

APPLICATION FOR RESOURCE CONSENT

Department of Corrections Residential and Support Housing
“Tai Aroha”
14 Bristol Street, St Albans, Christchurch

Kāinga Ora
on behalf of
Department of Corrections

March 2020

QUALITY CONTROL

Title Resource Consent for Transitional Housing

Client Kāinga Ora

Job No 716113

Prepared by Karli Bristed - Principal Planner

Signature 

Reviewed by Karen Williams – Senior Planner

Signature 

1. INTRODUCTION

Kāinga Ora hereby applies for land use consent from Christchurch City Council (“Council”) for the use of the site and facilities at 14 Bristol Street, Christchurch (the site) as a short term residence for men identified as having a risk of further serious criminal offending in the future.

The proposal is a co-ordinated approach between Kāinga Ora and Ara Poutama Aotearoa (Department of Corrections) whereby the Department of Corrections will be responsible for providing accommodation for men (residents) who will live together in a fully supported environment, and will also work with experienced psychologists, a programme facilitator and each other to progress towards a crime free life. This residence will be based on the Tai Aroha model that has been operating in Hamilton for a number of years. The Tai Aroha model provides a residence programme (i.e. living on-site) over an average duration of between 14 to 16 weeks with follow-up maintenance sessions and support provided once the programme is completed.

The site is located in the Council’s Residential Suburban Density Transition Zone (RSDT) within the Christchurch District Plan (“District Plan”).

The proposal requires resource consent for the use of the site for residents living at the site, which is considered to collectively meet the definitions of a ‘Residential Activity’, a ‘Community Corrections Facility’, and a ‘Community Welfare Facility’ as defined by the District Plan.

2. SITE DESCRIPTION AND BACKGROUND

2.1 Site Description

The 1,678m² site is located on the corner of Bristol Street and Berry Street in St Albans, Christchurch and currently accommodates several buildings. The site and surrounding environment are shown below in [Figure 1](#). The record of title for the underlying allotment is attached as [Appendix 1](#).



Figure 1. Subject site location – 14 Bristol Street, St Albans, Christchurch

This application relates to the land and buildings within the subject site, which currently consists of a 24-bedroom complex comprising a 13-bedroom unit (the “primary residential unit”) and 3 units accommodating a further 11 bedrooms (with 3 to 4 bedrooms each). The units mainly consist of laundry, dining, kitchen and lounge areas. A shared outdoor living area is located north of the 13-bedroom residential unit along the northern boundary of the site and four on-site car parking spaces (two within a double garage and two open car spaces, including one mobility car park) are located west of the site along Bristol Street. Access to the site and the parking spaces is via the existing vehicle crossing directly off Bristol Street.

The buildings on-site have existed for several decades as there are previous resource and building consent approvals issued between 1978 and 2007 relating to the previous use of the site.

The issued resource consents include the following, which relevantly provide for the physical buildings on the site (in terms of the activity, bulk, location, waterway setback, etc):

- RMA/1978/309 (RES9213789) – Two flats and recreation room for use of the handicapped residents of the hostel;
- RMA/1991/711 (RES9213787) – Erection of extension to existing hostel; and
- RMA/2000/2803 (RMA20003563) – Building extension (new lounge) for Care home (Adult Cerebral Palsy Society).

The issued building consents for the site include the following:

- BCN/2007/9728 – Alterations to managers flat;
- BCN/2000/2264 – Alterations and additions to two units; and

- BCN/1979/2745 – Two Flats and Community Room

The existing resource and building consent approvals authorise the existing built structures (including building setbacks and site coverage) and the use of the building and extensive accommodation facility on the site for the Cerebral Palsy Society, which occupied the site until relatively recently. The previous on-site activities fall under what the current District Plan would determine as a “care facility” (being *‘a home for the residential care of people with special needs, and/or any land or buildings used for the care during the day of elderly persons or people with special needs’*).

It appears that the site has ceased operating as an accommodation facility on the site for the Cerebral Palsy Society and instead has been operating as a shared accommodation facility known as ‘The Bristol Club’. No records appear to exist to authorise this use of the site.

The above consents form part of the existing environment against which the effects of this proposal must be assessed.

3. PROPOSAL

3.1 Tai Aroha programme model

The Department of Corrections proposes to utilise the existing buildings and site facilities at 14 Bristol Street, St Albans, Christchurch, to accommodate, and provide wrap-around rehabilitative support for, men on home detention or serving community-based rehabilitation sentences.

The proposed use of the site is based on the Tai Aroha programme model which is currently successfully operating in residential Hamilton. The programme provides for up to 16 residents to live in residential accommodation assisted by extensive on-site support designed to help residents make positive changes in their lives and reduce the chances of re-offending. Residents work with experienced psychologists, other on-site support staff including a programme facilitator and each other to consider and address the causes of their offending and find pathways to a crime-free life. Māori values, concepts and customs are woven throughout the programme to provide an inclusive and safe environment for everyone taking part.

Residents effectively live together as a household and are responsible for the day-to-day running of the house. They carry out regular household activities such as cooking, cleaning, shopping, attending appointments and receiving visitors.

While subject to the conditions of their sentences (including in some instances electronic monitoring and curfew), the residents are not “detained on-site”. The residents are not confined to or by the buildings on-site. Detaining residents is not part of the Tai Aroha programme and support staff on-site have neither the lawful authority (nor the mandate) to detain residents or to enforce the conditions of their sentences.

Residents are also required to comply with on-site rules and guidelines, which include (but not limited to):

- No overnight stays of visitors or whanau
- No parties
- No outdoor music to be played on audible speakers after 2200

3.2 Staff, visitors, hours of operation and anticipated traffic movements

On-site support services are provided at all times via a combination of visiting external agencies and support staff from the Department of Corrections. It is anticipated that a maximum of two internal/external agency visitors (i.e. probation officers) are anticipated on-site during the day. While the level of support will vary depending on the individual needs of the residents, it is anticipated that a maximum of eight Department of Corrections support staff and professional practitioners (typically four support staff members and four psychologists) will be on-site during the day, whilst a maximum of three support staff members are anticipated to be on-site during the evening and overnight from 1600 to 0800. Staff on the 'night shift' will be available throughout the night to provide support for residents as needed.

Visits from family members of the residents will occur on Saturdays between the hours of 1300 and 1700. Family visits will only occur until after week four of the Tai Aroha programme. It is expected that there will be 10 to 15 visitors to the site during visiting hours on Saturdays. Some of these visitors are likely to come to the site together as a group of family / friends in one vehicle. It is important to note that all visitors will be screened prior to face to face visits occurring and contact between visitors and residents will begin with phone conference calls prior to face to face visits. It is also assumed that on a Saturday, less daytime Corrections staff will be present at the site (i.e. 2 to 3-day time staff).

Other traffic movements to and from the site include deliveries relating to the operation of the facility (approximately twice a day, three times a week) and general maintenance of the site, such as gardening and cleaning (approximately once a week).

In summary, the table below shows the maximum daily traffic generation and likely parking demand rates for the site. It is noted that these are absolute maximum numbers and it is likely that average daily traffic movements will be typically much less.

Traffic Generation

Traffic Generator	Trips per day
2 x Probation officers	4
8 x Corrections day staff	16

Traffic Generator	Trips per day
3 x Night staff	6
2 x Delivery vehicles (3 times a week)	4
1 x Maintenance / cleaning (once a week)	2
Total maximum weekday traffic generation (per day)	32
Resident visitors (Saturdays between 1300 and 1700) *Conservatively assuming 2 visitors per car, plus one single – 8 cars	16
Total Saturday traffic generation (6 staff trips – up to 3 staff) + 16 visitors	22

Parking Demand

- Demand for up to 10 spaces during the day on a weekday (10-day time staff)
- Demand for up to 3 spaces overnight
- Demand for up to 11 spaces on a Saturday (2 to 3-day time staff plus 8 cars associated with residents' visitors).

3.3 Proposed internal layout and car parking provision

The only physical changes that will be made to the existing buildings will be to the existing primary residential unit that is located along Berry Street. The changes will include removing 5 bedrooms inside the 13-bedroom unit to fit a meeting room/office space, a bathroom and hallway, and shifting the wall of the lounge area to widen the hallway of the building. The proposed changes will result in the primary residential unit reducing from 13 bedrooms down to a total of 8 bedrooms. No changes are proposed to the remainder of the site, although it is noted that the residential unit in the northwest corner of the subject site will be a staff area. All on-site car parking spaces will be retained. Site plans of the site and layout are attached in [Appendix 2](#) of the application.

4. STATUTORY FRAMEWORK

4.1 Hazardous Activities and Industries List

There is no evidence or knowledge of a HAIL activity having previously occurred on this site.

4.2 Christchurch District Plan

The Christchurch District Plan is the relevant planning document.

The relevant zoning and notations on the District Plan planning maps which apply to the site are summarised in [Table 1](#) below and shown in [Figure 2](#) below.

Table 1. Relevant District Plan Map Zoning and Notations

District Plan Zone	Residential Suburban Density Transition
District Plan Notations	Liquefaction Management Area
	Flood Management Area
Other Notations	A Network Waterway (Frees Creek) is located on the northern boundary
	Accommodates a tree protected by Subdivision Consent

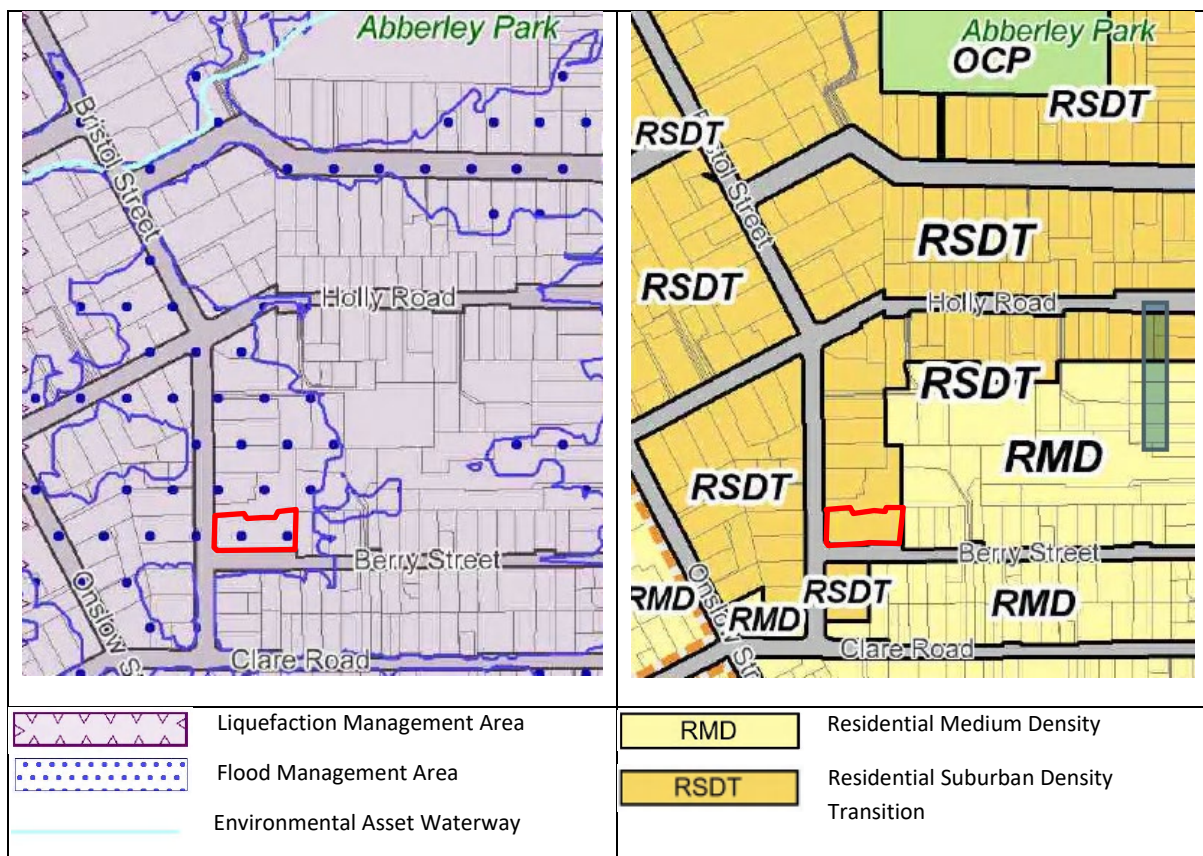


Figure 2: Excerpts from the District Plan, showing zoning and notations for the site (subject site outlined in red)

The different components of the proposed activity have been determined to fall within the definitions in the District Plan for a **‘Residential Activity’**, a **‘Community Corrections Facility’** and a **‘Community**

Welfare Facility’. Under the provisions of Chapter 7 (Transport), it is determined that the most appropriate activity falls within the definition of **‘Sheltered Housing’.**

A *‘Residential Activity’* is defined as *“the use of land and/or buildings for the purpose of living accommodation. It includes:*

- a. residential unit, boarding house, student hostel or a family flat (including accessory buildings);*
- b. emergency and refuge accommodation; and*
- c. sheltered housing; but excludes:*
- d. guest accommodation;*
- e. the use of land and/or buildings for custodial and/or supervised living accommodation where the residents are detained on the site; and*
- f. accommodation associated with a fire station.”*

A *‘Residential Unit’* is defined as a *“self-contained building or unit (or group of buildings, including accessory buildings) used for residential activity by one or more persons who form a single household.”*

As described above, the residents will use the land and the four buildings for living accommodation. The four units are self-contained and will be used for residential activity by the residents who form a single household (being a group of people living together in a dwelling).

As previously outlined, the residents are not “detained on-site” within that meaning in the District Plan and none of the exclusions to the definition of “residential activity” apply.

Consequently, the residential component of the proposed activity is captured by the definition of “residential activity”.

A *‘Community Corrections Facility’* is defined as *“buildings used for non-custodial community corrections purposes. This includes probation, rehabilitation and reintegration services, assessments, reporting, workshops and programmes. Community corrections facilities may be used for the administration of, and a meeting point for, community work groups.”*

On-site rehabilitation and reintegration support for residents will be a core part of the activities on-site. As set out above, that support will be delivered by the Department of Corrections (either through its own staff or contracted external support staff). There is no “custodial” component to the activity, and consequently, the support services are considered to meet the definition of “community corrections facility”.

A *‘Community Welfare Facility’* is defined as *“the use of land and/or buildings for providing information, counselling and material welfare of a personal nature. This includes personal and family counselling, citizens advice bureaux, legal aid and the offices of charitable organisations where the facility is operated by a non-profit making organisation.”*

As described above, the on-site support provided to residents will include the provision of information, counselling, and supporting the personal welfare of residents. The on-site support component of the proposed activity therefore also falls within the definition of “community welfare facility”.

With respect to the provisions of Chapter 7 (Transport) of the District Plan, the different components of the activity cannot be separated as the activity will, in practice, operate as a whole. It also noted within Appendix 7.5.1 (iv) of the District Plan, which provides that ‘*where an activity does not fall within a particular category, the activity which is closest in definition shall apply*’. It is considered that the parking category that best reflects the proposed activity is “sheltered housing” and accordingly for the purposes of any assessment within the Transport Chapter of the District Plan, the definition of “sheltered housing” has been applied.

4.2.1 Activity Status

An assessment of the proposal against the relevant RSDT Zone activity, built form provisions and transport provisions of the District Plan is provided below. No physical alterations to the exterior of existing buildings are proposed as part of the proposed activity, and therefore all non-compliances in respect of bulk and location, as well as setbacks and site coverage are covered by existing resource consents.

Chapter 14 – Rule 14.4.1.1 Permitted activities																		
Activity		Activity Specific Standards		Compliance														
P4	Multi-unit residential complexes within the Residential Suburban Density Transition Zone - up to and including four residential units.	<p>a. The minimum net floor area (including toilets and bathrooms, but excluding parking area, garages or balconies) for any residential unit in the complex shall be:</p> <table border="1"> <thead> <tr> <th></th> <th>Number of bedrooms</th> <th>Minimum net floor area</th> </tr> </thead> <tbody> <tr> <td>i.</td> <td>Studio.</td> <td>35m²</td> </tr> <tr> <td>ii.</td> <td>1 Bedroom.</td> <td>45m²</td> </tr> <tr> <td>iii.</td> <td>2 Bedrooms.</td> <td>60m²</td> </tr> <tr> <td>iv.</td> <td>3 or more Bedrooms.</td> <td>90m²</td> </tr> </tbody> </table> <p>b. Any residential unit fronting a road or public open space shall have a habitable space located at the ground level, and at least 50% of all residential units within a complex shall have a habitable</p>		Number of bedrooms	Minimum net floor area	i.	Studio.	35m ²	ii.	1 Bedroom.	45m ²	iii.	2 Bedrooms.	60m ²	iv.	3 or more Bedrooms.	90m ²	<p>N/A</p> <p>The existing multi-unit residential complex has already been authorised by existing resource consents.</p>
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		<p>space located at the ground level.</p> <p>c. Each of these habitable spaces located at the ground level shall have a minimum floor area of 9m² and a minimum internal dimension of three metres and be internally accessible to the rest of the unit.</p>	
14.4.1.1 Permitted activities P22	Community corrections facilities.	<p>The facility shall:</p> <p>i. limit the hours of operation when the site is open to clients and deliveries to between the hours of 07:00 - 19:00; and</p> <p>ii. limit signage to a maximum area of 2m².</p>	<p>Does not comply</p> <p>Given the nature of the support (being 24/7), while external support services will likely only be utilised during the day, the proposal will exceed the Permitted Activity operating parameters of a community welfare facility.</p>
14.4.1.1 Permitted activities P23	Community welfare facilities.		

Chapter 14 – Rule 14.4.1.2 Controlled activities

Activity		The matters over which Council reserves its control:	Compliance
C2	Residential units (including any sleep-outs) containing more than six bedrooms in total	<p>a. Scale of activity – Rule 14.15.5</p> <p>b. Traffic generation and access safety – Rule 14.15.6</p>	<p>Complies</p> <p>The proposed scale of activity and traffic generated from the activity will be appropriate with respect to the existing activities in the surrounding area and any effects on the amenity of nearby residents.</p>

Chapter 14 – Rule 14.4.2 Built Form Standards

Rule	Description	Compliance
14.4.2.1 Site Density	Each residential unit shall be contained within its own separate site. The site shall have a minimum net site area as follows:	<p>N/A</p> <p>The existing multi-unit residential complex has already been authorised by existing resource consents.</p>

	Activity	Standard	
	i. Residential Suburban Zone (excluding residential units established under Rule 14.4.1.1 P8, P9, P10, P11 and P12)	450m ²	
	ii. Residential Suburban Density Transition Zone (excluding residential units established under Rule 14.4.1.1 P8, P9, P10, P11 and P12)	330m ²	
	iii. Social housing complexes	There shall be no minimum net site area for any site for any residential unit or older person's housing unit	
	iv. Multi-unit residential complexes		
	v. Older person's housing units		
	vi. Retirement village		
14.4.2.2 Tree and garden planting	For multi-unit residential complexes and social housing complexes only, sites shall include the following minimum tree and garden planting: <ul style="list-style-type: none"> i. a minimum of 20% of the site shall be provided for landscaping (which may include private or communal open space), where <ul style="list-style-type: none"> A. at least 50% of the landscaping shall be trees and shrubs, and B. a minimum of one tree for every 250m² of gross site area (prior to subdivision), or part thereof, is included within the landscaping, and C. at least one tree shall be planted adjacent to the road boundary; ii. all trees required by this rule shall be not less than 1.5 metres high at the time of planting; iii. all trees and landscaping required by this rule shall be maintained and if dead, diseased or damaged, shall be replaced; and iv. the minimum tree and garden planting requirements shall be determined over the site of the entire complex 	N/A The existing multi-unit residential complex has already been authorised by existing resource consents.	
14.4.2.3 Building Height	The maximum height of any building shall be 8m	N/A The existing buildings on the site have already been authorised by existing resource consents.	

14.4.2.4 Site Coverage	For multi-unit residential complexes where all buildings are single storey, the maximum percentage of the net site area covered by buildings shall be 40%.	N/A No external changes are proposed to the existing buildings and therefore site coverage will remain the same. Existing resource consents obtained establish the existing environment in relation to site coverage.
14.4.2.5 Outdoor Living Space	<ul style="list-style-type: none"> a. For multi-unit residential complexes, each residential unit shall be provided with an outdoor living space in a continuous area, contained within the net site area with a minimum area of 30m² and a minimum dimension of 4 metres. b. The required minimum area shall be readily accessible from a living area of each residential unit. c. The required minimum area shall not be occupied by any building, access, or parking space, other than: <ul style="list-style-type: none"> a. an outdoor swimming pool; or b. accessory building of less than 8m²; or c. any buildings or parts of a building without walls (other than a balustrade) on at least a quarter of its perimeter and occupies no more than 30% of the area of the outdoor living space. d. This rule only applies to structures on the same site. e. This rule does not apply to residential units in a retirement village. 	N/A The existing multi-unit residential complex and outdoor living space requirements have already been authorised by existing resource consents.
14.4.2.6 Daylight Recession Planes	<ul style="list-style-type: none"> a. Buildings shall not project beyond a building envelope constructed by recession planes, as shown in Appendix 14.16.2 Diagram A and Diagram B as relevant, from points 2.3 metres above: <ul style="list-style-type: none"> i. ground level at the internal boundaries; or ii. where an internal boundary of a site abuts an access lot or access strip the recession plane may be constructed from points 2.3 metres above ground level at the furthest boundary of the access lot or access strip or any combination of these areas; or iii. where buildings on adjoining sites have a common wall along an internal boundary the recession planes shall not apply along that part of the boundary covered by such a wall. 	N/A The existing buildings with respect to daylight recession planes have already been authorised by existing resource consents.

