Jowett, Shona

From: Jeremy Phillips - Novo Group <jeremy@novogroup.co.nz>
Sent: Thursday, 14 November 2019 4:15 p.m.
To: Jowett, Shona
Cc: Emily McDonald - Novo Group; Camia Young
Subject: FW: Resource Consent feedback to Novo

Hi Shona,

Appreciating the late stage that this is provided (and absence of any further design detail at this point), I thought it would still be useful to forward the information/email below for you (and also for the Commissioner's information).

Firstly, note that Camia has engaged Rob Campbell a Director and Architect at Foley Group Architecture Ltd to assist with the design requirements for the project. As part of this, he has reviewed the proposal/design submitted to Council and David Hattam's assessment and provided comments below regarding David Hattam's 4 principle concerns.

We will keep you informed regarding any changes as/when they materialise.

Kind regards,
Jeremy

Jeremy Phillips
Director + Senior Planner

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From: Camia Young <camia@ohu.nz>
Sent: Thursday, 14 November 2019 8:36 AM
To: Jeremy Phillips - Novo Group <jeremy@novogroup.co.nz>; Emily McDonald - Novo Group <emily@novogroup.co.nz>; Lisa Williams - Novo Group <lisa@novogroup.co.nz>
Cc: Rob d'Auvergne <robd@foleygroup.co.nz>; Aaron Nixon <aaron@foleygroup.co.nz>; Rob Campbell <rob@foleygroup.co.nz>
Subject: Re: Resource Consent feedback to Novo

Kia ora,

Please find comments below from the Rob and his team.

We met yesterday and discussed the urban design issues and possible amendments, here are our responses to the issues following their review.

I've added one additional comment in red below.

Kindly,

Camia Young
Founding Partner
021 1125 087
ohu.nz

From: Rob Campbell <rob@foleygroup.co.nz>
Date: Thursday, 14 November 2019 at 06:04
To: Camia Young <camia@ohu.nz>
Cc: Rob d'Auvergne <robd@foleygroup.co.nz>, Aaron Nixon <aaron@foleygroup.co.nz>
Subject: Resource Consent feedback to Novo

Hi Camia

Please find an email below, as feedback to Jeremy and Emily at Novo, for a response back to Council on the 4 items as indicated in their report. If you are happy to forward onto them, or amend as you see fit, then Novo can provide this feedback to Council for moving forwards.

We have considered the 4 items in the Urban Design report by David Hattam, and we respond accordingly:

1. Level of variety in materials and detailing in the facades – we believe the strength of the design lies in its cohesion of claddings and detailing, and that the 4 buildings above the podium are seen to belong together, as a family of forms and materials. That being said, we are investigating an alternative cladding material that will have iterations of this cladding and detailing that offer similarities across the 4 buildings, and also differences. But above all, they will be cohesive. We will keep you informed of our material choice progress.
2. Height, especially at the SE corner – we believe the building height responds well to the location, and the design delivers a statement that uses the 4 buildings in a manner that the sum of these parts is greater than each individual part. In other words, the strength of this design is in its comprehensive delivery of a message that this building has a significance, to this area, location, users, and community. This strength utilises height as one component to deliver this message. The buildings roofs are interesting and exciting, and offer a dynamic between each other that is worthy of not compromising this outcome. We have considered the building design in relation to height controls, and believe the outcomes are worthy of maintaining the design in its current form.
   >> Additional Note: if the roof is flipped (as the Council suggested) to have the high ridge to the north (Hill side), as opposed to the South side (Port side), the interior of the upper floor apartments will feel compressed. The apartments are long and slender, the apartments will have a greater sense of openness by having the high ceiling at side with the view, the other way around would create a sense of compression and could feel psychologically uncomfortable.

3. Safety concerns around CPTED design elements for Resident courtyards and communal areas – we will be introducing safety design measures in the form of fold back gates that will comply with CPTED design principles for these common spaces.
4. Private outdoor living space not provided for Residents – this building has at its core, the fundamental design aim of providing a space where Residents can join in a community, and form relationships and

contacts with each other. The communal space provided is significant, and is a reflection of this design aim. The courtyards and linkways are designed to provide meeting opportunities. The way in which this space has been provided supports this aim, and to introduce private space would be a departure from this buildings design core. We believe the outcomes are worthy of maintaining the current design. The Residents that will occupy these living spaces do so as their social framework and desire to foster a community also align with the buildings ability to provide for this outcome.

Kind regards

Rob Campbell
Director – Architect ANZIA

FOLEYGROUP architecture

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Planning. Traffic. Development.

Land Use Consent Application

prepared for

COLLETT'S CORNER LIMITED

25 Oxford Street and 3, 5, 7 and 9 London Street, Lyttelton

October 2019

Land Use Consent Application

prepared for

COLLETT'S CORNER LIMITED

25 Oxford Street and 3, 5, 7 and 9 London Street, Lyttelton

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Document Date:	09/10/2019
Document Version/Status:	FINAL
Project Reference:	660001
Project Manager:	Jeremy Phillips, Director & Senior Planner
Prepared by:	Emily McDonald, Planner
Reviewed by	Jeremy Phillips, Director & Senior Planner

Form 9: Application for Resource Consent
Under Section 88 of the Resource Management Act 1991

TO: The Christchurch City Council

We: Collett's Corner Limited ('the applicant'), apply for the Land Use Consent described below.

1. The activity to which the application relates (the proposed activity) is as follows:

   Land use resource consent is sought to establish a new building on the subject site. The building is proposed to contain various tenants, including: a health spa; restaurant; gymnasium; offices; retail activity; and residential or guest accommodation.

   The proposed activities for which consent is sought will be undertaken in accordance with the details, information and plans that accompany and form part of the application, including the Assessment of Effects on the Environment attached.

2. The site at which the proposed activity is to occur is as follows:

   25 Oxford Street and 3, 5, 7 and 9 London Street, Lyttelton, which is legally described as Lot 1 DP 13544 and Part Section 31 TN OF Lyttelton (refer to Appendix 1 for Certificate of Title).

   The natural and physical characteristics of the site and any adjacent uses that may be relevant to the consideration of the application is set out in further detail within the details, information and plans that accompany and form part of the application, including the attached Assessment of Effects on the Environment (**'AEE'**).

3. The full name and address of each owner or occupier (other than the applicant) of the site to which the application relates are as follows:

   Owner: The site is owned by Camia Young

   Occupier: The application site is unoccupied.

4. There are no other activities that are part of the proposal to which this application relates.

5. No additional consents are required at this time in relation to this proposal, however subdivision consent(s) may be sought at a later time in order to rationalise or reconfigure existing title boundaries and easements.

6. I attach an assessment of the proposed activity's effect on the environment that—

   (a) includes the information required by clause 6 of Schedule 4 of the Resource Management Act 1991; and

   (b) addresses the matters specified in clause 7 of Schedule 4 of the Resource Management Act 1991; and

(c) includes such detail as corresponds with the scale and significance of the effects that the activity may have on the environment.

7. I attach an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.

8. I attach an assessment of the proposed activity against any relevant provisions of a document referred to in section 104(1)(b) of the Resource Management Act 1991, including the information required by clause 2(2) of Schedule 4 of that Act.

9. I attach an assessment of the proposed activity against the resource management matters set out in the relevant planning documents.

10. I attach all necessary further information required to be included in this application by the district plan, the regional plan, the Resource Management Act 1991, or any regulations made under that Act.

Emily McDonald, Planner

DATED: 16 June 2019

(Signature of applicant or person authorised to sign on behalf)

Address for service:

Novo Group Limited
PO Box 365
Christchurch 8140

Attention: Emily McDonald

T: 03 924 9314
E: emily@novogroup.co.nz

Address for Council fees:

Collett's Corner Limited
209 Tuam Street
Christchurch 8011

Attention: Camia Young

T: 021 1125 087
E: camia@ohu.nz

Assessment of Effects on the Environment (AEE)

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List of Figures and Tables

Appendices

Introduction

1. Land use resource consent is sought to establish a new building on the subject site. The building is proposed to contain various tenants, including: a health spa; restaurant; gymnasium; offices; retail activity; and residential or guest accommodation.

2. Section 88 of the Resource Management Act 1991 ('the Act') sets out the particular requirements for persons making an application to a local authority for a resource consent. Section 88(2)(b) states that:

> *"an application must be made in the prescribed form and manner; and include, in accordance with Schedule 4 of the Act, an assessment of environmental effects in such detail as corresponds with the scale and significance of the effects that the activity may have on the environment".*

3. The following assessment is made in accordance with these requirements.

The Site and Surrounding Environment

4. This application relates to the site located at 25 Oxford Street and 3, 5, 7 and 9 London Street, Lyttelton which is commonly referred to as Collett's Corner. The relevant Certificates of Title are included in **Appendix 1** and the boundaries of the site are shown on the application plans in **Appendix 2**.

5. The site has an area of approximately 974m^2 and is located on the southern side of London Street and to the west of Oxford Street, as shown in **Figure 1** below. The subject site is sloping away from London Street towards Lyttelton Harbour.

6. Under the Christchurch District Plan, the site is located within the Commercial Banks Peninsula Zone. A piped waterway runs north to south through the property.

7. The subject site's previous buildings were demolished due to unrepairable earthquake damage and the site is currently vacant and unoccupied. The buildings and activities previously on the site are shown in the plans contained in **Appendix 3**, but in summary they entailed:

   - The Empire Hotel (with 8 rooms and a bar / restaurant of approximately 140m^2 GFA) within a two-story building fronting London Street.
   - A Pharmacy (125m^2 GFA), Bookshop / Post shop (45m^2 GFA) and takeaway shop (fish and chips 45m^2 GFA) within a single-story building on the corner of London Street and Oxford Street.
   - Two first floor residential units, and two ground floor offices (62m^2 GFA) and associated storage areas.

8. The surrounding environment includes commercial development along Oxford and London Streets, with London Street considered to be Lyttelton's main street. London Street contains a range of commercial activities including: hospitality, convenience activities, commercial services and retail activities.

9. Buildings along this section of London Street are of a commercial nature, typically one or two stories. Few sites have dedicated on-site car parking, with on-street parking catering for visitors along both sides of London Street.

10. Other transport-related attributes of the surrounding area are described in further detail in the Integrated Transport Assessment (**ITA**) included in **Appendix 4**.

Figure 1: Site Location (Source: Canterbury Maps)

The Proposal

11. Land use resource consent is sought to establish a new building on the subject site. The building is proposed to contain various tenants, including: a health spa; restaurant; gymnasium; offices; retail activity; and residential or guest accommodation.

12. Plans depicting the activity for which consent is sought are included as **Appendix 2**

13. The development will entail a three-storey building (basement, ground, two floors above and rooftop gardens) with a total net floor area of approximately 2235m^2. The building will have a maximum height of 13m, comprised of a 10m building height and a further 3m height for rooftop structures (pergola, etc).

14. The design rationale and attributes of the buildings are described in further detail in the architectural design statement included as **Appendix 5**.

15. The proposed development will provide for activities that are permitted by the District Plan within the Commercial Banks Peninsula Zone.

16. In terms of the form and layout of the site and building, the ground floor level will contain a gym, restaurant, office space, and retail space. The basement level will contain a day spa with massage and pool facilities and car parking.

17. The first and second floors will contain 26 units that will be used for visitor accommodation and/or residential accommodation. The building's roof will be utilised for outdoor living space by the residential and accommodation units. The outdoor living space provided on the roof has been designed to provide an attractive and usable space, with private and shared spaces available. An outdoor kitchen, tables and entertaining areas are proposed.

18. Six car parking spaces and 26 cycle parks are proposed within the basement, and 5 cycle parks available at ground level. Access to the proposed parking area will be via the southern end of the site's road frontage to Oxford Street. The vehicle access will provide for one-way access or egress only.

19. Two waste collection areas are proposed within the basement level to be used by the residential units and shared laundry facilities are located on the first and second floors.

20. Signage to identify the proposed development and activities has not yet been determined for the site. Any signage that is installed will meet the standards for signs in 6.8.4.2 of the District Plan or will be applied for under a separate resource consent.

21. The proposed building has been developed through an iterative design process following a detailed and thorough site and context analysis, consultation with various stakeholders and members of the community and with input and feedback from a range of specialists, including Council reviewers.

Statutory Context

NES for Contaminants in Soil

22. Based on a review of the Listed Land Use Register (LLUR) held by Environment Canterbury, there is no evidence of ground contamination or of activities described on the Hazardous Substances and Industries List (HAIL) occurring or having occurred on the site. Accordingly, the NES does not apply to the activity.

Christchurch District Plan

23. The application site is zoned **Commercial Banks Peninsula Zone** ('CBP'), in the District Plan, and the site is also within the **Nga Turanga Tupuna** overlay.

24. The site is within the **Coastal Environment** overlay and is a **Liquefaction Management Area** ('LMA'). The subject site also contains a **Hill Waterway Water Body**.

25. A compliance assessment is provided in **Appendix 6** and this identifies the following non-compliances.

Rule	Description of non-compliance	Activity status
6.6.4.2 RD1	Earthworks not exempt by Rule 6.6.3 h. and not provided for by Rule 6.6.4.1 P1 ***Comment:*** *earthworks are proposed within the Hill Waterway area within the site.*	
6.6.4.3 RD3	a. New buildings, other structures or impervious surfaces not provided for by Rule 6.6.4.1 P2 – P7; and/or b. Buildings, other structures or impervious surfaces listed in Rule 6.6.4.1 P2 – P7 that do not meet one or more of the activity specific standards; c. Other than activities provided for by Rule 6.6.4.4 D1 or D2. d. Any application arising from RD2 b., for activities listed in Rule 6.6.4.1 P5 – P7 in the water body setback of a network waterway or hill waterway, shall not be limited or publicly notified. ***Comment:*** *A Hill Waterway is located within the subject site, buildings and impervious surfaces are proposed within 10m of this waterway.*	**Restricted Discretionary**
7.4.2.3 RD1	a. Any activity that does not meet any one or more of the standards in Rule 7.4.3; or any activity that requires resource consent in accordance with Rule 7.4.3.10 - High trip generators except where otherwise provided for by Rule 7.4.2.2 C1. Advice note: Refer to the relevant standards for provisions regarding notification. ***Comment:*** *As detailed in the ITA in Appendix 4, the proposed building does not meet the following transport standards:* • *7.4.3.1 Minimum and maximum number and dimension of car parking spaces required.* • *7.4.3.2 Minimum number of cycle parking facilities required.* • *7.4.3.3 Minimum number of loading spaces.* • *7.4.3.7 Access design.* • *7.4.3.8 Vehicle crossings.* • *7.4.3.10 High Trip Generators.*	**Restricted Discretionary**
9.5.4.1.3 RD1	RD1 Any building within any site of Ngai Tahu cultural significance identified in Schedule 9.5.6.1. ***Comment:*** *The site is identified in Schedule 9.5.6.1.*	**Restricted Discretionary**
15.6.1.3 RD1	Activities listed in Rule 15.6.1.1 P3-P22 and Rule 15.6.1.3 RD2, that do not meet one or more of the built form standards in Rule 15.6.2, unless otherwise specified. *Comments: The proposed building will be built up to the road frontage on London and Oxford Street, however the ground floor elevation will not be provided with 60% glazing. The proposed buildings veranda is also not proposed to run the full length of the Oxford Street road boundary.*	**Restricted Discretionary**
15.6.1.3 RD2	a. Activities listed in Rule 15.6.1.1 P12-P15, P17 and P18 that do not meet one or more of the activity specific standards in Rule 15.6.1.1, unless otherwise specified.	**Restricted Discretionary**

	b. Any application for this activity shall not be limited or publicly notified. ***Comments:*** *The proposed development does not comply with 15.6.1.1 P17's activity specific standard. Specifically, service and waste areas, indoor storage areas and outdoor living space do not comply.*	
15.6.1.3 D1	a. Activities listed in Rule 15.6.1.1 P3 to P22 in Lyttelton or Akaroa which involve the erection of a building, relocatable building or relocation of a building, external additions or alterations to a building, which do not meet one or more of the built form standards in Rule 15.6.2 or activity specific standards in Rule 15.6.1.1. ***Comments:*** *the proposed development infringes the height and site coverage-built form standards*	**Discretionary**

26. Overall, the application requires resource consent as a **Discretionary activity**.

Resource Management Act 1991- s95-95E and s104-104D

27. In terms of notification considerations in sections 95A-95E of the Act, it is noted that there are no special circumstances necessitating public notification.

28. As a discretionary activity, Council's discretion is unrestricted and the provisions in sections 104 and 104B direct the substantive determination of applications and the following sections of this AEE have regard to the relevant provisions referred to therein, including Part 2 of the Act. Consideration is also given to the relevant provisions in the Greater Christchurch Regeneration Act 2016.

Assessment of Actual or Potential Effects on the Environment

Existing Environment & Permitted Baseline

29. Prior to undertaking an assessment of the effects of this proposal, consideration must be given to those additional or marginal effects on the receiving environment as it exists, including activity authorised by existing resource consents. In addition, regard may also be had to the effects of any activity which can be undertaken as of right under the relevant District Plan (i.e. 'the permitted baseline').

30. The existing environment is of limited relevance noting that the site is currently vacant and undeveloped and existing use rights pertaining to the buildings and activities previously on the site have lapsed.

31. In terms of the relevant permitted baseline, given the presence of a hill waterway, the site's location within an area of Ngai Tahu cultural significance, and the general urban design rule that applies to all new buildings, no comparable built development could occur on the site as a permitted activity.

Activity and Development Anticipated by the Plan

32. Whilst the permitted baseline does not strictly apply, an assessment of the effects associated with this proposal is still relevantly informed by the District Plan provisions applying to the site and the type of development that is contemplated to occur (albeit subject to resource consent). In this respect, the District Plan generally contemplates:

    a. *'A destination for weekly and daily shopping needs as well as for community facilities. In some cases …a broader range of activities including comparison shopping, entertainment (cafes, restaurants and bars), residential activities, small scale offices and other commercial activities. …Serves the immediately surrounding suburbs and in some cases, residents and visitors from a wider area. Medium density housing is contemplated in and around the centre. Accessible by a range of modes of transport, including one or more bus services'*[1].

    b. Recognition and protection of the special character and role of the commercial centre in Lyttelton, whilst providing for *'a range of activities and services meeting the needs of their respective communities as well as visitors to the townships and the wider area of Banks Peninsula'*[2].

    c. The *'recovery and long term growth of, and …a high level of amenity in, the* [Lyttelton] *suburban centre… by having regard to the relevant suburban centre Master Plan*[3] *developed by the Council under the Suburban Centres Programme when considering resource consent applications for development within those centres'*[4].

    d. *'An integrated transport system for Christchurch District: that is responsive to the current recovery needs, future needs, and enables economic development…;that supports safe, healthy and liveable communities by maximising integration with land use;* [and] *that reduces dependency on private motor vehicles and promotes the use of public and active transport'*[5].

    e. *'A reduction in the number of car parking spaces required in circumstances where it can be demonstrated that: …the extent of the reduction is appropriate to the characteristics of the activity and its location'*[6].

    f. A broad range of (permitted) activities, including retail activities, commercial services, offices, entertainment activity, community facilities, health care facilities and education activities[7].

[1] Policy 15.2.2.1 Policy- Role of centres, Table 15.1 Centre's role (description for Neighbourhood centres- such as the Commercial Banks Peninsula zone).
[2] Policy 15.2.2.5 Policy- Banks Peninsula commercial centres
[3] Lyttelton Master Plan Overlay contained in Appendix 15.15.8
[4] Policy 15.2.4.3 Policy- Suburban centre master plans
[5] Objective 7.2.1 Integrated transport system for Christchurch District.
[6] Policy 7.2.1.4 – Requirements for car parking and loading.
[7] Refer to permitted activities under Rule 15.6.1.1

g. Buildings potentially up to 12m in height, covering 65% of the site, built up to and along the full length of road boundaries[8].

33. Noting points a-g above, it is considered that the Plan provides a generally consistent framework as to the anticipated nature, form and scale of development in the Commercial Banks Peninsula zone. This includes providing for a transport system that supports and integrates with development, reduces dependency on motor vehicles and reduces car parking requirements where a reduction is appropriate to the characteristics of the activity and its location.

34. The proposal which is the subject of this application is considered to be directly consistent with the nature, form and scale of development anticipated by the District Plan.

35. In contrast to the above, development of the site in a manner that complies with the District Plan's car parking requirements would result in a scale, character and form of development that is not consistent with that anticipated by the Plan. The applicant's architect has undertaken 'scenario testing' to examine what would be achievable on the site in such circumstances, and this is detailed in **Appendix 8** of this assessment, with a statement from the applicant as to commercial viability of such scenarios set out in **Appendix 7.**

36. Based on this, it is considered that such development would, at best, entail:

a. A low density of development (due to the lost developable/leasable space to car parking, vehicle access and circulation);

b. A poor level of amenity (due to the dominance of car parking, vehicle access and circulation areas relative to usable floor space); and

c. Car parking provision in a way that does not enable economic development, maximise transport integration with land use; and/or reduce dependency on private motor vehicles and promote the use of public and active transport.

37. At worst, and most likely, such development would not occur in the first instance due to a lack of commercial viability. This in turn would result in the site remaining vacant and undeveloped, rather than providing for '*recovery and long-term growth of, and …a high level of amenity in, the* [Lyttelton] *suburban centre…'.*

38. The evaluation above is considered to be of particular importance to an assessment of the resource consent under section 104 of the Act, in respect of actual or potential effects on the environment, relevant provisions of the District Plan, and Part 2. Accordingly, the assessment above informs the subsequent sections of this AEE.

Assessment of Actual or Potential Effects on the Environment

39. The application requires resource consent as a discretionary activity and any/all adverse effects of the activity can be considered. However, the relevant effects requiring assessment relate to the rule breaches and the following matters:

[8] Refer to built form standards 15.6.2.1, 15.6.2.2 and 15.6.2.3

i. Urban Design;

ii. Visual Amenity

iii. Residential Amenity

iv. Cultural Effects

v. Transport

vi. Waterway effects

vii. Earthworks & construction effects

viii. Other Effects

ix. Positive Effects

Urban Design

40. Activities in Lyttelton which involve the erection of a building, relocatable building or relocation of a building, external additions or alterations to a building require resource consent in respect of urban design and the assessment criteria contained in rule 15.13.1 (Urban Design) of the District Plan. Those assessment matters are listed and assessed in turn below:

I. Recognises and reinforces the centre's role, context, and character, including any natural, heritage or cultural assets;

The proposed development provides for consolidated built form and permitted activities in a manner that is consistent with that anticipated in the Commercial Banks Peninsula Zone[9] and in a way that reinforces the main-street commercial role and character of this part of Lyttelton.

II. Promotes active engagement with, and contributes to the vibrancy and attractiveness of, any adjacent streets, lanes or public spaces;

The proposed retail glazing, pedestrian entry points, and restaurant and retail tenancies will provide active engagement and visual interest along Oxford and London Street. In conjunction with the high-quality building design, this will also enhance the attractiveness of the street environment.

The proposed development will provide a positive street interface with a high level of glazing and habitable rooms facing Oxford and London Street.

III. Takes account of nearby buildings in respect of the exterior design, architectural form, scale and detailing of the building;

The exterior design, form, scale and detailing of the proposed building is clearly distinct from a number of other older and smaller scale commercial buildings in the vicinity.

[9] Refer to paragraph 29- 35 above

However, the building design is of a high quality and has been designed to 'book end' the London Street commercial environment. Noting these attributes and the design statement provided by the project architects in **Appendix 5**, the proposal is considered to appropriately take into account nearby buildings.

IV. *Provides a human scale and minimises building bulk while having regard to the functional requirements of the activity;*

The building has been broken down into separate volumes to reduce the overall mass and increase the perception of permeability. This design enables the building's bulk to be minimised while allowing for the functional requirements of the building's various activities to be met.

V. *Is designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles, including encouraging surveillance, effective lighting, management of public areas and boundary demarcation;*

The development is highly permeable with a high level of activity. There are no large obstructions along the façade which may prevent sightlines, and the high level of windows and glazing allows for passive surveillance of the street. The proposed ground floor activities also create opportunities for passive surveillance and produces a 'natural' approach to crime prevention, with people being attracted to the space.

VI. *Incorporates landscaping or other means to provide for increased amenity, shade, and weather protection;*

The proposed roof top garden will provide an opportunity to incorporate landscaping (such as a rooftop garden and sculptures) that will provide future residents with increased amenity. The proposed pergola will also provide shade and weather protection to enable residents to relax and enjoy the outdoor living space.

The ground floor will also incorporate outdoor areas with some landscaped areas to provide amenity.

VII. *Provides safe, legible, and efficient access for all transport users;*

The proposed development will provide safe, legible and efficient access for all transport users, the zero- street setback is considered positive and allows for an active frontage and the proposed underground car park will provide safe and efficient carparking with 6 car parks.

The ITA provides appropriate recommendations regarding safety for all transport users. This includes implementing a pedestrian warning device at the site access/egress that is triggered by vehicles exiting the ramp to ensure pedestrian safety.

VIII. *Where relevant, has regard to the actions of the Suburban Centre Master Plan to support their recovery, long term growth and a high level of amenity.*

The Lyttelton Commercial Banks Peninsula Zone Design Guidelines provides a guideline for designing new development within Lyttelton, the design principles are as follows:

- reflect the context;
- to keep in scale with existing development;
- respect the street pattern and building form;
- address the street;
- incorporate variety and pay attention to detail;
- promote sustainable building initiatives.

Simon Brown of Warren and Mahoney Architects New Zealand Ltd, has provided a design statement that includes an assessment against some of these design principles. The design statement is included in **Appendix 6** and demonstrates that the proposed building has been designed to a high level of amenity with guidance from the Lyttelton Commercial Banks Peninsula Zone Design Guidelines.

The proposed development will support development within Lyttelton through the redevelopment of a site that has been empty and underutilised since the demolition of earthquake damaged buildings.

IX. Where within a Site of Ngāi Tahu Cultural Significance identified in Appendix 9.5.6, the matters set out in Rule 9.5.5 as relevant to the site classification:

Cultural effects are assessed in further detail later in this assessment of effects.

41. In summary of the assessment above and with reference to the design statement provided in **Appendix 5**, it is considered that the proposal provides an appropriate standard of urban design that is consistent with the District Plan's aspirations for the Lyttelton Commercial Banks Peninsula Zone.

Visual Amenity

42. The principle visual amenity issue requiring consideration for the development is building height and bulk, noting the breach of the height limit and the site coverage infringement. These matters are illustrated in the application plans contained in **Appendix 2** and discussed below.

Building Height Effects

43. In regards to building height, the proposed building exceeds the 12m height limit by approximately 1m (noting the roof plant enclosures such as the elevator shaft are exempt from the Plan's height limit).

44. The proposed height plane infringement will be from the proposed rooftop garden and outdoor living areas. The rooftop's pergola structures will infringe this height plane.

45. While the proposed building breaches the current maximum height limit of 12m for the zone with a maximum height of 16m, the nature of the breach will have negligible adverse effects on adjoining properties or the street, either through shading or visual dominance.

46. The proposed height infringement is not expected to be noticeable or result in visual domination out of character with the local environment given the topography of the area, the building will comply with the 12m height limit at London Street, with the height infringement due to the rooftop gardens pergola and the sloping topography of the site.

47. It is not expected to have an adverse effect on adjoining properties in terms of dominance, loss of privacy, sunlight and day light and loss of opportunities for views, noting that the rooftops elevator shaft and stairwell enclosure are exempt from the District Plans Height limit.

48. The pergola structures are single framed and unroofed structures that will not be introducing a dominant built form.

49. The proposed elevator shaft and stairwell structures are exempt from the built form height standards, but in any case, these are not dominant structures that will add significant bulk to the building.

50. The proposed development will be consistent with the scale sought by the Lyttelton design guidelines, which seeks that the area maintains a generally low built form of up to 3 storeys.

51. Given the discretionary activity status applying to over-height buildings, assessment is not confined to the assessment criteria specifically listed for this matter. However, the criteria set out in rule 15.13.3.1 (Maximum building height) usefully inform an assessment and these are considered in turn below:

The extent to which an increase in height of the development:

I. Is visually mitigated through the design and appearance of the building, and the quality and scale of any landscaping and tree planting proposed;

The proposed height infringement will not be visible from close distances due to the setback of the pergolas from the building edges. As noted above, the proposed pergola will be a single framed, unroofed structure that will not introduce any dominant built form.

II. May allow better use of the site and the efficient use of land in the centre;

An economic viability statement is contained in **Appendix 7**, this statement concludes that the proposed development is the most feasible configuration of development within the site. The proposed rooftop pergolas will enable the creation of a desirable outdoor living space that will be used by the building's residents.

III. Enables the long term protection of sites of Ngāi Tahu Cultural Significance identified in Schedule 9.5.6.1, significant trees listed in Appendix 9.4.7.1, or natural features on the balance of the site through more intensive development;

The building height proposed does not relate to the protection of cultural or natural features on the site.

IV. *Improves the legibility of a centre in the context of the wider area;*

The proposed development will clearly define London Street's existing commercial zoning, while creating a quality landmark.

V. *Contributes to variety in the scale of buildings in a centre, and creates landmarks on corner sites;*

The building design is of a high quality and has been designed to 'book end' the London Street commercial environment. The proposed development will activate the street corner by creating a civic presence within an empty and underutilised site.

The corner of Oxford and London Streets is a prominent corner, the building has been designed to place the highest point of the roof here to create a bold design that allows visual interaction with the street.

VI. *Reflects functional requirements of the activity;*

The proposed development will provide functional spaces that have been designed to meet the requirements of the proposed activities while also providing flexible spaces to accommodate the development's future needs.

VII. *Results in adverse effects on adjoining residential zones or on the character, quality and use of public open space;*

The proposal will not result in diminished outlook for adjoining sites, or for those viewing the building from the street, noting the small degree of over-height built form, the setback of the area of height infringement from the building's edges, and the inability to see the additional building height from close distances.

The proposed height infringement will not diminish sunlight or alter wind flow/patterns to any notable extent above what is permitted, noting the small degree of non-compliance with the height limit and its set back from the building's edges.

Considering that this is a corner site, particular attention has been given to ensure that the development does not block views, sunlight or create undue shading that will affect the transitory and occasional users of Oxford and London Street.

VIII. *Contributes to the visual dominance of the building when viewed from the surrounding area, having regard to the anticipated scale and form of buildings in the surrounding environment.*

The building creates a strong built edge to the street, as well as passive engagement between the street and the building.

IX. [N/A]

52. In summary, any adverse effects related to the proposed building height are considered to be **acceptable** and **less than minor**.

Site Coverage Effects

53. The Commercial Banks Peninsula Zone provides for a site coverage of 65% by buildings, whereas the proposed development will have a site coverage of 95%.

54. The following matters of discretion relating to site coverage contained in 15.13.3.7 are considered relevant to the application.

The extent to which a greater site coverage:

i. provides adequate area for site access, manoeuvring, stormwater management and other activities;

The greater site coverage enables the proposed development to create direct pedestrian access and connections to both Oxford and London Street frontages. The proposed development is expected to provide adequate area for site access, manoeuvring, stormwater management while ensuring that the proposed activities are provided with appropriate coverage.

ii. affects the amenity of adjoining sites or public spaces due to the visual dominance and/or scale of development;

With respect to the site coverage infringement this is not expected to affect the amenity of adjoining sites and public due to the low level of amenity within the empty subject site. The scale of design is in line with what is expected by the District Plan for development within Lyttelton.

Effects on sunlight admission to the street will be negligible, noting the site's position on the south side of Oxford Street.

iii. is mitigated through the provision of landscaping/screening;

The District Plan requires buildings within the Commercial Banks Peninsula zone to be built up to the road frontage. As such, the proposal retains a zero setback from Oxford and London Street with no opportunity to provide landscape treatment. Having no setback is a preferred design solution as it provides a strong built edge to the street and encourages an active frontage.

iv. impacts on the ability to manage stormwater on the site where connection to a catchment based stormwater treatment system is not available.

The proposed development will be appropriately designed to manage stormwater disposal.

55. In summary, any adverse effects related to the proposed building site coverage are considered to be **acceptable** and **less than minor**.

Other Visual Amenity Effects

56. The proposal complies with other relevant built form standards applicable to the site and zone and the building design is of a high standard. Accordingly, the proposal is not considered to result in any other visual amenity related effects.

Visual Amenity Effects- Summary

57. In summary, the proposal is concluded to have **less than minor** and **acceptable** effects in terms of visual amenity.

Residential Amenity

58. To the extent that the proposal does not comply with the minimum residential unit floor area, outdoor living space and service space requirements, the following matters are noted:

59. The proposed development provides studio and 1-bedroom residential units. The proposed studio apartments are approximately 35m^2 (35m^2 permitted minimum) while the proposed 1-bedroom apartments are approximately 46m^2 (45m^2 permitted minimum). The floor areas proposed are considered appropriate, noting that the units are of a sufficient size and layout to provide a quality living environment for future occupants – as evident from the indicative furniture/layout plans. Occupants are also afforded convenient and ready access to retail and commercial activities and other amenities nearby, and good connectivity to central Christchurch.

60. The residential units are also required to provide an outdoor service space of 3m² and a waste management area of 2m² per unit, each with a minimum dimension of 1.5 metres in either a private or communal area. The development proposes to provide 57m^2 of area within the basement for waste disposal. The first and second floor will also provide communal laundry and servicing facilities for the units. The proposed development is considered to provide adequate service and waste management areas.

61. The District Plan requires all studio and one-bedroom units be provided with 6m^2 of outdoor living space located immediately outside and accessible from internal living areas. While the proposed units are not provided with outdoor living space off living areas, the units will all be provided with access to the roof which is proposed to contain a pergola and rooftop garden to provide the units with outdoor living space. The rooftop will have approximately 189m^2 of communal outdoor living space, that is proposed to contain private and communal outdoor living spaces. As illustrated in the plans contained in **Appendix 2**, the proposed rooftop outdoor living space is adequately sized to provide for outdoor tables and chairs, cooking facilities and landscaping strips. Noting these factors, the outdoor living space is considered to be highly usable for the proposed building occupants with good access to sunshine throughout the year and a pergola to provide shelter.

62. The applicant notes that while the proposed development does not provide a residential typology that will suit everyone, for those seeking a more environmentally and socially sustainable living environment, the proposal will make a positive contribution to the choice available. The location of the site, its layout and the design of the residential units has been carefully considered to create a high level of amenity for residents.

63. In summary, any adverse effects associated with the proposed residential unit sizes, outdoor service spaces, and/or outdoor living areas are considered to be **less than minor and acceptable.**

Cultural Effects

64. While the site is located within a Nga Turanga Tupuna overlay the subject site is not considered to have any particular cultural significance noting that the site has previously been extensively developed and it is located within the commercial centre of Lyttelton. Notwithstanding, the applicant is agreeable to the Council consulting tangata whenua regarding the application. Moreover, the applicant is supportive of a consent condition requiring an accidental discovery protocol for construction related activity. On this basis, the proposal is not considered to have any unacceptable cultural effects.

Transport

65. An integrated transport assessment (**ITA**) for the proposal was commissioned to assess the traffic effects of the proposed development. The ITA is attached as **Appendix 4**.

66. The ITA provides an assessment of the transport aspects of the proposed development. It also describes the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the District Plan.

67. The following conclusions are provided in this report:

    a. The proposal for a mixed-use building results in several transport related non-compliances in respect of parking, cycle parking, loading, queuing, vehicle crossing location and traffic generation.

    b. The anticipated parking demands of the activity can be met within the on-site and nearby on-street parking supply. Use of these available on-street parking resources is considered to be acceptable from an engineering perspective.

    c. Sufficient cycle parking is provided to meet the anticipated demand and ample on-street loading is available on Oxford Street outside the site.

    d. The on-site parking spaces and access arrangements are considered to be acceptable for the use of residential or visitor accommodation units subject to the provision of a warning device that advises pedestrians and drivers of exiting vehicles.

    e. The traffic generation of the site is not high and is not likely to have any noticeable impact on the safety or efficiency of the surrounding road network.

    f. The proposal can be supported from a traffic engineering perspective and the corresponding effects on the environment are considered to be less than minor.

68. The key issue identified in the ITA is that of car parking supply and demand. On this matter, the ITA noted that existing development within the Lyttelton commercial area does not

provide significant onsite parking, with businesses historically relying on the on-street car parking supply for staff and visitor car parking. To the extent that the proposal also sought to utilise the on-street parking resource, the ITA undertook a car parking availability survey to assess the number of available car parks within the area in order to estimate the likely use of these by vehicles associated with this proposal.

69. This parking survey concluded that the development could result in parking demands resulting in the use of approximately 24-32 on-street parking spaces, out of an available supply of 109 spaces (or 87 available spaces within the peak hour period).

70. The ITA relevantly stated:

> '44. … *the estimated 26-33 space on-street demand would utilise all the existing spare capacity within the immediate area (31 spaces) during peak periods. However, 100% occupancy is not necessarily realistic (noting inefficiencies associated with turn-over and park searching) therefore during the peak periods there may be some overflow / displacement of parking into the streets within the wider survey area. Outside of the peak periods the parking demand could easily be accommodated by the supply within the immediate area (utilising up to 33 of the available 54 spaces).*
>
> *45. Importantly it is noted that even during the peak periods the parking demand within the wider survey area would remain below capacity (with more than 50 spaces still being available).*
>
> *46. It is also noted that even during the peak periods the majority of available car parks are un-restricted (refer to Table 1) and as such the longer parking duration required by residents and staff will be able to be met. Customers are likely to utilise the P60 and P120 spaces first, noting these are closer to the site and would more than cater for the likely parking duration of visitors and customers.*
>
> *47. Accordingly, it is considered that there is sufficient capacity on the surrounding streets to cater for the parking demand of the proposal. Importantly it is noted that with the anticipated demand associated with the proposed development there would remain some spare capacity within reasonable walking distance such that the proposal does not increase parking demand to the point where future development / redevelopment elsewhere within Lyttelton would be constrained due to a lack of car parking.*
>
> *48. In terms of effects, on-street parking is specifically provided for within the streets identified in the survey area. Where marked parking spaces are provided it can generally be accepted that they are appropriately located so as to avoid adverse safety effects (i.e., well separated from intersections). A reliance on on-street parking is an existing characteristic of the streets in Lyttelton and the provision of marked and time restricted parking indicates that on-street parking is an anticipated function of these roads. From a transport engineering perspective, the use of these available on-street parking resources is supportable and makes efficient use of an existing resource'.*

71. The conclusions in the ITA, and those relating to car parking effects in particular are accepted. That is, that the proposal will have acceptable and less than minor effects from a transport engineering perspective.

72. From an amenity perspective, the statements in paragraph 47 of the ITA are relevant insofar that:

    a. on-street parking is specifically provided for within the streets identified in the survey area;

b. where marked parking spaces are provided it can generally be accepted that they are appropriately located[10];

c. reliance on on-street parking is an existing characteristic of the streets in Lyttelton; and

d. the provision of marked and time restricted parking indicates that on-street parking is an anticipated function of these roads.

73. Noting these attributes and the outcomes anticipated by the District Plan (in respect of development in the Commercial Banks Peninsula zone, the transport system, and parking reductions) it is considered that the amenity related effects of the proposal's reliance on approximately 26-33 on-street parking spaces will be acceptable.

74. In summary, any adverse transport related effects associated with the proposed are concluded to be **acceptable.**

Waterway effects

75. A historic brick barrel pipe runs through the subject site. In broad terms, the proposed development will provide for a suspended slab immediately over the drain. This will span the drain in order to avoid loading on the drain. A small access hatch in this slab will be provided to allow for inspections of the drain if required. A separate authorisation from Council is currently being sought in respect of this matter, and on this basis, the proposal will not result in any adverse effects on the amenity, function or quality of the (piped) waterway running through the site.

Earthworks and construction effects

76. Construction activity (and its effects) is a permitted and anticipated requirement of any new development in the Commercial Banks Peninsula Zone. Whilst construction activity for this large development will be noticeable and may result in some temporary nuisance or disruption, typical construction-management measures will be used to manage and minimise adverse nuisance, health and safety, and related effects.

77. Earthworks are expected to be undertaken within the building platform and therefore governed by the building consent. Regardless, given the nature and extent of earthworks (construction related site works), none of the effects set out in rule 8.9.4 are anticipated to arise to any significant degree. Specifically:

a. Nuisance effects will be avoided through standard site and construction management measures, including the wetting down of exposed surfaces, the use of sediment control measures, and adherence to construction noise standards. Standard consent conditions imposed by Council in respect of earthworks are generally acceptable to the applicant.

[10] Whilst the ITA considers that such spaces must be appropriately located from a traffic safety perspective, it must also consider that such spaces have been established with an expectation that they will be used without detracting from the amenity of adjacent property owners.

b. The scale and extent of the earthworks and the resultant ground levels will not differ from existing and/or permitted activity and not to the extent that land will be more susceptible to subsidence or erosion.

c. Existing ground levels will not be substantially altered and will remain consistent with the surrounding environment, meaning there is no loss of visual amenity, landscape context and character, views, outlook, overlooking and/or privacy.

d. The works will not adversely affect any heritage items or protected trees.

e. To the extent that cultural values and/or archaeological items may be affected by earthworks, the applicant is agreeable to a standard consent condition requiring an archaeological discovery protocol.

78. Noting the above and subject to standard consent conditions[11], the proposed earthworks and construction activity will have **acceptable and less than minor** effects.

Other Effects

79. Noise and glare effects will be managed to comply with the District Plan requirements contained in Chapter 6.

80. Signage to identify the proposed development and activities has not yet been determined for the site. Any signage that is installed will meet the standards for signs in 6.8.4.2 of the District Plan or will be applied for under a separate resource consent.

81. The proposed activities for the site are permitted activities, and as a result reverse sensitivity effects or incompatibility with nearby activities is not anticipated.

Positive Effects

82. For completeness, it is noted that the proposal will have a number of obvious positive effects that will contribute to the economic, social, and cultural wellbeing of those directly involved in the activity (e.g. applicant, businesses/tenants, employees, and visitors) and Lyttelton generally.

83. The completed development will provide a significant improvement to the amenity of the site and this part of Lyttelton relative to the status quo.

84. The development is centrally located and has excellent access to public transport which will reduce both the need for travel and the reliance on private motor vehicles.

85. The site has excellent access to local amenities, including parks, shops and a primary school directly across the road.

[11] The applicant asks that it be afforded the opportunity to review and comment on any consent conditions proposed by the Council in this regard.

Summary of Effects

86. For the above reasons it is concluded that the actual or potential adverse effects of the proposal on the environment will be acceptable and generally consistent with the outcomes anticipated for the Commercial Banks Peninsula Zone.

Relevant Provisions of Planning Instruments

87. The planning documents of relevance to this application and the provisions therein are listed and assessed in turn below:

District Plan

88. The objectives and policies in the plan of relevance to this application are assessed below in **Table 1**:

Table 1: Assessment of relevant objectives and policies

District Plan provision	Comment / Assessment
3.3.1 Objective- Enabling recovery and facilitating the future enhancement of the district *The expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city, in a manner that:* *a. Meets the community's immediate and longer term needs for housing, economic development, community facilities, infrastructure, transport, and social and cultural wellbeing; and* *b. Fosters investment certainty; and* *c. Sustains the important qualities and values of the natural environment.*	The proposal promotes 'the expedited recovery and future enhancement of Christchurch as a dynamic, prosperous and internationally competitive city' through a commercial redevelopment of the site within Lyttelton.
3.3.5 Objective- Business and economic prosperity *The critical importance of business and economic prosperity to Christchurch's recovery and to community wellbeing and resilience is recognised and a range of opportunities provided for business activities to establish and prosper.*	The proposal is consistent with Objective 3.3.5 insofar as it provides for the business needs and opportunities and economic prosperity of the applicant and those involved in the proposed business activity on the site.
3.3.7 Objective- Urban growth, form and design *A well-integrated pattern of development and infrastructure, a consolidated urban form, and a high quality urban environment that:* *a. Is attractive to residents, business and visitors; and…* *b. Has its areas of special character and amenity value identified and their specifically recognised values appropriately managed; and* *e. Maintains and enhances the Central City, Key Activity Centres and Neighbourhood Centres as community focal points;* *f. Identifies opportunities for, and supports, the redevelopment of brownfield sites for residential, business or mixed use activities; and* *g. Promotes the re-use and re-development of buildings and land; and* *i. Promotes the safe, efficient and effective provision and use of infrastructure, including the optimisation of the use of existing infrastructure.*	The proposal will promote the re-use of existing land and deliver an attractive development that maintains and enhances Lyttelton. Accordingly, it is consistent with this objective.

3.3.10 Objective – Commercial and industrial activities *The recovery and stimulation of commercial and industrial activities in a way that expedites recovery and long-term economic and employment growth through:* *(a) Enabling rebuilding of existing business areas, revitalising of centres, and provision in greenfield areas; and* *(b) Ensuring sufficient and suitable land development capacity*	The proposal will enable the creation of new commercial activities within Lyttelton's existing commercial area. The proposed development will enable a previously developed site to be fully utilised again.
3.3.14 Objective- Incompatible activities *a. The location of activities is controlled, primarily by zoning, to minimise conflicts between incompatible activities; and* *b. Conflicts between incompatible activities are avoided where there may be significant adverse effects on the health, safety and amenity of people and communities.*	For the reasons outlined in the assessment of effects, the proposal will be compatible with activities in the surrounding area and will not otherwise result in conflict or significant adverse effects. It is reiterated that the application proposes activities that are permitted in the zone.
7.2.1 Objective - Integrated transport system for Christchurch District *a. An integrated transport system for Christchurch District:* *i. that is safe and efficient for all transport modes;* *ii. that is responsive to the current recovery needs, future needs, and enables economic development, in particular an accessible Central City able to accommodate projected population growth;* *iii. that supports safe, healthy and liveable communities by maximising integration with land use;* *iv. that reduces dependency on private motor vehicles and promotes the use of public and active transport;* *v. that is managed using the one network approach.*	For the reasons outlined in the assessment of effects and in the ITA, the proposal will support this objective. Notably, the reduced provision of on-site car parking is directly consistent with parts ii, iii and iv of the objectives.
7.2.1.2 Policy – High trip generating activities *a. Manage the adverse effects of high trip generating activities, except for permitted activities within the Central City, on the transport system by assessing their location and design with regard to the extent that they:* *i. are permitted[1] by the zone in which they are located;* *ii. are located in urban areas and generate additional vehicle trips beyond what is already established or consented, unless the already established or consented vehicle trips are specifically included in rule thresholds;* *iii. are accessible by a range of transport modes and encourage public and active transport use;* *iv. do not compromise the safe, efficient and effective use of the transport system;* *v. provide patterns of development that optimise use of the existing transport system;* *vi. maximise positive transport effects;* *vii. avoid significant adverse transport effects of activities where they are not permitted by the zone in which they are located;* *Viii. mitigate other adverse transport effects, such as effects on communities, and the amenity values of the surrounding environment, including through travel demand management measures;* *ix. provide for the transport needs of people whose mobility is restricted; and* *x. integrate and coordinate with the transport system, including proposed transport infrastructure and service improvements.*	As discussed in the ITA and the transport assessment above the proposed developments adverse effects can be adequately managed.

7.2.1.3 Policy – vehicle access and manoeuvring *a. Provide vehicle access and manoeuvring, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.*	Onsite manoeuvring and vehicle access have been specifically considered and addressed in the ITA. The ITA concluded that the proposed development provides safe and efficient access.
7.2.1.4 Policy – Requirements for car parking and loading *a. Outside the Central City:* *i. Require car parking spaces and loading spaces which provide for the expected needs of an activity in a way that manages adverse effects.* *ii. Enable a reduction in the number of car parking spaces required in circumstances where it can be demonstrated that:* *A. the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and/or* *B. there is good accessibility by active and public transport and the activity is designed to encourage public and active transport use; and/or* *C. the extent of the reduction is appropriate to the characteristics of the activity and its location; and/or* *D. the extent of the reduction will maintain on-site parking to meet anticipated demand.*	This policy is of particular relevance to the application. Based on the assessment of effects and the ITA, the proposal entails a reduction in the number of car parking spaces that would otherwise be required on the basis that: A. the function of the surrounding transport network and amenity of the surrounding environment will not be adversely affected; and B. there is good accessibility by active and public transport and the activity is designed to encourage public and active transport use; and C. the extent of the reduction is appropriate to the characteristics of the activity and its location; and D. the extent of the reduction will maintain on-site parking to meet anticipated demand. (Note: criteria A-D in the policy are subject to the words 'and/or' and as such they do not all need to be met. In any event, this proposal is considered to align with each of these criteria). Given the above, the proposal is consistent with this policy.
7.2.1.5 Policy – Design of car parking areas and loading areas a. Require that car parking areas and loading areas are designed to: i. operates safely and efficiently for all transport modes and users; ii. function and be formed in a way that is compatible with the character and amenity values of the surrounding environment; and iii. be accessible for people whose mobility is restricted.	As discussed above the proposed development will provide safe and efficient car parking within the proposed basement car park. The development will utilise the nearby on street car parking supply to meet the additional parking demands from the proposed activities.
7.2.1.6 Policy – Promote public transport and active transport *a. Promote public and active transport by:* *i. ensuring new, and upgrades to existing, road corridors provide sufficient space and facilities to promote safe walking, cycling and public transport, in accordance with the road classification where they contribute to the delivery of an integrated transport system;* *ii. ensuring activities provide an adequate amount of safe, secure, and convenient cycle parking and associated end of trip facilities;* *iii. encouraging the use of travel demand management options that help facilitate the use of public transport, cycling, walking and options to minimise the need to travel; and* *iv. requiring new district centres to provide opportunities for a public transport interchange.*	The development will be serviced through a range of public transport options, this includes bus and ferry. The proposed development is able to be accessed by two bus routes, with bus stops located in close proximity to the site. The Lyttelton to Diamond Harbour Ferry is also able to provide public transport to the Lyttelton with the ferry terminal located within walking distance of the subject site.

v. encouraging the formation of new Central City lanes and upgrading of existing lanes in the Central City, where appropriate, to provide for walking and cycling linkages and public spaces.

vi. developing a core pedestrian area within the Central City which is compact, convenient and safe, with a wider comprehensive network of pedestrians and cycle linkages that are appropriately sized, direct, legible, prioritized, safe, have high amenity, ensure access for the mobility impaired and are free from encroachment.

7.4.4.1 Minimum number of car parking spaces required

a. The following are the matters of discretion for Rule 7.4.3.1 a.:

i. Whether the equivalent number of parking spaces can be provided on a separate site which:

A. is sited within safe and easy walking distance of the activity; and

B. does not require people to cross arterial roads to gain access to the activity, thereby compromising the safety of pedestrians and the function of the road, unless there are safe crossing facilities; and/or

C. is clearly associated with the activity through signage or other means; and/or

D. whether a legal agreement has been entered into, bonding the parking to the activity; and/or

E. is surrounded by appropriate land use activities with which the car parking is compatible.

ii. Whether the parking demand occurs at a different time from another land use activity, with which a parking area could be shared without adverse effects for on street parking.

iii. Whether a legal agreement has been entered into securing mutual usage of any parking areas shared with other activities.

iv. Where the required number of off-street car parking spaces are not to be provided:

A. whether the proposal or application demonstrates that it will generate more or less parking and/or staff parking demand than is required by this District Plan;

B. whether the required parking can physically be accommodated on the site and/or off the site;

C. whether the movement function, safety and amenity values of the road network and surrounding environment may be adversely affected by extra parked and manoeuvring vehicles on these roads;

D. whether the site is well serviced by public transport and is designed or operated to facilitate public transport use;

E. whether additional cycle parking facilities (more than the number required by this District Plan) have been provided to offset a reduction in the number of car parking spaces, and there is a reasonable expectation of them being used;

F. the cumulative effect of the lack of onsite parking spaces for the proposal in conjunction with other activities in the vicinity which are not providing the required number of parking spaces;

G. whether the reduction in parking will affect the ability of future activities on the site to meet the parking requirements;

H. whether the safety of pedestrians will be affected by being set down on-street;

I. whether a reduction in, or waiver of, the required onsite car parking will reduce travel to the activity by private vehicles and facilitate public and active transport use, such as through the development and implementation of a travel plan;

As discussed in the ITA contained in **Appendix 4**, the proposed development will utilise the existing on streetcar parking around Lyttelton. As many Lyttelton commercial developments do not provide on-site car parking investigations have been undertaken to ensure that the proposed development will not adversely affect the level of on-street carparking supply and availability. The ITA also outlines that use of the existing marked on-street parking is not anticipated to result in adverse safety or efficiency effects.

