ul style="list-style-type: none"> g. effects on the safe and efficient functioning of Tram Road and onsite vehicle circulation to discourage through traffic within the zone, including traffic calming measures; h. methods to prevent adverse traffic impacts on the function, safety and use of Tram Road from right turn manoeuvres into and out of the zone and the eastern service entrance; i. methods to ensure that the eastern service access is only used as an entrance from Tram Road; and j. standard of construction of roads, service lanes and accessways.
CMUZ-MD18	<p>Parking lots and parking buildings</p> <ol style="list-style-type: none"> 1. The extent to which proposed parking dominates the streetscape, disrupts active frontages and pedestrian circulation; 2. The extent to which the parking undermines the centre's ability to accommodate activity at ground floor level, contributing to an active built frontage and viable centre; 3. Any adverse effects of vehicle access points and traffic movements on the safe and efficient operation of the transport system; 4. The extent to which the location and design of the parking access and manoeuvring areas support pedestrian and cyclist safety; and 5. Any adverse effects of the parking/access points on adjoining zones and the extent of mitigation available.
CMUZ-MD19	<p>Height¹⁹</p> <ol style="list-style-type: none"> 1. <u>The extent to which the building affects local environmental conditions including increased shading and for building over 30m in height, the wind in nearby public spaces;</u> 2. <u>The extent to which the building affects / integrates nearby heritage buildings and values;</u> 3. <u>The extent to which the building undermines or supports the Principal Shopping Street and associated urban form;</u> 4. <u>The extent to which the building reflects a human scale through the use of building form, design and modulation;</u> 5. <u>The extent to which the design reduces visual dominance / creates visual interest or an attractive local landmark;</u> 6. <u>The extent to which the building displays high design quality;</u> 7. <u>The extent to which the building takes account of longer views of taller buildings providing visual interest and supporting the character of the centre; and</u> 8. <u>The potential for adverse commercial distribution and transport effects.</u>

Definitions

Amend the definition of 'hotel' as follows:

means any building and associated land where guest visitor²⁰ accommodation is provided, is not self catering, and which is the subject of an alcohol licence. It may include restaurants, bars, bottle stores, conference and other ancillary facilities as part of an integrated complex.

¹⁹ Kāinga Ora [325.331]

²⁰ Templeton Group [412.1] and [412.2]

Annexure 3

Environment Court-approved copy of Plan Change 30 (PC30).

**IN THE ENVIRONMENT COURT
AT CHRISTCHURCH
I TE KŌTI TAIAO O AOTEAROA
KI ŌTAUTAHI**

Decision No. [2023] NZEnvC 7

IN THE MATTER of the Resource Management Act 1991

AND an appeal under Clause 29 of Schedule
1 of the Act on Private Plan Change
30 to the Waimakariri District Plan

BETWEEN RAVENSWOOD
DEVELOPMENTS LIMITED

(ENV-2022-CHC-001)

Appellant

AND WAIMAKARIRI DISTRICT
COUNCIL

Respondent

Environment Judge J E Borthwick – sitting alone under s 279 of the Act

In Chambers at Christchurch

Date of Consent Order: 24 January 2023

CONSENT ORDER

A: Under s 279(1)(b) of the Resource Management Act 1991, the Environment
Court, by consent, orders that:

- (1) the appeal is allowed to the extent that Plan Change 30 to the
Waimakariri District Plan is accepted in accordance with Appendix 1,
attached to and forming part of this order;



RAVENSWOOD DEVELOPMENTS LIMITED v WAIMAKARIRI DISTRICT COUNCIL

(2) the appeal is otherwise dismissed.

B: Under s 285 of the Resource Management Act 1991, there is no order as to costs.

REASONS

Introduction

[1] This proceeding concerns an appeal by Ravenswood Developments Limited against the decision of the Waimakariri District Council on Private Plan Change 30 to the Waimakariri District Plan ('PC30'). PC30 relates to the expansion of the commercial area at Ravenswood, located north of Woodend, Waimakariri.

[2] I have read and considered the consent memorandum of the parties dated 28 October 2022, which sets out the agreement reached between the parties to resolve the appeal. I have also read and considered the following Joint Witness Statements ('JWS') filed in support of the proposed resolution:

- (a) JWS – Economics;¹
- (b) JWS – Urban Design;²
- (c) JWS – Transport;³ and
- (d) JWS – Planning.⁴

[3] The agreement reached concerns the rezoning of land within the Ravenswood development to a mix of Business 1 and 2 (from Residential 6a, Residential 6, Business 2 and Business 1); identification of the area as an emerging Key Activity Centre; inclusion of new Outline Development Plans; and a number

¹ Dated 14 October 2022.

² Dated 20 October 2022.

³ Dated 28 October 2022.

⁴ Dated 28 October 2022.

of new and amended District Plan provisions to manage retail provision, urban form and transport matters within the Key Activity Centre.

Other relevant matters

[4] Property Lifestyle Concepts Limited initially joined the appeal under s 274 of the Act but withdrew from the proceedings on 17 February 2022. No other person has given notice of an intention to become a party to the appeal.

[5] The parties agree that costs should lie where they fall and accordingly no order for costs is sought.

Outcome

[6] The court understands for present purposes that all parties to the proceeding have executed the memorandum requesting this order, and are satisfied that all matters proposed for the court's endorsement fall within the court's jurisdiction and conform to the relevant requirements and objectives of the Act including, in particular, pt 2.

[7] On the information provided to the court, I am satisfied that the orders will promote the purpose of the Act so I will make the orders sought under s 279(1) RMA, such order being by consent, rather than representing a decision or determination on the merits pursuant to s 297.

Jane S.

J E Borthwick
Environment Judge



Appendix 1

Plan Change 30

PLAN CHANGE 30

RAVENSWOOD PRIVATE PLAN CHANGE REQUEST

Proposed changes are listed below as 1 – 32, 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 shown on District Plan Map 181 and the location of the emerging Key Activity Centre is North Woodend (Ravenswood) shown on District Plan Map 158A.

2. Under the Definitions section, amend the definition of Principal Shopping Street as follows:

Principal Shopping Street

Principal Shopping Street means:

- a) those sites with road frontage identified by Figure 31.2: Rangiora and Kaiapoi Principal Shopping Street Frontages, or
- b) the Principal Shopping Street to be provided in accordance with Outline Development Plan 158A (emerging Key Activity Centre in North Woodend (Ravenswood))

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

Ravenswood

Ravenswood means the area zoned on the North Woodend ~~(Ravenswood) Outline Development Plans~~ shown on District Plan Maps 158 and 158A.

4. 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.

5. 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 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.

6. Under Chapter 11 Utilities and Traffic Management, amend Policy 11.1.3.5 as follows:

Policy 11.1.3.5

~~Except within Business 1 Zone at North Woodend (Ravenswood),~~ Avoid on-site parking in the Business 1 Zone where sites have frontage to a principal shopping street to enable building intensification and redevelopment while:

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

7. Under Chapter 11 Utilities and Traffic Management, insert a new Policy 11.1.3.5A as follows:

Policy 11.1.3.5A

~~Within the Business 1 Zone at North Woodend (Ravenswood), where sites have frontage to the principal shopping street, provide off-street parking areas that are integrated with surrounding land use and that achieve efficient utilisation of town centre land.~~

8. Under Chapter 11 Utilities and Traffic Management, amend Policy 11.1.3.6 as follows:

Policy 11.1.3.6

Parking facilities shall:

- a) provide efficient and effective layout of parking, manoeuvring and circulating areas including restriction of vehicle speed and avoidance of long 'blind aisles';
 - b) control any adverse effects on water quality and stormwater runoff, preferably through the use of low impact water management methods;
 - c) be surfaced and maintained to control the generation of dust, excessive noise, or other nuisance;
 - d) reduce opportunities for crime by implementing Crime Prevention through Environmental Design (CPTED) principles;
 - e) ensure visibility through natural lighting or illumination;
 - f) ensure that parking spaces required for people with disabilities is conveniently located and accessible, and the route from the parking space to the destination served is also easily accessible for people using mobility devices;
 - g) include landscaping that:
 - i. incorporates establishment and maintenance practices to ensure plant survival;
 - ii. visually softens the dominant effect of hard surfaces;
 - iii. uses plant species that avoid hazard or nuisance effects;
 - iv. integrates with stormwater management and footpaths; and
 - v. does not affect traffic and pedestrian safety by limiting visibility.
 - h) within the Business 1 Zone:
 - i. be designed to positively contribute to town centre amenity; and
 - ii. **except at North Woodend (Ravenswood)**, locate to the rear of buildings or the rear portion of any vacant site within Business 1 Zones, and not on sites identified as having a principal shopping street frontage.
9. 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 (including Ravenswood— and 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~~ These 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 towns of Pegasus and ~~community of~~ Ravenswood 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.