	<p>b. Where the building is located in an overlay that has a permitted height of more than 11 metres, the recession plane measurement shall commence from points 2.3 metres above ground level at the internal boundaries and continue on the appropriate angle to points 11 metres above ground level, at which point the recession plane becomes vertical.</p> <p>c. Where the building is located in a Flood Management Area, the exemptions in Rule 5.4.1.3 apply (for activities P1-P4 in Table 5.4.1.1b).</p>	
14.4.2.7 Minimum building setbacks from internal boundaries and railway lines	<p>a. The minimum building setback from internal boundaries shall be 1 metre.</p> <p>b. For the purposes of this rule this excludes guttering up to 200mm in width from the wall of a building.</p>	<p>N/A</p> <p>The existing building setbacks from internal boundaries have already been authorised by existing resource consents.</p>
14.4.2.8 Minimum setback for balconies and living space windows from internal boundaries	<p>a. The minimum setback from an internal boundary for balconies shall be 4 metres.</p> <p>b. Where a wall of a residential unit is located between 1 metre and 4 metres from an internal boundary, any living space window located on this wall at first floor level and above shall only contain glazing that is permanently obscured.</p> <p>c. For a retirement village, this rule only applies to the internal boundaries of the site of the entire retirement village.</p> <p>d. This rule shall not apply to a window at an angle of 90 degrees or greater to the boundary.</p> <p>e. For the purposes of this rule, permanently obscured glazing does not include glazing obscured by applied means such as film or paint.</p>	<p>N/A</p> <p>The existing setbacks for living space windows from internal boundaries have already been authorised by existing resource consents.</p>
14.4.2.9 Road boundary building setback	<p>a. The minimum road boundary building setback shall be 4.5 metres for all buildings except where a garage has a vehicle door that generally faces a road or shared access;</p> <p>b. Rule 14.4.2.9.a applies except for:</p> <p>i. A garage where (See Figure 3):</p> <p>A. the side walls are parallel to the road boundary and no more than 6.5 metres in length;</p> <p>B. the side walls facing the road contain a window with a minimum dimension of at least 0.6 metres (including the window frame);</p>	<p>N/A</p> <p>The existing road boundary building setbacks have already been authorised by existing resource consents.</p>

	<p>C. the space between the side wall and the road boundary contains a landscaping strip of at least 2 metres in width that includes a minimum of two trees capable of reaching four metres height at maturity; and</p> <p>D. where the access to the garage is located adjacent to a side boundary:</p> <ol style="list-style-type: none"> I. a landscaping strip of at least 0.6 metres width, planted with species capable of reaching 1.5 metres height at maturity, is located along the side boundary up to the line of the residential unit. Where the planting conflicts with required visibility splays the visibility splay rules will prevail and the planting is not required. 	
14.4.2.10 Street scene amenity and safety - fences	<ol style="list-style-type: none"> a. The maximum height of any fence in the required building setback from a road boundary shall be 1.8 metres. b. This rule shall not apply to fences or other screening structures located on an internal boundary between two properties zoned residential, or residential and commercial or industrial. c. For the purposes of this rule, a fence or other screening structure is not the exterior wall of a building or accessory building. 	<p>N/A</p> <p>No further fencing is proposed, and the existing fences have already been authorised by existing resource consents.</p>
14.4.2.11 Water supply for fire fighting	<p>Sufficient water supply and access to water supplies for firefighting shall be made available to all residential units via Council's urban fully reticulated system and in accordance with the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice (SNZ PAS:4509:2008).</p>	<p>Complies</p> <p>The site is an existing established site. Sufficient water supply and access to water supplies for firefighting shall be made available to all residential units via Council's urban, fully reticulated system.</p>
14.4.2.12 Service, storage and waste management spaces	<ol style="list-style-type: none"> a. For multi-unit residential complexes and social housing complexes only: <ol style="list-style-type: none"> i. each residential unit shall be provided with at least 2.25m² with a minimum dimension of 1.5 metres of outdoor or indoor space at ground floor level for the dedicated storage of waste and recycling bins; ii. each residential unit shall be provided with at least 3m² with a minimum dimension of 1.5 metres of 	<p>Complies</p> <p>Each unit will be provided with a dedicated service space that meets the minimum dimensions required in the southern section of the site in the same location as the</p>

	<p>outdoor space at ground floor level for washing lines; and</p> <p>iii. the required spaces in a. and/or b. for each residential unit shall be provided either individually, or within a dedicated shared communal space.</p>	<p>existing service, storage and waste management area that is within the Berry Street frontage behind the front fence.</p>
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Chapter 7 - Transport Standards		
Rule	Description	Compliance
<p>7.4.3.1 Minimum and maximum number and dimensions of car parking spaces required</p>	<p>b. 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. For 'sheltered housing' which is defined as a residential unit or units used solely for the accommodation of persons for whom on-site professional emergency care, assistance or response is available, but not where residents are detained on the site, the following minimum car parking spaces must be provided:</p> <ul style="list-style-type: none"> i. For residents: 1 space per 4 units; and ii. For staff: 1 space per staff unit. <p>c. Car parking spaces shall be provided with the minimum dimensions in Table 7.5.1.3 in Appendix 7.5.1.</p> <p>d. 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.</p>	<p>Complies</p> <p>Three of the four residential units on-site will be used by the residents and one will be used by the Department of Corrections staff. Therefore, only 2 car parking spaces are required for the proposed activity under the District Plan. The proposal meets this requirement, as a total of 4 car parking spaces already exist on-site (including one on-site mobility car parking space). The car parking spaces on-site (within and outside the double garage) meets the minimum width of 2.4m, minimum aisle width of 6.6m and minimum stall depth of 5m required by the District Plan.</p>
<p>7.4.3.2 Minimum number of cycle parking facilities required</p>	<p>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.</p> <p>For this proposal the following minimum cycle parking spaces must be provided:</p> <ul style="list-style-type: none"> • For visitors: 1 space/ 20 units for developments with 20 or more units; and • For staff and residents: 1 space/ dwelling without a garage. 	<p>Complies</p> <p>Three of the residential units on-site do not have a garage. Therefore, 1 visitor cycle space and 3 staff and resident cycle spaces are required for the proposal. A total of 4 cycle spaces will be provided on-site as</p>

		required by the District Plan.						
7.4.3.3 Minimum number of loading spaces required	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.	Complies No loading spaces are required for this proposal.						
7.4.3.4 Manoeuvring for parking and loading areas	On-site manoeuvring area shall be provided in accordance with Appendix 7.5.6.	Complies On-site manoeuvring can be achieved as required by the District Plan.						
7.4.3.5 Gradient of parking and loading areas	<p>This rule is applicable to non-residential activities with a vehicle access.</p> <table border="1"> <tr> <td>Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).</td> <td>Gradient shall be \leq 1:16 (6.26%).</td> </tr> <tr> <td>Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).</td> <td>Gradient shall be \leq 1:20 (5%).</td> </tr> <tr> <td>Gradient of mobility parking spaces.</td> <td>Gradient shall be \leq 1:50 (2%).</td> </tr> </table>	Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be \leq 1:16 (6.26%).	Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be \leq 1:20 (5%).	Gradient of mobility parking spaces.	Gradient shall be \leq 1:50 (2%).	Complies This rule applies to proposal as the on-site services support component of the proposal is captured by the definition of a 'Community Corrections Facility' and a 'Community Welfare Facility' in the District Plan. The existing vehicle access is existing and meets the requirements of this rule.
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Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be \leq 1:20 (5%).							
Gradient of mobility parking spaces.	Gradient shall be \leq 1:50 (2%).							
7.4.3.6 Design of parking areas and loading areas	<table border="1"> <thead> <tr> <th>Applicable to:</th> <th>Standard</th> </tr> </thead> <tbody> <tr> <td>All non-residential activities with parking areas and/or loading areas used during hours of darkness.</td> <td>Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.</td> </tr> <tr> <td>Any urban activity, except: <ul style="list-style-type: none"> 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 and buildings. </td> <td>The surface of all car parking areas, loading areas, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.</td> </tr> </tbody> </table>	Applicable to:	Standard	All non-residential activities with parking areas and/or loading areas used during hours of darkness.	Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	Any urban activity, except: <ul style="list-style-type: none"> 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 and buildings. 	The surface of all car parking areas, loading areas, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.	Complies This rule applies to the proposal as the on-site services support component of the proposal is captured by the definition of a 'Community Corrections Facility' and a 'Community Welfare Facility' in the District Plan. The proposal complies with this rules, as lighting of parking areas and loading areas will be maintained at a minimum level of two lux, with high uniformity, during the hours of operation; and the surface of all car parking areas,
Applicable to:	Standard							
All non-residential activities with parking areas and/or loading areas used during hours of darkness.	Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.							
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			loading areas, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.
7.4.3.7 Access design	<p>a. Access shall be provided in accordance with Appendix 7.5.7.</p> <p>b. Queuing Spaces shall be provided in accordance with Appendix 7.5.8.</p> <p>c. 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 20m of a Residential Zone any audio method should not operate between 20:00 and 08:00 hours.</p>		<p>Complies</p> <p>The existing vehicle access has a legal width of 3.6m.</p>
7.4.3.8 Vehicle crossings	<p>Applicable to:</p> <p>Any activity with a vehicle access to any road or service lane</p>	<p>Standard</p> <p>A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.</p>	<p>Complies</p> <p>The existing vehicle crossing on-site is constructed at the property boundary to the edge of carriageway / service lane. Only once crossing exists along the road boundary of the site which is approximately 25m in length and the existing crossing is situated more 10m from the intersection between Bristol Street and Berry Street.</p>
	<p>Any activity with a vehicle crossing.</p>	<p>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.</p>	
	<p>Any activity with a vehicle crossing.</p>	<p>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.</p>	
	<p>Any vehicle crossing on a rural road.</p>	<p>The minimum sight lines to vehicle crossings shall be provided in accordance with Figure 18 in Appendix 7.5.11.</p>	

7.4.3.9 Location of buildings and access in relation to road/rail level crossings	Applicable to:	Standard	N/A The site is not located near a railway crossing.
	Any new road or access that crosses a railway line.	No new road or access shall cross a railway line.	
	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.	
	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.	
	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.	
7.4.3.10 High trip generators	This rule applies to activities located outside the Central City, and activities within the Central City that are not exempt from this rule under b. below, that exceed the following thresholds.		Complies The site will only contain four residential units.
	Applicable to:	Resource consent under Rule 7.4.2.2 C1 or Rule 7.4.2.3 RD1 is required for activities with:	
	Residential Activities.	More than 60 residential units	

As outlined above, the earlier resource consents obtained for the buildings on the site and any alterations, have already established site coverage and building setbacks, and therefore any built form standards are already authorised and form part of the existing environment.

4.2.2 Overall Activity Status

The proposal requires resource consent under the following rules in the Christchurch District Plan:

- a. Pursuant to **Rule 14.4.1.3 Restricted Discretionary Activities RD17**, consent is required for a **restricted discretionary activity** as the proposal does not comply with Rule 14.4.1.1 Permitted activities P22 and P23 for non-residential hours of operation. Council's discretion is limited to the matters as relevant to the activity specific standard that is not met and Rule 14.15.5 Scale of activity, Rule 14.15.6 Traffic generation and access safety and Rule 14.15.21 Non-residential

hours of operation. Any application arising from this rule shall not be limited or publicly notified.

- b. Pursuant to **Rule 14.4.1.2 Controlled Activities C2**, consent is required for a **controlled activity** as the main residential unit will consist of more than 6 bedrooms (8 bedrooms in total once alterations inside the building have been completed). Council has reserved its control over the matters set out in Rule 14.15.5 Scale of activity and Rule 14.5.6 Traffic generation and access safety. Any application arising from this rule shall not be limited or publicly notified.

Given the above, it has been determined that the overall activity status of the proposed activity is a **Restricted Discretionary Activity**.

All relevant rules have non-notification clauses, and accordingly the application must be processed on a non-notified basis.

5. ASSESSMENT OF ENVIRONMENTAL EFFECTS

In accordance with section 88(2)(b) of the Resource Management Act 1991 (RMA) and Clause 1(d) of Schedule 4 to the RMA, this assessment of environmental effects of the proposed activity has been prepared in such detail as corresponds with the scale and significance of the effects that it may have on the environment. More specifically Council discretion is limited to the scale of activity, traffic generation and access safety, and non-residential hours of operation.

5.1 Permitted Baseline and Existing Environment

In forming the opinion for the purposes of s95 and s104(1)(a), adverse effects on the environment can be disregarded if the Plan permits an activity with that effect. The District Plan provides for a Correctional and Welfare facility, which operates between the hours of 0700 and 1900 hours as a permitted activity. The site can also be used for residential activity for up to four residential units that contain up to six bedrooms.

Moreover, there are previous RMA and building consent approvals related to the previous use of the site for the Cerebral Palsy Society. These include resource and building consent approvals to establish the existing built structures and the use of the building and extensive accommodation facility on the site for the Cerebral Palsy Society. The prior on-site activities (which have operated on the subject site for decades) fall under what the District Plan would be determined as a “care facility” (being ‘a home for the residential care of people with special needs, and/or any land or buildings used for the care during the day of elderly persons or people with special needs’). Although no longer operative with respect to land use, the effects of the proposed activity against the previous use of the site can be assessed, whereby effects generated by a care facility (such as scale of activity, traffic generation, access, amenity) are similar to, and arguably, a greater scale when compared to the proposal. The proposed use would generate a similar level of car parking and traffic movements and also proposes

less residents staying at the subject site with respect to the scale of the activity when compared to the previous care facility activity.

5.2 Scale of Activity and Non-Residential Hours of Operation

As set out above, the majority of the on-site support provided will occur during day-time hours. However, the on-site support provided overnight means that the proposed community corrections and community welfare facility components of the activity will fall outside the permitted hours of operation of 0700 to 1900 hours.

In addition, the residential units on-site will have more than 6 bedrooms, which triggers rule 14.4.1.2 (C2) whereby resource consent is required as a controlled activity with Council reserving its control over certain matters including scale of activity.

The relevant matters of consideration therefore include:

- whether the scale of the activity and its impact on residential character and amenity is appropriate taking into account the compatibility with other activities in the surrounding area; the ability for the locality to remain predominantly residential; and the appropriateness of the use in meeting the needs of residents principally in the surrounding area;
- the adverse effects of noise, disturbance, and loss of privacy of nearby residents;
- the ability to avoid, remedy, or mitigate any adverse effects of the extended hours of operation;
- the opportunity the activity provides for support for nearby commercial centres and existing health related and community activities.

The immediately surrounding environment is predominantly residential with housing varying in character, typology, scale and density, due to its inner city, suburban location. There are several examples of unit developments that are of a similar scale to the existing buildings on the subject site, as well as bed & breakfast accommodation, motels and hotels in the area, particularly along the nearby Papanui Road. The design, scale, appearance and layout of the site has been established by the previous care facility development and more recent short-term accommodation. No external alterations are proposed as part of this proposal, and therefore the existing design, scale, appearance and layout of the site will remain unchanged and be in keeping with the existing environment. In addition to the built development of the site, the existing boundary landscaping will also be retained and will be kept in a tidy manner while the site is occupied for the proposed use.

Importantly, when considering the size and capacity of the existing buildings on the site, the level of occupancy proposed (including residents and support staff) will be at a reduced level of intensity/occupation than previous on-site activities such as short-term accommodation and the Cerebral Palsy care facility.

Due to the existing single storey nature of the buildings on the site, there will be no loss of privacy to adjoining residents. The adjoining property to the north (20 Bristol Street) comprises six residential units that are located to the rear of this site. A driveway runs along the common property boundary with the subject site and large, established trees screening much of the subject site's communal open space area. The residential units themselves are also separated by vehicle manoeuvring areas. The adjoining property to the north (11 Berry Street) is a single storey residential unit that adjoins the residential units located at the east of the subject site. No areas of communal open space or any habitable windows face into the adjoining property to the east. Given there are no proposed external alterations to the existing buildings on the subject site, it is considered that any effects on the privacy of adjoining landowners / occupants would be less than minor.

While at the site, residents will spend their time in the units, utilising the communal areas, or working with support staff. As with any residential activity, general noise that is residential in nature will be associated with this activity. Noise from the residential use of the subject site will generally be dispersed throughout the site, rather than being concentrated in any one area. Moreover, as outlined in section 3 of this report, residents are required to comply with a number of rules and guidelines, whilst residing at the site, including prohibiting overnight stays/visitors, parties or outdoor music to be played on audible speakers after 2200. Other rules may also be added as and when it is deemed necessary by the Service Provider. Given the above, overall, it is not anticipated that any noise generated from the proposed use of the site will be over and above the permitted noise levels for this environment, nor is it expected to be any greater than the noise generated from the current use of the site and other surrounding properties.

On-site support services would be provided during the day by visiting external agencies. The level of external support will vary on the individual needs of the residents. Staff would share office space but will also have the ability to work within the communal spaces. Any support to residents outside the hours of 0700 and 1900 will be provided by a maximum of three on-site support staff members. Those staff members will be available throughout the night to provide support to residents as required. Consequently, any staff movements to and from the subject site and any noise generated outside the hours of 0700 and 1900 hours will be negligible and considered acceptable within the context of the surrounding, urban environment.

The non-residential support is unlikely to provide support for nearby commercial centres and health related and community activities; however, the site has good accessibility to social service agencies on which the activity relies for support.

Overall, it is therefore considered that the proposed scale of the correctional / welfare facility and residential activity will have less than minor effects on the surrounding environment with respect to neighbourhood character, loss of privacy of nearby residents, noise, hours of operation and movements in and out of the site with no persons directly affected.

5.3 Traffic, Parking, and Manoeuvrability Effects

The residential units on-site will have more than 6 bedrooms, which triggers rule 14.4.1.2 (C2) whereby resource consent is required as a controlled activity with Council reserving its control over certain matters including traffic generation and access safety, including whether the traffic generated is appropriate to the residential character, amenity, safety and efficient functioning of the access and road network.

In accordance with the relevant sections of the District Plan, the following matters of consideration are relevant to this proposal with respect to traffic, parking and manoeuvrability effects:

- whether there are any adverse effects on the safety and amenity values of neighbouring properties, and the function of the transport network;
- the effects on the safety and security of people using the facility;
- whether the access disrupts or conflicts with active frontages, convenient and safe pedestrian circulation and cycling flows, or inhibit access for emergency service vehicles;
- whether the legal width of access is restricted by the boundaries of the existing site and/or existing building;
- adverse effects in terms of noise, vibration, glare, and fumes from vehicles entering and leaving the site or adjacent road on residents on adjoining residential sites, and their incompatibility with the respective living environment;
- any cumulative effect of the traffic generation in conjunction with other activities in the vicinity;
- adverse effects of the proposed traffic generation on activities in the surrounding living environment;
- the ability to mitigate adverse effects of the additional traffic generation;
- consistency of levels of traffic congestion or reduction in levels of traffic safety with the classification of the adjoining road;
- the variance in the rate of vehicle movements throughout the week and coincidence of peak times with traffic movements on the wider network; and
- the location of the proposed access points in terms of road and intersection efficiency and safety, and the adequacy of existing or alternative access points.

As mentioned above, it is anticipated that a maximum of eight Department of Corrections support staff and professional practitioners (typically four support staff members and four psychologists) will be on-site during the day on weekdays, whilst a maximum of three support staff members are anticipated on-site during the evening or overnight stay from 1600 to 0800 hours. On weekends, the number of Department of Corrections staff will be reduced to approximately three staff (maximum).

It is anticipated that a maximum of two internal/external agency visitors (i.e. probation officers) are anticipated on-site on certain days. Visits from family members of the residents will only occur on Saturdays between the hours of 1300 and 1700 and it is expected that there will be 10 to 15 visitors

to the site during visiting hours. Other traffic movements to and from the site include deliveries (approximately twice a day, three times a week) and general maintenance on the site, such as gardeners/cleaners (generally once a week).

None of the residents will own or have access to a vehicle.

Given the maximum number (eight) of staff anticipated to be working on site during the day on weekdays, there will potentially be up to four staff that will likely park off-site (i.e. on surrounding streets, such as Bristol Street and Berry Street). Likewise, visiting external services would also need to park off-site during these hours. There will be sufficient on-site car parking spaces available for support staff during the evening and overnight (between 1600 and 0800) as only a maximum of three support staff are anticipated on site during the evening and overnight. Family member visitors (on a Saturday) would likely park on the surrounding streets, however, it is noted that on a Saturday, less staff will be present at the site. It is also considered that on a site of this size, where a number of residential apartments could be built, that the number of visitors anticipated would not be dissimilar than any other residential use in this zone.

Despite the site not having on-site car parking provision for all staff working at the site during the day, the proposal will provide the minimum number of car parking spaces required under the District Plan for the proposed activity (which is two). The site has an existing double garage as well as two open car spaces (including one mobility car space). Therefore, a total of four on-site car parking spaces will be provided. All car parking spaces meet the relevant standards with respect to car parking space dimensions.

The site is a corner site and has a road frontage to Bristol Street and Berry Street which are both local roads. Access to the site is provided directly from Bristol Street via an existing single vehicle crossing, which complies with the minimum legal width standards. The existing vehicle access off Bristol Street has appropriate sight availability in either direction. There is an appropriate amount of space for on-site manoeuvring to ensure all vehicles are exiting the site in a forward-facing direction. No changes are proposed to the existing means of access, parking or manoeuvring on-site.

Sufficient on-street car parking is available along Bristol Street and Berry Street for staff and visitors to use. There does not appear to be any signs within Bristol Street and Berry Street limiting the amount of time cars can be parked along Bristol Street and Berry Street. As such, it is considered that there is sufficient car parking available either on-site or on-street for staff and visitors and that any additional traffic movements generated by staff and visitors would have a negligible effect on the surrounding transport network. It is also noted that the subject site is located within close proximity to the Papanui Parallel Major Cycle Route, which is approximately 900m to the east and is also within close proximity to several bus routes on Colombo Street (800m to the east) and Papanui Road (500m to the west). Therefore, staff and visitors to the site could utilise the bus services and cycle routes. Cycle parking can also be provided on site.

Consequently, no adverse effects in terms of the safety and amenity values of neighbouring properties, the function of the transport network, and safety and security of people using the site are anticipated from the proposed activity due to the close proximity of the site to bus services and cycle routes and the availability of on-street car parking along Bristol and Berry Street. There will also be no greater conflict with pedestrians or cyclists or change in access for emergency services as a result of the proposed activity.

Support staff will work in shifts at the site, which will result in very few vehicle movements in and out of the site and along Bristol and Berry Street, particularly at night-time. Consequently, there will be no adverse effects from vehicles (in terms of noise, vibration, glare, and fumes), or reduced on-street parking associated with the non-residential support outside the permitted hours that could adversely affect adjacent residents. Similarly, it will ensure that issues of traffic congestion, or adverse effects on road safety or efficiency as a consequence of the extended hours of operation, do not arise.

Overall, the site provides ample room for car parking and manoeuvring; and there is suitable access to and from the legal road (Bristol Street). There is also on-street parking provision available for any parking overspill on the site. The on-site nature of non-residential support that will be provided outside the permitted hours of operation will also ensure that there will be no adverse effects from vehicles that could adversely affect adjacent residents or issues with traffic congestion or road safety. As such, it is not considered that the proposed use of the site, will create adverse effects on the roading network, and no person shall be directly affected.

5.4 Design, Scale, Appearance and Layout

As detailed in Section 4, the existing buildings, which occupy the site have already been authorised under previous RMA and building consents. The existing levels of occupancy (i.e. number of residential units and associated beds etc) will be utilised at a reduced rate than the previous short-term accommodation and care facility. Specifically, the large 13-bedroom facility will undergo internal modifications that will see bedrooms reduced from 13 down to 8. There is a reasonably sized, north facing, open courtyard area along the northern boundary of the subject site. An additional open, communal area is also located in the centre of the development, which will both be available for programme residents to utilise during their time at the site. Given the short-term nature of the programme, it is considered that the outdoor spaces provided on-site would provide an appropriate level of amenity to residents.

The proposal represents an appropriate, efficient use of this land for residents participating in the Tai Aroha programme who are seeking additional support to reintegrate into the community. Effects from this use on the environment and immediately surrounding properties are considered to be less than minor and no greater than the current use of the site.

5.5 Positive Effects

The proposed use of the site will provide residential housing and wrap-around rehabilitative support for men who are currently serving home detention or community-based sentences. The focus of the activity is on accommodating these men with support which will enable them to make positive changes in their lives and reduce their chances of re-offending. The proposed social wrap-around support will assist residents with the daily functioning of the site and in developing the tools and skills to reintegrate successfully into their community.

Tai Aroha provides an option for men with complex needs to gain access to a wrap-around, targeted rehabilitation service. The programme also provides opportunities to develop community connections and re-establish links with whanau.

The programme strives to provide a healing environment, where residents can retain their sense of dignity, while at the same time be provided with skills and resources to take responsibility for their own lives. The programme provides opportunities for reintegration as well as rehabilitation, to lessen the sense of separation and isolation from community and whanau that a participant might experience in a custodial environment.

Tai Aroha provides every opportunity for whanau engagement and healing within the family by providing opportunities for the whanau to take an active role in supporting their family member while attending the programme. The development of working relationships with mana whenua also provides an opportunity for residents to enhance ties with local support agencies.

The buildings on the site have existed for many years and the proposal will not alter the existing built environment. The proposed use of the existing development for a correctional/welfare facility for residents will be an efficient use of an existing development and will largely be consistent with the previous occupations of the site and will retain the existing qualities of the surrounding environment.

For these reasons, and those noted earlier in the above assessment, the proposal has significant positive effects that should be taken into consideration by the Council when assessing the application.