The ITA (**Appendix 4**) considers both an immediate area which is within a block of the site and is all adjacent to non-residential zones with the exception of some P120's on the eastern side of Oxford Street (opposite the school). This area is in close proximity to London Street and is already characterised by commercial parking which is reflected in the P120 time restrictions. The ITA concludes that all parking demand could be met within this area other than the peak periods of the busiest days where there may be some overflow into the wider area. The next most logical location (based on proximity) would be Canterbury Street (between London and Norwich Quay) which is also adjacent to commercial zoned land. It is therefore unlikely that the parking associated with the site would result in any noticeable encroachment onto streets adjacent to residential zones.

The ITA also considers the mix of time restrictions and unrestricted parking and concludes that there is ample of both to cater for the varying durations associated with residential, staff and customer / visitor parking.

The commercial centre of Lyttelton is relatively small being within an area approximately 600m long (including the school and industrial zone) and 230m wide. Accordingly, the entire area is of a highly walkable size. On-street parking anywhere within this location is within reasonable walking distance of all sites within the Centre. The trips most sensitive to location are those of a short duration (i.e., picking up / dropping off something). The survey area showed that there are P5 and P10 parking areas dispersed across the centre and that they have ample capacity to ensure such demand is met in very close proximity to destinations around the centre.

It is also noted that the proposed commercial activities will not operate during typical periods where residents may be sleeping. That is, these activities will not operate overnight (when

J. whether a reduction in, or waiver of, the required onsite car parking will enable a significant improvement in the urban design, appearance, and amenity values of the site and a more efficient site layout without compromising the amenity values, safety and efficiency of the transport network; *K. whether a reduction in, or waiver of, the required on-site car parking spaces is appropriate because there are other public parking facilities close to the activity that can be used by people accessing the activity;* *L. whether there are mitigating factors for a reduced parking supply, with regard given to the parking reduction adjustment factors in Appendix 7.5.14; and* *M. whether a reduction in or waiver of required on-site car parking spaces would contribute to the protection of water body setbacks or natural, historic heritage or cultural (including Ngāi Tahu/mana whenua) values.*	residential parking demand is highest and when sensitivity to amenity related effects of parking is greatest (e.g. noise from doors, voices, engines starting etc)). The ITA also shows that across the wider study area there is spare capacity to allow for other future development. It is also noted that there is additional on-street parking on Norwhich Quay and Dublin Street (both adjacent to non-residential zones) which was outside of the study area for this site (being at the opposite end of the centre) but which would provide additional resources for future development particularly at that end of the centre. Overall it is considered that there is sufficient capacity on the surrounding streets to cater for the proposed development's parking demand and spare capacity for any future development elsewhere within the centre. The proposed development will not result in any noticeable displacement of existing on street commercial car parking. Car parking for Lyttelton's commercial industry already utilises surrounding residential areas and streets and is unlikely to encroach further into areas adjacent to residential streets as there is available on-street parking adjacent to non-residential zones which are generally in closer proximity to the commercial centre.
9.6.2.1.1 Objective - The Coastal environment *a. People and communities are able to provide for their social, economic and cultural wellbeing and their health and safety, while maintaining and protecting the values of the coastal environment, including:* *i. indigenous biodiversity and the maintenance of the ecological function and habitats;* *ii. natural features and landscapes;* *iii. natural character;* *iv. historic heritage;* *v. Ngāi Tahu cultural values;* *vi. visual quality and amenity; and* *vii. recreation values.*	The subject site is located within a coastal environment overlay, the Lyttelton coastal environment is dominated by the Lyttelton Port and its ancillary activities. The proposed development has been designed to connect to the port, timber docks, the modularity of the containers. The applicant is agreeable to the Council consulting tangata whenua to ensure that the proposal does not have any unacceptable cultural effects.
9.6.2.2.1 Policy – Effects of activities on the coastal environment *a. Ensure that subdivision, use and development is of a scale, and located, to maintain and protect the values of the coastal environment, including:* *i. indigenous biodiversity and the dynamic, complex and interdependent processes of ecosystems;* *ii. natural features and landscapes;* *iii. natural character, including the natural integrity and functioning of contributing and associated coastal processes;*	As discussed above the proposed development has been designed in in a manner consistent with that envisaged for the Lyttelton town centre and accordingly it is consistent with this policy.

iv. historic heritage, recognising that historic heritage may span the line of mean high water springs; *v. Ngāi Tahu cultural values;* *vi. visual quality and amenity values; and* *vii. recreation values.* *b. Recognise and provide for the operation, maintenance, upgrade and development of strategic infrastructure and utilities that have a technical, locational or functional need to be located in the coastal environment.*	
14.2.1 Objective - Housing supply *a. An increased supply of housing that will:* *i. enable a wide range of housing types, sizes, and densities, in a manner consistent with Objectives 3.3.4(a) and 3.3.7;* *ii. meet the diverse needs of the community in the immediate recovery period and longer term, including social housing options; and* *iii. assist in improving housing affordability.*	The proposal will increase the housing supply in the city, consistent with this objective. The Commercial Banks Peninsula Zone anticipates medium density residential development of the site, including residential development such as the proposed.
14.2.1.4 Policy – Residential development in Banks Peninsula *a. Provide for limited growth and changes to residential townships and small settlements that:* *i. improves the long-term viability of the townships, settlements and their communities;* *ii. provides new housing opportunities in locations that are not subject to significant risks to life-safety and property damage from natural hazards;* *iii. integrates with the existing residential settlement and maintains a consolidated urban form; and* *iv. does not compromise the dominance of the landscape setting, and avoids ribbon residential development along the coastline, on prominent spurs, ridges and skylines.*	The proposed development will provide for growth and new housing opportunities in a location that is not subject to significant risks to life-safety and property damage from natural hazards. The proposed development will integrate with the Lyttelton settlements existing development and is not expected to dominate the landscape setting as it does not break the coastline and its not located on a prominent spur, ridge or skyline.
14.2.4 Objective - High quality residential environments *a. High quality, sustainable, residential neighbourhoods which are well designed, have a high level of amenity, enhance local character and reflect the Ngāi Tahu heritage of Ōtautahi.* *14.2.4.1 Policy – Neighbourhood character, amenity and safety* *a. Facilitate the contribution of individual developments to high quality residential environments in all residential areas (as characterised in Table 14.2.1.1a), through design:* *i. reflecting the context, character, and scale of building anticipated in the neighbourhood;* *ii. contributing to a high-quality street scene;* *iii. providing a high level of on-site amenity;* *iv. minimising noise effects from traffic, railway activity, and other sources where necessary to protect residential amenity;*	Based on the assessment of effects provided earlier, the proposal is concluded to support a high-quality residential environment within the Commercial Banks Peninsula zone. The proposed development will be in keeping with the character and amenity of the area contemplated by the District Plan and the Lyttelton Commercial Banks Peninsula Design Guidelines. The proposal is considered to be consistent with Objective 14.2.4 and Policy 14.2.4.1
14.2.4.6 Policy - Character of residential development in Banks Peninsula. *a. Ensure that residential development in Banks Peninsula:* *i. maintains and complements the rural and coastal character elements that are distinct and unique to the local area and existing residential settlements;*	The proposal is for an innovative and sustainable land use development that compliments the distinct and unique local area that avoids dominating or breaking skylines of significant and outstanding natural landscapes. The proposed development is responsive to housing demands by providing a development that is able to be utilised by

ii. maintains the landscape setting and does not visually dominate views from land and water; *iii. avoids buildings and structures on skylines of significant and outstanding natural landscapes;* *iv. encourages innovative design and sustainable land-use development; and* *v. where practicable, creates and improves connections to recreational, open space, ecological, and mahinga kai areas and recognises Sites of Ngāi Tahu Cultural Significance identified in Appendix 9.5.6.*	both the residential and visitor accommodation market.
15.2.1 Objective – Recovery of commercial activity *The critical importance of commercial activity to the recovery and long-term growth of the City is recognised and facilitated in a framework that supports commercial centres.*	The proposal provides for the recovery of commercial activity within the Lyttelton's commercial centre, it contributes to a visually attractive urban environment, it responds positively to local character and context, and it manages adverse effects on the surrounding environment.
15.2.2 Objective – Centres-based framework for commercial activities *a. Commercial activity is focussed within a network of centres (comprising the Central City, District Centres, Neighbourhood Centres, Local Centres and Large Format centres) to meet the wider community's and businesses' needs in a way and at a rate that:* *i. supports intensification within centres;* *ii. enables the efficient use and continued viability of the physical resources of commercial centres and promotes their success and vitality, reflecting their critical importance to the local economy;* *iii. supports the function of District Centres as major focal points for commercial activities, employment, transport and community activities, and Neighbourhood Centres as a focal point for convenience shopping and community activities;* *iv. gives primacy to the Central City, followed by District Centres and Neighbourhood Centres identified as Key Activity Centres;* *v. is consistent with the role of each centre as defined in 15.2.2.1 Policy – Role of centres Table 15.1;* *vi. supports a compact and sustainable urban form that provides for the integration of commercial activity with community activity, residential activity and recreation activity in locations accessible by a range of modes of transport;* *vii. supports the recovery of centres that sustained significant damage or significant population loss from their catchment, including the Central City, Linwood, and Neighbourhood Centres subject to 15.2.4.3 Policy Suburban centre master plans;* *viii. enhances their vitality and amenity and provides for a range of activities and community facilities;* *ix. manages adverse effects on the transport network and public and private infrastructure;* *x. is efficiently serviced by infrastructure and is integrated with the delivery of infrastructure; and* *xi. recognises the values of, and manages adverse effects on, sites of Ngāi Tahu cultural significance identified in Appendix 9.5.6 and natural waterways (including waipuna).*	The proposal is consistent with this policy, noting that it: i. supports intensification within centres; ii. enables the efficient use and continued viability of the physical resource of zoned commercial land and promotes success and vitality; iii. supports the function of the Lyttelton Neighbourhood Centre as a focal point for convenience shopping and community activities; v. is consistent with the role of the centre as defined in 15.2.2.1 Policy – Role of centres Table 15.1; vi. supports a compact and sustainable urban form that provides for the integration of commercial activity with community activity, residential activity and recreation activity in locations accessible by a range of modes of transport; vii. supports the recovery of a centre that sustained significant damage; viii. enhances vitality and amenity and provides for a range of activities and community facilities; ix. manages adverse effects on the transport network and public and private infrastructure; and x. is efficiently serviced by infrastructure and is integrated with the delivery of infrastructure.
15.2.2.1 Policy - Role of centres *a. Maintain and strengthen the Central City and commercial centres as the focal points for the community and business through intensification within centres that reflects their functions and catchment sizes, and in accordance with a framework that:*	The proposal is consistent with this policy and the intended role of the centre which is described in the policy as: A destination for weekly and daily shopping needs as well as for community facilities. In some cases, Neighbourhood

i. gives primacy to, and supports, the recovery of the Central City; *ii. supports and enhances the role of District Centres; and* *iii. maintains the role of Neighbourhood Centres, Local Centres and Large Format Centres* *as set out in Policy 15.2.2.1, Table 15.1 - Centre's role.*	Centres offer a broader range of activities including comparison shopping, entertainment (cafes, restaurants and bars), residential activities, small scale offices and other commercial activities. Anchored principally by a supermarket(s) and in some cases, has a second or different anchor store. Serves the immediately surrounding suburbs and in some cases, residents and visitors from a wider area. Medium density housing is contemplated in and around the centre. Accessible by a range of modes of transport, including one or more bus services.
15.2.2.5 Policy – Banks Peninsula commercial centres *Recognise and protect the special character and role of the commercial centres in Banks Peninsula, including Lyttelton and Akaroa, which provide a range of activities and services meeting the needs of their respective communities as well as visitors to the townships and the wider area of Banks Peninsula.*	The proposed development has been designed to provide a range of activities that connect and respond to Lyttelton's existing commercial environment along Oxford and London Street. Whilst the building design is distinct, for the reasons stated earlier in the assessment of effects, it is concluded to be appropriate to its context and the Lyttelton commercial centre.
15.2.4. Objective – Urban form, scale and design outcomes *A scale, form and design of development that is consistent with the role of a centre, and which:* *i. recognises the Central City and District Centres as strategically important focal points for community and commercial investment;* *ii. contributes to an urban environment that is visually attractive, safe, easy to orientate, conveniently accessible, and responds positively to local character and context;* *iii. recognises the functional and operational requirements of activities and the existing built form;* *iv. manages adverse effects on the surrounding environment; and* *v. recognises Ngāi Tahu/ Manawhenua values through landscaping and the use of low impact urban design, where appropriate.*	The proposal provides for the recovery of a significant commercial site, with buildings that are of an appropriate scale, form and design for the Lyttelton context.
15.2.4.2 Policy – Design of new development *a. Require new development to be well-designed and laid out by:* *i. encouraging pedestrian activity and amenity along streets and in adjoining public spaces, to a degree that is appropriate to the location and function of the road;* *ii. providing a principal street facing façade of visual interest that contributes to the character and coherence of a centre;* *iii. facilitating movement within a site and with the surrounding area for people of all mobilities and ages, by a range of modes of transport through well-defined, convenient and safe routes;* *iv. enabling visitors to a centre to orientate themselves and find their way with strong visual and physical connections with the surrounding area;* *v. promoting a safe environment for people and reflecting principles of Crime Prevention through Environmental Design (CPTED);* *vi. enabling the re-use of buildings and sites while recognising the use for which the building is designed;* *vii. incorporating principles of low impact design including energy efficiency, water conservation, the reuse of stormwater, on-site*	The proposed building has a well activated ground floor street facing facade. This facade will have a high degree of visual interest that will be provided via window displays and the entrance to the building will be highly legible. The building will not create any unsafe spaces. The scale of the development is appropriate to the location and the requirements of the activities to be located within it. The proposal is concluded to be consistent with this policy

treatment of stormwater and/or integration with the wider catchment-based approach to stormwater management, where practicable; *viii. achieving a visually attractive setting when viewed from the street and other public spaces, while managing effects on adjoining environments; and* *ix. providing adequate and convenient space for storage while ensuring it is screened to not detract from the site's visual amenity values.* *b. Recognise the scale, form and design of the existing built form within a site and the immediately surrounding area and the functional and operational requirements of activities.* *c. Require residential development to be well-designed and laid out by ensuring:* *i. a high quality healthy living environment through:* *A. the provision of sufficient and conveniently located internal and outdoor living spaces;* *B. good accessibility within a development and with adjoining areas; and* *C. minimising disturbance from noise and activity in a centre (and the potential for reverse sensitivity issues to arise).*	
15.2.6.5 Policy - Pedestrian focus *a. Ensure compactness, convenience and an enhanced pedestrian environment that is accessible, pleasant, safe and attractive to the public, by:* *i. identifying a primary area within which pedestrian orientated activity must front the street;* *ii. requiring development to support a pedestrian focus through controls over building location and continuity, weather protection, height, sunlight admission, and the location of car parking;* *iii. establishing a slow street traffic environment; and* *iv. ensuring high quality public space design and amenity.*	The proposed is considered to provide a quality urban design and contribute positively to the amenity values of the area.

89. To summarise and for the reasons set out in **Table 1** it is concluded that the proposal will be **consistent** with the relevant provisions in the Plan.

90. For completeness, it is noted that the relevant rules and assessment matters have been addressed earlier in this AEE.

Other Statutory Planning Documents

91. The National Policy Statement on Urban Development Capacity, the Canterbury Regional Policy Statement and regional plans have not been considered further in this assessment, noting the more specific direction set out in the Christchurch District Plan which gives effect to other relevant planning documents as relevant.

92. Whilst the same can also be said in respect of the Mahaanui Iwi Management Plan (MIMP), for completeness it is noted that the objectives in the MIMP for papatuanuku (land), ngā tūtohu whenua (cultural landscapes) and wai maori (water) are primarily concerned with 'inappropriate land use' and 'managing effects' in the context of Ngai Tahu cultural heritage. Noting the conclusions above that the proposal will not have adverse effects on the existing environment, the proposal is considered to be an 'appropriate land use' that is consistent with these objectives.

Relevant Other Matters (s104(1)(c))

Mitigation Measures & Conditions

93. Based on the assessment of effects and relevant plan provisions above, no mitigation is considered necessary for this proposal.

Proposed Conditions

94. The applicant proposes the following condition as part of their application:

    i. Should any archaeological material or sites be discovered during the course of work on the site, work in that area of the site shall stop immediately and the appropriate agencies including the New Zealand Historic Places Trust and the Ngai Tuahuriri Runanga (on behalf of local Mana Whenua) shall be contacted immediately.

Consultation

95. The applicant and project team has consulted various Council officers regarding the proposed development. This has included Council staff overseeing the Lyttelton Town Centre master plan and related development planning for Lyttelton.

96. Consultation has been undertaken with Council's Senior Urban Designer David Hattam, resulting in changes to the original design in response to the advice received. These changes included:

- Improving the usability of the apartments, with the addition of storage and more thought out room design;
- The residential units have been redesigned to show correct interpretations of studios and one-bedroom apartments;
- Concerns were raised over the building's uniform and unbroken built form that lacked variation. A substantial redesign of the building has occurred in response to these concerns.

97. In addition to consultation with the council the applicant has undertaken extensive consultation with the Lyttelton community, this consultation has included

- A listening phase in 2017 where the local community suggested options for the building through a series of meetings and public information sessions. From this, approximately 50 different ideas for the site were generated. Two options were tested and shared with the community. The preferred choice was the 'attraction model', which focussed on creating a mixed-use building that would attract both locals and visitors.
- A brief was developed and released as a professional design competition. 31 entries were submitted, and the public was invited to vote for their favourite. 1,144 people voted for the winning design. This enabled the Lyttelton community to be

engaged in the design process, be consulted about the proposed developments activities and ultimately decide what development was to be undertaken within the site.

- The Lyttelton community and the wider public have been presented the opportunity to engage with the applicant regarding the proposed development most Saturdays at the Lyttelton Markets. The applicant has been present at the markets to fundraise and engage with the public regarding the proposed development, with feedback received taken into consideration for the building design.

- Information regarding the proposed development is readily available online through the applicant's website and signage located at the subject site that explains the proposed development and enables further contact to be made with the applicant.

Consideration of Alternatives

98. The preceding assessment of effects shows that the proposal will not have any significant adverse effects on the environment. Therefore, an assessment of alternatives is not required.

99. Notwithstanding, it is relevant to note that the applicant has considered a number of alternative development options for the site before confirming the proposal that forms the basis of this application. The alternative developments options considered for the site included:

    a. Development scenarios that provide a compliant supply of car parking for activities on the site through the provision of offsite car parking were investigated. However, this was not considerable feasible and therefore discounted.

    b. Variations on the current proposal. This including removing a floor of units and utilising the full basement space for carparking. These options were discounted due to significant parking demands and viability issues as the development was considered an unviable investment.

    c. Retaining the status quo (vacant site) – this was considered inefficient and not feasible noting costs of bare land.

100. While alternative options for development within the site were assessed it was concluded that these options were unachievable economically and would prohibit the development from progressing, therefore the alternatives were discounted. This is discussed further in the Economic Viability Statement contained in **Appendix 7**.

Monitoring

101. The scale and significance of the activity's effects are such that specific monitoring (beyond Council's standard consent monitoring programme) is not considered to be necessary.

Hazardous substances & installations

102. This application does not propose the use of hazardous substances and installations. Accordingly, this proposal will not result in any new or increased risks to the neighbourhood, wider community, or the environment as a result of the use of hazardous substances and/or installations on the site.

Resource Management Act 1991

Sections 5-8 (Part II)

103. The Operative District Plan is generally considered to be a valid, complete and certain planning document that has already given substance to the principles in Part 2 of the RMA in its preparation (per *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316).

104. However, as evident from the assessment in paragraphs 29 to 35, there remains a tension between the District Plan's aspiration for concentrated built form and commercial activity within its commercial centres (such as the Commercial Banks Peninsula Zone) and the on-site car parking requirements and associated land requirements and costs that practically limit such development from occurring. To the extent that these provisions are competing and create uncertainty, they can be reconciled with reference to an evaluation of the District Plan's prevailing direction in its objectives and policies (which have been assessed above) and the relevant matters in Part 2 of the Act.

105. In respect of Part 2 considerations, the proposal:

    a. Supports the efficient use and development of a physical and finite resource (being zoned land in the Lyttelton town centre), per sections 7(b) and (g);

    b. Maintains and enhances amenity values and the quality of the environment, through its development and enhancement of a currently vacant site with a high-quality building that is consistent with the built form outcomes generally anticipated by the Plan, per sections 7(c) and (f);

    c. Enables the use and development of the site (a physical resource) in a way that enables the applicant and those involved in the activity to provide for their social, economic and cultural wellbeing, while sufficiently avoiding, remedying or mitigating adverse effects (per section 5).

106. Noting the assessment of effects, relevant Plan provisions and the relevant matters in Part 2, the proposal is considered to provide for sustainable management of the land resource and achieve the purpose of the Resource Management Act 1991.

Greater Christchurch Regeneration Act 2016

107. The Greater Christchurch Regeneration Act 2016 ('GCRA') provides a new legal framework to support the regeneration of greater Christchurch, following the expiry of the Canterbury Earthquake Recovery Act 2011 on 18 April 2016. Amongst other things, the new Act

provides for the continuation of existing Recovery Plans (such as the Land Use Recovery Plan).

108. Noting the assessment above concludes that the proposal will have effects that are acceptable in the context of the District Plan, it is considered that the proposal is therefore also consistent with the outcomes sought by the Greater Christchurch Regeneration Act.

Conclusion

109. In conclusion, it is considered that the proposal is consistent with the purposes of the Greater Christchurch Regeneration Act 2016.

110. The proposal is also consistent with the purpose and principles of the Resource Management Act 1991 in that it enables people to provide for their economic and social wellbeing, whilst maintaining and enhancing the quality and amenity of the local environment and avoiding, remedying or mitigating adverse effects.

111. In terms of section 104, it is considered that the proposal will be consistent with the relevant provisions of the District Plan and will have actual or potential effects on the environment which are acceptable and consistent with the environmental outcomes envisaged by the relevant statutory planning framework. There are no other matters which tell against the proposal.

112. Accordingly, it is concluded that consent should be granted to the activity in accordance with sections 104, 104B and Part 2 of the Act, subject to appropriate conditions in accordance with section 108.

Appendix 1

Certificate of Title

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**CB357/285**
Land Registration District	**Canterbury**
Date Issued	04 August 1924

Prior References
CB89/2

Estate	Fee Simple
Area	455 square metres more or less
Legal Description	Part Town Section 31 Town of Lyttelton

Registered Owners
Camia Dorna Young

Interests

Canterbury St
Stamford Street
London Street
Oxford St
30
18
32
31
S

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD

Search Copy

R.W. Muir
Registrar-General
of Land

Identifier	**CB509/139**
Land Registration District	**Canterbury**
Date Issued	02 February 1948

Prior References
CB416/108

Estate	Fee Simple
Area	519 square metres more or less
Legal Description	Lot 1 Deposited Plan 13544

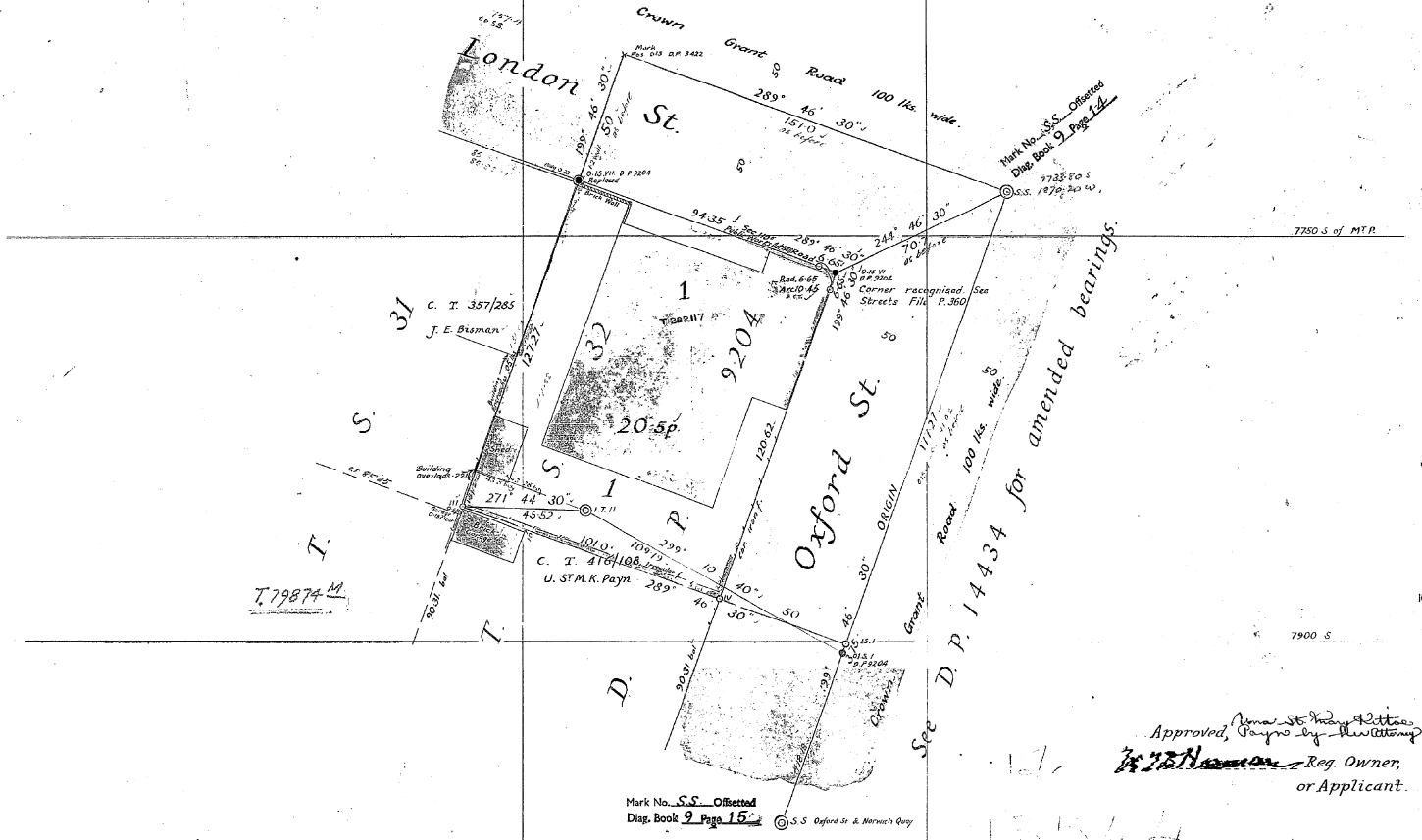
Registered Owners
Camia Dorna Young

Interests

Land Transfer Office
Received:
Title Ref.
Referred to Draughtsman

Deposited this 12th day of September 1947
District Land Registrar.

BOROUGH OF LYTTELTON



Approved, Anna St. Mary Sisters Payne by Power of Attorney
Reg. Owner, or Applicant.

Plan of
Pt Lot 1 D. P. 9204, Pt. T. S. 32

Comprised in Pt. C. T. 416/108

SURVEY DIST. & BLK.

LAND DIST. CANTERBURY LOCAL BODY LYTTELTON BOROUGH

Scale: 30 Links to an Inch Surveyed by E.O. Sinclair Date: April 1947

I, Ebert Orton Sinclair of Christchurch Registered Surveyor and a holder of an annual practising certificate, do solemnly and sincerely declare that this plan has been made from surveys executed by me, that both plan and survey are correct, and have been made in accordance with the regulations under the Surveyors Act, 1938.

And I make this solemn declaration conscientiously believing the same to be true and by virtue of the Justices of the Peace Act, 1927.

Declared at Christchurch this 4th day of June 1947.

before me- [signature] Registered Surveyor.

Justice of the Peace, ~~for Solicitor, or Notary Public~~.)

Approved as to Survey
Chief Surveyor.
11/9/47

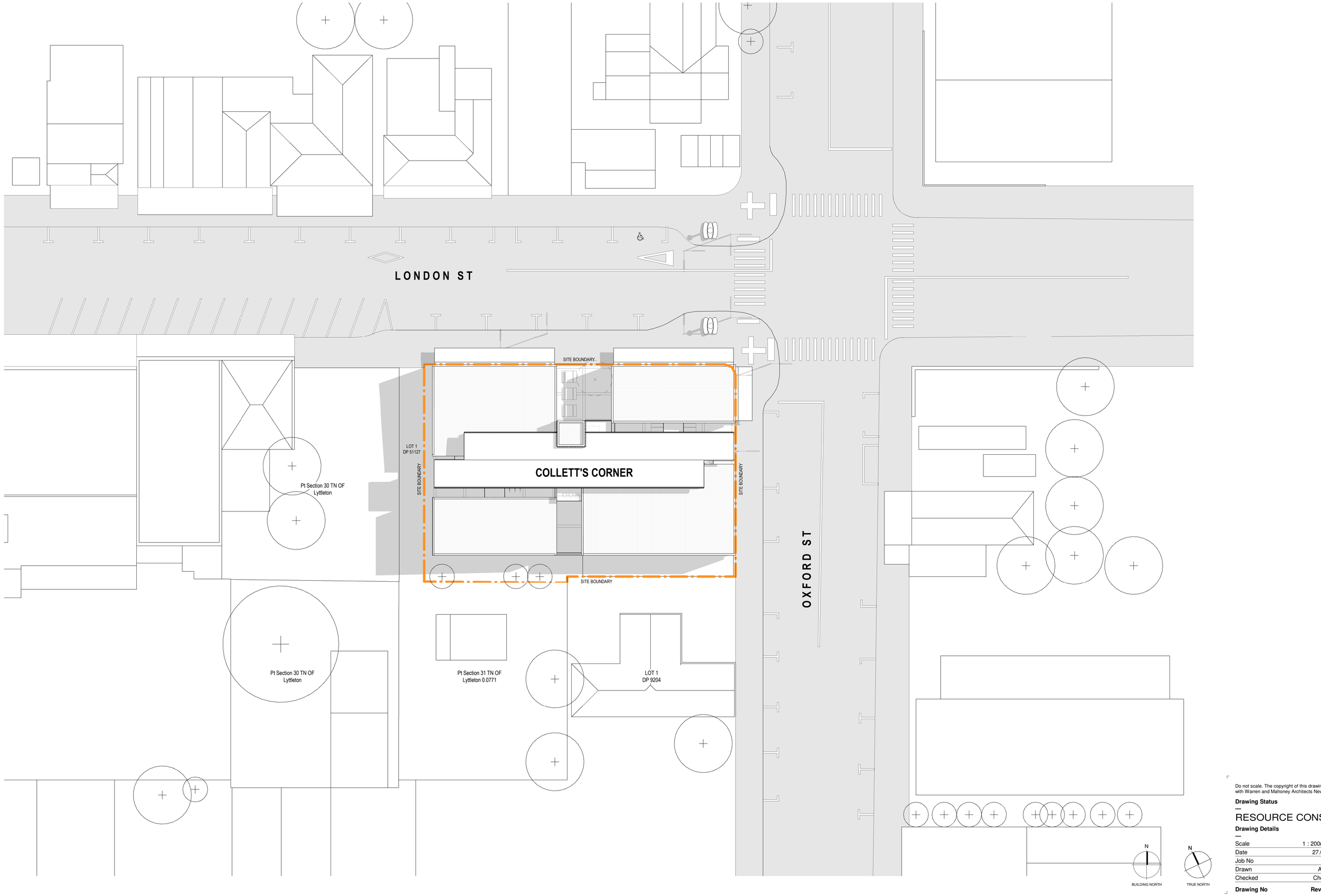
L.T. Draughtsman.
Received 29-7-47
Reference plans: D.P. 9204, 3422, 2923, R 19784, R 26845, T 79874 M, S.O. 819.
Field book: 24 p. 61
Traverse book: 88 p. 221
Examined by E. Browne 15 Aug
Recorded
Correct. E.O. Sinclair
11/9/47 L.T. Draughtsman
Surveyor.

Approved,
Mayor
Town Clerk
Applicant (or Registered Owner)

13544

Appendix 2

Application Plans



COLLETT'S CORNER LYTTELTON

SITE PLAN

Drawing Status

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RESOURCE CONSENT

Drawing Details

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Scale	1 : 200@ A1
Date	27.05.19
Job No	8706
Drawn	Author
Checked	Checker

Drawing No **Revision**

—

SK000 A

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Date	27.05.19
Job No	8706
Drawn	Author
Checked	Checker

Drawing No	Revision
SK001	A

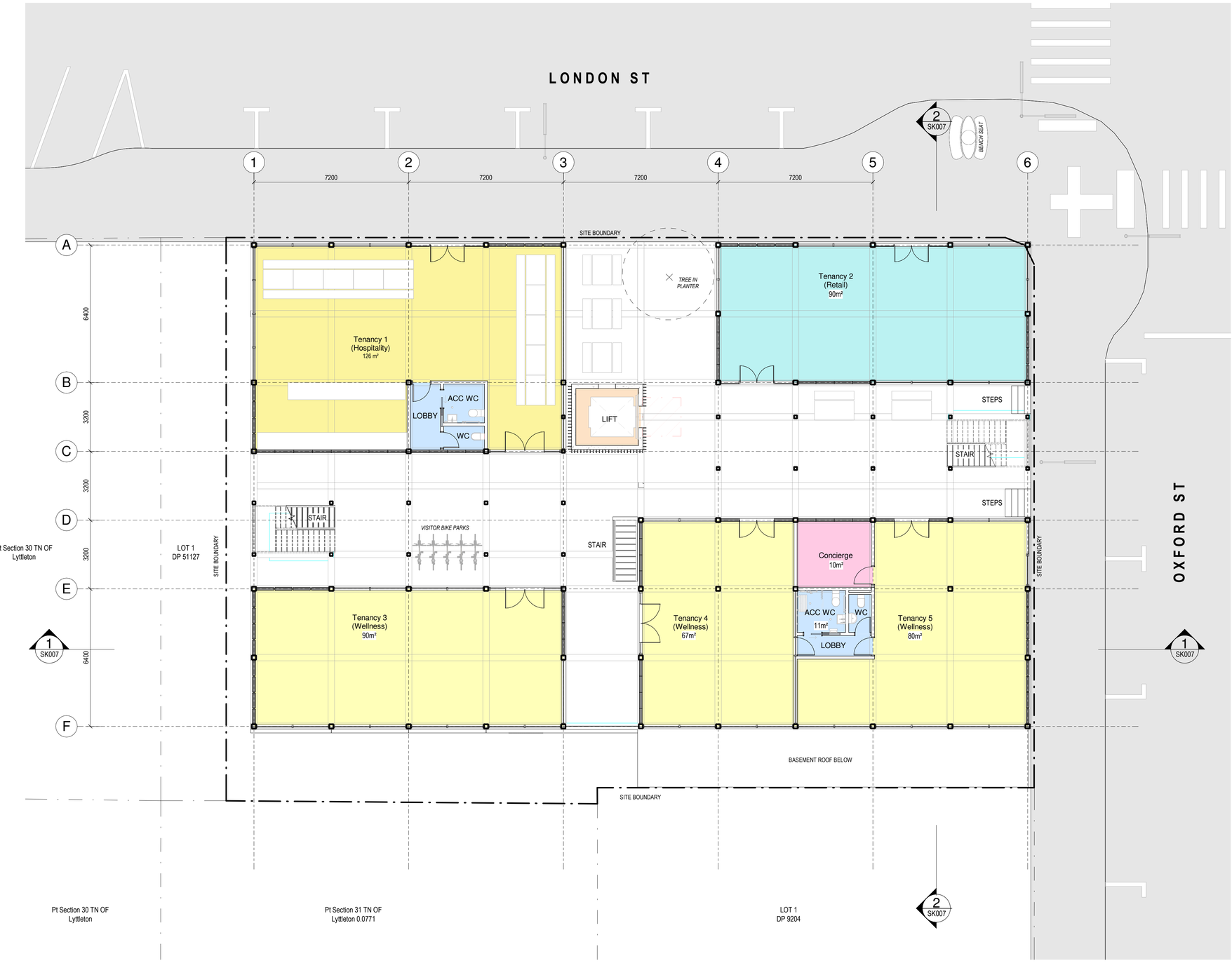
BUILDING NORTH

TRUE NORTH

COLLETT'S CORNER LYTTELTON

BASEMENT FLOOR PLAN

WARREN AND MAHONEY®



WM DEPARTMENT LEGEND

- ACC WC
- Concierge
- LIFT
- LOBBY
- Tenancy 1 (Hospitality)
- Tenancy 2 (Retail)
- Tenancy 3 (Wellness)
- Tenancy 4 (Wellness)
- Tenancy 5 (Wellness)
- WC

LEGAL DESCRIPTION

ADDRESS: 3, 5, 7 & 9 LONDON STREET

LEGAL DESCRIPTION: LOT 1, DP 13544
AREA: **518m²**
& PT SECTION 31 TN OF LYTTLETON
AREA: **455m²**
TOTAL SITE AREA: 973m²

SITE COVERAGE

GROUND FLOOR INTERIOR SPACE:	526m
GROUND FLOOR PUBLIC SPACE:	283m²
BASEMENT FLOOR AREA:	922m²
SITE COVERAGE (922m²):	**95%**

NOTE. GROUND FLOOR AREA DOES NOT INCLUDE STAIRS

BUILDING NORTH

TRUE NORTH

Drawing Status
—
RESOURCE CONSENT

Drawing Details
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Job No	8706
Drawn	Author
Checked	Checker

Drawing No **Revision**
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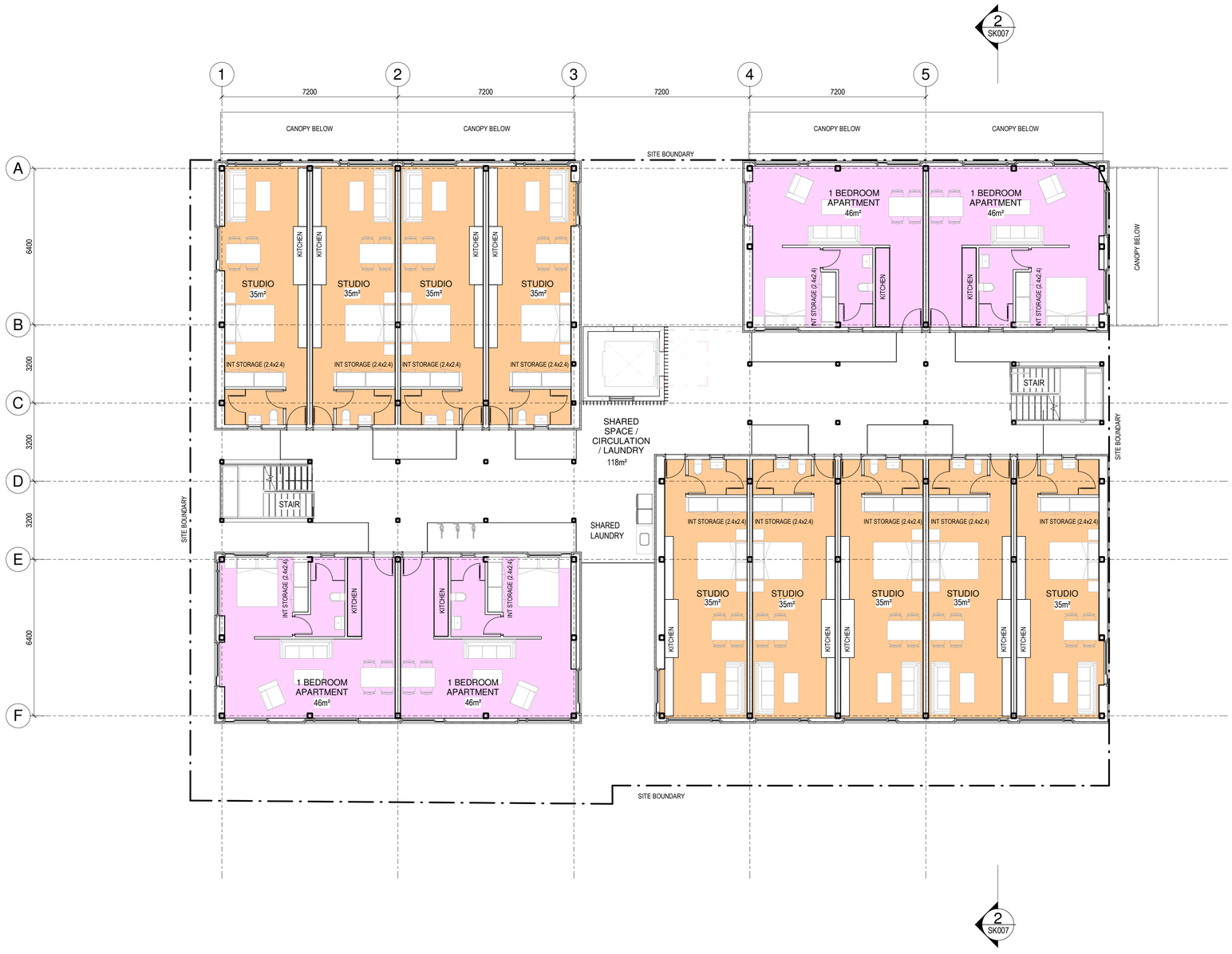
COLLETT'S CORNER LYTTELTON

GROUND FLOOR PLAN

WARREN AND MAHONEY®



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Drawing Status

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Drawn	Author
Checked	Checker

Drawing No **Revision**

—

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COLLETT'S CORNER LYTTELTON

LEVEL 01 PLAN

WARREN AND MAHONEY®

COLLETT'S CORNER LYTTELTON

LEVEL 02 PLAN

Drawing Status

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Drawing Details

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Date	27.05.19
Job No	8706
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Checked	Checker

Drawing No **Revision**

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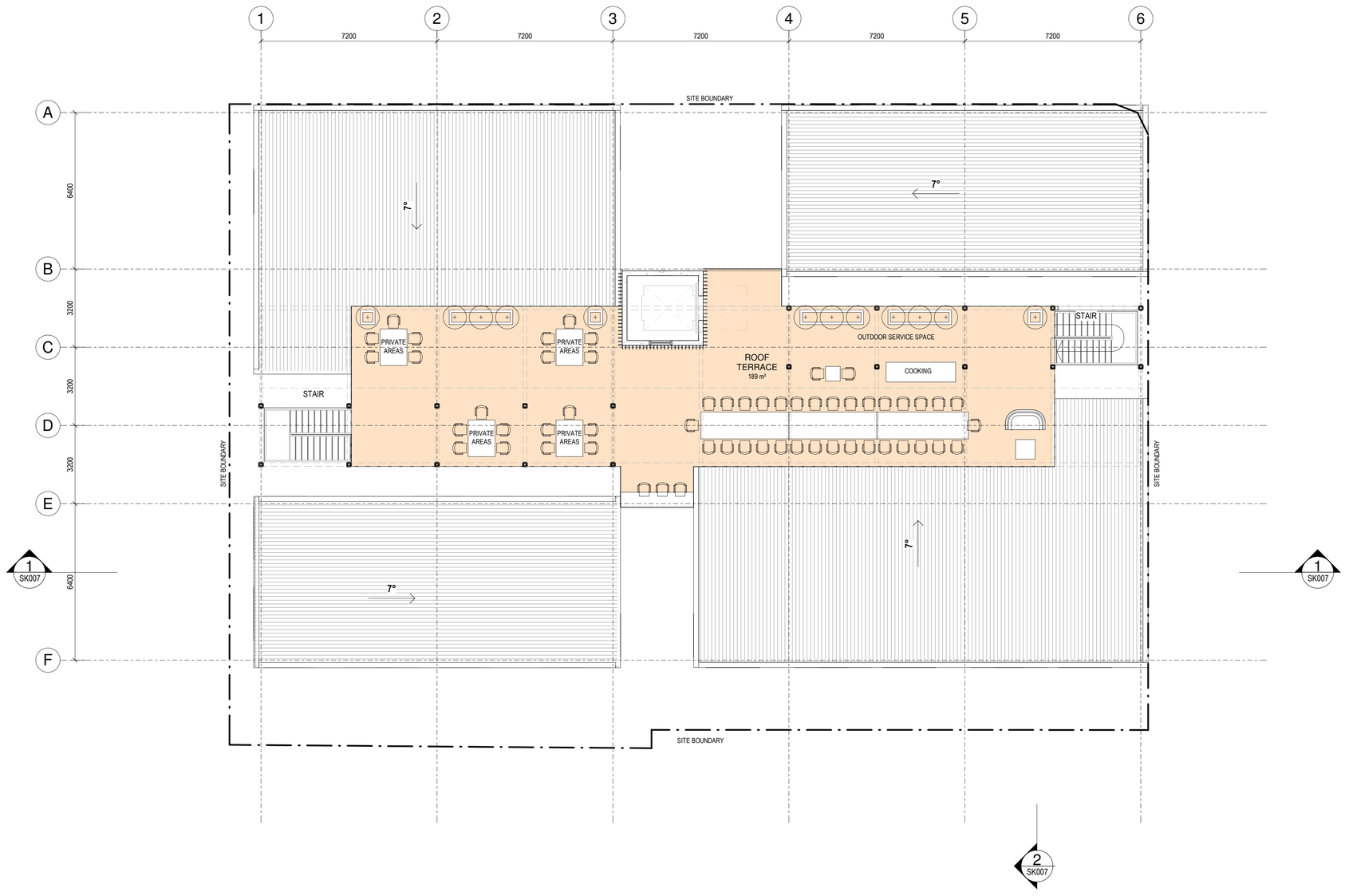

COLLETT'S CORNER LYTTELTON

LEVEL 03 PLAN

Drawing Status

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RESOURCE CONSENT

Drawing Details

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Date	27.05.19
Job No	8706
Drawn	Author
Checked	Checker

Drawing No **Revision**

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SK005 A

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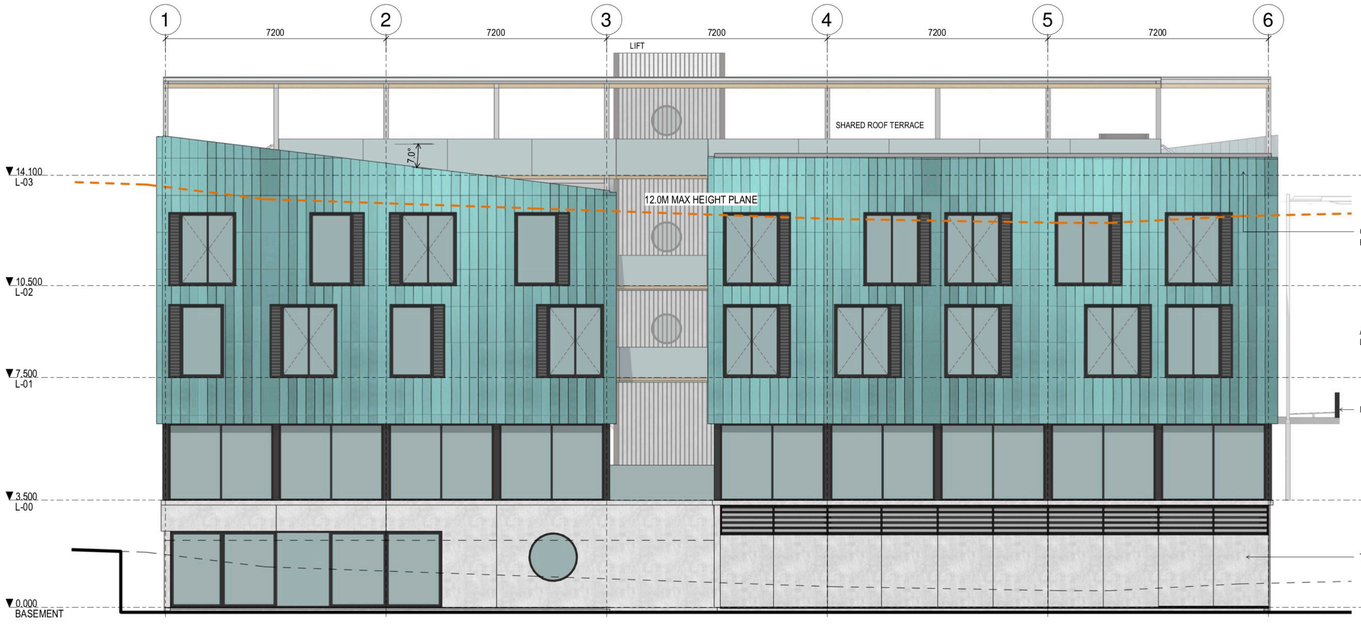
ELEVATION - NORTH

1 : 100

ELEVATION - EAST

1 : 100



ELEVATION - SOUTH

1 : 100

ELEVATION - WEST

1 : 100

Drawing Status

RESOURCE CONSENT

Drawing Details

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Job No	8706
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Checked	W&M

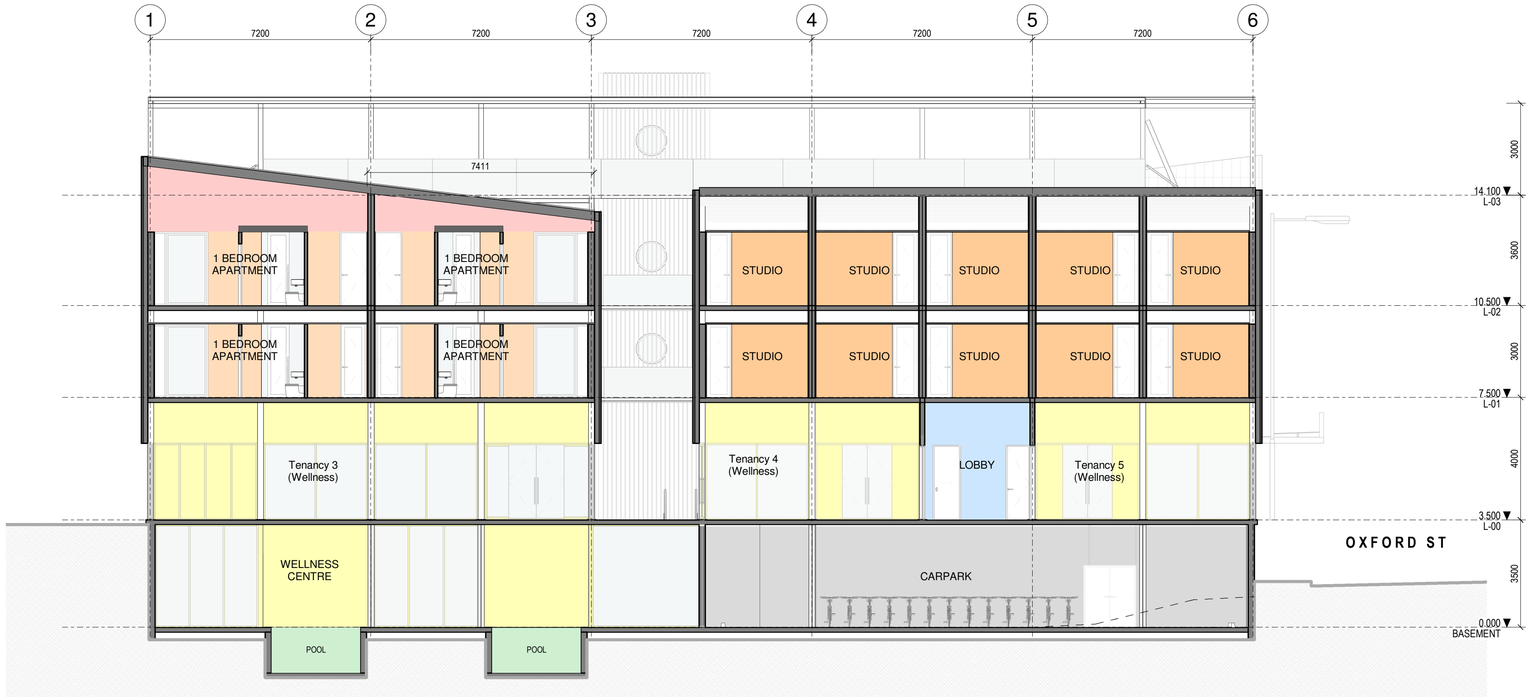
Drawing No **Revision**

SK006 A

COLLETT'S CORNER LYTTELTON

ELEVATIONS

WARREN AND MAHONEY



1 A10.001 SECTION A

1 : 100

2 A10.001 SECTION B

1 : 100

COLLETT'S CORNER LYTTELTON

SECTIONS

Drawing Status

—

RESOURCE CONSENT

Drawing Details

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Scale	1 : 100@ A1
Date	27.05.19
Job No	8706
Drawn	Author
Checked	Checker

Drawing No **Revision**

—

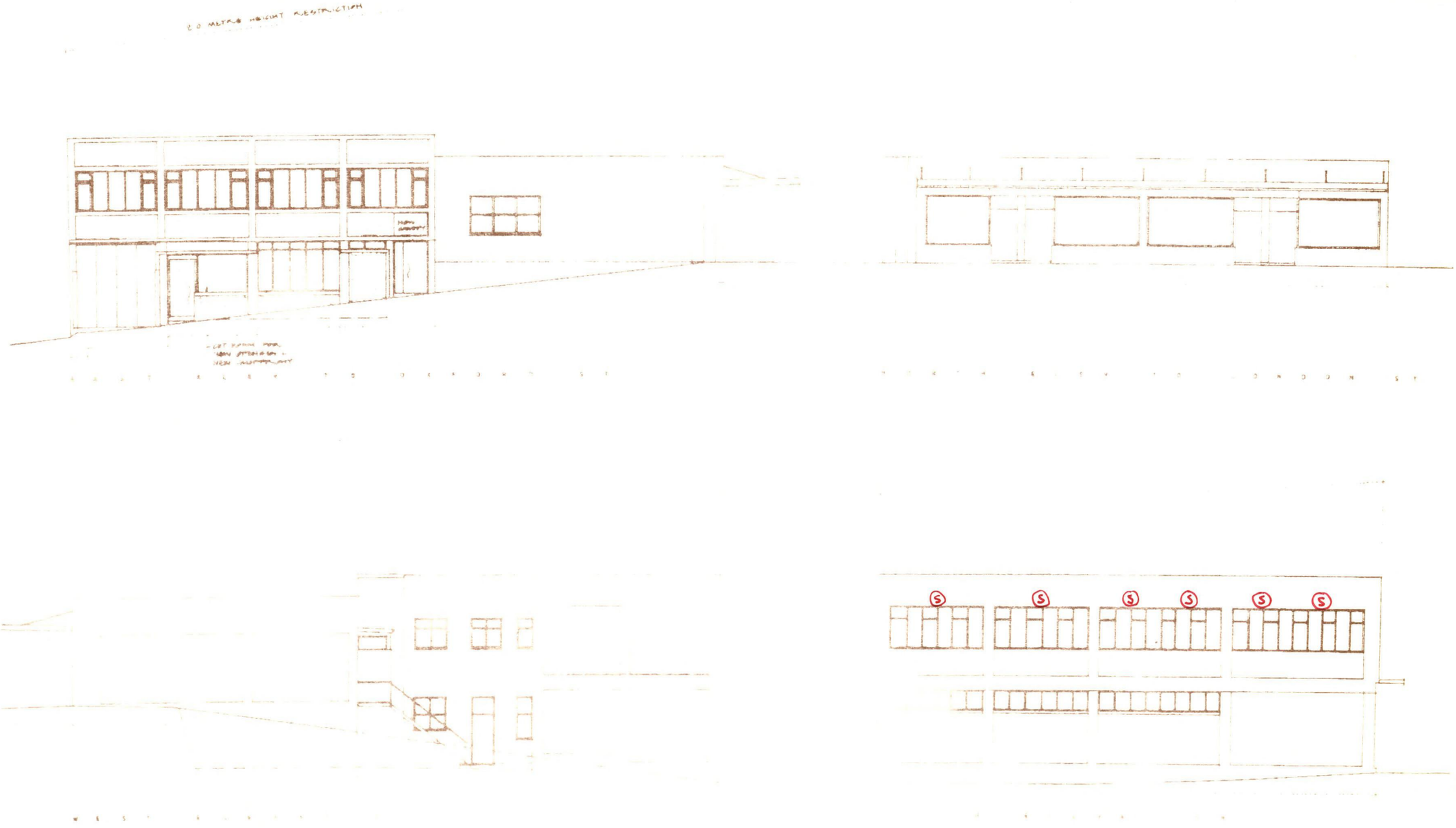
SK007 A

WARREN AND MAHONEY®

Appendix 3

Previous development within the subject site

Previous Development within 25 Oxford Street and 3, 5, and 7 London Street



ELEVATIONS 1:100

N O T E S

1.0 THE CONTRACTOR SHALL GIVE ALL NOTICES TO THE TERRITORIAL AUTHORITY AS REQUIRED AND OBTAIN ALL LICENCES AND CONSENTS AND PAY ALL FEES.