10. Under Chapter 15 Urban Environment, amend Policy 15.1.1.1 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.

11. 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 the emerging Key Activity Centre in North Woodend (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, as the primary employment and civic destinations;
- b) recognises the emerging Key Activity Centre at North Woodend (Ravenswood) that provides opportunities for Key Activity Centre activities and avoids significant retail distribution effects on existing Key Activity Centres in Rangiora, Kaiapoi and Belfast/Northwood;
- bc) identifies the role of local retail centres as providing convenience retail functions appropriate within the zone to which they are located;
- ed) acknowledges the Business 1 Zones of Woodend, ~~North 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,
- de) provides for limited retail activities within Business 2 Zones that are supportive of the Key Activity Centres.

12. 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 its proximity to roads, internal vehicular and pedestrian linkages and the principal shopping street frontage and its relationship with public open space.
- c) Building design measured by façade modulation, activation of front façades, and minimisation of blank walls to create a high quality urban environment.
- d) Safe access to and across the adjacent road network with reference to future transport patterns.
- e) Safe, integrated, and convenient pedestrian connectivity between buildings, sites, and public open space, including parking areas, for people of all ages and abilities.
- f) Establishment of a principal shopping street and prominent town square/reserve as key elements of the character and amenity of the new town centre.
- 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 North Woodend (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.

13. 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 and Kaiapoi, defined as the key activity centres, and North Woodend (Ravenswood) as an emerging key activity centre 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 convenient and attractive commercial and community centres for the newly developing town ~~of Pegasus and community~~ of Ravenswood, providing an emerging Key Activity Centre, which differs in urban form from the older character centres of Rangiora and Kaiapoi. The area of the "Town Centre" 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

14. 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.

15. 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"> - Defines the town centres of Kaiapoi, Rangiora, Ravenswood, Pegasus, and Woodend - Redevelopment and intensification opportunities within Kaiapoi, Rangiora and Woodend - Compact, including medium to high building density
Pedestrian focus on main shopping streets	<ul style="list-style-type: none"> - Interconnected network of public car parking, pedestrian areas, lanes and footpaths - Public open spaces

	<ul style="list-style-type: none"> - High level of safety, taking into account Crime Prevention Through Environmental Design (CPTED) principles - Buildings and businesses directly accessed from the street, lanes and public spaces - Verandahs and covered shopping areas
Vehicle focus	<ul style="list-style-type: none"> - Provision for car parking, private and public - Interconnected network of roads, car parking, pedestrian areas, footpaths, lanes and public spaces - Public off-street parking - Little on-site parking (<u>except at Ravenswood where on-site parking will be provided</u>)
Amenities	<ul style="list-style-type: none"> - Landscaping, plantings and public open spaces - Street and pedestrian treatments, including street furniture - Lighting, taking into account Crime Prevention Through Environmental Design (CPTED) principles - Minimal odour - Low level noise - Signage mostly small scale - Public facilities - <u>Prominent town square/reserve and a principal shopping street at Ravenswood as key elements of the character and amenity of the new town centre and for the provision of reserve space for the wider development</u> - <u>Strong linkages between public open spaces and retail activities at Ravenswood</u>
Parking	<ul style="list-style-type: none"> - Public off-street parking - Limited private off-street parking for sites without frontage to a principal shopping street (<u>not applicable at Ravenswood</u>)

	<ul style="list-style-type: none"> - <u>Accessible off-street parking areas within Ravenswood that are integrated with surrounding land use</u> - Limited duration on-street parking - <u>Public parking</u> pedestrian connections with footpaths, lanes and public spaces - Cycle parking - Access to loading facilities
<p>Built environment and built form</p>	<ul style="list-style-type: none"> - Defined building heights, predominantly two storey - Absence of setbacks on identified streets and limited setbacks on other streets - Mostly continuous business display frontages on primary shopping streets - High intensity of use from the street <u>or public open space</u> side - Historic buildings and settings defined by <u>heritage values</u> within Kaiapoi, Rangiora and Woodend - Mostly older buildings on main shopping streets, with the exception of <u>Ravenswood and Pegasus</u> - New buildings sympathetic to existing built form and building styles - Functional and adaptable buildings developed individually or as part of a comprehensive business development - In <u>Ravenswood and Pegasus</u>, new buildings and development within a defined commercial area - 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 - In the outer commercial area of Pegasus, building <u>setback</u> is required - <u>Dwellinghouse</u> development within Kaiapoi, Rangiora, <u>Ravenswood</u>, and Woodend located only at upper floor levels

Distribution of floorspace	- Largest total area of retail, office, administrative floorspace in each town
Function	- Community focal point for <ul style="list-style-type: none"> - government services - professional services - office/finance - retail - emergency services - household services - an area with safe, convenient, pleasant, attractive environments where people can enjoy extended visits to gather, socialise, and do business

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.”

16. Under Chapter 16 Business Zones, amend Policy 16.1.1.5 as follows:

Policy 16.1.1.5

Provide for dwellinghouse development within the Key Activity Centre areas of Rangiora and Kaiapoi, ~~and the emerging Key Activity Centre at North Woodend (Ravenswood)~~, and the Woodend and Oxford Business 1 Zones, that:

- a) ensures business activities are predominant within the site and across the zone;
- b) locates above buildings used for business activities to maximise ground floor business space; and
- c) achieves high levels of amenity, including mitigation of reverse sensitivity effects between business and residential activity.

17. 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;
- d) provides links to public open spaces including walkways, cycleways and roads
- e) 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.
- f) achieves high standards of visual amenity;
- g) avoids attracting bird species which constitute a hazard to aircraft; and
- h) 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, [North Woodend \(Ravenswood\)](#) 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.

18. 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 emerging third Key Activity Centre – North Woodend (Ravenswood). Located immediately next to State Highway 1 and 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. The Ravenswood town centre occupies flat land 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 North Woodend (Ravenswood) Outline Development Plan 158A and resource consent 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.

19. 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.

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

Policy 18.1.1.12

Provide for development within the emerging Key Activity Centre at North Woodend (Ravenswood) 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 public open space;
- d) enables larger floorplates and car parking that achieves efficient utilisation of town centre land, recognising the role and function of North Woodend (Ravenswood) as an emerging Key Activity Centre, whilst creating and maintaining a high level of amenity in the centre;
- e) is planned, integrated and co-ordinated in accordance with the North Woodend (Ravenswood) Outline Development Plan shown in District Plan map 158A and its associated text to provide:
 - i. a principal shopping street and town square/reserve 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. public open spaces which enhance connectivity;
- iv. a legible and highly connected network of well-designed roads, internal vehicular and pedestrian linkages and the principal shopping street, public 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;
- v. supports safe connection between the site and Bob Robertson Drive, Garlick Street and Aitkin Street the future function of those roads;
- vi. provision of a connected network of walkways and cycleways that promotes walking and cycling as a means of travel:
 - 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 and Woodend to the town centre;
 - e. linking with pedestrian desire lines through car parking areas.
- vii. identifies opportunities for Environment Canterbury/Metro to provide public transport services and infrastructure in the locations identified on the Outline Development Plan as passenger demand grows.

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 the Woodend/Pegasus area. 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 provides for the full and comprehensive development of this new urban area to accommodate the expanding economic needs of the District.

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

- Ravenswood is 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; and
- 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

- 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.

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

Requirements relating to the layout and development of land uses, roads, internal vehicular and pedestrian linkages and the principal street, reserves, community facilities and town centre, based on the Outline Development Plan for North Woodend (Ravenswood).

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 North Wooded (Ravenswood).

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.

21. 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.