5.6 Conclusion

Overall, the proposed use of the site and existing buildings for a correctional / welfare facility and residential housing will be similar to the existing use and will have little or no external impact from what is currently experienced on-site. In summary, the small scale and on-site nature of the proposed activities on the site will ensure:

- The surrounding area will remain predominantly residential in character.
- There will be no adverse effects in terms of noise, disturbance, and loss of privacy for the surrounding residential area.
- There will be no traffic and pedestrian movements associated with the support provided.

- Residents and staff residing and working at the site will be provided with an appropriate level of on-site amenity.
- The proposed residential housing and social wrap-around services of the Tai Aroha model will help assist with the daily functioning of the site and will help assist residents with the adequate tools to reintegrate back into society.

For the reasons discussed above, the overall effects of the proposal are considered to be less than minor. The proposal is also precluded from notification, in accordance with the relevant rules in the District Plan.

6.0 OBJECTIVES AND POLICIES

6.1 Objectives and Policies

The relevant District Plan objectives and policies for this application are set out in Chapter 3 Strategic Objectives, Chapter 14 Residential, and Chapter 7 Transport, and are as follows:

**3.3.4 Objective –
Housing capacity and
choice**

- b. There is a range of housing opportunities available to meet the diverse and changing population and housing needs of Christchurch residents including:**
- i. A choice in housing types, densities and locations; and**
 - ii. Affordable, community and social housing and papakāinga**

**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; and**
 - ii. Meet the diverse needs of the community in the immediate recovery period and longer term, including social housing options**

**14.2.1.1 Policy –
Housing distribution
and density**

- a. Provide for the following distribution of different areas for residential development, in accordance with the residential zones identified and characterised in Table 14.2.1a in a manner that ensures:**
- iii. Medium density residential development in and near identified commercial centres in existing urban areas where there is ready access to a wide range of facilities, services, public transport, parks and open spaces, that achieves an**

average net density of at least 30 households per hectare for intensification development.

**14.2.6 Objective -
Non-residential
activities**

- a. Residential activities remain the dominant activity in residential zones, whilst also recognising the need to:**
- i. provide for community facilities and home occupations which by their nature and character typically need to be located in residential zones; and**
 - ii. restrict other non-residential activities, unless the activity has a strategic or operational need to locate within a residential zone or is existing guest accommodation on defined sites.**

**14.2.6.1 Policy -
Residential coherence
character and amenity**

- a. Ensure that non-residential activities do not have significant adverse effects on residential coherence, character, and amenity.**

**14.2.6.2 Policy -
Community activities
and community
facilities**

- a. Enable community activities and community facilities within residential areas to meet community needs and encourage co-location and shared use of community facilities where practicable.**
- b. Enable larger scale community activities and community facilities within defined arterial locations that:**
- i. are within walking distance of the Central City and suburban commercial centres;**
 - ii. front onto core public transport routes; and**
 - iii. are not dominated by residential development.**

**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.**

- 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.*

The proposed use of the site will contribute towards the diverse needs of the community by providing for a wider range of housing opportunities for Christchurch residents. The subject site's location within the Residential Suburban Density Transition Zone anticipates medium density housing that is within close proximity to a wide range of facilities, services, public transport and other social infrastructure, and is therefore considered an appropriate location for this type of activity and land use.

The proposal will not alter the existing scale and intensity of development that already exists within the site. The site has a reasonably well landscaped frontage which contributes to the amenity of the surrounding environment and will be upheld by the proposed use. Consequently, the character and amenity value of the site and the surrounding environment will be upheld.

The proposed non-residential support is captured by the definitions of community corrections facility and community welfare facility which are community facilities anticipated within residential zones under policy 14.2.6.2 to meet community needs.

The hours of operation of the support provided to residents would extend beyond the hours of 07:00 – 19:00 permitted under the District Plan. However, the support provided to residents outside of these times will be provided by two on-site support staff members. The small scale and on-site nature of the non-residential use outside the permitted hours will ensure there will be no adverse effects on residential coherence, character, and amenity. Residential activities will remain the dominant activity in the surrounding residential zone.

The site has sufficient on-site parking to meet the demand anticipated by the proposed use, and it shall not result in adverse effects on the safety and efficiency of the road network.

Given the above, the proposal is consistent with the objectives and policies of the Christchurch District Plan.

7.0 CONSULTATION AND NOTIFICATION ASSESSMENT

7.1 Public Notification- Section 95A

The matters to be considered by the consent authority when deciding whether or not to publicly notify an application are set out in Section 95A of the RMA. On October 2017 Section 95A was amended to have a 4-step process to determine whether to publicly notify an application.

Step 1 - Mandatory Public Notification in certain circumstances (sections 95A(2) and (3)):

Mandatory public notification is not required as the applicant has not requested public notification [s95A(3)(a)], there are no outstanding section 92 matters [s95A(3)(b)], and the application has not been made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act [s95A(3)(c)].

Step 2 - Preclusion to Public Notification:

Public notification is precluded because the activity is subject to a rule in the District Plan that precludes public notification [s95A(5)(a)].

Step 3 - Public Notification – Rule/Adverse Effects:

This step is not applicable due to notification being precluded in Step 2 above.

Step 4 - Special Circumstances:

There are no special circumstances that warrant public notification under section 95A(9) because none of the circumstances of the application are exceptional or unusual.

7.2 Section 95B Notification Assessment

Section 95B relates to limited notification of consent applications and (in summary) directs that, where notification of an application for resource consent is not required under Section 95A, the consent authority must give limited notification of the application to any affected person. Section 95B is also a 4-step process to determine whether to limited notify an application.

Step 1 - Customary Rights and Marine Title Groups, and Statutory Acknowledgements:

There are no protected customary rights groups or customary marine title groups that will be affected by the proposal, and the proposal is not on, adjacent to, or likely to affect land subject to a statutory acknowledgement [s95B(2)(a) and (b) and s95B(3)].

Step 2 - Preclusions to Limited Notification:

The relevant rules in the District Plan preclude limited notification of the application [s95B(6)(a)].

Step 3 - Limited Notification - Affected Persons:

Limited notification is precluded as assessed in Step 2 above.

Step 4 - Special Circumstances:

There are no special circumstances that exist relating to the application that warrant limited notification to any persons who have not been excluded as affected persons by the assessment above [s95B(10)]. There are no special circumstances that warrant limited notification under section 95B(10) because none of the circumstances of the application are exceptional or unusual.

7.3 Notification Conclusion

Section 95 of the RMA sets out the requirements for the Council to consider when determining whether an application for resource consent should be notified.

Our assessment above has found that notification is not required under the various notification steps under s95 of the RMA. Therefore, in accordance with the steps outlined above, this application must be processed without public notification and without limited notification to any person, protected customary rights group or customary marine title group because the District Plan precludes notification from occurring.

8.0 STATUTORY ASSESSMENT

8.1 Matters for Consideration

8.1.2 Section 104

In considering an application for land use consent, the consent authority must have regard to Part 2 (Purposes and Principles) of the RMA, and to the matters to be considered as set out in section 104(1). Section 104(1) states that, subject to the provisions of Part 2, a consent authority must have regard to:

- (a) *any actual and potential effects on the environment of allowing the activity; and*
- (b) *any relevant provisions of –*
 - (i). *a national environmental standard;*
 - (ii). *other regulations;*
 - (iii). *a national policy statement;*
 - (iv). *a New Zealand coastal policy statement;*
 - (v). *a regional policy statement or proposed regional policy statement;*
 - (vi). *a plan or proposed plan; and*
- (c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application.*

In respect of Section 104(1)(a), an assessment of any actual or potential effects is included in Section 5 of this report. Ultimately, it is concluded that the resulting effects will be less than minor and acceptable.

I have considered the higher order planning documents specified at section 104(1)(b)(i) – (vi) of the Act. In particular, it is my opinion that there are no National Environmental Standards that are directly relevant to the consideration of this proposal. Similarly, the New Zealand Coastal Policy Statement is not relevant. The proposal is consistent with the general strategic direction of the Canterbury Regional Policy Statement.

The National Policy Statement on Urban Development Capacity (NPSUDC) is relevant to this proposal. The NPSUDC is about recognising the national significance of urban environments and the need to enable such environments to develop and change, and to provide sufficient development capacity to meet the needs of people and communities and future generations in urban environments. The NPSUDC directs decision making under the RMA to ensure that planning decisions enable development through providing sufficient development capacity for housing and business.

The objectives of the NPSUDC most relevant to this proposal are:

- OA1: To support effective and efficient urban areas that enable people and communities to provide for their social, economic and cultural wellbeing.*
- OA2: To provide sufficient residential and business development capacity to enable urban areas to meet residential and business demand.*
- OA3: To enable ongoing development and change in urban areas.*

In addition to this, Policies PA3 and PA4 in particular apply to all decision makers in all circumstances. The proposal has been assessed against these and any other relevant objectives and policies and is considered to achieve the outcome sought by the NPSUDC, in particular, the proposal is an efficient use of an existing resource to support the health and wellbeing of the Canterbury and wider New Zealand community. There are no other National Policy Statements Relevant to the assessment of this proposal.

In respect of Section 104(1)(b), the document that provides the relevant statutory context is the Christchurch District Plan. As discussed at Section 6 above, the proposal is consistent with the relevant objective and policies of the District Plan.

There are no other matters that the consent authority should consider in the determination of this application.

8.2 Resource Management Act 1991-Part 2 Assessment

I have had regard to matters under Part 2 of the RMA when considering resource consent applications. The Christchurch District Plan is a valid planning document. It has complete coverage over the proposed activities and anticipated effects. In achieving the purpose of the Act (Section 5) all persons exercising functions under it, shall recognise and provide for matters of national importance including the protection of historic heritage (section 6); have particular regard to any other relevant matters (section 7), and, take into account the principles of the Treaty of Waitangi section 8. Having weighed

these matters, I consider that the proposal is consistent with the sustainable management purpose of the Act and Section 5 more generally.

9. CONCLUSION

This resource consent application is being made by Kāinga Ora on behalf of Ara Poutama Aotearoa (the Department of Corrections) to the Christchurch City Council for the use of the existing site and buildings at 14 Bristol Street to accommodate and provide wrap-around support services to men on home detention or serving community based sentences.

The relevant rules preclude notification of the proposed activity.

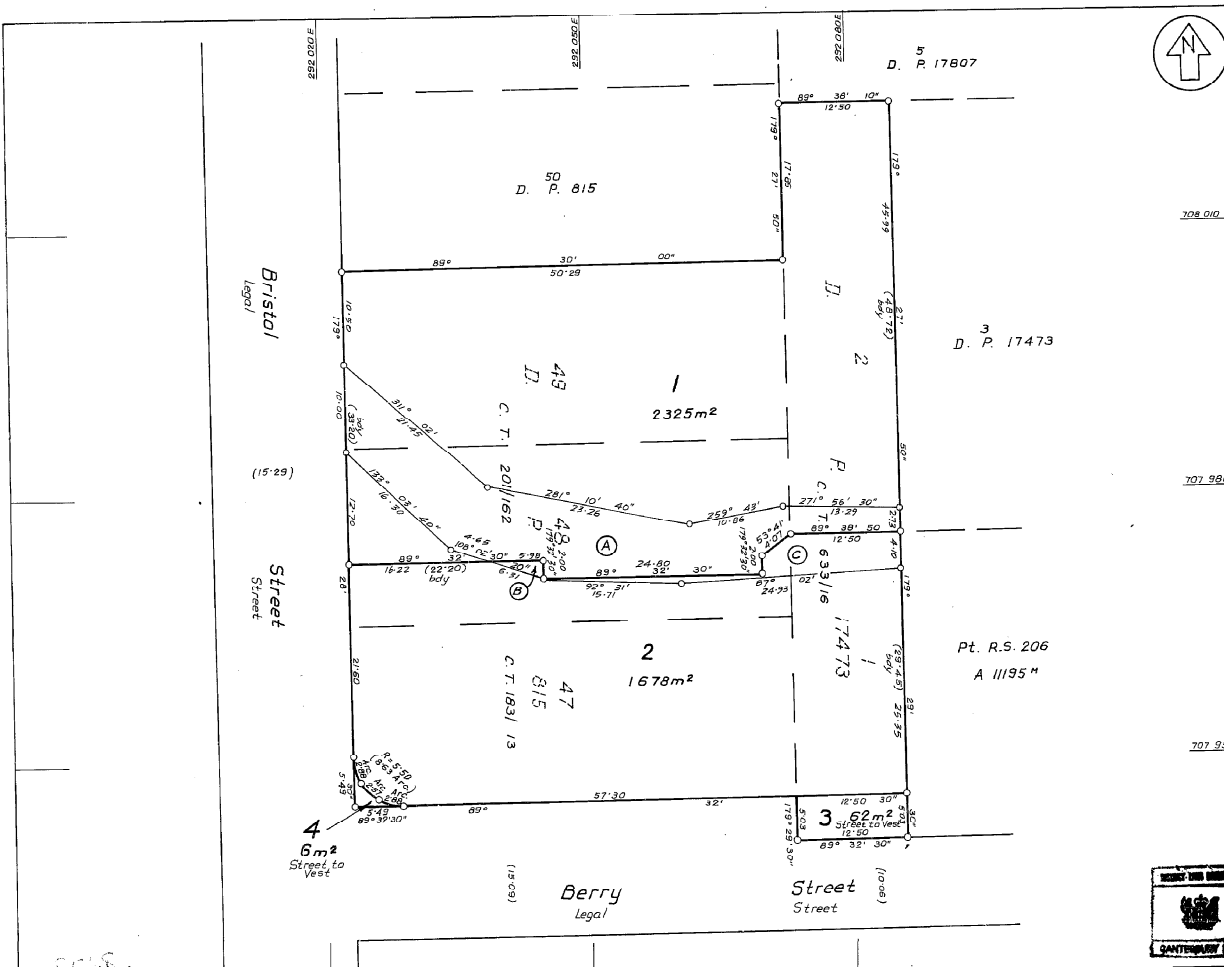
Ultimately, the proposal is consistent with the anticipated use of the site and it will have less than minor and therefore acceptable adverse effects on the environment and surrounding properties. The proposal is also consistent with the objectives and policies of the District Plan and Part 2 of the RMA.

On this basis we request that consent is granted on a non-notified basis in accordance with Sections 104 and 104C of the Act.

We would also like to request the opportunity to review any conditions which Council may wish to impose on this application.



APPENDIX 1 – RECORD OF TITLE



Approvals

In pursuance of the Provision of Section 100 and 101 of the Municipal Corporations Act 1954 the Christchurch City Council hereby approves the Plan of Subdivision shown hereon conditional on the easements set out in the memorandum being duly granted and it is SUBJECT to the following conditions as set out in Document No. 605-071 deposited in the office of the District Land Registrar at Christchurch.

Conditions No. 11

IN WITNESS WHEREOF the Common Seal of the Christchurch City Council was hereunto affixed this 2nd day of June 1979 in the presence of

[Signature] MAYOR
[Signature] GENERAL MANAGER & TOWN CLERK

I, the undersigned City Surveyor certify that this plan is correct in accordance with the requirements and provisions of the Operative District Scheme relating to the area in which the land is situated as at 12th day of June 1979

[Signature] CITY SURVEYOR

Memorandum of Easements			
Purpose	Shown	Serv Ten.	Grantee
Right of Way in gross	A	1	Christchurch Drainage Board
	B, C	2	

Area Schedule

Residential Lots 1 & 2 4003 m²
 Street to Vest lots 3 & 4 68 m²

Total Area 4071 m²

Comprised in C.T.'s 103/13, 201/102, 633/16

I, Herbert Winston Barrymore Greig, of Christchurch Registered Surveyor and holder of an annual practicing certificate hereby certify that this plan has been made from Surveys executed by me or under my direction; that both plan and Survey are correct and have been made in accordance with the regulations under the Surveyors Act 1966

Dated at Christchurch this 12th day of June 1979

[Signature]

Field Book p. *[blank]* Traverse Book *[blank]*

Reference Plans D.P.'s 915, 17473, 17475, 17807, 34929, 37256, 50 15188

Examined *[Signature]* Correct *[Signature]*

Approved as to Survey

[Signature] Chief Surveyor

6.7.79

Deposited this 10th day of July 1979

[Signature] District Land Registrar

File Received 5.7.79

Instructions

DP 42076

LAND DISTRICT Canterbury

SURVEY BLK. & DIST. XI Christchurch

NZMS 177 SHEET NO. 584

Lots 1-4
 Being Subdivision of Lots 47-49 D.P. 815 &
 Lots 1 & 2 D.P. 17473

LOCAL AUTHORITY City of Christchurch

Surveyed by Davis Ogilvie & Partners 9369

Scale 1:300 Date April 1978








APPENDIX 2 – SITE PLAN AND PROPOSED FLOOR PLANS

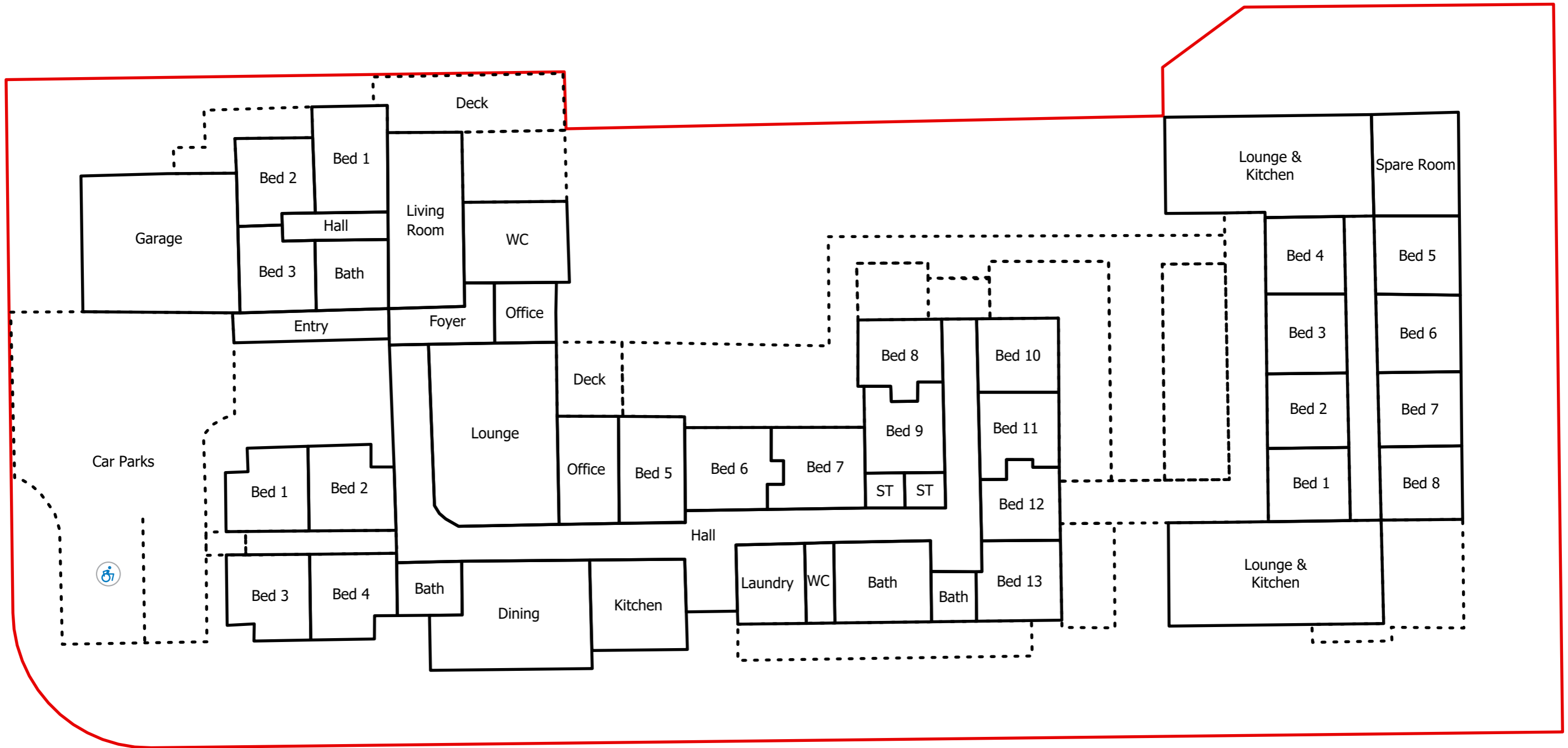


Bristol Street

Berry Street

Legend	
	Existing Structures (739.8m ²)
	Parking (76.7m ²)
	Driveway (64.4m ²)
	Open Space (798.3m ²)
	Subject Site (1679.2m ²)

All measurements are approximate and subject to survey.



Bristol Street

Berry Street

Legend

- Outside Landscape
- Inside Layout
- Subject Site (1679.2m²)

All measurements are approximate and subject to survey.



