

## Appendix 5 – Suitability Assessments

---

A summary of the results of the suitability assessments can be found in Section 9 of the Business Development Capacity Assessment. The methodology and explanation of the scoring is in Appendix 4 and Appendix 6 of the Business Capacity Assessment.

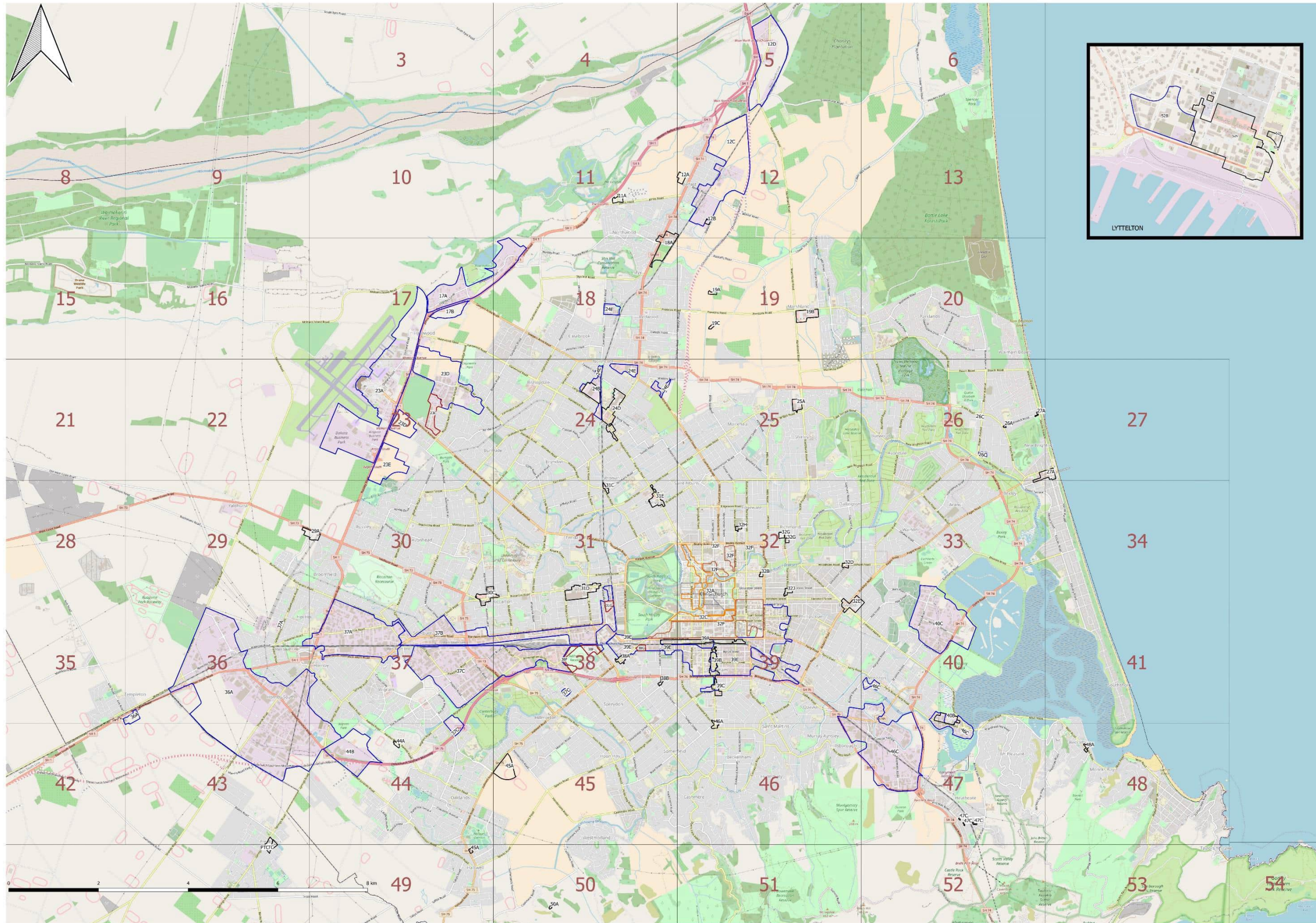
### A5.1 Maps of study areas

Maps of the study areas can be found on the following pages of this section:

- Christchurch City – Figure A5-1
- Selwyn District – Figure A5-2
- Waimakariri District – Figure A5-3



Figure A5.1-1. Christchurch City



Reference: "City of Christchurch GIS - STRATEGY AND PLANNING Project Analysis/URS/Business/Urban/Planning/Map/Map.apx"



Figure A5.1-2. Selwyn District

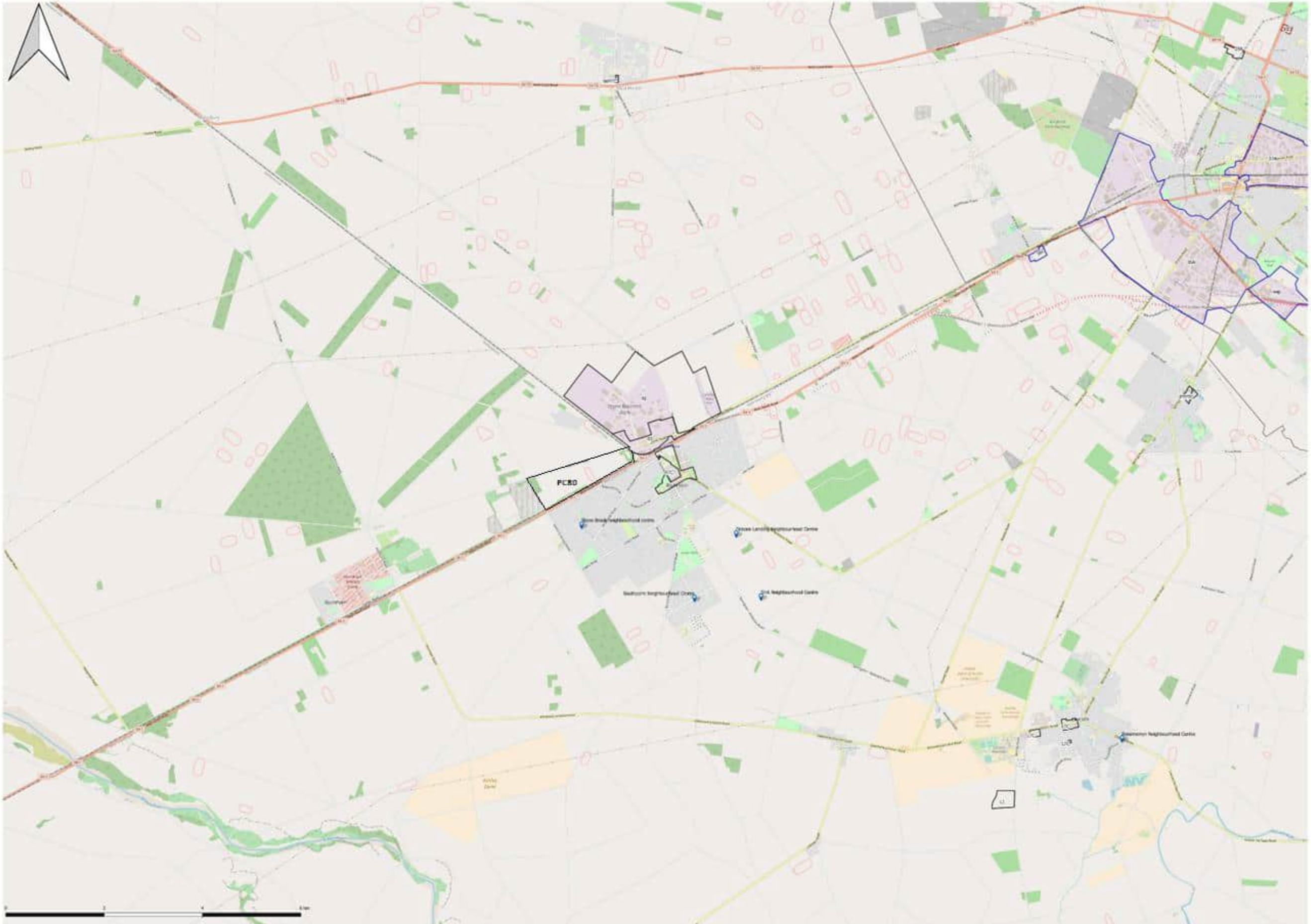
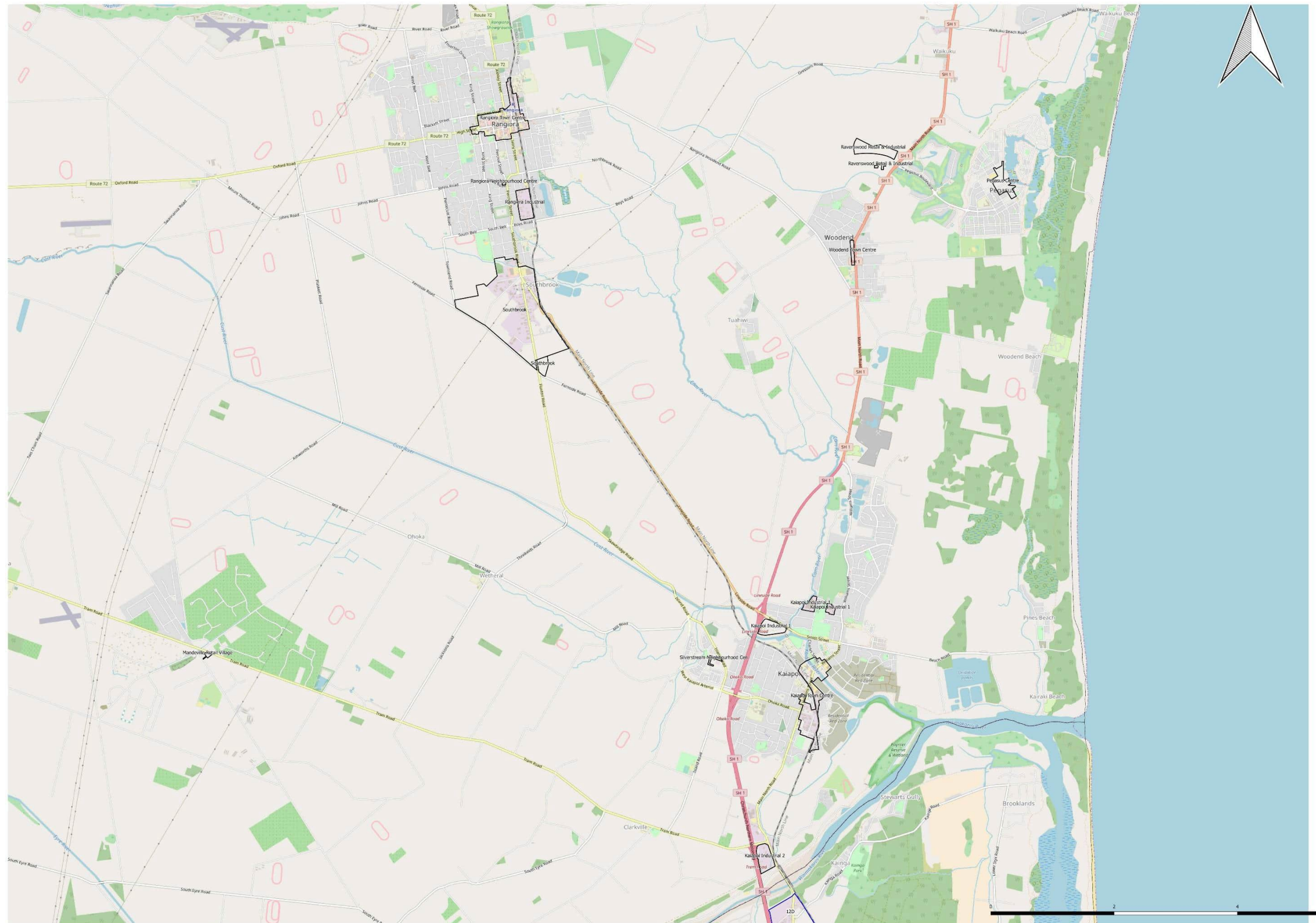