2.0 CONDITIONS OF CONTRACT SHALL BE NZIA 7TH EDITION.

3.0 ALL MATERIALS AND WORKMANSHIP SHALL COMPLY WITH NZS 3604 + NZ BUILDING CODE.

4.0 ALL PLUMBING AND DRAINAGE SHALL COMPLY WITH SECTION G OF NZ BUILDING CODE.

5.0 ALL ELECTRICAL WORK SHALL COMPLY WITH ELECTRICAL WIRING REGULATIONS.

6.0 ALL NEW WORK TO GENERALLY MATCH AND LINE THROUGHT WITH THE EXISTING UNLESS NOTED OTHERWISE ON THE DRAWINGS.

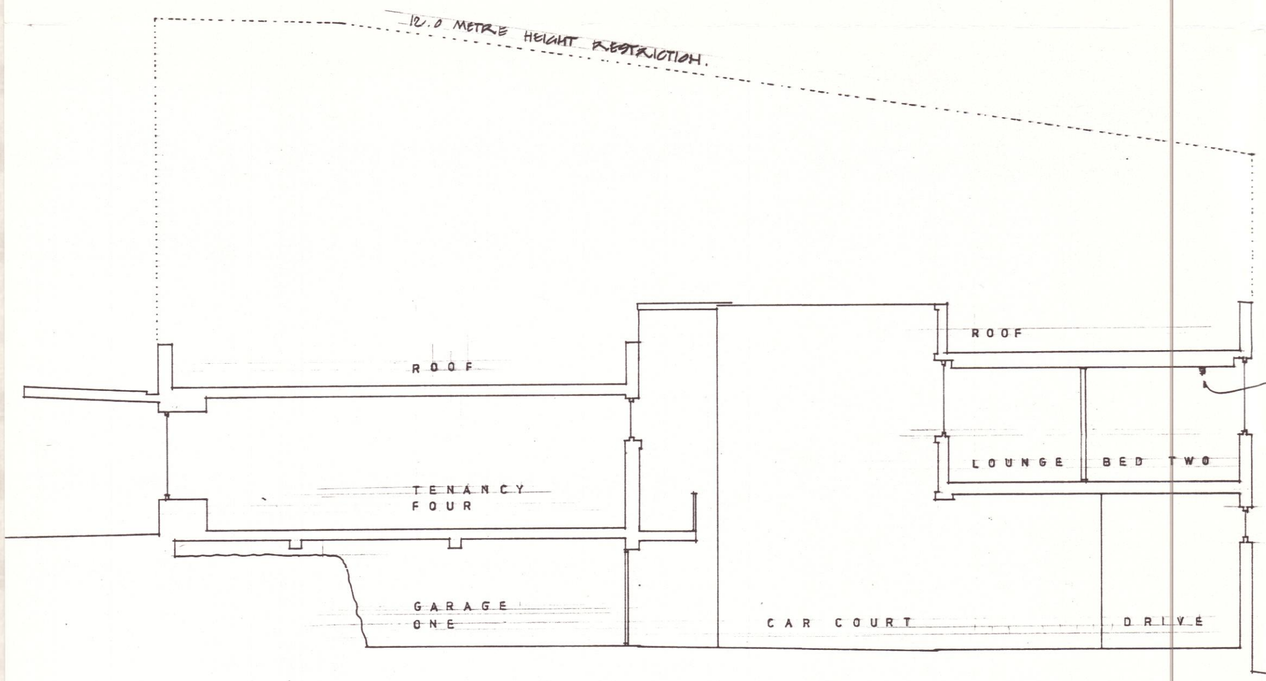
7.0 MAKE GOOD ANY SURFACES DAMAGED DUE TO THE CONSTRUCTION PROCESS.

LEGEND TO PLANS

EXISTING CONSTRUCTION TO REMAIN

NEW WALL CONSTRUCTION

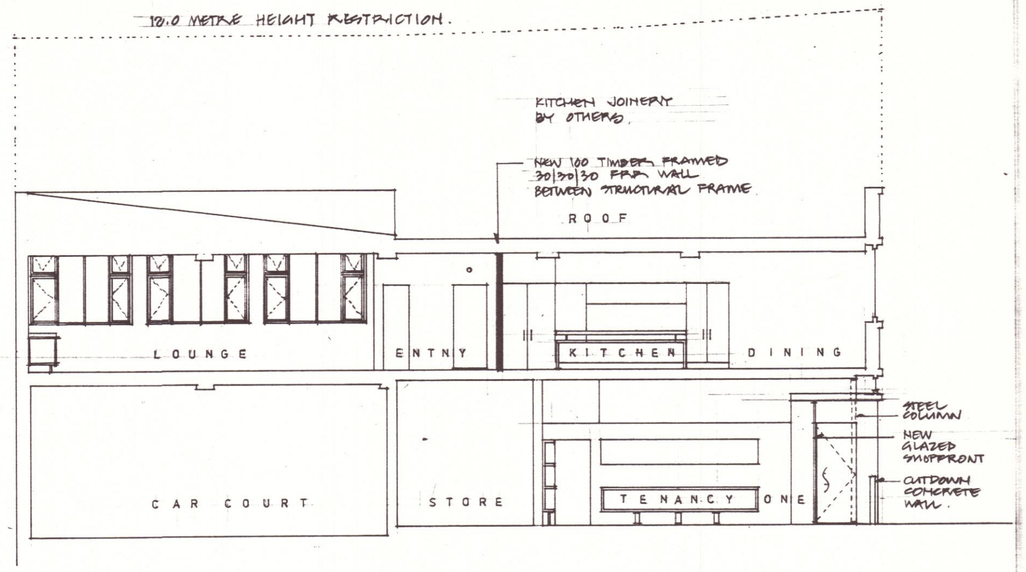
EXISTING CONSTRUCTION TO BE REMOVED.



S E C T I O N A 1 : 1 0 0

Objectile
25 rue Tholozé 75018 Paris
tél.: (33) 01 46 06 87 06
fax: (33) 01 46 06 19 12

STEPHEN FITZGERALD
NZCD. ARCH, B ARCH
28 WHITFIELD STREET
CHRISTCHURCH 8001
TEL : 64 3 326 7272
FAX : 64 3 326 7294
WEBSITE : OBJECTILE.COM
EMAIL : INTRADOS @ XTRA.CO.NZ



S E C T I O N B 1 : 1 0 0

SECTIONS 1:100

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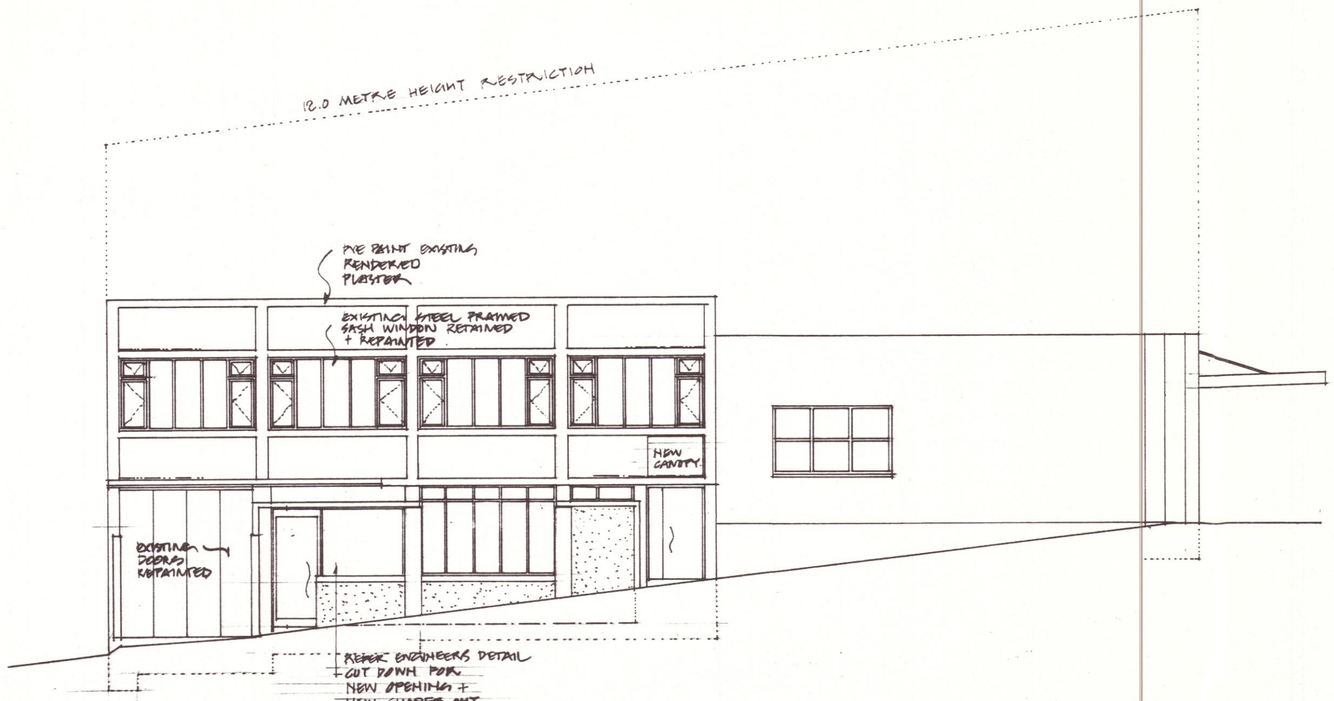
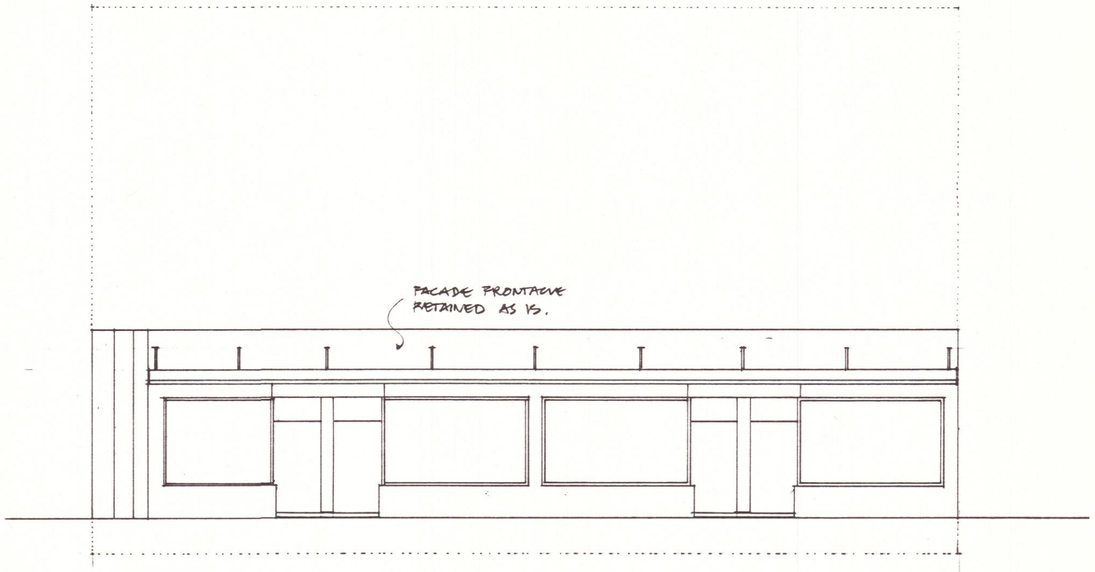


E A S T E L E V . T O O X F O R D S T .



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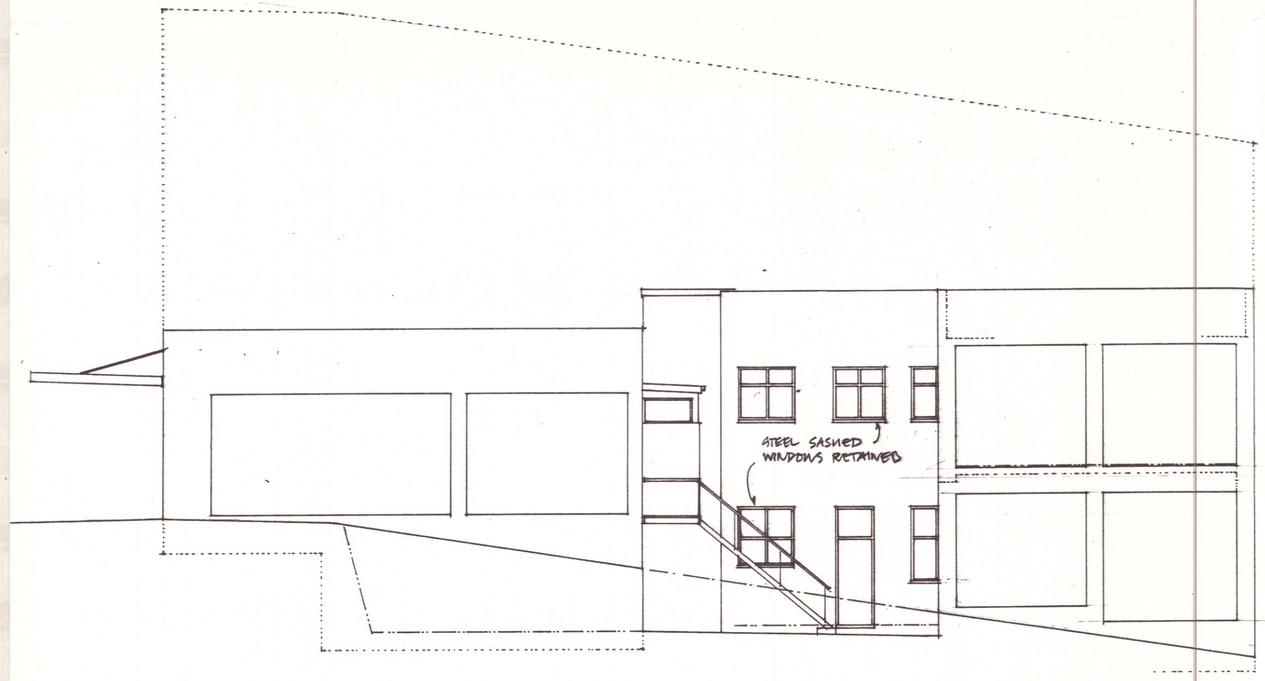

W E S T E L E V A T I O N

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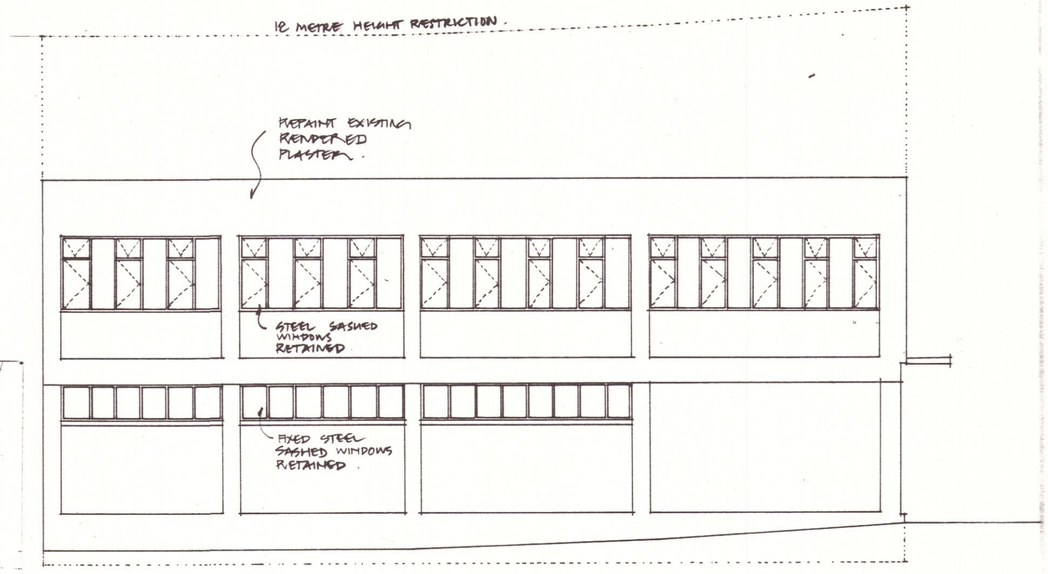
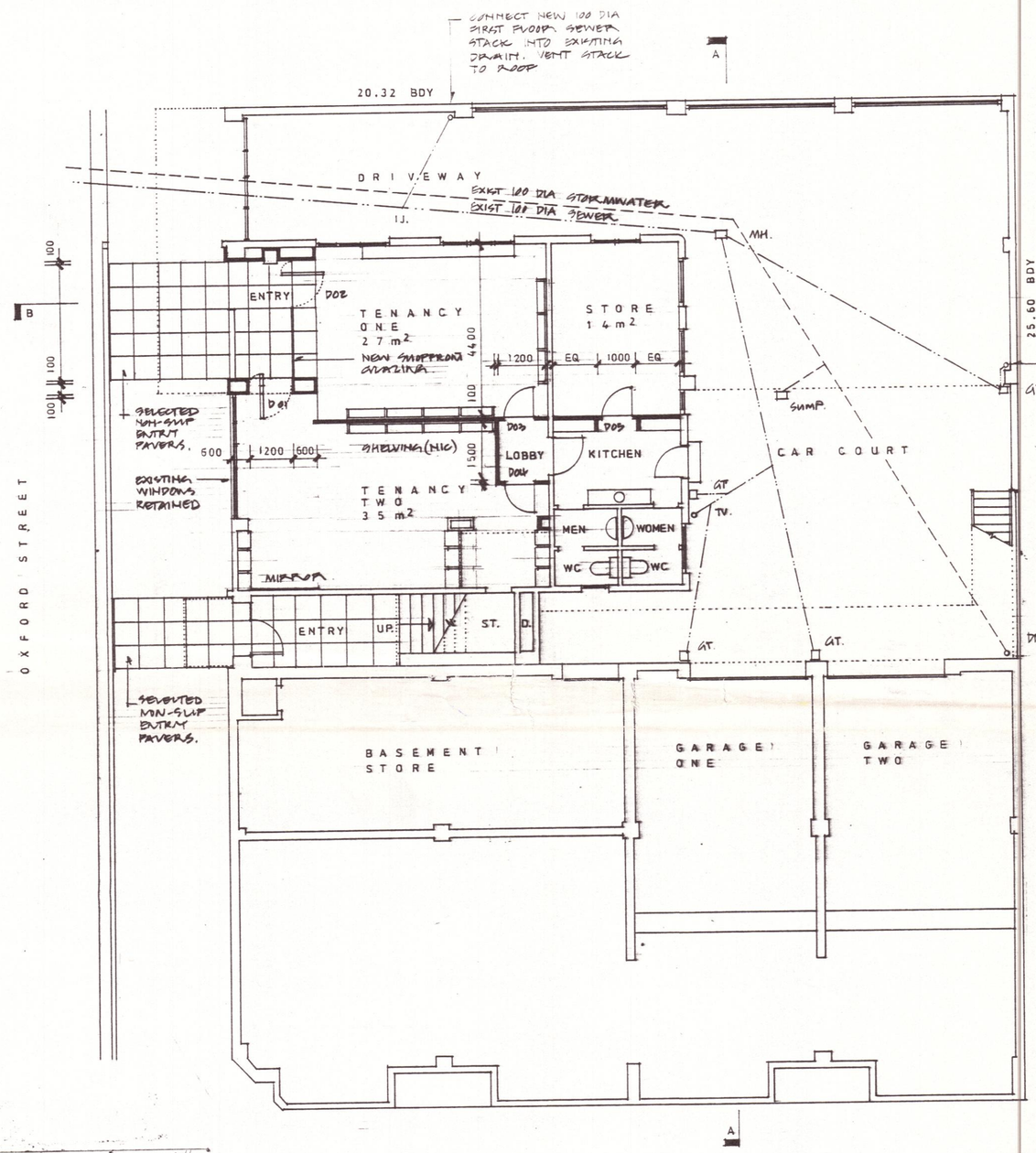
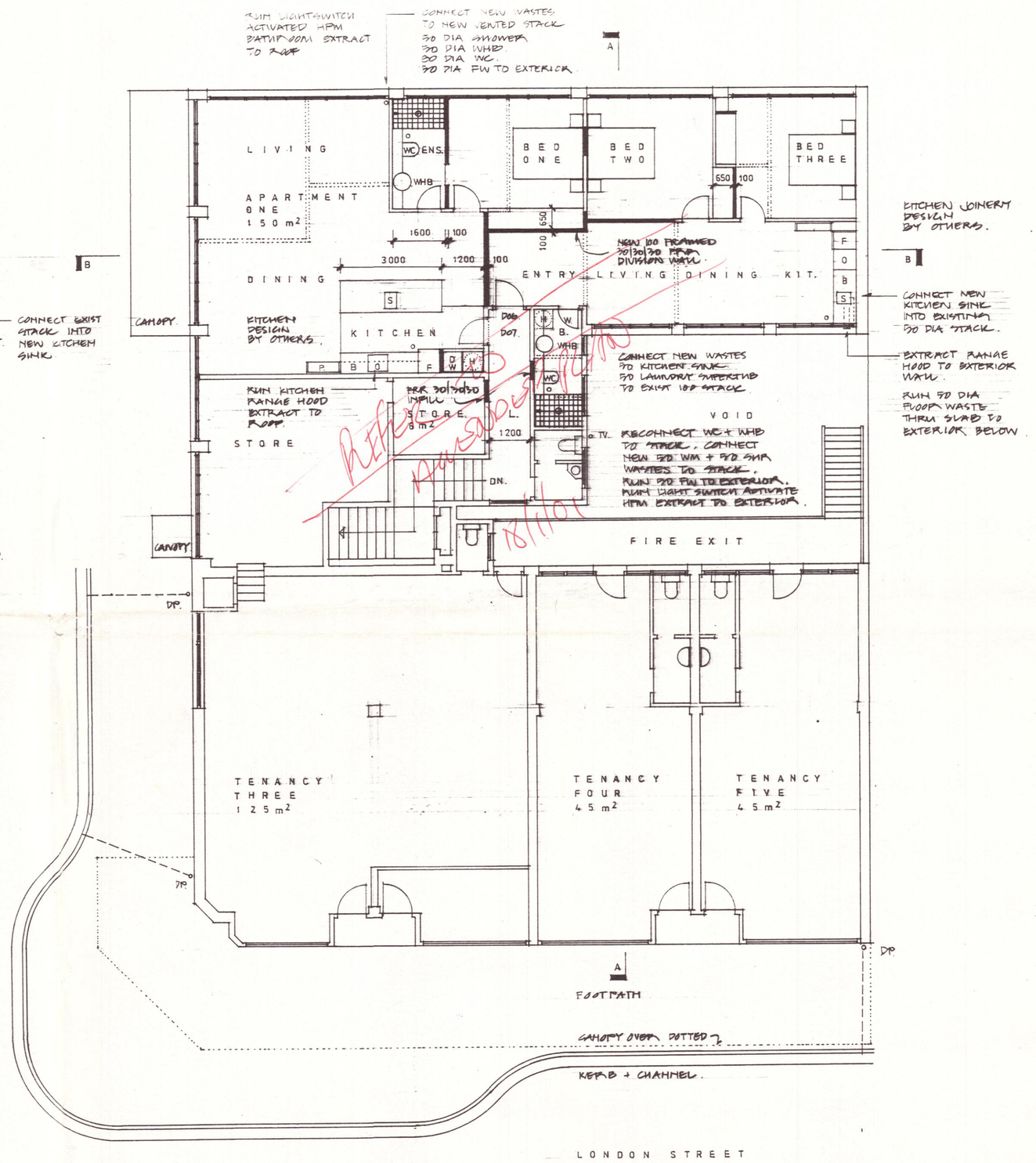


S O U T H E L E V A T I O N

E L E V A T I O N S 1:100





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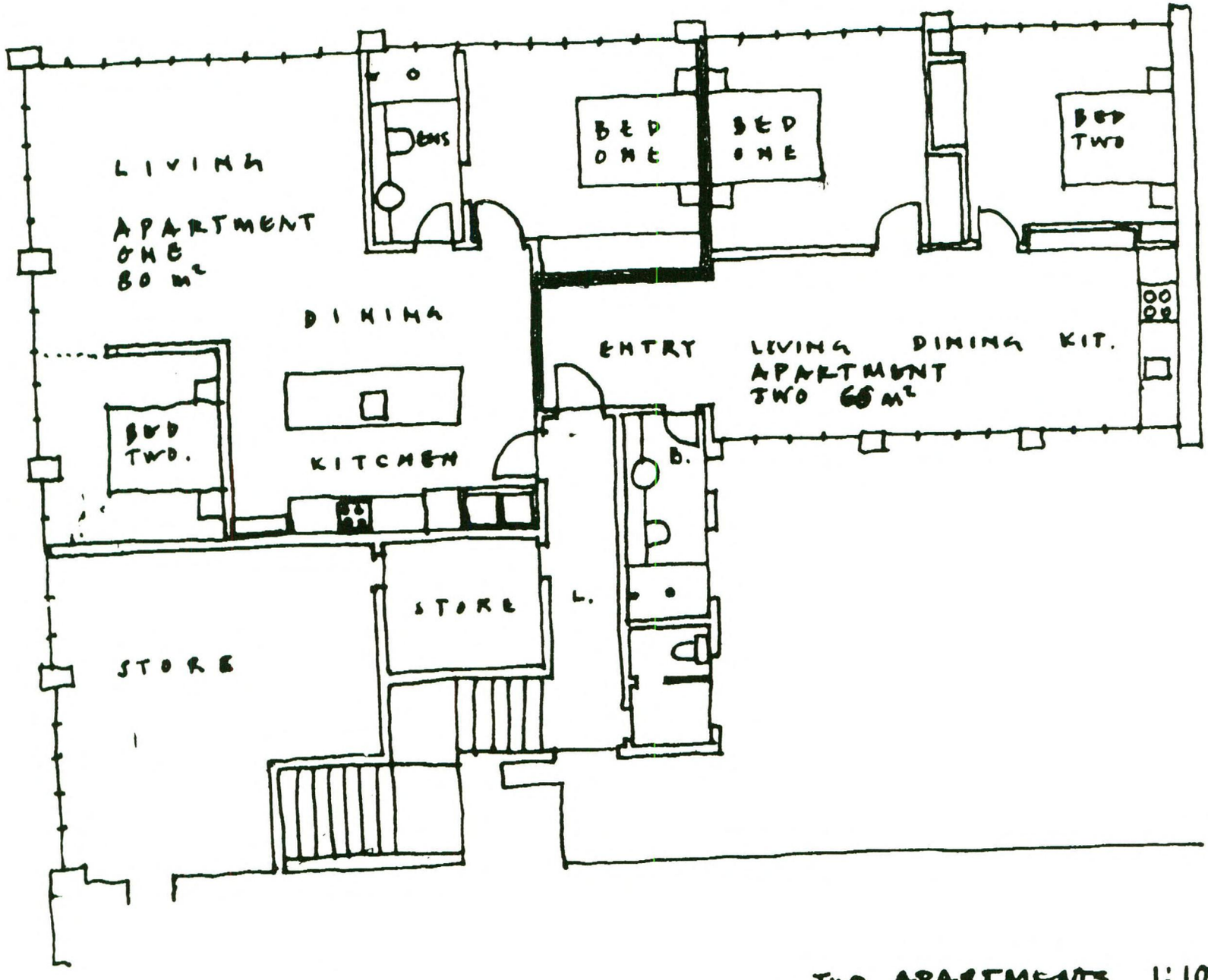
GROUND FLOOR PLAN 1:100 FIRST FLOOR PLAN

LEGAL DESCRIPTION
LOT 1
DP 13544 PART RS 32.
CT 309/139
ADDRESS 23 OXFORD ST LITTLETON
AREA 619 m2

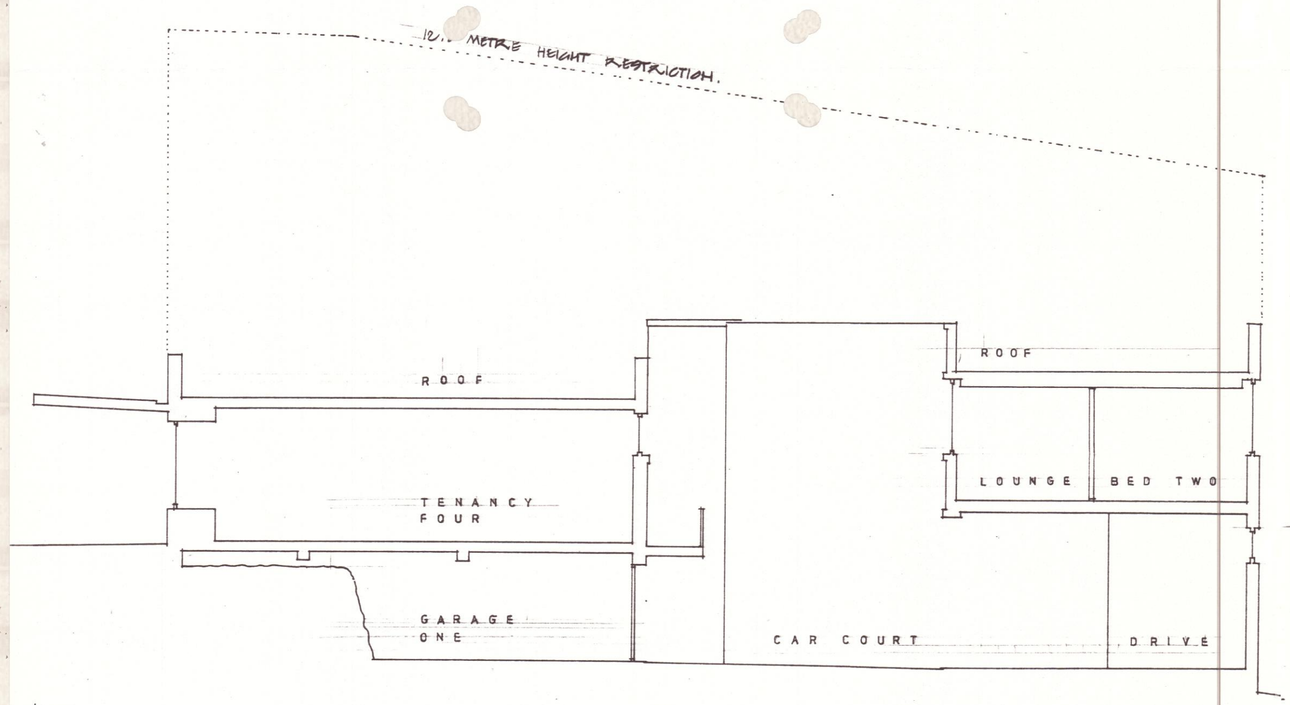
GROUND FLOOR PLAN 1:100 FIRST FLOOR PLAN 1:100

Modification to PIM application BC 980439



TWO APARTMENTS 1:100

1.2



S E C T I O N A 1 : 1 0 0

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25 rue Tholozé 75018 Paris
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fax: (33) 01 46 06 19 12

STEPHEN FITZGERALD
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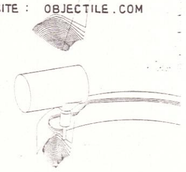
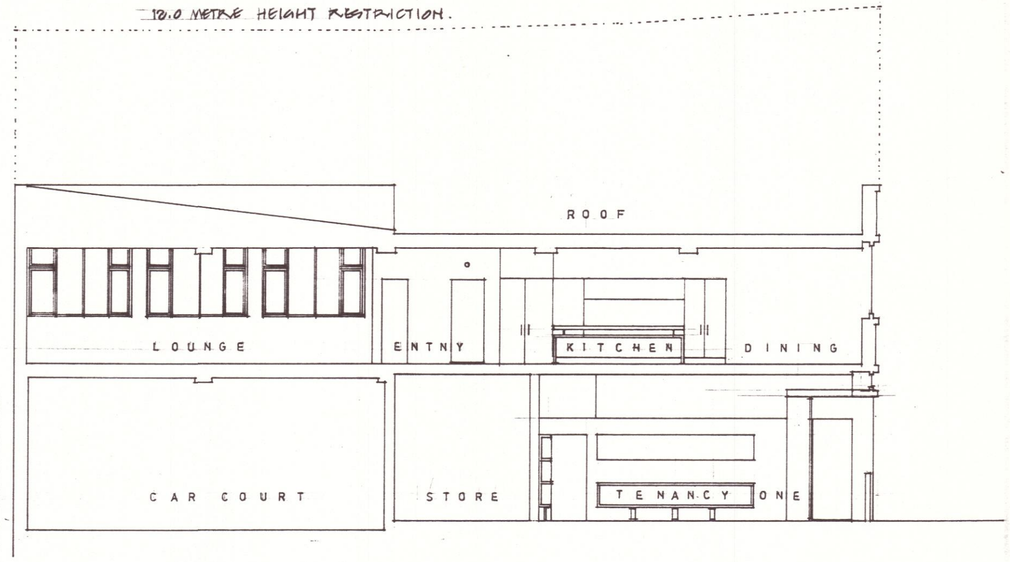
53 PERTH STREET
CHRISTCHURCH 8001
TEL : 64 3 377 1016
FAX : 64 3 377 4916
WEBSITE : OBJECTILE.COM

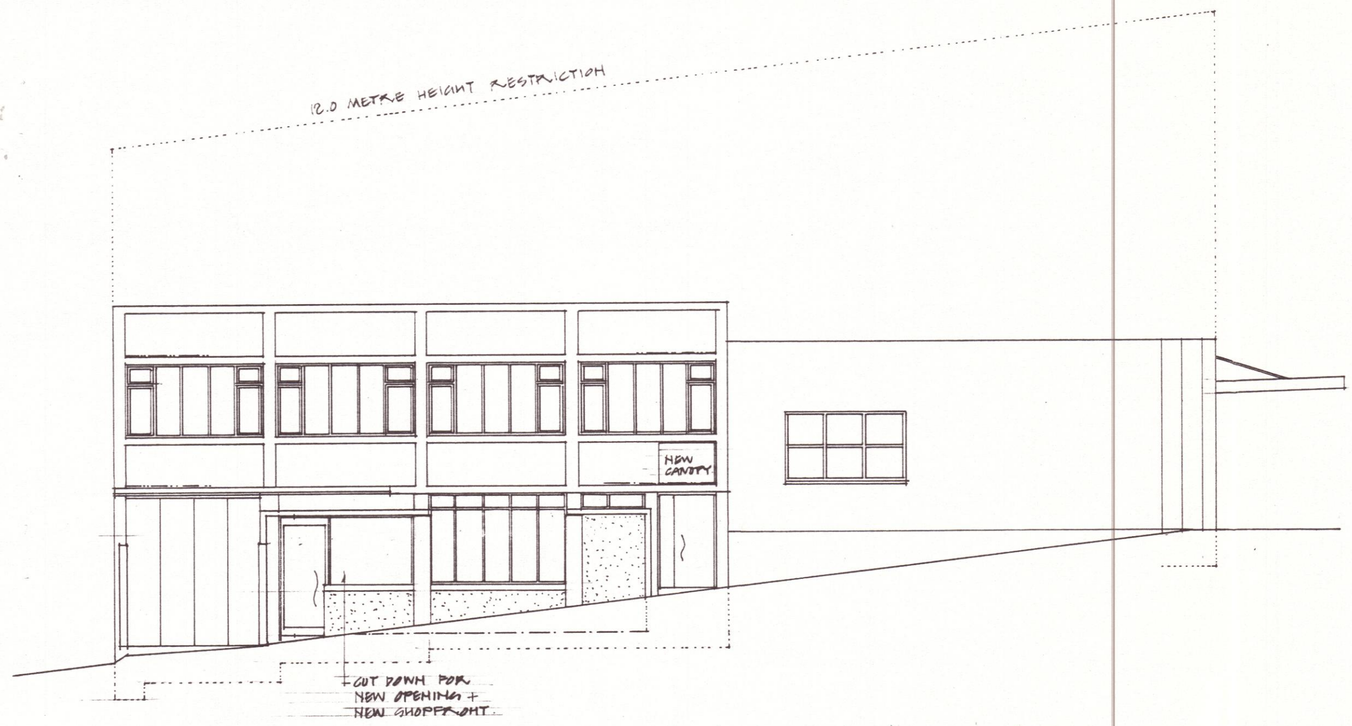




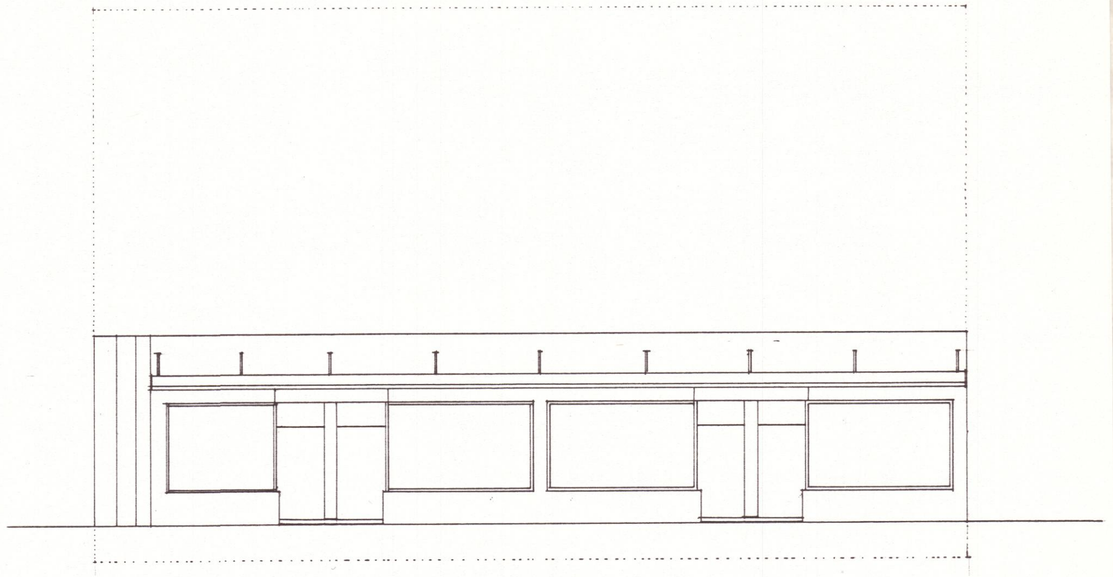
S E C T I O N B 1 : 1 0 0

SECTIONS 1:100

3.1



E A S T E L E V . T O O X F O R D S T .