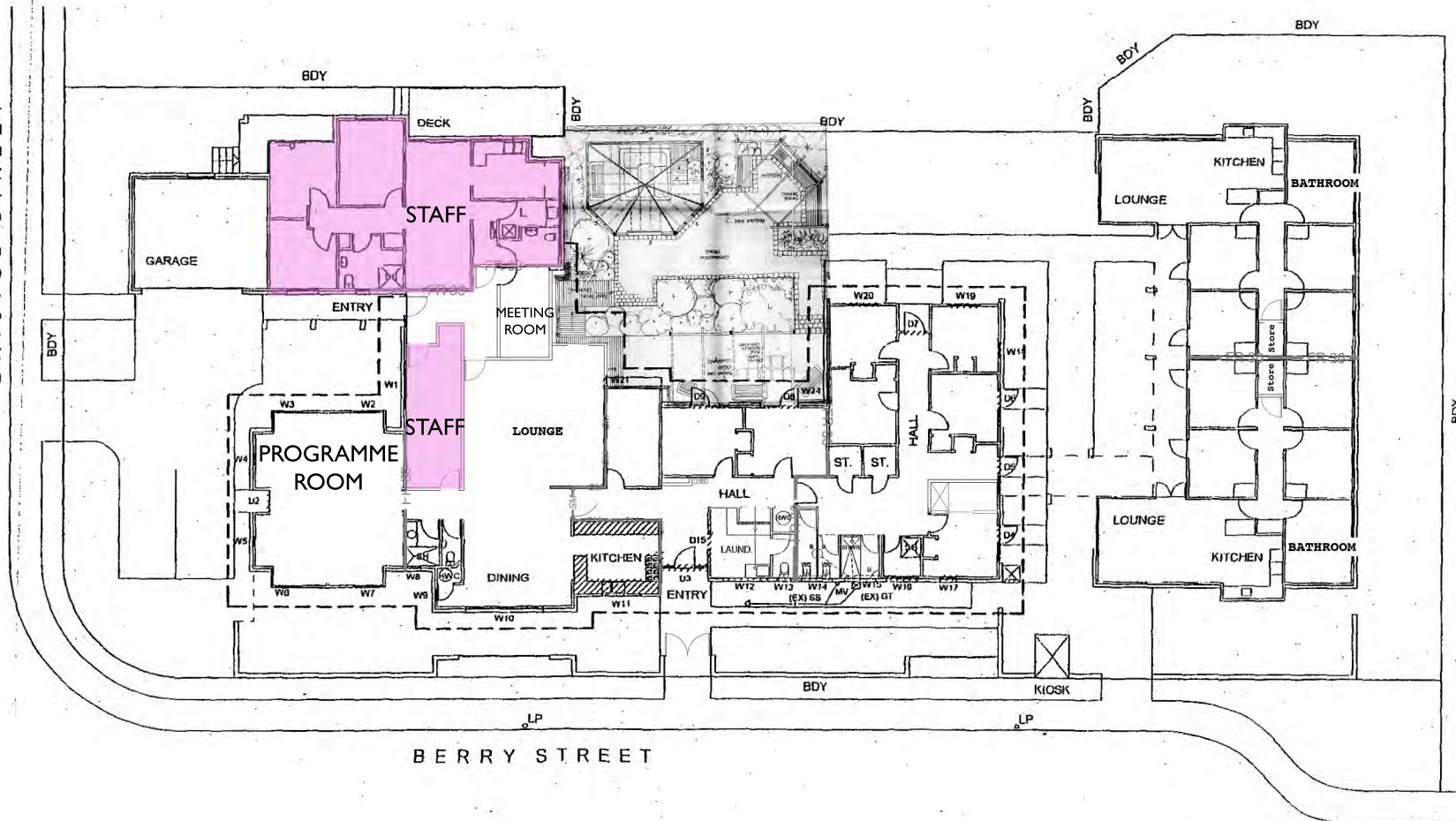
Imagery sourced from:
 Historical Documentation
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Existing Layout
 14 Bristol Street, Christchurch

DATE	29/01/2020	SHEET	1	PREPARED BY	Sharon Xia	TPG REF.	716113
A3 Scale 1:170				0 5 Metres			



BRISTOL STREET



BERRY STREET

Response to information as requested for Bristol Street Resource Consent application

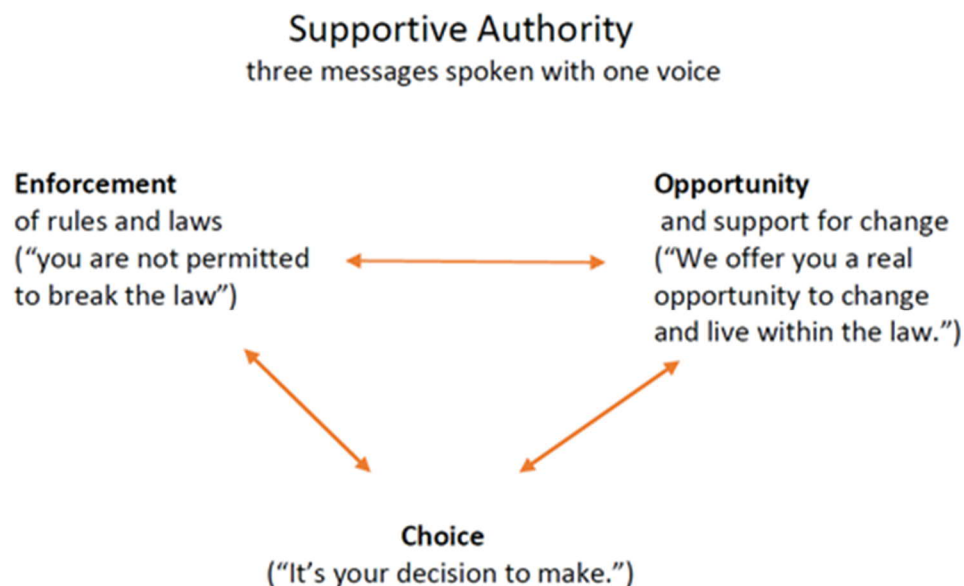
Sections 1-5 below provide an overview of the framework and structure of Tai Aroha. This information is included to provide additional context and support the response to the questions posed by Council which forms Section 6.

1. Introduction

As noted in the main Resource Consent application form, the proposed residence at Bristol Street has the advantage of being based on an existing model, Tai Aroha in Hamilton, which has been refined and developed over a number of years to create a safe and efficient community based environment for the rehabilitation and reintegration of high risk offenders. The perpetual evaluation and subsequent evolution of Tai Aroha has resulted in a mature operational and clinical model with guidelines and procedures to provide assurances to stakeholders that the important work of reducing risk of reoffending can be provided without compromising on public safety, which is a paramount prerogative for the Department of Corrections.

This focus necessitates a fine balance between control and restriction (to preserve good order), while at the same time providing a permissive environment within which residents are able to be responsible for their own decisions and adapt to eventual independent living in the community based on societally acceptable norms and values.

To aid this the programme incorporates the principle of **supportive authority** with all interactions with participants in the residence. This concept is based on the tenets of **Enforcement** (there are rules and expectations here and you are expected to follow these), **Opportunity** (we support you to change, and will offer you real opportunities to make a difference in your life), and **Choice** (based on the acceptance of the rules, and the support we are providing, the decision of what to do is ultimately yours).



Without providing residents with the choice to leave the residence, the programme would be at odds with the intended outcomes. Fundamentally this programme would not succeed if participants were 'forced' to attend the programme and be 'detained'. As such, the proposed residence is not considered by the Department of Corrections to be consistent with a definition of 'detention' as that term is used within our operating environment.

2. Profile of individuals anticipated to reside at the property

The provision of rehabilitation at the Department of Corrections is based on evidence-based best practice principles to ensure that each individual's risk is targeted by the rehabilitation he needs and ensuring that he is responsive to the proposed treatment pathway. Research has shown that greater outcomes can be achieved by providing the most resources to the highest risk offenders, as this is the group that is most likely to cause further harm in future. The proposed programme at Bristol Street is intended to have the maximum impact on creating safer communities, and is therefore aimed at the higher risk group of offenders who are eligible for community based sentences.

To be eligible for participation in the programme, an individual has to be male, between 17 and 40 years old, and not have convictions for child or serious sexual offences. The programme targets high risk individuals, with a RoC*RoI¹ score over 0.7 and serving either a home detention or intensive supervision community based sentence, with at least one violent conviction in their history.

This implies that eligible individuals would in any event be residing in the community while serving their sentence, but without the benefit of the intensive rehabilitation and reintegration support that they would receive being part of this proposed programme. Participants are likely to come from the greater Canterbury area, to ensure that the benefit of this programme will be for the local community and to ensure that they have family support.

Individuals with high treatment needs relating to alcohol and drug use will first be referred for more specialised intervention prior to being considered for Tai Aroha, which minimises the risks posed by individuals who are addicted and engage in drug seeking behaviour.

3. Opportunity

The proposed residence at Bristol Street provides accommodation to individuals, with the opportunity for them to participate in a community based high intensity rehabilitation and reintegration process. The focus is on returning residents to their whanau, better equipped with the psychological tools and opportunities required to succeed and develop a desistance pathway that does not lead to imprisonment.

¹ The RoC*RoI is an actuarial measure developed for the Department of Corrections to assist in the prediction of an offender's risk of re-imprisonment. The RoC*RoI, which is based on actuarial predictors (factors unchangeable by individual effort) derived from criminal history information, represents the likelihood that an individual will be imprisoned within five-years of either a Community Sentence being imposed or a release from a Prison Sentence. A score of 0.7 or above indicates a 75% imprisonment rate for individuals in this group.

The programme is based on well researched theoretical concepts and includes a specific focus on cognitive behavioural therapy (cognitive self change), tikanga, parenting, alcohol and drugs (rehabilitation) and psychological skills (including distress tolerance and problem solving).

All aspects of the programme are governed by the principles of a therapeutic community (TC), which means teaching residents to use the context of community life to learn about themselves. And this community life is designed to produce therapeutic and educational changes in individuals; and all the individuals in the community are the mediators of these changes.

4. Enforcement

For a rehabilitation residence such as the one being proposed to be successful, there has to be clear and consistent rules and expectations, as well as consequences for individual residents who choose (either by opting to leave or by engaging in rule-violating behaviour) to end their association with the programme.

To assist with enforcing expectations staff will be at the residence 24/7. The programme has a number of regularly reviewed policy and procedure documents to ensure the safe and structured management of the residence, for instance:

- Roll call Procedure & Process
- Briefing for Outings
- Medical Emergency
- Routine staff procedures
- Radio Use procedures
- Risk Management Form
- Role of Shift Leader
- Staff Briefing, Debriefing procedure
- Staff Communication Book
- Tai Aroha Shift expectations
- Tai Aroha Therapeutic Community Rules
- Threats towards Staff or Residents Procedure
- Staff Confirmation of Updated Operations

As indicated by the development of these policies and the effective application of these principles at the Hamilton Tai Aroha, the Department of Corrections has evidenced a capacity to manage and coordinate a safe community based environment for high risk offenders in a non-custodial environment without exposing the local community to undue risk.

5. Choice

The concept of choice is inherent from the initial assessment stages which provide individuals with information about the programme based on which their motivation and willingness to participate can be considered. A psychological assessment is undertaken to ensure that individuals are motivated and willing to participate prior to the individual taking up residence.

Prior to being able to commence the programme and take up residence in the proposed residence in Bristol Street each participant will be made aware of the expectations of the programme. Participants will sign a consent form which includes the following:

'I have the right to leave the programme if I choose. If I choose to leave the programme it may mean that the conditions of my sentence are not being met and I may be subject to enforcement action by the Community Probation Service' and 'I can be discharged from Tai Aroha if my progress is unsatisfactory, or if my behaviour is not in keeping with the programme rules. If this happens, my Probation Officer may make an application to vary the conditions of my sentence.'

As this indicates – choice is imbedded in the programme as a fundamental principle. Rehabilitation without a sense of personal agency will have no effect, and could even potentially increase an individual's risk by increasing their anti-authoritarian beliefs.

To be part of the residence residents will be expected to respect the rules, and to actively participate in all aspects of the programme. If they choose not to comply, their sentence conditions will be amended and alternative arrangements will be made – which could include their community based sentence being replaced with a custodial detention sentence, or accommodation being sourced elsewhere in the community.

6. Response to specific questions raised by Council

1. Please clarify the difference between residents at the facility being on 'home detention' and residents 'serving community-based rehabilitation sentences' (AEE, section 3, page 3).

The following information (adapted from official Department of Corrections policy documents) will assist to address some of the additional queries raised.

The main point (in answering the query posed) is that home detention is a sentence, that could include a number of different standard and special conditions, one of which could be to attend a suitable rehabilitation programme, such as Tai Aroha. This means that an individual could be sentenced to home detention with or without there being an associated condition.

Home Detention (HD) is a sentence that requires a person in our care to **remain at an approved residence under electronic monitoring and close supervision by a probation officer**. It can help those sentenced in this way to maintain family relationships, keep working or actively seek work, attend training or rehabilitative programmes. Sentences may range in length from 14 days to 12 months.

Such a sentence can only be imposed by a sentencing judge; taking into account a pre-sentence report and recommendation from a probation officer who has assessed the person's offending needs and the sentence and programmes likely to be the most suitable. In the case of consideration for Tai Aroha there will be an additional psychological report prepared by a Department of Corrections psychologist that will consider risk and responsivity to ensure that the programme is suitable.

Standard conditions are imposed on such sentences and some people may have special conditions imposed.

Standard conditions include:

- compliance with electronic monitoring conditions
- restrictions on leaving the residence
- restrictions on working arrangements
- restrictions on associating with certain people

Special conditions may include:

- participation in rehabilitative programmes (such as participating in the Tai Aroha programme). *This condition to attend this programme will only be considered following a psychological assessment to ensure the individual is motivated and willing to participate prior to taking up residence (for further details refer to section 5 above).*
- having a judge monitor compliance throughout the sentence
- addressing any other issues that reduce the risk of further offending.

Those on home detention wear an electronic anklet to monitor their whereabouts. If they try to remove the anklet or leave the monitored property without permission an alarm is triggered and a security guard is sent to the address. Staff at the property do not attempt to detain any resident who wishes to leave.

People on home detention can work outside the approved address if authorised by their probation officer. Those on home detention can apply for approved absences such as rehabilitation, study, or healthcare. These absences are also monitored.

If the conditions of HD are not met a fine of up to \$2000 or a sentence of imprisonment for up to one year can be imposed. Those on HD may also receive formal warnings depending on the nature of their non-compliance. Other community-based sentences could also be imposed, or the probation officer may apply to the court to have the HD sentence cancelled and substituted with an alternative sentence.

2. What are the scenarios under which people would be assigned to this facility? Are they sentenced to the facility straight from court to serve their sentence or after having served their sentence, as a condition of their release?

As indicated under Q.1, individuals can only attend this sentence under the direction of a sentencing judge. This facility will not cater for individuals released from prison on parole.

3. Under what conditions are they allowed to reside on the site? What are the restrictions that are placed on them?

Refer to standard and special conditions as indicated under Q.1.

4. Can restrictions/conditions require them to remain on site, and if so, please describe the types of restrictions/conditions that could be required (e.g. restrictions on

their movement, curfews, requirements to seek permission for leaving the site)? Are they free to come and go for all or certain times of the day?

All residents are fitted with an electronic monitoring ankle bracelet to allow for real-time monitoring of their movements, which must be in accordance with their individual conditions. As previously set out, if a breach of those conditions occurs, it triggers a response from a security company. This is the same as for any person on home detention in a residential environment.

5. Alternatively are they only allowed to leave for certain sanctioned activities? Would they be directly transported to and from these or travel by themselves?

As part of a standard week at the residence, the majority of tasks and activities will be hosted on-site, with external providers and community based stakeholders meeting with the men there to assist with rehabilitation and reintegration activities. The programme also allows for a range of approved and escorted outings to allow residents to remain involved with the community. Residents may for instance attend a local gym twice per week, participate in community work activities (such as maintaining a local marae), go shopping for weekly groceries (the men will actively take part in buying and preparing food), marae visits, bicycle trips and daily jogs. These components of ordinary community life are considered essential to the success of the programme.

Residents will generally either cycle or walk to near locations, but transport may also be arranged for activities that are further afield. Residents are accompanied by staff during such activities.

6. How will residents be made aware of (and reminded of) restrictions/conditions that apply to them?

Each resident will be provided with a copy of the 'Tai Aroha Kawa/House rules' and will be verbally inducted into the rules and expectations of the residence, as well as the consequences for choosing not to comply with these expectations.

The programme also has the benefit of being a 'rolling' programme, as a result of which new participants are introduced into the residence in a slow and considered manner. This allows other residents, who have been there for longer, to act as mentors and take responsibility for the kawa to be respected and upheld by newer members. In this manner residents have several opportunities to be made aware of the expectations from a number of different sources.

In addition to this the residents will also meet with their probation officer on a weekly basis (usually at the residence, otherwise at the nearest probation site) – where the focus of that discussion will be on how they are managing to adhere to their sentence conditions.

7. What are the methods for promoting compliance with restrictions/conditions? Will there be systems in place to promote restrictions/conditions?

As noted in the previous document the principles of Enforcement/Support/Choice is central to the efficient running of the residence. There are clear and well defined policies and procedures that govern the daily functioning of the residence. Non-compliance will initially be addressed by providing the resident with an opportunity to meet with the practice manager and manager psychological services, as well as other internal staff. If the situation cannot be resolved, then external enforcement and consequences will follow by the involvement of the probation officer, and if required police.

8. What are the consequences for residents if they leave the site without permission?

This would be considered to be a serious breach of their sentence conditions, and will result in an immediate reconsideration of their placement at the residence. This is not unique to Tai Aroha though, and would be the case for any individual on an electronically monitored community based sentence in a residential home.

9. What are the security arrangements on the site? Will doors / gates be locked? Will residents be able to walk out?

There will be at least two programme supervisors on site at all time to provide supervision and oversight, in addition to the clinical staff that will deliver rehabilitation. The residence will be fitted with state-of-the-art CCTV equipment, that will be monitored from a central control room on site.

Residents will not be locked in, but are monitored electronically (CCTV and ankle bracelets). Again – as set out in the previous sections, choice is an integral component to the programme and that includes the choice to leave. It is for this reason that the Department of Corrections does not categorise such a facility as a custodial or detention facility.

10. Please describe what supervisory roles will be undertaken by on-site support staff and the manager.

At all times there will be a shift leader on-site, who is tasked with the safe and effective running of the unit. Residential staff take an active role in the residence, and act as positive role models for the residents.

Some examples of tasks are: Development of Risk Management Plans for outings, handover to the next shift, consideration of issues that arose (that could cause conflict or pose a risk), consider individual issues for each resident (such as a death in the family, health concerns). Staff would also be tasked to intervene and follow protocol in the case of any disruptive occurrences and rule-violating behaviours.

Staff make use of a Communication Book, which is used to log any potential issues – which ensures that information is not lost during shift changes.

Significant issues will be escalated to the residential manager and/or manager psychological services to address at a higher level.

11. Please provide confirmation as to whether residents will be paying for their lodging / accommodation.

A portion of each resident's unemployment benefit goes towards the payment of household expenses for the duration of their residence there (as it could be expected to do if the resident was in any other residential environment).

**TAI AROHA
INTENSIVE RESIDENTIAL PROGRAMME
FOR HIGH RISK OFFENDING IN THE COMMUNITY
CONSENT TO PARTICIPATE IN TREATMENT**

I, _____, hereby consent on the basis set out below to participate fully in the Intensive Residential Programme for designed for those at high risk of re-offending (the programme) and operated by the Department of Corrections (“the Department”) at Tai Aroha, Hamilton.

About the programme

- The programme is an open (rolling) programme. Participants enter and complete treatment at different times, and then move on to a community aftercare component.
- The core treatment programme takes approximately 16 weeks. In addition, it may take up to four-weeks for pre-treatment assessment and four-weeks for post-treatment assessment.
- Participation in the pre-treatment assessment does not guarantee a placement in the programme. On acceptance to the programme I will participate in activities that are intended to help me to change my attitudes and beliefs about criminal behaviour, and to develop skills to assist me to lead an offence-free and more rewarding life.
- The programme is designed to give me the knowledge and skills to manage my risk of re-offending but will not "cure" me or change my assigned category for risk of re-offending (in so far as this risk is based on factors that do not change, such as my age, number of convictions and age at first conviction).
- Treatment will be mainly be delivered in groups, but I will also be expected to attend meetings and engage in other programme activities. These may include:
 - case management (in which my behaviour is reviewed by key staff)
 - community meetings (in which everyone in Tai Aroha comes together to discuss important issues for the community)

- o other structured day activities such as work within the Tai Aroha and other work that may be offered through hobbies, kapa haka etc.
- Outside of group sessions I will have to complete individual project work that is related to my psychological treatment.

Use of Information and Confidentiality

- Information gathered about me during my time at the Tai Aroha will remain confidential unless disclosure to third parties is authorised or required by law.
- While participating in the programme, I will be expected to disclose details of my past offending, as well as other personal information.
- If I talk about serious past offences of which I have not been convicted, that information will be treated in confidence but there may be circumstances in which the Department will pass on information about such offending to relevant authorities (e.g. if someone else is in prison for that offending).
- I will be able to request access to and ask for the correction of information collected about me during the programme. If any change requested by me is not made, I can ask for my written statement about that information to be attached to it.
- If I am having contact with Regional Forensic Services or other treatment providers, staff of the programme and my other treatment providers may share relevant information about me to assist in my assessment and treatment.
- Psychological Services therapy staff will write a report or reports on my progress in treatment to Community Probation. The psychological report/s will be held in a psychological file and on the Department's computerised file system, and only those with authorised access will be able to read the report.
- I understand that if I am applying for day, weekend or home leaves that my therapist may complete a report to Community Probation commenting on my progress in treatment and my identified high-risk situations.
- To ensure I receive the best support and opportunities to change while in the programme, the programme therapy staff will discuss my progress and challenges with other Tai Aroha staff on an as-needed basis. This will typically occur within case management meetings, and can include discussions with the House Manager, Psychological Services Principal Psychologist, and

Community Probation Liaison Probation Officer involved in my sentence management.

- Departmental programmes have teaching and research roles, in addition to being rehabilitative and therapeutic. During the course of the programme, there may be occasions when, additional to the programme therapy staff, other people will participate in group activities for limited periods of time. This could occur by people sitting in on group sessions, use of a one-way viewing window (if available), or video equipment.
- I will be told when this is happening and these people will be subject to the same strict confidentiality requirements as the Tai Aroha staff.
- It is a condition of the programme that, at any time, group sessions may be videotaped with sound, for the purposes of:
 - supervision and professional development of the therapists running such sessions
 - monitoring of work done on the programme
 - teaching and research
 - providing feedback to me and other fellow group members.
- The Department will ensure that the storage of recordings of group work will be kept secure and that videotapes will be used only for the purposes set out above. All recordings will be destroyed within one month of the completion of the programme unless specifically agreed with me and other group members.
- To make sure that the best treatment possible is provided, the treatment programme, my participation in it, and my progress after release will be evaluated and may be the subject of research. Personal information collected about me will not be used in any published research in a way in that makes me identifiable.
- I understand I may be asked (but not required) to participate in additional special research projects during my time in treatment.

Expected behaviour

I understand that:

- I must be open and honest in all of my dealings with the Tai Aroha staff, therapy staff and other programme participants, and comply with all programme requirements. This includes complying with behaviour contracts

and house-based activities related to my treatment and video and sound recording requirements.

- I have the right to leave the programme if I choose. If I choose to leave the programme it may mean that the conditions of my sentence are not being met and I may be subject to enforcement action by the Community Probation Service.
- I can be discharged from Tai Aroha if my progress is unsatisfactory, or if my behaviour is not in keeping with the programme rules. If this happens, my Probation Officer may make an application to vary the conditions of my sentence.

My signature indicates that I have read, understood and accepted these conditions of participation.

Signed

Date

Psychologist/Therapist

Date

Overview of Hamilton Tai Aroha incident reports

My name Charl Louw. I am a Senior Psychologist and Principal Advisor with the Department of Corrections.

As part of the Tai Aroha programme in Hamilton, to mitigate any potential risk of harm or inconvenience to residents, staff or the wider population, all minor and significant incidents must be reported by staff. An 'incident' is defined as an event that has the potential to have an impact on public safety, the welfare and safety of staff, people in our care or visitors, the integrity of sentences, the reputation of the Department and the effective operations of Department sites. Incident reports are used to ensure a formal logging of such incidents occurs at Tai Aroha. This mechanism ensures that all relevant managers and supervisors are briefed and aware of such situations, from where a more formal response can be actioned.

All the incident reports generated by staff at Tai Aroha in Hamilton have been reviewed by me with a view to responding to Christchurch City Council's questions regarding the operation of this facility and the likely risk of harm or inconvenience to the wider population surrounding the proposed facility.

When considering the incident reports generated over five years between January 2015 and February 2020, it is important to note that the vast majority of these do not relate to risk related matters, but rather reference issues around compliance and internal issues required to maintain the good order of the residence. Some examples of these include matters such as residents not attending group on time, or not respecting the rules around sharing resources.

More serious incidents involved aggressive behaviour (within the house) which had the potential to escalate, residents choosing to withdraw from the programme or residents leaving the residence without permission – thereby breaching the conditions of their sentence. Over this time period there has been 11 incidents (i.e. an average of between two and three per year) that represented a situation in which there was a potential for the wider community to be impacted. In each case the situation triggered the appropriate responses by the staff at the residence and was resolved with no further incident or harm to the wider community. In case of a serious incident it is standard operational practice for police to be contacted as well as the Department of Corrections Incident Notification Line, as well as relevant managers and probation staff.

I am satisfied that the manner in which Tai Aroha operates means that I can state with confidence that no member of the public has been harmed or threatened as a result of Tai Aroha being based in their community.

I can also confirm that there has been no negative media reporting regarding Tai Aroha in Hamilton, nor are we aware of any concerns expressed by the public regarding the operation of Tai Aroha in the community.

It is my view that Tai Aroha represents no greater risk to adjacent communities than any other residential environment in which a variety of different people live together.