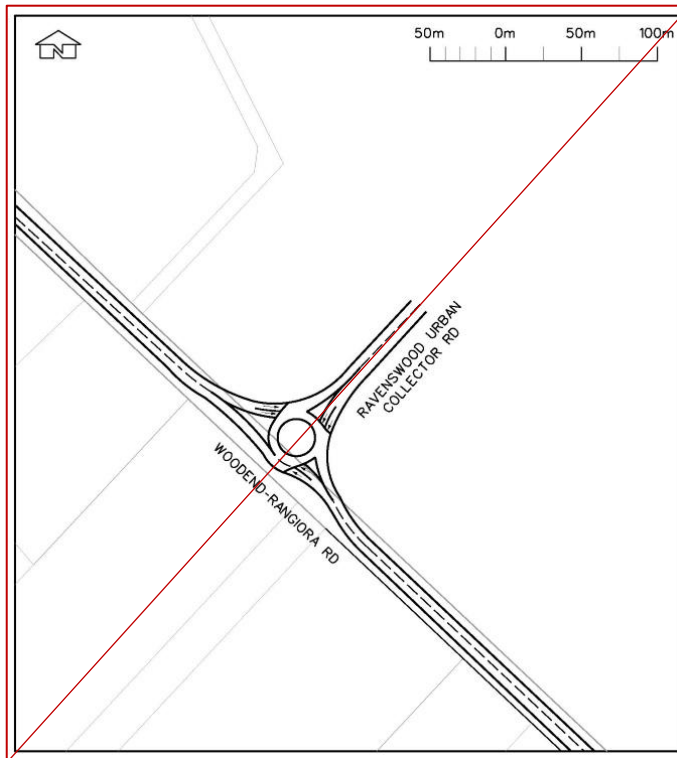
Policy 18.1.1.12 provides for the development of a new town centre and emerging Key Activity Centre at North Woodend (Ravenswood), being a place of commerce and community and creating opportunities for business and employment required by a growing population. The Business 1 zoning, the Outline Development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

22. 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~~



23. Under Chapter 30 Utilities and Traffic Management – Rules, add Rule 30.8.5 as follows:

Within the North Woodend (Ravenswood) Business 1 Zone, any land use that does not comply with one or more of the conditions under Rules 30.6.1.13, 30.6.1.19, 30.6.1.24, 30.6.1.26, or 30.6.1.32, is a discretionary activity (restricted).

In considering any resource consent under Rule 30.8.5, the Council shall, in deciding whether to grant consent, and deciding whether to impose conditions, have regard to the following matters as relevant to the non-compliance:

- a) The extent to which the proposal enables the outcomes set out in the relevant objectives and policies of Chapters 11 and 13 to be achieved;
- b) In relation to Rule 30.6.1.13 - Suitability of the accessway design to provide safe and functional access for the intended vehicle movements;
- c) In relation to Rule 30.6.1.19:
 - i. The effect of vehicle crossing design on the severity and likelihood of conflicts between pedestrians, cyclists and/or vehicles.
 - ii. The number of pedestrian movements and the number and type of vehicles using or crossing the vehicle crossing;
 - iii. Any adverse effects on the safety and/or efficiency of the frontage road arising from use of the vehicle crossing;
 - iv. The speed at which vehicles will be able to enter/exit the site and the effect of this on the safety of pedestrians and other road users;
 - v. Any adverse effects on the safety of pedestrians as a result of length of time required to cross a wider vehicle crossing;
- d) In relation to Rules 30.6.1.24 - Whether the sight line distances are adequate to provide safe ingress/egress, and safety of other road users including

vehicles and cyclists on the frontage road, having regard to the operating speed environment of the road.

- e) In relation to Rules 30.6.1.19, 30.6.1.26 and 30.6.1.32:
- i. Any adverse effects on the efficient and safe operation of the road for all road users arising from the number or proximity of vehicle crossings and/or intersections;
 - ii. Whether the physical form of the frontage road, vehicle crossings and/or intersections, including the length of frontage, will mitigate the adverse effects of the additional vehicle crossing / intersection;
 - iii. Any cumulative effects when considered in the context of existing and future intersections or vehicle crossings serving other activities in the vicinity.

24. Under Chapter 30 Utilities and Traffic Management – Rules, amend Rule 30.9.1 as follows:

Except as provided for by Rule 30.7 or Rule 30.8.5, any land use that does not comply with one or more of the conditions under Rule 30.6.1.1 to 30.6.1.32 or 30.7.1 is a discretionary activity except where it is a non-complying activity under Rule 30.10 or it is exempted by Rule 30.6.2.

In considering any resource consent under Rule 30.9.1, the Council shall, in deciding whether to grant consent, and in deciding whether to impose conditions, have regard to (but not be limited by) the following matters:

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

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

In Pegasus and ~~Ravenswood~~ dwellinghouses shall only 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 Maps 158 and 158A.

26. 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.

27. 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 31.1.1.40.

28. 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.

29. 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 the Business 1 Zone at Kaiapoi, Rangiora, Ravenswood, Woodend and Oxford is a non-complying activity.

30. Under Chapter 31 Health, Safety and Wellbeing – Rules, amend Rule 31.23.2.1 as follows:

Any retail activity located within the Business 2 or Residential 1 and 2 Zones within the Rangiora and Kaiapoi Key Activity Centres is exempt from complying with Rules 31.23.1.8 and 31.23.1.9.

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

Except as provided for by Rule 31.23.1.1, 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

32. Under Chapter 31 Health, Safety and Wellbeing – Rules, add Rule 31.25.4 as follows:

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

- 1) new buildings;
- 2) town square/reserve;
- 3) internal vehicular and pedestrian linkages, and the principal shopping street (as indicated in ODP158A);
- 4) parking areas; and
- 5) additions to individual buildings greater than 20% of consented Gross Floor Area.

In considering an application for resource consent under Rule 31.25.4, 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 public open space(s), and will enable the outcomes set out in the relevant objectives and policies of Chapters 11, 13, 15, 16, 17 and 18 and in particular Policy 18.1.1.12 to be achieved;
- b) the design and appearance of the development including contribution to architectural quality and amenity values of roads, internal vehicular and pedestrian linkages, principal shopping street or public spaces (including town square/reserve). In particular as to:
 - i. the contribution that buildings make to the attractiveness, legibility, pleasantness, and enclosure of roads, internal vehicular and pedestrian linkages, principle shopping street and public spaces;
 - ii. the maintenance of consistent building lines and legibility of entrances by minimising building setbacks from roads, internal vehicular and pedestrian linkages, principle shopping street and public spaces;
 - iii. in the principal shopping street, locating buildings immediately adjacent to the street;
 - iv. orientation of buildings towards roads, internal vehicular and pedestrian linkages or public spaces;
 - v. architectural details and cladding materials;
 - vi. the minimisation of blank walls with modulation, articulation, and glazing;
 - vii. activation and engagement with roads, internal vehicular and pedestrian linkages, principal shopping street and public spaces;
 - viii. the height and bulk of corner buildings taking into account the scale of adjoining intersections.

- c) the application of the following Crime Prevention Through Environmental Design (CPTED) principles to the design and layout of the development 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;
- d) the provision of verandahs to provide weather protection in areas used, or likely to be used, by pedestrians;
- e) provision of landscaping on sites adjoining public spaces to contribute to the amenity of public spaces;
- f) the provision of car parking and vehicle accesses that achieve efficient utilisation of town centre land in a functional and safe manner, including:
 - i. car parking that is commensurate with parking demand of the proposed land use;
 - ii. through the appropriate consolidation and sharing of parking areas and/or locating car parking to the side or rear of the main entrance façade;
 - iii. inclusion of safe and convenient pedestrian connections between parking areas and buildings;
 - iv. limited vehicular access and egress to parking areas located off the principal shopping street to avoid conflict with pedestrians and support continuous street frontages;
- g) the provision of safe walking, cycling and vehicle access to the road network and to the internal vehicular and pedestrian linkages and principal shopping street, that reflects the context of the surrounding environment (land use and road classification);
- h) the provision of connections for cyclists to the formed or planned cycle infrastructure on Bob Robertson Drive and Garlick Street;
- i) the extent to which the form of the internal vehicular and pedestrian linkages and principal shopping street adhere to the Road Design Attributes for local roads in business zones contained in Table 30.1, and other Council road layout standards, except that for the purposes of Table 30.1:
 - a. requirements for parking lane width and number of parking lanes shall not apply;
 - b. the design attribute for a minimum number of street trees (being 1 per 20m) requires an average spacing of not less than 20m, but does not require that trees be at uniform 20m spacings.
- j) the principal shopping street and activities adjacent to it (where applicable to the application for resource consent) provide a retailing and pedestrian focus, where parking and loading do not visually or physically dominate the area;
- k) a town square/reserve (where applicable to the application for resource consent), which is physically and visually connected to the principal shopping street, and of sufficient size and form to enable a range of community activities and interaction;
- l) the integration of the principal shopping street and town square / reserve;
- m) any cumulative effects of the proposed activity on the urban form matters identified;
- n) integration of future public transport service with the emerging Key Activity Centre and the surrounding environment;

- o) the extent to which practical design considerations apply;
- p) Financial contributions as set out in Chapter 20: Financial Contributions and Chapter 34: Financial Contributions – Rules.