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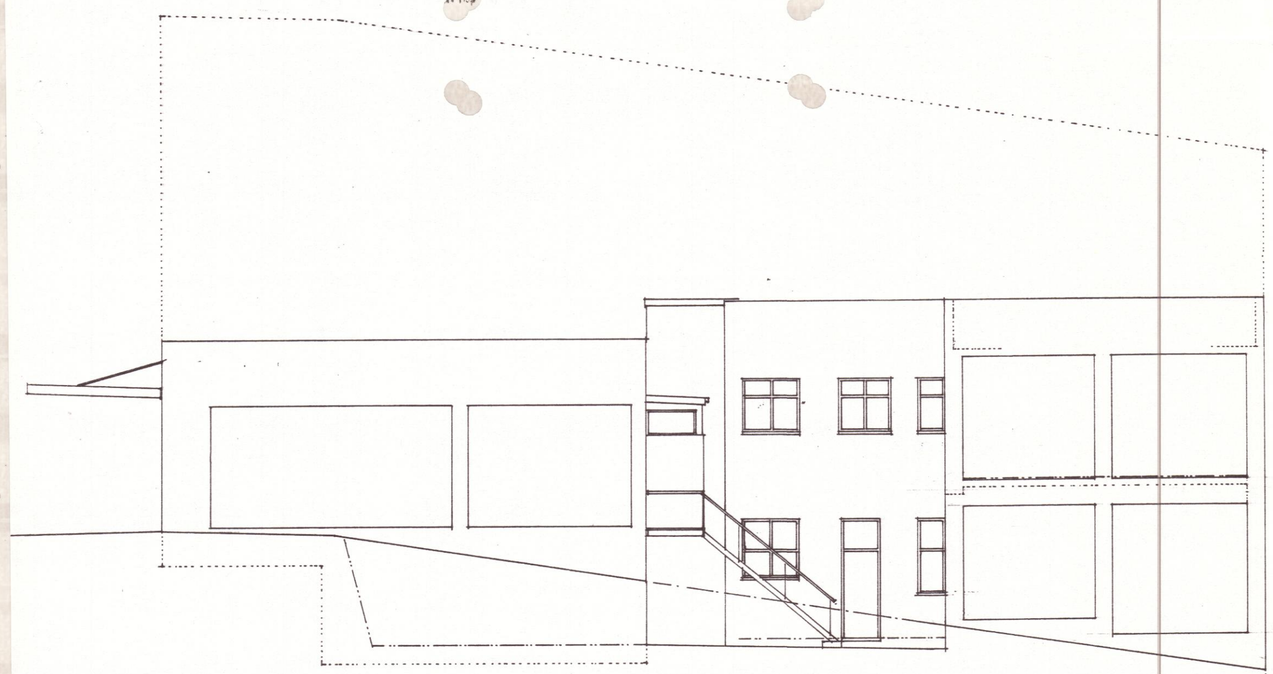

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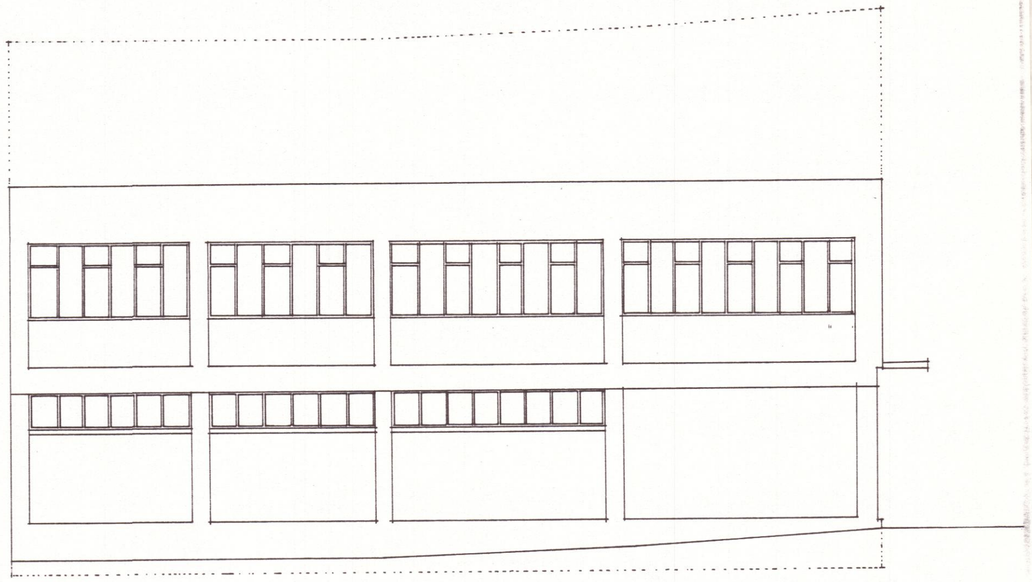
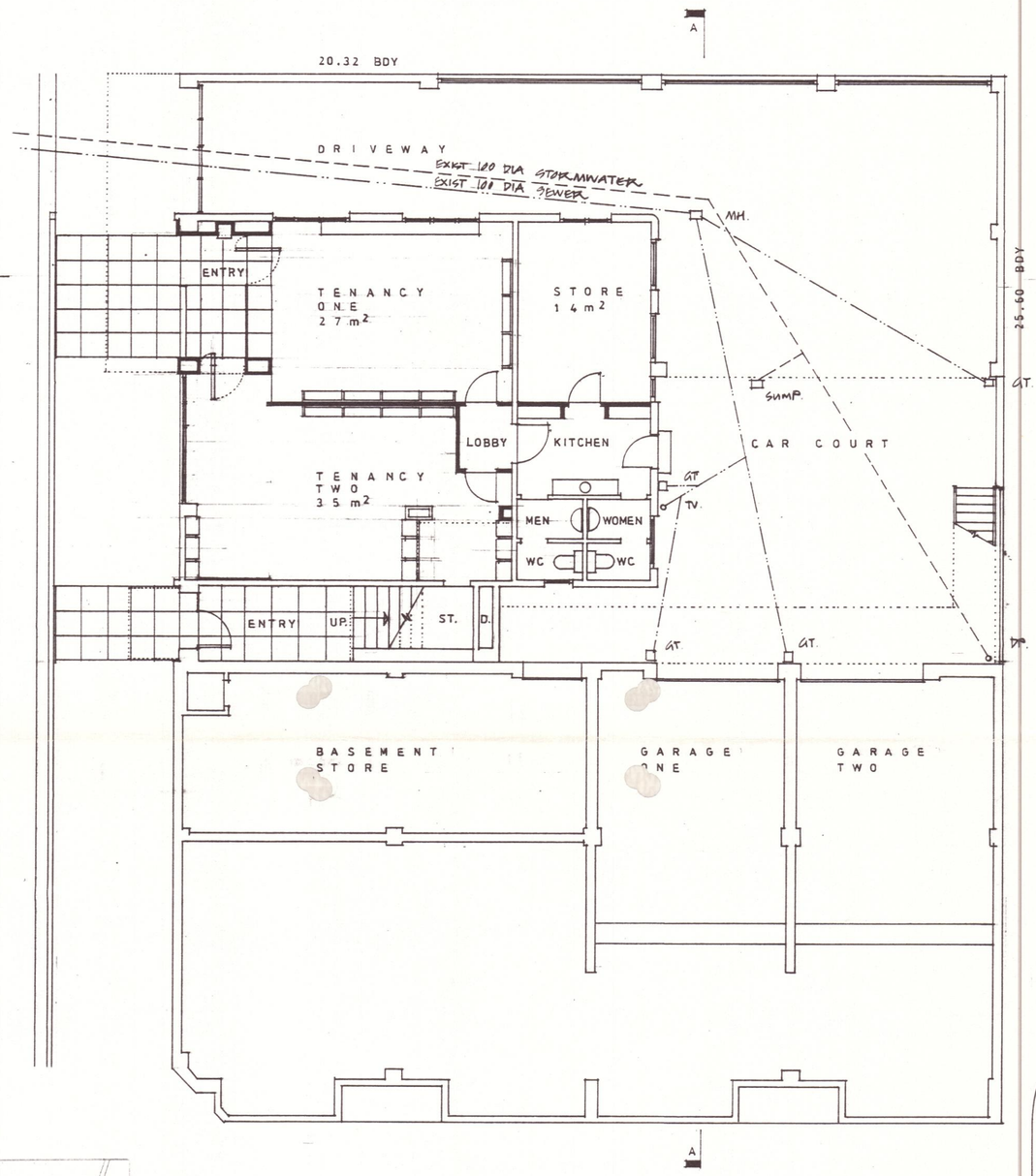
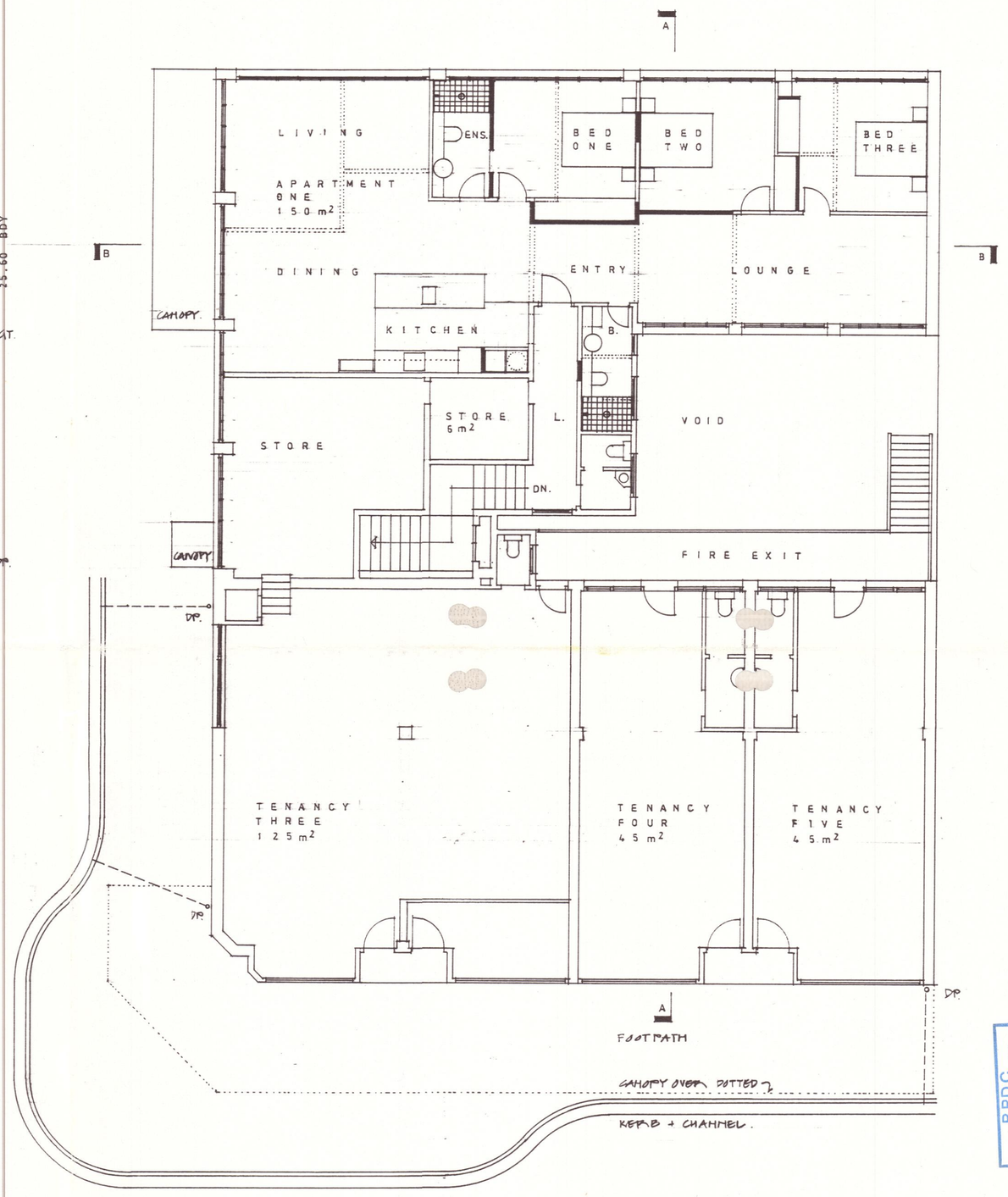


S O U T H E L E V A T I O N

ELEVATIONS 1:100





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25 rue Tholozé 75018 Paris
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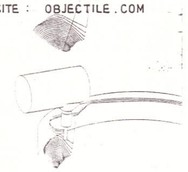


GROUND FLOOR PLAN 1:100

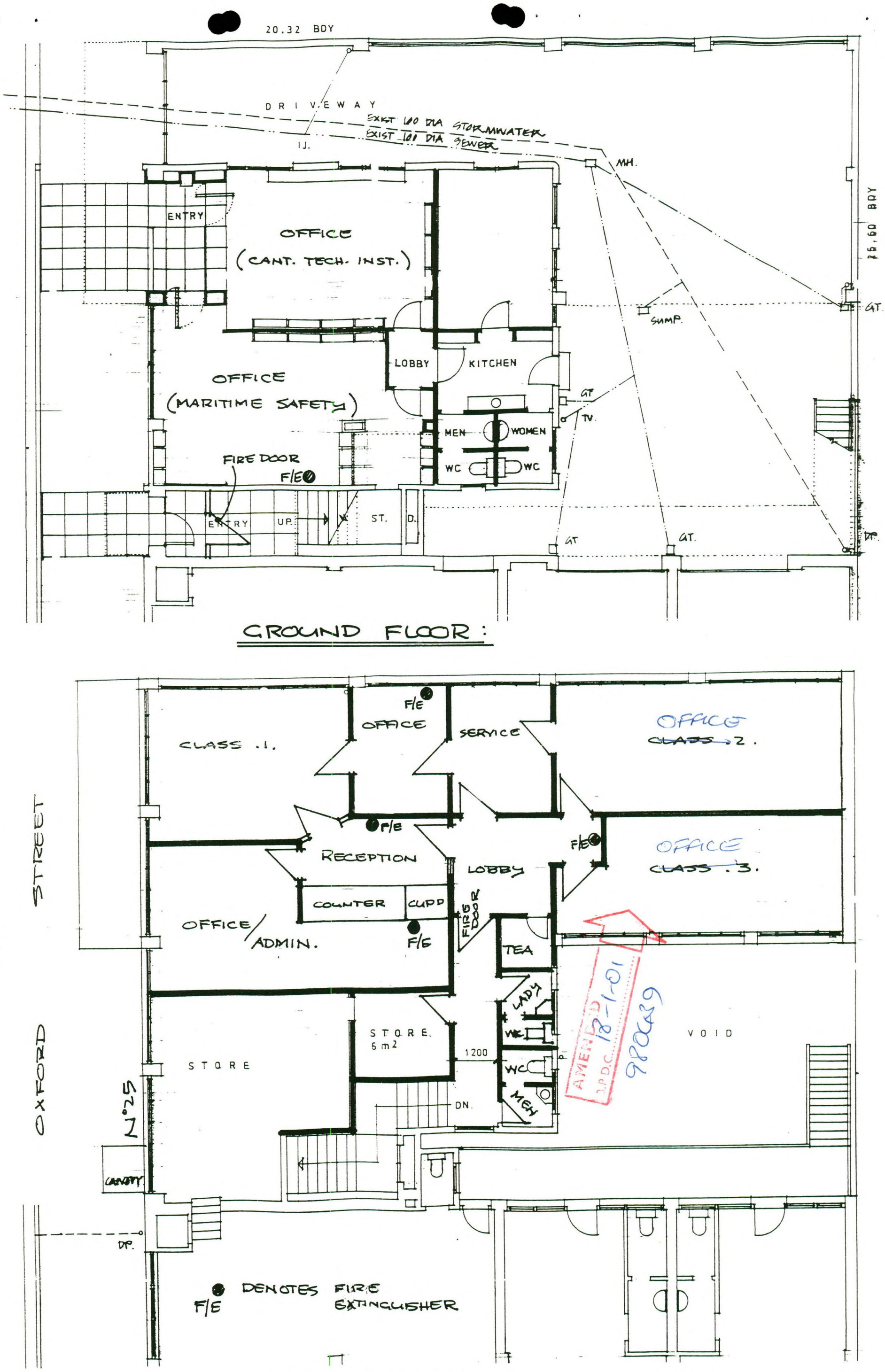
FIRST FLOOR PLAN

GROUND FLOOR PLAN 1:100 FIRST FLOOR PLAN 1:100

REFER : B/CONSENT 980439

LEGAL DESCRIPTION: LOT 1 D.P. 13544
C.T. 509/139
AREA 619 M²

OXFORD STREET



GROUND FLOOR :

FIRST FLOOR :

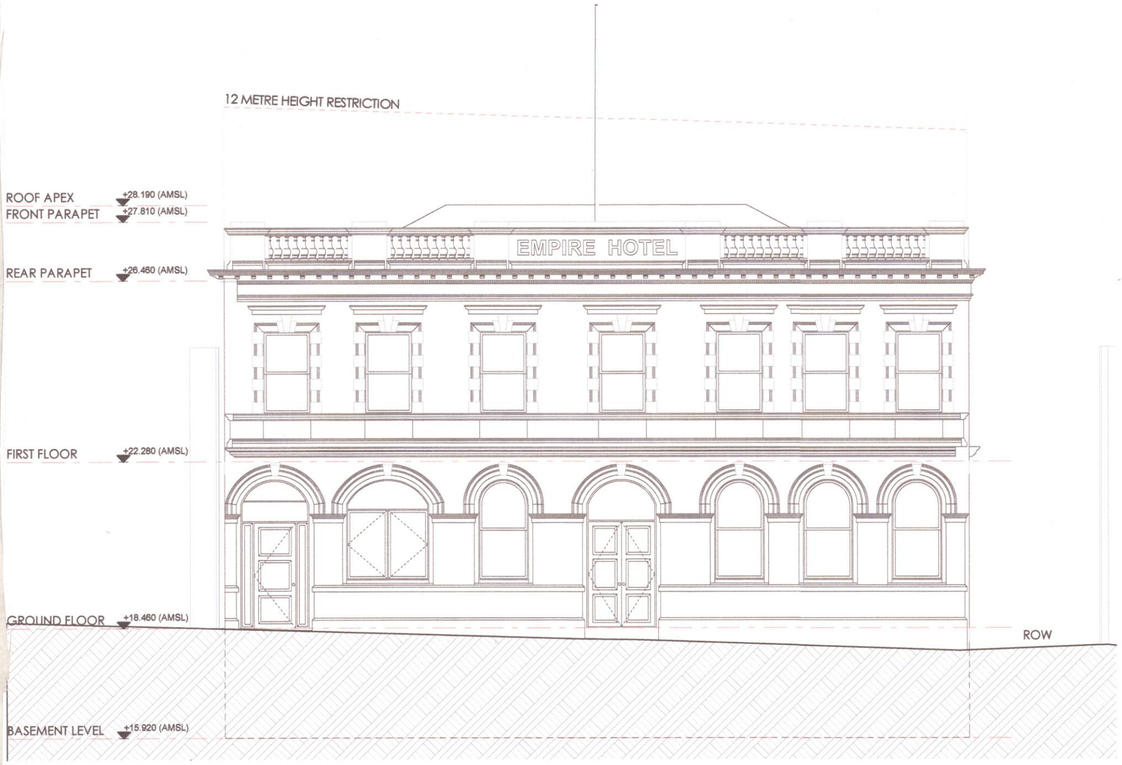
AMENDED FLOOR PLAN SCALE 1 : 100

MARITIME HOUSE : 25 OXFORD STREET
LYTTLETON

AMENDED
L.P.D.C. 18-1-00
980439

Plan Prepared
S. Rothwell
SJ2CD
26/6/00

Previous Development within 9 London Street



LONDON STREET ELEVATION

RIGHT OF WAY ELEVATION

SECTION A-A

THOM CRAIG ARCHITECTS LTD

94 Coleridge Street, Sydenham
PO Box 7520, Sydenham 8240
Christchurch, New Zealand

TEL 64 3 943 9980
FAX 64 3 943 9981
WEB www.thomcraig.com

EMPIRE HOTEL
LYTTELTON

CONSULTANTS

HOLMES CONSULTING GROUP STRUCTURAL
Structural Engineers

FIRE SAFTEY ADVISORY SERVICES LTD
Fire Engineers

ACCESS LAND SURVEYING
Land Surveyors

RAWLINGSONS LTD
Quantity Surveyors

ISSUES

PIM 03.07.2009

NOTES:

SITE PLAN SHOWS ACCURATE SURVEYED INFORMATION.

FLOOR PLANS ARE BASED OFF AN INTERIOR MEASURE UP.

THESE PLANS SHOULD BE READ IN CONJUNCTION WITH ONE ANOTHER AND ANY DISCREPANCIES BROUGHT TO THE ARCHITECTS ATTENTION

PIM SET

Elevations + Section

SCALE : 1:100 @ A2

DATE : 12/08/2009

PROJECT No : 09011

A1.6

THOM CRAIG ARCHITECTS LTD

94 Coleridge Street, Sydenham
PO Box 7520, Sydenham 8240
Christchurch, New Zealand

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ISSUES

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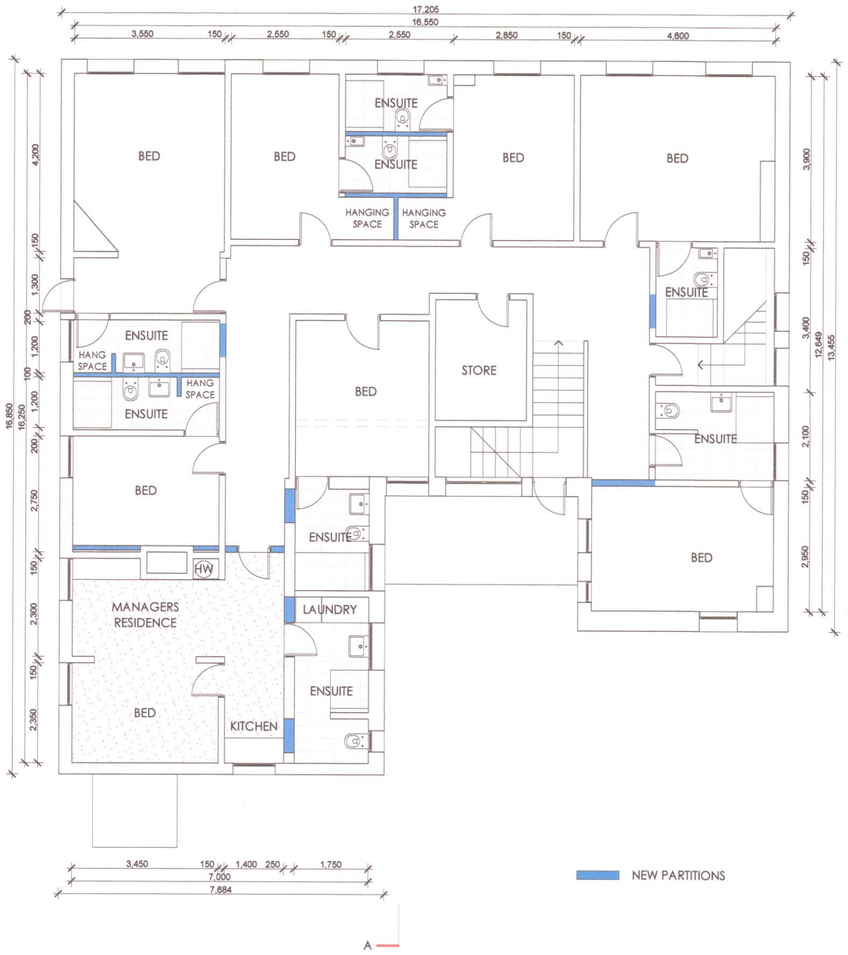
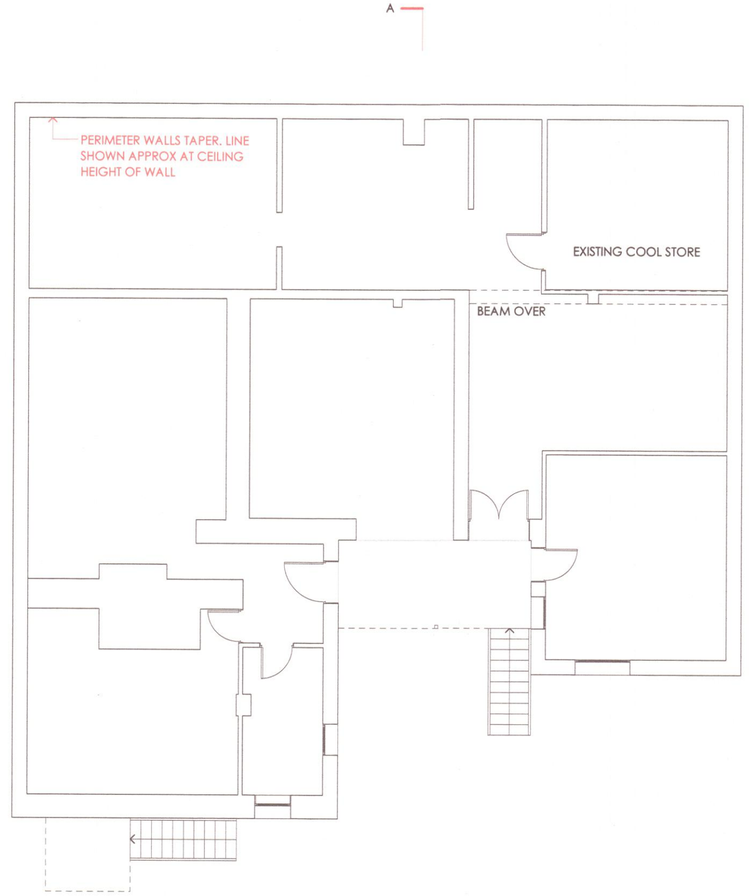


PROPOSED FIRST FLOOR PLAN



EXISTING BASEMENT PLAN

PIM SET

Proposed First Floor

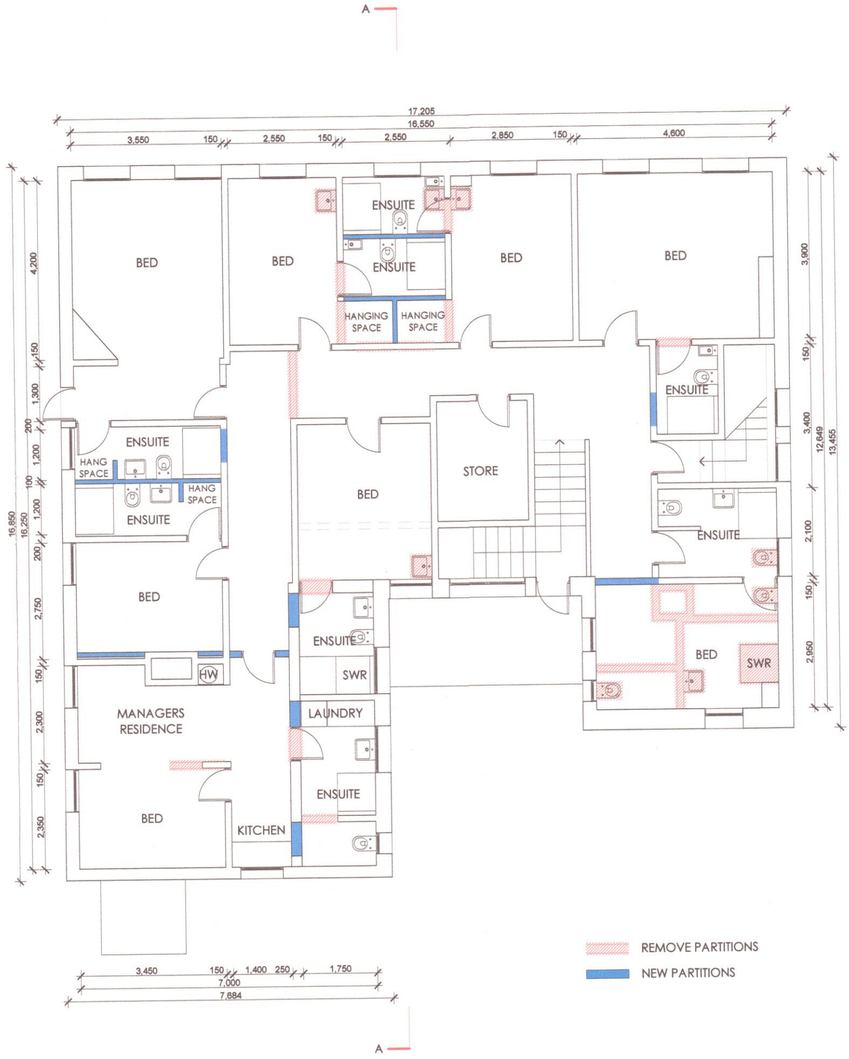
SCALE : 1:100 @ A2

DATE : 12/08/2009

PROJECT No : 09011

A1.5

EXISTING FIRST FLOOR PLAN



FIRST FLOOR DEMOLITION PLAN

THOM CRAIG ARCHITECTS LTD

94 Coleridge Street, Sydenham
PO Box 7520, Sydenham 8240
Christchurch, New Zealand

TEL 64 3 943 9980
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Land Surveyors

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Quantity Surveyors

ISSUES

PIM	03.07.2009

NOTES:

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PIM SET

First Floor - Demolition

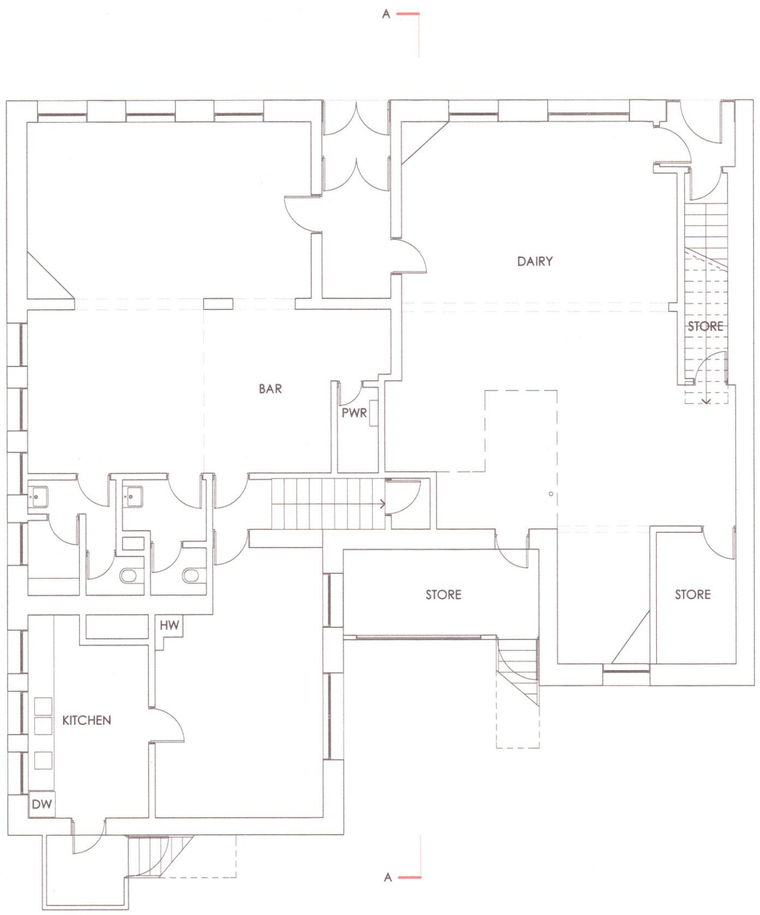
SCALE : 1:100 @ A2

DATE : 12/08/2009

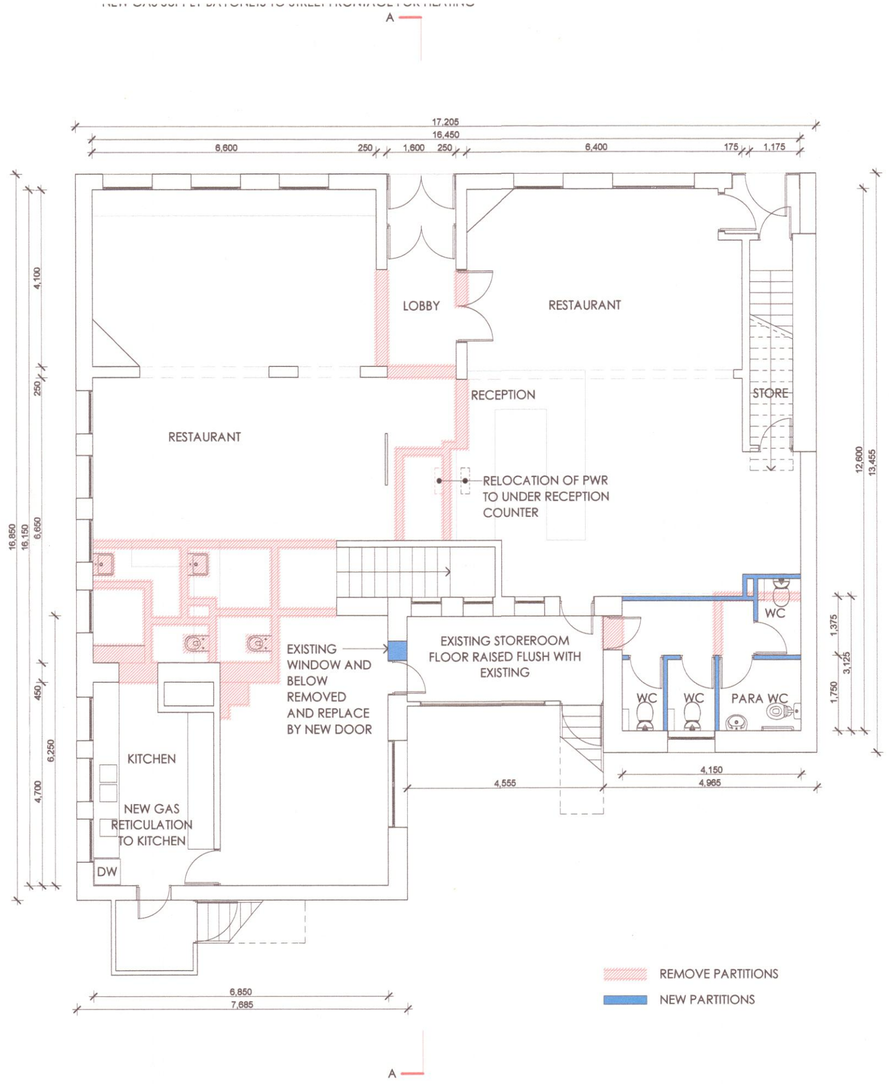
PROJECT No : 09011

A1.4

DO NOT SCALE THESE DRAWINGS.
CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED FOR COMMENT PRIOR TO MANUFACTURE.



EXISTING GROUND FLOOR PLAN



GROUND FLOOR DEMOLITION PLAN

THOM CRAIG ARCHITECTS LTD

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Christchurch, New Zealand

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Quantity Surveyors

ISSUES

PIM	03.07.2009

NOTES:

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CURRENT USE:

EXISTING BAR LICENSED FOR 210 PEOPLE.

EXISTING GENERAL STORE CURRENTLY LICENSED AS FULL FOOD PREP (ALL TYPES) 50 SEAT DINING.

EXISTING EXTERNAL STREET FRONTAGE LICENSED FOR 21?

PROPOSED USE:

NEW GROUND FLOOR RESTAURANT SPACE FOR 100 PATRONS

STAFF NUMBERS WILL BE 15 FULL TIME + 6 PART TIME

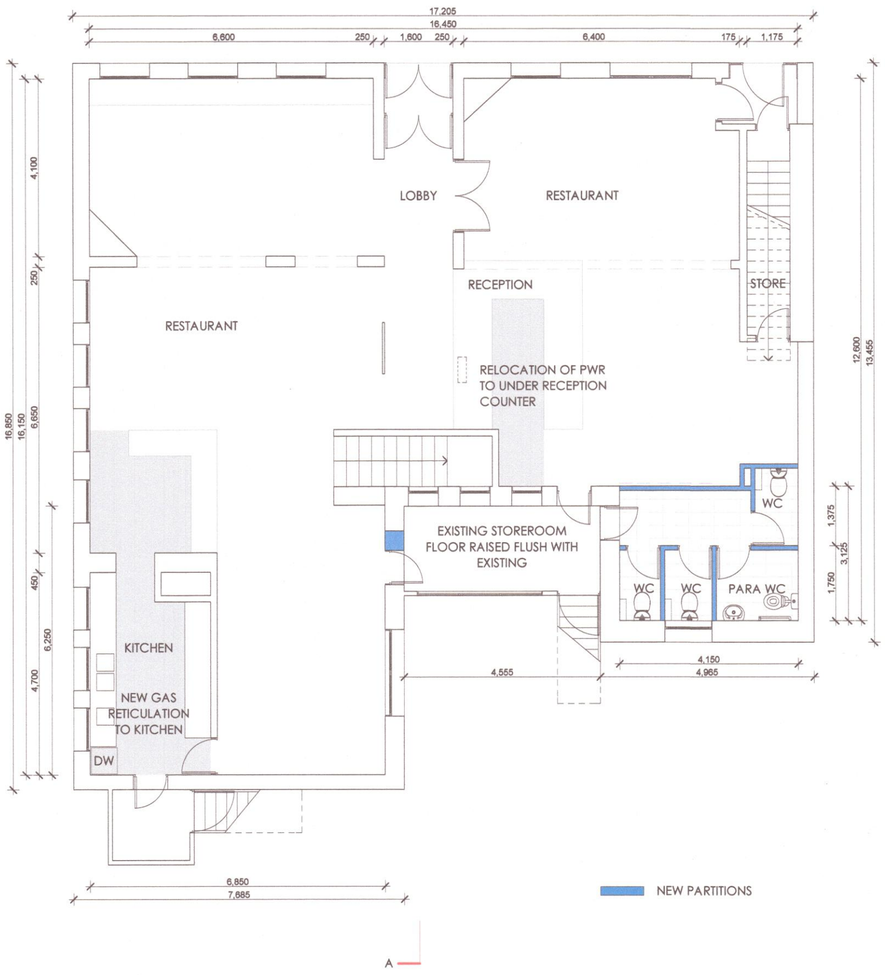
PIM SET

Ground Floor - Demolition

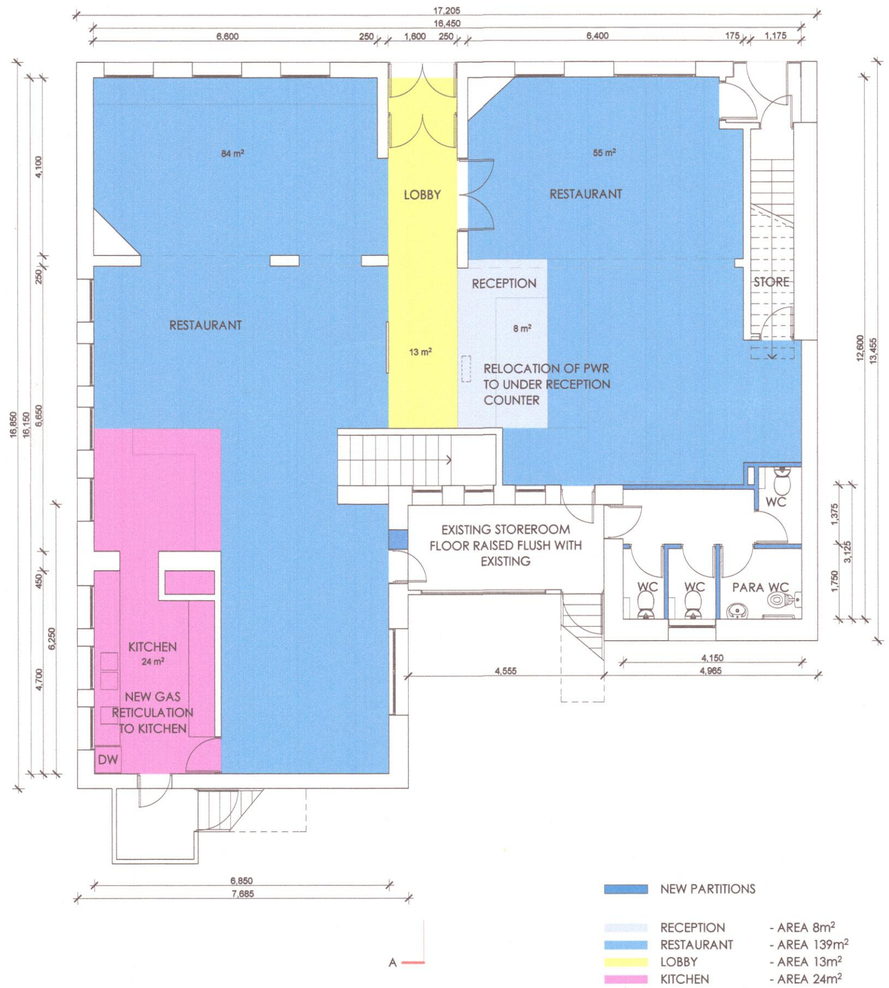
SCALE :	1:100 @ A2
DATE :	12/08/2009
PROJECT No :	09011

A1.3

DO NOT SCALE THESE DRAWINGS.
CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED FOR COMMENT PRIOR TO MANUFACTURE.



PROPOSED GROUND FLOOR PLAN



PROPOSED GROUND FLOOR AREA CALCULATIONS

RECEPTION OCCUPANT DENSITY (0.1) = 0.8
LOBBY OCCUPANT DENSITY (1.0) = 13.0
RESTAURANT OCCUPANT DENSITY (0.9) = 125.1
KITCHEN OCCUPANT (0.1) = 2.4

TOTAL OCCUPANCY = 143.8

BUILDING USE : COMMERCIAL

UNISEX FACILITIES REQUIRED = 4

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Quantity Surveyors

ISSUES

PIM 03.07.2009

NOTES:

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PROPOSED USE:

NEW GROUND FLOOR RESTAURANT SPACE FOR 100 PATRONS

STAFF NUMBERS WILL BE 15 FULL TIME + 6 PART TIME

PIM SET

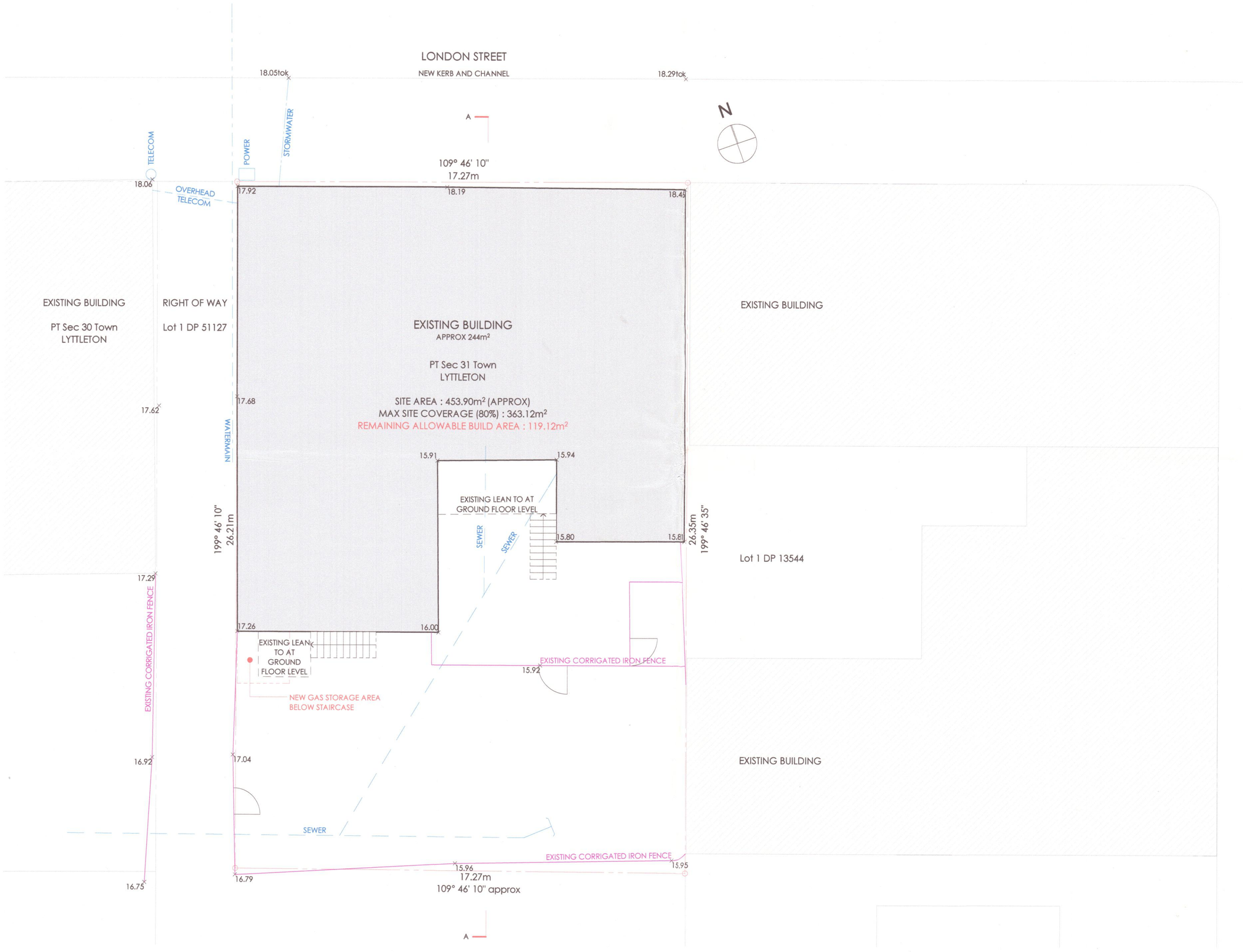
Proposed Ground Floor

SCALE : 1:100 @ A2

DATE : 12/08/2009

PROJECT No : 09011

A1.2



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PIM	03.07.2009

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PIM SET

Site Plan

SCALE : 1:100 @ A2

DATE : 12/08/2009

PROJECT No : 09011

A1.1

DO NOT SCALE THESE DRAWINGS.
CONTRACTOR TO VERIFY ALL DIMENSIONS PRIOR TO COMMENCING ANY WORK OR MAKING ANY SHOP DRAWINGS WHICH MUST BE SUBMITTED FOR COMMENT PRIOR TO MANUFACTURE.

Appendix 4

Integrated Transport Assessment

novo group
Planning. Traffic. Development.

Integrated Transport Assessment

prepared for

COLLETTS CORNER LIMITED

3, 5, 7 and 9 London Street, Lyttelton

June 2019

Integrated Transport Assessment

prepared for

Colletts Corner Limited

3, 5, 7 and 9 London Street, Lyttelton

Novo Group Ltd
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
P: (03) 365 5570
E: info@novogroup.co.nz
W: www.novogroup.co.nz

Document Date:	17/06/2019
Document Version/Status:	Final
Project Reference:	660001
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Introduction

1. Colletts Corner Ltd has commissioned Novo Group to prepare an Integrated Transport Assessment (ITA) for the development of a mixed-use building on the corner of London Street and Oxford Street, Lyttelton.

2. This report provides an assessment of the transport aspects of the proposed development. It also describes the transport environment in the vicinity of the site, describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the District Plan. It has been prepared broadly in accordance with the Integrated Transportation Assessment Guidelines specified in New Zealand Transport Agency Research report 422, November 2010 and other relevant best practice guides.

3. The proposal includes a basement car park and wellness centre, ground floor retail, office, food and beverage, and 26 residential / accommodation units on the first and second floors. The proposed layout and tenancies are shown on the plans in Attachment 1.

4. Six car parking spaces and 26 cycle parks are proposed within the basement and five are provided at ground floor level. Vehicle access is proposed to Oxford Street.

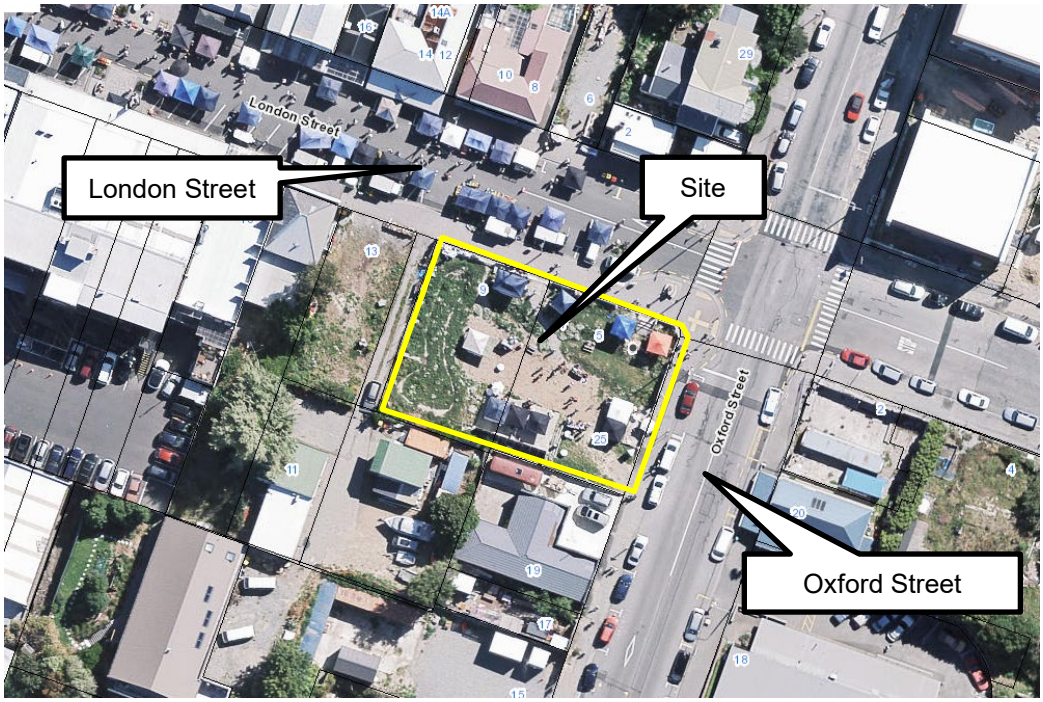


Figure 1: Site Location (Source: Canterbury Maps)

Site History

5. Whilst existing use rights have lapsed, the site was formerly occupied by three buildings which accommodated:

- The Empire Hotel (comprising 8 rooms and approx. 140m^2 GFA bar / restaurant) within a two-story building fronting London Street;
- A pharmacy (125m^2 GFA), bookshop / post-shop (45m^2 GFA) and takeaway food (fish and chips 45m^2 GFA) within a single-story building on the corner of London Street and Oxford Street.
- Two first floor residential units, and two ground floor office (62m^2 GFA) and associated storage areas.

6. The only existing parking on the site was for the office and residential units, which were accessed via a single width roller door and access leg from Oxford Street. Two internal garages were provided with a 'car court' in front as shown in **Figure 2 & 3** below. The site had a single width vehicle access with a roller door from Oxford Street as shown in Figure 2 and 3 below.

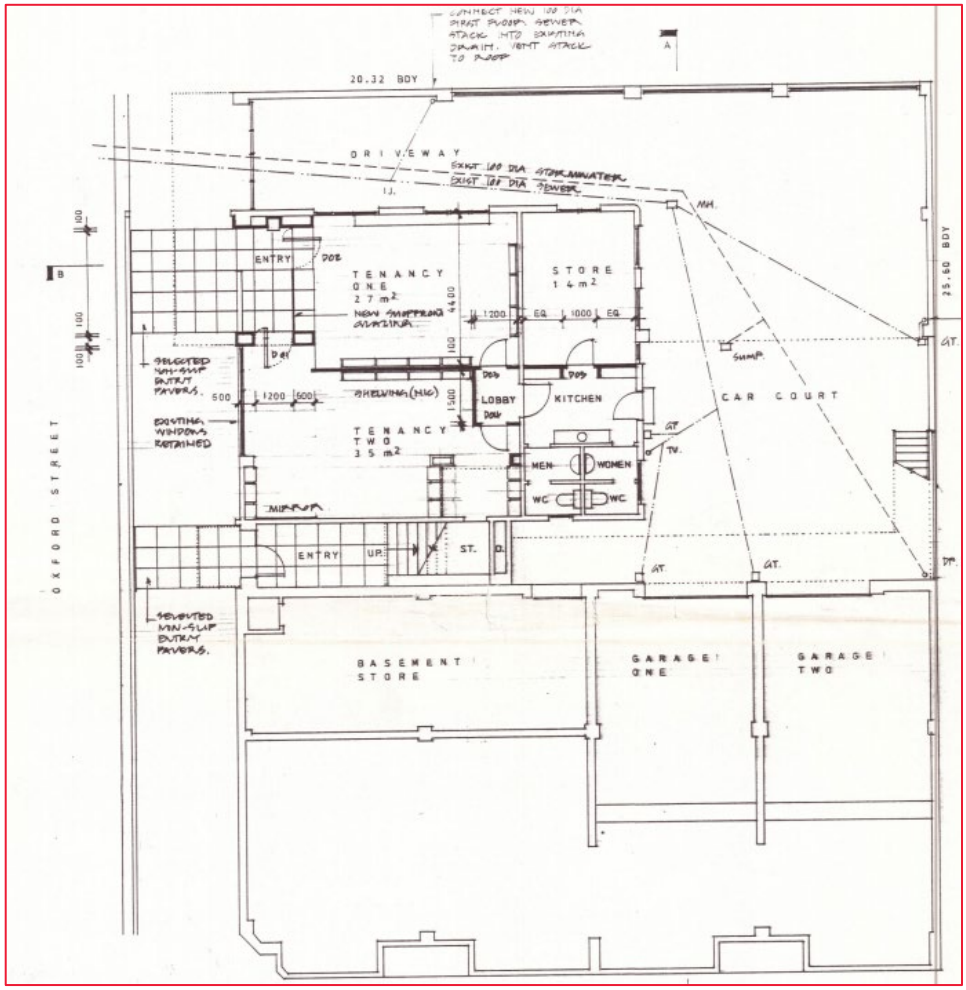


Figure 2: Existing Car Park and Access to the Site (Pre-Demolition)

Figure 3: Former Vehicle Access and Roller Door to Car Park Court [Source: Google Earth]

7. The former buildings have been demolished following the Christchurch Earthquakes. For the purposes of considering any change in on-street parking reliance, it is useful to consider what the existing parking demand of these activities was likely to have been. In this respect:

    - The residential units were considered to be self-sufficient (1 garage each)
    - The 62m^2 GFA office activity would likely generate demand for 1-2 spaces[1]. This demand was likely also accommodated on-site, informally within the car park court.
    - The 215m^2 GFA retail tenancies would likely generate a parking demand for around 10 spaces[2].
    - The 140m^2 Restaurant / Bar would generate an estimated demand for 21 spaces[3].
    - The 8 hotel rooms may generate a demand for around 4-5 spaces[4]

8. Accordingly, it is estimated that the existing activities may have generated a typical on-street parking demand for up to 36 spaces. The peak trading hours of these activities would unlikely have coincided (retail for example typically peaks during selected weekdays and Saturdays, restaurant typically peak in the evenings and accommodation typically peaks

[1] Based on the RTA Guide rate of 1 space / 40m^2 GFA.
[2] Based on the RTA Guide rate of 4.5 spaces / 100m^2 GFA for specialty or secondary retail.
[3] Based on the RTA Guide rate for restaurants of 15 spaces / 100m^2 GFA.
[4] Based on survey data from "Christchurch City Council's Motel Traffic Generation Survey 1999"average car parking demand of 0.7 spaces per occupied unit and applying a typical occupancy rate of 81% .

overnight). Accordingly, the demand at any one time could fluctuate. The above figures however still provide a useful comparison between existing and proposed uses.

Transport Environment

Road Network

Oxford Street

9. Oxford Street is classified as a *Major Arterial* Road outside the application site, however it downgrades to a *local* road immediately to the north of the intersection with London Street. The Major Arterial road classification continues eastbound via Sumner Road.

10. Oxford Street has one traffic lane in each direction and parking is generally provided for on both sides of the road.

11. Footpaths are provided on both sides of the road.

12. Oxford Street has a 50 km/h speed limit.

13. Oxford Street has a steep/uphill gradient towards the north.

London Street

14. London Street is classified as a *local* road. It is known as the main retail shopping precinct in Lyttelton with a flat east-west alignment. London Street is closed to traffic every Saturday morning to provide for the Lyttelton Farmers Market.

15. London Street has one traffic lane in each direction with a mixture of parallel and angled kerb side parking.

16. Footpaths are provided on both sides of the road.

17. London Street has a 50km/h speed limit.

Crash History

18. The NZ Transport Agency Crash Analyses System (CAS) has been reviewed to identify crashes that have been reported on the frontage roads in the vicinity of the site between 2008 and 2018. The output from the CAS database is included in **Attachment 2**. In summary there were three non-injury crashes associated with parked vehicles on London Street, one due to parked vehicle rolling on a hill, and two as a result of driver error resulting a collision between through traffic and drivers manoeuvring to/from angle parking on London Street. These were all non-injury crashes. Noting the high turn-over of on-street parking on London Street this crash rate is not unexpected and does not imply a safety related problem with the existing parking spaces.

On-Street Parking Supply

19. Many sites in Lyttelton do not provide on-site parking. Accordingly, many land use activities (staff and visitors) utilise the kerbside parking resource. To investigate this further, the existing level of on-street parking supply and availability has been surveyed.

20. The survey area covered 11 blocks within walking distance of the site (arbitrarily numbered 1-11) and for analysis purposes consideration has been given to both the whole area and a more immediate area which is shaded yellow in **Figure 4** below.

Figure 4: On-Street Parking Survey Area

21. The survey area contains a range of un-restricted, P5/P10 (loading / drop-off) and P60-P120 time-restricted parking spaces. Parking surveys were undertaken at 14:00 on 27 November 2018 (as an initial spot count) and the main survey was undertaken at 10:00 12:30, 15:00, 17:00 and 19:00 on the 6 December 2018[5].

[5] NZTA, 2011. *Research Report 453 Trips and Parking Relating to Land Use* provides guidance on factoring of demand to represent the busiest periods of the year. The primary surveys were undertaken on Thursday which is considered to

22. An additional Saturday afternoon survey was undertaken on the 9th March 2019 at 13:30 (after the market had finished), 15:00, 17:00 and 19:00. The parking demand on a Saturday was lower than that surveyed on the Thursday[6].