Chapman, Emma

From: Karli Bristed <KBristed@propertygroup.co.nz>
Sent: Monday, 16 March 2020 5:06 PM
To: Chapman, Emma
Cc: STANBURY, Jo (WELLHO); Rachel Murdoch; Lauren Semple
Subject: TRIM: RE: RMA/2020/173 - 14 Bristol Street - response to request for further information (incident information)
Attachments: RMA2020173_14 Bristol_incident information.pdf

Hi Emma

In response to your questions regarding 'The likelihood of residents of the facility leaving the site without authorisation', please see attached further details regarding each of the incidents reported at the Tai Aroha Hamilton Facility. I note that there were actually 10 incidents as the same incident was recorded twice. I would also like to confirm that there are 10 residents at the Tai Aroha Hamilton facility.

I believe this answers all of your additional questions referred to in your email below, however, please do not hesitate to contact me should you wish to discuss anything.

Many thanks and kind regards,

Karli

Karli Bristed
Principal Planner



Proud supporters of KidsCan Charitable Trust

T: 03 353 0326 | M: 021 277 5558
E: kbristed@propertygroup.co.nz
W: www.propertygroup.co.nz

Level 2, Lion House, 169 Madras Street, Christchurch Central, Christchurch 8011
PO Box 7240, Sydenham, Christchurch 8240

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From: Chapman, Emma <Emma.Chapman@ccc.govt.nz>
Sent: Tuesday, 10 March 2020 12:30 PM
To: Karli Bristed <KBristed@propertygroup.co.nz>
Subject: RE: RMA/2020/173 - 14 Bristol Street - response to request for further information
Importance: High

Hi Karli,

Thanks very much for your additional information. Further to our phone conversation earlier, I have reviewed the memo from Mr Louw.

Brief description of Tai Aroha (Hamilton) incidents with potential for community impact:

Note: There are only 10 incidents listed here as two of the incident reports previously mentioned refer to the same incident. So, there were only 10 incidents that the potential to impact on the public, and not 11 as previously stated.

Date of incident:	Description of event:	Response by staff and external agencies:	How was incident resolved?	Interaction with members of the public?
January 2015	Resident left the residence without prior engagement with, or approval from, on-site staff.	Operations manager notified, Service Manager notified. Police informed.	Incident with police for further management. Police were notified 15 minutes after staff became aware of situation.	None noted
January 2017	Resident left the residence without prior engagement with, or approval from, on-site staff.	Managers notified, Incident Line contacted, police informed.	Incident with police for further management. Timeline of police involvement is not clear.	None noted
May 2017	Resident informed staff that he wants to leave the programme and the residence. Staff requested that he wait for police to arrive to meet with him and, if required, escort him off property. Resident declined to do so, and left immediately.	Security company and police alerted to locate and collect resident.	Incident with police for further management. Police were notified 13 minutes after staff became aware of situation.	None noted
May 2017	Resident left the residence without prior engagement with, or approval from, on-site staff.	Police notified, incident notification line notified, after hours Home	Incident with police for further management. Police were contacted 6 minutes after staff	None noted

Date of incident:	Description of event:	Response by staff and external agencies:	How was incident resolved?	Interaction with members of the public?
		Detention senior management notified.	became aware of situation.	
June 2017	Resident became verbally agitated in local shop when he wasn't allowed to buy cigarettes.	Supervisor who was in attendance intervened and deescalated situation without further incident.	Deescalated by supervisor, immediately resolved.	Staff member at store
July 2018	Soon after being inducted into residence, the resident left without prior engagement with, or approval from, on-site staff.	Police notified, incident notification line informed.	Incident with police for further management. Timeline of police involvement is not clear.	None noted
July 2018	Resident removed electronic monitoring bracelet and left the residence without prior engagement with, or approval from, on-site staff.	Relevant managers notified, police alerted.	Incident with police for further management. Police were informed 4 minutes after situation became known to staff.	None noted
September 2018	Resident did not arrive for programme and did not engage with, or receive approval from staff, before deciding not to join the residence.	Police notified, incident notification line notified.	Incident was immediately communicated to police for further management.	None noted
August 2019	Resident left the residence without prior engagement	Police notified, relevant managers	Incident with police for further management.	None noted

Date of incident:	Description of event:	Response by staff and external agencies:	How was incident resolved?	Interaction with members of the public?
	with, or approval from, on-site staff.	notified, Incident Notification Line contacted.	Police were notified 5 minutes after incident became known to staff.	
August 2019	Resident opened the front door and ran onto the street without permission to do so.	Police notified, Incident Notification line notified, Home Detention Senior Manager notified.	Incident with police for further management. Police were notified 7 minutes after incident became known to staff.	None noted

Emma Chapman
Senior Planner
Resource Consent unit
Te Hononga Civic Offices
PO Box 73013
Christchurch 8154

22 January 2021

Dear Emma

14 Bristol Street, Christchurch; Establishment of residential accommodation with associated rehabilitation programme.

In our response to Council's request for further information (dated 5 March 2020), Ara Poutama Aotearoa stated that there were eleven incidents at Tai Aroha Hamilton between January 2015 to February 2020 that had the potential for harm to the community. We later realised that two of these were duplicates and corrected this in subsequent information provided to the Council (dated 16 March 2020).

In the original RFI response, we only reviewed incidents from 2015 because this time period best reflects Tai Aroha's current operating model. Tai Aroha was initiated as a pilot programme in 2010 and then reviewed in 2012 and 2015. Following the reviews, Ara Poutama modified the operating model of the programme. The proposed residential programme at Bristol Street will be modelled on the *current* Tai Aroha operating model.

In preparation for the hearing, we have now assessed incidents from 2010 to 2015. As a result of this assessment, I am writing to inform you of a further incident that had the potential for harm to the community from this earlier period.

In 2012, prior to the first review of the pilot programme, a resident left the property and entered a neighbouring dwelling through an open door. The resident then left the property after being encountered by the neighbour. He was arrested around an hour later in the central city area. The resident had untreated alcohol and drug addiction and mental health needs that were either not identified or addressed by staff, and these were contributors to his behaviour.

As noted above, Tai Aroha's operating model has since been modified. These changes address the issues identified in a review of the 2012 incident, and include:

- Amendments to the matters which are required to be assessed by the psychologist when undertaking the pre-assessment to determine suitability for the programme.
- The programme now only accepts those with significant mental health issues if those issues are already being treated prior to entering the programme and are well-managed and controlled.

- Ara Poutama now employ “psychologist assistants” who help complete the initial programme psychometrics within the first couple of days of the men starting. This used to occur in the first couple of weeks. This helps to identify any personality factors and treatment needs that were not fully covered in the pre-programme psychological assessment.
- Each resident is now allocated a psychologist as their one-on-one therapist. The psychologist meets with the resident within their first two or three days in the programme to induct them into the therapeutic process and start working on their treatment plan. This means residents have an identified person that they can approach for additional support if they are anxious or struggling to adjust.
- Previously, we did not allow any family contact in the first three weeks of the programme. We now allow phone contact with family members who are identified as being supportive of the resident’s participation in the programme, immediately on entry to the programme.
- The reintegration framework has been enhanced and now begins on week one of the programme. This gives residents a sense of purpose and outcome, and keeps them focused on how their lives will “look” once they have graduated from the programme.
- Any physical or mental health issues that emerge during the course of the programme are now actively addressed through prompt consultation with relevant health providers and, if needed, an increase in monitoring and support of the resident.

Ara Poutama welcome this additional information being provided to Dr Jacinta Cording. Ara Poutama staff are happy to discuss further details of the incident with her should she require additional information.

Yours faithfully

Andrea Millar
Manager, Resource Management and Land Management
Asset Management
Ara Poutama Aotearoa, Department of Corrections

By email



Our Reference: 716113

The Property Group Limited
Wellington Office
PO Box 2874 Wellington 6140
Level 11, 36 Customhouse Quay
Wellington 6011

03 April 2020

Resource Consents Unit
Christchurch City Council
53 Hereford Street,
Christchurch Central City,
Christchurch
8013

Via Email: Emma.Chapman@ccc.govt.nz

RE: PERMITTED BASELINE ASSESSMENT FOR A COMMUNITY CORRECTIONS FACILITY

Dear Emma

On behalf of the applicant, I have undertaken a more fulsome assessment of a permitted baseline scenario for a *Community Corrections Facility* to operate from the site, upon which to consider the effects of the proposed use of the site against.

This assessment is focused on Chapter 7 of the Christchurch District Plan (CDP), which is considered the only relevant chapter against which this assessment is necessary.

Existing buildings on site have already been authorised by existing resource consents and therefore the built form is already authorised and forms part of the existing environment. In undertaking this permitted baseline assessment, it is also considered credible that the existing building footprint in the eastern portion of the site would be removed to provide additional onsite carparking. This would not alter the realistic viability of a *Community Corrections Facility* operating from the site in the remaining 464.58m² building area. The assessment is therefore predicated on the basis that permitted activities would operate from the site utilising 464.58m² of the building area (see attached site plan).

I trust that this information will now enable you to finalise your assessment and progress the processing of the application. Please do not hesitate to contact me should you have any further questions in relation to the information provided.

ACTIVITY ASSESSMENT FOR A COMMUNITY CORRECTIONS FACILITY

This assessment is based on the site accommodating a permitted daytime "*Community Corrections Facility*" as defined by the Christchurch District Plan (CDP).

The CDP defines a “*Community Corrections Facility*” as:

“...buildings used for non-custodial community corrections purposes. This includes probation, rehabilitation and reintegration services, assessments, reporting, workshops and programmes. Community corrections facilities may be used for the administration of, and a meeting point for, community work groups.”

Under this definition, the Department of Corrections could operate onsite services here including, but not limited to:

- Probation services
- Rehabilitation and reintegration services
- Counselling services
- Workshops and programmes (such as stopping violence programmes)
- Participant assessments

The application site (14 Bristol Street, St Albans, Christchurch) is located within the Residential Suburban Density Transition (RSDT) zone of the CDP. The CDP permits the operation of a “*Community Corrections Facility*” in the RSDT zone (under **Rule 14.4.1.1 Permitted activities P22**), provided the hours of operation when the site is open to clients and deliveries occurs only between 07:00 and 19:00 and signage is limited to a maximum area of 2m². If the proposed facility only operates during these times, then it is considered permitted under the CDP.

A “*Community Corrections Facility*” is not included in the provisions (Table 7.5.1.1) of Chapter 7 (Transport) of the CDP. It is noted within Appendix 7.5.1 (iv) of the CDP, that “*where an activity does not fall within a particular category, the activity which is closest in definition shall apply.*”

It is considered that the parking categories that best reflect the proposed activity are “*offices*” and “*other health care facilities*”, and accordingly for the purposes of this assessment of the proposed activity against the Transport Chapter of the CDP, these definitions have been applied. The only health care facility listed in Table 7.5.1.1 (in Chapter 7) of CDP is “*hospitals*”. Hence, the permitted baseline activity will be assessed as an “*other health care facility*” as it is more appropriate given the nature of onsite activities.

The remaining footprint of 464.58m² can be logically divided into two discrete spaces that accommodate uses akin to an *office* activity and those that are more akin to *other health care facility*. In this regard, the northwestern wing could operate in a manner similar to the definition of *office*; whereas the remaining balance of the building would provide the wider services that are similar to an *other health care facility*.

- The *other health care facility* component would have a footprint of 361.5m² (fig. 1 below)
- The *office* component of the building would be 103.8m² (fig. 2 below)

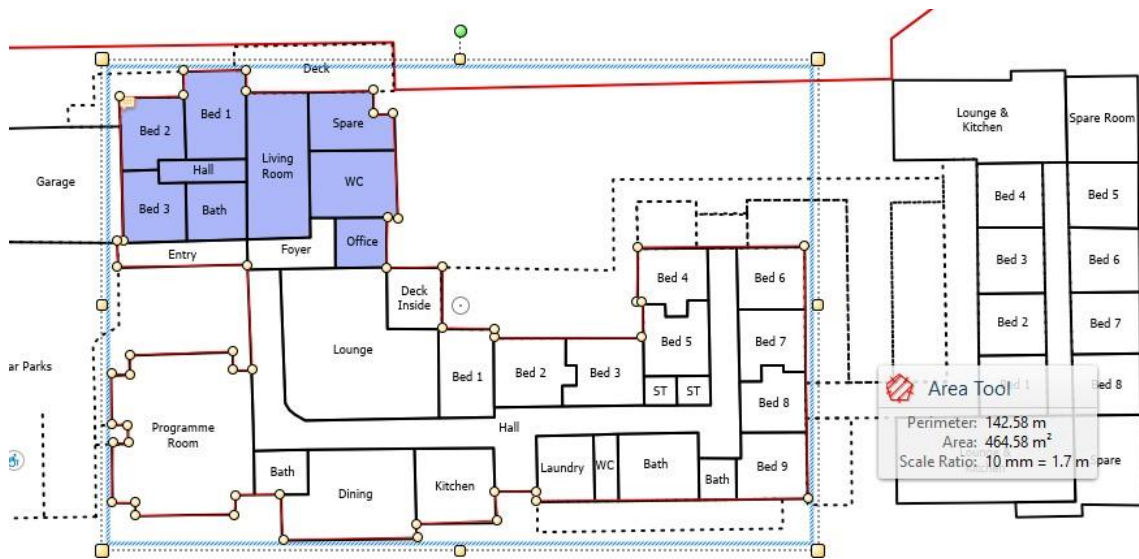


Figure 1: Other Health Care Facility component (464.58m² – 103.08m² = 361.5m²)

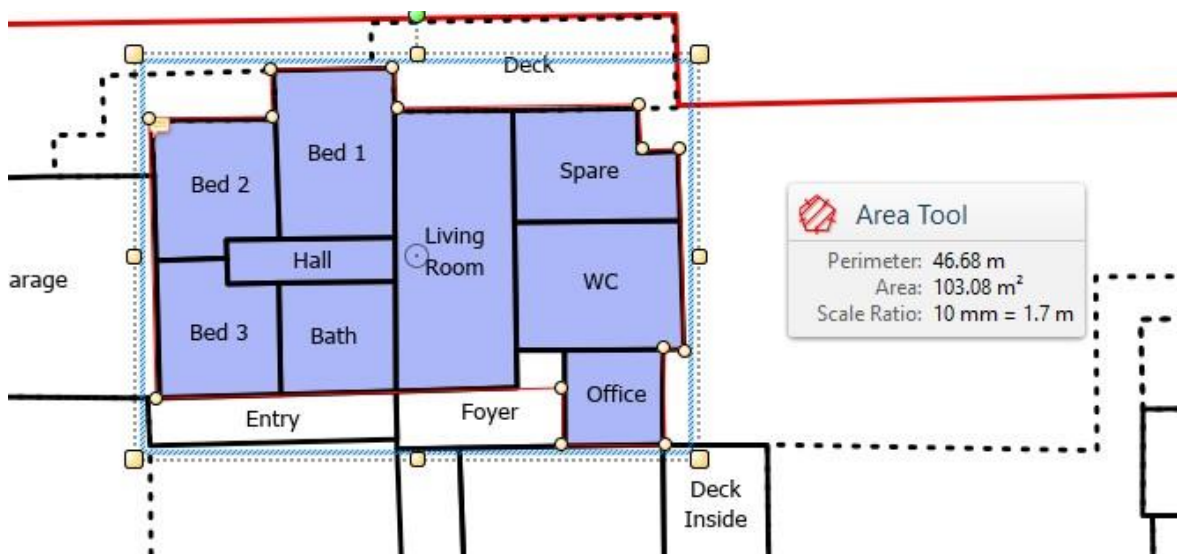


Figure 2: Office component (103.08m²)

The CDP defines an “office” as “any of the following:

- a. administrative offices where the administration of an organisation, whether trading or non-trading, is conducted, including bank administration offices; and
- b. professional offices where professional services are available and carried out. These include the offices of accountants, solicitors, architects, surveyors, engineers and consultants.”

The use of this portion of the building as general administrative or professional office space aligns with this definition.

The CDP defines a “health care facility” as “land and/or buildings used for the provision of physical and mental health services, or health-related welfare services, for people by registered health practitioners (approved under the Health Practitioners Competence Assurance Act 2003). These include:

- a. *medical practitioners;*
- b. *dentists and dental services;*
- c. *opticians;*
- d. *physiotherapists;*
- e. *medical social workers and counsellors;*
- f. *midwives;*
- g. *paramedical practitioners; and*
include the following facilities:
- h. *diagnostic laboratories;*
- i. *day care facilities for the elderly and disabled;*
- j. *integrated family health centres; and*
- k. *accessory offices and retail activity to the above; but*
exclude facilities used for:
- l. *the promotion of physical fitness, such as gymnasiums and/or pools (except where ancillary to a hospital service or treatment programme);*
- m. *beauty clinics; and*
- n. *health care within retirement villages.”*

On-site support services are an expected and anticipated component of the permitted baseline activity. Such services include the provision of information to programme participants, counselling (by psychologists), and supporting the personal welfare of programme participants. This use is considered to align closely with this definition.

Given the close proximity of the application site to cycle routes and several bus routes, the reduction adjustment factors for onsite carparking (specified in Appendix 7.5.14 of the CDP) are as follows:

- Application site located approximately 272m from Blue Line Metro Bus Service on Papanui Road = 3% reduction;
- Application site located approximately 390m from CDP’s Commercial Core zone (corner of Papanui Road and Rastrick Street) = 5%; and
- Application site located approximately 677m from Papanui Parallel Cycleway (on Colombo Street) = 5%.

Therefore, the total reduction on the CDP’s parking requirements is 13%.

ASSESSMENT OF AN OFFICE ACTIVITY

For “offices”, the CDP requires the following minimum car parking spaces to be provided on site:

- a. For visitors: 5% of staff requirement (1 space minimum); and
- b. For staff: 2.5 spaces / 100m² GFA (Gross Floor Area).

The total GFA of the space utilised as an *office* would be 103.08m². A maximum of general administrative or professional staff could operate from the site during the day in the permitted baseline scenario – this consistent with the proposed activity.

Given the above, in accordance with the CDP's car parking space requirements for visitors and staff, the following number of car parking spaces must be provided on site for the *office* component of the activity:

- a. 1 car parking space for visitors
- b. 3 car parking spaces for staff (based on the total GFA of 103.08m² onsite).

Therefore, a total of 4 car parking spaces will be required on site for the *office* component of onsite activities prior to applying the CDP reduction adjustment factors.

ASSESSMENT OF OTHER HEALTH CARE FACILITYACTIVITY

For "*other health care facilities*", the CDP requires the following minimum car parking spaces to be provided on site:

- a. For visitors: 1 space / 25m² GFA; and
- b. For staff: 1 space / 100 m² GFA.

Taking into account the total GFA dedicated to this activity (361.5m²), in accordance with the CDP's car parking space requirements for visitors and staff, the following number of car parking spaces must be provided on site when treating the proposed activity as an "*other health care facility*", in its entirety:

- a. 14 car parking space for visitors (based on the total GFA of 361.5m² on site); and
- b. 4 car parking spaces for staff (based on the total GFA of 361.5m² on site).

Therefore, a total of 18 car parking spaces will be required for the "*other health care facility*" component of the PB onsite activities prior to applying the CDP reduction adjustment factors.

SUMMARY OF PARKING COMPLIANCE

With both activities combined the required minimum onsite parking spaces, prior to applying the reduction factor, is 22 car parks.

Considering the 13% reduction on the CDP's transport requirements, a total of 19 car parking spaces would be required on site.

The site currently provides 4 car parking spaces in the western portion of site. Removing the eastern portion of the building would enable onsite parking in this area of the site. The remaining 15 carparks can be accommodated in the vacated area in the eastern portion of the site, as shown on the attached site plan.

WIDER TRANSPORT ASSESSMENT FOR A COMMUNITY CORRECTIONS FACILITY

An assessment of the permitted baseline against the wider transport provisions within Chapter 7 of the CDP is provided below.

As noted above, this assessment is based on a scenario where the eastern most building on the site is removed without affecting the operation of the *Community Corrections Facility* and enabling the vacant eastern portion of the site to accommodate the car parking spaces required by the CDP.

The creation of an associated vehicle access into the site via Berry Street to these car parking spaces is also considered credible in this scenario. Removing the eastern most building on site would reduce the total Gross Floor Area (GFA) on site to below 500m². The existing vehicle access on Bristol Street is located more than 10m from the intersection.

Chapter 7 - Transport Standards		
Rule	Description	Compliance
7.4.3.1 Minimum and maximum number and dimensions of car parking spaces required	<p>a. 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.</p> <p>For “<i>offices</i>”, the CDP requires the following minimum car parking spaces to be provided on site:</p> <p>i. For visitors: 5% of staff requirement (1 space minimum); and</p> <p>ii. For staff: 2.5 spaces / 100m² GFA (Gross Floor Area).</p> <p>For “<i>other health care facilities</i>”, the CDP requires the following minimum car parking spaces to be provided on site:</p> <p>iii. For visitors: 1 space / 25m² GFA; and</p> <p>iv. For staff: 1 space / 100 m² GFA.</p>	<p>Complies</p> <p>With respect to the CDP’s required minimum car parking spaces to be provided, based on the PB activities assessed, the site must accommodate 19 carparks. This can be achieved.</p> <p>Four on-site car parking spaces (two within a double garage and two open car spaces, which includes one mobility car park) are already located on the western side of the site along Bristol Street. Access to the site and these car parking spaces is via the existing vehicle crossing directly off Bristol Street.</p> <p>Therefore, for this PB scenario, the remaining 15 required car parking spaces will be provided on the vacant</p>

	<p>b. Car parking spaces shall be provided with the minimum dimensions in Table 7.5.1.3 in Appendix 7.5.1.</p> <p>c. 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.</p>	<p>eastern side of the site (with the eastern most building removed).</p> <p>The existing and proposed car parking spaces on site will meet the minimum width of 2.6m, minimum aisle width of 6.6m, and minimum stall depth of 5m required by the CDP. The mobility car parking space on site meets the minimum width of 3.6m, minimum aisle width of 3.3m, and minimum stall depth of 6.1m required by the CDP. Given this, the PB meets the CDP's transport requirements for car parking spaces.</p>
<p>7.4.3.2 Minimum number of cycle parking facilities required</p>	<p>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.</p> <p>For "<i>offices</i>", the CDP requires the following minimum cycle parking spaces to be provided on site:</p> <ul style="list-style-type: none"> i. For visitors: 20% of staff requirements (2 spaces minimum); and ii. For staff: 1 space/ 150 m²GFA. <p>For "<i>other health care facilities</i>", the CDP requires the following minimum cycle parking spaces to be provided on site:</p> <ul style="list-style-type: none"> iii. For visitors: 1 space / 500m² GFA; and iv. For staff: 1 space / 300 m² GFA. 	<p>Complies</p> <p>With respect to the CDP's required minimum cycle parking spaces to be provided for "<i>offices</i>" or "<i>other health care facilities</i>", up to 5 cycle parking spaces will be required.</p> <p>The site has ample space to accommodate a total of 5 cycle parking spaces as required by the CDP.</p>
<p>7.4.3.3 Minimum number of loading</p>	<p>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.</p>	<p>Complies</p> <p>No loading spaces are required for this proposal.</p>

spaces required								
7.4.3.4 Manoeuvring for parking and loading areas	On-site manoeuvring area shall be provided in accordance with Appendix 7.5.6.	Complies On-site manoeuvring can be achieved as required by the CDP for the car parking spaces on site.						
7.4.3.5 Gradient of parking and loading areas	<p>This rule is applicable to non-residential activities with a vehicle access.</p> <table border="1"> <tr> <td>Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).</td> <td>Gradient shall be $\leq 1:16$ (6.26%).</td> </tr> <tr> <td>Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).</td> <td>Gradient shall be $\leq 1:20$ (5%).</td> </tr> <tr> <td>Gradient of mobility parking spaces.</td> <td>Gradient shall be $\leq 1:50$ (2%).</td> </tr> </table>	Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be $\leq 1:16$ (6.26%).	Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be $\leq 1:20$ (5%).	Gradient of mobility parking spaces.	Gradient shall be $\leq 1:50$ (2%).	<p>Complies</p> <p>The existing vehicle access is existing and meets the requirements of this rule.</p> <p>A new vehicle access into the eastern side of the site via Berry Street could be designed to meet the requirements of this rule.</p>
Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width).	Gradient shall be $\leq 1:16$ (6.26%).							
Gradient of surfaces parallel to the angle of parking (i.e. parking stall length).	Gradient shall be $\leq 1:20$ (5%).							
Gradient of mobility parking spaces.	Gradient shall be $\leq 1:50$ (2%).							
7.4.3.6 Design of parking areas and loading areas	<table border="1"> <thead> <tr> <th>Applicable to:</th> <th>Standard</th> </tr> </thead> <tbody> <tr> <td>All non-residential activities with parking areas and/or loading areas used during hours of darkness.</td> <td>Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.</td> </tr> <tr> <td>Any urban activity, except: <ul style="list-style-type: none"> i. residential activities containing less than </td> <td>The surface of all car parking areas, loading areas, and</td> </tr> </tbody> </table>	Applicable to:	Standard	All non-residential activities with parking areas and/or loading areas used during hours of darkness.	Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.	Any urban activity, except: <ul style="list-style-type: none"> i. residential activities containing less than 	The surface of all car parking areas, loading areas, and	<p>Complies</p> <p>The permitted baseline would comply with this rules, as lighting of parking areas and loading areas could be maintained at a minimum level of two lux, with high uniformity, during the hours of operation; and the surface of all car parking areas, loading areas, and associated access areas could be formed, sealed and drained and car parking spaces permanently marked.</p>
Applicable to:	Standard							
All non-residential activities with parking areas and/or loading areas used during hours of darkness.	Lighting of parking areas and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation.							
Any urban activity, except: <ul style="list-style-type: none"> i. residential activities containing less than 	The surface of all car parking areas, loading areas, and							