Any application for a resource consent under Rule 31.25.4 which incorporates (where applicable) the indicative elements shown on ODP 158A, 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.

33. Under Chapter 31 Health, Safety and Wellbeing – Rules, insert Rule 31.25.5 as follows:

Retail activity within the North Woodend (Ravenswood) Business 1 Zone which exceeds 25,500m² GFA is a discretionary activity (restricted).

For the purposes of this rule, the following definitions apply:

retail activity means the use of land and/or buildings or part of a building(s) for displaying or offering goods for sale to the public and includes supermarkets and food and beverage outlets, but excludes trade suppliers.

trade supplier means a business engaged in sales to businesses (but may also include sales to the general public) and only consists of one or more of the following categories:

- a) automotive and marine supplier;
- b) building supplier;
- c) farming and agricultural supplier;
- d) garden and landscaping supplier;
- e) office furniture, equipment and systems supplier;
- f) hire services (except hire or loan of books, videos, DVDs and other similar home entertainment items);
- g) industrial clothing and safety equipment supplier; and
- h) catering equipment supplier.

automotive and marine supplier means a business primarily engaged in selling automotive vehicles and/or marine craft, and accessories to and parts for such vehicles and craft. It includes suppliers of:

- a) boats and boating accessories;
- b) cars and motor cycles;
- c) auto parts and accessories;
- d) trailers and caravans; and/or
- e) tyres and batteries.

building supplier means a business primarily engaged in selling goods for consumption or use in the construction, modification, cladding, fixed decoration or outfitting of buildings. It includes:

- a) glaziers;
- b) locksmiths; and
- c) suppliers of:
 - i. awnings and window coverings;

- ii. bathroom, toilet and sauna installations;
- iii. electrical materials and plumbing supplies;
- iv. heating, cooling and ventilation installations;
- v. kitchen and laundry installations, excluding standalone appliances;
- vi. paint, varnish and wall coverings;
- vii. permanent floor coverings;
- viii. power tools and equipment;
- ix. safes and security installations;
- x. timber and building materials; and
- xi. any other goods allowed by any other definition under trade supplier.

Council's discretion in deciding whether to grant or refuse consent, and in deciding to impose conditions, is limited to the extent to which the proposed retail activity:

- a) Adversely affects the role and function of the Key Activity Centres located in Rangiora, Kaiapoi and Belfast to provide for primarily commercial and community activities and avoids significant retail distribution effects on those centres.
- b) Generates adverse traffic and access effects on the safe and efficient functioning of the access and road network.
- c) Adversely affects amenity values and streetscape of the area.
- d) Enables the community to meet unmet demand for retail activity within the District.
- e) Supports the intended role of the North Woodend (Ravenswood) emerging Key Activity Centre.
- f) Contributes to the vitality of the centre, particularly along Bob Robertson Drive or the principal shopping street.
- g) Promotes the efficient use of land within the centre to achieve a compact urban form.

34. Under Chapter 31 Health, Safety and Wellbeing – Rules, add Rule 31.25.7 as follows:

Within the North Woodend (Ravenswood) Outline Development Plan 158A area:

- a) development within Lot 203 that would occur following the completion of construction of the principal shopping street; or
- b) development of more than 5.4 hectares of land identified as Lot 203; prior to construction of the town square/reserve, is a discretionary activity (restricted). For the purposes of clause (b), the area developed refers to all areas covered by buildings, hardstand, roads or vehicle accessways, parking, or landscape planting, but excludes areas in grass or gravel pending further development.

Council's discretion in deciding whether to grant or refuse consent, and deciding to impose conditions, is limited to:

- a) the effects of the delay in constructing the town square/reserve on the recreational provision and amenity within Ravenswood;
- b) the provision of open space that has otherwise been made within the emerging Key Activity Centre of North Woodend (Ravenswood), including:
 - i. any partial provision of the town square/reserve;
 - ii. any alternative provision of public open spaces that is not identified on ODP 158A; and
 - iii. any temporary provision of public open spaces elsewhere within Ravenswood;

- c) any conditions or other mechanism that will confirm the timing of construction of the town square/reserve; and
- d) any practical or operational reasons why the town square/reserve is not to be constructed in compliance with this rule.

35. Under Chapter 31 Health, Safety and Wellbeing – Rules, insert a new rule 31.26.3

Any building in the North Woodend (Ravenswood) emerging Key Activity Centre is exempt from complying with Rule 31.26.2.

36. 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 Maps 158 and 158A, and the accompanying explanatory text.
- 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.

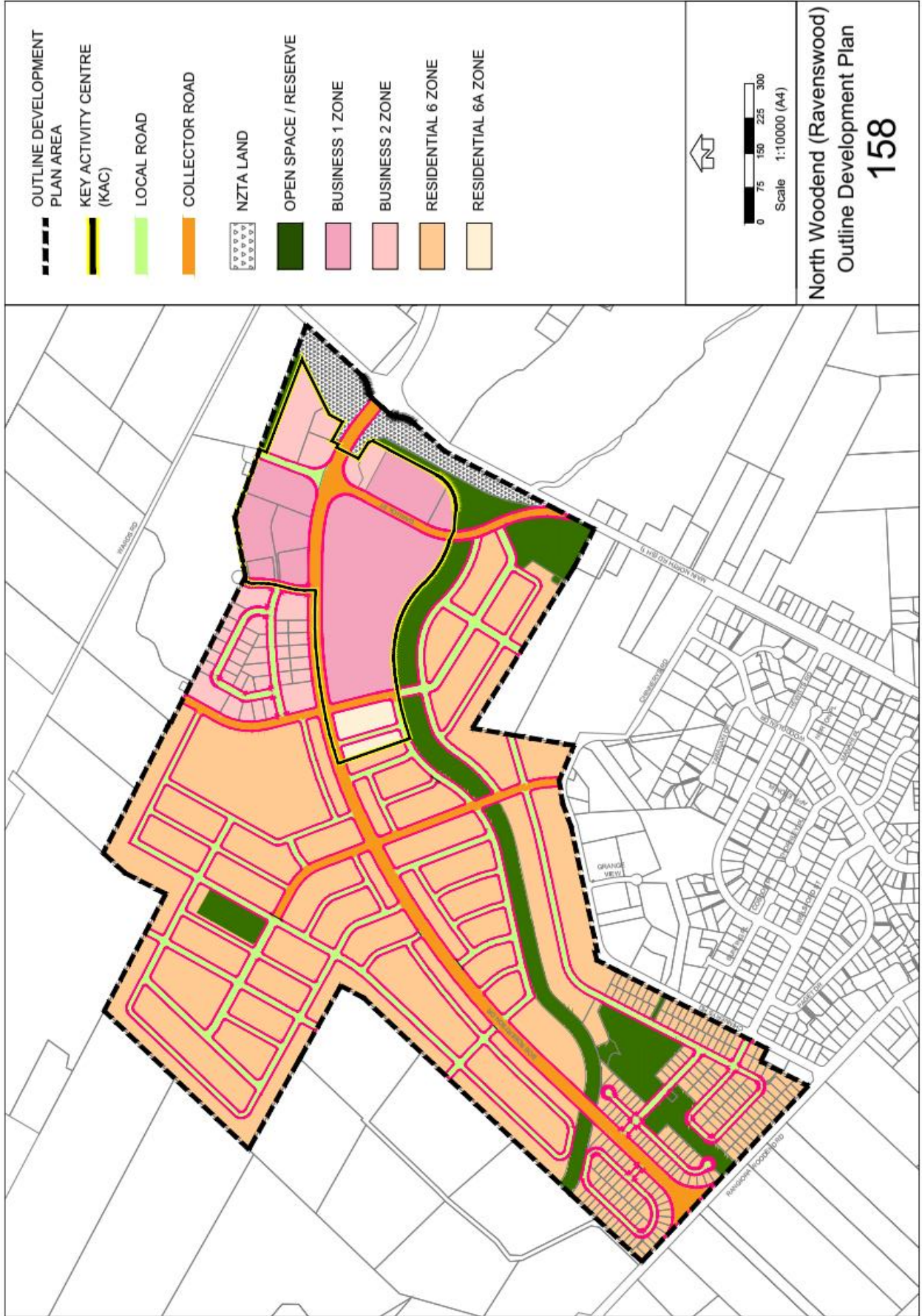
- w) The Residential 4A Zone, Bradleys Road, Ohoka, identified on District Plan Map 169 and more particularly described in Appendix 32.2.
- x) The Kaiapoi Business 5 Zone identified on District Plan Map 170.
- y) The Residential 4A Zone, Woodend Beach Road, Woodend, as identified on District Plan Map 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.”