Figure A5.1-3. Waimakariri District





## A5.2 Comparative scores for commercial centres

Centre	Territorial Authority	Total Weighted Score
<b>30C: Bush Inn - Church Corner</b>	Christchurch City	104
<b>Brookside Neighbourhood Centre</b>	Selwyn	104
<b>Rosemerryn Neighbourhood Centre</b>	Selwyn	104
<b>Southpoint Neighbourhood Centre</b>	Selwyn	104
<b>WMTC: West Melton</b>	Selwyn	104
<b>Falcons Landing Neighbourhood Centre</b>	Selwyn	104
<b>Geddes/Dryden Trust Neighbourhood Centre</b>	Selwyn	104
<b>23C: Sir William Pickering Drive Business Park</b>	Christchurch City	101
<b>24D: Papanui Northlands</b>	Christchurch City	99
<b>25A: Shirley Homebase</b>	Christchurch City	99
<b>26A: Bowhill-Keyes</b>	Christchurch City	99
<b>38F: Wrights Road-Show Place</b>	Christchurch City	99
<b>38G: Hazeldean</b>	Christchurch City	99
<b>Pegasus</b>	Waimakariri	99
<b>Rangiora Neighbourhood Centre</b>	Waimakariri	99
<b>Woodend</b>	Waimakariri	99
<b>31E: Merivale</b>	Christchurch City	98
<b>38B: Selwyn Street</b>	Christchurch City	98
<b>39C: Sydenham South</b>	Christchurch City	98
<b>RTC: Rolleston Town Centre</b>	Selwyn	98
<b>32E: Linwood-Eastgate</b>	Christchurch City	96
<b>39A: Moorhouse Avenue</b>	Christchurch City	96
<b>Silverstream</b>	Waimakariri	96
<b>Ravenswood</b>	Waimakariri	95
<b>11A: Groynes Park</b>	Christchurch City	94
<b>46A: Beckenham</b>	Christchurch City	94
<b>32B: Fitzgerald-Kilmore</b>	Christchurch City	93
<b>32D: Woodham Road</b>	Christchurch City	93
<b>39B: Sydenham</b>	Christchurch City	93
<b>PTC: Prebbleton Town Centre</b>	Selwyn	93
<b>31D: Riccarton</b>	Christchurch City	92
<b>Rangiora Town Centre and Industrial</b>	Waimakariri	92
<b>18A: Belfast-Northwood</b>	Christchurch City	91
<b>31G: Mandeville</b>	Christchurch City	91
<b>32G: Richmond</b>	Christchurch City	91
<b>32H: Madras-Purchas</b>	Christchurch City	91
<b>44A: Awatea</b>	Christchurch City	91
<b>47C: Port Hills Road</b>	Christchurch City	91
<b>38A: Addington</b>	Christchurch City	90
<b>32J: Linwood Village</b>	Christchurch City	89



<b>32C: Central City South Frame</b>	Christchurch City	89
<b>LTC: Lincoln Town Centre</b>	Selwyn	89
<b>32A: Central City Business District</b>	Christchurch City	88
<b>52A: Lyttelton</b>	Christchurch City	88
<b>29A: Yaldhurst</b>	Christchurch City	87
<b>31C: Elmwood</b>	Christchurch City	87
<b>32F: Central City Mixed Use Area</b>	Christchurch City	87
<b>Kaiapoi Town Centre and Industrial</b>	Waimakariri	87
<b>12B: East Belfast</b>	Christchurch City	86
<b>48A: Redcliffs</b>	Christchurch City	85
<b>19B: Prestons</b>	Christchurch City	84
<b>24B: Langdons Road Retail Park</b>	Christchurch City	82
<b>45A: North Halswell</b>	Christchurch City	82
<b>27A: New Brighton</b>	Christchurch City	79
<b>40B: Ferrymead</b>	Christchurch City	79
<b>12A: North West Belfast</b>	Christchurch City	72
<b>19C: Highfield South</b>	Christchurch City	68
<b>19A: Highfield North</b>	Christchurch City	65
<b>50A: Redmund Spur</b>	Christchurch City	53

### A5.3 Comparative scores for industrial clusters

Cluster	Territorial Authority	Total Weighted Score
<b>Kaiapoi Industrial 2</b>	Waimakariri	71
<b>RI: I-Zone and I-Port Rolleston Industrial Hub</b>	Selwyn	68
<b>Kaiapoi Industrial 1</b>	Waimakariri	67
<b>LI: Lincoln Industrial Hub</b>	Selwyn	66
<b>37B: Sockburn-Blenheim Industrial Area</b>	Christchurch City	66
<b>Southbrook Industrial</b>	Waimakariri	65
<b>17A: Johns Road Industrial Area</b>	Christchurch City	65
<b>37A: Hornby North Industrial Area</b>	Christchurch City	65
<b>52B: Lyttelton Industrial Area</b>	Christchurch City	65
<b>24E: Papanui Environs Industrial Area</b>	Christchurch City	64
<b>12D: Chaney's Industrial Area</b>	Christchurch City	63
<b>26C: Bower Avenue Industrial Areas</b>	Christchurch City	63
<b>39E: City Surrounds Industrial Area</b>	Christchurch City	63
<b>40C: Bromley Industrial Area</b>	Christchurch City	63
<b>23A: Christchurch Airport Industrial Area</b>	Christchurch City	62
<b>37C: Wigram-Middleton Industrial Area</b>	Christchurch City	62
<b>44B: Awatea Industrial Area</b>	Christchurch City	60
<b>12C: North Belfast Industrial Area</b>	Christchurch City	59
<b>46C: Woolston Ferrymead Industrial Areas</b>	Christchurch City	59
<b>Kaiapoi Industrial - Smith Street</b>	Waimakariri	59
<b>Rangiora Industrial</b>	Waimakariri	58



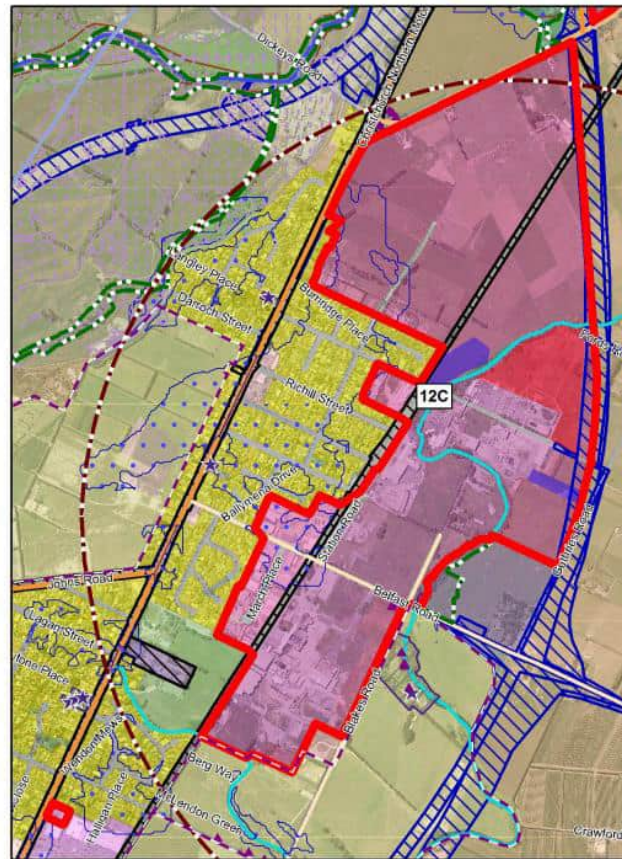
<b>36A: Hornby South Industrial Area</b>	Christchurch City	57
<b>23D: Russley Road East Industrial Area</b>	Christchurch City	54
<b>23E: Hawthornden Road (Potential) Industrial Area</b>	Christchurch City	45
<b>17B: Johns Road Quarry (Potential) Industrial Area</b>	Christchurch City	43



# A5.4 Christchurch City Industrial Cluster Feasibility Assessments

	Commercial Centre		Avon River Precinct (Te Papa Otakaro)
	Commercial Office		Commercial Banks Peninsula
	Industrial Cluster		Commercial Central City (South Frame) Mixed Use
	ODP Boundary		Commercial Central City Business
	Significant Individual Tree		Commercial Central City Mixed Use
	Significant Group of Trees		Commercial Core
	Significant Park Tree		Commercial Local
	Significant Street Tree		Commercial Mixed Use
	Heritage Item		Commercial Office
	Heritage Setting		Commercial Retail Park
	Ngā Wai Coast ID78		Industrial General
	Ngā Wai Coast ID98		Industrial Heavy
	Ngā Wai Rivers and Streams		Industrial Park
	Mahaanui Iwi Management Plan 2013 Silent Files		Open Space Coastal
	Ngā Torunga Tōpuna		Open Space Community Parks
	Wahi Tapu/Wahi Taonga		Open Space Community Parks or Rural Quarry (Templeton)
	Site of Ecological Significance - A		Open Space McLeans Island
	Area of at least High Natural Character in the Coastal Environment (HNC)		Open Space Metropolitan Facilities
	Outstanding Natural Feature (ONF) or Outstanding Natural Landscape (ONL)		Open Space Natural
	Significant Feature (SF) or Significant Landscape or Rural Amenity Landscape (RAL)		Open Space Water and Margins
	Waimakariri River Primary Stopbank Setback/Primary		Papakāinga Kainga Nohoanga
	Coastal Environment		Residential Banks Peninsula
	on-Aircraft Engine Testing Contour		Residential Central City
	Airport Noise Contour		Residential Guest Accommodation
	Pylon/PowerLine_SITLA_Fa_FaBuff_Buff		Residential Hills
	Residential Unit Overlay within the High Flood Hazard Management Area		Residential Large Lot
	High Flood Hazard Management Area		Residential Medium Density
	Flood Management Area		Residential New Neighbourhood
	Flood Ponding Management Area		Residential Small Settlement
	Cliff Collapse Management Area 1		Residential Suburban
	Cliff Collapse Management Area 2		Residential Suburban Density Transition
	Mass Movement Management Area 1		Rural Banks Peninsula
	Mass Movement Management Area 2		Rural Port Hills
	Mass Movement Management Area 3		Rural Quarry
	Rockfall Management Area 1		Rural Quarry or Open Space Community Parks (Templeton)
	Rockfall Management Area 2		Rural Templeton
	220kV National Grid		Rural Urban Fringe
	110kV National Grid		Rural Waimakariri
	66kV National Grid		Specific Purpose (Airport)
	33kV Electricity Distribution Lines		Specific Purpose (Burwood Landfill & Resource Recovery Park)
	Major Arterial		Specific Purpose (Cemetery)
	Minor Arterial		Specific Purpose (Defence Wigram)
	Collector		Specific Purpose (Flat Land Recovery)
	Main Distributor		Specific Purpose (Golf Resort)
	Local Distributor		Specific Purpose (Hospital)
	Wai District Plan Waterway		Specific Purpose (Lytelton Port)
	Downstream Waterway (except Mona Vale)		Specific Purpose (Nga Hau o Wha)
	Downstream Waterway (Mona Vale)		Specific Purpose (Ruapuna Motorsport)
	Upstream Waterway		Specific Purpose (School)
	Designation		Specific Purpose (Six Mill Road Transfer Station)
	Lytelton Tunnel Designation		Specific Purpose (Tertiary Education)
	New Zealand Transport Agency (Future works) Designation		Transport

## Area 12C: North Belfast Industrial Area



Scale 1 : 19,877

Figure A5.4-1. Approximate location of archaeological sensitivity areas indicated by blue shaded areas; area intended to remain in rural use indicated by red shaded area.

<b>Cluster Name</b>	<b>North Belfast Industrial Area</b>	
<b>Reference</b>	12C	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	153.7 ha	
<b>Undeveloped Land</b>	117 ha	
<b>Non-Feasible Vacant Land and Reason</b>	-	Designated
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	117 ha	

<b>Zones / Overlays</b>	Industrial Heavy	<b>Current Key Activities</b>	Silver Fern Farms (meat processing plant)
	Industrial General		Construction
	Flood Management Area (FMA)		Light manufacturing
	Liquefaction Management Area (LMA)		Rural
	Silent File Area		Composting
	Natural features (springs and waterways)		



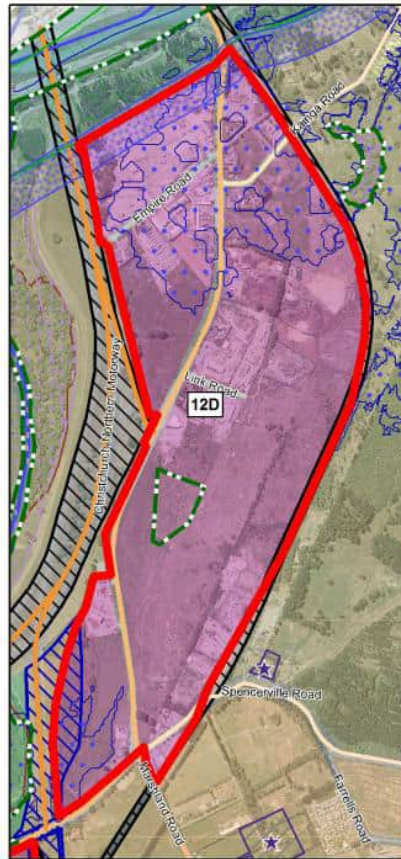
			<p>Belfast Business Park (under development – approximately half of subdivided lots (south of Belfast Road) have been sold).</p> <p>BBP has recently also acquired 42 ha of land north of Belfast Road to provide larger sites with greater flexibility of use. All of these have been sold.</p>
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	<p>RMA/2015/2670 subdivision consent for 64 Factory Road</p> <p>RMA/2015/1529 subdivision consents for 83 Factory Road</p> <p>RMA/2015/1318 subdivision consent for 83 Factory Road</p>