	<ul style="list-style-type: none"> ii. three car parking spaces; or iii. sites where access is obtained from an unsealed road; or temporary activities and buildings. 	<p>associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.</p>						
7.4.3.7 Access design	<ul style="list-style-type: none"> a. Access shall be provided in accordance with Appendix 7.5.7. b. Queuing Spaces shall be provided in accordance with Appendix 7.5.8. c. Any vehicle access serving more than 15 car parking spaces and 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 20m of a Residential Zone any audio method should not operate between 20:00 and 08:00 hours. 	<p>Complies</p> <p>The existing vehicle access along Bristol Street has a legal width of 3.6m.</p> <p>A new vehicle access along Berry Street would serve 15 car parking spaces. It could meet the required minimum legal width of 6.5m and the required minimum formed width of 5.5m. A 6m onsite queue space can be accommodated. A visibility splay in accordance with Appendix 7.5.9 of the CDP could also be provided for this proposed access to comply with this rule.</p>						
7.4.3.8 Vehicle crossings	<table border="1"> <thead> <tr> <th>Applicable to:</th> <th>Standard</th> </tr> </thead> <tbody> <tr> <td>Any activity with a vehicle access to any road or service lane</td> <td>A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.</td> </tr> <tr> <td>Any activity with a vehicle crossing.</td> <td>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</td> </tr> </tbody> </table>	Applicable to:	Standard	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.	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	<p>Complies</p> <p>The existing vehicle crossing on-site is constructed at the property boundary to the edge of carriageway/service lane. A new vehicle crossing could be constructed at the Berry Street property boundary to the edge of carriageway/service lane.</p> <p>Only one vehicle crossing would exist along each road boundary of the site (Bristol Street and Berry Street). The Bristol Street road boundary of the site is approximately 25m in length and the existing vehicle crossing is situated more than 10m from</p>
Applicable to:	Standard							
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.							
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.	the intersection between Bristol Street and Berry Street.
	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.	The Berry Street road boundary of the site is approximately 63m in length and a new vehicle crossing to access the 15 carparks would be situated more than 10m from the intersection between Bristol Street and Berry Street.
	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.	
7.4.3.9 Location of buildings and access in relation to road/rail level crossings	Applicable to:	Standard	N/A
	Any new road or access that crosses a railway line.	No new road or access shall cross a railway line.	The site is not located near a railway crossing.
	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.	
	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.	
	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.	
7.4.3.10 High trip generators	This rule applies to activities located outside the Central City, and activities within the Central City that are not exempt from this rule (that are defined under clause b. of this rule), that exceed the following thresholds.		Complies The GFA of the hypothetical Community Corrections Facility on site would not exceed 500m ² .
	Applicable to:	Resource consent under Rule 7.4.2.2 C1 or Rule 7.4.2.3 RD1 is required for activities with:	
	Health Care Facilities	More than 500m ² GFA	
	Offices	More than 1750m ² GFA	

SUMMARY

Overall, based on the above assessment, a *Community Corrections Facility* on site would be permitted and would also comply with all relevant standards of the CDP. As previously advised, there is a high degree of urgency in receiving a decision on this application. Please feel free to contact me should you have any questions regarding this assessment.

Yours sincerely

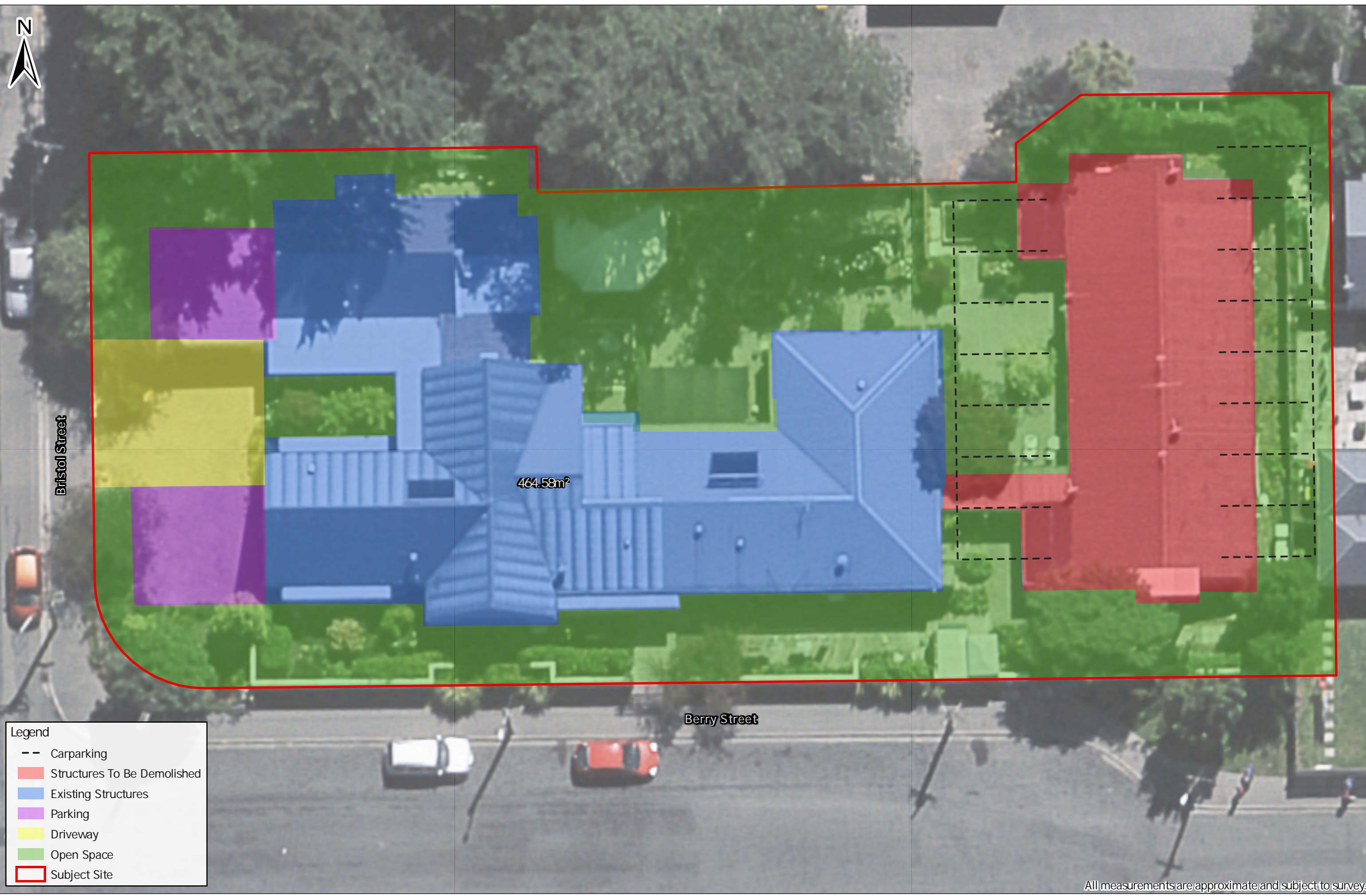


KAREN WILLIAMS

Senior Planner

Mobile : 027 303 8835

Email : kwilliams@propertygroup.co.nz



Legend

- Carparking
- Structures To Be Demolished
- Existing Structures
- Parking
- Driveway
- Open Space
- Subject Site

All measurements are approximate and subject to survey.

17 November 2020

Christchurch City Council
PO Box 73012
Christchurch

Attn: Emma Chapman

Supplementary Information November 2020 - (RMA/2020/173)

In January 2020, Kāinga Ora – Homes and Communities, on behalf of the Department of Corrections submitted an application for a resource consent to provide residential accommodation as part of a rehabilitative and reintegrative programme. In response to a Request for Further Information from Christchurch City Council, we provided additional information in February and March 2020.

The council delegated the decision on whether to proceed with the application on a non-notified basis to an independent commissioner. In April, the commissioner determined that the application should be publicly notified.

This document provides further information about the residential programme. We hope this will assist the community to respond to the notified application with a fuller understanding of what the programme will involve.

The application and accompanying Assessment of Environmental Effects (AEE) have been updated to include the information provided to date. The following information is therefore pertinent to the application:

- Application
- Updated Assessment of Environmental Effects, March 2020
- S92 response – Tai Aroha risk assessment, March 2020
- S92 response – Assessment of Environmental Effects, March 2020
- S92 response – Permitted baseline assessment, April 2020
- Integrated traffic assessment, November 2020
- Landscape assessment, November 2020
- Updated floor plans, November 2020

- Supplementary information, November 2020
- Social Impact Assessment, to be supplied in January 2021.

Appendices

These appendices are attached to this document:

- Appendix One – Replacement floor plans
- Appendix Two – Landscaping Plan
- Appendix Three – Traffic Report

What we want to do

We want to use the property at 14 Bristol Street to provide residential accommodation as part of a rehabilitative and reintegrative programme. The programme will help men learn new skills to stop them from using violence and engaging in future offending. Residents will be supported to return to the community with new skills to live a crime-free life. The programme will be based on a well-established residential programme in Hamilton called Tai Aroha, which has been operating successfully for ten years.

Up to sixteen men, aged 18 and older will reside at the property as part of the programme. They will work with experienced psychologists, programme facilitators, other support staff, local Department of Corrections staff and each other to address the causes of their offending and build pathways to a crime-free life. They will receive rehabilitative and reintegrative support and will be supported by specialised reintegration staff and a probation officer to successfully return to the community in the reintegration phase of the programme. All residents will be on sentences of home detention and will be electronically monitored by GPS while residing at the property.

Residents will be actively involved in shared living responsibilities and domestic chores, such as cooking, shopping for groceries and cleaning. The therapeutic principles of the programme will be integrated into all aspects of daily life. Participation in ordinary household activities, such as preparing a meal together or learning a waiata will provide residents with opportunities to practice new skills and non-violent responses in a range of real-life situations. While living at the property, residents will take part in therapeutic activities, including group sessions and individual therapy, and will learn alcohol and drug prevention and parenting skills.

Tikanga Māori will be integrated throughout the programme to provide an inclusive and safe environment for residents. We are currently engaging with manawhenua to find out how they want to partner with us in the design of the programme.

Physical exercise and recreational activities will be encouraged and will contribute to the overall wellbeing of residents. They will be supported into self-directed leisure activities, such as learning to play a musical instrument or whakairo. All programme activities will be designed to contribute to each resident's specific rehabilitation and reintegration pathway.

All residents at the property will participate in the programme while they are living there. Up to ten will be working through the core phases of the programme and up to a further six will be receiving support as part of the reintegration phase, while continuing to reside onsite and preparing to return to living in the community.

Most residents will stop living at the property after 14 to 16 weeks. If they need further support after 16 weeks, we will allow for up to six residents to live onsite for a further six weeks, to a maximum total stay of 22 weeks. These residents will continue to participate in the programme and receive support to reintegrate into community life.

The programme will be a rolling programme. New residents will take part in programme activities alongside men who have already been living there. Once the programme is fully established, we expect up to around thirty residents will graduate each year.

Tai Aroha

Tai Aroha is an existing residential programme in Hamilton, which the proposed programme at Bristol Street will be modelled on. It works closely with local iwi and incorporates Waikato-Tainui tikanga into the design of the programme. Tai Aroha celebrated its tenth anniversary in 2020.

Tai Aroha began as a pilot programme in 2010. In 2012 and 2015, we reviewed the programme. These reviews concluded that the programme was effective at reducing residents' likelihood of reoffending. They provided suggestions on how the programme could be enhanced. These recommendations have now been adopted as current practice for the programme and will be incorporated into how Bristol Street is operated.

Residents

As set out below, the referral process ensures that only those men who are ready for, and capable of, participation in the programme are chosen to attend. Further, as outlined in the Response to Information provided to council in February 2020, residents must be considered as being a “high risk offender” in order to be eligible. In this context, “high risk” does not refer to a resident’s risk to the safety of the public. It refers to being at high risk of being sentenced to a prison term in the future. The programme is designed to address that risk by supporting residents to address the causes of their offending in a residential environment.

Eligible individuals would otherwise be residing in the community while serving their home detention sentence, but without the benefit of the intensive rehabilitation and reintegration support that they would receive being part of the residential programme.

Men with significant untreated mental health issues will not be eligible to participate in the programme. Men with any current or historical convictions of sex offences will not be eligible to participate in the programme.

Men with high treatment needs relating to alcohol and drug use will first be referred for treatment to Community Health Addiction Services and other addiction centres to address their addiction issues prior to being considered for the programme. This will minimise the risks posed by men who are addicted and engage in drug seeking behaviour. We will facilitate alcohol and drug therapy sessions in the programme as part of our wider therapeutic approach. Residents will not be permitted to drink alcohol and will be required to undertake drug testing while living at the property.

Referral process

Generally, referral and assessments will be completed by the Probation Officer at the pre-sentencing report stage. However, around ten per cent of residents will have received a short term of imprisonment with the court providing the opportunity for a “leave to apply for home detention” option in their sentence. These will be men who have been sent to prison because they lack suitable accommodation to complete a sentence of home detention at the time of their sentencing.

All formal referrals to the programme will be made by a probation officer in a pre-sentence report to the court. The court will decide if a person should be invited to participate in the

programme, using the information in the pre-sentence report. The court will not force someone to participate; residents will have to opt into the programme

A referral will be managed by a case management team consisting of the Programme Manager, Liaison Probation Officer and Manager Psychological Services. The application will be reviewed and, if successful the applicant will be provisionally accepted.

They will then undertake a psychological assessment interview to determine their suitability for the programme. The assessor will meet with the applicant and prepare a report on their suitability for the programme. This could take up to six weeks. It will include information about their background and offending, risk assessment, motivation for the programme, any potential strengths of the applicant, barriers to his participation in the programme and the applicant's agreement with programme requirements and responsibilities.

As previously stated, only those men who are ready for, and capable of completing, the programme will be selected. We will assess this using the psychological assessment interview.

Reintegration

The purpose of the programme is for residents to return to the community with new skills to address the causes of their offending and support them to live a crime-free life. The final phase of the programme will therefore be a reintegration phase. This will mainly involve participants living in the community and being supported by our staff as they reintegrate into community life. Some residents will begin this phase while continuing to live at the property but no resident will live at the property longer than 22 weeks.

A dedicated reintegration coordinator will work with participants to support them:

- Into suitable accommodation or to return to their existing homes
- To organise appointments with government agencies or healthcare providers
- Into further education or training
- Into employment.

Supervision

All residents will be intensively supervised by programme staff with up to eight support and supervisory staff at the property during the day and two or three awake staff, monitoring the property overnight.

The staff will include:

- Programme manager
- Psychologists
- Programme facilitator
- Resident supervisors
- Reintegration coordinator
- House supervisors
- Probation officers.

Overnight staff will check residents are present in their rooms every twenty minutes, throughout the night and complete property boundary checks.

We plan to install some outdoor CCTV cameras. These will be directed into the property and will appear the same as any other outdoor security camera designed for a residential dwelling.

All residents will be on sentences of home detention and will be electronically monitored by GPS while residing at the property. This differs from the application and Response to information as requested for Bristol Street resource consent application, provided to the council in February 2020, where it was stated that residents will either be on home detention or serving a community-based sentence. We have since amended our policies around the proposed programme and only those on home detention sentences will be eligible to participate. Because of this, we can now ensure that all participants will be electronically monitored.

Residents will spend most of their time on the property and will require prior approval in order to leave the site. This is a standard condition for all home detention sentences. They will be permitted to take some preapproved supervised outings such as going to the gym, shopping for weekly groceries or attending appointments with agencies or service providers.

As residents get closer to the final reintegration phase of the programme, they will be permitted to take some unsupervised outings. These will be preapproved outings to specific locations. Residents will continue to be electronically monitored by GPS while they are offsite.

The up to six residents who will live onsite for a further four to six weeks after 16 weeks will be in the final reintegration phase of the programme, so they will probably be permitted to take some unsupervised outings. However, these will be preapproved outings to specific locations and the residents will continue to be electronically monitored by GPS while they are offsite.

All residents will be subject to the same GPS monitoring, intensive onsite support and supervision, and requirement to abide by the house rules, regardless of which stage of the programme they are in.

Programme staff cannot restrain or detain any participants and do not have the legal authority to enforce the conditions of their sentences. However, as with any other person serving a sentence of home detention, if residents do not comply with the conditions of their sentences they may be breached and returned to Court by the probation officer.

Visitors

Approved visitors will be able to visit on Saturdays between 1 and 5 pm. All visitors will be pre-arranged and must comply with the house rules. They will be restricted to people who are actively supporting residents in the programme. Visitors will be approved at case management meetings prior to their arrival. They will be scheduled throughout the afternoon so staff can proactively manage them. Unapproved visitors will not be permitted to enter the property. We expect there will be between ten and fifteen visitors on Saturdays.

Site selection

Kāinga Ora – Homes and Communities has purchased the property on behalf of the Department of Corrections. We plan to lease the property from Kāinga Ora to deliver the programme and are currently working through the details of this.

We undertook research to find out which district had the highest need for a new programme based on the Tai Aroha model. The research identified the Christchurch district. Following this, we reviewed property options in different suburbs of Christchurch. We decided that 14 Bristol Street was the best option available. Some of the factors that influenced our decision were:

- It is easily accessible to public transport and social services
- The current internal layout suits our needs with only minor alterations required
- There is historical precedent for a residential service in the community, as it was used by the Cerebral Palsy Society to provide supportive accommodation for many years.

House rules

We have designed house rules for the programme. They will manage the safety of participants, staff, neighbours and the general public. They will follow three core principles:

- Engagement – residents will uphold tikanga and kawa and follow the instruction and guidance of programme staff
- Presentation – residents will maintain personal hygiene, distance themselves from gang connections and demonstrate respect for the opportunity that is being provided through the programme
- Positive interactions with residents and staff – residents will be courteous and considerate to others, respect other residents' private time and space, stay calm in discussions and support others where possible.

Resident's compliance with house rules will be managed in daily evening hui with all residents and weekly case management interviews.

Amplified outdoor noise

We will make sure that there is no amplified outdoor music after 8.00 pm and we will work within existing local authority restrictions around excessive noise in general. This is a change from the resource consent application, where we stated that the cut off would be 10.00 pm.

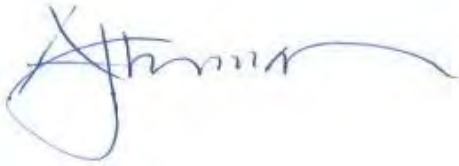
We will provide neighbours with a 24-7 number for them to contact us if there are any disturbances. The phone will be operated by supervising staff located on site. We will respond to these immediately.

Social impact assessment

We have contracted Beca to provide a social impact assessment on the proposed programme. This will be an independent assessment of the potential positive and negative social impacts of the programme on the community. We will supply a copy of the social impact assessment

when we receive it mid-January and will publish it on our webpage:
www.corrections.govt.nz/bristolstreetprogramme

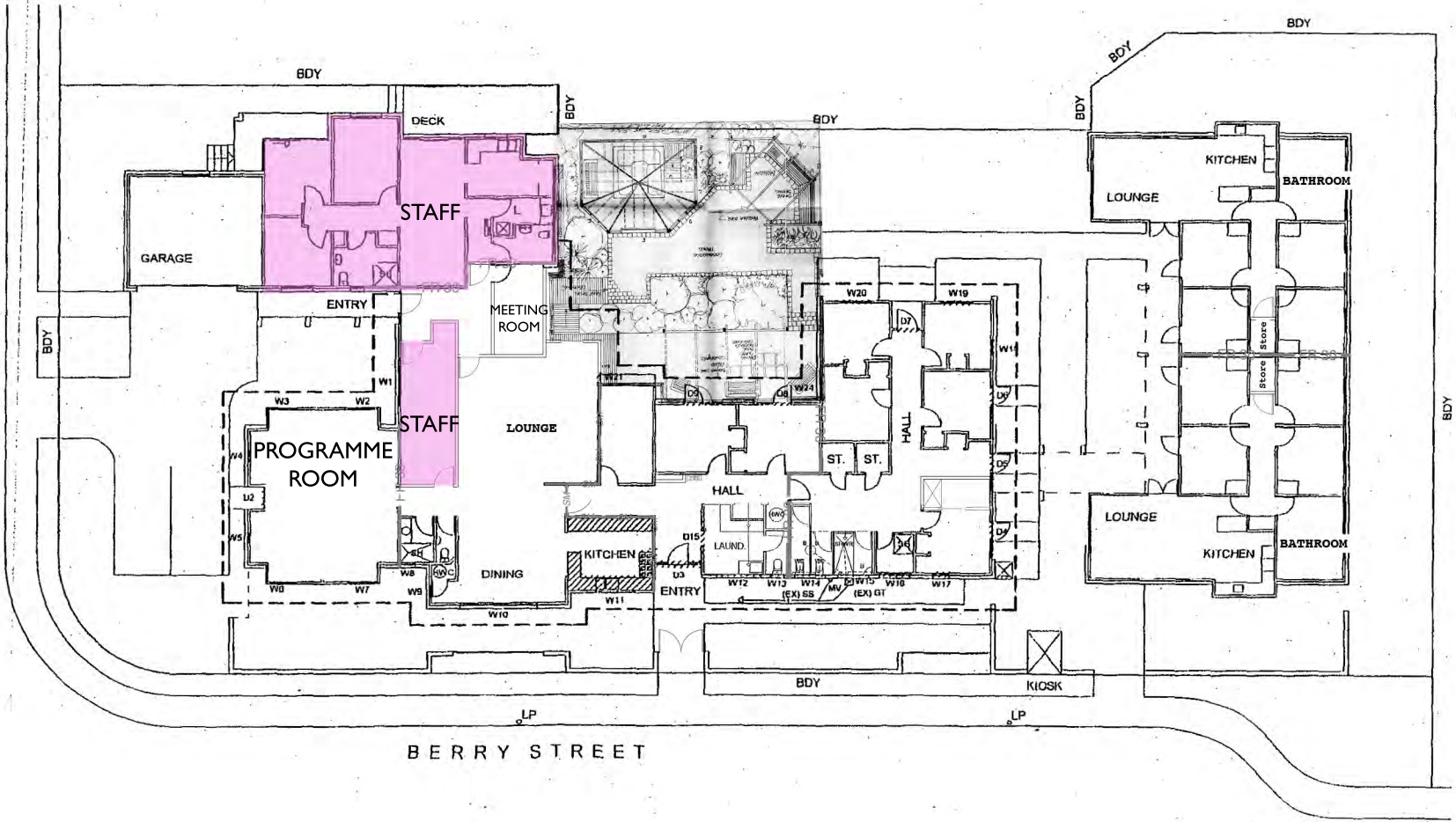
Yours faithfully



Andrea Millar
Manager, RMA & Land Management

Appendix One: Updated Floor Plans

BRISTOL STREET



Appendix Two: Landscaping Plan

DRAFT

Boffa Miskell 

BRISTOL STREET LANDSCAPE

06.11.2020





Replace fence and gate with Boundaryline Durapanel 'Polo', 1.8m high, powder-coated black

Remove existing vegetation and replace with 2 Acer davidii trees and low to medium height planting of;

- Choisya ternata
- Rhododendron

Plant Corokia 'Geentys 'Green hedge to back of garden bed

Repaint wall to match building roof colour

Plant Corokia 'Geentys 'Green hedge to back of garden bed

Plant empty garden bed with low height vegetation.