23. The surveyed supply and demand were analysed to identify the available parking capacity which is provided in Attachment 3. Noting the Thursday survey data represents the highest demand this is summarised in **Table 1** below for the whole survey area and the most immediate area (within the shaded area on **Figure 3** above).

Table 1: Parking Availability (Summary)

Parking type	Availability (Whole area)		Availability (Immediate area)	
	Average availability	At busiest time (12:30)	Average availability	At busiest time (12:30)
P5 / P10 and loading	7	7	7	7
P60	14	11	12	8
P120	2	2	2	2
Unrestricted	93	74	40	21
Total (excluding loading)	**109**	**87**	**54**	**31**

Alternative Transport Modes

Passenger Transport

24. The nearest public transport bus stop is located approximately 65m north of the site and is serviced by the #155 to Eastgate bus route (three times per day) and the #28 bus route to the central exchange and Casebrook (half hourly frequency).

Cycling

25. There are no dedicated cycleways in Lyttleton.

The Proposal

26. The site is zoned *Commercial Banks Peninsula* in the Christchurch District Plan and is located on the corner of Oxford Street and London Street.

represent the "design day" of the week (Factor of 1). December is considered to be within the 3 busiest weeks of the year and also therefore does not require the survey data to be factored up for annual variation.

[6] This is consistent with NZTA, 2011 *Research Report 453 Trips and Parking Relating to Land Use.* Which suggests that Saturday surveys would have to be scaled by (factor of 1.16) to a typical design day (where as Thursdays represent the busiest day of the week).

[7] And a second (similar) peak around 7pm

[8] And a second (similar) peak around 7pm

27. The proposal includes a basement and three-story building with the following uses:

    - Basement Wellness Centre and pool
    - Ground floor:
        - Retail[9] 90m^2 GFA (or office)
        - Wellness / Yoga / Gym 248m^2 GFA
        - 138m^2 GFA (128m^2 PFA) Restaurant including outside seating. Approximately half the restaurant area is provided as co-working (office) space.
    - First Floor – 13 residential or guest accommodation units
    - Second Floor – 13 residential or guest accommodation units

28. Vehicle access to six basement[10] car parks (including one mobility space) is provided from Oxford Street at the southern end of the site. The vehicle access will have a roller door (or similar) which is remote controlled for entry / egress. There will also be a warning device connected to this to ensure pedestrians are aware of vehicles exiting the site. A convex mirror is also proposed to provide visibility for drivers between the ramp and car park aisle.

29. 26 cycle parks are provided within the Basement and 5 visitor cycle parks are provided at ground floor.

District Plan Compliance Assessment

30. The site is zoned *Commercial Banks Peninsula* in the District Plan and the proposed landuse activities are permitted in the zone. An assessment of compliance against the transport rules of the District Plan has been undertaken and is contained in **Attachment 4**. Resource consent is required under Rule 7.4.2.3 RD1 in respect of non-compliance with several transport standards. **Table 2** summarises the non-compliances.

Table 2: District Plan Transport Non-Compliances

Standard	Nature of Non-Compliance
7.4.3.1 Minimum and maximum number and dimension of car parking spaces required.	The activity is required to provide 64-73 spaces (depending on the final development scenario). The proposal is for six parking spaces including 1 mobility space. The spaces do not comply with the required dimensions.
7.4.3.2 Minimum number of cycle parking facilities required	The activity is required to provide 19-42 cycle parks (depending on the final development scenario) being 16 visitor and 3 staff or 18 visitor, and 4 staff with 20 residents spaces.

[9] Includes Neighbourhood Service Desk / Kiosk
[10] The car park will provide a minimum height of 2.5 as required for mobility parking. Not this exceeds the recommended 2.3m in ASNZS 2890.1 2004 5.3.1 (for clearance to car parks providing for light vehicles and mobility spaces).

	20 resident spaces and 5 staff and 3 visitor spaces are proposed.
7.4.3.3 Minimum number of loading spaces	Depending on the development scenario either no loading space is required (/residential and office scenario) or 1 99% and 1 HGV loading bay is required (accommodation and retail scenario). No on-site loading space is proposed.
7.4.3.7 Access design	A 4.0m formed width is required, the ramp is 3.6m wide. 6m queuing space is required. The access is single width and therefore no queuing space is provided.
7.4.3.8 Vehicle crossings	30m separation is required from the vehicle crossing to the intersection. Approximately 21m separation is proposed.
7.4.3.10 High Trip Generators	The site is estimated to generate between 50 and 120 vehicle movements per hour and a basic ITA is therefore required.

Assessment of Effects

31. Whilst the transport non-compliances are restricted discretionary, the overall activity status is discretionary such that all transport related effects must be considered. The key effects are considered to relate to: Car Parking, Cycle Parking, Loading, Traffic Generation and Access.

Car Parking

32. There are several development scenarios that will ultimately depend on the future tenants. This includes residential or visitor accommodation (such as Airbnb) use of the first and second floor units and the ability to interchangeably use some of the ground floor tenancies for retail or office. The food and beverage tenancy is also intended to provide around half of the public floor area as a shared / community office space where people can work.

33. Two scenarios have therefore been considered in Attachment 4 to identify the highest and lowest District Plan parking requirement (64-73 spaces). In reality there may be a mixture and the requirement at any time would therefore fall somewhere between these two numbers.

34. It is noted that the District Plan parking reduction factors include a 15% reduction for walking trips where the site is located within a Commercial Core zone. There is no Commercial Core zone in Lyttelton, and this reduction factor has therefore not been applied. That said, in terms of considering the likely demand, the Commercial Banks Peninsula zone is operating in a comparable way to a Commercial Core zone and casual observations suggest there are a high volume of pedestrian trips occurring within Lyttelton. Therefore, a similar reduction factor for a higher mode-split towards pedestrian trips would be reasonably appropriate. If applied to the District Plan requirement this would reduce to 54-62 spaces.

35. The proposal provides for six basement car parks. These are intended for the use of the residential / accommodation units and will either be leased or sold to a particular unit. These spaces are typically 2.6m wide with a 6.8m aisle however 300mm clearance is not provided to some columns. Manoeuvring into car park 6 requires one additional manoeuvre (three point turn) for an 85th percentile design vehicle as shown on the manoeuvring diagrams in Attachment 4. Given that this car park is primarily used for residential or accommodation purposes which have a low parking turn-over this scenario is considered to be acceptable. Any effects would be limited to the future users and be of small inconvenience that does not constitute a minor adverse effect. For these reasons the proposed car parks are considered to be sufficient for the parking demand they are intended to cater for.

36. Whilst six parking spaces are provided on-site, the remainder of the parking demand would therefore need be rely on the kerbside parking resource in the immediate vicinity of the site. This is a common scenario in Lyttelton as the historic built form did not typically include on-site car parking. This is largely attributed to the sloping nature and small lots sizes of the sites which has historically only allowed for a small provision of on-site parking.

37. The District Plan parking requirements are generic for the activity type and as such the actual parking demand for the nature of the proposed activities is considered in **Table 3** below.

Table 3: Estimated Parking Demand

Tenancy	Parking Rate / Survey		Estimated Demand
Basement Wellness Centre	DP[11] (in absence of any available survey data)		16
Ground floor gym / recreation 248m²	RTA Guide[12]	4.5 spaces /100m² GFA	11
Ground floor retail or office (90m² GFA)	RTA Guide (office)	1 space / 40m² GFA	2-4
	RTA Guide Specialty / Secondary Retail	4.5 spaces / 100m² GFA	
Ground floor restaurant	RTA Guide (restaurants)	1/3 seats or 15 spaces /100m² GFA	10
(138m² GFA, 128m² PFA)	RTA Guide (office)	1 space / 40m² GFA	2
Of which approx. half will be co-lab offices			
First and Second Floor 26 Residential / Accommodation units	Christchurch City Council's Motel Traffic Generation Survey 1999"	average car parking demand of 0.7 spaces per occupied unit and applying a typical occupancy rate of 81%	15-22

[11] District Plan requirement before reduction factors applied.
[12] Ranges from 3 spaces per 100m² GFA to 7.5 spaces per 100m² GFA based on location. Middle rate of 4.5 spaces / 100m² GFA adopted.

RTA Guide medium[13] and High density residential flats[14]	0.4-1 space per unit (0.7 adopted[15]) Plus 1/5 - 1/7 visitor parking (1/6 adopted)	
	Total	**56-65**

38. Noting six spaces are provided on the site this would suggest a parking shortfall of 50-59 spaces. It is noted that this represents around a 14-23 space increase in on-street parking demand, compared to the estimate of that generated by the former activities on this site (refer to paragraph 7 & 8 above).

39. A reduction for the higher mode-split towards pedestrian trips is also considered appropriate. The reductions in the District Plan are similar to that of published literature which suggest a 10-15% reduction (to recommended parking rates) is appropriate in high pedestrian areas particularly where shared parking occurs. If applied to the estimates above this would suggest the parking demand may be more in the range of 48-59 spaces (42-53 on-street).

    The peak parking demand of the proposed activities will however vary as indicated in **Table 4** below.

Table 4: Peak Parking Periods

Activity	Parking Demand[16]	Peak Period
Wellness[17]	16	12-2 PM Thurs
Restaurant	10	Fri -sat 7-9PM PM[18]
Gym	11	6-7PM PM Mon-Wed[19]
Retail	0-4	Sat mid-day / 3-6pm weekdays[20]
Office	2-6	Daytime, weekdays
Residential / accommodation	15-22	Evenings from 7PM

[13] Usually 2-20 dwellings town houses or flats
[14] Where more than 20 dwellings are proposed but normally 5 + story.
[15] Because the units fall somewhere between the medium density and high density type developments.
[16] Prior to pedestrian mode-split adjustment
[17] Champs-Elysees Beauty Day Spa (Christchurch) refer to Attachment 5
[18] Roots and Super Restaurants Lyttelton
[19] Anytime Fitness Riccarton
[20] Surveyed peak periods for malls in Christchurch (Google popular times not available for existing retail shops in Lyttelton)

40. Outside of the peak periods the activities tend to operate at around 66% or less of the peak[21]. Accordingly, a peak adjustment factor could be applied to the total parking demand to account for the difference in peak periods. This would suggest the demand at any one time is likely to be around 32-39[22] spaces. This aligns well with the indicative estimates of parking demand at 10:00, 12:30, 15:00, 17:00 and 19:00 on Thursdays[23] as set out in **Attachment 6.**

41. Six spaces are provided on-site therefore **overflow on-street parking demand** is likely to be around **26-33 spaces**.

42. The nature of the proposed activities is such that most parking demand will be P60 or greater in duration. Surveys of the existing parking demand and supply have been undertaken (refer to **Attachment 3** and **Table 1)** and these show that within the immediate vicinity of the site, there is around 54 parking spaces available and during the peak periods there is approximately 31 spaces available.

43. Within the wider survey area (still within a reasonable walking distance) our survey results suggest an average of 109 spaces available and 87 within the peak hour period.

44. Accordingly, the estimated 26-33 space on-street demand would utilise all the existing spare capacity within the immediate area (31 spaces) during peak periods. However, 100% occupancy is not necessarily realistic (noting inefficiencies associated with turn-over and park searching) therefore during the peak periods there may be some overflow / displacement of parking into the streets within the wider survey area. Outside of the peak periods the parking demand could easily be accommodated by the supply within the immediate area (utilising up to 33 of the available 54 spaces).

45. Importantly it is noted that even during the peak periods the parking demand within the wider survey area would remain below capacity (with more than 50 spaces still being available).

46. It is also noted that even during the peak periods the majority of available car parks are un-restricted (refer to **Table 1**) and as such the longer parking duration required by residents and staff will be able to be met. Customers are likely to utilise the P60 and P120 spaces first, noting these are closer to the site and would more than cater for the likely parking duration of visitors and customers.

47. Accordingly, it is considered that there is sufficient capacity on the surrounding streets to cater for the parking demand of the proposal. Importantly it is noted that with the anticipated demand associated with the proposed development there would remain some spare capacity within reasonable walking distance such that the proposal does not increase parking demand to the point where future development / redevelopment elsewhere within Lyttelton would be constrained due to a lack of car parking.

48. In terms of effects, on-street parking is specifically provided for within the streets identified in the survey area. Where marked parking spaces are provided it can generally be accepted

[21] As illustrated by the diagrams in Attachment 5.
[22] 48-59 spaces (including pedestrian mode split adjustment) x 66% = 32-39 spaces.
[23] Note for completeness a similar estimate has been undertaken for Saturday afternoons and indicates the demand at any point on a Saturday would be lower than a Thursday.

that they are appropriately located so as to avoid adverse safety effects (i.e., well separated from intersections). A reliance on on-street parking is an existing characteristic of the streets in Lyttelton and the provision of marked and time restricted parking indicates that on-street parking is an anticipated function of these roads. From a transport engineering perspective, the use of these available on-street parking resources is supportable and makes efficient use of an existing resource.

49. It is noted that London Street is closed to vehicular traffic every Saturday morning (until around 1pm) to provide for the local farmers market. During this time parking demand around the much of Lyttelton is noticeably higher than usual. During that period the market is acting as the main attractor, and other than the staff and residents, the activities on the site will likely benefit from locals and people already visiting Lyttelton rather than attract a noticeable volume of additional people.

50. During this market, residents and visitors may park further away and have an increased walk to the market (or other destinations). It is understood that the Council generally accept that the community benefits of the market outweigh any inconvenience associated with the increased parking demand and walking distance during this period. Noting that it is for a short period (once a week) and that additional parking (outside of the survey area) is available over the wider Lyttelton area to cater for this period, it is not proposed to analyse this further.

Cycle Parking

51. The hilly nature of Lyttelton is such that the cycling mode-split is generally lower than other parts of Christchurch. This is also compounded by the fact that cycling is not permitted through the Lyttelton Tunnel which links with Christchurch.

52. The required (20) residents cycle parking has been provided noting that this may also accommodate recreational cycles (not just commuter cycles).

53. Five staff cycle parking spaces have been provided in the basement (adjacent to the residential cycle parking) and this is anticipated to cater for most staff cycle parking demand noting the lower commuter cycle parking mode-split in Lyttelton.

54. Five cycle spaces have been provided at ground level for use by visitors. These spaces are readily accessible from the main entrance, and in a high circulation area providing passive surveillance / security. This is considered to be sufficient to provide for any cycle parking demand that might eventuate.

Loading demand

55. Depending on the final mix of accommodation / residential and retail / office tenants, there could be a District Plan parking requirement for one 99 percentile car loading space and one heavy vehicle loading space. No on-site loading is proposed.

56. The nature of the proposed activities is such that they are not likely to generate a high loading demand or demand for delivery of large items. Most loading demand is likely to be

small goods deliveries for the food and beverage tenancies, general supplies and courier packages.

57. On-street loading spaces in close proximity to the site include:

- *P10 on Oxford Street directly outside the site*
- *P10 on Oxford Street directly opposite the site*
- *P5 / bus stop (tourist / coach) on Oxford Street opposite the site*

58. Each of the above spaces could accommodate two light vehicles or one longer / larger vehicle.

59. On average four of these six loading spaces were available during the parking surveys (refer to **Table 1**). This suggests these will more than cater for the loading requirements of the proposed activities. Accordingly, the existing loading provision on street is considered to be entirely acceptable.

Traffic Generation

60. The peak hour traffic generation of the proposal is estimated in **Table 5** below.

Table 5: Estimated Peak Hour Traffic Generation

Tenancy	Traffic Generation Rate / Survey		Estimated peak hour trips
Basement Wellness Centre	No survey data available – assumed all anticipated 16 car park demand turn-over once in an hour		32
Ground floor gym / recreation 248m²	RTA Guide	9 trips /100m² GFA	22
Ground floor retail or office (90m² GFA)	RTA Guide (office)	2 trips / 100m² GFA	2-4
	RTA Guide Specialty / Secondary Retail	4.6 trips / 100m² GFA	
Ground floor restaurant	RTA Guide (restaurants)	5 trips /100m² GFA	3
(138m² GFA, 128m² PFA)	RTA Guide (office)	2 trips / 100m² GFA	1
Of which 13 approx. half will be co-lab offices			
First and Second Floor 26 Residential / Accommodation units	Christchurch City Council's Motel Traffic Generation Survey 1999"	average of 0.8 Trips per occupied unit and applying a typical occupancy rate of 81%	10-17

RTA Guide Medium[24] and High density residential flats[25]	0.29-0.5 trips per unit (0.4 adopted[26])	
	Total	**70-79**

61. As outlined above, some correction for the higher proportion of pedestrian trips and for the difference in peak periods of the proposed activities could be applied such that the actual peak hour traffic generation is likely to be lower (61-67 trips). Regardless, this volume of additional traffic equates to an average of around one additional vehicle every minute and this is unlikely to have any noticeable effect on the safe or efficient operation of the surrounding road network.

High Trip Generating Activities / Integrated Transport Assessment

62. A basic integrated transport assessment is required to consider *Access and Manoeuvring*, *Design and Layout*, *Heavy Vehicles*, and *Accessibility of the Location*. Each of these points are assessed below in respect of the criteria set out in Clause 7.4.4.19 of the District Plan.

Access and Manoeuvring

63. The vehicle access arrangements are assessed in detail below and are considered to have less than minor effects on the transport network.

64. On-site manoeuvring, parking and loading demand have already been specifically considered above. A pedestrian warning device is proposed at the vehicle access. Separate and direct pedestrian access is provided to the site from London Street. As such the proposal is considered to appropriately provide for pedestrian safety and access.

Design and Layout

65. The site layout includes direct pedestrian access to London Street to the building entrance and creates a central circulation space within the site from which the various tenancies are accessed. Stairs also provide for pedestrian access to Oxford Street. Cycle parking is also proposed at ground floor for visitors. Residential cycle parking is accommodated at basement level and will be covered and secure.

Heavy Vehicles

66. The activity will not generate 250 heavy vehicle movements per day.

Accessibility of the Location

67. The site provides for pedestrian connections from the footpath on both frontage roads and is located on the main high / shopping street (London Street) such that it is highly accessible for pedestrians. A footpath connection is also provided along the western site of the building via a laneway. The building courtyard connects London Street and Oxford Street.

[24] Usually 2-20 dwellings town houses or flats
[25] Where more than 20 dwellings are proposed but normally 5 + story.
[26] Because the units fall somewhere between the medium density and high density type developments.

68. There are no cycle routes provided in Lyttelton and cyclists cannot cycle through the tunnel. Although the site remains accessible to locals or recreational cyclists who can still travel over the Port Hills, the limited access and steep nature of the main roads is such that the site, like most of Lyttelton is not particularly accessible by cycle.

69. Lyttelton is serviced by two bus routes (an express service to Eastgate and regular service to Christchurch) and bus stops are located in close proximity to the site. The Lyttelton to Diamond Harbour Ferry also provides for public transport access and the Ferry terminal is within walking distance of the site.

70. The site is also accessible by private motor vehicle, particularly noting its location on a major arterial road (Oxford Street).

71. Accordingly, the site is considered to be accessible by all modes and will support use of public transport and walking.

Access

72. Vehicle access is proposed from Oxford Street to the basement car park along the southern boundary. The access requires a minimum formed width of 4.0m whereas 3.6m is proposed. Nil queuing space is proposed (whereas 6m is required) and the vehicle crossing is approximately 21m from the intersection of Oxford Street with London Street (whereas 30m is required).

73. The 4.0m required formed width provides for one (a single) traffic lane. The 3.6m formed width also accommodates one single traffic lane and as such will be sufficient to provide for vehicle access to and from the site. It is noted that separate pedestrian access to the basement is provided and people are not anticipated on the vehicle ramp. Accordingly, no adverse effects are anticipated as a result of the ramp width.

74. The access is not located in the most complying location as a complying intersection separation distance could be achieved at the western end of the site with access to London Street. This location would however impact on the pedestrian frontage and primary building frontage of London Street being the main shopping street. Access could also be restricted during the Saturday market when London Street is closed to vehicular traffic.

75. The former building on the site provided a vehicle crossing in the proposed location and as such the existing kerb cut down can be utilised and no reduction in existing on-street parking supply will result.

76. The intersection of London Street and Oxford Street (and Sumner Road to the east) is a giveway controlled cross-roads intersection with priority to traffic on Oxford Street. The location of the vehicle crossing is sufficiently separated to avoid confusion between vehicles turning at the intersection and the vehicle crossing. That is vehicles turning left into the site would not result in confusion for vehicles waiting at the intersection. Vehicles turning right into the site would also do so after the intersection and even if they had slowed and or indicated before / during the intersection they would have priority over vehicles at the giveway controlled arms and would not result in any adverse safety issue from drivers mis-understanding their intentions. Noting that traffic on Oxford Street has priority and that traffic volumes north of the intersection are relatively low (due to serving only a residential

catchment) no queuing passed the vehicle crossing is anticipated to occur (even once the road connection to Sumner is opened).

77. The vehicle crossing provides access to six car parking spaces for residential or visitor accommodation uses and is likely to result in less than six vehicle movements per hour. Accordingly, it is unlikely that there would be any effect on the intersection associated with multiple vehicles queuing to enter the site. Noting the location of the site and that most travel directions would be to the south (towards the main road to the Port, tunnel and Christchurch) right turn entry movements would be typically low.

78. The proposed roller door (or similar) would be remote controlled / operated by the driver avoiding any need to stop / get out of the vehicle etc. Noting the roller door is located on the property boundary, immediately adjacent to the footpath, a pedestrian warning device is recommended that provides pedestrians some warning of exiting vehicles.

79. The pedestrian warning device will also ensure that any vehicles arriving at the same time as another vehicle is exiting is aware of the potential conflict and can wait for a vehicle to exit. In this regard the P5 and 10 loading spaces on Oxford Street provide space for an entering vehicle to pull over and wait to enter the site if needed. However, it is likely that any delay would be minimal, and vehicles would be primarily approaching from the south and able to pull over to the left, thereby minimising any effects on through traffic.

80. Noting the low traffic generation and the tidal nature of residential and accommodation trip patterns the likelihood of two vehicles meeting in opposing directions is also low[27]. Accordingly, a queueing situation is not likely to arise on a regular or frequent basis. The one-way section of the access is approximately 10m in length such that the time for a vehicle to exit the site is minimised and any queuing situation resolved quickly.

81. The pedestrian warning device / remote opening door should also avoid a situation where a vehicle may get part way down the ramp and meet an exiting vehicle. A convex mirror is also provided such that drivers in the aisle and top of the ramp can see each other and avoid the situation where a vehicle may have to reverse up or down the ramp to avoid a conflict.

82. It is noted that it is also possible for two vehicles to pass in the aisle (albeit then requiring some additional manoeuvring to then enter a car park) to enable one to exit the site as shown below.

[27] Approximately 0.07% probability (based on 44.4 seconds (0.012 h) travel time on the ramp and including 30 seconds delay for turning out of the site) 5 vehicles in one direction and 1 vehicle in the other (noting tidal nature of the activities) (being 5x 0.012h = 0.062 and 1x 0.012h = 0.012 and 0.012x 0.062 x100% = 0.07% probability of two vehicles meeting on the ramp. Note even if 3 vehicles enter and 3 exiting this would be 0.13%. For comparison a 5% probability is generally considered acceptable.

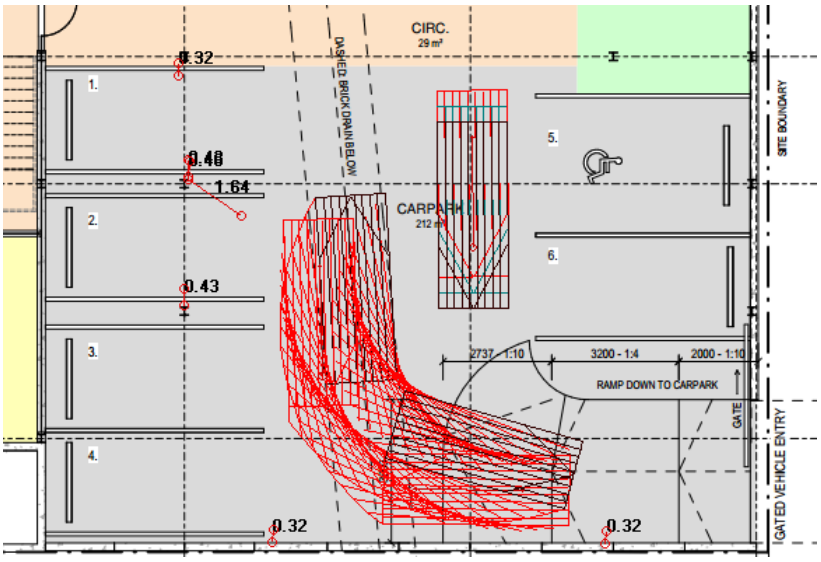


Figure 5: Vehicle entering /exiting passed another within the aisle (85th percentile vehicles)

83. Subject to a device providing warning, for both pedestrians and any entering drivers, the access is anticipated to operate safely and efficiently.

Conclusion

84. The proposal for a mixed-use building results in several transport related non-compliances in respect of parking, cycle parking, loading, queuing, vehicle crossing location and traffic generation.

85. The assessment of effects above has demonstrated that the anticipated parking demands of the activity can be met within the on-site and nearby on-street parking supply. Use of these available on-street parking resources is considered to be acceptable from an engineering perspective. Sufficient cycle parking is provided to meet the anticipated demand and ample on-street loading is available on Oxford Street outside the site.

86. The on-site parking spaces and access arrangements are considered to be acceptable for the use of residential or visitor accommodation units subject to the provision of a warning device that advises pedestrians and drivers of exiting vehicles.

87. The traffic generation of the site is not high and is not likely to have any noticeable impact on the safety or efficiency of the surrounding road network.

88. Accordingly, the proposal can be supported from a traffic perspective such that the effects on the environment can be considered as being less than minor.

Attachment 1

Application Plans

Attachment 2

NZTA CAS Data

Attachment 3

Parking Survey

Location	Duration	Supply	Supply Total	Availability						
				Tues. 2pm 27/11/18	Thurs 10:00am 6/12/18	Thurs 12:30pm 6/12/18	Thurs 3:00pm 6/12/18	Thurs 5:00pm 6/12/18	Thurs 7:00pm 6/12/18	Average Availability
1A Oxford Street West (Winchester - London)	P120 (except school times P3)	10	10	5	0	2	1	3	0	2
1B Oxford Street East (Winchester - London)	Unrestricted (except 2 residential)	11	11	5	8	9	2	8	4	6
2A Oxford Street West (Winchester - Exeter)	Unrestricted	14	14	9	6	6	5	8	5	7
2B Oxford Street East (Winchester - Exeter)	Unrestricted	11	11	2	3	3	0	3	1	2
3A Winchester North (Oxford - Canterbury)	Unrestricted	16	16	5	6	4	0	9	6	5
3B Winchester North (Oxford - Canterbury)	Unrestricted	16	16	6	4	4	2	10	4	5
4A Canterbury West	P10	2		8	0	0	1	2	0	1
(Winchester - London)	Unrestricted	11	13		7	2	5	4	2	4
4B Canterbury East	P60	4		5	0	1	0	3	0	1
(Winchester - London)	Unrestricted	9	13		3	0	3	6	1	3

Location	Duration	Supply	Supply Total	Availability						
				Tues. 2pm 27/11/18	Thurs 10:00am 6/12/18	Thurs 12:30pm 6/12/18	Thurs 3:00pm 6/12/18	Thurs 5:00pm 6/12/18	Thurs 7:00pm 6/12/18	Average Availability
5A Canterbury West (London - Norwich)	Unrestricted	10	10	2	9	9	9	10	10	8
5B Canterbury East (London - Norwich)	Unrestricted	10	10	0	9	5	9	9	10	7
6A London North	Disabled	1		4	1	1	1	1	1	1
(Oxford - Canterbury)	P5	2			0	0	0	0	0	0
	P60	18	21		0	0	0	0	1	0
6B London South	Disabled	1		7	1	1	1	1	1	1
(Oxford - Canterbury)	P10	1			0	0	0	0	1	0
	P60	33	35		9	2	2	2	4	4
7A London North (Canterbury - Dublin)	P60 (only Mon-Fri 8-5)	2		1	1	1	1	1	0	1
	Unrestricted	15	17	5	0	1	6	9	2	4
7B London South (Canterbury - Dublin)	P60	2	16	5	1	1	1	1	1	1

Location	Duration	Supply	Supply Total	Availability						
				Tues. 2pm 27/11/18	Thurs 10:00am 6/12/18	Thurs 12:30pm 6/12/18	Thurs 3:00pm 6/12/18	Thurs 5:00pm 6/12/18	Thurs 7:00pm 6/12/18	Average Availability
	Unrestricted	14			10	10	10	8	2	8
8A Sumner Road North (to St Davids St)	Unrestricted	12	12	2	3	2	5	5	0	3
8B Sumner Road South (to St Davids St)	Unrestricted	15	15	0	3	0	5	7	6	4
9A Oxford West	P10	2		2	1	1	1	1	1	1
(London - Norwich)	P60	10	12	2	0	0	2	3	2	2
9B Oxford East	Disabled	1		1	1	0	1	1	1	1
(London - Norwich)	P5 / Bus stop	2			2	2	1	2	2	2
	P10	2		1	0	2	1	2	0	1
	P60	8	13	7	1	4	2	6	0	3
10A Norwich North (east of Oxford)	Unrestricted	9	9	1	3	1	6	7	0	3
10B Norwich South (east of Oxford)	P60	3	3	2	0	1	2	2	0	1

Location	Duration	Supply	Supply Total	Availability						
				Tues. 2pm 27/11/18	Thurs 10:00am 6/12/18	Thurs 12:30pm 6/12/18	Thurs 3:00pm 6/12/18	Thurs 5:00pm 6/12/18	Thurs 7:00pm 6/12/18	Average Availability
11A Norwich North (Oxford-Canterbury)	P5	1		11	0	1	1	1	0	1
	P60	3			0	1	2	1	0	1
	Unrestricted	12	16		0	0	5	8	5	4
11B Norwich South (Oxford-Canterbury)	P10	3		2	1	1	1	2	1	1
	Unrestricted	24	27	20	17	18	20	22	20	20
Total		**320**	**320**	**120**	**110**	**96**	**114**	**168**	**94**	**117**[28]

[28] Note due to rounding of averages, total of hourly average is two spaces less than average of the total for each survey.

Saturday Availability:

Location	Duration	Supply	Availability			
			Sat 13:30 9/03/19	Sat 15:00 9/03/19	Sat 17:00 9/03/19	Sat 19:00 9/03/19
1A Oxford Street West (Winchester - London)	P120 (except school times P3)	10	0	1	0	2
1B Oxford Street East (Winchester - London)	Unrestricted (except 2 residential)	11	7	10	8	8
2A Oxford Street West (Winchester - Exeter)	Unrestricted	14	6	7	11	9
2B Oxford Street East (Winchester - Exeter)	Unrestricted	11	4	4	4	6
3A Winchester North (Oxford - Canterbury)	Unrestricted	16	1	0	1	2
3B Winchester North (Oxford - Canterbury)	Unrestricted	16	6	3	4	5
4A Canterbury West (Winchester - London)	P10	2	0	1	1	0
	Unrestricted	11	3	7	6	6
4B Canterbury East (Winchester - London)	P60	4	0	0	0	1
	Unrestricted	9	2	7	7	8

Location	Duration	Supply	Availability			
			Sat 13:30 9/03/19	Sat 15:00 9/03/19	Sat 17:00 9/03/19	Sat 19:00 9/03/19
5A Canterbury West (London - Norwich)	Unrestricted	10	5	6	3	3
5B Canterbury East (London - Norwich)	Unrestricted	10	4	5	7	9
6A London North (Oxford - Canterbury)	Disabled	1	1	1	1	1
	P5	2	1	0	0	0
	P60	18	7	4	0	3
6B London South (Oxford - Canterbury)	Disabled	1	1	1	1	1
	P10	1	0	0	0	0
	P60	33	16	7	1	6
7A London North (Canterbury - Dublin)	P60 (only Mon-Fri 8-5)	2	0	1	1	0
	Unrestricted	15	6	2	9	3
7B London South (Canterbury - Dublin)	P60	2	1	1	1	2
	Unrestricted	14	4	7	7	8
8A Sumner Road North (to St Davids St)	Unrestricted	12	10	11	10	7

Location	Duration	Supply	Availability			
			Sat 13:30 9/03/19	Sat 15:00 9/03/19	Sat 17:00 9/03/19	Sat 19:00 9/03/19
8B Sumner Road South (to St Davids St)	Unrestricted	15	10	11	13	13
9A Oxford West (London - Norwich)	P10	2	1	1	1	1
	P60	10	0	1	9	7
9B Oxford East (London - Norwich)	Disabled	1	1	1	1	1
	P5 / Bus stop	2	0	1	1	1
	P10	2	1	1	2	2
	P60	8	1	3	4	3
10A Norwich North (east of Oxford)	Unrestricted	9	0	2	1	3
10B Norwich South (east of Oxford)	P60	3	0	0	0	1
11A Norwich North (Oxford-Canterbury)	P5	1	0	0	1	0
	P60	3	0	0	0	0
	Unrestricted	12	5	9	10	9
11B Norwich South (Oxford-Canterbury)	P10	3	3	2	2	2
	Unrestricted	24	15	15	22	21

Location	Duration	Supply	Availability			
			Sat 13:30 9/03/19	Sat 15:00 9/03/19	Sat 17:00 9/03/19	Sat 19:00 9/03/19
Total		320	122	133	150	154

Attachment 4

Transport Compliance Assessment

RULE		COMMENT	COMPLIES?
7.4.3.1 Minimum number & dimensions of car parks required			
Outside the Central City			
i). Any activity	At least the minimum number of car parking spaces in Table 7.5.1.1 in Appendix 7.5.1 shall be provided on the same site as the activity. The minimum number of car parking spaces required may be reduced by the relevant amount if the activity qualifies for any of the permitted reductions in Appendix 7.5.14.	The site is required to provide 64-73 spaces (depending on the activities proposed). The proposal is for six parking spaces including 1 mobility space.	**No**
ii). Any car parks available to the general public.	Car parking spaces shall be provided with the minimum dimensions in Table 7.5.1.3 in Appendix 7.5.1.	0.3m clearance to solid objects not provided. However, these spaces are allocated and will not be available to the general public.	N/A
iii). Any activity: A. where standard car parks are provided (except residential developments with less than 3 units), or B. containing buildings with a GFA of more than 2,500m²	At least the minimum number of mobility parking spaces in accordance with Table 7.5.1.2 in Appendix 7.5.1 shall be provided on the same site as the activity.	1 mobility space is provided	Yes
7.4.3.2 Minimum number of cycle parking facilities required			
a). Any activity	At least the minimum amount of cycle parking facilities in accordance with Appendix 7.5.2 shall be provided on the same site as the activity.	Cycle parking – 16-18 Visitor, 3-4 staff and up to 20 residents cycle parks are required. 20 residents and 5 staff spaces are provided in the basement and 5 visitor spaces are proposed at ground level.	**No**
7.4.3.3 Minimum number of loading spaces required			
a). Any activity where standard car parks are provided.	At least the minimum amount of loading spaces in accordance with Appendix 7.5.3 shall be provided on the same site as the activity.	Depending on the development scenario either no loading space is required (/residential and office scenario (or 1 99% and 1HGV loading bay is required (accommodation and retail scenario).	**No**

RULE		COMMENT	COMPLIES?
		No on-site loading space is proposed	
7.4.3.4 Manoeuvring for parking & loading areas			
a). Any activity with a vehicle access	On-site manoeuvring area shall be provided in accordance with Appendix 7.5.6.	Additional manoeuvring is required to enter one of the parking spaces, all others comply (refer to manoeuvring diagrams below)	**No**
b). Any activity with a vehicle access to: i. a major or minor arterial road; or ii. a collector road where three or more car parking spaces are provided on site; or iii. six or more car parking spaces; or iv. a heavy vehicle bay required by Rule 7.4.3.3; or v. a local street or local distributor street within the Central City core; or vi. a main distributor street within the Central City where the vehicle access serves three or more parking spaces; or vii. a local street outside the Central City core and the vehicle access serves six or more parking spaces.	On-site manoeuvring area shall be provided to ensure that a vehicle can manoeuvre in a forward gear on to and off a site.	The site has all vehicles entering and exiting forwards.	Yes
7.4.3.5 Gradient of parking and loading areas			
a). All non-residential activities with vehicle access.	Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width) - Gradient shall be ≤ 1:16 (6.26%)	Complies	Yes
b). All non-residential activities with vehicle access	Gradient of surfaces parallel to the angle of parking (i.e. parking stall length). - Gradient shall be ≤ 1:20 (5%)	Complies	Yes
c). All non-residential activities with vehicle access	Gradient of mobility car park spaces - Gradient shall be ≤ 1:50 (2%)	Complies	Yes

RULE		COMMENT	COMPLIES?
7.4.3.6 Design of parking and loading areas			
a). All non-residential activities with parking and/or loading areas used during hours of darkness.	Lighting of parking and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	Whilst detailed design has not been undertaken, it is anticipated that the site will comply.	Yes
b). Any urban activity, except: i. residential activities containing less than three car parking spaces; or ii. sites where access is obtained from an unsealed road; or iii. temporary activities.	The surface of all car parking, loading, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.	The surface will be formed, sealed and drained with parking spaces permanently marked.	Yes
7.4.3.7 Access design			
a). Any activity with vehicle access.	Access shall be provided in accordance with Appendix 7.5.7.	4.0m formed width required, 3.6m ramp width proposed.	**No**
b). Any activity providing 4 or more car parking spaces or residential units.	Queuing spaces shall be provided in accordance with Appendix 7.5.8.	6m required. The access provides a single lane therefore no queuing space is provided.	**No**
c). Outside the Central City, any vehicle access: i. to an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or ii. on a key pedestrian frontage	Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay in accordance with Appendix 7.5.9 shall be provided. If any part of the access lies within 20 metres of a Residential Zone any audio method should not operate between 20:00 and 08:00 hours.	No visibility splay is required.	Yes
d). Within the Central City, any vehicle access to a road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day, where the site provides access onto any street within the core.	An audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point shall be provided.	N/A	N/A
e). Within the Central City, any vehicle access to a road serving more than 15 car parking spaces or more than 10	Either an audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point or a visibility splay in accordance with Appendix 7.5.9 – Visibility splay, shall be provided. If any part of the access lies within	N/A	N/A

RULE		COMMENT	COMPLIES?
heavy vehicle movements per day, in any other location not covered by clause d above.	20 metres of a Residential Central City Zone any audio method should not operate between 20:00 and 08:00 hours, except when associated with an emergency service vehicle.		
7.4.3.8 Vehicle crossings			
a). Any activity with a vehicle access to any road or service lane.	A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.	Complies	Yes
b). Any vehicle crossing on an arterial road or collector road with a speed limit 70 kilometres per hour or greater.	Vehicle crossing shall be provided in accordance with Appendix 7.10.	Not applicable	N/A
c). Any vehicle crossing to a rural selling place.	Vehicle crossing shall be provided in accordance with Figure 14 in Appendix 7.5.10.	Not applicable	N/A
d). Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater	The minimum spacing to an adjacent vehicle crossing on the same side of the frontage road, shall be in accordance with Table 7.5.11.1 in Appendix 7.5.11.	Not applicable	N/A
e). Any activity with a vehicle crossing	The maximum number of vehicle crossings shall be in accordance with Table 7.5.11.2 (outside the Central City) and Table 7.5.11.3 (within the Central City) in Appendix 7.5.11.	There is only one crossing, so the proposal complies.	Yes
f). Any activity with a vehicle crossing	The minimum distance between a vehicle crossing and an intersection shall be in accordance with the Table 7.5.11.4 (outside the Central City) and Table 7.5.11.5 (within the Central City) in Appendix 7.5.11.	30m separation is required from an access to an intersection between a Local Road and an Arterial. a. Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table 7.5.11.4 (outside the Central City) and Table 7.5.11.5 (within the Central City). Approximately 21m separation is proposed. Note a complying vehicle crossing could be provided to London Street 30m from the intersection	**No**

RULE		COMMENT	COMPLIES?
g). Any vehicle crossing on a rural road	The minimum sight lines to vehicle crossings shall be provided in accordance with Figure 18 in Appendix 7.5.11.	Not applicable	N/A
7.4.3.9 Location of buildings and access in relation to road/rail level crossings			
a). Any new road or access that crosses a railway line	No new road or access shall cross a railway line.	Not applicable	N/A
b). All new road intersections located less than 30 metres from a rail level crossing limit line	The road intersection shall be designed to give priority to rail movements at the level crossing through road traffic signals.	Not applicable	N/A
c). All new vehicle crossings located less than 30 metres from a rail level crossing limit line.	No new vehicle crossing shall be located less than 30 metres from a rail level crossing limit line unless the boundaries of a site do not enable the vehicle crossing to be more than 30 metres from a rail level crossing limit line.	Not applicable	N/A
d). Any building located close to a level crossing not controlled by automated warning devices (such as alarms and/or barrier arms).	Buildings shall be located outside of the sight triangles in Appendix 7.5.13.	Not applicable	N/A
7.4.3.10 High trip generators			
k. Mixed Use	More than 50 vehicle movements in the PM peak.	The proposal is predicted to generate between 50 and 120 vehicle movements in the peak hour and therefore a basic ITA is required as a restricted discretionary activity.	RD

Table 6: District Plan Parking Requirements Residential and Office Scenario

	CAR PARKS		CYCLE PARKS		LOADING	
	Residents / Visitors	**Staff**	**Visitors**	**Staff**	**HGV**	**99% Car**
Other residential activities, if not specified above 26 units	*1 space/ unit, where that unit has less than 150 m^2 GFA, 2 spaces/ unit otherwise*	*Nil*	*1/20 units*	*1 space per unit without a garage*	*Nil*	*Nil*
	26	*-*	*1.3*	*20*	*-*	*-*
Food and beverage outlets 128m^2 PFA	*9 spaces/ 100 m^2 PFA (2 spaces minimum)*	*1 space/ 100 m^2 PFA (2 spaces minimum)*	*1 space/ 300 m^2 PFA*	*1 space/ 100 m^2 PFA (2 spaces minimum)*	*1/1000m^2 PFA*	*Nil*
	11.5	*1.3 (2 min)*	*0.4*	*2*	*0.1*	*-*
Health care facilities (massage rooms) 125m^2	*1 space/ 25 m^2 GFA*	*1 space/ 100 m^2 GFA*	*1 space/ 500 m2 GFA*	*1 space/ 300 m^2 GFA*	*Nil*	*Nil*
	5	1.3	0.3	0.4	-	-
Swimming pools (for public, or private club use) 87.5m^2 Pool area	*1 spaces/ 10 m^2 pool area*	*1 space/ 200 m^2 pool area*	*1 spaces/ 10 m^2 pool area*	*1 space/ 500 m^2 pool area*	*1/2000m2 Pool area*	*Nil*
	8.8	*0.4*	*8.8*	*0.2*	*Nil*	*-*
Offices 90m^2GFA	*5% of staff requirement (1 space minimum)*	*2.5 spaces/ 100 m^2 GFA*	*5% staff (2 min)*	*1/150m^2 GFA*	*1/8000m^2 GFA*	*1/8000m^2 GFA*
	0.1 (1 min)	*2.3*	*2*	*0.6*	*0*	*0*
Gym (ground floor)	*5 space/ 100m^2 GFA*	*1 space per 200m^2 PFA*	*1/50m^2 GFA*	*1/600m^2 GFA*	*1/8000m^2 GFA*	*Nil*

248m^2 GFA 237m^2 PFA	12.4	1.2	5	0.4	0	-
Total	**65**	**7**	**18**	**24**	**0**	**0**
Reduced Total	***58-63***	***6-7***	See following for calculation of Reduction Factors			
3%- 11%						
	64-70					

Table 7: District Plan Parking Requirement Accommodation and Retail Scenario

	CAR PARKS		CYCLE PARKS		LOADING	
	Residents / Visitors	**Staff**	**Visitors**	**Staff**	**HGV**	**99% Car**
Guest Accommodation 26 units 26 beds	*1 space/unit or 1 space/2.5 bedrooms, whichever is the greater*	*1 space/ 10 units or 1 space/ 10 bedrooms, whichever is the greater*	*1/20 beds*	*1/5 FTE staff*	*1/100 (beds or units)*	*1/50 (beds or units)*
	26	*2.6*	*1.3*	*0.2*	*0.3*	*0.5*
Food and beverage outlets 128m^2 PFA	*9 spaces/ 100 m^2 PFA (2 spaces minimum)*	*1 space/ 100 m^2 PFA (2 spaces minimum)*	*1 space/ 300 m^2 PFA*	*1 space/ 100 m^2 PFA (2 spaces minimum)*	*1/1000m^2 PFA*	*Nil*
	11.5	*1.3 (2 min)*	*0.4*	*2*	*0.1*	-
Other retail activities or commercial services, if not specified above 90m^2	*4 spaces/100 m^2 GLFA for the first 20,000 m^2 GLFA*	*0.5 spaces/ 100 m^2 GLFA*	*1 space/ 300 m^2 GLFA*	*1 space/ 750 m^2 GLFA*	*1/1600m^2 GFA*	*Nil*
	3.6	*0.5*	*0.3*	*0.1*	*0.1*	-
Health care facilities (massage rooms) 125m^2	*1 space/ 25 m^2 GFA*	*1 space/ 100 m^2 GFA*	*1 space/ 500 m2 GFA*	*1 space/ 300 m^2 GFA*	*Nil*	*Nil*
	5	1.3	0.3	0.4	-	-
Swimming pools (for public, or private club use) 87.5m^2 Pool area	*1 spaces/ 10 m^2 pool area*	*1 space/ 200 m^2 pool area*	*1 spaces/ 10 m^2 pool area*	*1 space/ 500 m^2 pool area*	*1/2000m^2 Pool area*	*Nil*
	8.8	*0.4*	*8.8*	*0.2*	*0*	-

Gym (Ground floor) 248m^2	*5 space/ 100m^2 GFA*	*1 space per 200m^2 PFA*	*1/50m^2 GFA*	*1/600m^2 GFA*	*1/8000m^2 GFA*	*Nil*
237m^2 PFA	12.4	1.2	5	0.4	0	-
Total	**67**	**8**	**16**	**3**	**1**	**1**
Reduced Total ***3%- 11%***	***60-65***	***7-8***	See following for calculation of Reduction Factors			
	67-73					

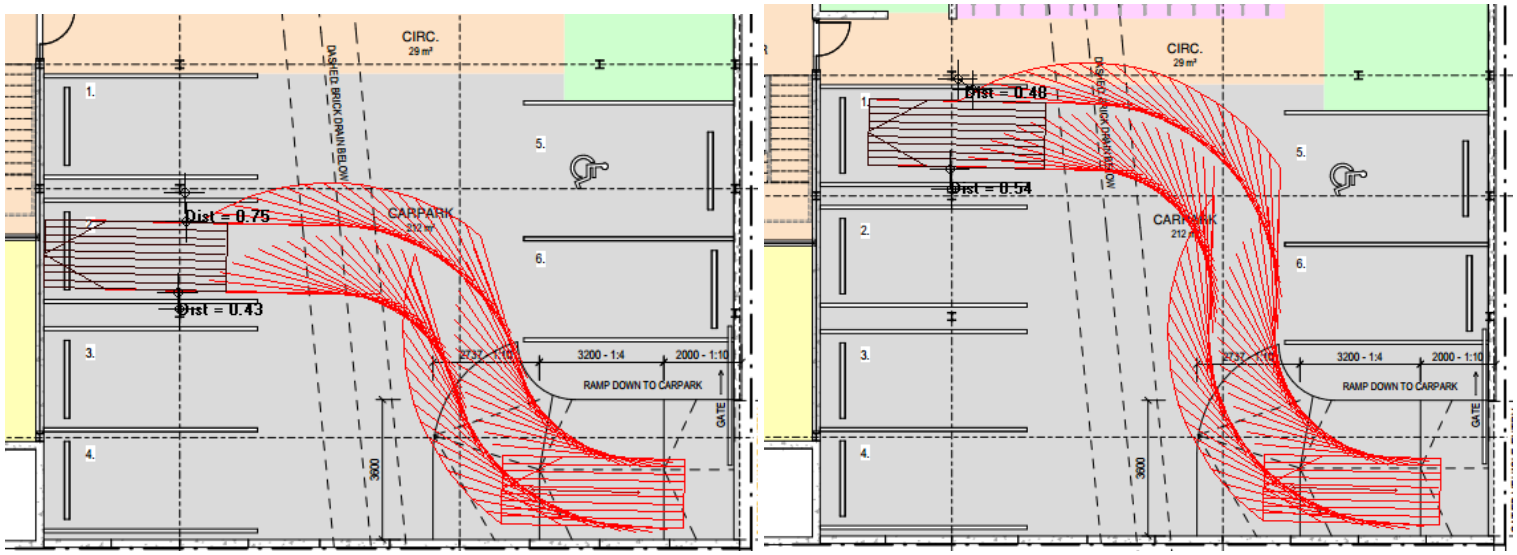
Table 8: District Plan Parking Reduction Factors

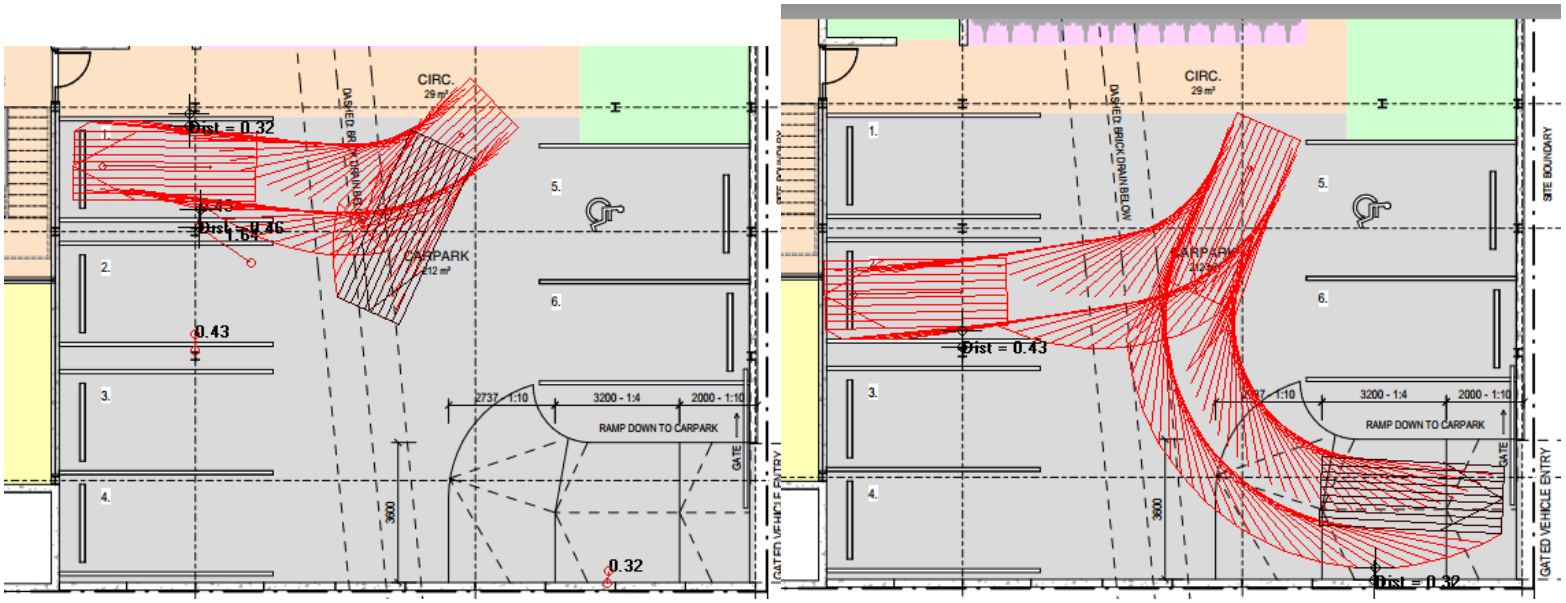
		FACTOR	DESCRIPTION	REDUCTION FROM THE MINIMUM PARKING REQUIREMENT	ASSESSMENT	RESULT
Permitted reductions (without the need for a resource consent)	a	Public transport accessibility	Located within a 400m walk of a public transport stop served by a public transport service1 with a frequency of at least 15 minutes on weekdays between 7am and 6pm.	Between 0m and 100m: 10% reduction per service. Between 101m and 200m: 6% reduction per service. Between 201m and 400m: 3% reduction per service. **Up to a maximum of 16%.**		
	b		Located within a 200m walk of a public transport stop served by a public transport service with a frequency of at least 30 minutes on weekdays between 7am and 6pm.	Between 0m and 50m: 5% reduction per service. Between 51m and 125m: 3% reduction per service. Between 126m and 200m: 1% reduction per service. **Up to a maximum of 8%**	3% (76m from #28)	-