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>Main North Road is a major arterial. The Northern Arterial once developed will run along the east side of the site providing good access north and into the city.</p> <p>Belfast Road and Blakes Road are minor arterials. Some sites only have access to the arterial road network via local roads (i.e., sites fronting Tyrone Street and Factory Road). Site access onto Main North Road or the Northern Arterial is restricted.</p> <p>The rail corridor runs through the centre of cluster.</p> <p>There is good access to the airport via Johns Road and reasonable access to the port via arterial road and rail networks.</p>	4	16
Land Assembly	The cluster includes greenfield land that is partially developed on the south end but retains large undeveloped parcels that could be subdivided for a variety of uses.	4	12
Land Remediation Requirements	<p>There are some known and potential HAIL sites related to rural and past industrial activities including stock dips, fuel storage tanks; stockpiling of rubble and debris; effluent treatment; composting of animal waste; coal stockpiling; and persistent pesticide use.</p> <p>High level contamination testing undertaken in 2012 for a proposed plan change in the ODP area did not find any samples that exceeded the industrial guidelines for metals or pesticide residues.</p> <p>Additional more detailed investigations would likely be needed, however, for future development.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>The ODP requires provision of a spine road and private stormwater facilities.</p> <p>The ODP area does not have bulk sewer or water supply servicing at present but these are scheduled in the LTP on a staged basis in the medium term.</p> <p>Private wastewater facilities would need to be provided for any activity that results in the daily average sewage flow from a site exceeding 0.09l/s/ha.</p> <p>This is not an absolute constraint on development as industries with low demands for water supply and wastewater could still establish or could provide their own facilities (subject to some additional cost).</p>	2	4
Natural Hazards Constraints	<p>Some sites are in FMAs around Tyrone Street and Belfast Road</p> <p>The whole cluster is in an LMA. Some sites have been subject to uncontrolled filling. Subdivision consent notices for several sites require specific foundation design certified by a Chartered Professional Engineer. Recent geotechnical investigations for subdivision consents suggested TC2-type land with patches of TC3. Lateral spread risk was assessed as low. A geotechnical investigation undertaken for a plan change in 2012 characterised the ground in the greenfield ODP area as soft including a high organic content but that liquefaction susceptibility was low</p>	2	6

<p>Planning Constraints</p>	<p>Zone rules generally enable industrial activities including heavy industrial activities in the IH zone.</p> <p>There is a 20m esplanade reserve requirement at subdivision along Kaputone Creek and a 20m setback from springs in the ODP area.</p> <p>Direct access onto Main North Road or the Northern Arterial from the NW Belfast ODP area is restricted.</p>	<p>3</p>	<p>9</p>
<p>Other Development Constraints</p>	<p>Parts of the cluster are in a Silent File Area</p> <p>There are archaeological risk areas identified on the ODP</p> <p>There are known and potential springs in various parts of the cluster</p>	<p>3</p>	<p>6</p>
<p><b>TOTAL WEIGHTED SCORE (Out of 76)</b></p>			<p><b>59</b></p>



Area 12D: Chaney's Industrial Area



Scale 1 : 16,213

Figure A5.4-2. Northern blue dotted pattern indicates location of the Waimakariri River Primary Stopbank.

<b>Cluster Name</b>	Chaney's Industrial Area	
<b>Reference</b>	12D	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	103 ha	
<b>Undeveloped Land</b>	47.5 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	47.5 ha	

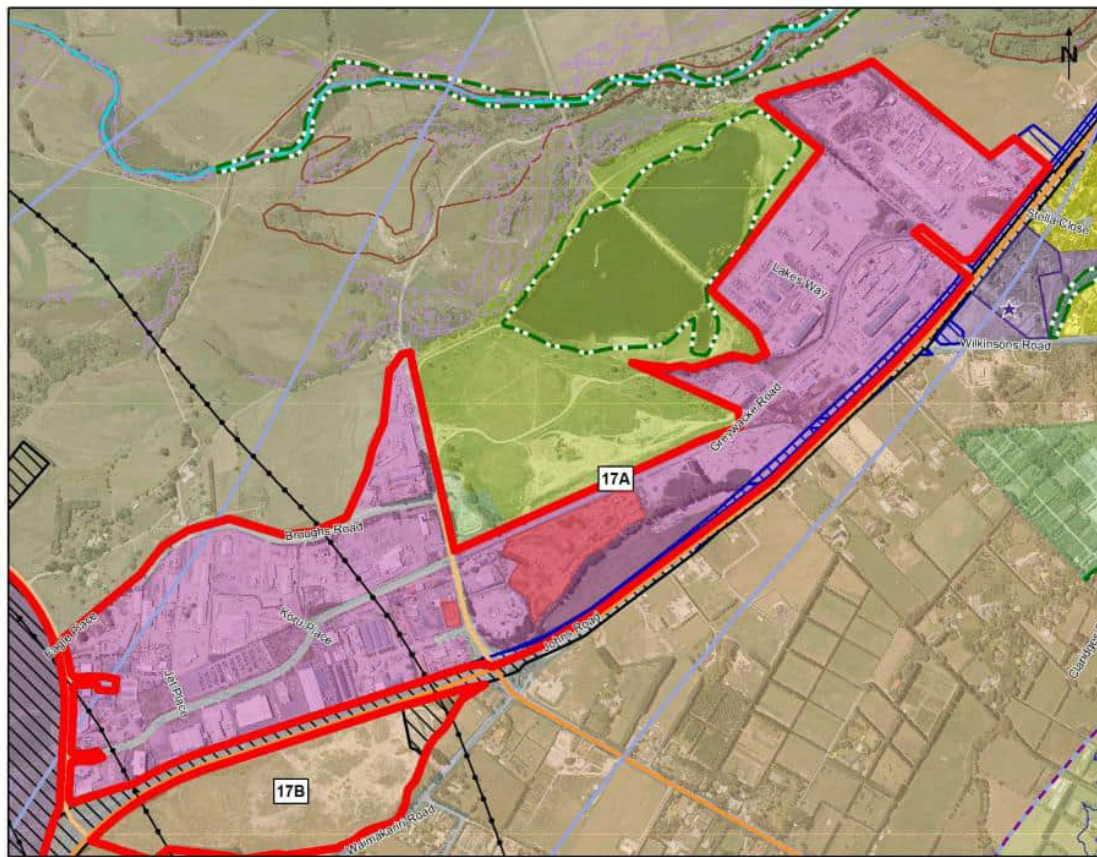
<b>Zones / Overlays</b>	Industrial Heavy Flood Management Area (FMA) - partial	<b>Current Key Activities</b>	Dry industries (former Rural Business Zone) Concrete mixing
-------------------------	---	-------------------------------	--

	Waimakariri River Primary Stopbank Setback – partial Liquefaction Management Area (LMA)		Landscape supplies Construction
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2013/707 land use consent for a telecommunications facility at 2 Link Road

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The cluster adjoins the Christchurch Northern Motorway (major arterial) and the railway corridor. Main North Road (a minor arterial) runs through the centre of the cluster.	4	16
Land Assembly	The cluster is primarily greenfield land with some areas partially developed. There are large undeveloped parcels with an average size of 3 ha that could be subdivided for a variety of uses.	4	12
Land Remediation Requirements	There are some known and potential HAIL sites associated with activities including landfill; chemical manufacture, application and bulk storage; mineral extraction and refining and vehicle refuelling. Further investigations would likely be necessary.	2	4
Location-specific Private Infrastructure Requirements	There is no public bulk wastewater or water supply service for this cluster. There are currently no plans to provide these services as the location is too distant from Council systems. This means all the land in this cluster will have to be self-servicing via septic tanks or a satellite wastewater system.  Developers would need to provide a new water supply main along Main North Road at their own cost if they require reticulated water supply. Alternately, they could drill their own wells.  This will likely limit activities to dry industry, storage and rural industrial activities.	1	2
Natural Hazards Constraints	Some vacant sites are partially in FMAs. A strip of land along the northern boundary is in the Waimakariri River Primary Stopbank Setback but sites are generally large enough that development in this setback can be avoided.  The whole cluster is in an LMA. Subdivision consent notices for one site requires a specific foundation design certified by a Chartered Professional Engineer.	3	9
Planning Constraints	Industrial and heavy industrial activities are generally permitted subject to built form standards.  There are minor additional cluster-specific landscaping requirements but these are not considered to constrain feasibility.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 76)</b>			<b>63</b>



## Area 17A: Johns Road Industrial Area



Scale 1 : 13,032

Figure A5.4-3. Location and extent of holiday park and motel indicated by red shaded areas.

<b>Cluster Name</b>	<b>Johns Road Industrial Area</b>	
<b>Reference</b>	17A	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

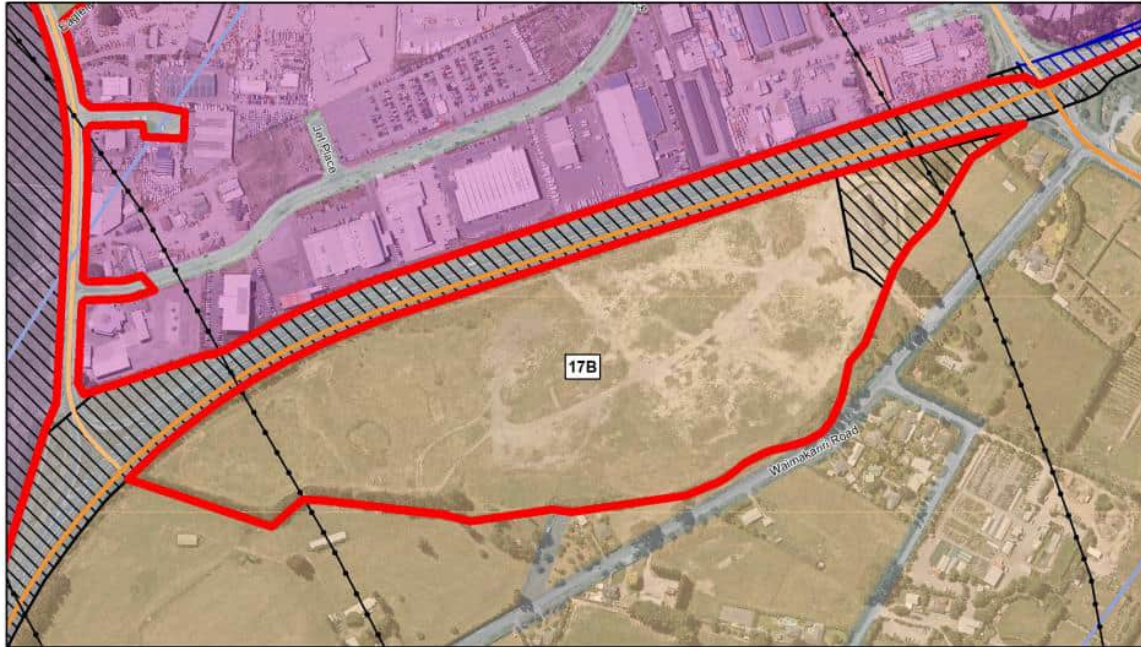
<b>Total Cluster Area</b>	94.7 ha	
<b>Undeveloped Land</b>	35.1 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	35.1 ha	

<b>Zones / Overlays</b>	Industrial Heavy Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Timber processing Construction Industry Manufacturing Logistics
-------------------------	--	-------------------------------	--

			Vehicle rental and storage
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2016/706 earthworks consent for 544 Johns Road RMA/2015/2642 subdivision consent for 544 Johns Road

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The cluster adjoins Johns Road, a major arterial. Parts of Sawyers Arms Road and McLeans Island Road are minor arterials. The southern boundary of the cluster adjoins the airport.	4	16
Land Assembly	There are a number of vacant sites across the clusters that would provide for the range of activities anticipated for the zone. There is a mix of contiguous vacant sites ranging in size from approx. 3000m <sup>2</sup> to 2.4ha on the north side of Greywacke Road. The average size of the vacant land parcels is 1.3ha.	4	12
Land Remediation Requirements	Most of the vacant sites are at least partially HAIL sites as a result of past activities including chemical manufacture or storage and mineral extraction or processing. Some former quarry sites were reclaimed with uncontrolled fill. Some sites have been remediated.	2	4
Location-specific Private Infrastructure Requirements	Activities that result in a daily average sewage flow from the site exceeding 0.09l/s/ha require a non-complying resource consent. Sites around Greywacke Road are serviced by a local pressure sewer system. Other vacant sites would need to either comply with the wastewater limits (i.e., be limited to primarily "dry" industries) or install private wastewater treatment systems.	3	6
Natural Hazards Constraints	The cluster is in an LMA. Consent notices for some sites require specific foundation design.	3	9
Planning Constraints	Industrial (including heavy industrial) activities are permitted subject to normal built form standards for the zone. There are no cluster-specific rules other than the restrictions on wastewater discharges discussed above.	4	12
Other Development Constraints	The cluster surrounds Sawyers Arms Reserve which includes Lake Roto Kohatu (used for water sports) and a scout camp. There is a holiday park and a motel in the centre of the cluster. These activities could give rise to reverse sensitivity issues, particularly for the vacant land on the east side of the cluster.	3	6
<b>TOTAL WEIGHTED SCORE</b>			<b>65</b>
<b>(Out of 76)</b>			