- Choisya ternata
- Rhododendron
- Azalea

Prune and tidy up existing vegetation

Replace vegetation with Corokia 'Geentys 'Green hedge

Stain existing fence with black stain

Repaint wall to match building roof colour

Replace gate with Boundaryline Durapanel 'Polo' gate, 1.8m high, powder-coated black. Re-stain pergola black.

Repaint wall to match building roof colour

Replace vegetation with Corokia 'Geentys 'Green hedge

Stain existing fence with black stain

Repaint wall to match building roof colour

Replace gate with Boundaryline Durapanel 'Polo' gate, 1.8m high, powder-coated black.

Repaint wall to match building roof colour

TREES



Acer davidii

HEDGING



Corokia 'Geentys Green'

GARDEN BED 1



Choisya ternata



Rhododendron

GARDEN BED 2



Choisya ternata



Rhododendron



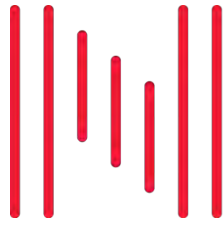
Azalea



Agapanthus (retained)



Appendix Three: Traffic Report



NOVO group
Planning. Traffic. Development.

Integrated Transport Assessment
Prepared for

**KĀINGA ORA /
DEPARTMENT OF
CORRECTIONS**

14 Bristol Street
Christchurch

November 2020



Integrated Transport Assessment

Prepared for

Kāinga Ora / Department of Corrections

14 Bristol Street
Christchurch

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:	17/11/2020
Document Version/Status:	Revision 1 FINAL
Project Reference:	258003
Project Manager:	Rhys Chesterman, Director and Traffic Engineer/Planner
Prepared by:	Simon de Verteuil, Senior Transport Engineer
Reviewed by	Rhys Chesterman, Director and Traffic Engineer/Planner

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Appendices

Appendix 1	Application Plans
Appendix 2	Permitted Baseline Parking and Traffic Generation Estimates
Appendix 3	Transport Compliance Assessment



Introduction

1. Kāinga Ora / Department of Corrections has commissioned Novo Group to prepare a transportation assessment to supplement the assessment originally prepared by The Property Group.
2. It is proposed to utilise the existing buildings and site facilities at 14 Bristol Street, St Albans to accommodate and provide wrap-around rehabilitative support for up to 16 men on home detention and subject to electronic monitoring conditions. The activity will be supported by four on-site parking spaces and seven cycle parks. The proposal is detailed further in **paragraph 9**.
3. This report provides an assessment of the transport aspects of the proposed development. It describes the transport related components of the proposal and identifies compliance issues with the transport provisions in the Christchurch District Plan.
4. The following documents have been referenced for the purposes of this assessment:
 - Application for Resource Consent, prepared by The Property Group, January 2010 – and subsequent amendments;
 - Permitted Baseline Assessment, prepared by The Property Group, 3 April 2020;
 - The Council's S.95A/95B Report to Determine Notification, 3 April 2020 (including the Traffic Assessment attached as Appendix 4 of that document);
 - The Commissioner's decision in relation to notification, 8 April 2020; and
 - Supplementary information from the Department of Corrections.



The Existing Traffic Environment

5. The site contains an area of 1,678 m² and is located on the corner of Bristol Street and Berry Street in St Albans, Christchurch. It currently accommodates several buildings comprising 24 bedrooms. The site location is illustrated in **Figure 1** and a copy of the proposed site layout is contained in **Appendix 1**.

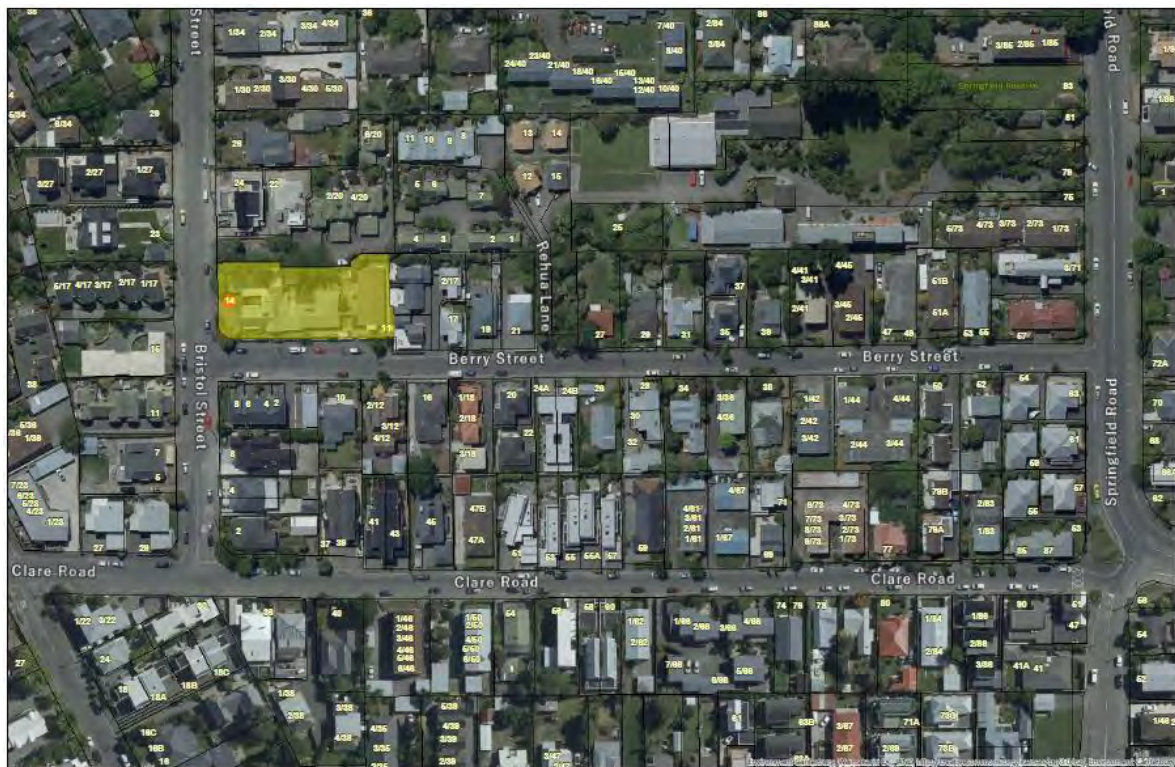


Figure 1: Site location – 14 Bristol Street, Christchurch (source: Canterbury Maps)

6. The key characteristics of Bristol Street and Berry Street are summarised in **Table 1** below.

Table 1: Road Characteristics – Bristol Street & Berry Street

Key Feature or Characteristic	Bristol Street	Berry Street
Road Classification	Local Road	Local Road
Cross-Section Description	<p>15m reserve width</p> <p>10m carriageway width (one lane in each direction)</p> <p>Unrestricted (unmarked) kerbside parking on both sides</p> <p>(See photograph attached as Figure 2 below)</p>	<p>15m reserve width outside the site, narrowing to 10m further to the east through to Springfield Road</p> <p>10m carriageway width outside the site, narrowing to of 6.5m further to the east.</p> <p>Unrestricted (unmarked) kerbside parking on both sides outside the site – and constrained further to the east.</p> <p>(See photograph attached as Figure 3 below)</p>
Traffic Volumes	1,750vpd (1.7% HCV), estimated 10/10/2017 by Mobile Road.	1,500vpd (1.6% HCV), estimated 10/10/2017 by Mobile Road



Posted Speed Limit	50 km/h	50 km/h
Cycling Infrastructure	There are no dedicated cycle lanes along Bristol Street	There are no dedicated cycle lanes along Berry Street
Pedestrian Infrastructure	Footpaths at least 1.5m on each side outside the application site.	Footpaths at least 1.5m on each side outside the application site.
Public Transport	There are no bus stops along any of the frontage roads. The nearest bus stop is Bus stop 12742 is located on Papanui Road, approximately 270m walk from the site. This serves the #1 (Blue Line) and #95 (Pegasus & Waikuku) routes which generally have respective frequencies of 15 & 60 minutes.	There are no bus stops along any of the frontage roads. The nearest bus stop is Bus stop 12742 is located on Papanui Road, approximately 270m walk from the site. This serves the #1 (Blue Line) and #95 (Pegasus & Waikuku) routes which generally have respective frequencies of 15 & 60 minutes.
Road Safety	The NZTA Crash Analysis System (CAS) reveals that there have been no reported crashes within 50 metres of the Bristol Street/Berry Street intersection in the five-year period ending 15 October 2020.	The NZTA Crash Analysis System (CAS) reveals that there have been no reported crashes within 50 metres of the Bristol Street/Berry Street intersection in the five-year period ending 15 October 2020.
Other Comments	<p>The surrounding road network generally experiences a high degree of kerbside parking demand. The areas to the south in particular are utilised for commuter parking purposes – noting the proximity of the site to Papanui Road, Bealey Avenue, Victoria Street and the central city. Kerbside parking demand is also high in the evening which suggests that many of the surrounding houses have a demand for more car parking relative to their on-site supply.</p> <p>Berry Street, in particular is a narrow road with unrestricted kerbside parking along both sides. This results in only one-way traffic that requires an opposing vehicle to pull over (usually outside kerb cut-downs) to allow the other vehicle to pass.</p> <p>We are also aware that some residents and their visitors are choosing to park their cars over part of the footpath thinking that they are 'doing the right thing' by freeing up more carriageway space. This unfortunately restricts footpath use - especially those that are mobility impaired and/or parents with push-chairs etc. This parking manoeuvre is also illegal.</p>	



Figure 2: Bristol Street (Outside the Site Looking North 31 August 2020)



Figure 3: Berry Street (Outside the Site Looking East 31 August 2020)

Site History

7. From the available consenting documents, it is understood that the buildings on the site were originally developed by the Cerebral Palsy Society in 1966 as a care home and were known as Independent House. It is unclear how many car parking spaces were provided for Independence House over the years but previously approved plans show two on-site car parking spaces under a carport and an existing single garage (approximately 3.7 metres wide) which has now been removed. The current site layout provides four on-site parking spaces. A site plan dating back to 1966 is provided in **Figure 4**.
8. Independent House was a facility that provided residential care with 24 bedrooms. It is not possible to determine precisely what trip and parking generation Independence House generated as this activity is not captured in any industry standard database for determining trips and parking generation rates, nor do we have access to any previous surveys of the site. We note that as part of Council's engineering advice that was given at the time when the Cerebral Palsy unit was being expanded in 1977 they considered that 1 space per 5 beds and 1 space per 2 staff with a transit van would be sufficient. Applying this parking rate implies that the site would have required five visitor spaces. If (say) there were six staff (including admin staff, nurses/therapists, aids, cleaners etc.), this would require at least three staff spaces. The total parking requirement would therefore be eight spaces – although only three were provided. We therefore assume that off-site car parking associated with this site has been part of the environment since 1977.

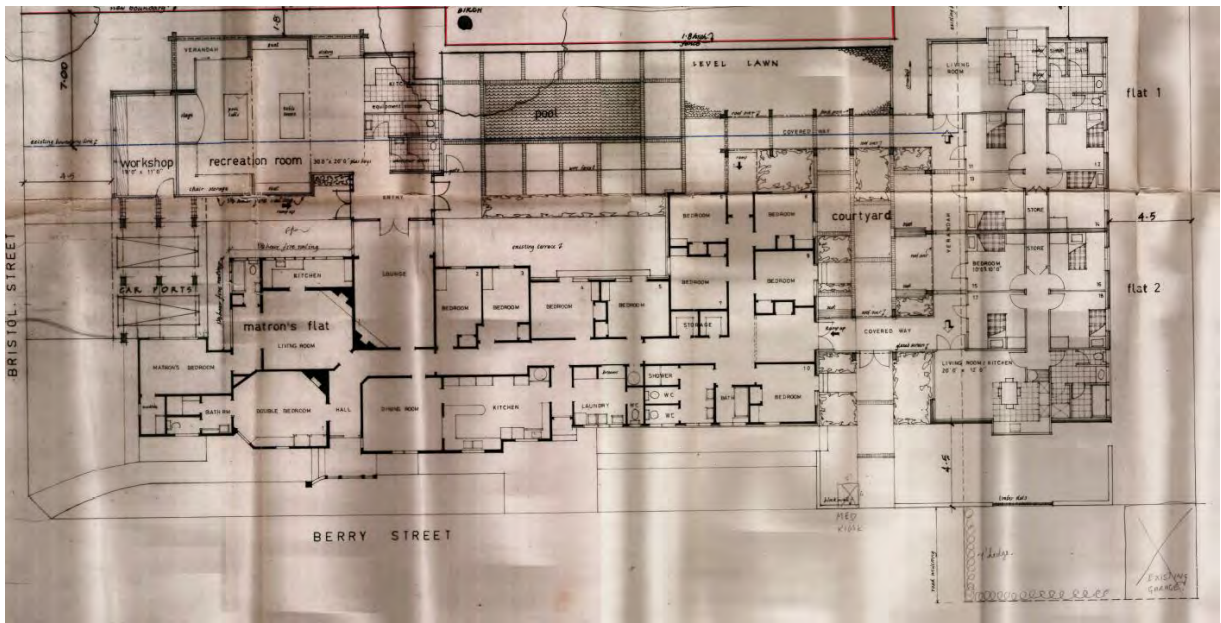


Figure 4: Cerebral Palsy Society Plans (1966)

The Proposal

9. It is proposed to utilise the existing buildings and site facilities at 14 Bristol Street, St Albans to accommodate and provide wrap-around rehabilitative support for up to 16 men on home detention and subject to electronic monitoring conditions.
10. From a transport perspective, the key aspects of the proposal include:
 - None of the residents will have access to a private vehicle;
 - Accommodation of up to 16 residents participating in the programme;
 - Up to two agency staff visiting each week day;
 - Up to eight Department of Corrections staff/professional practitioners on-site during weekdays and four on weekends;
 - Up to three support staff members to be on-site during the evening and overnight;
 - Pre-approved family visits to occur between 1:00pm and 5:00pm on Saturdays (8-15 visits estimated);
 - Residents will undertake some preapproved, supervised outings, such as grocery shopping or attending the gym or appointments with social service providers. As they progress in the programme, they may be given permission to undertake some of these outings unsupervised but will continue to be electronically monitored when offsite according to the conditions of their sentence;
 - Up to two maintenance/gardening and/or deliveries each day (less than three times a week);



- Provision of four on-site car parking spaces, including two uncovered spaces (one of which is marked as a mobility space) and two within the existing garage – accessed by a vehicle crossing on Bristol Street with a width of 3.5m; and
- Provision for seven cycle parking spaces in the front yard¹.

District Plan Compliance Assessment

11. The site is zoned *Residential Suburban Density Transition (RSDT)* in the District Plan. An assessment of compliance against the transport rules of the District Plan has been undertaken and is contained in **Appendix 3**. No traffic non-compliances have been identified.

Assessment of Effects

12. The original Property Group application noted that the proposal required assessment as a restricted discretionary activity. The Council S95 report however assessed the application as a full discretionary activity.
13. If the application is required to be assessed as a discretionary activity, it potentially allows all effects to be considered – irrespective of the high degree of compliance with the transport rules. The key issues for consideration therefore relate to car parking and traffic generation within the existing environment. For further context, the permitted baseline has also been analysed. For completeness, these issues will be commented upon in turn.

Permitted Baseline

14. The Property Group and Council's S.95 Report refer to the permitted baseline.
15. The Council S.95 report notes the following scenarios²:
 - The site could be developed to allow for four to five dwellings; or
 - Two multi-unit residential complexes with four units each (i.e. a total of 8 units); or
 - Student hostels of up to six bedrooms; or
 - A retirement village within the existing building; or
 - A spiritual activity with hours of operation from 7am to 10pm daily.
16. The likely parking and traffic generation effects of the above scenarios are provided in **Appendix 2**. In summary these activities could generate parking demands that range between 7-40 spaces and traffic generation that ranges between 45-80 vehicle trips per day.

¹ There is an existing cycle stand located at the front of the site with seven spaces – and this will be retained.

² See Council S.95 report, page 6.



17. The Council have also considered a community corrections facility (between 7:00am and 7:00pm and without a residential component)³ as part of the permitted base line assessment. As part of this assessment the applicant has provided a hypothetical car parking plan with 19 spaces.

Existing Environment

18. The alternative is to consider the previous consent for the site. Until recently the Cerebral Palsy Society (Independent House) occupied the site as an accommodation facility with 24 bedrooms. Independence House was used for:
- Residential care for people with mild to moderate intellectual disability or a physical disability; and
 - Respite care which provided short term respite for primary caregivers.
19. The effects of this are unknown (at least in terms of actual parking demand and/or traffic generation quantification), however we consider that the effects would most likely be similar (or worse – in terms of numbers) than the proposal. In **paragraph 8** above we predicted that the total parking requirement would have been at least eight spaces – although only three on-site spaces were provided. Accordingly, we assumed that on-street car parking associated with the site has been part of the environment since 1977. The *RTA Guide to Traffic Generating Developments (2002)*, for example, suggests that Housing for aged and disabled persons (including hostels, nursing and convalescent homes) be provided with at least 1 space per 10 beds + 1 space per 2 employees. Based on 24 units (beds) and at least 6 employees, this would require at least 6 car parking spaces. Note that this assumes that half of the staff do not drive.
20. For information purposes, the 24 unit Cerebral Palsy activity would be assessed as a ‘care facility’ under the operative District Plan and would require 1 car parking space per 5 clients + 1 staff space per 6 clients - resulting in a parking requirement of 9 spaces. This would be permitted a parking reduction factor of 23% which would reduce the actual requirement to around 7 spaces. Note that this is a District Plan requirement, not an operational requirement.
21. The above all suggests that the site could be used for many other purposes – and from a traffic perspective the overall effects (especially in terms of parking supply and demand and traffic generation) could be similar, if not worse than the proposal. The sections below address the likely parking and traffic generation of the proposal.

Traffic Generation

22. Based on the operational aspects identified in **paragraph 10**, the number of staff and visitors to the site are shown in **Table 2**.

³ See Council S.95 report, Page 6



Table 2: Projected Staff and Visitor Numbers (Daily)

Period	Department of Corrections Support Staff	Internal/external Agency Visitors	Deliveries & Maintenance ⁴	Overnight Staff	Resident Visitors
Weekday	8	2	3	3	0
Saturday	4	0	1	3	8-15
Sunday	4	0	0	3	0

23. Assuming a worst-case scenario that all staff and visitors consisted of a single use car trip, the proposed activity would generate:
- 32 vehicle trips per day during the weekday;
 - 32-46 vehicle trips per day on a Saturday; and
 - 14 vehicle trips on a Sunday.
24. This level of traffic is not considered to be significant and would be akin to an otherwise permitted residential development on the same site. (See permitted baseline assessment above and Appendix 2). As noted the actual traffic generation of the previous use of the site as a 24 bed care facility by the Cerebral Palsy Society is unknown. Drawing on NZTA Research Report data, we have estimated that a Retirement Home or a Care Facility with the same number of bedrooms could generate 58 daily vehicle trips on a weekday (see **Table 5, Appendix 2**) which is less than the 32 trips proposed - and also less than the estimated 32-46 trips on a Saturday. The other five permitted baseline scenarios provided by Council also generate more traffic than the proposal.
25. Although Bristol Street and Berry Street are congested at some periods especially Berry Street, noting its narrow carriageway and the high kerbside parking demand – road network is easily able to accommodate the proposed demand. In fact, relative to the previous use of the site (or a permitted alternative use), the resulting traffic generation is likely to be less. In this respect, the traffic generation by the proposal would be unnoticeable compared to the existing environment.
26. The overall effect of traffic generation is considered to be insignificant within the existing environment.

Car Parking Provision

27. The site complies with the District Plan parking requirements.

District Plan Requirements

28. There are however several activities that could apply to the site given the nature of the activity proposed. The Council's S.95 report identified three categories that parking could be considered against. These included *boarding houses*, *care facilities* and *sheltered housing*.

⁴ Delivery vehicles assumed to double park temporarily on-site and not use a formal parking space



29. The District Plan parking requirements for these activity categories are identified in **Table 3**.

Table 3: District Plan Car Parking Requirements

Activity	Residents/Visitor Requirements	Staff Requirements	Total Parking Required (rounded)
Boarding houses	<u>1 car parking space/ 3 tenants</u> = 5.3 spaces, less 23% parking reduction factor = 4.08	<u>Nil</u> = 0 spaces, less 23% parking reduction factor = 0	4
Care Facilities	<u>1 space/ 5 clients</u> = 3.2 spaces, less 23% parking reduction factor = 2.46	<u>1 space/ 6 clients</u> = 2.7 spaces, less 23% parking reduction factor = 2.07	4
Sheltered housing	<u>1 space/ 4 units</u> = 1 space, less 23% parking reduction factor = 0.77	<u>1 space/ resident staff unit</u> = 1 space, less 23% parking reduction factor = 0.77	2

Notes/Assumptions:

A person (resident) staying on the site is also considered to be a tenant or a client. There is a maximum of 16 people/residents/tenants/clients. There are three units (three kitchens and lounges) catering for 16 people each with separate bedrooms, plus a separate unit for staff (no kitchen)

30. Given that four car parking spaces are provided on the site, it follows that the proposal can comply with the District Plan car parking requirements for each of these activities. Note that the **Table 3** parking requirements includes permitted parking reduction factors of 23%, which are detailed further in **Appendix 3**.
31. With regard to parking space requirements, the District Plan (Appendix 7.5.1(a)(iv)) states...*where an activity does not fall within a particular category, the activity which is closest in definition shall apply*. In our opinion, a 'care facility' is more akin to elderly and disabled care, although we acknowledge there is no definition as to what 'special needs' includes. 'Sheltered housing' is the closest in definition noting that the site will be used for the accommodation of people where professional care and assistance is available so long as residents are not detained on the site. For the purposes of a District Plan car parking assessment, we opine that 'sheltered housing' is the closest in definition.
32. Nonetheless, the Council planner and traffic engineer applied the 'care home' rate on the basis that this was highest rate and considered that it was appropriate to *assess the activity using the worst case scenario to ensure the effects of the proposal are adequately captured*⁵. We believe the Council planner has incorrectly applied a parking reduction factor of only 13%. However, an additional 10% reduction should be applied on the basis that the cycle parking provided within the application site will exceed District Plan requirements by 10% (refer **Appendix 3**). Council has suggested that three cycle parking spaces are required, whereas seven will be provided on site. As such, a total parking reduction factor of 23% should be allowed, as shown in **Table 3**. **Table 3** reveals that the worst-case scenario (i.e. the highest District Plan parking rate) could equally be a Boarding House. Either way, all activity categories can still comply with the District Plan parking requirements, so the actual category becomes a moot point.