37. 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 301st 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.

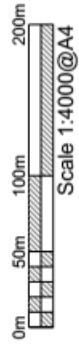
38. Delete Outline Development Plan 158, and replace with a new Outline Development Plan 158 and Key Activity Centre Outline Development Plan 158A, supported by associated explanatory text, which shows updated cadastral base and roading pattern, together with key structuring elements within the Ravenswood town centre.



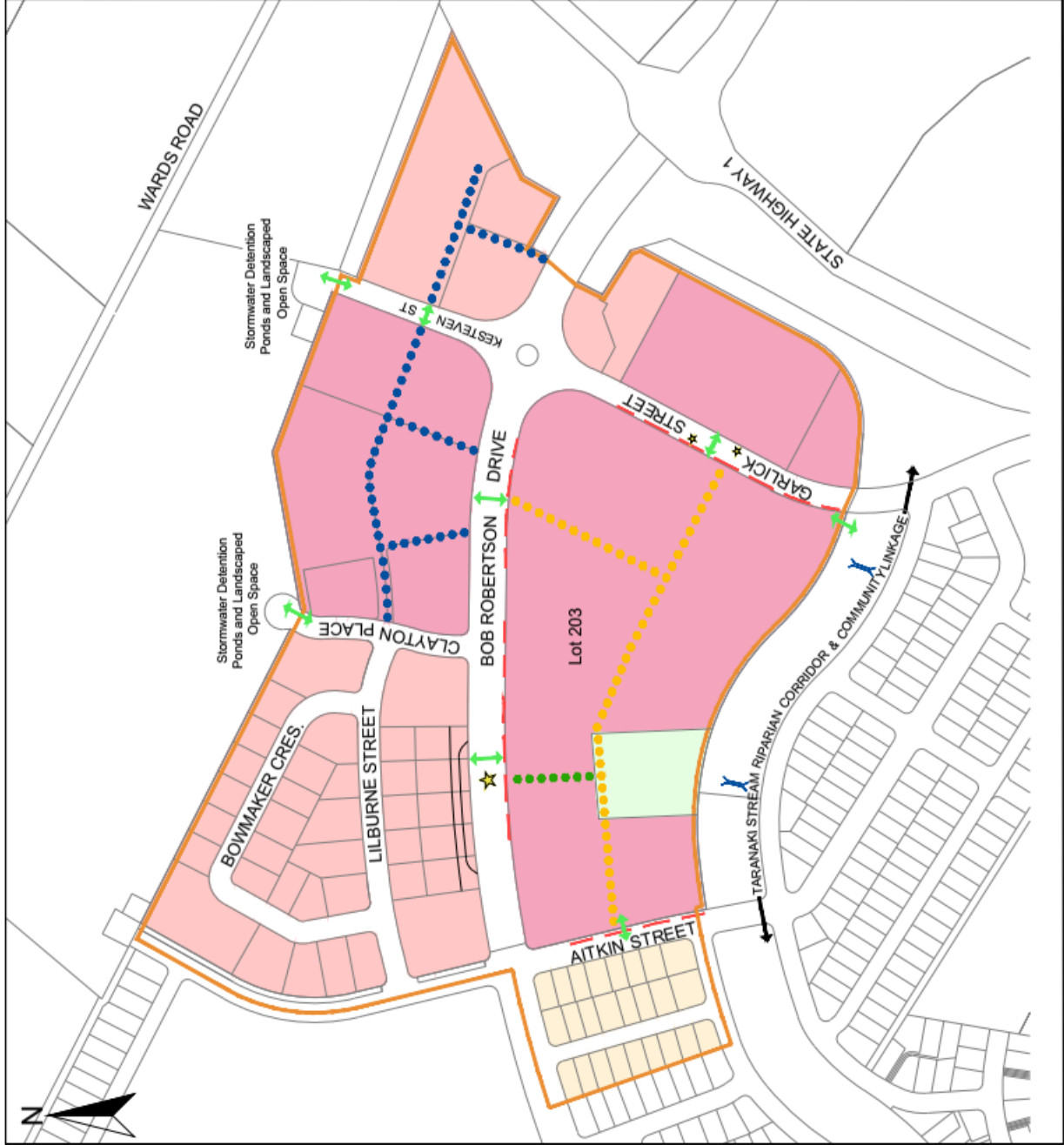
Indicative Structuring Elements:

- ★ Major Bus Stops/ Transfers
 - ☆ Bus Stops
 - Street frontage sections where internal vehicular and pedestrian linkages could be located
 - Internal vehicular linkages
 - Internal vehicular and pedestrian linkages
 - Principal Shopping Street
 - ↔ Pedestrian Linkages
 - Town Square / Reserve
 - Taranaki Stream pedestrian/cycling bridges (existing)
- Zones:**
- Business 1 Zone
 - Business 2 Zone
 - Residential 6a Zone
 - Extent of North Woodend (Ravenswood) key activity centre

Footnote:
1. Minimum total area of Open Space within Lot 203 (including Town Square and reserve) is 5,984 m²



**North Woodend
(Ravenswood) Outline
Development Plan 158A**



North Woodend (Ravenswood) Outline Development Plan 158A – Explanatory Text

This text provides additional explanation to ODP 158A and the outcomes to be achieved within the North Woodend (Ravenswood) emerging Key Activity Centre, through application of ODP 158A and rules which apply to the North Woodend (Ravenswood) Business zones. For the purposes of rule 28.8.1, land uses will be deemed to comply with ODP 158A where they provide the Structuring Elements identified on ODP 158A (noting that the locations shown on ODP 158A are indicative, and provision of bus stops is at the discretion of public transport service providers).

The Outline Development Plan for North Woodend (Ravenswood) gives effect to the Canterbury Regional Policy Statement as required by the Resource Management Act. The Regional Policy Statement directs enablement of the district’s third Key Activity Centre in the general location shown on Outline Development Plan 158A.

Previously referred to as “Woodend/Pegasus”, the emerging Key Activity Centre is located at North Woodend (Ravenswood), which is immediately proximate to the State Highway 1/Pegasus interchange and the proposed Woodend Bypass motorway. The emerging Key Activity Centre sits within the wider Ravenswood residential development, the form of which is directed by Outline Development Plan 158.

Much of the emerging Key Activity Centre’s structure and urban form is determined by the existing roading and subdivision patterns and land use consents. Bob Robertson Drive is an existing Collector Road through the Key Activity Centre providing an important transport route between State Highway 1 and Rangiora Woodend Road, and forms the most direct route between Ravenswood, Pegasus, and Rangiora. Garlick Street will provide an important and direct route between Ravenswood, Pegasus and Woodend. Land to the north of Bob Robertson Drive is consented for core retail and other commercial activities on land zoned Business 1 and Business 2, as shown on Outline Development Plan 158A. Land to the east of Garlick Street is also committed for development in accordance with the identified zoning pattern.

The balance of the emerging Key Activity Centre comprises principally Lot 203, which is a greenfield site and the proposed “centre piece” of the new Ravenswood town centre. Lot 203 is bounded by Bob Robertson Drive, Garlick Street, Aitkin Street and the Taranaki Stream riparian corridor. It is zoned Business 1.

Future development of Lot 203 is guided by the Outline Development Plan which shows the indicative location of various “structuring elements”. The location of those elements is flexible, with further guidance as to location provided in the text below. The purpose of these structuring elements is to integrate the core retail and other commercial activities within Lot 203 with similar development to the north and east, as well as the Residential 6A land to the west and the Taranaki Stream riparian corridor and community linkage to the south. Existing pedestrian/cycling bridges have already been constructed across the Taranaki Stream to link the town centre with its wider residential communities.

The main features within the North Woodend (Ravenswood) emerging Key Activity Centre, as shown indicatively on the Outline Development Plan are as follows:

1. Public transport infrastructure

Ravenswood is anticipated to be directly serviced by bus services and the Outline Development Plan identifies proposed locations for suitable infrastructure to enable people to access the emerging Key Activity Centre by bus. There is also the potential for multiple bus routes to run through or past the emerging Key Activity Centre, particularly when the Woodend Bypass is established. Accordingly, it may be appropriate to provide a transfer point (including passenger drop-off and pick up, but not park and ride) at the emerging Key Activity Centre in the future. The evolving transport network requires suitable flexibility to enable both the short term and long term bus network aims to be provisioned for.