## Area 17B: Johns Road Quarry (Potential) Industrial Area



Scale 1 : 5,742

<b>Cluster Name</b>	<b>Johns Road Quarry (Potential) Industrial Area</b>	
<b>Reference</b>	17B	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial (Potential)	

<b>Total Cluster Area</b>	15.5 ha	
<b>Undeveloped Land</b>	14.4 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	14.4 ha	

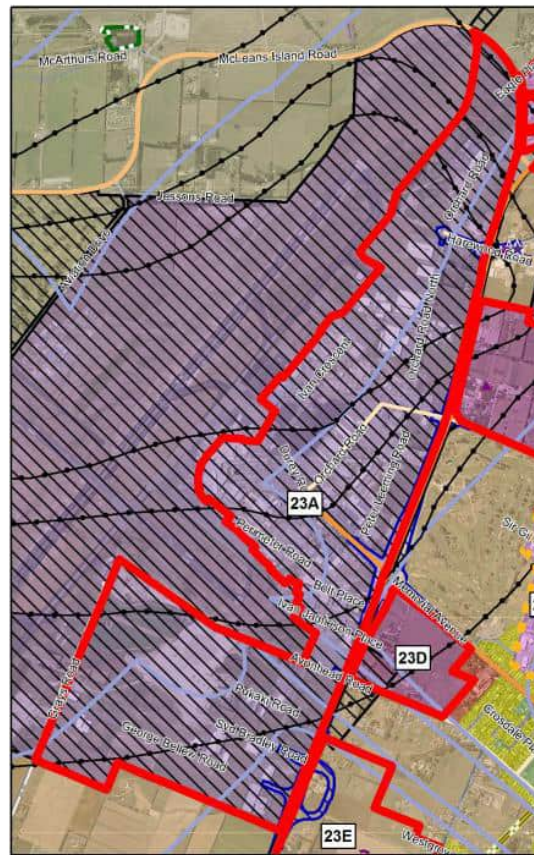
<b>Zones / Overlays</b>	Rural Urban Fringe Identified in the Canterbury Regional Policy Statement as a Greenfield Priority Area for Business 55 dB Ldn Air Noise Contour Liquefaction Management Area	<b>Current Key Activities</b>	Former quarry and landfill
-------------------------	--	-------------------------------	----------------------------



<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/765 land use consent for car storage at 711 Johns Road
-----------------------------------	-----	--	---

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>The cluster adjoins Johns Road (SH1), a major arterial, but does not have access onto it other than via Waimakariri Road, a local road with a rural residential character. Johns Road is a limited access road. There are potentially difficulties with upgrading the intersections at either end of Waimakariri Road because of the proximity of the intersections with SH1 exits.</p> <p>In particular, the capacity of the Harewood/Waimakariri intersection to safely handle heavy vehicle movements was queried in evidence on the recent resource consent application. NZTA have indicated they would not support upgrading the intersection at Sawyers Arms Road because of the risk of traffic backing up onto the state highway. Waimakariri Road would also potentially need to be widened to handle frequent heavy vehicle movements.</p> <p>The cluster is close to the airport and has reasonable access to the port via the arterial road network.</p>	2	8
Land Assembly	The site would be greenfield industrial if rezoned and could be subdivided to provide for a variety of activities. There is currently only one landowner.	4	12
Land Remediation Requirements	A significant part of the cluster is identified as a HAIL site as a result of former landfill activities including disposal of earthquake demolition materials. Other potentially contaminating activities identified in a 2014 PSI include a former timber processing site, sandblasting and metal spraying and a transport depot. A 2017 DSI identified asbestos containing materials at some of the test sites.	2	4
Location-specific Private Infrastructure Requirements	The cluster is not connected to the water supply network and is not planned to be in the Infrastructure Strategy. Limited wastewater capacity is available. Intersection and road upgrades would likely be required to handle an increase in heavy vehicle movements.	2	4
Natural Hazards Constraints	<p>The whole of the cluster is in an LMA. Parts of the cluster are underlain with uncontrolled fill to an estimated depth of 10-12m.</p> <p>A 2014 geotechnical investigation concluded that seismic land performance of the cluster was generally expected to be good but that uncertainty remained due to the unknown uniformity and compaction of the fill material. For higher value, heavy or sensitive buildings, piles would be required to penetrate fill to natural ground. A gas drainage system is required in all cases to manage methane and petroleum</p>	2	6
Planning Constraints	Because the cluster is still zoned Rural Urban Fringe, industrial activity would require resource consent as a non-complying activity.	1	3
Other Development Constraints	The cluster is located over an unconfined/semi-confined aquifer which limits the types of activities that could locate in the cluster and the options for stormwater management.	3	6
<b>TOTAL WEIGHTED SCORE</b>			<b>43</b>
<b>(Out of 76)</b>			

## Area 23A: Christchurch Airport Industrial Area



Scale 1 : 28,473

Figure A5.4-4. Noise contours indicated by light purple lines; Development Precinct indicated by red outline and label 23A.

<b>Cluster Name</b>	Christchurch Airport Industrial Area		
<b>Reference</b>	23A		
<b>Territorial Authority</b>	Christchurch City		
<b>Cluster Type</b>	Industrial		
<b>Total Cluster Area</b>	293 ha		
<b>Undeveloped Land</b>	147 ha		
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated	
	-	Non-industrial activity consented and high probability of implementation	
	-	Did not meet criteria for feasibility (as discussed below)	
<b>Feasible Undeveloped Land</b>	147 ha		
<b>Zones / Overlays</b>	Specific Purpose Airport Zone Liquefaction Management Area (LMA) - partial	<b>Current Key Activities</b>	Airport and related activities Vehicle rental and storage Logistics and freight handling

			Supermarket, shops and food and beverage outlets
<b>2017 rental rates as a percentage of the average for Industrial clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Outline Plans of Works have been submitted for a number of sites in the cluster, particularly for vehicle rental and storage businesses around Orchard Road (e.g., RMA/2017/721 car rental facility; RMA/2017/125 car rental facility; RMA/2016/1699 extension of campervan rental facility; RMA/2015/2740 vehicle rental service centre; RMA/2014/2381 campervan rental)

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	State Highway 1 adjoins the site on the east. Memorial Avenue is a major arterial road, while McLeans Island Road and part of Pound Road are minor arterials.  The vacant land parcels have excellent access to the airport.	4	16
Land Assembly	There is a patchwork of developments throughout the site but large greenfields areas remain that could be subdivided/leased as required.  Land in the cluster is generally flat with one site (used as a staging area for road works) requiring filling or recontouring.  Land is primarily available on a leasehold arrangement with CIAL although there are some larger blocks of land available for lease or sale by other developers including Calder Stewart. CIAL has a masterplan identifying precincts for freight and logistics, aviation, and commercial services.	4	12
Land Remediation Requirements	Some vacant sites are HAIL sites, primarily related to storage tanks or drums for fuel, chemicals or liquid waste. Some of these sites have since been remediated.  There is a former landfill area around the northern end of Orchard Road.	2	4
Location-specific Private Infrastructure Requirements	The cluster is currently serviced.  Private wastewater facilities may need to be provided where proposals cannot comply with the discharge limits in Rule 13.3.5.1.	3	6
Natural Hazards Constraints	Part of the cluster on the northern end of Orchard Road is in a Liquefaction Management Area (LMA). Several sites are subject to consent notices requiring specific foundation design.	3	9
Planning Constraints	Industrial activities are confined to the Development Precinct and are limited to freight depots, light manufacturing and servicing, repair and maintenance services and warehousing and distribution activities. Trade suppliers are limited to activities that generate less than 250 vehicle trips per day or provide less than 25 car parks.  Some commercial activities are permitted (1,400m <sup>2</sup> GLFA across zone for retail; supermarket up to 2,700m <sup>2</sup> GLFA) but this capacity has generally been taken up by the Spitfire Square development.  Activities including retail activities, commercial services, offices, conference rooms and exhibition spaces within the 55 dB Ldn Air Noise Contour and 55 dB Ldn Engine Testing Contour (most vacant sites) are required to meet acoustic standards.	3	9
Other Development Constraints	The cluster is located over an unconfined/semi-confined aquifer.	3	6



	<p>The whole of the site is designated for airport purposes requiring consent from CIAL as requiring authority for any development.</p> <p>There are two known archaeological sites around Orchard Road.</p> <p>Wastewater discharge limits constrain to some extent the kinds of activities that can locate in this cluster.</p>		
<p style="text-align: right;"><b>TOTAL WEIGHTED SCORE</b> <b>(Out of 76)</b></p>			<p><b>62</b></p>

## Area 23D: Russley Road East Industrial Areas

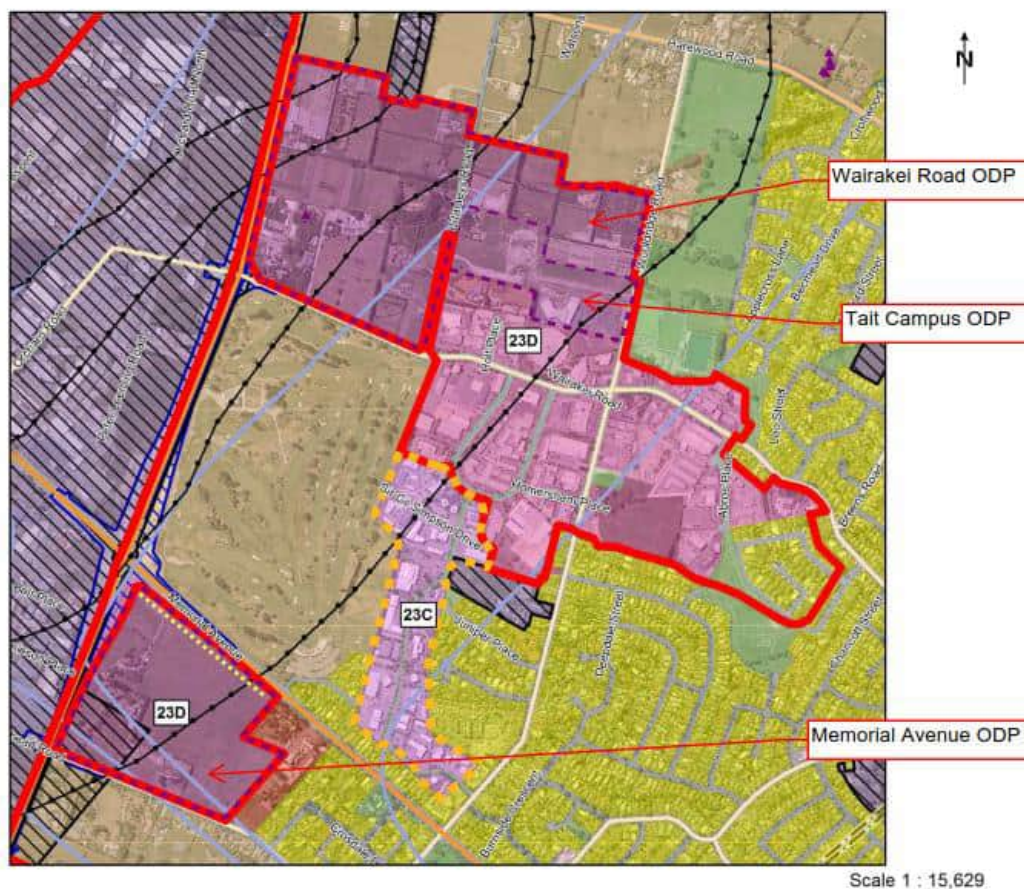


Figure A5.4-5. Boundaries of ODP areas indicated by purple dashed lines; air noise contours indicated by light purple lines; Memorial Avenue Runway End Protection Area shown by hatched lines; approximate area of 50m setback from Memorial Avenue shown by yellow dotted line.