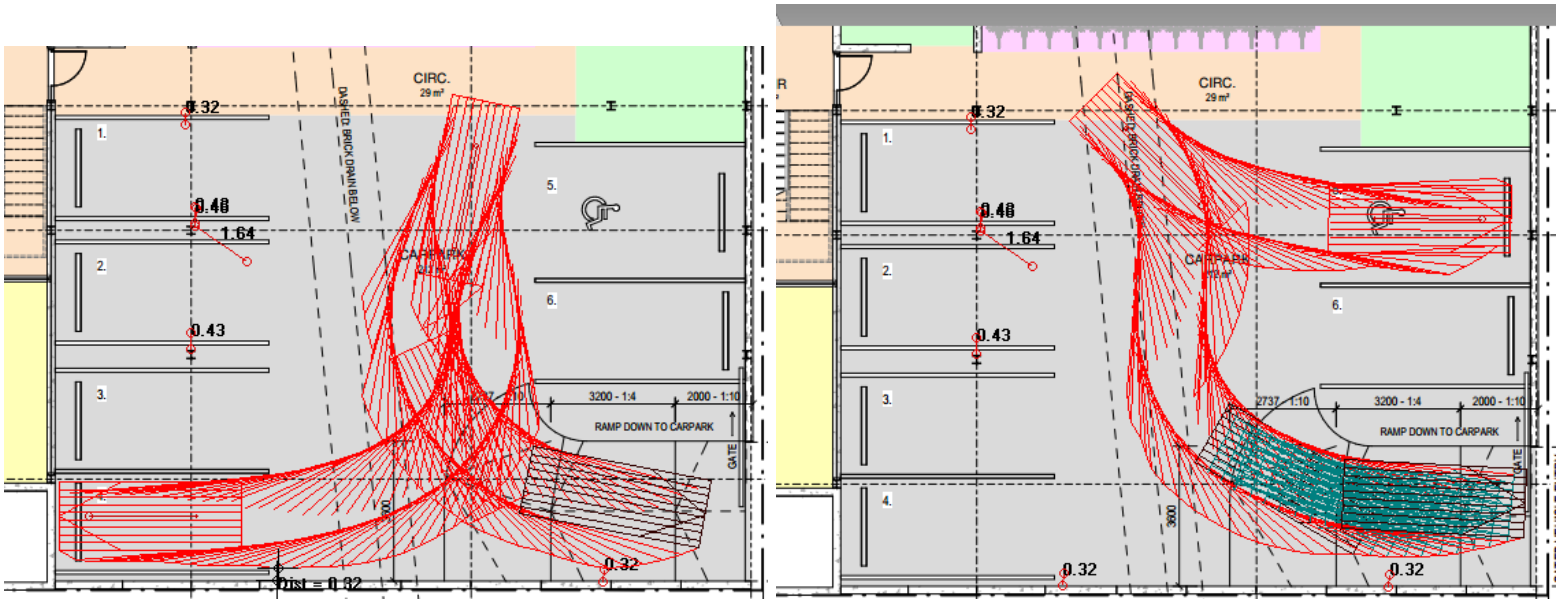
		FACTOR	DESCRIPTION	REDUCTION FROM THE MINIMUM PARKING REQUIREMENT	ASSESSMENT	RESULT
Reductions based on assessment through the resource consent process	c	Public parking facility	Located within a 400 metre walk by public road route from an off-street car park that is available for use by the general public and is not provided to meet demand associated with an activity or development on the same site.	Between 0m and 50m: 10% reduction. Between 51m and 200m: 6% reduction. Between 201m and 400m: 2% reduction.	None Available	-
	d	Walking accessibility	Located within a 400m walk of an identified commercial core zone (refer to Chapter 15):	Between 0m and 50m: 15% reduction. Between 51m and 200m: 10% reduction. Between 201m and 400m: 5% reduction.	None Available	-
	e	Access to a Major Cycle Route	Located within 1.2km of a Major Cycle Route	Between 0m and 150m: 15% reduction. Between 151m and 600m: 10% reduction. Between 601m and 1,200m: 5% reduction.		
	f	Cycle parking	The number of cycle parks (and lockers and showers) provided for the activity exceeds the requirements under Rule 7.4.3.2 (cycle parking requirements). NOTE: For the avoidance of doubt any additional cycle parks (and lockers and showers) provided to achieve the parking reduction adjustment factor must also comply with the relevant size, location and design requirements in Appendix 7.5.2	Cycle parking exceeds requirements by 5% to 10%: 5% reduction. Cycle parking exceeds requirements by more than 10%: 10% reduction.		
	g	Mixed-use development	Developments that contain a mix of both residential activities and activities where people are employed at the site	Up to 5%	Residential	5%
	h	Good non-vehicular access to buildings	There is a pedestrian access way that: - is separated from the vehicle access and parking areas,	Up to 3%		3%

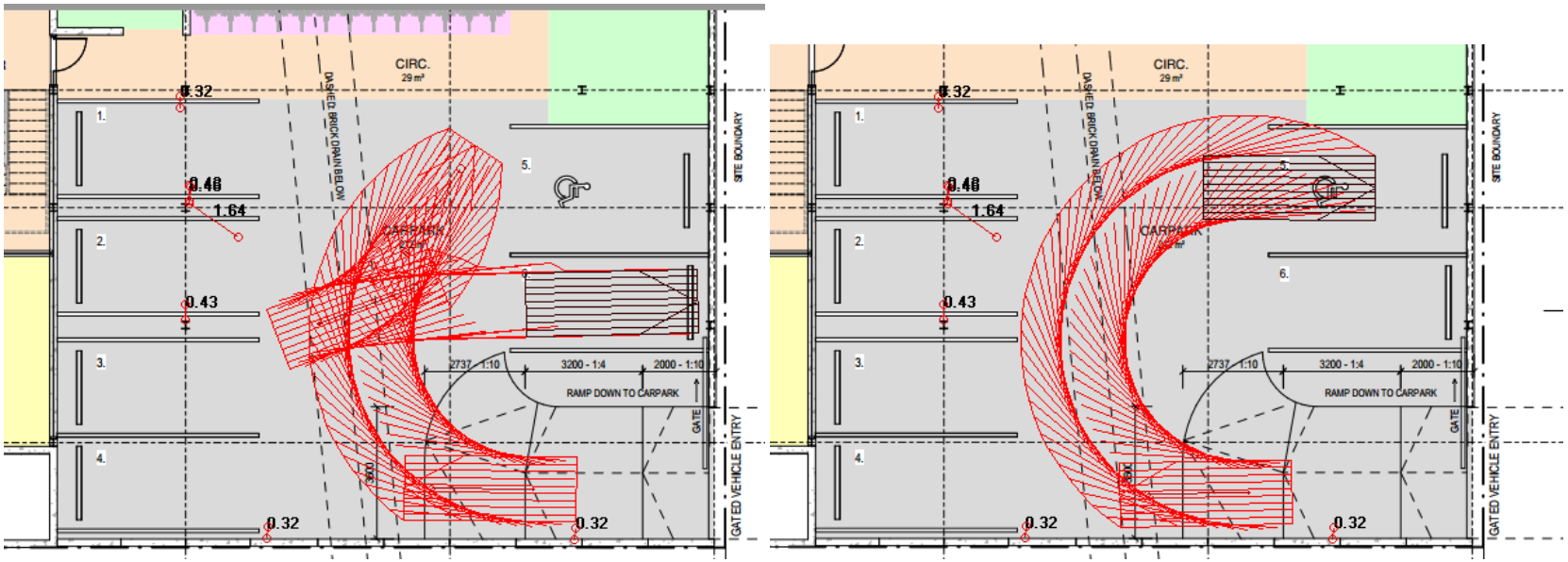
	FACTOR	DESCRIPTION	REDUCTION FROM THE MINIMUM PARKING REQUIREMENT	ASSESSMENT	RESULT
		- has a direct distance of less than 10m from a footpath on public road reserve to the activity's main building public entrance2			
i	Integration with public transport	Activities that include a dedicated indoor waiting area for users of public transport or taxis that is safe, sheltered, attractive, accessible, and comfortable	Up to 5%	N/A	N/A
j	Travel plan	The activity provides a travel plan that: - Includes measures to encourage public transport use - Includes measures to encourage walking and cycling - Includes ways to make travel by the private car more efficient (such as through car-pooling) - Sets out a contingency arrangement in case of overflow car parking - Describes the ways in which the travel plan will be implemented - Includes ways to monitor the effectiveness of the travel plan - Includes enforcement measures	Up to 10%	N/A	N/A

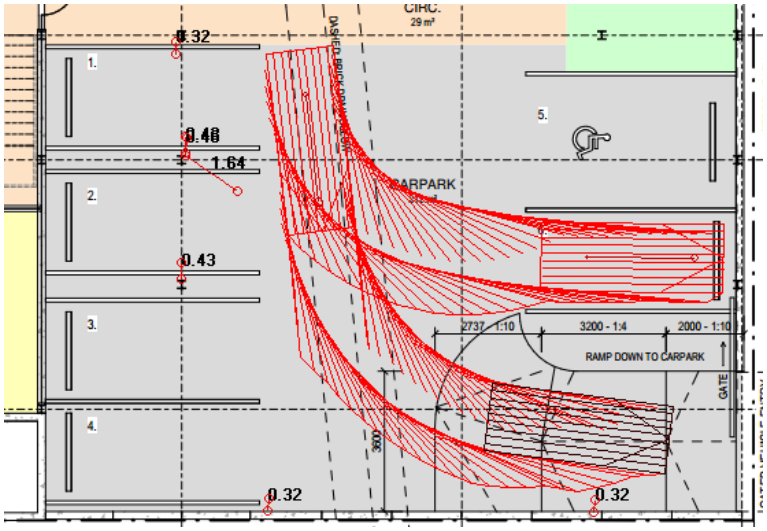
Permitted = 3%
Via Consent = 8%
Total = 11%


CIRC.
29 m²
DASHED BRICK DRAIN BELOW
Dist = 0.75
Dist = 0.43
CARPARK
212 m²
1.
2.
3.
4.
5.
6.
3200 - 1:4
2000 - 1:10
RAMP DOWN TO CARPARK
GATE
3600
Dist = 0.48
Dist = 0.54


CIRC.
29 m²
Dist = 0.32
Dist = 0.46
1.65
0.43
CARPARK
212 m²
DASHED BRICK DRAIN BELOW
1.
2.
3.
4.
5.
6.
2737
1:10
3200 - 1:4
2000 - 1:10
RAMP DOWN TO CARPARK
GATE
3600
0.32
GATED VEHICLE ENTRY
SITE BOUNDARY
Dist = 0.43
Dist = 0.32


CIRC.
29 m²
0.32
0.48
1.64
0.43
DASHED BRICK DRAIN BELOW
CARPARK
3200 - 1:4
2000 - 1:10
RAMP DOWN TO CARPARK
GATE
0.32
Dist = 0.82
CIRC.
29 m²
0.32
0.48
1.64
0.43
CARPARK
2737 1:10
3200 - 1:4
2000 - 1:10
RAMP DOWN TO CARPARK
GATE
0.32
0.32

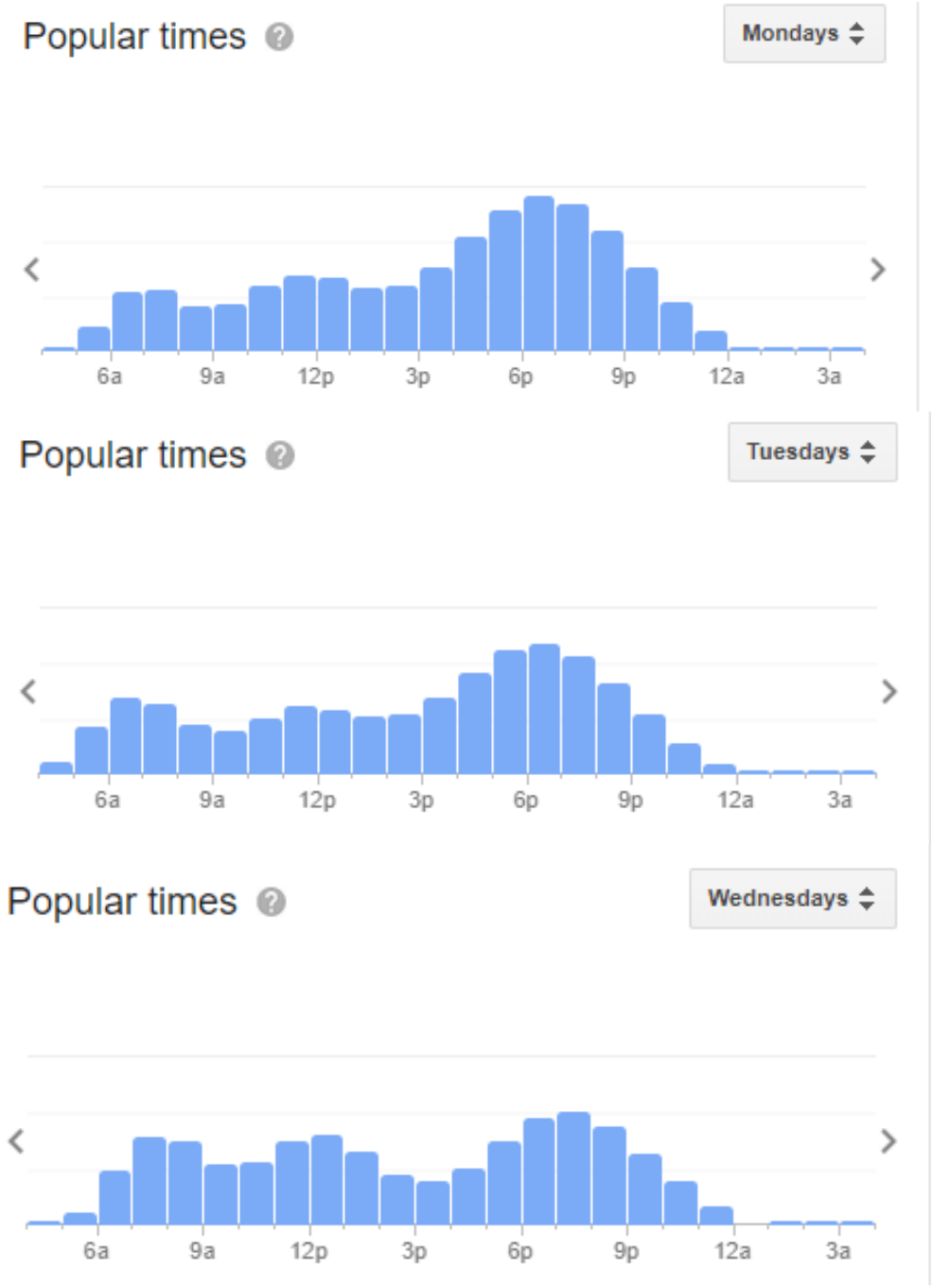

CIRC.
29 m²
0.32
1.
0.48
1.64
2.
0.43
3.
4.
0.32
0.32
DASHED BRICK DRAIN BELOW
SITE BOUNDARY
CARPARK
5.
6.
2737
1:10
3200 - 1:4
2000 - 1:10
RAMP DOWN TO CARPARK
GATE
GATED VEHICLE ENTRY


CIRC.
29 m²
0.32
1.64
0.43
CARPARK
2737 1:10
3200 - 1:4
2000 - 1:10
RAMP DOWN TO CARPARK
GATE
0.32
0.32

Attachment 5

Popular Visitor Times (Google)

Figure 6: Anytime fitness Riccarton




Popular times
Thursdays
6a
9a
12p
3p
6p
9p
12a
3a


Popular times
Fridays
6a
9a
12p
3p
6p
9p
12a
3a

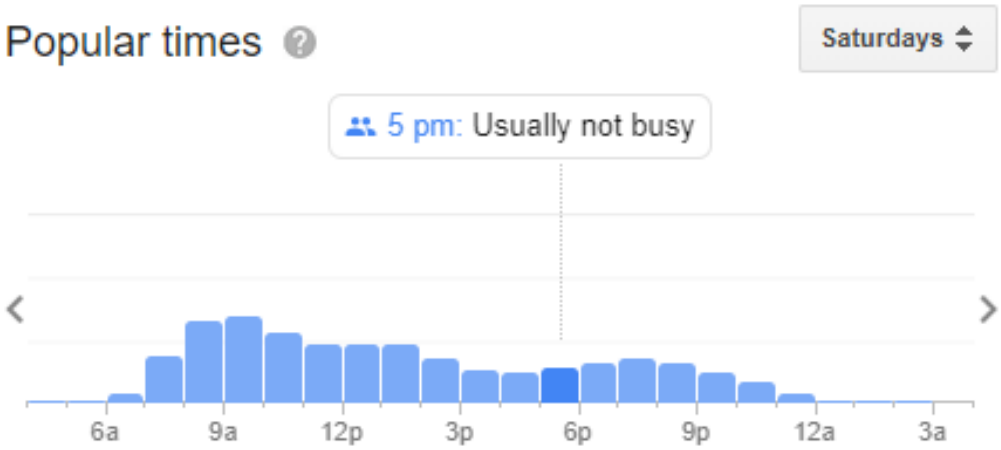
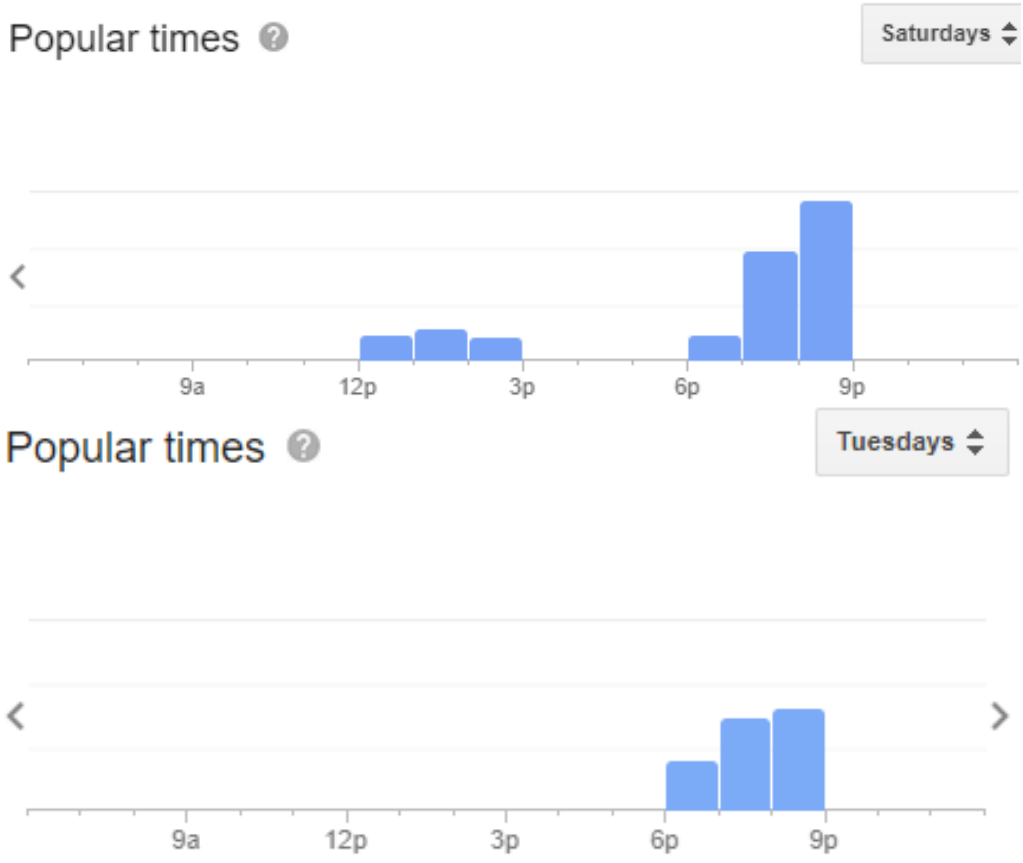
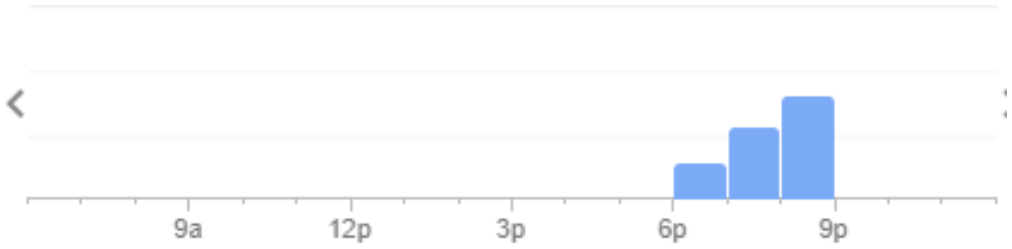

Popular times
Saturdays
5 pm: Usually not busy
6a
9a
12p
3p
6p
9p
12a
3a

Figure 7: Roots Restaurant (Lyttelton)



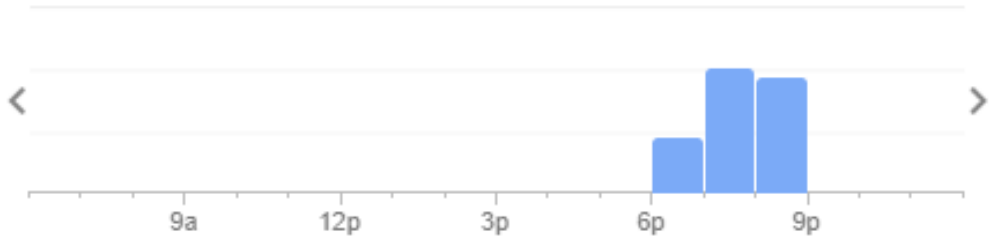
Popular times

Wednesdays



Popular times

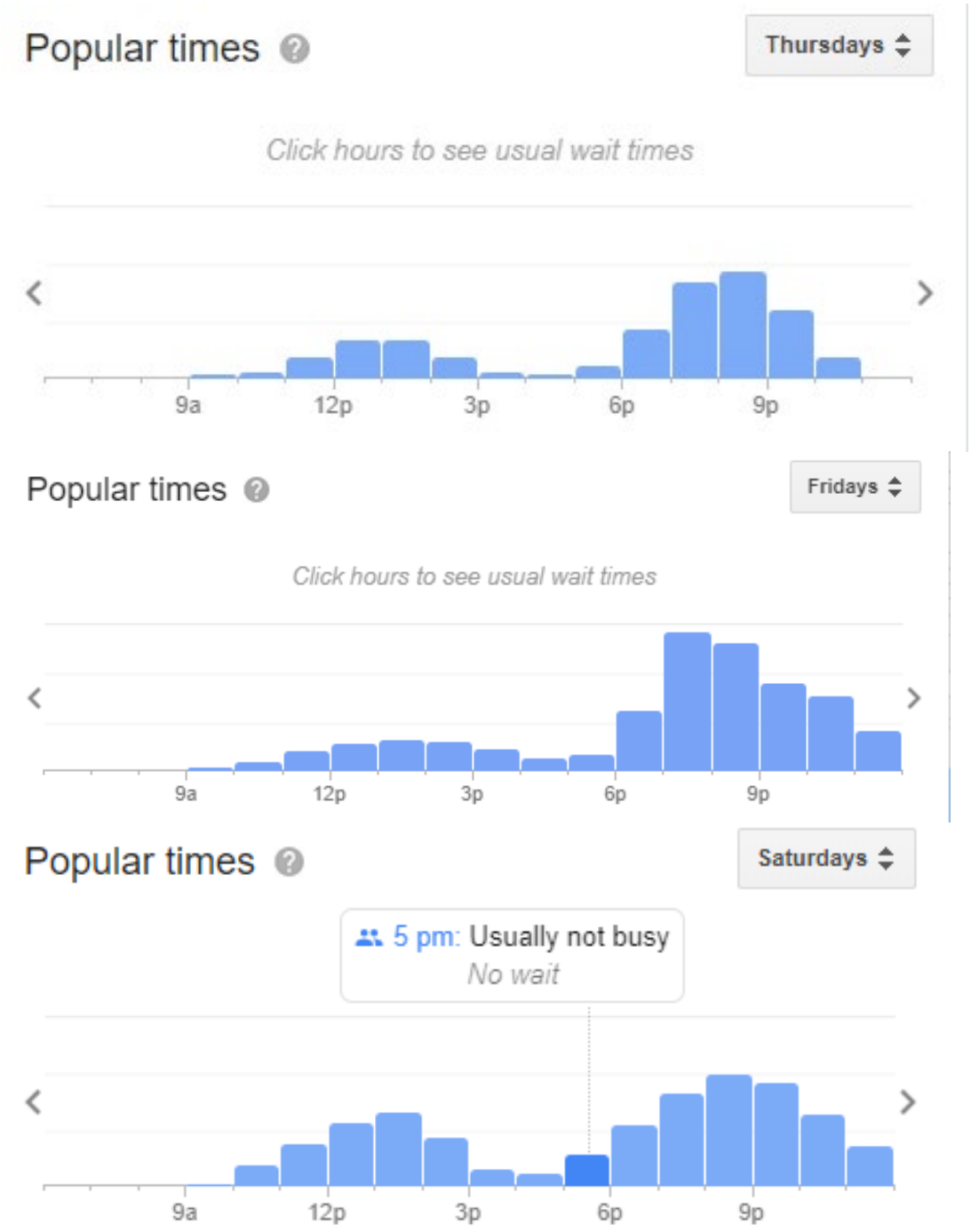
Thursdays

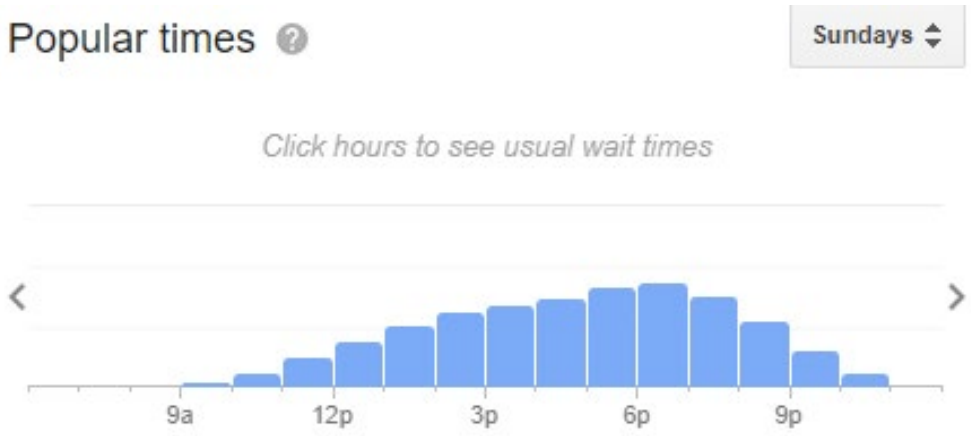


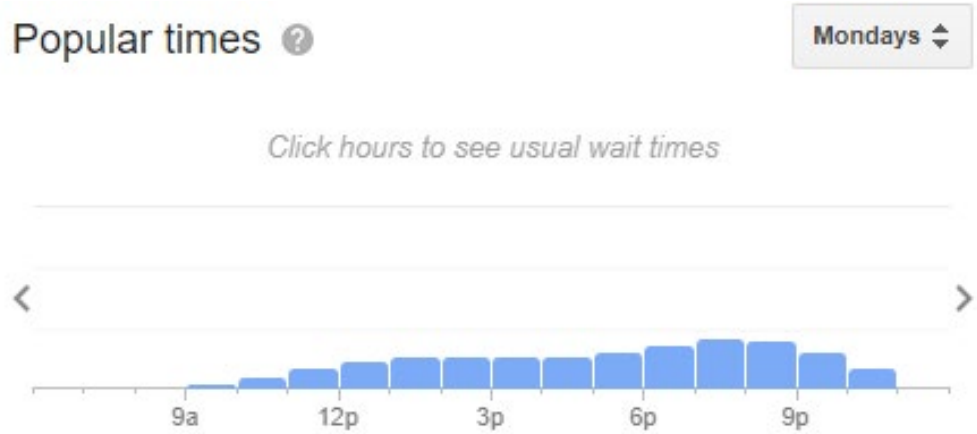
Popular times

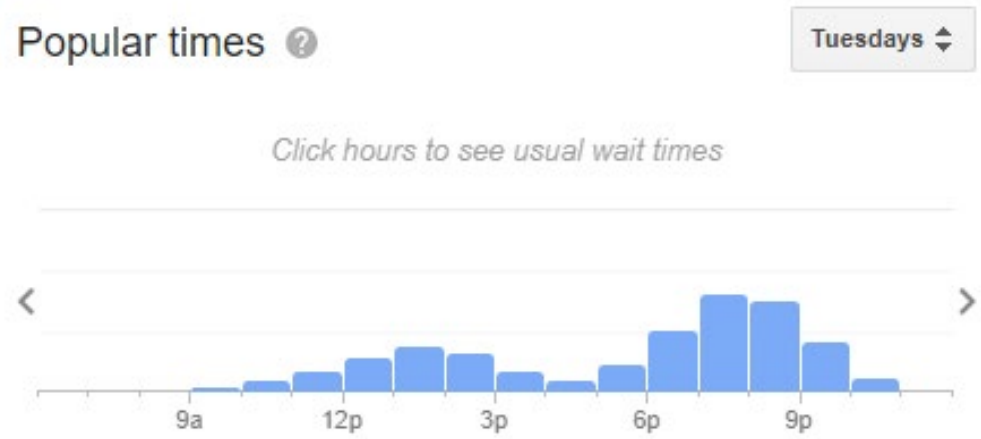
Fridays

Figure 8: Super Restaurant (Lyttelton)




Popular times
Sundays
Click hours to see usual wait times
9a
12p
3p
6p
9p


Popular times
Mondays
Click hours to see usual wait times
9a
12p
3p
6p
9p


Popular times
Tuesdays
Click hours to see usual wait times
9a
12p
3p
6p
9p

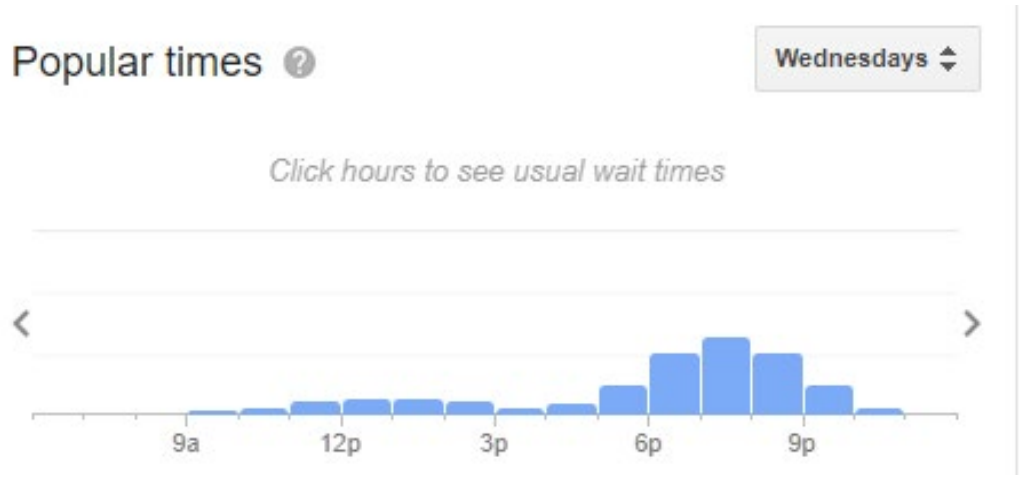
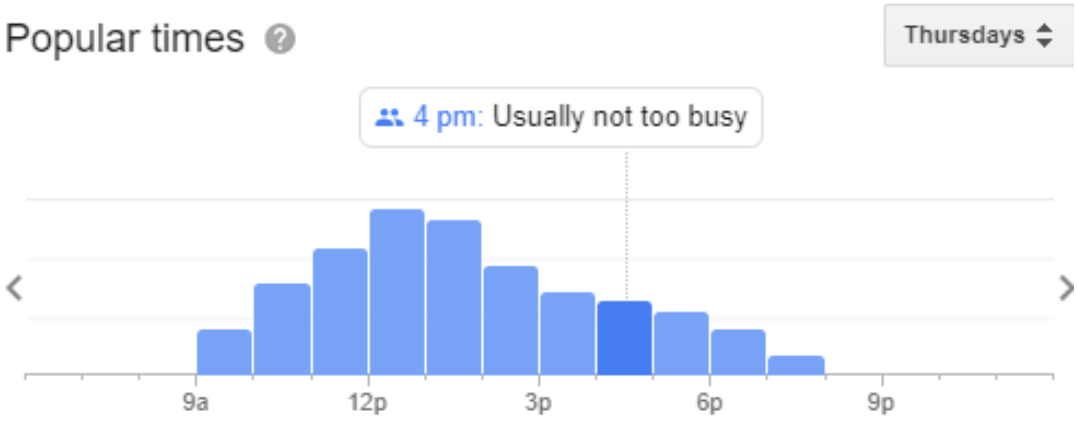
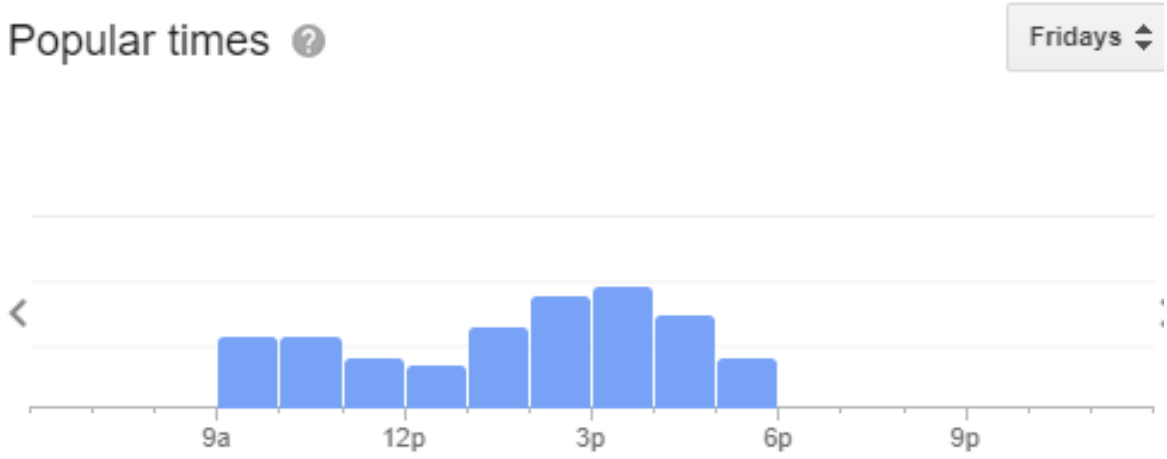


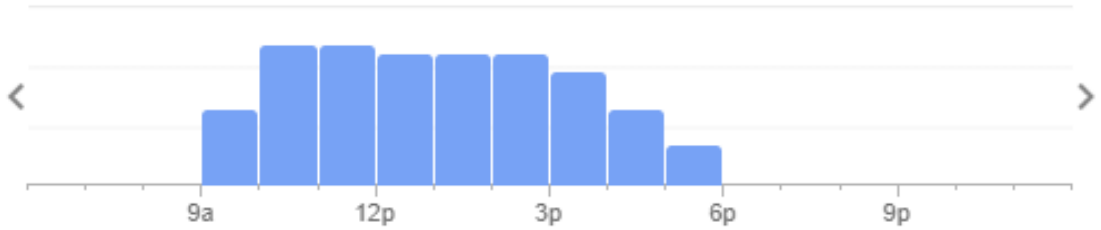
Figure 9: Champs-Elysees Beauty Day Spa (Christchurch)





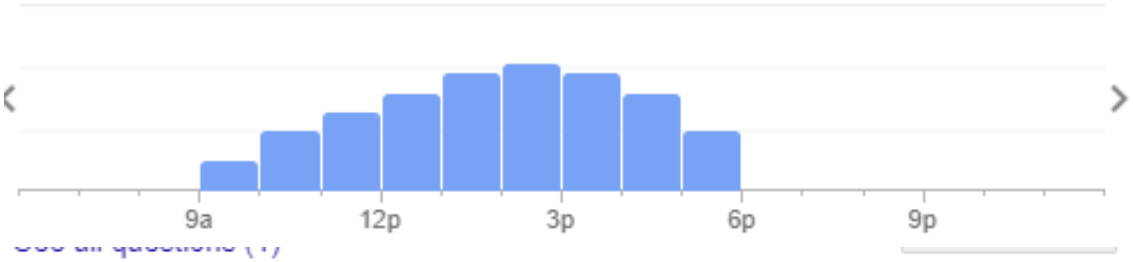
Popular times

Saturdays



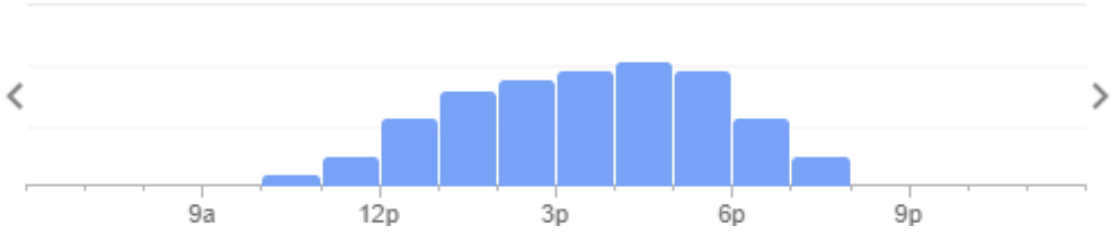
Popular times

Tuesdays



Popular times

Wednesdays



Attachment 6

Indicative Parking Demand Across a Day

Table 9: Indicative parking demand across different periods of the day (Thursday)

Activity	Peak Parking Demand (less 10% adjustment)	Peak Period	10:00am		12:30		15:00		17:00		19:00	
Wellness[29]	14	12-2 PM Thurs	40%	**6**	100%	**14**	90%	**13**	33%	**5**	10%	**1**
Restaurant	9	Fri -sat 7-9PM PM[30]	40%	**4**	80%	**7**	20%	**2**	20%	**2**	100%	**9**
Gym	10	6-7PM PM Mon-Wed[31]	30%	**3**	50%	**5**	50%	**5**	60%	**6**	70%	**7**
Retail	0-4	Sat mid-day / 3-6pm weekdays[32]	40%	**0-2**	60%	**0-2**	80%	**0-3**	100%	**0-4**	20%[33]	**0-1**
Office	2-4	Daytime, weekdays	100%	**2-4**	100%	**2-4**	100%	**2-4**	90%	**2-4**	5%	**0**
Residential / accommodation	14-20	Evenings from 7PM	25%	**5**	25%	**5**	50%	**10**	70%	**14**	100%	**20**
Total (highest option[34])				**24**		**37**		**37**		**35**		**38**
Overflow				**18**		**31**		**31**		**29**		**32**

[29] Champs-Elysees Beauty Day Spa (Christchurch) refer to Attachment 5
[30] Roots and Super Restaurants Lyttelton (for evenings but assumes the proposal could also have a greater peak for lunch and some morning tea customers)
[31] Anytime Fitness Riccarton (Refer to Attachment 5)
[32] Surveyed peak periods for malls in Christchurch (Google popular times not available for existing retail shops in Lyttelton)
[33] Allows for convenience activities / retail that may be open later hours
[34] Highest of retail or office use (but including co-lab office under each) and highest of residential or accommodation.

Table 10: Indicative parking demand across different periods of the day (Saturday)

Activity	Peak Parking Demand (less 10% adjustment)	Peak Period	13:30		15:00		17:00		19:00	
Wellness[35]	14	12-2 PM Thurs	60%	**8**	40%	**6**	40%	**6**	0%	**0**
Restaurant	9	Fri -sat 7-9PM PM[36]	80%	**7**	20%	**2**	20%	**2**	100%	**9**
Gym	10	6-7PM PM Mon-Wed[37]	40%	**4**	40%	**4**	40%	**4**	40%	**4**
Retail	0-4	Sat mid-day / 3-6pm weekdays[38]	90%	**0-4**	90%	**0-4**	90%	**0-4**	20%[39]	**1**
Office	2-4	Daytime, weekdays	0%	**0**	0%	**0**	0%	**0**	0%	**0**
Residential / accommodation	14-20	Evenings from 7PM	70%	**14**	70%	**14**	70%	**14**	100%	**20**
Total (highest option[40])				**37**		**30**		**30**		**34**
Overflow				**31**		**24**		**24**		**28**

[35] Champs-Elysees Beauty Day Spa (Christchurch) refer to Attachment 5
[36] Roots and Super Restaurants Lyttelton (for evenings but assumes the proposal could also have a greater peak for lunch and some morning tea customers)
[37] Anytime Fitness Riccarton (Refer to Attachment 5)
[38] Surveyed peak periods for malls in Christchurch (Google popular times not available for existing retail shops in Lyttelton)
[39] Allows for convenience activities / retail that may be open later hours
[40] Highest of retail or office use (but including co-lab office under each) and highest of residential or accommodation.

Appendix 5

Design Statement

WARREN AND MAHONEY®

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—
carboNZero^{CertTM} certified architects

Resource Consent Unit
Christchurch City Council
PO Box 73011
CHRISTCHURCH 8154
New Zealand

18 February 2019

Dear Sir or Madam

8706 Colletts Corner, Lyttelton

Subject: Resource Consent Submission – Design Statement

d. Principle 1: Reflect the context

I. Lyttelton has a special character due to its sloping topography, portside location, layout of streets and lots, and eclectic mix of buildings. The area also has a special significance to Ngāi Tahu due to their historic and contemporary occupation of the area and use of Whakaraupo / Lyttelton Harbour.

II. The four primary streets (London, Oxford and Canterbury Streets and Norwich Quay) have different characteristics, but are all important in defining and reinforcing the formality of the town centre layout. The land in the middle of the block without street frontage, and the area around Donald Street, lend themselves to more informal designs.

III. A thorough evaluation of the development site's context and the site itself prior to the design process, including an understanding of the colonial and Ngāi Tahu cultural heritage, will help identify the influences on and attributes of the site and its surroundings.

IV. Cultural heritage is an expression of the ways of living developed by a community and passed on from generation to generation and includes built and natural environment and artefacts, including customs, practices, places, objects, artistic expressions and values.

The Collett's Corner site in Lyttelton is a significant, valuable and visible asset. There is a real opportunity to design an innovative outcome and to connect people to the site and with each other to facilitate enjoyment and equitable wealth distribution. Create a destination for Lyttelton widely known both inside and outside of Lyttelton as a model of success, inclusion and opportunity.

The project respects, connects and responds to the London street shop fronts, encourages pedestrian flow, gives the possibility of extension of the market on site and activates the street corner with a civic presence.
The concept refers to the port, the timber docks, the modularity of the stacking containers, alley ways, the ad-hoc and artistic atmosphere of Lyttelton.

g. Principle 4: Address the street

I. Buildings in Lyttelton address the street. The building frontages are interesting and encourage activity, creating a lively atmosphere. Good visibility from buildings to the street and publicly accessible areas allows for casual surveillance. Addressing the street means:

A. Providing windows on all street elevations or elevations adjacent to pedestrian lanes and public spaces. On Canterbury and Oxford Streets windows will also be needed at lower ground level.

B. Providing highly legible pedestrian entrances accessed directly from the street.

C. On corner sites, wrapping the building around the corner and providing a high level of architectural detail particularly in respect to entrances and windows, and the quality of façade materials.

D. Incorporating generous shop windows on the ground floor along London Street.

E. Avoiding building designs and layouts which create hidden, potentially unsafe alcoves and areas.

F. Ensuring universal access (access for all people), with particular attention being paid to sites with sloping frontages.

G. Where required, providing verandas that are in keeping with or complement adjacent verandas in respect to design, width and continuity.

The project is composed of two buildings, joined on the upper floors. The functions are distributed floor by floor allowing the building to be continuously activated in various configurations of activity.

The ground floor offers a shared courtyard, spacious open-plan community areas with programs such as a co- working space, a community restaurant for locals to meet and eat around long communal tables, flexible spaces, boutique shops

and a wellness centre with gym and yoga studio. The neighbourhood service desk which hosts the community and building manager looking after the building and the community activities is located at ground level.

h. Principle 5: Incorporate variety and pay attention to detail

i. Lyttelton had a wide variety of buildings of different ages and styles which, as a collection, created an eclectic, vibrant townscape. Although diminished, this variety, and particularly the level of detail within the building facades, remains. There is the opportunity for creative design and to incorporate features and details which are characteristic of Lyttelton, or a contemporary take on them. Incorporating variety and paying attention to detail means:

A. Distinguishing any new building from its neighbours and, if a large building, incorporating variety within the building design.

B. Avoiding being exactly the same height as the neighbouring building.

C. *Avoiding repetition of the same design module along the street frontage, typically no more than a 12 metre run*.

The grid is chosen to allowed flexibility of planning and accommodate different programs. The materials are simple and honest and the form of the building is generated by a stacked module.
Timber is used as the main material due its sustainable nature and the overall scheme demonstrates a balance in passive systems, tested technology and social and economic priorities. Solar, water, low carbon foot print, natural ventilation, urban farm, shared spaces are the objectives of the project.

The building is a canvas to foster growth, sustainability, change, diversity, inclusivity and identity.

The basement hosts thermal baths with the potential for indoor and outdoor bathing and a selection of treatments and massage rooms.

The first and second floors are comprised of twenty six apartments designed based on co-living principles, which means shared amenities such as laundry and rooftop garden access for residents. The apartments will be privately owned.

A garden is imagined on the rooftop to provide an opportunity for residents to relax and enjoy stunning views of Lyttleton and Banks Peninsula.

Yours faithfully,

Simon Brown
BSc (Hons) Dip Arch RIBA ANZIA
Registered Architect
Principal
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Direct + 64 3 943 1991
Mobile + 64 21 202 7585
—
WARREN AND MAHONEY
—
Issued on behalf of Warren and Mahoney Architects New Zealand Limited

Appendix 6
Compliance Assessment

Christchurch District Plan- Planning Map notations

The following relevant notations on the planning maps apply to the site:

- Commercial Banks Peninsula Zone
- Hill Waterway
- Water Body Setback
- Banks Peninsula District Plan Coastal Hazards
- Liquefaction Management Area
- Nga Turanga Tupuna
- Coastal Environment

Natural Hazards (Chapter 5)

5.5 Rules – Liquefaction hazard

5.5.1 Permitted activities	All activities in the Liquefaction Management Area are a permitted activity unless specified in Rules 5.5.2 or 5.5.3, or as otherwise specified elsewhere in the District Plan. ***Comments: the proposed activity is not specified in Rules 5.5.2 or 5.5.3.***	Permitted

General Rules- noise (Chapter 6)

6.1.5.1 Activity status tables - Noise

6.1.5.1.1 Permitted Activities P1.	Outside the Central City, any activity that generates noise and which is not exempt by Rule 6.1.4.2 or specified in Rule 6.1.5.1.1 P2 Activity specific standard: Any activity that generates noise shall meet the Noise limits outside the Central City in Rule 6.1.5.2.2. ***Comment:*** *Compliance will be achieved.*	Complies
6.1.5.1.1 Permitted Activities P2	Outside the Central City, people in outdoor areas of premises licensed for the sale, supply, and/or consumption of alcohol, in all commercial zones. Activity specific standard: No noise standard applies. The activity shall only occur between 07:00 hours and 22:00 hours. The maximum size of the outdoor area shall be 50m². The outdoor area shall be setback at least 10 metres from the boundary of any site in a residential zone. ***Comment:*** *Compliance will be achieved.*	Complies
6.1.5.2.1 Noise limits outside the Central City	Outside the Central City, any activity that generates noise shall meet the zone noise limits in Table 1 below at any site receiving noise from that activity, as relevant to the zone of the site receiving the noise. Table 1: Zone noise limits outside the Central City All residential zones – 0700-2200hours, 50 dB $L_{AEq,}$ – 2200-0700 hours, 40 dB L_{AEq}, 65 dB L_{Amax}	Complies

	All commercial zones - 0700-2200hours, 55 dB $L_{AEq,}$ – 2200-0700 hours, 45 dB L_{AEq}, 70 dB L_{Amax} ***Comment:*** *The proposed activities and any mechanical plant will either comply without mitigation or will be appropriately mitigated by acoustic screening to ensure compliance is achieved.*	
General Rules- outdoor lighting (Chapter 6)		
6.3.4 Activity status tables - Control of glare		
6.3.4.1 Permitted Activities P1 Any activity involving artificial outdoor lighting, other than activities specified in Rule 6.3.4.5 NC1 or NC2.	a. All fixed exterior lighting shall, as far as practicable, be aimed, adjusted and/or screened to direct lighting away from the windows of habitable spaces of sensitive activities, other than residential units located in industrial zones, so that the obtrusive effects of glare on occupants are minimised. b. Artificial outdoor lighting shall not result in a greater than 2.5 lux spill (horizontal or vertical) into any part of a major arterial road or minor arterial road or arterial route identified in Appendix 7.12 where this would cause driver distraction. Advice note: 1. See Appendix 6.11.13 for guidance on lighting design to reduce light spill and glare. ***Comment*****:** *The proposal will comply with the glare standards.*	Complies
6.3.5 Activity status tables – Control of light spill		
6.3.5.1.1 Permitted Activities P1 Any activity involving outdoor artificial lighting	a. Any outdoor artificial lighting shall comply: i. with the light spill standards in Rule 6.3.6 as relevant to the zone in which it is located, and; ii. where the light from an activity spills onto another site in a zone with a more restrictive standard, the more restrictive standard shall apply to any light spill received at that site. Advice note: 1. See Appendix 6.11.13 for guidance on lighting design to reduce light spill and glare. ***Comment*****:** *The proposal will comply with the light spill standards.*	Complies
6.3.6 Rules – Light Spill Standards by Zone	a. The added horizontal or vertical illuminance from the use of artificial outdoor lighting must not exceed the limits in the following table of light spill standards by zone, when measured or calculated 2 metres within the boundary of any adjacent site. b. Where a site is divided by a zone boundary, each part of the site shall be treated as a separate site for the purpose of the standards contained in the following table of light spill standards by zone. Table 6.3.6.1 – Zone – Commercial Central City Business – 20 lux spill (horizontal and vertical). ***Comment*****:** *The proposal will comply with these standards.*	Complies
General Rules- Water body setbacks (Chapter 6)		
6.6.4 Activity status tables – City and settlement water body setbacks		
6.6.4.1 Area of effect	a. The rules for city and settlement water body setbacks in section 6.6.4 apply within the following areas: i. Hill waterway – 10m	**Does not comply**

	Comment*: *The proposed development will be located within 10m of the hill waterway.	
6.6.4.3 RD2	a. New buildings, other structures or impervious surfaces not provided for by Rule 6.6.4.1 P2 - P7; and/or b. Buildings, other structures or impervious surfaces listed in Rule 6.6.4.1 P2 - P7 that do not meet one or more of the activity specific standards; c. Other than activities provided for by Rule 6.6.4.4 D1 or D2. d. Any application arising from RD2 b., for activities listed in Rule 6.6.4.1 P5 - P7 in the water body setback of a network waterway or hill waterway, shall not be limited or publicly notified. ***Comment:** Buildings, structures and impervious surfaces for the proposed development are proposed within the subject site.*	**Restricted Discretionary**

General Rules- Signs (Chapter 6)

No signs are proposed at this stage, although it is likely that signage identifying the childcare centre and businesses on-site will be installed. Compliance with the built form standards in Rule 6.8.4.2 will be achieved (unless a subsequent resource consent is obtained).