The proposed location for an easily accessible, readily visible Major Bus Stop / Transfer and associated infrastructure is within the berms on Bob Robertson Drive to the west of Clayton Place. It is anticipated that, as the emerging Key Activity Centre grows, the relevant public authorities will establish this Major Bus Stop / Transfer in response to increasing demand for public bus services in this part of the district.

Bus stops on the western and eastern sides of Garlick Street are also indicatively shown and can be accommodated within the public road carriageway. Their specific location will be determined having regard to the location of the proposed pedestrian linkage across Garlick Street, the latter to be established once details of development proposals on either side of Garlick Street are known.

2. Pedestrian Linkages

The emerging Key Activity Centre is in a location that will be walkable from the Ravenswood residential area, northern part of Woodend, and to a lesser degree the western part of Pegasus. The Outline Development Plan provides for a high degree of connectivity between the pedestrian network and the existing pedestrian infrastructure on nearby routes.

These linkages include:

- a) Access to the extensive area of landscaped open spaces to the north of the Key Activity Centre which is also used for stormwater detention.
- b) A safe crossing facility of Bob Robertson Drive proximate to the indicative Major Bus Stop / Transfer and Principal Shopping Street within Lot 203.
- c) A safe crossing facility between the consented core retail activities on the northern side of Bob Robertson Drive, and similar activities within Lot 203, with the specific location of the crossing determined once details of development proposals within Lot 203 become known.

- d) Access between the town square/reserve and the Taranaki Stream riparian corridor and community linkage.
- e) Access between Lot 203 and the area on the western side of the Key Activity Centre, across Aitkin Street.
- f) Access between Lot 203 and the area on the eastern side of the Key Activity Centre, across Garlick Street.

3. Internal Vehicular, Pedestrian, and Cycling Linkages

Within the Outline Development Plan area, a range of pedestrian routes are defined in locations that will support a legible, safe, and well-connected town centre walking environment. The internal vehicular and pedestrian linkages and principal shopping street notated on ODP 158A should integrate with the pedestrian routes, public transport infrastructure, existing cycling infrastructure, and existing vehicular access and intersections, to provide safe and legible access to and within the Key Activity Area.

As both Bob Robertson Drive and Garlick Street are important for through traffic and providing access, the streetscape requires a carefully considered approach to integrating the internal and external access and linkages. Specifically:

- a) Red dashed lines on ODP158A identify the locations where the internal vehicular and pedestrian linkages and principal shopping street intersect with the surrounding road network could be located. The specific locations will be subject to assessment against District Plan vehicle crossing or intersection separation rules and are to also consider the proximity to intersections, pedestrian linkages and bus stops.
- b) On the northern side of Bob Robertson Drive internal vehicular linkages reflect the existing and proposed consented development. A pedestrian linkage across Kesteven Place connects development on both sides of this street.
- c) To the south of Bob Robertson Drive, the internal vehicular and pedestrian linkages and principal shopping street are indicatively shown, with the specific location to be determined once details of development proposals within Lot 203 become known. Footpaths will be provided on both sides of the internal vehicular and pedestrian linkages and principal shopping street.
- d) Carparking areas shall consider and provide for pedestrian desire lines.
- e) Internal cycling infrastructure shall connect to the wider cycling network.

4. Lot 203 Town Centre Block Pattern

The Outline Development Plan shows the proposed town centre block pattern for Lot 203. The size of the blocks will vary according to the footprints of buildings needed to support core retail and other commercial activities, as enabled by the Business 1 zone. The indicative internal vehicular and pedestrian linkages and principal shopping street are proposed between:

- a) Garlick Street and Aitkin Street.
- b) Bob Robertson Drive and the east-west linkage described in a).

The internal vehicular and pedestrian linkages and principal shopping street can be moved in north-south and east-west directions to connect with existing roads at the locations shown by red dashed lines on the Outline Development Plan. The block pattern is further supported by the principal shopping street and associated town square/reserve.

5. Principal shopping street

The principal shopping street will provide for two-way vehicular traffic with parallel parking on both sides. Footpaths will also be provided on both sides of the principal shopping street to support small format retail activities and pedestrian amenity.

6. Town square / reserve

The town square/reserve supports the block pattern by including a pedestrian linkage from the principal shopping street through to the Taranaki Stream riparian corridor/community linkage and the existing pedestrian/cycling bridges across the Taranaki Stream. While the location of the town square/reserve is flexible, it should be physically and visually connected to the principal shopping street and Taranaki Stream. A development threshold rule requires the town square/reserve to be developed before development of the final stage(s) of Lot 203 can occur.

7. Residential Living

The Outline Development Plan provides for residential intensification by including the more intensive Residential 6A zone within the Key Activity Centre and by permitting residential activities above ground floor level in the Business 1 zone of the Outline Development Plan.

- 39. Amend the GIS zoning layer within the operative 'eplan' to give effect to the zoning outcomes identified on outline development plan maps 158 and 158A'
- 40. Amend Map grid and index to include Map 158A.
- 41. Consequential renumbering of plan provisions.



Annexure 4

Settlement of PC30 Appeal: Economics JWS

In the Environment Court of New
Zealand Christchurch Registry

I Mua I Te Kōti Taiao o Aotearoa
Ōtautahi Rohe

Under the Resource Management Act 1991

In the matter of an appeal under Clause 29, Schedule 1 of the Act,
regarding Private Plan Change 30 to the Waimakariri
District Plan

Between **Ravenswood Developments Limited**

ENV-2022-CHC-0001

Appellant

And **Waimakariri District Council**

Respondent

Joint Witness Statement – Economics

Date 14 October 2022

Introduction

- 1 This Joint Witness Statement (**JWS**):
 - (a) Relates to the economic assessment undertaken in respect of Private Plan Change 30 (**PC30**) to the Waimakariri District Plan, proposed by Ravenswood Developments Limited (**RDL, Appellant**).
 - (b) Is between:
 - (i) Fraser Colegrave (consultant economist for RDL);
 - (ii) Derek Foy (consultant economist for the Respondent); and
 - (iii) Greg Akehurst (peer reviewer engaged by RDL).
- 2 We confirm that, in preparing this JWS, we have complied with the Code of Conduct for Expert Witnesses contained in the Environment Court Practice Note 2014.

Background

- 3 PC30 was informed and supported by an economics assessment, including retail distribution modelling, prepared by Mr Colegrave. That assessment was reviewed by Mr Foy as a contributor to the s42A report prepared for the Respondent.
- 4 Prior to the hearing, Messrs Colegrave and Foy participated in expert caucusing. A copy of the joint witness statement arising from that event is attached as **Appendix 1**. In summary, Mr Colegrave and Mr Foy agreed on most key issues, including that the land area of the proposed Ravenswood centre zone was appropriate.
- 5 The residual areas of disagreement related to:
 - (a) The quantum of retail distribution effects potentially associated with full development of the PC30 area; and
 - (b) Whether staging was required to manage the rate of development and any corresponding effects.
- 6 Initially no limits were proposed by RDL in relation to the quantum of floorspace that would have been permitted in the PC30 area. However, both Mr Colegrave's and Mr Foy's assessments provided to the Commissioners were based on an assumed maximum likely retail floorspace yield of 35,300m².

- 7 Mr Foy considered that some maximum limits on retail floorspace in the proposed centre were required to mitigate potential retail distribution effects on Rangiora and Kaiapoi. In response to the expert caucusing, Mr Foy revised the limits he initially proposed, and at the Council hearing Mr Foy's recommended maximum retail floorspace limit was no more than 25,000m² until 2033.
- 8 Following the hearing the Commissioners requested memoranda from Messrs Colegrave and Foy, to address the issue of Waimak Junction, a large format retail development in Kaiapoi which had been consented after the conclusion of the in-person hearing, and before the Panel was to release their decision. The Commissioners' Minute 6 sought additional information to understand opinions as to the potential cumulative effects of Waimak Junction and PC30 on Waimakariri's centres. Mr Foy recommended that the maximum retail floorspace threshold for Ravenswood to 2033 be reduced from 25,000m² to 20,000m². Mr Colegrave maintained that no limit was required.
- 9 RDL in its closing submissions to the Commissioners proposed a retail floorspace cap of 35,500m².