<b>Cluster Name</b>	<b>Russley Road East Industrial Areas</b>	
<b>Reference</b>	23D	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	129.4 ha	
<b>Undeveloped Land</b>	75.6 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	75.6 ha	

<b>Zones / Overlays</b>	Industrial Park Industrial General	<b>Current Key Activities</b>	Electronics manufacturing Vehicle rental and servicing
-------------------------	---------------------------------------	-------------------------------	---

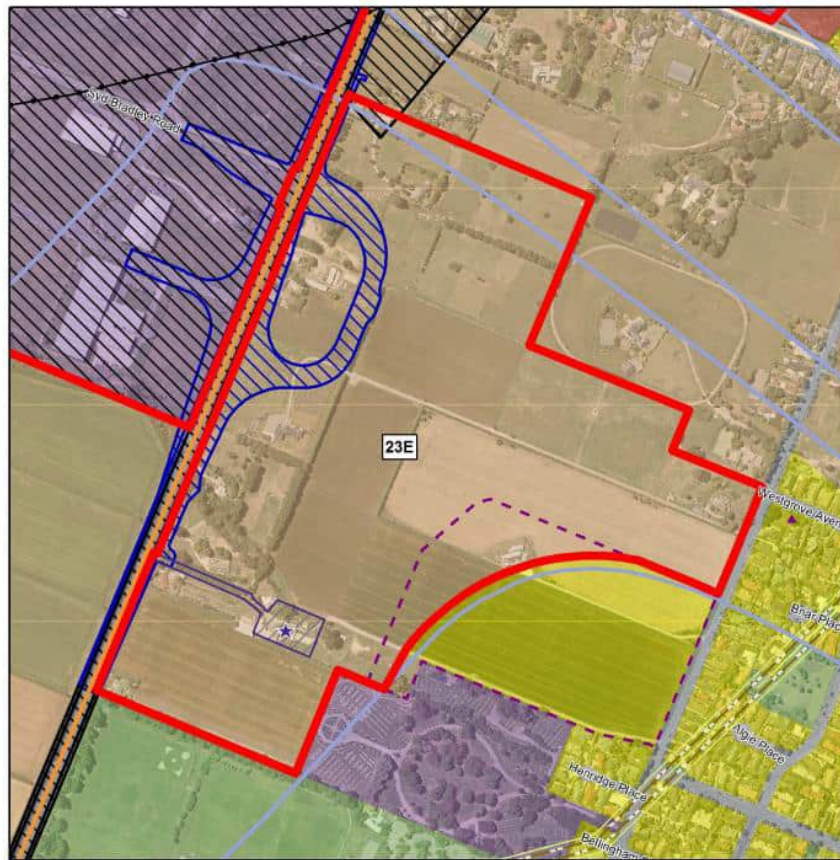
	65, 55 and 50 dB Ldn Air Noise Contours 65, 60, 55 and 50 dB Ldn On-Aircraft Engine Testing Noise Contours		Orion head office
<b>2017 rental rates as a percentage of the average for industrial clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>State Highway 1 adjoins the clusters to the west. Memorial Avenue is a major arterial road, while Wairakei Road and Roydvale Avenue are minor arterials.</p> <p>Direct access onto State Highway 1 is generally restricted and a few vacant sites would only be able to access the arterial road network by local roads (e.g., Stanleys Road).</p> <p>The cluster is in close proximity to the airport.</p>	4	16
Land Assembly	<p>Sites around the Roydvale Avenue/Wairakei Road intersection have generally been developed but the cluster also includes large greenfields areas in three ODP areas (Wairakei Road, Tait Campus and Memorial Avenue).</p> <p>Achieving the key structuring elements of the ODPs (e.g., stormwater facilities and internal roads) introduces an additional level of complexity as coordination is generally required between different landowners with different aspirations.</p>	3	9
Land Remediation Requirements	<p>There is significant variability in the potential levels of contamination across the cluster. While some areas would likely score a 3 or 4, most of the vacant sites have at least a moderate level of constraint.</p> <p>Some sites in the developed area have been subject to uncontrolled fill and further investigations and/or remediation would be required.</p> <p>A 2013 PSI for the Memorial Avenue ODP area concluded that it was highly unlikely that any contamination on the site would pose a significant threat to human health or trigger a resource consent requirement under the NES-CS.</p> <p>In the Wairakei Road ODP area, a 2014 PSI identified potential contamination from horticultural uses, coal powered boilers, and landfill sites. A 2007 investigation for one site found that it exceeded the industrial and commercial guidelines for lead and arsenic in some locations. A 2012 investigation on another site found that it met the industrial and commercial guidelines. Asbestos was identified on a third site.</p>	2	4
Location-specific Private Infrastructure Requirements	<p>Requirements vary between the existing developed areas and recently rezoned greenfields areas. Existing areas are generally serviced.</p> <p>In the greenfield ODP areas, private wastewater facilities may need to be provided for activities that result in the instantaneous sewage flow from the site exceeding 0.09 l/s/ha or for developments that occur prior to upgrades of the wastewater network.</p> <p>The Wairakei ODP area is not currently serviced by the Council's wastewater or water supply networks. Feedback from survey respondents indicated that lack of servicing is a significant constraint for this area.</p> <p>The Memorial Avenue ODP area cannot be serviced by the wastewater network until the medium term when the Avonhead sewer and Riccarton sewer upgrades are completed (anticipated to be 2023). The area also has restricted water supply. Water mains would have to be extended into the ODP area by the developer.</p>	2	4



	The Taits Campus ODP area has wastewater and water supply servicing but requires that stormwater discharge to the Council's network be attenuated to pre-development levels. There is also a requirement for the first development with access to Stanleys Road to upgrade the Stanleys Road/Harewood Road intersection and provide a footpath along the zone boundary.		
Natural Hazards Constraints	<p>A 2013 geotechnical report for the Memorial Avenue ODP area concluded that the overall risk from liquefaction was very low.</p> <p>A 2014 geotechnical investigation for the Wairakei Road ODP area found a mix of TC1 and TC2-type land. The risk of lateral spreading is expected to be low.</p> <p>Consent notices on some sites require specific foundation design.</p>	3	9
Planning Constraints	<p>In the Industrial Park Zone, industrial activities are permitted subject to built form standards; heavy industrial activities are non-complying.</p> <p>Parts of the cluster are in the 65 and 55 dB Ldn Air Noise Contours. Activities including retail activities, commercial services, offices, conference rooms and exhibition spaces within the 55 dB Ldn Air Noise Contour and 55 dB Ldn Engine Testing Contour (approximately one third of the vacant sites) may be required to install additional acoustic attenuation.</p> <p>Development in Wairakei Road ODP area are capped at 10ha until intersection upgrades are completed.</p> <p>Development in the Memorial Avenue ODP area cannot occur until the main access is constructed.</p> <p>Developments in the Wairakei Road ODP area cannot discharge into the Council's wastewater network until the Avonhead sewer and Upper Riccarton Interceptor Sewer are upgraded. This restricts the kinds of industrial activities that could establish in the area.</p> <p>Developments in the Memorial Avenue ODP area cannot discharge into the Council's wastewater network until the Riccarton interceptor is upgraded.</p> <p>There are larger than usual setbacks in some ODP areas (e.g., 50m setbacks from Russley Road and Memorial Avenue in the Memorial Avenue ODP area where any new building would be a controlled activity). Any industrial activity within 50m of Memorial Avenue is a non-complying activity.</p> <p>New buildings in the Runway End Protection Areas in the Memorial Avenue ODP area require a discretionary resource consent.</p>	2	6
Other Development Constraints	<p>The cluster is located over an unconfined/semi-confined aquifer which limits the kinds of activities that could locate there and the options for stormwater treatment.</p> <p>The Memorial Avenue ODP area provides for some guest accommodation (up to 200 bedrooms) and health care facilities without overnight accommodation. Guest accommodation is restricted to the part of the site along Memorial Avenue. Industrial activities in other parts of the ODP area will need to be compatible with more sensitive activities in close proximity.</p>	3	6
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 76)</b>			<b>54</b>

## Area 23E: Hawthornden Road (Potential) Industrial Area



Scale 1 : 8,020

Figure A5.4-6. NZTA designation for Southern Airport Access indicated by blue hatched area; CIAL designation for Runway End Protection Area indicated by black hatched area; location of Avonhead Cemetery indicated by purple shaded area.

<b>Cluster Name</b>	<b>Hawthornden Road (Potential) Industrial Area</b>	
<b>Reference</b>	23E	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial (Potential)	

<b>Total Cluster Area</b>	35 ha	
<b>Undeveloped Land</b>	35 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	35 ha	

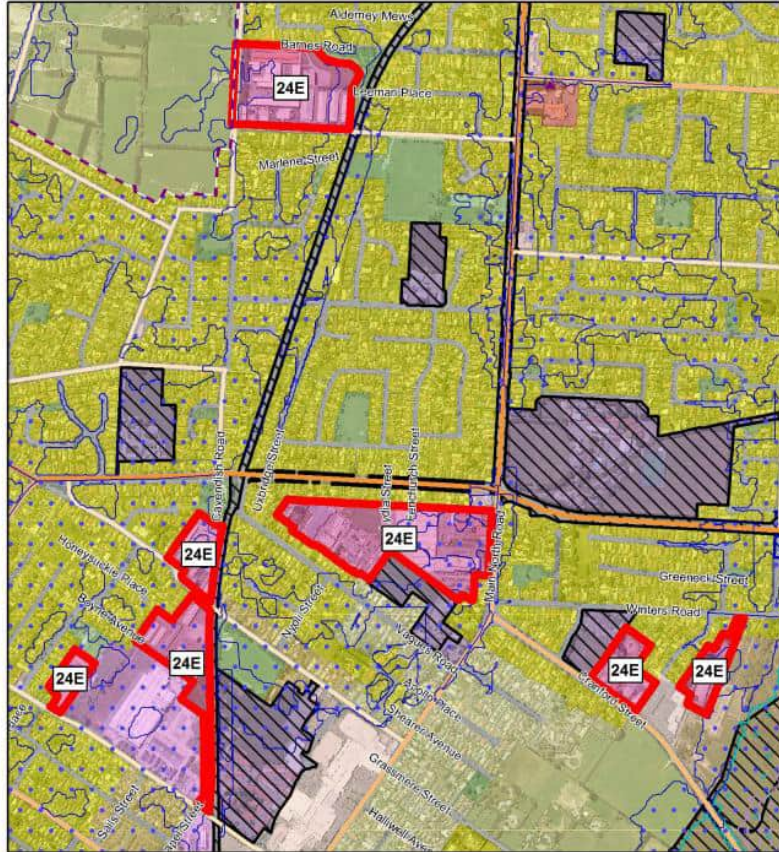
<b>Zones / Overlays</b>	Rural Urban Fringe Identified in the Canterbury Regional Policy Statement as a Greenfield Priority Area for Business	<b>Current Key Activities</b>	Rural and rural residential blocks
-------------------------	---	-------------------------------	------------------------------------

	65, 55 and 50 dB Ldn Air Noise Contours Airport Protection Surfaces		
<b>2017 rental rates as a percentage of the average for industrial clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>State Highway 1 adjoins the cluster to the west. Part of the cluster is designated by NZTA to provide an access to the Dakota Park industrial development on the other side of the highway (the Southern Airport Access). The Southern Airport Access is a limited access road and NZTA transport experts in the District Plan Review hearing opposed access from the cluster onto it.</p> <p>Hawthornden Road is a local road with a residential and rural residential character. Experts in the District Plan hearing agreed that it would be inappropriate to provide access from the area onto Hawthornden Road.</p> <p>The cluster is in close proximity to the airport.</p>	1	4
Land Assembly	<p>If rezoned, the area would include large greenfields sites that could be easily subdivided to provide for a variety of activities.</p> <p>The land is generally flat except around the banks of the Avonhead Cemetery Drain.</p>	4	12
Land Remediation Requirements	<p>There are no identified HAIL sites in this cluster. A 2014 PSI identified some potential contaminating activities including contractors yards, storage tanks, pesticide use, stockpiling of waste material and vehicle storage and a possible stock dip. Further, more detailed, investigations would likely be required at the subdivision stage.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>There is currently insufficient capacity in the Riccarton wastewater interceptor catchment, however this constraint would be overcome by upgrades to be finished by 2023. There is however still uncertainty about water supply mains upgrades in the northwest area having sufficient capacity here.</p> <p>A legal secondary flowpath for stormwater does not currently exist for some of the sites and would need to be negotiated with other landowners.</p> <p>Industrial developments would potentially need to provide private on-site stormwater and/or wastewater facilities.</p>	1	2
Natural Hazards Constraints	<p>A 2014 geotechnical investigation concluded that the risk of liquefaction induced ground damage was very low and that land of TC1-type seismic performance was expected over the cluster.</p> <p>The cluster is not in a flood management area.</p>	4	12
Planning Constraints	<p>Because the area has not been rezoned, most industrial activities that are not related to rural production would require a non-complying resource consent (albeit with some support from the objectives in the RPS).</p>	1	3
Other Development Constraints	<p>Part of the site is also designated by Christchurch Airport for its Runway End Protection Areas (REPAs). Development would be significantly constrained in that area.</p> <p>The cluster adjoins the Avonhead Cemetery including the earthquake memorial site which may give rise to reverse sensitivity effects along that boundary of the site.</p>	3	6



Area 24E: Papanui Environs Industrial Areas



Scale 1 : 16,970

<b>Cluster Name</b>	<b>Papanui Environs Industrial Areas</b>	
<b>Reference</b>	24E	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	46.2 ha	
<b>Undeveloped Land</b>	8 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	8 ha	

<b>Zones / Overlays</b>	Industrial General Flood Management Area (FMA) Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Light manufacturing Trade suppliers
<b>2017 rental rates as a percentage of the average for industrial clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA92029705 land use consent for an indoor and outdoor recreation centre, pre-school and food and beverage outlets at 2 Lydia Street  RMA92031469 subdivision consent for 75 Barnes Road