Transport (Chapter 7)

Please refer to the traffic assessment contained in **Appendix 4** for an assessment of the District Plan transport requirements provided by Novo Group's Traffic Engineer Lisa Williams.

Earthworks (Chapter 8)

8.9.2 Activity Status Tables

8.9.2.1 P1 Earthworks **a. not for the purpose of the repair of land used for residential purposes and damaged by earthquakes; and** **b. [N/A]** **Clarification: Chapter 5 contains Additional requirements for earthworks within Flood Management Areas and Flood Ponding Management Areas. Refer to P2 for earthworks for the purpose of the repair of land used for residential purposes and damaged by earthquakes**	i. Earthworks shall not exceed the volumes in Table 9 over any 12 month time period. ii. Earthworks in zones listed in Table 9 shall not exceed a maximum depth of 0.6m, other than in relation to farming activities, quarrying activities or permitted education activities. iii. Earthworks shall not occur on land which has a gradient that is steeper than 1 in 6. iv. Earthworks involving soil compaction methods which create vibration shall comply with DIN 4150 1999-02 and compliance shall be certified through a statement of professional opinion provided to the Council from a suitably qualified and experienced chartered or registered engineer. v. Earthworks involving mechanical or illuminating equipment shall not be undertaken outside the hours of 0700 – 1900 in a Residential Zone. Clarification: between 0700 and 1900 hours, the noise standards in Chapter 6 Rule 6.1.5.2 and the light spill standards at Chapter 6 Rule 6.3.6 both apply. vi. Earthworks involving mechanical equipment, other than in residential zones, shall not occur outside the hours of 0700 and 2200 except where compliant with NZS6803:1999. Clarification: between 0700 and 2200 hours, the noise standards in Chapter 6 Rule 6.1.5.2 apply except where NZS6803.1999 is complied with, and the light spill standards in Chapter 6 Rule 6.3.6 apply.	Complies

vii. Fill shall consist of clean fill.

viii. The activity standards listed in Rule 8.5A.2.1 P3, P4 and P5.

ix. Earthworks shall not occur within 5 metres of a heritage item or within a heritage setting listed in Appendix 9.3.7.2, or within the dripline of a significant tree listed in Appendix 9.4.7.1.

x. In the Industrial General Zone (North Belfast): Activity Standards in Rule 8.3.3.15.

Notes:

A. the Erosion and Sediment Control Guidelines (prepared by Environment Canterbury) may be of assistance in terms of the design and location of any filter.

B. The Natural Resources Regional Plan and Land and Water Regional Plan include provisions for earthworks in riparian margins and the Port Hills respectively and provisions in relation to dust control.

C. The Council's Water Supply, Wastewater and Stormwater Bylaw 2014 applies.

Notes:

Earthworks shall not adversely affect identified significant trees, including through changes to ground level.

Earthworks shall not involve the modification, alteration or removal of sand dunes and vegetation on sand dunes within the Coastal zone.

Comment *– The proposed earthworks will be undertaken within the building footprint and in accordance with an approved building consent.*

Ngai Tahu values & the natural environment (Chapter 9)		
9.5.4.1.3 Restricted discretionary activities		
RD1 Any building	RD1 Any building within any site of Ngai Tahu cultural significance identified in Schedule 9.5.6.1. ***Comment:*** *The site is identified in Schedule 9.5.6.1. consultation with Papatipu Runanga by the Council will inform this matter.*	**Restricted Discretionary**
Commercial (Chapter 15)		
15.10.1 Activity Status Tables		
15.6.1.1 P3		Complies
15.6.1.1 P6	Commercial services ***Comments:*** *Permitted / no standards*	
15.6.1.1 P7	Office ***Comments:*** *Permitted / no a standards*	Complies
15.6.1.1 P8	Entertainment activity	Complies

	Comments: *Permitted / no standards*	
15.6.1.1 P10	Gymnasium ***Comments:*** *Permitted / no Standards*	Complies
15.6.1.1 P17	Residential activity outside the Lyttelton Port Influences Overlay Area a. The activity shall: i. be located above ground floor level or at the rear of a commercial activity. In Akaroa this shall only apply to sites fronting Beach Road between Rue Jolie and Bruce Terrace; and ii. have a minimum net floor area (including toilets and bathrooms but excluding lobby and/or reception area, car parking area, garages and balconies) per unit of: A. Studio 35 m² B. bedroom 45 m² C. 2 bedroom 60 m² D. 3 or more bedroom 90 m²; and b. Each residential unit shall be provided with: i. an outdoor service space of 3 m² and a waste management area of 2 m² per unit, each with a minimum dimension of 1.5 metres in either a private or communal area; ii. a single, indoor storage space of 4m³ with a minimum dimension of 1 metre; and iii. any space designated for waste management, whether private or communal, shall not be located between the road boundary and any building and shall be screened from adjoining sites, roads, and adjoining outdoor living spaces by screening of the waste management area to a height of 1.5 metres. c. Each residential unit shall be provided with an outdoor living space with a minimum area and dimension as follows, located immediately outside and accessible from an internal living area of the residential unit. | | Type | Area | Dimension | | i. | Studio, 1 bedroom | 6m² | 1.5 metres | | ii. | 2 or 3 bedrooms | 10m² | 1.5metres | | iii. | 3 or more bedrooms | 15m² | 1.5 metres | d. In Lyttelton: i. Any bedroom shall be designed and constructed to achieve an external to internal noise reduction of not less than 30 dB Dtr,2m,nT,w+Ctr. ii. Any habitable space shall be designed and constructed to achieve an external to internal noise reduction of not less than 25 dB Dtr,2m,nT,w+Ctr. ***Comments****: the proposed residential units do not comply with the following activity standards:* • *The proposed residential units do not comply with the minimum net floor areas. The studio apartments areas range from 30m²to 40m², while the 1bedroom apartments areas range from 40m² to 50m².* • *The proposed residential units are not provided with 3m² of outdoor service space and 2m² of waste management area – the proposed development is proposed to provide an 11m² waste management*	**Does not Comply**

	area in the basement and shared laundry rooms on the first and second floors. • *The residential units are not supplied with outdoor living space located immediately outside and accessible from residential units internal living areas with an area of 6m^2 and 1.5m dimensions. The proposed units will be provided with access to the roof which will have a 350m^2 outdoor living space.*	
15.6.1.1 P18	Guest accommodation outside the Lyttelton Port Influences Overlay Area defined on the planning maps b. In Lyttelton: i. Any habitable space shall be designed and constructed to achieve an external to internal noise reduction of not less than 25dB Dtr,2m,nT,w+Ctr. ii. Any bedroom shall be designed and constructed to achieve an external to internal noise reduction of not less than 30 dB dB Dtr,2m,nT,w+Ctr. ***Comments:*** *complies.*	Complies
15.6.1.3 RD2	a. Activities listed in Rule 15.6.1.1 P12-P15, P17 and P18 that do not meet one or more of the activity specific standards in Rule 15.6.1.1, unless otherwise specified. b. Any application for this activity shall not be limited or publicly notified. ***Comments:*** *the proposed development infringes 15.6.1.1 P17's activity specific standard (residential floor area).*	**Restricted Discretionary**
15.6.1.3 D1	a. Activities listed in Rule 15.6.1.1 P3 to P22 in Lyttelton or Akaroa which involve the erection of a building, relocatable building or relocation of a building, external additions or alterations to a building, which do not meet one or more of the built form standards in Rule 15.6.2 or activity specific standards in Rule 15.6.1.1. ***Comments:*** *the proposed development infringes the height and site coverage-built form standards*	**Discretionary**
15.10.2 Built Form Standards		
15.6.2.1 Maximum building height	a. the maximum height of any building shall be as follows: i. All sites in Lyttelton unless specified below - 12m ***Comment:*** *the proposed building will be 10m above ground, with an added 3m for the proposed rooftop gardens structures, this includes pergolas, a lift shaft, and two stairwells.*	**Does not Comply**
15.6.2.2 Maximum site coverage	a. The maximum site coverage for sites in all areas shall be 65% of the net site area. b. Any application arising from this rule shall not be limited or publicly notified. c. Within that part of Lyttelton south west of the intersection of Norwich Quay and Oxford Street, this rule only applies to buildings ***Comment:*** *The proposed building will have a site coverage of approximately 95% excluding the proposed building under the courtyard.*	**Does not Comply**

15.6.2.3 Building setback from road boundaries/ street scene	a. All buildings shall: i. be built up to road frontage with buildings occupying the full length of the road frontage of the site, except where necessary to provide pedestrian or vehicle access to the rear of the site; ii. provide pedestrian access directly from the road boundary; iii. provide a veranda or other means of weather protection along the full width of the building fronting a road; iv. have visually transparent glazing for a minimum of 60% of the ground floor elevation facing the street and v. have visually transparent glazing for a minimum of 20% of each elevation above ground floor and facing the street. b. This rule shall not apply to Akaroa or to emergency service facilities. c. Any application arising from this rule shall not be limited or publicly notified. ***Comment:*** *The proposed building will be built up to the road frontage on London and Oxford Street.*	Complies
15.6.2.4 Minimum building setback from the boundary with Residential Banks Peninsula, Residential Conservation Zones	a. The minimum building setback from the boundary with the Residential Banks Peninsula Zone or Residential Conservation Zone shall be 3 metres. b. Any application arising from this rule shall not be publicly notified. Comments: N/A, the subject site does not abut any of the applicable boundaries	N/A
15.6.2.5 Sunlight and outlook at boundary with a residential zone or any public space	a. Where a site boundary adjoins a residential zone, or public space (other than a road) in the block between London Street, Norwich Quay, Oxford Street and Canterbury Street, no part of any building shall project beyond a building envelope contained by a 45 degree recession plane measured at any point 2 metres above the site boundary, unless specified below. b. Where sites are located within a Flood Management Area, recession plane breaches created by the need to raise floor levels shall not be limited or publicly notified. c. Any application arising from this rule shall not be publicly notified. ***Comment:*** *N/A, as the subject site does not abut any residential zones or public spaces.*	N/A
15.6.2.6 Outdoor storage areas	a. Any outdoor storage area shall be screened by 1.8 metre high fencing or landscaping from any adjoining site. b. This rule shall not apply to activities permitted in accordance with Rule 15.6.1.1 P23. c. Any application arising from this rule shall not be limited or publicly notified. ***Comment:*** *All storage and service spaces can be located within the building and/or screened.*	Complies

15.6.2.7 Water supply for fire fighting	a. Provision for sufficient water supply and access to water supplies for firefighting shall be made available to all buildings (excluding accessory buildings that are not habitable buildings) via Council's urban reticulated system in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008). ***Comment:*** *The proposal is assumed to be able to comply with this requirement.*	Complies
15.6.2.8 Minimum building setback from rail corridor	a. For sites adjacent to or abutting the railway line, the minimum building setback for buildings, balconies and decks from the rail corridor boundary shall be 4 metres. b. Any application arising from this rule shall not be publicly notified and shall be limited notified only to KiwiRail (absent its written approval). ***Comment:*** *N/A, the subject site is not adjacent to or abutting a railway line.*	N/A

Appendix 7

Economic Viability Statement

Economic Viability Statement

15.02.2019 – Prepared by Camia Young and Rob Christeller of Ohu Development

…the economic viability statement needs to include the following:

- *Evidence that alternative options have been considered, in particular compliant options have been investigated (compliant carparking). Why these options are not considered to be feasible.*
- *Details on why the proposed building is considered to be the most feasible configuration.*

Options:

1. Remove a floor of apartments:

An option was studied to remove a floor of apartments. This would reduce the number of needed parking spaces by 13. This option was not viable because:

- To achieve the social outcomes the building provides (namely, the large bump spaces and courtyard on the ground floor), both floors of apartments are needed to offset the cost of the building.
- Without the second floor of apartments, the projected ROI drops to 4.8%. This would also increase the cost of debt significantly, to the point where Collett's Corner Ltd would require further equity investment or a longer debt pay-back period. Both of these outcomes would further decrease the ROI. The building would become an unviable investment.

2. Full basement of car-parking

With adequate circulation a full basement of car parking could accommodate 21 parks. This would require the removal of all of the basement wellness centre and the movement of plant space onto the ground floor. While this is an issue both from an activation of the street frontage and creating a lively ground floor, this is options is also commercially unviable because the wellness center generates a rental return that offsets the cost of the building.

The wellness centre produces some of the higher rental space in the building, and the conversion to parking is unaffordable. This reduces the rental portfolio by 48% and the 10-year ROI average falls to 1.24%.

3. Additional development scenarios

Additional scenarios were run and are included in the overachieving resource consent. These two scenarios were:

- The removal of the ground floor retail, restaurant, gym and coworking spaces to be replaced with car parking, as well as the removal of the basement wellness centre.
- The removal of the two floors of apartments and the basement wellness centre to have basement carparking and a single storey retail complex.

These additional scenarios were concluded to be unfeasible and an unviable investment which would prevent the development from progressing. Providing for anything more than 6 parks in the basement level would impact the viability of the wellness centre due to the size of the facilities such as the pools and treatment facilities. Any reduction in size would affect the ability to draw a tenant as it would reduce their operational success.

Providing for anything more than 6 parks, on either of the floors would cause a reduction in GFA of the revenue earning areas, and would drop the IRR below 7.5%, which is consider an unviable investment return.

4. Purchase other sites

A list of potential off-site parks was collected and explored as alternative parking options.

This included a number of sites:

- 11/11A Oxford Street
- 15 Oxford Street
- 6 Norwich Quay
- 6 London Street
- 13 London Street

11/11A and 15 Oxford Street

These sites would need to be purchased together. While this would provide sufficient parking for the site, the capital required to purchase them up-front is unaffordable for Collett's Corner Ltd. A further $2m of construction finance would drop the 10-year ROI to 4.3%, making the development unattractive to investors.

6 Norwich Quay

This site would not be large enough to satisfy parking requirements and is also another prevalent corner site (corner of Oxford and Norwich).

6 London Street

This site is only 7m wide and hence would require a car lift installed and tight parallel parking feeding onto London Street. This would likely cause flow issues on London Street and also the car lift was too expensive to install to keep returns viable. Without a car lift, the site is too small to achieve sufficient levels of car parking.

6 London street is partially within the 'Remainder of the Port Hills and Banks Peninsula Slope Instability Management Area – this will require geotechnical assessment and investigations.

13 London Street

This site could only fit up to 13 parks on it and would also require deactivation of the London Street frontage to achieve.

Zoning Requirements:

All of these sites are contained within the Commercial Banks Peninsula zone. Utilising these sites fully for car parking does not fit within the current district plan zoning requirement.

The sites are contained within the Lyttelton Masterplan Overlay area which requires the Commercial Banks Peninsula Zone and the Lyttelton Design Guidelines apply to any development within the site. A design statement from the architect is contained in the Resource Consent application that provides an assessment of the development against the Lyttelton Design Guidelines.

All of the proposed sites are contained within the Coastal Environment and Ngā Tūranga Tūpuna natural and cultural heritage overlays.

The sites proposed along Oxfrd Street (11/11A and 15) are also marked as Hill Waterway sites – therefore further investigation will be required into the historic drain similar to the subject site.

The sites are all contained in the Banks Peninsula District Plan Coastal Hazards zone.

Resource consent compliance:

Two changes were made to the preferred development to move closer towards compliance.

The first was the instalment of basement car parking. These 6 car parks reduced the rental revenue by 10%, but was achievable commercially to retain a 10-year return on investment of 7.5%, allowing for the first 3 years to make zero revenue after debt repayment.

The restaurant was reduced in size from 142 m^2 to 80 m^2. This required the loss of a higher revenue space when transitioned into co-working. The 10-year ROI drops to 7.3%. This is considered achievable and reduces the car – parking shortfall.

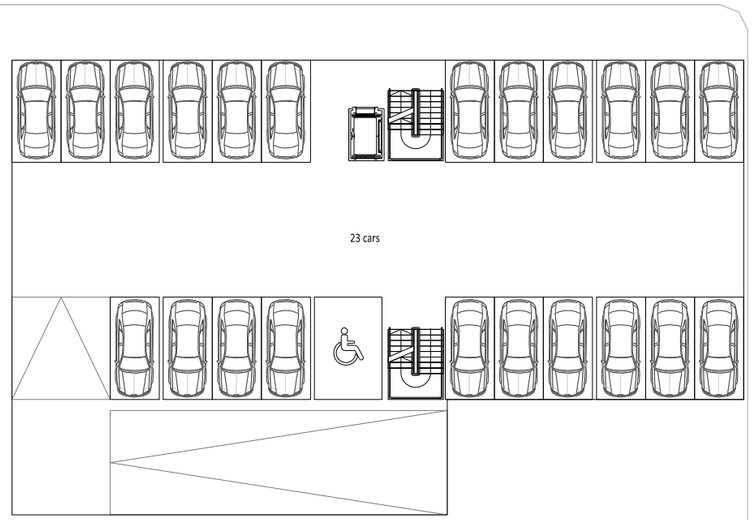
The other options were seen as unachievable and would prohibit the development from progressing.

Appendix 8

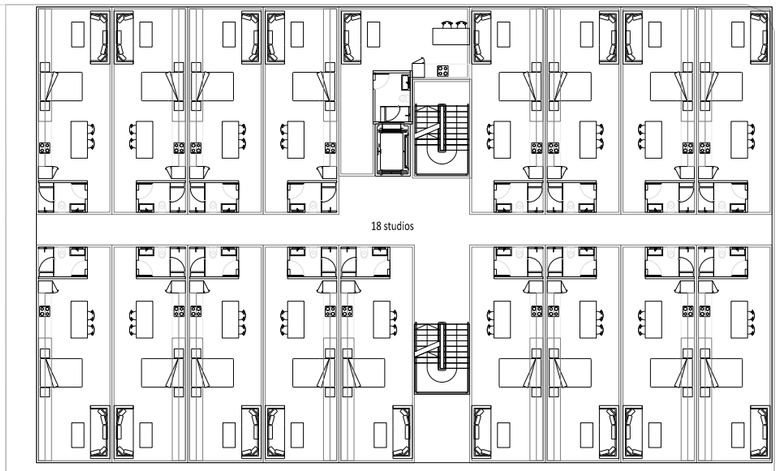
Scenario Testing

SCENARIO 01

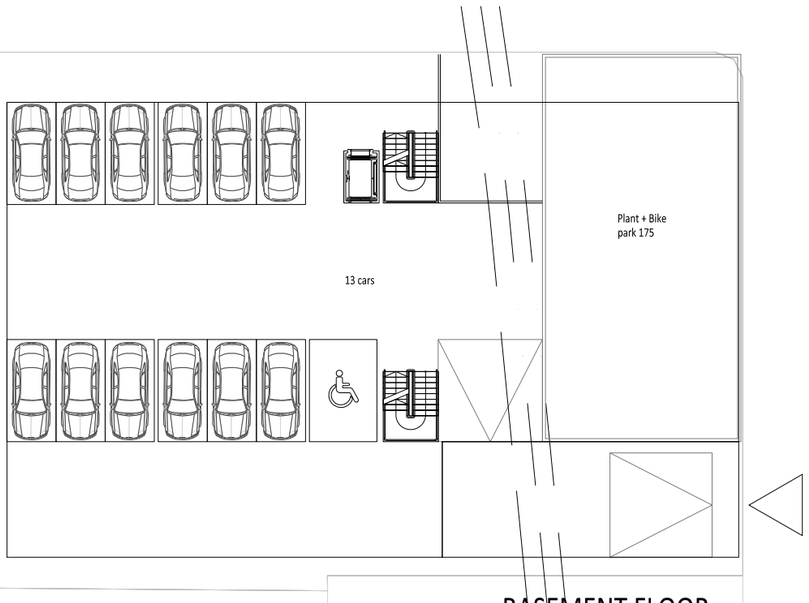
- Residential: 13 car parks at basement, 23 at ground (36 total), two levels of apartments providing 36 residential units.



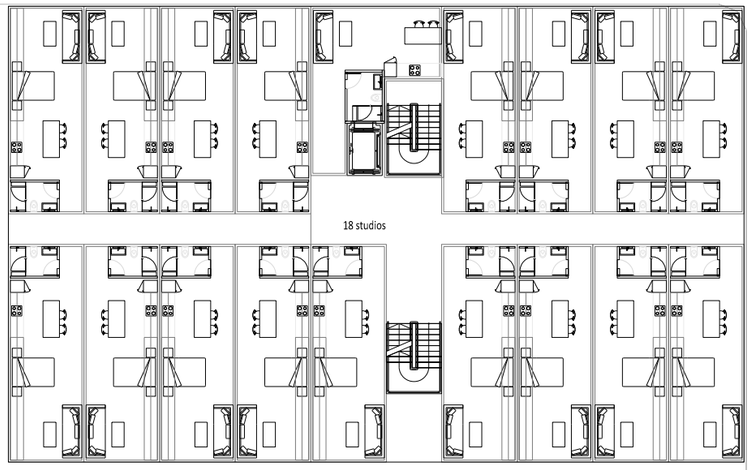
GROUND FLOOR



SECOND FLOOR



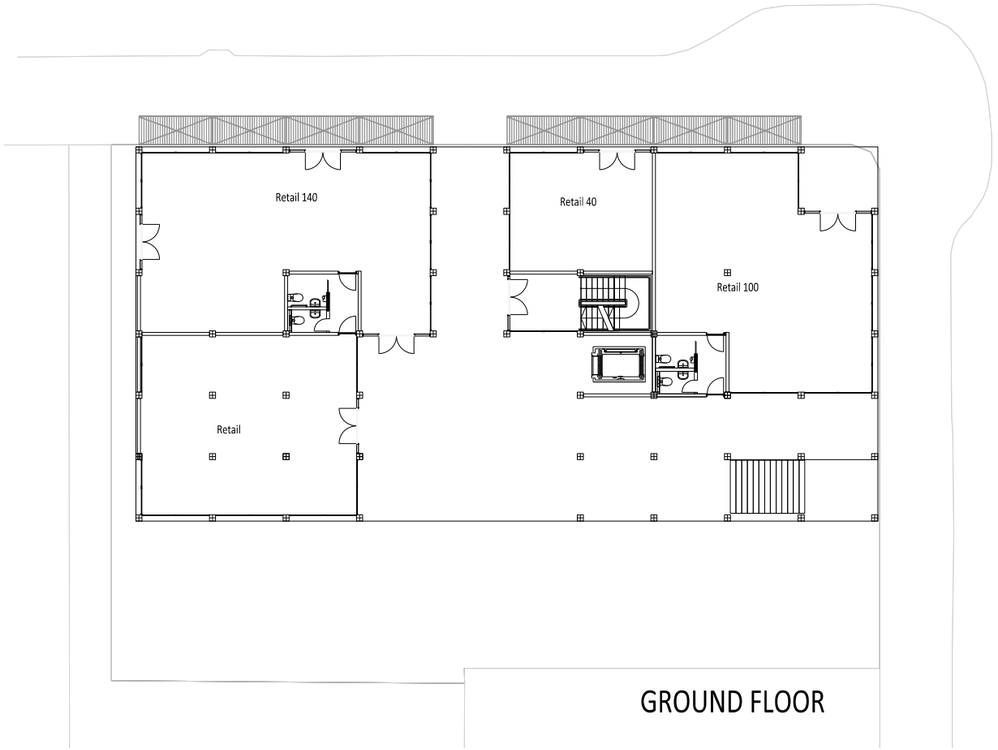
BASEMENT FLOOR



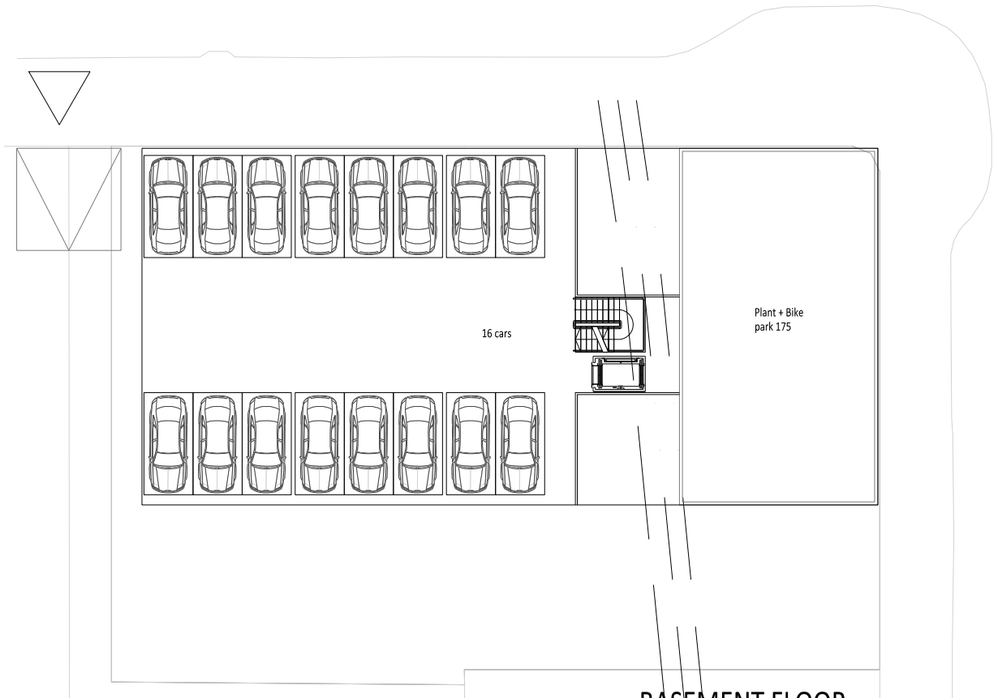
FIRST FLOOR

SCENARIO 02

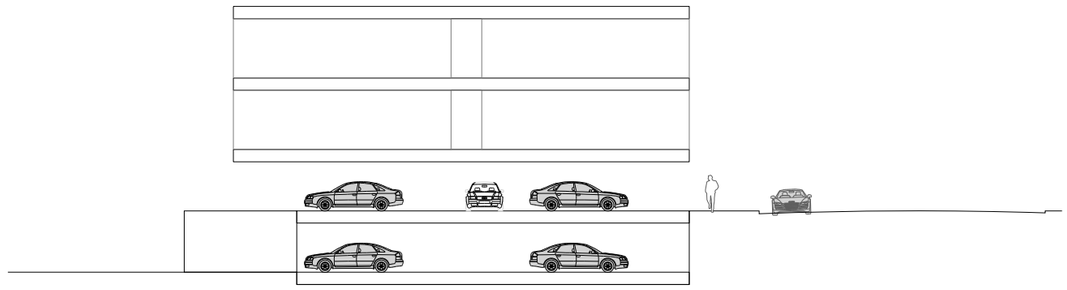
- Retail: 16 car parks at basement and 360m2 GFA of retail at ground floor.



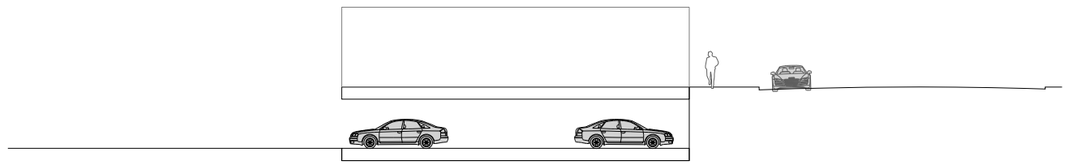
GROUND FLOOR



BASEMENT FLOOR



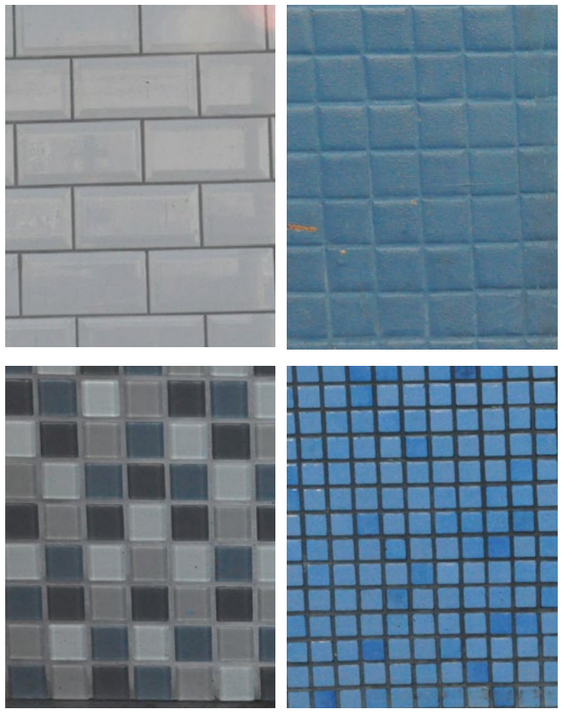
SECTION SCENARIO 01



SECTION SCENARIO 02

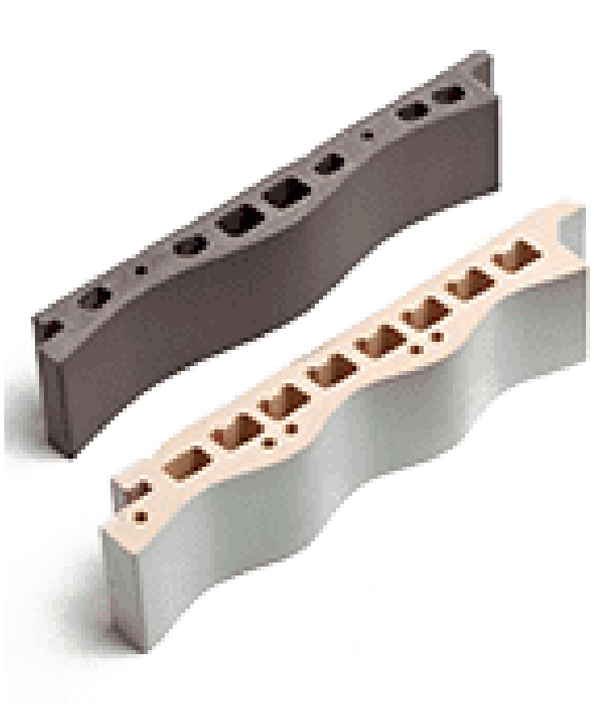
Attachment 3: Building Materials

Existing corrugated iron facade along London St
Reference profile's curve



Existing tiles found along London St.
Reference material

Bill Hammond
Reference the blue/green colours of the background



Example of sinusoidal tile profile
Ideally we will find one with more depth

Sinusoidal ceramic profile
roughly 2-3 times the scale of corrugated iron

Green/blue tile - the glaze will have variation

Collett's Corner

Indicative Materials - Facade
Ceramic Tile, Sinusoidal Profile, Green-Blue Glaze

Attachment 4: Acoustic

From: Luke Sadler - Novo Group
To: Emily McDonald - Novo Group
Cc: Jeremy Phillips - Novo Group
Subject: RE: Collets Corner Acoustic assessment
Date: Tuesday, 13 August 2019 2:43:55 PM
Attachments: image001.png

Hi Emily

After reviewing the initial architectural plans, a building of this nature is capable of meeting the indoor design sound level, especially noting the relatively low Average Daily Traffic along Oxford Street as per the Christchurch City Council traffic count database

I would be able to provide a design report prior to construction as well as a design certificate prior to occupation of the building

kind regards

Luke Sadler
Environmental Acoustic Engineering Consultant (MASNZ)

D: 03 925 9315 | M: 027 226 0343 | O: 03 365 5570
E: luke@novogroup.co.nz | W: www.novogroup.co.nz
Level 1, 279 Montreal Street | PO Box 365 | Christchurch 8140

From: Emily McDonald - Novo Group <emily@novogroup.co.nz>
Sent: Tuesday, 13 August 2019 11:02 AM
To: Luke Sadler - Novo Group <luke@novogroup.co.nz>
Cc: Jeremy Phillips - Novo Group <jeremy@novogroup.co.nz>
Subject: Collets Corner Acoustic assessment

Hi Luke,

S:\Novo Projects\600-699\660 OHU\660001 OHU Colletts Corner\660001 OHU Colletts Corner\Plans\8706_Colletts Corner - Resource Consent Package 20190614.pdf

RFI below

13. Please demonstrate compliance with the relevant acoustic insulation standard.

Most of the site is within 40m of the nearest marked lane of Oxford Street (classified as a minor arterial road), and any new building intended for a sensitive activity located within 40 metres of the edge of the nearest marked traffic lane of an arterial road must comply with the acoustic insulation standards under rule 6.1.7.2.1 Sensitive activities near roads and railways. Please provide one of the acceptable forms of demonstrating compliance with the acoustic insulation standards

under Rule 6.1.7.2.1. Compliance with this standard can be achieved by providing, at the time of application for resource consent or building consent (whichever is first):

a. *a design report prepared by an acoustic specialist stating the proposed design is capable of achieving the indoor sound levels specified, including an undertaking by the acoustic specialist that a design certificate will be provided on completion of the building, prior to occupation; or*

b. *an undertaking by an acoustic specialist that they will be able to provide a design report prepared by themselves, prior to construction, that will state that the design is capable of achieving the indoor sound levels, and a further undertaking by that acoustic specialist that a design certificate will be provided on completion of the building, prior to occupation; or*

c. *evidence of conforming to the acceptable solutions in appendix 6.11.4 - i.e. specifications attached to plans, with either a) a certification by an acoustic engineer that the plans meet these specifications; b) if a PIM, through review by the processing BCO that the building includes these specs; or c) if post-BCN issue, through advice from the environmental health team.*

Note that if you are utilising option a.i.B. (under rule 6.1.7.2.1) and indoor levels of bedrooms can only meet specified levels with windows closed, then mechanical ventilation needs to be provided in these rooms. This does not apply to a.i.A.

Kind regards,

Emily McDonald
Planner

D: 03 925 9314 | M: 027 355 8984
E: emily@novogroup.co.nz | W: www.novogroup.co.nz
Level 1, 279 Montreal Street | PO Box 365 | Christchurch 8140

novo group
Planning. Traffic. Development.

Attachment 5: Urban Design Experience and Certification

10/2019

CAMIA YOUNG

camia@ohu.nz
+64 21 1125 087

2001-2002

Masters of Architecture and Urbanism
Architecture Association School of Architecture (AA), London, England
Internationally recognized among the top ten institutions for architectural education
Course: Design Research Laboratory (DRL)
Accredited Masters in Architecture and Urbanism
Additional Seminars: Globalization, Landscape, Urbanism

1999-2003

Masters of Architecture
Southern California Institute of Architecture (SCI-Arc), Los Angeles, California, U.S.A.
Internationally recognized among the top ten institutions for architectural education
Accredited Degree in Architecture
Additional Seminars: Philosophy, Religion, Poetry

1992-1997

Bachelor of Environment and Design: Major in Architecture
University of Colorado, Boulder, U.S.A.
Additional Courses: Urban Planning, Photography, Painting, Spanish, Anthropology, World History
Awards: Valedictorian of the School of Environmental Design Class 1997;
Deans scholar; Charles Hartling Scholarship

1988-1992

Aspen High School
Aspen, Colorado, U.S.A.
Awards: Academic honors; Best female athlete of the class of '92

1990-1991

Escola Secundária de Santa Maria
Sintra, Portugal
AFS foreign exchange year abroad
Attended the local public high school - 11th grade

2016 - Present	**Ohu (Office for Holistic Urbanism)** Position: Founding Partner
2012 - Present	**XCHC (Exchange Christchurch)** Position: Cofounder, Director
2016 - 2018	**Development Christchurch Ltd (DCL)** Position: Social Intrapreneur
2012 -2014	**Christchurch Transitional Architecture Trust (CTAT)** Position: Cofounder, Trustee
2012 - 2014	**Studio Christchurch** Position: Cofounder, Project Lead
2012-2013	**Gap Filler Summer Pallet Pavilion** Position: Lead Designer
2011 - 2014	**The University of Auckland, School of Architecture and Planning - Auckland, New Zealand** Position: Tutor, Industry Specialist Course: Future Christchurch Design Studios and Master Thesis Supervision Students: Under Graduate and Post Graduate
2006 - 2010	**Herzog & de Meuron Architects - Basel, Switzerland** Position: Senior Architect Projects: Parrish Art Museum (New York, USA); Tate Modern (London, UK); International Publications
2003-2005	**Office for Metropolitan Architecture (OMA) - Rotterdam, The Netherlands** Position: Architect Projects: White City Masterplan (London, UK); Ghent Masterplan (Ghent, Belgium); Les Halles Masterplan (Paris, France); Zenith (Saint-Etienne, France); Beijing Book Store (Beijing, China); Seoul National University (Seoul, Korea)
1997-1999	**Studio B Architects - Aspen, Colorado, U.S.A.** Position: Junior Architect Projects: Robertson residence, Mullins residence, Coulter residence, Del Balso residence, 7th and Main Apartments (Aspen, Colorado, USA)
1997	**University Internship in Collaboration with the City of Prague - Prague, Czech Republic** Position: Intern Summer Course: Urban redevelopment for the City of Prague
1995	**Aspen Historical Society - Aspen, Colorado, USA** Position: Architectural Archivist, Architectural History Tour Guide

Ohu

Office for Holistic Urbanism *www.ohu.nz*
Ohu is a community minded property development company. We believe it is possible for people with a common purpose to work together to collectively create and own assets that generate both a social, economic and financial returns. We work on a range of projects that include mixed use developments, co-housing, retreat centers and other ways of building buildings that create strong sense of connection and belonging to a shared purpose. We believe the future of architecture will be founded on creating places that connect people in meaningful ways.

XCHC

Exchange Christchurch (XCHC) - Christchurch, New Zealand *www.xchc.co.nz*
XCHC is a cultural enterprise set up to cultivate a creative ecology by providing an interdisciplinary space for creative individuals and organisations to develop their creative practice, share ideas and knowledge, and connect with other creative practitioners. It is a for purppose business, where all profits return to supporting the development of creative practice. I am a co-founder and a director.

Christchurch Transitional Architecture Trust

Te Pūtahi, Christchurch Center for Architecture and City Making - Christchurch, New Zealand Festival of Transitional Architecture (FESTA) - Christchurch, New Zealand *www.festa.org.nz*
FESTA was started because we believe Christchurch has an unparalleled opportunity to be an epicentre for creative urban renewal through transitional and experimental architecture, art and performance. Te Pūtahi developed out of the work done over the last 5 years, and has a long term aim to engage the public around topics of participatory city making.

University of Auckland
School of Architecture & Planning

Future Christchurch - Auckland & Christchurch, New Zealand *www.futurechristchurch.wordpress.com*
I taught seven semester long design courses at both the graduate and undergraduate levels and was an advisor for 24 master thesis students. The range of work spans from landscape, to buildings through to urban scale planning. The aim of the course was to generate creative, practical solutions and deliver ideas to inspire quality design for the future of Christchurch.

Studio Christchurch - Christchurch, New Zealand *www.studiochristchurch.co.nz*
Studio Christchurch was a collaborative tertiary platform that brought together students from six tertiary New Zealand Institutions. We brought over a 1000 students to Christchurch to develop project ideas related to the rebuild.

Luxcity - Christchurch, New Zealand *www.luxcity.com*
Luxcity, the opening event for FESTA, was a city made from light for one night. It was made by over 350 architecture and design students from across New Zealand. The aim was two fold, to give students the opportunity to realize full scale projects, as well as to engage the public in architecture and inspire creative thinking.

Pallet Pavilion

Gap Filler Summer Pallet Pavilion - Christchurch, NZ *www.gapfiller.org.nz/summer-pallet-pavilion*
The Gap Filler Summer Pallet Pavilion opened December 2012 and was a temporary events pavilion made out of 3000 pallets. There were three main aims: to offer a space for events because so many event venues were lost in the earthquakes; to attract people back to the currently vacant city centre; and to inspire creative thinking through collectively creating architecture. This was a unique project for two reasons, it was more about building a community then building a building, and because nearly all materials and time were gifted it meant the team was always evolving as volunteers would come and go. It also meant that people who would normally not participate in designing and building a project had the opportunity to experience the process and gain appreciation for creating public spaces.

HERZOG & DE MEURON PROJECTS

TTM

Transforming Tate Modern (TTM) - London, England

TTM is an extension doubled the size of the Tate Modern, the most visited contemporary art museum in the world. I worked on TTM for two years starting with the concept design through to completing Stage E, which included complete design development drawings and initial tender packages. During the concept design phase, I was responsible for coordination with the consultants and the design team. In addition to coordination, I worked on developing the internal planning.

Parrish Art Museum

Parrish Art Museum - Southampton, New York, USA

The Parrish Art Museum is dedicated to artists from Long Island, the birth place of the contemporary American Art movement. We developed two complete designs for the Parrish Art Museum, I worked on both. Due to the turn in the financial markets, the client's fund raising fell short of their expected goals and the project was put on hold. This was a unique and special opportunity to prove architecture is not limited by financial constraints but can work within such constraints to find opportunities.

OMA PROJECTS

SNU

Seoul National University Museum (SNU) - Seoul, Korea

SNU is a university art museum and lecture hall. I completed the design development phase. I built several digital 3D models which were used to test internal circulation, materiality and spatial design variations. The museum opened in 2005.

Les Halles

Les Halles - Paris, France

Les Halles was a competition to regenerate the heart of Paris, arrondissement 1. My role was as a designer and manager both during the competition phase and the months of questions and answers that followed the submission. This project was different for OMA, in that it was a collaboration with four architecture firms: XDGA, Agance Ter and One Architects. I was responsible for coordination between the four firms.

St. Etienne

Zenith - St. Etienne, France

Zenith was a competition for a rock concert hall. I was project architect.

Gent Masterplan

Urban Masterplan for Oude Dokken - Gent, Belgium

Oude Dokken was a three month long competition, which we successfully won in December 2004. The project went on to be approved by the city of Ghent and is now part of their urban masterplan. I was the project architect.

White City

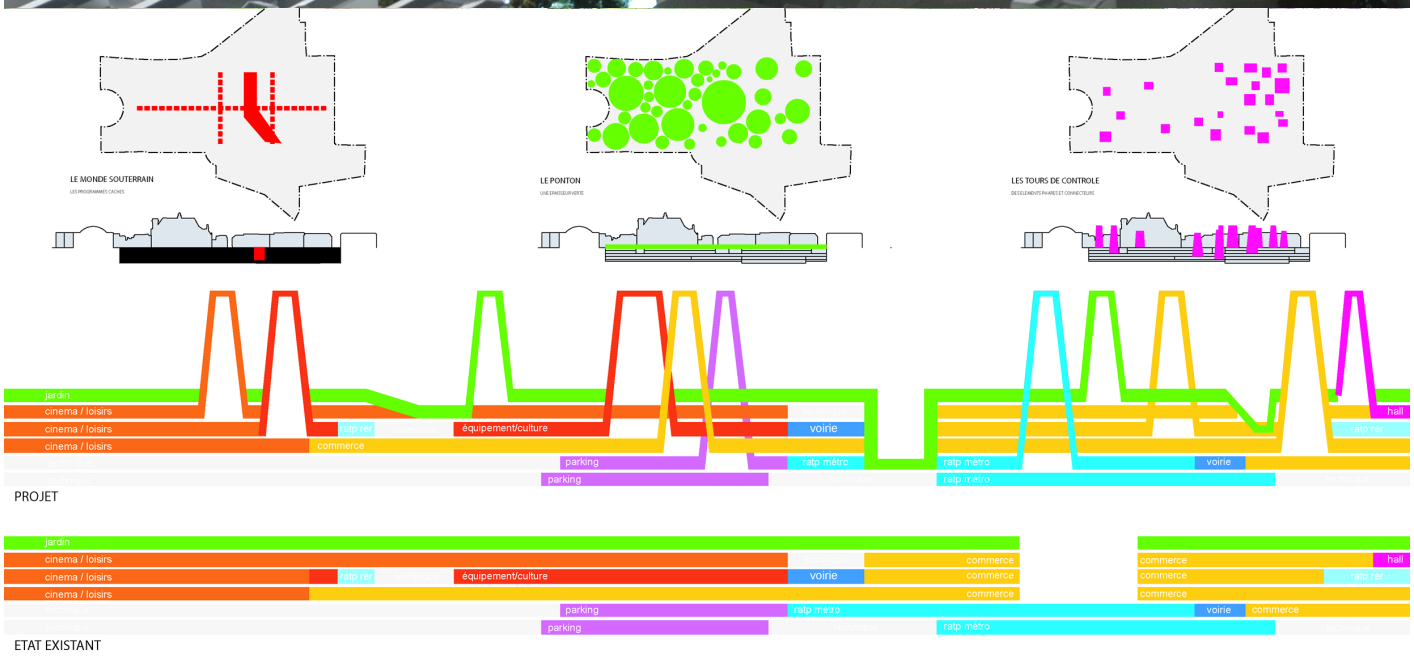
White City Masterplan - London, England

This was a competition held and won in 2004. I worked both on the competition and on the schematic design. My role during the competition was predominantly to build a final presentation model. I participated in the initial phase of schematic design, where my job was to establish a clear scope of work and schedule the nine month project. This included an understanding of the London planning system and the intended path for implementing the masterplan. I was also responsible for coordinating and scheduling the team, which included several consultants and a large network of clients, government agencies and interest groups.

Design	**Architecture**: Develop performance driven design solutions for the built realm **Urban Designer**: Develop long-term masterplans that respond to change and create lively public places **Social Architect**: Develop social structures to support connecting people in the physical realm **Concept Designer**: Define guiding design principles to govern project's decisions
Community Building	**Connector**: Introduce and support people who have common interests to meet and share ideas **Listener**: Listen for and acknowledge the unique ideas and passions in each person and project **Convenor**: Bring people together around a shared purpose
Team Development	**Team Player**: Commit and deliver on agreed outcomes **Team Builder**: Identify people's strengths and bring them together to create effective teams **Leader**: Identify people's learning edges and support their growth
Entrepreneur	**Social Entrepreneur**: develop business models that align purpose with revenue and expenditure **Optimist**: Identify opportunity and a way to realize it **Creator**: Iterate, reflect, improve, iterate, reflect, improve, again and again and again
Organization	**Systems Designer**: Create information systems that align to a business or project's needs **Information Collator**: Collect relevant information in a way that is easy and accessible in the future **Report Writer**: Articulate relevant information in accessible language for sharing and archiving
Media & Communication	**Noticer**: Identify key ideas that define a project or business's position **Presentation Designer**: Create unique websites, Powerpoints, exhibitions and media releases **Argument Builder**: Weave together narratives that express a project or business's aims **Presenter**: Share a narrative in a way that connects to the audience
Computer Skills	**Adobe-ist**: Create images, diagrams, booklets and presentations using the full Adobe suite **Secretary**: Prepare both spreadsheets and texts using Google docs and/or Microsoft applications **Cad Monkey**: Develop 2D and 3D design drawings using Auto-Cad and Rhino **Web Designer**: Create basic websites using Squarespace or Wordpress

BACKGROUND

Born	1974, Aspen, Colorado, USA
Lived	Aspen Colorado, USA Maui, Hawaii, USA Los Angeles, California, USA London, United Kingdom Rotterdam, The Netherlands Basel, Switzerland Paris, France Madrid, Spain Canoa Quebrada, Brazil Christchurch, New Zealand
Languages	I am conversational in Portuguese and Spanish.



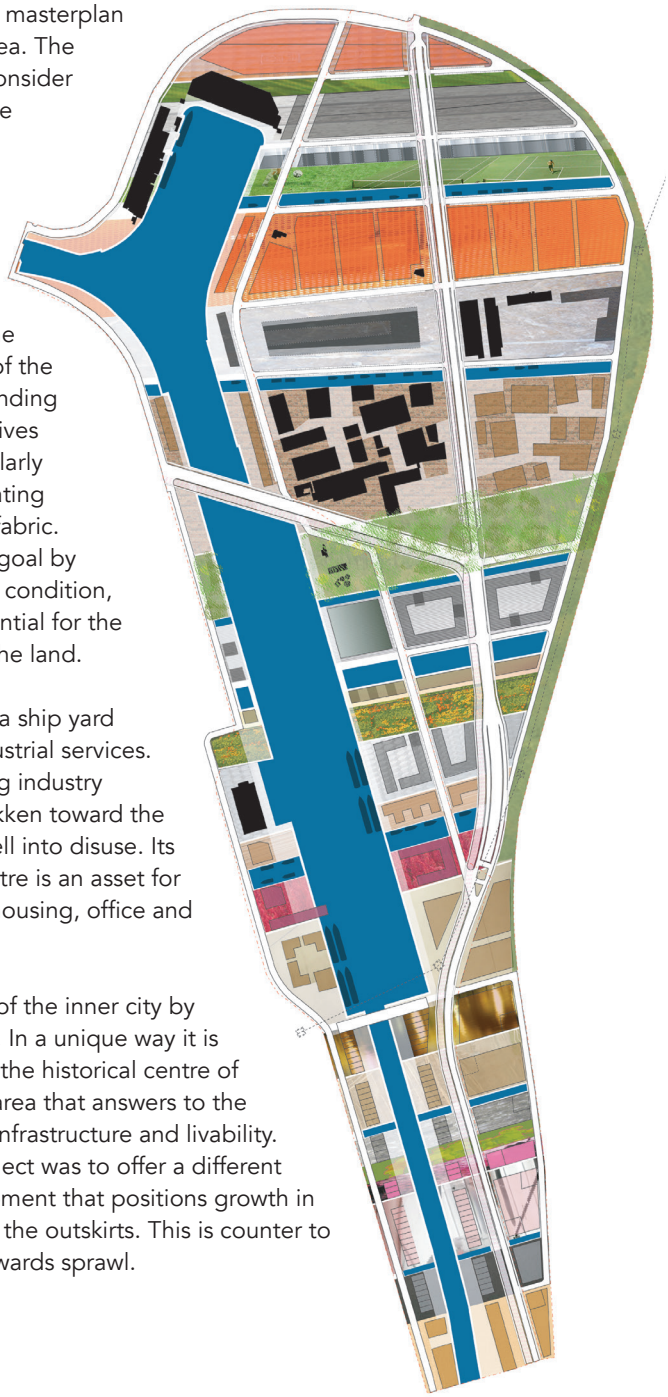
Les Halles - Paris

There are three components to the project, the underground, the buildings and the park. The buildings both emerge from and penetrate into the densely layered underworld. They are designed to connect what is below ground to above and do away with the schism between the two. The park is a field of circles, each one uniquely designed and accommodating a range of activities. The site is a modern marriage between open space and the built space, creating a new urban culture for the heart of Paris.