Commissioners' decision

- 10 In declining PC30, the Commissioners:
 - (a) Based their decision on a floorspace cap of 35,500m², as offered by RDL in its closing submissions.¹
 - (b) Considered that an absolute cap on floorspace within the Ravenswood centre would be appropriate.²
 - (c) Concluded that that the proposed scale of retail activity at Ravenswood would have significant adverse distributional effects on both the Rangiora and Kaiapoi Key Activity Centres to at least 2038.³ They found that the diversion from Rangiora and Kaiapoi would represent some 40–50% of Ravenswood sales, and estimated the retail impact on those centres to be between 18–23% of their combined retail sales.⁴

¹ Decision at [63] and [470]

² Decision at [63].

³ Decision at [481].

⁴ Decision at [239].

Peer review by Mr Akehurst

- 11 After the commissioner's decision was released, and prior to mediation, Mr Akehurst was engaged by the Appellant to peer review the economic assessments and evidence presented prior to and at the hearing.
- 12 Mr Akehurst's conclusions were that the decision had fundamentally erred in its approach to assessing potential adverse effects of the proposal and agreed with Mr Colegrave that no maximum limits on retail floorspace were required for the proposed centre.

Mediation and agreement reached

- 13 All three economic experts attended the Court assisted mediation, where the economic issues, assessments, and peer review were further discussed.
- 14 As a result of the assessments undertaken by the experts, and having considered during that mediation the issues raised and conclusions reached in the Commissioners' decision, the experts are now agreed that:
 - (a) There are no reasons from a retail distributional impact perspective that would make the land subject to PC30 (as amended following mediation) an inappropriate location for accommodating an emerging Key Activity Centre. The economics experts are agreed that the land subject to PC30 is an appropriate place for an emerging Key Activity Centre because it is located central to the Woodend-Pegasus growth area, and is accessible to the population of north-eastern Waimakariri (being adjacent State Highway 1).
 - (b) The proposed area of land to be rezoned by PC30 (as now amended) is appropriate.
 - (c) PC30 (as now amended) will help to reduce the outflow of retail spending from Waimakariri over time.
 - (d) PC30 (as now amended) will also help reduce car based travel overall to meet household needs. Reductions in demand flowing from Waimakariri to Christchurch are significant and outweigh the small increase in trips originating in Christchurch to Waimakariri. Retail based travel efficiency for Greater Christchurch improves overall, driven by a modest improvement for Waimakariri residents offset by a very small reduction in Christchurch residents travel efficiency.
- 15 The experts agree that it is appropriate to ensure that development of retail activities within the PC30 area must avoid significant adverse retail

distributional effects on existing Key Activity centres in Rangiora, Kaiapoi and Belfast/Northwood, and that this be reflected in the objectives and policies of PC30.

- 16 The experts acknowledge that there are uncertainties associated with modelling retail distributional effects of a proposed retail centre. However, the experts are satisfied that notwithstanding these uncertainties, the addition of the following restricted discretionary activity rule would avoid significant adverse retail distributional effects on existing Key Activity centres in Rangiora, Kaiapoi and Belfast/Northwood before triggering the need for resource consent and further assessment:

Retail activity within the Business 1 zone (identified within the boundary of the emerging Key Activity Centre in North Woodend (Ravenswood) as shown on Outline Development Plans 158 and 158A) which exceeds 25,500m² GFA is a discretionary activity (restricted).

For the purposes of this rule, the following definitions apply:

retail activity means the use of land and/or buildings or part of a building(s) for displaying or offering goods for sale to the public and includes supermarkets and food and beverage outlets, but excludes trade suppliers.

trade supplier means a business engaged in sales to businesses (but may also include sales to the general public) and only consists of one or more of the following categories:

- a) automotive and marine supplier;
- b) building supplier;
- c) farming and agricultural supplier;
- d) garden and landscaping supplier;
- e) office furniture, equipment and systems supplier;
- f) hire services (except hire or loan of books, videos, DVDs and other similar home entertainment items);
- g) industrial clothing and safety equipment supplier; and
- h) catering equipment supplier.

automotive and marine supplier means a business primarily engaged in selling automotive vehicles and/or marine craft, and accessories to and parts for such vehicles and craft. It includes suppliers of:

- a) boats and boating accessories;
- b) cars and motor cycles;
- c) auto parts and accessories;
- d) trailers and caravans; and/or
- e) tyres and batteries.

building supplier means a business primarily engaged in selling goods for consumption or use in the construction, modification, cladding, fixed decoration or outfitting of buildings. It includes:

- a) glaziers;

- b) *locksmiths; and*
- c) *suppliers of:*
 - i. *awnings and window coverings;*
 - ii. *bathroom, toilet and sauna installations;*
 - iii. *electrical materials and plumbing supplies;*
 - iv. *heating, cooling and ventilation installations;*
 - v. *kitchen and laundry installations, excluding standalone appliances;*
 - vi. *paint, varnish and wall coverings;*
 - vii. *permanent floor coverings;*
 - viii. *power tools and equipment;*
 - ix. *safes and security installations;*
 - x. *timber and building materials; and*
 - xi. *any other goods allowed by any other definition under trade supplier.*

Council's discretion in deciding whether to grant or refuse consent, and in deciding to impose conditions, is limited to the extent to which the proposed retail activity:

- a) *Adversely affects the role and function of the Key Activity Centres located in Rangiora, Kaiapoi and Belfast to provide for primarily commercial and community activities and avoids significant retail distribution effects on those centres.*
- b) *Generates adverse traffic and access effects on the safe and efficient functioning of the access and road network.*
- c) *Adversely affects amenity values and streetscape of the area.*
- d) *Enables the community to meet unmet demand for retail activity within the District.*
- e) *Supports the intended role of the North Woodend (Ravenswood) emerging Key Activity Centre.*
- f) *Contributes to the vitality of the centre, particularly along Bob Robertson Drive or the principal shopping street.*
- g) *Promotes the efficient use of land within the centre to achieve a compact urban form.*

17 The above rule will ensure that the adverse effects of the centre that establishes in the PC30 area on the role and function of existing Key Activity centres in Rangiora, Kaiapoi and Belfast/Northwood will not be significant. It will do so by limiting how much retail activity can establish within the PC30 area, and therefore limiting the scale of retail distribution effects the centre in the PC30 area will generate.

18 The agreed cap was set at 25,500m² during the mediation. That number was arrived at by taking the 35,500m² cap volunteered by RDL in closing submissions and subtracting the 10,000m² of floorspace RDL stated is to be occupied by a trade supplier. The three economics experts agreed that a maximum limit of 25,500m² would avoid significant adverse retail distributional effects on existing Key Activity centres in Rangiora, Kaiapoi

and Belfast/Northwood. The 25,500m² figure would apply to the total of both existing/consented and future development within the Business 1 zone.

- 19 Trade suppliers are not included within the definition of retail activity, and therefore not subject to the floorspace cap, because trade suppliers do not typically generate retail distribution effects. Similarly for automotive, marine, and building suppliers (as contemplated by the proposed retail rule).

Conclusion

- 20 Subject to the proposed retail rules in paragraph 16 of this document, we are agreed that PC30 would not generate significant adverse distributional effects on the Rangiora or Kaiapoi KACs, or any other centre. Retail development that is not enabled by the proposed retail rule would be a restricted discretionary activity, requiring further assessment of its effects, which is an appropriate response to manage additional effects.
- 21 For the reasons set out above we conclude that PC30 should be granted subject to the insertion of:
- (a) objectives and policies ensuring that development of retail activities within the PC30 area must avoid significant adverse retail distributional effects on existing Key Activity centres in Rangiora, Kaiapoi and Belfast/Northwood; and
 - (b) the proposed retail rules in paragraph 16 of this document.