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	Most sites in the cluster have good access to the arterial road network, generally via collector roads. Access from the vacant land at Barnes Road is only via a local road in a residential area.  The cluster is adjacent to the rail corridor but the vacant sites are generally not.	3	12
Land Assembly	The cluster has generally been developed but there are several areas where infill development would be possible.  One area is approximately 3,000m <sup>2</sup> at the back of an existing factory. The other area has recently been subdivided into three sites of approximately 2500-6000m <sup>2</sup> each.  These sites are generally large enough to provide for a range of industrial activities and there is the ability to amalgamate some sites if larger areas are required.	4	12
Land Remediation Requirements	All of the vacant sites are HAIL sites that have recently been investigated. Conditions of the subdivision consent require that a Long Term Site Management Plan be developed for some sites.	3	6
Location-specific Private Infrastructure Requirements	The vacant sites in the cluster have access to bulk servicing.	4	8
Natural Hazards Constraints	Some of the vacant sites are wholly or partially in FMAs.  All of the sites are in the LMA. A consent notice on some of the vacant sites requires a specific foundation design.	2	6
Planning Constraints	The planning framework generally anticipates and provides for industrial activities (other than heavy industrial activities) in the Industrial General Zone. There are no site-specific provisions applying to this cluster that would affect feasibility.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 76)</b>			<b>64</b>

## Area 26C: Bower Avenue Industrial Areas



Scale 1 : 8,262

<b>Cluster Name</b>	<b>Bower Avenue Industrial Areas</b>
<b>Reference</b>	26C
<b>Territorial Authority</b>	Christchurch City
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	2.8 ha	
<b>Undeveloped Land</b>	0.19 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	1896m <sup>2</sup>	Three sites adjoining the Specific Purpose (Flat Land Recovery) Zone are very significantly constrained by potential mitigation costs for flooding, liquefaction and coastal inundation risks (see discussion below)
<b>Feasible Undeveloped Land</b>	0 ha	

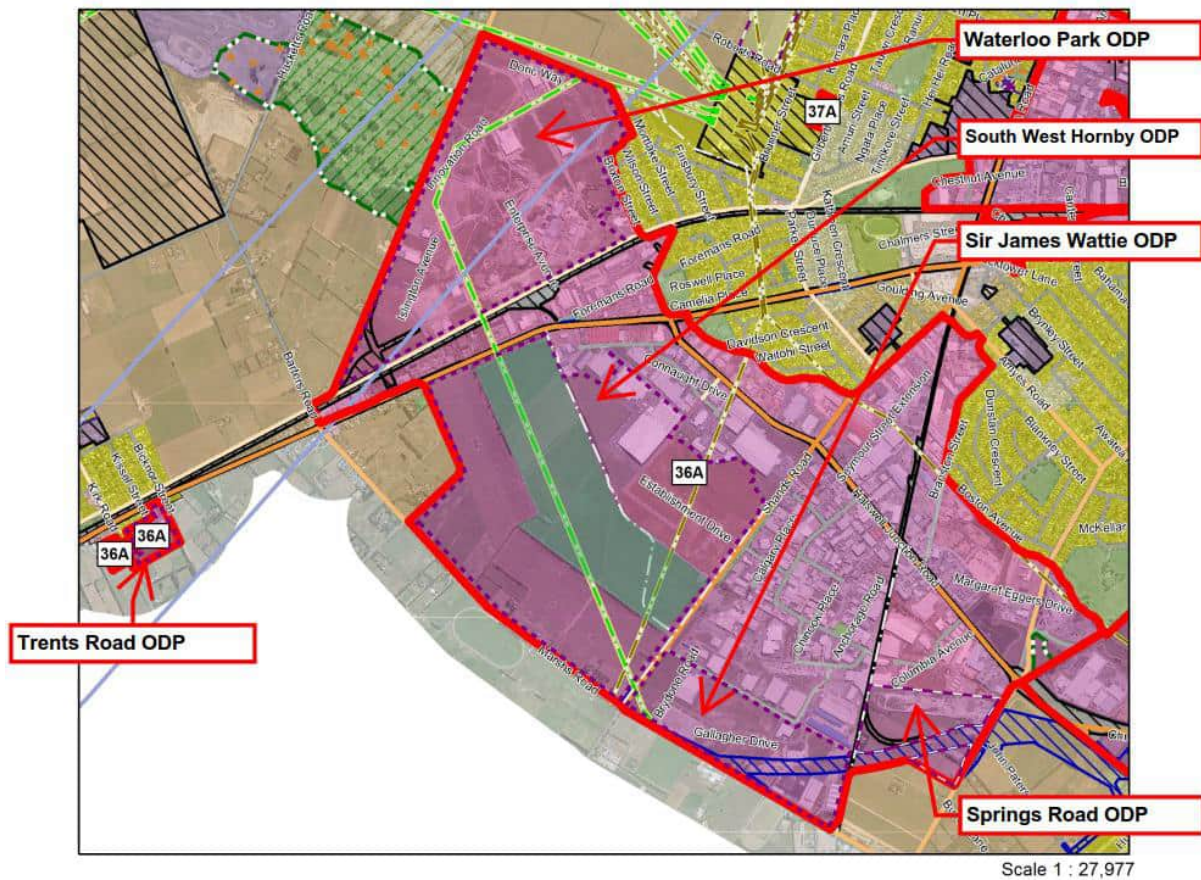
<b>Zones / Overlays</b>	Industrial General Flood Management Area (FMA) Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Car sales and vehicle servicing Bar and café Service station
-------------------------	---	-------------------------------	--

<b>2017 rental rates as a percentage of the average for industrial clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A
---	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	Sites have moderately good access to the arterial road network via collector roads. They are some distance from the port and airport compared with other industrial areas in the District.	3	12
Land Assembly	The cluster has a row of three vacant sites at the New Brighton Road end varying in size from 400-850m <sup>2</sup> .  There are also two sites at the Rookwood Avenue end of the cluster with less intensive land uses where additional development would be possible.  The sites are generally large enough to accommodate smaller industrial activities and the sites at New Brighton Road could be amalgamated if a larger site were required.	4	12
Land Remediation Requirements	The vacant sites are not known HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The three sites near New Brighton Road are in an FMA. To comply with District Plan rules, new buildings on these sites would be required to raise their floor levels approximately 1.5m over the existing ground level.  The whole cluster is in the LMA. The sites near New Brighton Road adjoin the Specific Purpose Flat Land Recovery Zone (SPFLRZ). The southern part of the cluster is in a high liquefaction risk area which is also at a significant risk from coastal flooding over the next 50 years.  Because of the combination of the development costs to raise floor levels, include a foundation design that mitigates liquefaction risk and taking into account coastal inundation risk, the feasibility of the three vacant sites adjoining the SPFLRZ is likely to be constrained to the point that the sites should not be included in calculations of future supply.	1	3
Planning Constraints	The planning framework generally anticipates and provides for industrial activities (other than heavy industrial activities) in the Industrial General Zone. There are no site-specific provisions applying to this cluster.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 76)</b>			<b>63</b>



## Area 36A: Hornby South Industrial Area



FigureA5.4-7. Extent of ODP areas indicated by purple dashed lines.

<b>Cluster Name</b>	Hornby South Industrial Area	
<b>Reference</b>	36A	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	660.6 ha	
<b>Undeveloped Land</b>	342 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	342 ha	

<b>Zones / Overlays</b>	Industrial General Industrial Heavy Liquefaction Management Area (LMA) - partial	<b>Current Key Activities</b>	Mix of heavy and light industrial activities incl. food processing and distribution Construction industry and suppliers Logistics and warehousing
-------------------------	--	-------------------------------	---

			Waste management/ scrapyards
<b>2017 rental rates as a percentage of the average for industrial clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	<p>RMA/2017/1777 land use consent for a warehouse at 10 Gallagher Drive (relocating from another part of the cluster)</p> <p>RMA/2017/1391 subdivision consent for 3 Establishment Drive</p> <p>RMA/2017/1021 land use consent for a warehouse at 8 Innovation Road</p> <p>RMA/2016/3369 land use consent for earthworks for 400 Waterloo Road</p> <p>RMA/2016/1663 land use consent for a warehouse at 400 Waterloo Road</p> <p>RMA/2016/1213 earthworks consent for Stage 6 of Waterloo Park</p> <p>RMA/2015/3571 land use consent for a mixed-use development at 400 Waterloo Road</p> <p>RMA/2014/865 and RMA/2015/147 land use consents for commercial and industrial buildings at 2 Sir James Wattie Drive</p> <p>RMA/2014/2126 land use consent for an asphalt plant at 96 Branston Road</p> <p>RMA/2016/3364 land use consent for a warehouse at 65 Seymour Street</p> <p>RMA/2013/2174 land use consent for a warehouse at 618 Halswell Junction Road</p> <p>RMA/2017/2414 land use consent for a display of show homes at 20 Hickory Place</p>

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The cluster has very good access to the arterial road network. Main South Road, Halswell Junction Road and Shands Road are all major arterials that run through or around the cluster.</p> <p>The cluster also has very good access to the rail network. The cluster is reasonably close to the airport and has good access to the port via the arterial road network.</p> <p>Some parts of cluster are recently rezoned rural areas with roads or intersections that may need to be upgraded to handle increased heavy vehicle movement.</p>	4	16
Land Assembly	<p>There are established industrial activities in the north and central part of the cluster with some opportunities for infill development. The established activities are surrounded by a large quantum of recently rezoned greenfield industrial land that would provide for a variety of site sizes and uses.</p> <p>In the ODP areas there are large blocks of land in single ownership. Where owners are not intending to sell in the short term (for example, where land is currently in use for wastewater irrigation</p>	3	9

	purposes) feasibility of development of those areas for other developers would be constrained.		
Land Remediation Requirements	<p>A number of the vacant sites are HAIL sites in some areas because of long-standing industrial uses and in other areas because of past or present agricultural use. Some parts of the cluster have been subject to uncontrolled filling or storage of scrap metal.</p> <p>Waterloo Business Park is located on the site of the former Islington Freezing Works and parts of the site have been used for refuse disposal. Consent have been issued to remediate contamination in parts of the site and other parts are subject to a Site Management Plan.</p> <p>Parts of the cluster north of Halswell Junction Road include some scrapyards and landfills.</p>	2	4
Location-specific Private Infrastructure Requirements	<p>The cluster is subject to wastewater discharge restrictions that may require some sites to install onsite private wastewater facilities where limits cannot be met. Several ODP areas do not permit development that will result in daily average sewage flows to the Council's reticulated network exceeding 0.09 l/s/ha</p> <p>Private roads or internal collector or local roads need to be constructed for developments in some of the ODP areas.</p> <p><i>Waterloo Business Park (3)</i></p> <p>Waterloo Business Park is serviced by a private water supply and distribution system.</p> <p>There is a public stormwater system for public roads but also a private (collective) stormwater system for the private roads. There is a contracting company that maintains the private facilities.</p> <p><i>South West Hornby ODP area (2)</i></p> <p>The areas to the south of the Industrial General zoned area are not currently serviced for water supply or wastewater. Developers would need to provide connections to the Council sewer on Marshs Road and water mains on Shands Road or Main South Road. There is potentially limited capacity in the wastewater and water supply networks to service the entire area at the present time.</p> <p><i>Sir James Wattie Drive ODP area (3)</i></p> <p>The ODP area is serviced.</p> <p><i>Springs Road ODP area (1)</i></p> <p>This area has no Council services. Developer would need to provide mains both north and south of the motorway to link to Halswell Junction Road. There may be limited capacity in the wastewater network during peak flow events.</p> <p><i>Trents Road ODP area (3)</i></p> <p>The area has wastewater servicing. It can be serviced for water supply via Trents Road or Main South Road. Stormwater is required to be treated and discharged to ground.</p>	2	4
Natural Hazards Constraints	<p>A small area of the cluster west of Springs Road is in an LMA. Consent notices on some sites require specific foundation design. The geotechnical report for Waterloo Business Park concluded that the site is not likely to be susceptible to liquefaction but that uncontrolled fill may lead to settlement in some lots. Geotechnical investigations for the South West Hornby ODP concluded there was a very low risk of liquefaction.</p> <p>None of the cluster is within a flood management area.</p>	3	9
Planning Constraints	<p>The planning framework generally anticipates and provides for industrial activities (other than heavy industrial activities) in the Industrial General Zone.</p> <p>In the Waterloo Park, Springs Road and South West Hornby ODP areas, site access directly on to some roads is either restricted or requires a resource consent.</p>	3	9

	<p>In the South West Hornby ODP area, development cannot proceed until intersection improvements with the new southern spine road are completed. Development in the “rural wastewater irrigation area” cannot proceed ahead of construction of the full spine road and capacity upgrades to intersections.</p> <p>Several of the ODPs require building setbacks and/or landscaping strips at rural, residential or motorway interfaces.</p>		
Other Development Constraints	<p>Most of the cluster is located over unconfined and semiconfined aquifers.</p> <p>There are some residential dwellings and a holiday park along Main South Road and a childcare centre on Sir James Wattie Drive which main constrain, to some extent, the kinds of industries that could locate in close proximity.</p>	3	6
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 76)</b>			<b>57</b>



## Area 37A: Hornby North Industrial Area



Scale 1 : 15,744

FigureA5.4-8. Southern Institute of Technology site indicated by red shaded area.