⁵ See Council S95 Report page 5, second paragraph.



National Policy Statement

33. The recently introduced *National Policy Statement on Urban Development 2020* (NPS-UD) came into effect on 20 August 2020 and is a document that the consent authority must have regard to in reaching a decision on the consent application. The NPS-UD states that tier 1, 2 and 3 territorial authorities must remove district plan rules, assessment criteria, policies and objectives that have the effect of requiring a minimum number of car parks to be provided.
34. The purpose of the NPS-UD is to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities. It will enable urban space to be used for higher value purposes other than car parking and remove a significant cost for higher density developments. Developers may still choose to provide car parking in many areas, but the number of car parks will be driven by market demand. However, Council can still consider car parking effects if the activity status is discretionary.
35. In our opinion, the NPS-UD will result in increased on-street parking on many streets and is an anticipated outcome where new development occurs.

First Principles

36. Notwithstanding the District Plan requirements or the National Policy Statement, we have made some attempt to quantify the operational parking requirements of the proposal. Given the use of the site and the lack of survey information for it, we have relied on a first-principles approach. Applying the information contained in **Table 2** and assuming a worst-case scenario that all staff were on the site at the same time – and all staff were to drive as a single occupant – the peak parking demand could be:
 - 10 vehicles during a weekday daytime periods⁶;
 - 12-19 vehicles on a Saturday⁷; and
 - 4 vehicles on a Sunday⁸.
37. The current (and proposed) site layout provides four on-site parking spaces; therefore the activity could as a near worst-case scenario result in six vehicles parking on the street during weekday daytime periods and 8-15 vehicles on Saturday⁹. On Sunday the site could be self-sufficient. There is sufficient capacity in the surrounding area (plus the onsite supply) to absorb this.
38. All night-time parking (estimated demand of three car parks) could be accommodated on the site.
39. It is reiterated that these are worst-case scenario figures. It assumes that all day staff are on-site at the same time and that everyone drives. In the case of a Saturday, it also assumes that all visitors are on the site at the same time and they too all drive.

⁶ Assumes that night staff are not on the site at the same time as day staff and agency visitors, although acknowledging that there could potentially be some overlap on some occasions.

⁷ Assumes peak period is during the 1:00 & 5:00pm visitor window and that all visitors and all support staff are on-site at the same time. Night staff are not on site during this time period.

⁸ Assumes that night staff are not on the site at the same time as all of the day staff and agency visitors, although acknowledging that there could potentially be some overlap on some occasions. There are no visitors on a Sunday.

⁹ There is some potential for cross-over parking with staff shift changes, although this would be short-lived. It is unlikely that all Corrections support staff, Agency staff and maintenance staff would all be on site at the same time.



40. This level of parking demand (and potential overflow onto the surrounding streets) aligns with other permitted activities in the area – and is certainly similar (if not better) in terms of effects to an otherwise permitted development on the same site. (See permitted baseline assessment above – For example, 5 dwellings or 8 residential units on the same site could result in similar overflow parking). Although the actual parking demands of the previous use of the site as a 24 bed care facility by the Cerebral Palsy Society is unknown, the level of parking generated by this would most likely have been greater than the current proposal – noting the higher number of beds utilised (24 v 16) and the likely higher number of visitors and staff.

Other Parking Comments

41. The surrounding road network generally experiences a high degree of kerbside parking demand. The areas to the south in particular are utilised for commuter parking purposes – noting the proximity of the site to Papanui Road, Bealey Avenue, Victoria Street and the central city. Kerbside parking demand is also high in the evening which suggests that many of the surrounding houses have a demand for more car parking relative to their on-site supply.
42. We are also aware of complaints from local residents concerned by kerbside parking demand and its associated effects – especially along Berry Street. This is a narrow road with unrestricted kerbside parking along both sides. This results in only one-way traffic that requires an opposing vehicle to pull over (usually outside kerb cut-downs) to allow the other vehicle to pass. The road itself is therefore not conducive as a through-route and therefore primarily has a property access function.
43. We are also aware that some residents and their visitors are choosing to park their cars over part of the footpath thinking that they are ‘doing the right thing’ by freeing up more carriageway space. This unfortunately restricts footpath use - especially those that are mobility impaired and/or parents with push-chairs etc. This parking manoeuvre is also illegal.
44. It is emphasised that these problems are an historical issue – and while we have some sympathy with residents who might otherwise be frustrated by narrow roads, or a lack of car parking on their street because of commuter parking, or because of cars parking on the footpath, this is not an effect that is created solely by the applicant, nor is it an issue that the applicant is required to mitigate. It is also reiterated that that the traffic safety effects resulting from parking demand are similar to activities that could establish as of right and/or under the existing consent.
45. In order to determine the level of kerbside parking supply and demand in the surrounding area, a series of spot surveys have been undertaken. This included kerbside car parking located directly outside the site (11 unrestricted spaces available) and directly opposite and along both sides of Bristol Street between Clare Road and Holly Road (66 unrestricted spaces available). There are of course further spaces available in the locale, however for the purposes of the survey, the cordon defined in **Figure 5** has been used. The spot survey results are presented in **Table 4**. The survey results suggest that there is sufficient supply of available kerbside car parking spaces in the vicinity of the site. With car parking spaces only 50% occupied, there are approximately 38 vacant spaces available.



Figure 5: Kerbside Parking

Table 4: Spot Survey Results

		Available Kerbside Supply *	Mon 31/8/2020 4:00pm # [% Occupied]	Fri 16/10/2020 8:30am [% Occupied]	Mon 16/11/2020 5:45pm [% Occupied]	Tue 17/11/2020 8:30am [% Occupied]
Directly Outside the Application Site	11	7	7	6	10	
			[64%]	[64%]	[55%]	[91%]
Wider Area – Bristol Street (between Clare Road and Holly Road)	66	26	27	33	22	
			[39%]	[41%]	[50%]	[33%]
TOTAL	77	33	34	39	32	
			[43%]	[52%]	[51%]	[42%]

* Note that car parking spaces are unmarked and therefore exact parking numbers are conservatively estimated. The total supply could increase slightly, dependent on car sizes and drivers parking courteously.

Note that Berry Street during this period was closed/restricted to through traffic because of maintenance/upgrades.



Conclusion

46. It is proposed to utilise the existing buildings and site facilities at 14 Bristol Street, St Albans to accommodate and provide wrap-around rehabilitative support for up to 16 men on home detention and subject to electronic monitoring conditions. The activity will be supported by four on-site parking spaces and seven cycle parking spaces.
47. The activity does not result in any District Plan traffic non-compliances – noting that the site could comply with the parking rates associated with sheltered housing, care facilities or boarding houses.
48. Irrespective of the District Plan requirements, the proposed activity could, as a worst-case scenario generate 32 vehicle trips (IN + OUT) on weekdays and have a daytime demand for six kerbside parking spaces. On the Saturdays when pre-arranged visitors are permitted (between 1:00pm and 5:00pm only), the activity could generate 32-46 vehicle trips (IN + OUT) and a daytime demand for 8-15 kerbside parking spaces. Sunday traffic generation rates and parking would be negligible. This level of parking demand and traffic generation can easily be accommodated by the surrounding roads without affecting the safety or efficiency of the frontage roads. The kerb-faces directly outside the application site are able to accommodate 11 car parking spaces. There are a further 66 unrestricted on-street parking spaces on the opposite side of the application site and along Bristol Street (between Clare Road and Holly Road) which can easily accommodate this demand.
49. Accordingly, the proposal can be supported from a traffic perspective and the effects on the traffic environment can be considered as being acceptable.








Appendix 1
Application Plans



Bristol Street

Berry Street


Legend	
	Existing Structures (739.8m ²)
	Parking (76.7m ²)
	Driveway (64.4m ²)
	Open Space (798.3m ²)
	Subject Site (1679.2m ²)

All measurements are approximate and subject to survey.



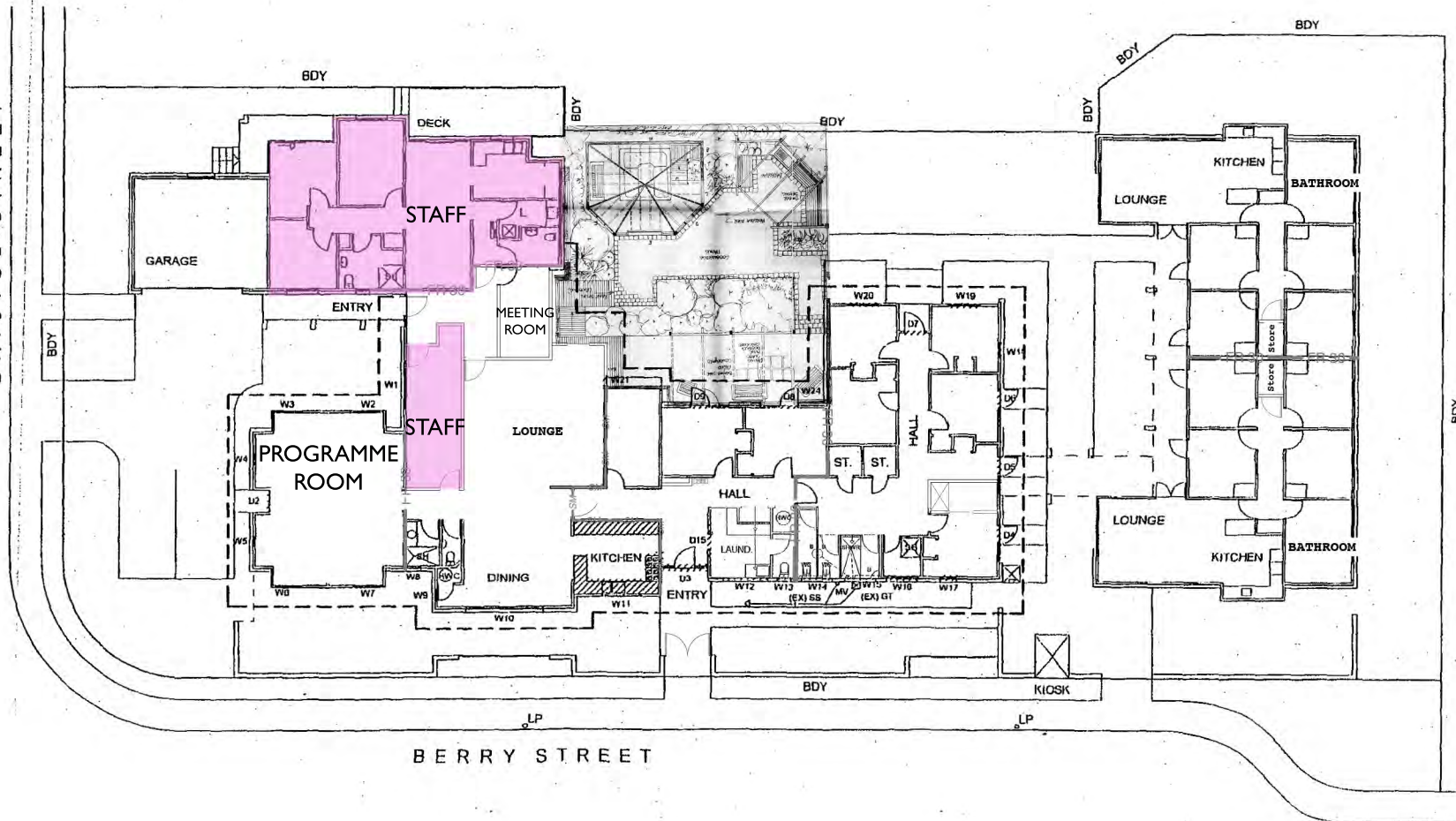
Imagery sourced from:
 Historical Documentation
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Proposed Layout
 14 Bristol Street, Christchurch

DATE	SHEET	PREPARED BY	TPG REF.
29/01/2020	3	Sharon Xia	716113
A3 Scale 1:170			



BRISTOL STREET



BERRY STREET



Appendix 2

Permitted Baseline Parking and Traffic Generation Estimates



Scenario 1: Four to five dwellings

Parking: Census data suggests that most family households have access to two motor vehicles. Five dwellings less than 150m² and each with a single garage could therefore result in a demand for 10 spaces with five resident cars having to park on the surrounding roads. Note that this excludes any visitor parking demand.

Traffic Generation: NZTA Research Report 453 *Trips and Parking Related to Land Use (2011)* suggests that inner suburban dwellings generate 10.9 daily trips. Five dwellings would therefore generate 55 trips per day.

Scenario 2: Two multi-unit residential complexes with four units each (i.e. a total of 8 units)

Parking: Census data suggests that 68% of households consisting of a couple have two or more motor vehicles. Eight units each with two bedrooms and a single parking space (or garage) could therefore result in five of the eight units having two or more cars with five resident cars having to park on the surrounding roads. Note that this excludes any visitor parking demand and assumes that each unit is provided with at least one on-site car park.

Traffic Generation: NZTA Research Report 453 *Trips and Parking Related to Land Use (2011)* suggests that medium density residential flats generate 6.8 daily trips. Eight units would therefore generate 54 trips per day.

Scenario 3: Student hostels of up to six bedrooms

Parking: NZTA Research Report 453 *Trips and Parking Related to Land Use (2011)* suggests that a hostel generates a parking demand of 0.4 spaces per bed. Six bedrooms (with one bed) would therefore have a parking demand of 2-3 spaces. Three hostels, each with six bedrooms would have a demand for seven spaces.

Traffic Generation: NZTA Research Report 453 *Trips and Parking Related to Land Use (2011)* suggests that a hostel could generate 2.5 trips per bed per day. Six bedrooms (with one bed) would therefore generate 15 trips per day. Three hostels, each with six bedrooms would therefore generate 45 trips per day.

Scenario 4: A retirement village within the existing building

Parking: NZTA Research Report 453 *Trips and Parking Related to Land Use (2011)* suggests that a retirement home with 24 beds could generate a parking demand of 0.4 spaces per bed, resulting in a total parking demand of 9-10 spaces. Given that the existing site has 4 spaces, this might amount to 5-6 spaces on the street.

Traffic Generation: NZTA Research Report 453 *Trips and Parking Related to Land Use (2011)* suggests that a retirement home could generate 2.4 trips per bed per day. A 24-bed retirement home would therefore generate around 58 trips per day.

Scenario 5: A spiritual activity with hours of operation from 7am to 10pm daily

Parking: As a rule of thumb, places of entertainment and gatherings have a car occupancy of 2.5 people per car. If 100 people were on the site this would have a parking demand of 40 spaces.



Traffic Generation: As a rule of thumb, places of entertainment and gatherings have a car occupancy of 2.5 people per car. If 100 people were on the site with 40 arriving by cars, this would equate to 80 vehicle trips per congregation.

Table 5: Permitted Baseline Comparisons

Scenario	Parking Demand (weekday)	Traffic Generation (weekday)
Proposal	10*	32*
Scenario 1: 5 dwellings	10	55
Scenario 2: Two multi-unit residential complexes with four units each (i.e. a total of 8 units)	13	54
Scenario 3: Student hostels of up to six bedrooms	7	45
Scenario 4: A retirement village within the existing building	9-10	58
Scenario 5: A spiritual activity with hours of operation from 7am to 10pm daily	40	80

* = Assumes everyone drives whereas Scenario 1-4 applies an 85%ile.



Appendix 3

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.	Three land use categories have been considered: care facilities, sheltered housing and boarding houses – although the closest in definition is considered to be sheltered housing. Allowing for 23% parking reduction factors the parking requirements are outlined in Table 3 . A minimum of four are required. Four spaces are proposed on-site meeting this requirement.	Yes
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.	The proposal meets this requirement, as a total of 4 car parking spaces already exist on-site (including one on-site mobility car parking space). The car parking spaces onsite (within and outside the double garage) meets the minimum width of 2.4m, minimum aisle width of 6.6m and minimum stall depth of 5m required by the District Plan.	Yes
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 2,500m ²	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.	One mobility park is required and proposed.	Yes
Within the Central City			
i). Any activity (except within the Residential Central City Zone)	Any car parking and associated manoeuvre area shall be no greater than 50% of the GLFA of the buildings on the site.	Not applicable	N/A
ii). Any car parking spaces provided, except residential activities.	Any car parking spaces provided shall have the minimum dimensions in Appendix 7.5.1, Table 7.5.1.3.	Not applicable	N/A



RULE	COMMENT	COMPLIES?
iii). Any activity (other than in respect of residential activities): A. where car parking spaces are provided, or B. containing buildings with GFA of more than 2,500m ²	The minimum number of mobility parking spaces in accordance with Appendix 7.5.1 shall be provided on the same site as the activity.	Not applicable
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.	Using the activity – ‘other residential activity’ (noting that sheltered housing’ is not provided for), no cycle parking spaces are required – because there are less than 20 units and a garage is provided. This implies there are four (residential) units on the site. The Council planning officer (S.95 report, page 5, 3 rd paragraph) suggests that the actual requirement is 3 spaces. The applicant is proposing to retain 7 spaces
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.	No loading spaces are required
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.	On-site manoeuvring can be achieved as required by the District Plan
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	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.



RULE		COMMENT	COMPLIES?
<p>vi. a main distributor street within the Central City where the vehicle access serves three or more parking spaces; or</p> <p>vii. a local street outside the Central City core and the vehicle access serves six or more parking spaces.</p>			
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 $\leq 1:16$ (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 $\leq 1:20$ (5%)	Complies	Yes
c). All non-residential activities with vehicle access	Gradient of mobility car park spaces - Gradient shall be $\leq 1:50$ (2%)	Complies	Yes
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.	The site is adjacent to lighting along the road frontage (at the corner). The site is anticipated to comply.	Yes
<p>b). Any urban activity, except:</p> <p>i. residential activities containing less than three car parking spaces; or</p> <p>ii. sites where access is obtained from an unsealed road; or</p> <p>iii. temporary activities.</p>	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. The car parking can/will be 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.	The existing access along Bristol Street is 3.5 m	Yes
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.	The spaces are accessed from a local road so no queuing space is required.	Yes



RULE		COMMENT	COMPLIES?
<p>c). Outside the Central City, any vehicle access:</p> <p>i. to an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or</p> <p>ii. on a key pedestrian frontage</p>	<p>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.</p>	<p>Not required – less than 15 spaces</p>	<p>Yes</p>
<p>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.</p>	<p>An audio and visual method of warning pedestrians of the presence of vehicles about to exit the access point shall be provided.</p>	<p>Not applicable</p>	<p>N/A</p>
<p>e). 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, in any other location not covered by clause d above.</p>	<p>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 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.</p>	<p>Not applicable</p>	<p>N/A</p>
<p>7.4.3.8 Vehicle crossings</p>			
<p>a). Any activity with a vehicle access to any road or service lane.</p>	<p>A vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.</p>	<p>The existing vehicle crossing onsite is constructed at the property boundary to the edge of carriageway.</p>	<p>Yes</p>
<p>b). Any vehicle crossing on an arterial road or collector road with a speed limit 70 kilometres per hour or greater.</p>	<p>Vehicle crossing shall be provided in accordance with Appendix 7.10.</p>	<p>Not applicable</p>	<p>N/A</p>
<p>c). Any vehicle crossing to a rural selling place.</p>	<p>Vehicle crossing shall be provided in accordance with Figure 14 in Appendix 7.5.10.</p>	<p>Not applicable</p>	<p>N/A</p>
<p>d). Any vehicle crossing on a road with a speed limit 70 kilometres per hour or greater</p>	<p>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.</p>	<p>Not applicable</p>	<p>N/A</p>
<p>e). Any activity with a vehicle crossing</p>	<p>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.</p>	<p>There is only one crossing, so the proposal complies.</p>	<p>Yes</p>



RULE		COMMENT	COMPLIES?
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.	The existing vehicle crossing is situated more than 10m from the intersection between Bristol Street and Berry Street (both local roads).	Yes
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			
viii Residential Activities or xi. Mixed Use	More than 60 residential units More than 50 vehicle movements in the PM peak is a controlled activity and more than 120 vehicle movements is Restricted Discretionary.	Less than 60 residential units and less than 50 vehicle trips per peak hour	Yes
7.4.3.11 Vehicle access to sites fronting more than one street – Within the Central City			
a). Any new vehicle access.	Vehicle access shall be provided in accordance with Appendix 7.5.15.	Not applicable	N/A



RULE		COMMENT	COMPLIES?
7.4.3.12 Lane Formation – Within the Central City			
a). Any new Central City lane created.	The legal width of the Central City lane shall be between 6m and 12m and have a minimum height clearance of 4.5m.	Not applicable	N/A



	CAR PARKS		CYCLE PARKS		LOADING	
	Residents / Visitors	Staff	Visitors	Staff	HGV	99% Car
Sheltered Housing	1 space / 4 units	1 space / residential staff unit	No category, so use 'Other...' 1 space/20 units	1 space/ dwelling without a garage	Nil	Nil
	1	1	0.2	0	-	-
Total	1	1	0	0	0	0
Reduced Total	1 <i>(1 - 0.23 = 0.77)</i>	1 <i>(1 - 0.23 = 0.77)</i>	See following for calculation of Reduction Factor of 23%			

FACTOR	DESCRIPTION	REDUCTION FROM THE MINIMUM PARKING REQUIREMENT	ASSESSMENT	RESULT	
Permitted reductions (without the need for a resource consent)	a	Between 0m and 100m: 10% reduction per service.	Within 300 m of Blue Line Metro bus service	3%	
		Between 101m and 200m: 6% reduction per service.			
		Between 201m and 400m: 3% reduction per service.			
	Public transport accessibility	Up to a maximum of 16%.			
		b	Between 0m and 50m: 5% reduction per service.		-
			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 126m and 200m: 1% reduction per service.				
	Up to a maximum of 8%				



	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 400m walk from an off street car park that is available for use by the general public.	Between 0m and 50m: 10% reduction. Between 51m and 200m: 6% reduction. Between 201m and 400m: 2% reduction.		
	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.	Within 400 m from the Commercial Core zone at the corner of Papanui Road and Rastrick Street	5%
	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.	Within 700 m of the Papanui Parallel Cycleway (Colombo Street)	5%
	f	Cycle parking	The number of cycle parks (and lockers and showers) provided for the activity exceeds the requirements under 7.2.3.2 Rule 2 (cycle parking requirements).	Cycle parking exceeds requirements by 5% to 10%: 5% reduction. Cycle parking exceeds requirements by more than 10%: 10% reduction.	Council Planner suggests 3 spaces required, 7 provided	10%
	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%		-
	h	Good non-vehicular access to buildings	There is a pedestrian access way that: - is separated from the vehicle access and parking areas, - has a direct distance of less than 10m from a footpath on public road reserve to the activity's main building public entrance2	Up to 3%		-



	FACTOR	DESCRIPTION	REDUCTION FROM THE MINIMUM PARKING REQUIREMENT	ASSESSMENT	RESULT
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%		-
		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)			
j	Travel plan	- Sets out a contingency arrangement in case of overflow car parking	Up to 10%		-
		- Describes the ways in which the travel plan will be implemented			
		- Includes ways to monitor the effectiveness of the travel plan			
		- Includes enforcement measures			

Permitted = 23 %

Via Consent = 0 %

Total = 23 %