OMA 2004

Gent Oude Dokken

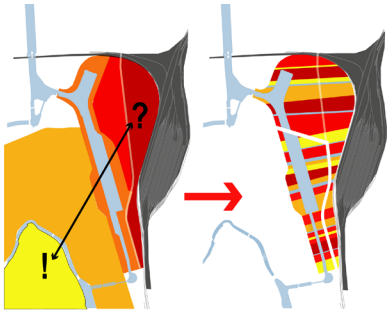
The Gent Oude Dokken masterplan includes a 78 hectare area. The original brief asked to consider simply the area along the waterfront, however in considering the future development of the area there was a clear potential to extend the boundary of the masterplan to include the area up to the boarder of the rail yard. The formal banding created strong perspectives that aligned perpendicularly to the waterfront generating a clearly defined urban fabric. The design achieves its goal by undoing the "backside" condition, and optimising the potential for the future development of the land.



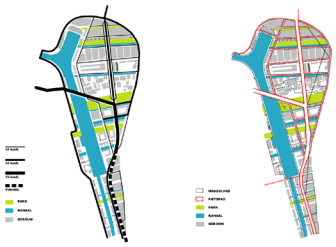
The site was historically a ship yard including necessary industrial services. However, as the shipping industry moved out of Oude Dokken toward the newer docks, the area fell into disuse. Its proximity to the city centre is an asset for future development of housing, office and commercial.

The area becomes part of the inner city by extending the ring road. In a unique way it is possible to compliment the historical centre of Gent with a new urban area that answers to the modern needs of mass infrastructure and livability. The ambition of the project was to offer a different model of urban development that positions growth in the inner city, instead of the outskirts. This is counter to the trend in Flanders towards sprawl.

CONCEPT

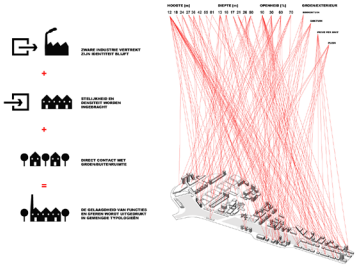


CIRCULATIE

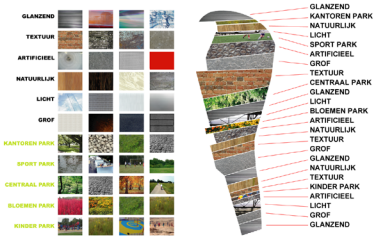


OPEN RUIMTE

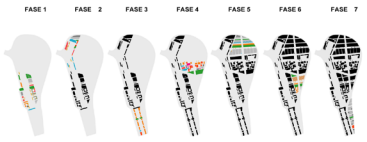
GEBOUWEN



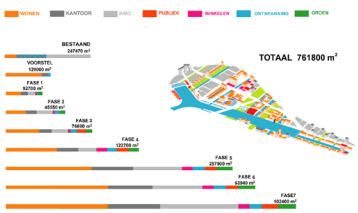
MATERIALEN



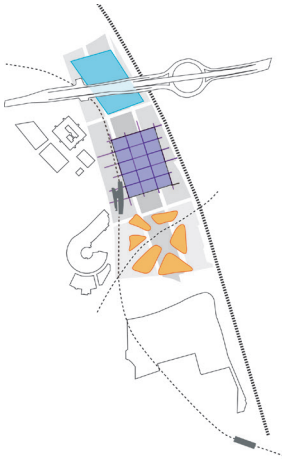
FASERING



PROGRAMMA



OMA 2004

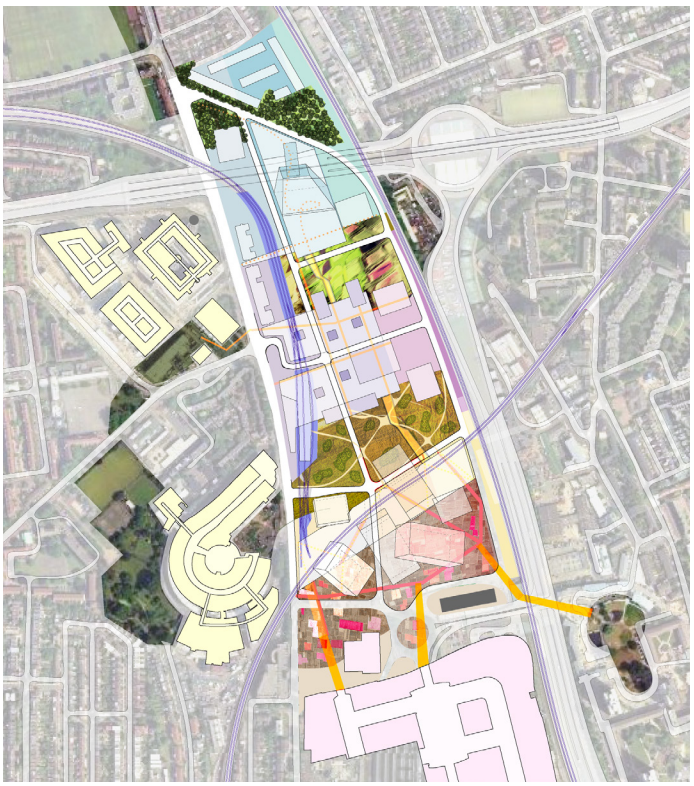


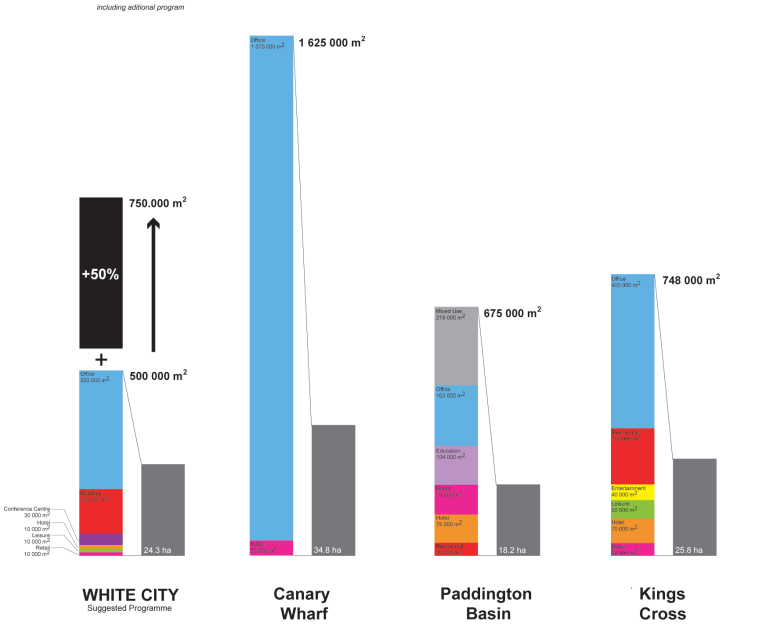
White City

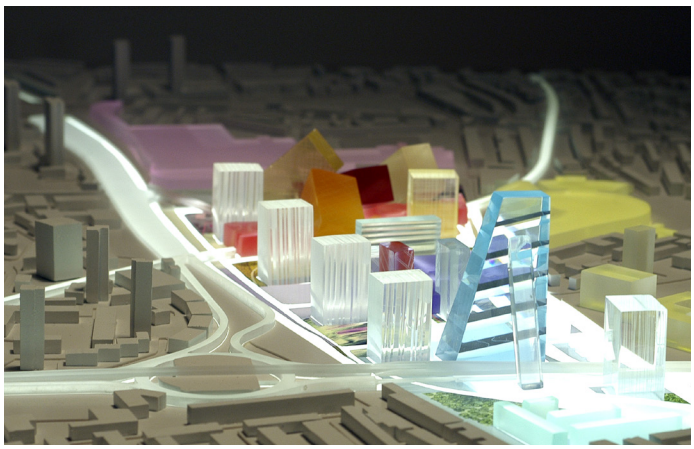
The White City Partnership selected OMA-AMO in partnership with Arup to prepare the masterplan for the 24 hectare White City Opportunity Area. The development area is located in West London approximately 5km from Piccadilly Circus and 18km from Heathrow Airport. The White City Opportunity Area was designated by the Mayor of London, Ken Livingstone, as one of the key regeneration sites for future development in London. The site is covered with large warehouses, which were designated to be demolished and replaced by 750,000sqm of mixed use program and active public spaces.

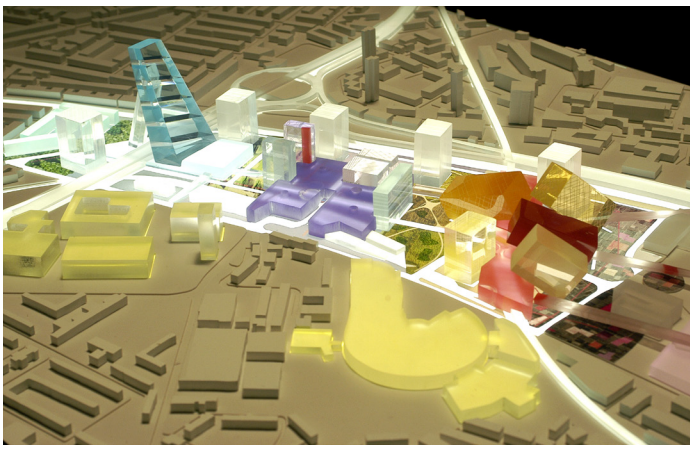
OMA-AMO won the competition based on two alterations and additions to the brief. Beyond the suggested program of office and media, we proposed that the site should include residential and entertainment in order to create a 24hr urban culture rather than an office park culture. In order to create a critical mass that would support such a culture, we proposed an additional 50% of program beyond the original brief, which by comparison to other developments in London of similar scale, is still an average plot ratio.

The shared vision for the site is to obtain the maximum in density, while providing a highly sustainable and dynamic urban development. The massing and plan of the site is a composition of three unique clusters. Each cluster is defined by coupling different programs, media+convention centre, shopping+housing and office+housing. By coupling programs a critical mass is generated that supports future economic demand while also creating a vibrant urban culture. The open space is designed to both connect to the surrounding context and create attractive places for public activity.









9 October 2019

Novo Group Limited
Level 1, 279 Montreal Street
PO Box 365, Christchurch 8140
O - 03 365 5570
info@novogroup.co.nz

Christchurch City Council

Attention: Shona Jowett

By email: shona.jowett@ccc.govt.nz

Dear Shona,

APPLICATION FOR RESOURCE CONSENT RMA/2019/1330, 25 OXFORD STREET AND 3, 5, 7 AND 9 LONDON STREET

1. Further to your request for further information on 8 July 2019 relating to the application above, we set out below a response to each of your four numbered requests.

Non-compliances with District Plan Standards

1. Please confirm the percentage of glazing of each of the levels for elevations facing streets. This information is required to confirm compliance with part a.iv. and v. of rule 15.6.2.3 Building setback from road boundaries/ street scene.

2. Glazing percentages are attached and confirmed as Attachment 1.

3. These confirm that the ground floor will not comply with the District Plan glazing requirements and the AEE has been updated to reflect this.

4. In brief, the applicant proposes to create interest through other design treatments along the road boundary elevations where the building does not contain any glazing (including the basement carparks walls with Oxford Street).

2. The building height appears to be 16m (the top of the pergola structure on Level 3), however the assessment of effects refers to a maximum height of 13m:

> **Building Height Effects**
>
> 43. In regards to building height, the proposed building exceeds the 12m height limit by approximately 1m (noting the roof plant enclosures such as the elevator shaft are exempt from the Plan's height limit).

Also with regard to the overall height of the building, the south façade indicates a height breach at the west corner, but the west façade does not.

Please clarify the extent of this non-compliance, and update the assessment of effects and elevations if necessary.

5. The AEE has been updated to clarify and reflect this.

3. The application refers to a non-compliance with the minimum net floor area for the units, however the floor plan shows 35m² studio units and 46m² one bedroom apartments, which would comply with the standard. Please clarify this non-compliance.

6. The units will comply with the minimum net floor areas and the application has been adjusted accordingly.

4. By my assessment there are the following additional non-compliances which have not been identified in the application for resource consent. Please confirm whether these are non-compliances and provide an assessment against the relevant matters of discretion. Alternatively, provide additional information to demonstrate compliance with the relevant standard:

Activity status rule	*Standard not met*	*Reason*
6.6.4.3 RD1 Earthworks not exempt by Rule 6.6.3 h. and not provided for by Rule 6.6.4.1 P1	-	*Earthworks around hill a waterway*
8.9.2.3 RD1 Any activity listed in Rule 8.9.2.1 P1 that does not meet any one or more of the activity standards.	*Rule 8.9.2.1 P1 Earthworks:* *a. Earthworks shall not exceed the volumes in Table 9 over any 12 month time period.* *b. Earthworks in zones listed in Table 9 shall not exceed a maximum depth of 0.6m.*	*Earthworks for the retaining wall at the west end of the building, appears to involve an excavation 1.8m deep at most.*
15.6.1.3 RD1 *Activities listed in Rule 15.6.1.1 P3-P22 and Rule 15.6.1.3 RD2, that do not meet one or more of the built form standards in Rule 15.6.2, unless otherwise specified.*	*15.6.2.3 Setback from road boundaries / street scene*	*A veranda is not provided along the full length of the Oxford Street road boundary.*
15.6.1.3 RD2 *a. Activities listed in Rule 15.6.1.1 P12-P15, P17 and P18 that do not meet one or more of the activity specific standards in* *Rule 15.6.1.1, unless otherwise specified.*	*Each residential unit shall be provided with* *ii. a single, indoor storage space of 4m³ with a minimum dimension of 1 metre.*	*Indoor storage space for residential units appear to be 0.6m wide, and storage areas would have a volume of 3.456m³*

7. 8.9.2.3 RD1 is not considered to be a non-compliance as the earthworks will be undertaken within the building platform following building consent. On this basis these works are therefore exempt. The AEE has been updated to reflect this and the additional non-compliances noted above.

Crime Prevention Through Environmental Design (CPTED)

5. Please provide a further assessment of how the internal courtyard and access to the apartments will work with regard to CPTED. The assessment of effects relies on permeability, passive surveillance and non-residential activities on the ground floor. Please provide a further assessment of how the courtyard space will work in practice - How this will work when the activities on the ground floor are closed? Is the courtyard open 24 hours a day with free access for everyone (i.e. the public)? Is there free access to the rooftop terrace for everyone?

> *V. Is designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles, including encouraging surveillance, effective lighting, management of public areas and boundary demarcation;*
>
> The development is highly permeable with a high level of activity. There are no large obstructions along the façade which may prevent sightlines, and the high level of windows and glazing allows for passive surveillance of the street. The proposed ground floor activities also create opportunities for passive surveillance and produces a 'natural' approach to crime prevention, with people being attracted to the space.

8. The applicant has confirmed the following: "*The courtyard will be accessible to the public 24hrs a day. There will be a security gate at the bottom of the stairs and secure lift access to the apartments and rooftop. The passive surveillance of 26 apartments with windows overlooking the courtyard and passages to it will act to prevent crime*".

9. Further discussion with council raised the following RFI points which we also address below:

   <u>CPTED</u>

   I consider the CPTED matters to be serious, but that solutions are simple.

   The CPTED concerns were to do with the after-hours access to the courtyard and the potential for entrapment spaces within it. These are low-incidence but high-consequence risks.

   A particular concern is the potential for entrapment behind the lift and the southern stairs. Other areas were considered lower risk because there is a clear way in and out, and the area can be seen externally. This can be managed with lighting.

10. All outdoors spaces will be well lit and a consent condition requiring a lighting plan confirming this prior to construction is acceptable.

    A potential solution is the partial gating of the higher risk area at night.

11. There are several design measures that are currently being investigated to ensure that any entrapment issues are resolved whilst maintaining the applicant's preference to keep the ground floor area open, unobstructed and inviting,

12. It is proposed that a consent condition be developed that allows for the applicant to develop the design to minimise the risk of entrapment in the next design phase, and for this design solution to be certified by Council before construction.

    The application was put to a CPTED expert within Council who added the following points, which the applicant could address in their CPTED assessment (requested at point 5 of the s92 request):

- *Has the jump risk from the breezeways been considered?*

13. We will ensure that the railing heights meet the building code.

- *Please address/explain the security of the basement area. Will vehicle entrance and stairwell doors be locked and only available to residents? Safety of cycles parked in cycle shed, will they be secure? Is there lighting? Who else can access this area? To avoid entrapment, has an additional pedestrian access from the basement to the street been considered?*

14. The parking has been designed with safety in mind with the basement car parking area gated at entry points (from the street and stairwell) to limit access to residents and those arriving or departing the site by car or cycle. As noted above, lighting plans are yet to be developed, but the site and basement will be well lit. Alternative pedestrian access provision has not been provided due to spatial and design constraints. Ultimately, these measures will ensure that the parking area operates in a safe and functional manner.

- *We need more information on window size, location and opacity to understand the windows and amount of surveillance provided onto the breezeways.*

15. These details are not currently designed and are proposed to be finalised during the next phase of development. As these elements relate to the internal (rather than street-facing) elevations and areas of the development, this information is not considered to be of particular importance to the determination of the proposal's effects.

Outdoor living space

6. Please provide a further explanation of the proposed fenestration, i.e. how doors, windows and ventilation for the apartments will work - Are all the doors and windows non-opening to the outside (apart from the main entrances), with no railing/balcony structure (i.e. a Juliet balcony)? How does the louvered ventilation identified on the plans work? This information is required to understand the nature of the indoor living spaces and how they might compensate for the lack of private outdoor living space.

16. The applicant has provided the following response: *"Each apartment will have operable windows and cross ventilation. Doors will open in the direction indicated on the apartment level plans. We will further develop the fenestration details in the next design phase. We will ensure that every apartment has natural ventilation with operable windows as well as doors that open into the apartments."*

7. What other alternative provision of publicly available space is available nearby?

17. The Baden Norris Reserve is located approximately 40m to the east across Oxford Street.

18. The Albion Square is located approximately 150m to the north west along London Street.

19. The Lyttelton Primary School is located to the north east of the site and provides access to a playground, swimming pool and sports grounds outside of school hours.

20. The Oxford Street Reserve is located to the northeast of the site and provides a large recreational area with a sport field.

21. The Urumau Reserve is located to the east of the site and provides recreational walking, biking and sightseeing opportunities.

22. The Lyttelton Recreation Grounds are located to the south west of the site and provide a large field for rugby, football and other activities.

23. The Lyttelton Recreation Centre, 25 Winchester Street contains a sports hall that can support activities such as basketball, volleyball, indoor football, indoor bowls, and other group exercises as well as squash courts.

8. How will the rooftop terrace work? What do the 'private spaces' indicate?

24. The rooftop will be accessible by people who are staying in the apartments and their guests. The 'private spaces' are smaller tables so that individuals or smaller groups of people can sit and enjoy the views. The large table is for larger groups to gather. There is a shared kitchenette for preparing food. There will also be some planters. The rooftop furnishings will be something the residents will be involved in choosing as they will be the ones that use the space.

9. The assessment of effects refers to a rooftop garden - is this within the roof terrace area? This area appears to be occupied by seating, so where is the garden and opportunity for planting? With regard to the outdoor areas with landscaping at ground floor, is the assessment of effects referring to the tree in the planter or are there other areas of landscaping?

> *VI. Incorporates landscaping or other means to provide for increased amenity, shade, and weather protection;*
>
> The proposed roof top garden will provide an opportunity to incorporate landscaping (such as a rooftop garden and sculptures) that will provide future residents with increased amenity. The proposed pergola will also provide shade and weather protection to enable residents to relax and enjoy the outdoor living space.
>
> The ground floor will also incorporate outdoor areas with some landscaped areas to provide amenity.

25. There is no garden proposed within the rooftop terrace. There will be planter boxes located within the ground floor courtyard and the roof top terrace, however the design and location of planter boxes have not been finalised. The applicant has indicated that they wish to design this with future residents to ensure that it suits them.

10. Please provide internal facing elevations of the proposed residential units/accommodation. Please also provide details of the internal walkway within the building, showing details like railing/fencing.

26. As previously discussed, design details such as interior elevations have not been finalised. This is proposed to be designed for the building consent.

11. Please provide detail of the proposed exterior cladding. An image of the green glazed terracotta cladding was shown in one of the latest email updates received for the Collett's Corner development - is this still proposed? This information is required to understand the detailed appearance of the proposed building. Please also annotate the details of materials on a plan or otherwise formally submit the detail in a way that it can be incorporated into the application.

27. **Attachment 3** contains a materials page explaining the choice of material for the façade.

28. Dimensions for the corrugation and tiles have not been finalised as these will be designed during the next stage of development however the applicant is open to further consultation with the Council and the possibility of requiring design certification from the Council for approval of the exterior cladding.

12. Please provide a lighting plan for the site.

29. A lighting plan is not available at this time. However, this will be provided when a building consent is submitted with confirmation that the building will be lit so that it is safe to move around all spaces and there will be limited light pollution.

30. A consent condition requiring provision of a lighting plan demonstrating adequate lighting for safety and security purposes is acceptable to the applicant.

Acoustic insulation

13. Please demonstrate compliance with the relevant acoustic insulation standard.

Most of the site is within 40m of the nearest marked lane of Oxford Street (classified as a minor arterial road), and any new building intended for a sensitive activity located within 40 metres of the edge of the nearest marked traffic lane of an arterial road must comply with the acoustic insulation standards under rule 6.1.7.2.1 Sensitive activities near roads and railways. Please provide one of the acceptable forms of demonstrating compliance with the acoustic insulation standards under Rule 6.1.7.2.1. Compliance with this standard can be achieved by providing, at the time of application for resource consent or building consent (whichever is first):

a. a design report prepared by an acoustic specialist stating the proposed design is capable of achieving the indoor sound levels specified, including an undertaking by the acoustic specialist that a design certificate will be provided on completion of the building, prior to occupation; or

b. an undertaking by an acoustic specialist that they will be able to provide a design report prepared by themselves, prior to construction, that will state that the design is capable of achieving the indoor sound levels, and a further undertaking by that acoustic specialist that a design certificate will be provided on completion of the building, prior to occupation; or

c. evidence of conforming to the acceptable solutions in appendix 6.11.4 - i.e. specifications attached to plans, with either a) a certification by an acoustic engineer that the plans meet these specifications; b) if a PIM, through review by the processing BCO that the building includes these specs; or c) if post-BCN issue, through advice from the environmental health team.

Note that if you are utilising option a.i.B. (under rule 6.1.7.2.1) and indoor levels of bedrooms can only meet specified levels with windows closed, then mechanical ventilation needs to be provided in these rooms. This does not apply to a.i.A.

31. An email from Novo Group's Environmental Acoustic Engineering Consultant is attached as **Attachment 4** confirming that compliance *can* be achieved for the proposed building/design with the requirements above. On this basis, we propose that this matter be addressed through a consent condition, as follows:

> Prior to the commencement of construction, the consent holder shall submit to the Council a design report prepared by a suitably qualified acoustics specialist stating the design proposed is: capable of meeting Rule 6.1.7.2.1; and/or conforms to the acceptable solutions listed in Appendix 6.11.4 Noise Attenuation Construction Requirements. This shall be submitted to EnvResourceMonitoring@ccc.govt.nz at least 2 weeks prior to the start of construction on site.

Transport and parking assessment

32. The transport and parking matters have been addressed separately with the Council.

Other

24. Please provide an assessment against the Residential objectives and policies (in chapter 14).

33. The subject site is located within the Commercial Banks Peninsula Zone. An assessment against the Residential objectives and policies has been provided in the AEE, to the extent that these provisions are relevant to the application.

Points of clarification / other matters (not a request for further information)

25. Council will undertake consultation with the relevant papatipu rūnanga on your behalf, i.e. the rûnanga having authority (kaitiaki) for the area within which the site is located. The application will be placed on hold while this consultation takes place.

34. We note that Council were asked on the 9th of July 2019 to undertake this consultation and on that basis we assume that this consultation will have been completed.

26. The application refers to resource consent being required under rule 9.5.4.1.3 RD1 (for a site of Ngai Tahu cultural significance identified in Schedule 9.5.6.1) however the application site is not listed within the Schedule of Wāhi Tapu / Wāhi Taonga. Please advise if you agree.

35. We agree with this interpretation.

27. The description of the proposed activity says the units will be for residential or guest accommodation. These activities have different requirements under the District Plan, and I will need to assess the proposal as being for the more restrictive activity (26 residential units).

36. As the units will be used for both residential and visitor accommodation this is expected.

28. The applicant may want to provide an urban design assessment of the proposal, including an assessment of the outdoor living space. This would provide specialist support to the proposal's lack of outdoor living space. The application contains a statement from Warren and Mahoney, but the application would ideally have its own assessment/evidence to support the proposed outdoor living space.

37. The applicant has provided the following response: *"In your email you suggest I need to hire an urban design expert, I am one. I have been studying cities for 20+ years. What we are setting out to do with all of Ohu's projects including Collett's Corner is a new age of urban design. Since the Industrial Revolution cities have been designed to move people, goods and services through them efficiently. This is what has largely shaped cities to date. In this century as we transition out of the industrial age and into a new era, we will design cities to bring people together in meaningful ways. We are already seeing evidence of this around us through the number of coworking spaces, the local weekend markets, and the cohousing movements. At Ohu we are intentionally designs buildings for people to connect, meet and develop relationships with each other. Collett's Corner's apartments are designed based on co-living principles, that means people own their own apartments as well as have access to shared amenities. In the case of Collett's Corner the rooftop terrace is the common space for all apartments."*

38. Information demonstrating the applicant's urban expertise is included as **Attachment 5.**

29. Oxford Street is classified as a minor arterial road, not a major arterial road - can this be corrected when you update your assessment to address the above matters?

39. The AEE has been updated to reflect this.

Additional comments were received on 15 July 2019 from Council Planner Shona Jowett and are as follows:

Council's Urban Designer, David Hattam, has assessed the proposal and has raised a number of concerns (set out below), including providing some solutions that could mitigate these concerns. Excepting those matters raised in the s92 letter where a response is required, it is not mandatory that you make any of these changes. Rather, these summary comments are being provided as a courtesy to give you the opportunity to consider making any revisions. Overall, I will need to form a view on the application as a whole once I have all the required information and having regard to the specialist advice received. Regardless of where I get to with any recommendation, a decision maker will still need to consider the specialist's advice, which will include that summarised below. Given there is no urban design assessment supporting the application you may wish to make some changes, or obtain some urban design advice, as without it a decision maker will only have Council's specialist urban design advice to rely on - this may assist in informing how you proceed (see point 28 beneath the s92 request in this respect too, which notes that the applicant may want to provide an urban design assessment of the proposal to support the application).

40. Feedback and comments below

1. The height at the south east corner will be visually dominant when viewed from the south. David recommends:

- *changing the orientation of the roofline on the south east corner to reduce the wall height of the southern façade. Reversing the pitch would reduce the height of the southern wall.*

41. The applicant has provided the following response: *'each of the four buildings has a pitch in a sequence, they start from low and go to high, and this continues around in a loop. The high corner of the north east block is facing the corner of London/Oxford St, this one sets the starting point and the others fall into sequence. This is a considered and intentional design to harmonise the four buildings and relate them to one another through their massing.'*

42. *'The south east block is pitched towards the sea and makes sense from an internal spatial experience. The roof line expands in the direction of the view, if it were the reverse the space inside would feel compressed. Secondly, the option we offered when we met is to make all roofs flat, that would bring the south east block down by a meter or so. But would have consequences across all other volumes. We would suggest to retain the pitches as it is more in keeping with the other buildings in the area. We will not make one roof flat and the other's pitched that would be architecturally inconsistent and not an option'.*

43. As previously discussed with Council the applicant considers that the pitched roof design is in keeping with the surrounding buildings.

2. There are safety concerns related to the interior courtyard and the communal areas for residents. David recommends:

- *Controlling access to the upper floor areas and to the courtyard after hours (an explanation and assessment of how access to these areas will work has been requested under s92, so the response to that request may address this point); and*

- *Relocating the lift shaft to be between the two southern modules to open up views into the central courtyard from the street (north) and to reduce the potential for entrapment (again this may be partly addressed in your response to the s92 request which asks for a detailed CPTED assessment).*

44. The applicant has provided the following response: *"the lift is located to best take advantage of the circulation and views. There will be controlled access to the upper floors. A gate will be at the bottom of each stairwell and the lift will only be accessible by residents through a security system, similar to a fob key. The lift shaft is located where it is so that the view to the harbour is not blocked when on the roof top, walkways and at the courtyard level there are some seating possibilities facing the harbour."*

45. As discussed above, the applicant is proposing to resolve any CPTED issues through design measures that will be provided for through a consent condition.

3. The residential units lack private outdoor living spaces. David recommends:

- *Including small balconies for each unit, or at least for some units. An alternative may be a Juliet balcony or fence to allow the full height living room windows to be openable.*
- *Supplement the roof terrace with additional communal areas on residential floors to offer a choice of spaces closer to the residential units. For example, an additional space could be provided about the front entranceways of the residential units.*

46. Each apartment has full height glazed windows that will be operable. These will be designed in the next phase of design and will be optimised so that people can bring in fresh air and have unobstructed views to the outdoors. A condition of consent requiring confirmation of this detail (whilst providing some design flexibility) is acceptable to the applicant.

47. Small balconies such as Juliette balconies are not considered to be an efficient or feasible use of resources for the proposed development. It is considered that a small number of private outdoor living areas can be provided within the rooftop outdoor living area.

48. The applicant has provided the following response: *"We have made the prime space (highest economic value) of the building, the roof shared for all residents. This could have been private penthouse apartments. This is a conscious and deliberate decision. The rooftop deck will be a unique and attractive amenity for residents and will offer greater options for use than a small private balcony. Residents will have the option to use a kitchenet, join a long table with others or sit on their own. The furnishing design will be done in collaboration with the residents once the pre-sales have been completed. It is our view that the design of the rooftop should include the resident's preference, we will work with them following pre-sales of the apartments. This will be done in the next phase of design.*

49. *The required outdoor area per unit is 6sqm, we have 26 units, that totals to 156sqm. The rooftop deck alone is 189sqm, that does not include the walkways 118sqm per floor or courtyard 283sqm areas which brings the total outdoor area for the building 675sqm. We appreciate your view on convenience but do not agree with it. You asked us to consider the double loaded corridor and we have now provided a gracious walkway that encourages lingering and chatting with neighbours, that was a deliberate design change following the Council's feedback on the previous design.*

50. *We are providing outdoor space that are not only accessible but also have much greater options for a variety of uses than other typical apartment buildings. The outdoors space will allow for sitting in the sun, cooking and eating with friends or on one's own. This is far greater than what a 6sqm balcony can provide, and it is core to the intention of the building.*

51. *The comment about outdoor vegetation is a new one. The vegetation for the building will be up to the tenants and manged through the body corporate. There will be the ability to have planters along the walkways, courtyard, rooftop and outside of the wellness centre to the south.*

52. *Regarding the Juliet balconies, we will develop the details for these in the next design phase. The doors indicated in the elevations will either be sliding or swing doors, this will depend on cost and what is available manufacturing wise. We agree to creating an opening so that all residents have maximum fresh air into their apartments. Thank you for the suggestion for the four leaf slider, this is an option we can consider as we enter the next phase of design. The unfortunate consequence is that it breaks up the view. A two pane glazed system allows for less obstruction to the views. And the views are a prime amenity along with access to fresh air. We will study the options with manufacturers, builders and the architects in the next phase. If this is a reason to hold up the resource consent that is your choice. We cannot go any further on the design at this stage.*

53. *Amenity is a multifaceted notion, and while yes the south facing apartments lack direct sunlight, they are privileged with the prime view. There is more than one way to measure amenity.*

54. *It is common for cohousing developments to use the circulation space as places to meet one another for short 'chance encounters'. Spaces are designed to have brief chat on a bench or in the passageway. These brief moments are part of the glue in the social cohesion. There will be benches and planters in appropriate places to make the walkways feel inviting. These will be designed with the residents and done in a way that is appropriate for maintaining clear passage. The walkways will be maintained by the body corporate unless residents want to elect members to keep up the areas.*

55. *We will not extend the walkways over the courtyard. This would do two things, it would shade the courtyard, which is a valuable outdoor space that brings sunlight into the building at the ground floor. It also would make the two buildings on London St appear as one building. The entire point of the recent design revision triggered by the Council feedback is to create separate buildings more in proportion to the other buildings on London St. Extending the balcony would undermine their separation. And lastly, there is a lot of outdoor space and we cannot afford to build more".*

4. There is limited solar access for the southern facing residential units and the central courtyard area, and a lack of sunny spaces including on the rooftop. This is due to a lack of access to direct sunlight in outdoor living spaces. David recommends:

- *Consider solutions to solar access. These may include solar tubes, and/or re-orientating the roof garden to provide more light into the central courtyard area;*
- *Re-orientate the roof garden to reduce the extent of coverage over the courtyard;*
- *Re-align the floating pathways on the first and second floor to increase the amount of natural light in the courtyard; and*
- *Reduce the area of roof covering the roof terrace area to provide more sunny areas in the roof terrace.*

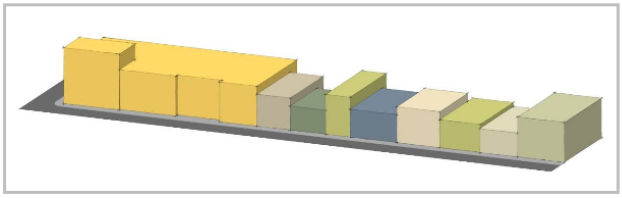
56. The applicant has provided the following assessment of the southern facing residential units: *"The courtyard has been moved from the previous design to face north (sun) rather than south (views). The reason for this change was for the very reason you are suggesting, to have more solar access. The central walkway was designed as a result of removing the central loaded corridor (at the Council's request and our expense). The central walkway is meant to be a strong feature, as it creates the opportunity for visual connection to other people, it is intentionally designed to be part of the 'performance' and purpose of the building (to connect people). In the revised design, the apartments have intentionally been designed to have two way ventilation. The southern facing apartments will not have direct solar access but they will have the better views, and yes will lack direct sun for much of the year. As for solar wells, we will not introduce these as they would take valuable area away from the apartments, which as you know is already pushing a minimum. The location of the rooftop deck is above the walkway and not the roofs because the roofs are inclined, this is in keeping with the local surrounding buildings that have pitched roofs".*

57. Overall it is considered that the proposed development will be provided with adequate solar access at rooftop level, and within the walkways and ground floor central courtyard. The proposed development is made up of four separate buildings that will be connected by the apartment walkways and the roof. The first and second floor walkways will be partially open to the courtyard, while the proposed ground floor courtyard will be provided with openings along each boundary.

5. Lack of variety in materials and detailing in the facades. The façade is articulated but presents as a large building, where the design guidelines for Lyttelton Commercial Banks Peninsula zone recommend breaking a large building into modules (see below point e.i.E. from Appendix 15.15.6). David Recommends:

- *Consider variation in materiality and increasing the amount of architectural detailing of the building.*

E. Breaking a large building into modules so that it reads as smaller joined buildings rather than one monolithic one. As a rule of thumb, modules of 4m to 12m in width on London Street and up to 20 metres elsewhere will reflect the historic subdivision pattern.



58. The buildings while independent from one another are part of a single mixed-use development so will relate to one another. The windows, sizes and rooflines of the buildings are varied. The purpose of the continuity of the materials is also to create a landmark building on the corner that has a unique presence while related to the wider Lyttelton township.

59. as discussed previously the proposed cladding has not been finalised. The applicant is open to the implementation of a consent condition requiring certification of exterior cladding to enable these details to be designed after a resource consent decision is issued and the next stage of design is able to be undertaken.

Additional comments

60. Additional requests were made in the most recent meeting at the Council to include windows on the East Elevation's southern volume. Please find updated plans contained in **Attachment 6** that show the addition of two windows on both the east and west elevations.

61. David Hattam also asked if we could add 'texture' to the concrete wall at the basement level sloping along Oxford St, the outer façade of the parking area. The applicant has agreed to this and is proposing to design the texture in the next design phase.

62. We trust that the further information above assists and satisfactorily addresses your request, and that a decision on notification can be made forthwith. If you require anything further, please do not hesitate to contact the undersigned.

Yours sincerely,

Novo Group Limited

Emily McDonald

Planner

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Attachment 1: Glazing Percentages

ELEVATION - EAST - GLAZING PERCENTAGE

1 : 100

ELEVATION - NORTH - GLAZING PERCENTAGE

1 : 100

Drawing Status

RESOURCE CONSENT

Drawing Details

Scale	1 : 100@ A1
Date	
Job No	8706
Drawn	Author
Checked	Checker

Drawing No SK010 **Revision**

COLLETT'S CORNER LYTTELTON

GLAZING PERCENTAGES

WARREN AND MAHONEY

23 July 2019

Novo Group Limited
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PO Box 365, Christchurch 8140
O - 03 365 5570
info@novogroup.co.nz

Christchurch City Council

Attention: Shona Jowett

By email: shona.jowett@ccc.govt.nz

Dear Shona,

APPLICATION FOR RESOURCE CONSENT RMA/2019/1330, 25 OXFORD STREET AND 3, 5, 7 AND 9 LONDON STREET

1. Further to your request for further information on 8 July 2019 relating to the application above, Lisa Williams has set out below a response to the transport and parking matters. Response to the urban design and additional matters will follow as soon as we have met with Council's Urban designer David Hattam to discuss these further.

Transport and parking assessment

> *I need to understand in sufficient detail the potential effect of the proposal if parking on residential streets were to increase as a result of the lack of parking provided on the application site. The extent of the detail required was set out in the minutes from the pre-application meeting on 14/11/2018. To summarise those minutes, I need to understand the nature of the effect of the parking demand generated by the activity and the reduction in parking availability, rather than only the number of additional on-street parks that would be occupied by the proposed activity, and how this affects amenity. Note that effects on amenity relating to traffic is a planning assessment rather than a traffic engineering assessment, so this is an assessment that needs to be undertaken in addition to the ITA. The following points detail the further assessment that is required:*

2. The map below shows the survey areas overlain on the District Plan zonings.

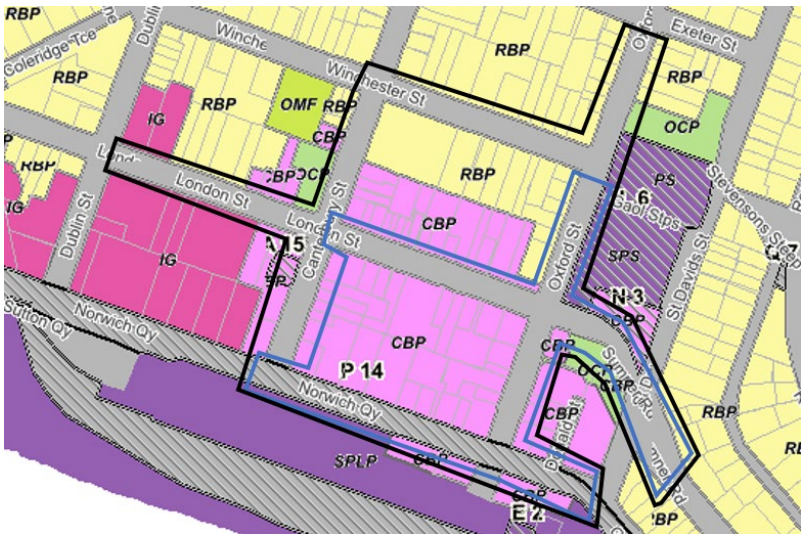

Figure 1: Inner (Blue Line) and wider (Black Line) survey areas shown on District Plan zoning map.

3. The above map indicates that the only residential zone within the inner survey area is along Oxford Street, in the block north of London Street. This block contains, a mixture of P120 parking spaces (located on the eastern side[1] adjacent to the school) and P3 restrictions during school hours. On the western side there is unrestricted parking and two marked Residents Parking Permit spaces. Noting the proximity of this section of Oxford Street to London Street it already experiences some demand associated with staff, school and customer parking. There are six residential properties along this part of Oxford Street. Three off-street parking spaces are provided[2], there are two residents only car parks on Oxford Street. 39 Oxford Street is a corner site and there is no parking on Oxford Street outside this site however it does have parking outside the site on Winchester Street.

4. It is also worth noting that the peak residential demand typically occurs at night times when everyone is home. Commercial demand is typically low over night and it is noted that time restricted parking does not apply between the hours of 6pm and 8am (unless specifically stated for example signs with “at all times”). This for example means that residents could park in the P120’s from 4pm-6pm (being 2 hours) then over-night and remain from 8am until 10am. This gives ample flexibility for additional residential parking demand over-night time periods when commercial demand is low (Note there is ample supply to accommodate both residential and commercial demand as outlined in the ITA).

5. Parking search routes in Lyttleton tend to include the blocks of Norwhich Quay, Oxford Street, London Street and Dublin Street and Canterbury Street. Accordingly, these are the locations most likely to experience increased parking demand. These locations are of primary attraction because of their proximity to the shops but also to avoid going further up the hill.

6. Noting that the surveys show that both the existing and estimated demand can be met generally within the inner survey area there is not expected to be much displacement of existing parking demand. That it will occur within the same general location as it is now. During the peaks this may move into to closer parts of the wider zone however noting the size of the centre, even if a visitor were to park two blocks away this would still constitute a short (typically less than 250m) walk to their destination. Noting that very few commercial sites have on-site parking, finding an on-street car park and walking to the destination is anticipated in Lyttelton.

7. In peak periods there may be some displacement into the closer parts of the wider area however noting that over 37% of parking in that wider area will remain available (un-occupied) it is expected that displacement within with wider area will be minimal and likely to only occur on the closest roads such as parts of London Street and Canterbury Street that were not already within the inner survey area.

8. There are six residential zoned properties with frontage to London Street within the wider area. One of these has the Grubb Cottage[3] (a Museum), all but two of the other residential sites have on-site parking. The two that don’t are located at the furthest end of the block from the application site and there are two marked Residents Permit parks outside these properties.

[1] Note that there is an error in Attachment 3 of the ITA with the parking for area 1B and 1A inverted.
[2] Two garages are provided between #29 and #31 (assumingly one each) and a parking space is provided at the front of #35.
[3] https://www.grubbcottage.org.nz/

9. There is one residential zoned property on the eastern side of Canterbury Street (within the wider survey area) which contains the Anglican Church (and associated dwelling) which has on-site parking and takes access from Winchester Street.

10. There are three residential dwellings (and possibly one vacant lot) on the western side of Canterbury Street[4] that don't appear to have on-site car parking. These are located at the furthest end of the block (and up hill) from the application site and are unlikely to experience a noticeable change in on-street parking availability.

11. It is noted that the residential zoned properties along Sumner Road are graded separately and take access from the road above. This is shown in Figure 2 below.

Figure 2: Grade separation along Sumner Road [Source; Google Earth]

Please address the potential effect of displacement of vehicles in the commercial area. Parking for commercial activities is a resource that is available to visitors to Lyttelton adding to their amenity, and in turn the potential vibrancy and vitality of the commercial centre.

Note: An economist report may be of assistance in helping to understand the potential impacts on businesses, and the vibrancy and vitality of the commercial centre if visitors find it more difficult to find a park, or have to park further from their desired destination. Whether such parking is time restricted or not may also be relevant here.

12. Noting that both the existing and proposed demand can be readily met by the existing supply, and typically within the inner survey area, very little displacement is anticipated for the majority of the time. During peak periods some displacement may occur within the closer parts of the wider survey area however noting that around 37% of that area will remain available (un-occupied) this suggests only very small displacement may occur. Anyone looking for a car park will likely still find one within a couple of blocks of their destination even during peak periods. This is particularly due to the mixture of parking available (time restricted, unrestricted etc). in particular the time restricted parking on London Street provides for shorter duration trips associated with customers who are typically more sensitive to parking location than longer stay parking demand (i.e., staff are typically happier to walk further than customers).

[4] In the block between London Street and Winchester Street.

13. Noting the small size of Lyttelton and the on-street supply available it is expected that both existing and estimated parking demand will be met within easy walking distances of a drivers destination (i.e., within 200-400m of the destination).

14. It is noted that on-street parking in it-self does not contribute to vibrancy and vitality however it is the movement of people between parked vehicles and their destination i.e., the increase in pedestrians / foot traffic that tends to create this effect. Any additional walking distance is anticipated to be small and will not negatively impact on vibrancy or vitality.

15. As it is anticipated that all parking demand will continue to be met in close proximity to the site no further assessments (economist) are considered necessary. The variety of parking time-restrictions are aimed at ensuring parking turn-over so that customers (typically short duration parking demand) can find parking spaces in close proximity to their destination. Noting the variety and good dispersal of time restrictions around the survey areas the existing parking controls are considered effective at managing this.

Please address the effect of more people circulating the blocks looking for a carpark on the transport network in your assessment.

16. Noticeable additional circulating is not anticipated. Observations suggest there is a reasonably consistent parking circulation route (in either direction) around Norwich Quay, Oxford Street, London Street and then either Canterbury Street or Dublin Street. It is anticipated that vehicles would just continue along this route until they find a car park (rather than go around one block multiple times).

17. Typically only during very busy periods (such as the market) do people tend to circulate further up the hill (north) in search of a car park. Noting the discussion on supply and demand suggests that existing and estimated parking demand can be readily met in close proximity to the site this does not suggest that vehicles will have to circulate around these wider areas as a result of the proposal.

Regarding paragraph 44 of your assessment:

i. Where are those 31 spaces? What parking time limitation is on them? What activities are they outside of/close to? Do those activities have on-site parking?

ii. Your assessment talks about using all parking capacity at peak times, but there are different peak times noted for different activities in Table 4 - which peak is being referred to?

iii. When there is parking demand overflow into the wider area, where is that parking demand likely to go? What time limitation is on those space? What activities are they outside of/close to? Do those activities have on-site parking?

> 44. Accordingly, the estimated 26-33 space on-street demand would utilise all the existing spare capacity within the immediate area (31 spaces) during peak periods. However, 100% occupancy is not necessarily realistic (noting inefficiencies associated with turn-over and park searching) therefore during the peak periods there may be some overflow / displacement of parking into the streets within the wider survey area. Outside of the peak periods the parking demand could easily be accommodated by the supply within the immediate area (utilising up to 33 of the available 54 spaces).

Note:

The severity of the effect and the potential for notification is dependent on the nature of the parking demand generated i.e. where, when (day and time), for how long, the frequency that this occurs, and the

duration/type of parking that will be occupied (i.e. P60 or unlimited). Other factors, such as the sensitivity of residential properties will also be relevant (i.e. if a residential property has no on-site car parking then they may be affected to a greater degree if they can no longer park outside their house compared with a different property owner who has plenty of on-site parking). There has been parking survey information on availability and demand provided in the ITA submitted within the application, but there also needs to be a discussion of the effects of this.

18. The 31 spaces are the spare capacity in the inner zone. This is during the busiest time surveyed and there is additional capacity outside of this time. There is a break down of the parking supply (restrictions etc) in Table 1 of the ITA. This shows that there are a variety of un-restricted and various time-restrictions available which will meet the variety of different demands i.e., all day staff parking, short term customer parking etc.

19. The reference to all capacity at peak times is within the inner zone when displacement may occur into the nearest parts of the wider zone. Note that the average capacity across the survey times is also shown in Figure 1 and suggests that for the most part the spare capacity is around 54 spaces available. This reinforces the assessment that most of the time parking demand can be met within the inner survey area.

20. The peak parking demand for each landuse activity is shown in Table 3 of the ITA. However the different activities have different peak times which is shown in Table 4. Because the peak time varies, in order to understand the impact on parking demand at any one time, we need to understand when the overall peak for the site occurs. This overall peak for the site is less than the sum of all the peak parking demands in Table 3 because the peaks do not coincide. This is explained in Paragraph 40 which applies a 66% factoring to allow for this effect (and is supported by the breakdowns in Appendix 6 of the ITA)

21. Overflow into the wider area has been addressed above.

Regarding paragraph 45 of your assessment:

i. What are the 50 available parking spaces as a proportion of the total number of spaces available in that wider area?

ii. What activities are those spaces outside of/close to? Do those activities have on-site parking?

45. Importantly it is noted that even during the peak periods the parking demand within the wider survey area would remain below capacity (with more than 50 spaces still being available).

22. There are 136 spaces in the wider area therefore the 50 that remain available represent 37% of the supply.

23. Overflow into the wider area has been addressed above.

Regarding paragraph 50 of your assessment:

i. How is parking capacity reduced during the Saturday morning market? How many spaces are taken away by the closing off of London Street?

> 50. During this market, residents and visitors may park further away and have an increased walk to the market (or other destinations). It is understood that the Council generally accept that the community benefits of the market outweigh any inconvenience associated with the increased parking demand and walking distance during this period. Noting that it is for a short period (once a week) and that additional parking (outside of the survey area) is available over the wider Lyttelton area to cater for this period, it is not proposed to analyse this further.

24. This is addressed in paragraphs 49 and 50 of ITA. Note it was agreed at both pre-application stage and with pre-lodgement liaisons that it was futile to try and analyse parking demand during the market period and that the effects would be un-noticeable over and above the significant effect of the market.

25. Also that the extra parking demand from the site would likely be low as many people visiting the site during the Saturday market would already have been in Lyttleton for the market.

Please provide an assessment of the queuing space shortfall.

26. Queuing space effects are assessed in paragraphs 78-83 of the ITA

The ITA says 'depending on the final development scenario' when discussing parking requirements. The parking requirements for residential units and guest accommodation are the same, however the nature of the demand may be different. Please address the nature of demand and its effects for both potential scenarios.

27. The District Plan requirement for the highest and lowest scenario is shown in Tables 6 and 7. These include consideration of alternative uses of tenancies i.e., accommodation or residential but also office or retail etc. All these options have been considered throughout the report so that all scenarios are covered by the assessment.

28. The demand for both residential and accommodation is shown on the last line on Table 3 and is why two figures are shown (15 for accommodation and 22 for residential). The demand for both is then considered throughout the assessment. It is noted that these tend to have similar parking characteristics i.e., highest at night with people tending to go out during the day (lowest parking demand).

The massage rooms have been categorised as a 'health care facility' in the parking requirement calculation. Will this activity meet the District Plan definition of a 'health care facility'? If not, this activity will need to be assessed as a commercial service or recreational activity instead, and the parking requirement calculation will need to be updated to reflect this.

29. The District Plan directs in Appendix. 7.5.1 a. iv that "*Where an activity does not fall within a particular category, the activity which is closest in definition shall apply*". It also directs (I a. iii.) that "*Where an activity falls under the definition of more than one activity in Table 7.5.1.1, then the higher parking space requirement shall apply.*"

30. In terms of parking demand this is the closest in definition as these rooms will have bookings and be seen by professional staff for massage and will operate similar to a physio or other specialist. Regardless, it is also the same or higher than others activities that could be applied (for example retail).

Please detail the area of the pools (m²), so that the parking requirement for the pools can be confirmed.

31. The pool areas are stated in Tables 6 and 7 and were measured off the scaled plans provided in the application.

There is an area of 'Office' referred to in the application. Where is this? It has not been included in the parking requirement calculation table. Please update any assessments necessary to reflect this.

32. The Ground floor tenancies may be office or retail. Tables 6 and 7 of the ITA and the various assessments of demand in the ITA consider both scenarios.

Yours sincerely,

Novo Group Limited

Emily McDonald

Planner

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