<b>Cluster Name</b>	Hornby North Industrial Area	
<b>Reference</b>	37A	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	169 ha	
<b>Undeveloped Land</b>	31 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	31 ha	

<b>Zones / Overlays</b>	Industrial Heavy Industrial General	<b>Current Key Activities</b>	Mix of heavy and light industrial uses incl. chemical and fertiliser manufacturing Warehousing and logistics Vehicle servicing and sales Food processing
-------------------------	--	-------------------------------	---

<p><b>2017 rental rates as a percentage of the average for industrial clusters</b></p>	<p>N/A</p>	<p><b>Obtained a Consent in the Last Five Years</b></p>	<p>RMA/2017/2375 land use consent for a new commercial building at 35 Braeburn Drive</p> <p>RMA/2015/3062 earthworks consent at 135 Waterloo Road</p> <p>RMA/2013/1106 land use consent for showroom and offices for vehicle sales at 35 Racecourse Road</p> <p>RMA/2013/650 subdivision consent for 19 Racecourse Road</p>
--	------------	---	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The cluster has very good access to the arterial road network. Carmen Road and Main South Road are major arterials and Racecourse Road/Buchanans Road is a minor arterial.</p> <p>The rail corridor passes through the centre of the cluster. The cluster has good access to the airport and to the port via the arterial road and rail networks.</p>	4	16
Land Assembly	<p>The cluster is generally developed with a scattering of vacant sites. The average vacant site size is approximately 6400m<sup>2</sup> and there are vacant sites up to 3ha. There are several areas of contiguous vacant sites which would provide for a variety of scales and types of use. Some sites could potentially be intensified.</p>	4	12
Land Remediation Requirements	<p>A number of the vacant sites are HAIL sites because of long-standing industrial uses including chemical and fertiliser manufacturing and storage, motor vehicle workshops, scrapyards and meat processing. A number of sites have also been subject to uncontrolled filling.</p>	2	4
Location-specific Private Infrastructure Requirements	<p>The cluster is serviced.</p> <p>Consent notices on some sites require additional precautions to be taken when disposing of stormwater to ground because of the risk of leaching of contaminants.</p>	3	6
Natural Hazards Constraints	<p>The cluster is not in a flood management or liquefaction management area. A 2013 geotechnical investigation for one site concluded the ground conditions were a mix of TC1 and TC2-type land.</p>	3	9
Planning Constraints	<p>The planning framework generally anticipates and provides for industrial activities (other than heavy industrial activities) in the Industrial General Zone.</p> <p>Heavy industrial activities are restricted on sites zoned Industrial General but permitted subject to built form standards in the Industrial Heavy Zone.</p> <p>There are no cluster specific rules for Hornby North.</p>	4	12
Other Development Constraints	<p>The entire cluster is located over unconfined and semiconfined aquifers.</p> <p>There is a tertiary education facility in part of the Industrial General Zone. As a sensitive activity, this may constrain to some extent the types of activities that can locate in close proximity.</p>	3	6
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>65</b>

## Area 37B: Sockburn-Blenheim Industrial Area



Scale 1 : 26,613

<b>Cluster Name</b>	<b>Sockburn-Blenheim Industrial Area</b>
<b>Reference</b>	37B
<b>Territorial Authority</b>	Christchurch City
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	148 ha	
<b>Undeveloped Land</b>	4.86 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	8,560m <sup>2</sup>	Sites owned by utility operators and in use for electricity transmission or distribution where no further development of the site is likely due to required NC building setbacks – 6 Nga Mahi Road (3,036m <sup>2</sup> ), 24 Princess Street (2,346m <sup>2</sup> ) and 28 Princess Street (3,178m <sup>2</sup> )
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	4.00 ha	

<b>Zones / Overlays</b>	Industrial Heavy Commercial Mixed Use Commercial Local Commercial Retail Park 66kV Electricity Distribution Lines Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Mix of heavy and light industrial activities including food manufacturing and distribution and home furnishing, renovation and design  Vehicle sales and servicing Freight, logistics and warehousing Large format retail  Transpower and Orion substations
<b>2017 retail and office rental rates as a percentage of the average for Large Format Centres</b>	Retail average: 89% Retail high: 99% Office average: 100% Office high: 97%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2015/2380 subdivision consent for 32 Nga Mahi Road  RMA/2014/2451 subdivision and land use consent for 394 Blenheim Road

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The cluster has very good access to the arterial road network. Blenheim Road, Curletts Road and Whiteleigh Avenue are major arterials.</p> <p>The rail corridor also runs through the length of the cluster, with the Addington railyards to the immediate south.</p> <p>The cluster has reasonably good access to the airport and port via the arterial road and rail networks.</p>	4	16
Land Assembly	<p>The cluster is generally developed but there are dispersed vacant sites in a variety of sizes which could accommodate a range of activities. The average vacant site is 1800m<sup>2</sup> and the largest is 9600m<sup>2</sup>.</p>	4	12
Land Remediation Requirements	<p>A number of the vacant sites are HAIL sites because of long-standing industrial uses including scrapyards, transport depots, motor vehicle workshops and associated uses such as storage tanks and landfill. Some vacant sites have been subject to uncontrolled filling.</p>	2	4
Location-specific Private Infrastructure Requirements	<p>None known.</p>	4	8
Natural Hazards Constraints	<p>The cluster is in an LMA. A geotechnical investigation for a subdivision consent on one site concluded that potential settlement was in the early ranges of the TC2 category with lateral spreading risk low.</p> <p>Consent notices for some sites require specific foundation design.</p>	3	12
Planning Constraints	<p>The Commercial Mixed Use Zone provides for a range of industrial activities and recognises existing retail and office activities while seeking to avoid their expansion or proliferation.</p> <p>The Commercial Retail Park Zone enables larger scale retail activities, supermarkets, trade suppliers and yard-based suppliers with some provision for offices (up to 500m<sup>2</sup>).</p> <p>The planning framework generally anticipates and provides for a range of industrial activities in the Industrial Heavy Zone.</p>	3	6
Other Development Constraints	<p>None known.</p>	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>66</b>



## Area 37C: Wigram-Middleton Industrial Area



Scale 1 : 23,792

<b>Cluster Name</b>	<b>Wigram-Middleton Industrial Area</b>	
<b>Reference</b>	37C	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	284 ha	
<b>Undeveloped Land</b>	33.1 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	33.1 ha	

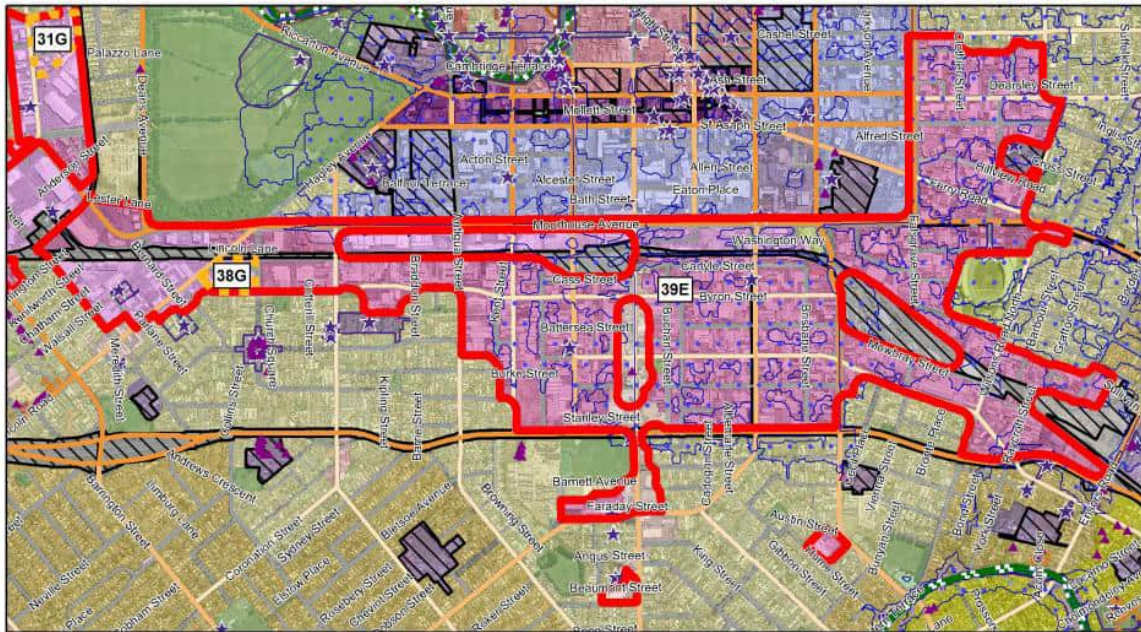
<b>Zones / Overlays</b>	Industrial Heavy	<b>Current Key Activities</b>	Mix of heavy and light industrial activities (incl. breweries, electronics, printing, sports supplies)
	Industrial General		Freight and logistics
	Liquefaction Management Area (LMA)		Vehicle servicing
			Construction and landscaping
			Waste management

<p><b>2017 rental rates as a percentage of the average for industrial clusters</b></p>	<p>N/A</p>	<p><b>Obtained a Consent in the Last Five Years</b></p>	<p>RMA/2017/1930 land use consent for an industrial activity at 110 Hayton Road</p> <p>RMA/2017/1280 land use consent for a badminton hall at 98 Aidanfield Drive</p> <p>RMA/2016/2672 land use consent for a factory and office at 10 Avenger Crescent</p> <p>RMA/2016/1696 land use consent for additions to truck and trailer yard at 57 Lunns Road</p> <p>RMA/2016/1331 subdivision consent for 57 Hands Road</p> <p>RMA/2015/3547 land use consent for a mixed-use commercial development at 100 Aidanfield Drive</p> <p>RMA/2015/2140 land use consent for a warehouse at 24 Avenger Crescent</p> <p>RMA/2015/1826 land use consent for a commercial building at 114 Hayton Road</p> <p>RMA/2015/45 land use consent for a warehouse at 19 Lodestar Avenue</p> <p>RMA/2014/3254 subdivision consent for 23 Lodestar Avenue</p> <p>RMA/2014/3237 land use consent for a warehouse and office development at 33 Lodestar Avenue</p> <p>RMA/2013/1212 subdivision consent at 121 Vickers Road</p>
--	------------	---	--

Criteria	Comment	Score (Out of 4)	Weighted Score
<p>Accessibility to the Transport Network</p>	<p>The cluster generally has very good access to the arterial road network. The Southern Motorway (SH76) passes to the immediate south of the centre and Curletts Road, a major arterial, bisects it.</p> <p>The cluster is also generally adjacent to the rail corridor and has good access to the port and airport via the arterial road and rail networks.</p>	<p>4</p>	<p><b>16</b></p>
<p>Land Assembly</p>	<p>The centre is generally developed but there are a number of vacant sites of various sizes spread across the cluster. The average vacant site is 5500m<sup>2</sup> and the largest is 4.2 ha. These sites would provide for a variety of activities enabled by the zone rules.</p>	<p>4</p>	<p><b>12</b></p>
<p>Land Remediation Requirements</p>	<p>Some of the vacant sites are HAIL sites as a result of past uses. Parts of the cluster were part of the former Wigram Airfield site and potential HAIL activities include airport activities, explosive ammunition training areas and landfill sites. Remediation of a number of these sites was undertaken in 2010 and those sites were found to be generally below guideline values or are subject to a Site Management Plan.</p> <p>Most of the Musgroves ODP area is a former landfill and aggregate quarry which is also subject to a Site Management Plan.</p> <p>Other potential HAIL activities across the cluster include service stations, storage tanks/drums, waste disposal to land, paint manufacture, metal fabrication, wood treatment or preservation and storage of treated timber.</p>	<p>2</p>	<p><b>4</b></p>

Location-specific Private Infrastructure Requirements	<p>The cluster is generally serviced.</p> <p>Some sites include consent conditions requiring on-site stormwater treatment before piping to the Council's network.</p> <p>Activities in the Musgroves ODP area that result in the daily average sewage flow from a site exceeding 0.09 l/s/ha may need to install private on-site wastewater facilities.</p>	3	6
Natural Hazards Constraints	<p>The whole of the centre is in an LMA. Consent notices on some sites require specific foundation design, particularly where former landfill activities have occurred.</p>	2	6
Planning Constraints	<p>The planning framework generally anticipates and provides for industrial activities (other than heavy industrial activities) in the Industrial General Zone.</p> <p>Heavy industrial activities are restricted on sites zoned Industrial General but permitted subject to built form standards in the Industrial Heavy Zone.</p> <p>Sites in the Musgroves ODP area are not allowed direct site access onto Wigram Road or Aidanfield Drive but have access onto an internal cul-de-sac which has now been built.</p>	4	12
Other Development Constraints	<p>The western half of the cluster is over unconfined or semiconfined aquifers.</p>	3	6
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>62</b>