Dated 14 October 2022



.....
Fraser Colegrave



.....
Derek Foy

Greg Akehurst

Greg Akehurst

Annexure 5
s32AA Evaluation

Annexure 5: Section 32AA Evaluation: Ravenswood (North Woodend) Key Activity Centre

<p>Appropriateness of the proposal's objective</p>	<p>The proposal's objective, which is to provide an emerging "North Woodend" Key Activity Centre through expansion of the commercial area at Ravenswood is the most appropriate way to achieve the purpose of the Act because it will:</p> <ul style="list-style-type: none"> a) Accord with the provisions recently endorsed by the Environment Court for PC30; b) Recognise Ravenswood as one of the District's principal focal points for a wide range of commercial and community activities, supported by recreation, residential and service activities. c) Support and enable a well-functioning urban environment; d) Give effect to the CRPS
<p>Are the provisions the most appropriate way to achieve the objective</p>	<p>The proposed provisions include Town Centre (TCZ) and General Industrial (GIZ) zoning, supported by an Outline Development Plan (ODP) and site-specific policies, rules and assessment matters for the North Woodend TCZ.</p> <p>TCZ is the appropriate zoning for the majority of the KAC, as TCZ Policies P1 and P2 achieve the project's objective by recognising that Ravenswood will provide opportunities over time for town centre activities to emerge (P1), with strong policy (P2) to enable the widest range of retail, commercial, community, recreation and service activities with the greatest concentration and scale of built form.</p> <p>The site-specific provisions combining an ODP, requirement for restricted discretionary consent for development, and associated policies and assessment matters to guide decision making are considered the most appropriate way to achieve the objective. This planning approach provides both certainty of outcome for the Council, at a relatively specific level, while retaining sufficient flexibility for</p>

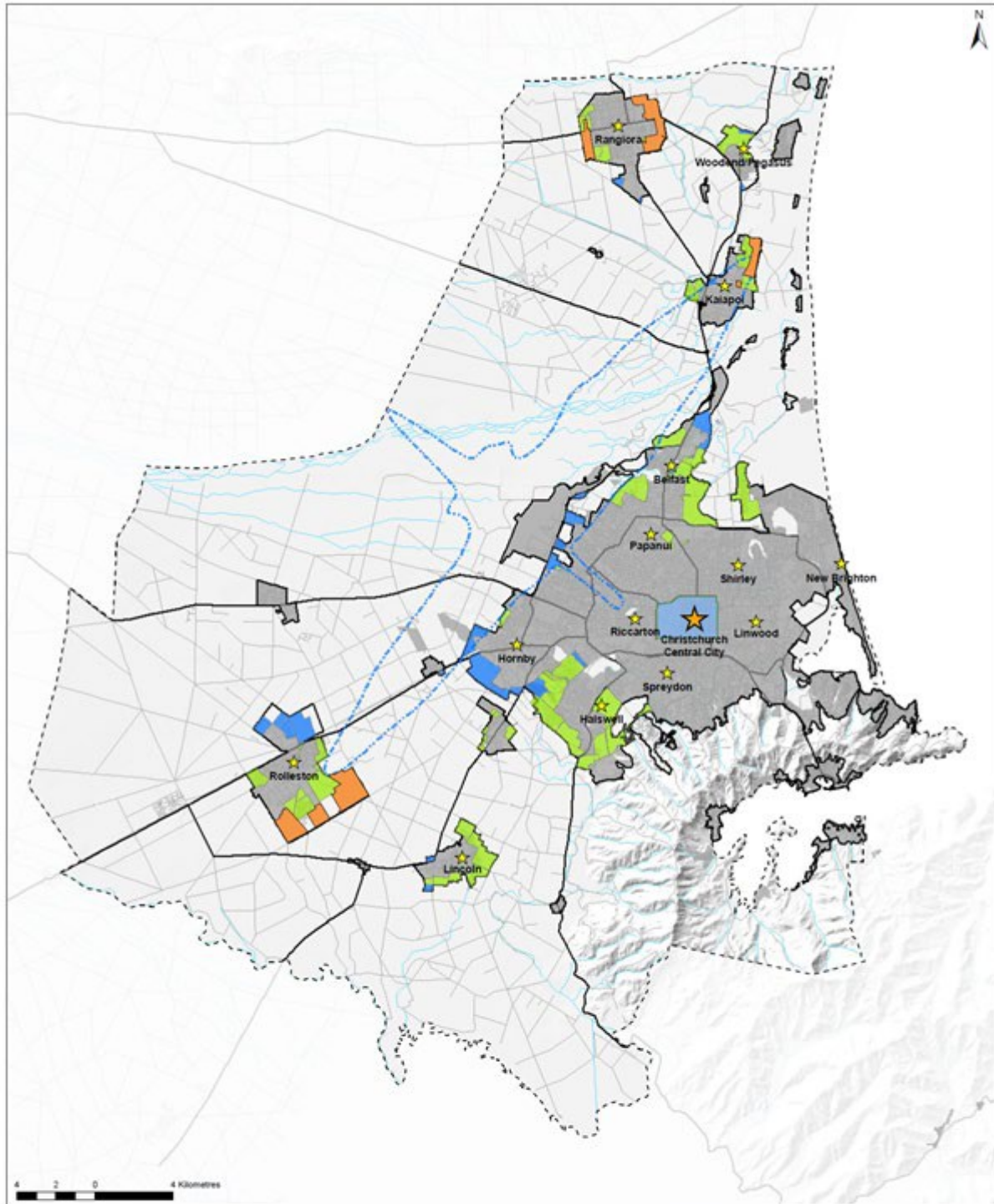
	<p>each element and stage of development to be assessed through the restricted discretionary resource consent application process.</p> <p>GIZ is the appropriate zoning for the remainder of the KAC, given the existing nature of development and consented activities in this area.</p>
Other reasonably practical options	In light of the CRPS having identified the Woodend Pegasus KAC location as part of the existing network of centres since 2013, and with the KAC status formally recognised through PC30, there are no other reasonably practicable options to consider given that the same outcome has recently been approved and made operative.
Costs	The costs associated with giving effect to the TCZ will fall to the landowner, while noting that the necessary development infrastructure has already been constructed. Costs associated with the existing development on parts of the TCZ and GIZ zoned land within the KAC have already been spent. Future costs will be incurred as part of the normal process of developing land, with no cost implications for the Council or community.
Benefits	There will be social and economic benefits associated with the proposal, with there being “positive effects” already recognised by the Environment Court through PC30. The Ravenwood TCZ will offer a differently formatted town centre experience from the Rangiora and Kaiapoi TCZ. Together, these TCZ’s which are located relatively close to one another will better enable the people and communities of the District to provide for their social, economic and cultural wellbeing.
Efficiency and Effectiveness	<p><i>Efficiency</i></p> <p>The proposed TCZ approach, coupled with a bespoke ODP, is efficient as it establishes a clear presumption in favour of Ravenswood being developed for town centre purposes, subject to the design and appearance of buildings, carparks etc</p>

	<p>being considered through a Restricted Discretionary resource consent application process.</p> <p><i>Effectiveness</i></p> <p>The TCZ and bespoke ODP provisions (both plans and descriptive text) will be effective in guiding the desired outcome of a high quality town centre with a wide range of town centre activities to emerge, consistent with RDL's aspirations for Ravenswood.</p>
<p>Risk of acting/not acting if there is uncertain or insufficient information</p>	<p>The Court-approved PC30 provisions are based on certain and sufficient information which has been tested and analysed over a period of four years. This has involved Joint Witness Statements from: economists/retail analyst, urban designers, transportation and planning specialists, with these considered by the Environment Court through the PC30 settlement process. In this context the risk of not acting would be far greater than the risk of acting, and would result in disenfranchisement of the district's peoples and communities.</p>
<p>Reasons for deciding on the provisions</p>	<p>The proposed approach guides continuing development of the Ravenswood Town Centre and the emergent Key Activity Centre. A wide range of town centre activities are enabled by the proposed provisions, with the Key Activity Centre also including land that is zoned Medium Density Residential and GIZ. Upholding the RDL submission will further facilitate delivery of the KAC and will give effect to the CRPS and NPS-UD.</p>

Annexure 6

CRPS Map of Greenfield Priority Areas and Future Development Areas

Map A - Greenfield Priority Areas and Future Development Areas (viewable in more detail at www.ecan.govt.nz)



- Legend**
- Key Activity Centres**
 - ★ Key Activity Centre
 - ★ Christchurch Central City
 - Airport Noise Contour**
 - Sillie Airport Noise Contour
 - Christchurch Central Recovery Plan Area
 - Greenfield Priority Areas**
 - Greenfield Priority Area - Business
 - Greenfield Priority Area - Residential
 - Urban and Infrastructure**
 - Existing Urban Area
 - Existing Urban Area
 - Projected Infrastructure Boundary
 - Projected Infrastructure Boundary
 - Future Development Areas
 - Future Development Areas



Scale:
1:175,000
(Original sheet size A3)

Coordinate System:
NZGD 2000 New Zealand Transverse Mercator

Disclaimer:
This map is a static output of depicted layers and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

Environment Canterbury
Regional Council

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