## Area 39E: City Surrounds Industrial Area



Scale 1 : 23,229

<b>Cluster Name</b>	<b>City Surrounds Industrial Area</b>
<b>Reference</b>	39E
<b>Territorial Authority</b>	Christchurch City
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	233 ha	
<b>Undeveloped Land</b>	10.5 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	10.5 ha	

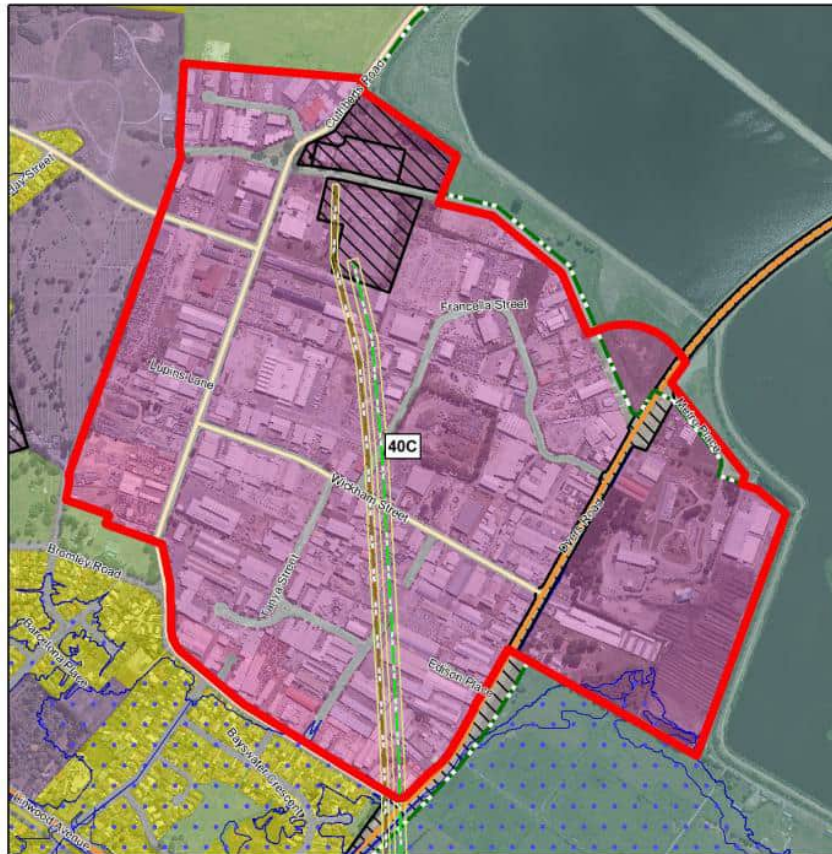
<b>Zones / Overlays</b>	Industrial General Commercial Mixed Use Liquefaction Management Area (LMA) Flood Management Area (FMA)	<b>Current Key Activities</b>	Light industrial workshops including showrooms and shops Vehicle sales and servicing Offices Warehousing and logistics Construction suppliers
-------------------------	---	-------------------------------	---



<p><b>2017 rental rates as a percentage of the average for industrial clusters</b></p>	<p>N/A</p>	<p><b>Obtained a Consent in the Last Five Years</b></p>	<p>RMA/2015/2188 extension of time for resource consent for Mitre 10 Mega at 39 Montreal Street</p> <p>RMA/2014/631 land use consent for warehouse at 24 Mowbray Street</p> <p>RMA/2013/509 subdivision consent for 208-212 Hazeldean Road</p> <p>RMA/2013/200 land use consent for office and commercial development at 127 Ferry Road</p>
--	------------	---	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The cluster has very good access to the arterial road network at Moorhouse Avenue, Blenheim Road, Waltham Road, Fitzgerald Avenue and Ferry Road. Parts of the cluster adjoin the rail corridor. The cluster has good access to the port and airport via that arterial road and rail networks.	4	16
Land Assembly	The cluster is generally developed but there are a number of opportunities for infill developments. A range of site sizes could be achieved, although generally vacant lot sizes in this cluster are smaller than other industrial clusters. The average vacant site is 618m <sup>2</sup> and the largest vacant site is approximately 7000m <sup>2</sup> .	4	12
Land Remediation Requirements	Some vacant sites are HAIL sites because of past uses including railyards, asbestos manufacture or disposal, coal or coke yards, gasworks, metal treatment, scrapyards, service stations, engineering workshops and motor vehicle repair.  While some sites have been remediated, further investigations may be required for developments on other sites.	2	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the cluster is in an LMA. Consent notices on some sites require specific foundation design. Post-earthquake geotechnical investigations of some sites noted moderate liquefaction damage.  Parts of the cluster are in a FMA, particularly on the eastern side.	2	6
Planning Constraints	The planning framework generally anticipates and provides for industrial activities (other than heavy industrial activities) in the Industrial General Zone.  The Commercial Mixed Use Zone provides for a range of industrial activities and recognises existing retail and office activities while seeking to avoid their expansion or proliferation.	3	9
Other Development Constraints	There are heritage buildings and settings at 14 Wise Street (Former Wood Brothers Flour Mill and Setting) and 65 Durham Street South (Blackheath Place). Developments on vacant land adjoining these sites may need to consider impacts on the heritage setting.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 76)</b>			<b>63</b>

## Area 40C: Bromley Industrial Area



Scale 1 : 12,042

<b>Cluster Name</b>	<b>Bromley Industrial Area</b>	
<b>Reference</b>	40C	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

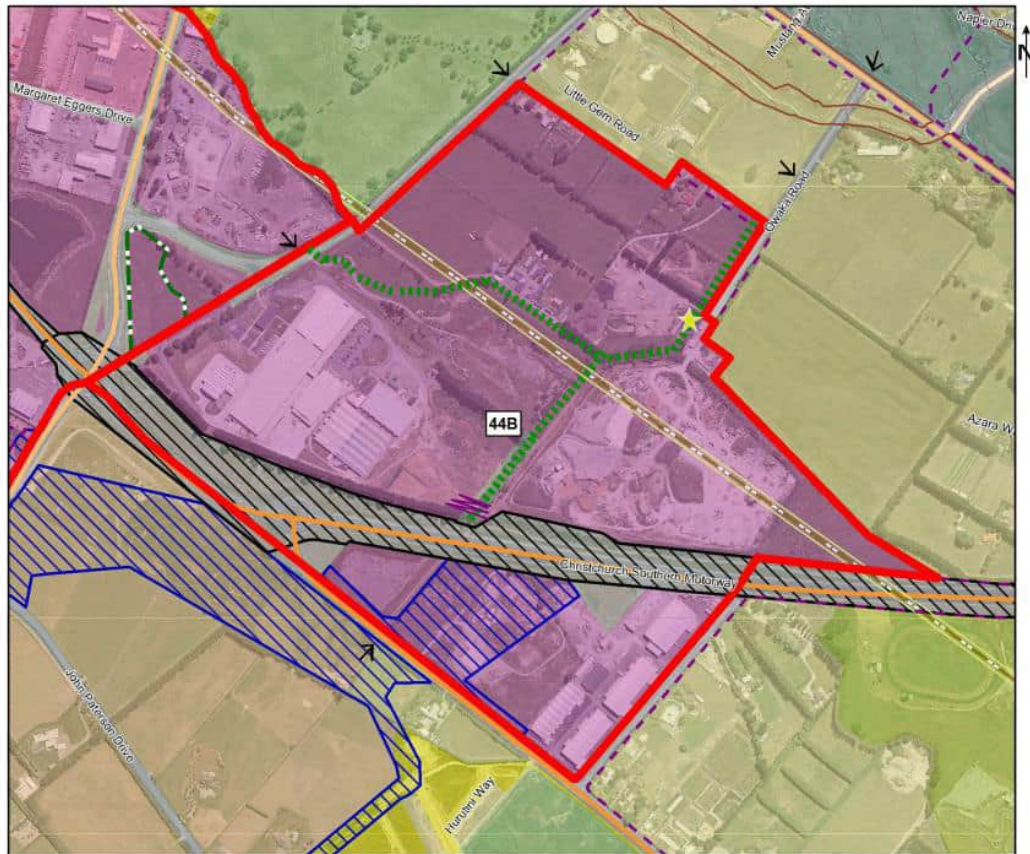
<b>Total Cluster Area</b>	136.7 ha	
<b>Undeveloped Land</b>	12.3 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	12.3 ha	

<b>Zones / Overlays</b>	Industrial Heavy	<b>Current Key Activities</b>	Heavy industrial and manufacturing activities
	Industrial General		Scrapyards
	Flood Management Area (FMA)		EcoDrop recycling centre
			Bromley substation
			In close proximity to Bromley Wastewater Treatment Plant

<b>2017 rental rates as a percentage of the average for industrial clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2013/690 subdivision consent for 180 Maces Road
---	-----	--	---

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>Dyers Road, a major arterial, runs through the cluster. Most sites have good access to the arterial road network without needing to travel on local roads through residential areas.</p> <p>The cluster has good access to Lyttelton Port. It is further from the rail network and airport than other industrial clusters but would be able to access them via the arterial road network.</p>	4	16
Land Assembly	There are a number of dispersed vacant and partially vacant sites. The average vacant site size is approximately 4550m <sup>2</sup> and the largest vacant site is 2 ha. Sites could accommodate a range of activities anticipated by the zone.	4	12
Land Remediation Requirements	<p>A number of sites in the cluster are confirmed or potential HAIL sites, as would be expected given the cluster's long-standing use for heavy industrial activities and waste processing. Some vacant sites have also been subject to uncontrolled filling.</p> <p>Depending on the proposed use, however, any contamination may not need to be remediated because it may still meet acceptable levels for heavy industrial uses or may be able to be managed on site.</p>	2	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	<p>The entire cluster is in an LMA. Geotechnical reports for subdivision on some sites note that those sites are susceptible to liquefaction induced ground damage and settlement. Consent notices for several sites require specific foundation design consistent with the TC3 land category. The degree of constraint however, would vary significantly depending on the requirements of the specific proposal.</p> <p>A small section of the cluster is in a FMA but none of the vacant land parcels are in that part of the cluster.</p>	1	3
Planning Constraints	<p>The Industrial Heavy and Industrial General zones generally provide for industrial activities subject to built form standards.</p> <p>There are no cluster-specific rules applying to the Bromley Industrial Area.</p>	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>63</b>
<b>(Out of 76)</b>			

## Area 44B: Awatea Industrial Area



Scale 1 : 8,980

Figure A5.4-9. Green multi-use corridors indicated by green dashed lines; access points indicated by black arrows; traffic treatment to prevent heavy vehicles access indicate by yellow star; traditional headwaters indicated by zig-zag purple lines.

<b>Cluster Name</b>	Awatea Industrial Area	
<b>Reference</b>	44B	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	64.9 ha	
<b>Undeveloped Land</b>	30.7 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Non-industrial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	30.7 ha	

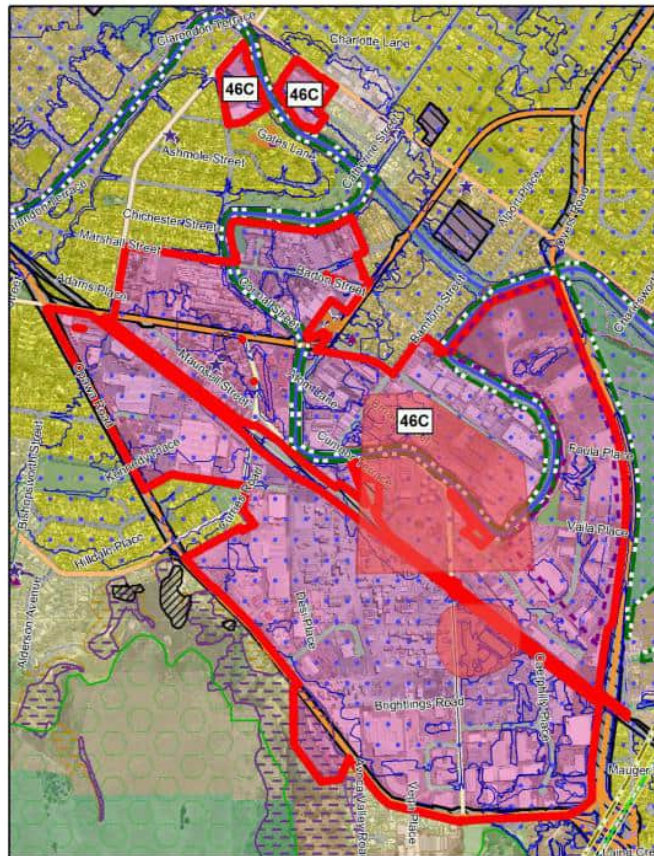
<b>Zones / Overlays</b>	Industrial Park	<b>Current Key Activities</b>	Greenfield
	Liquefaction Management Area (LMA)		Meadow Mushrooms
			SPCA Canterbury
			Eco Recycling Park



<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	<p>RMA/2017/2138 earthworks consent for expansion of Meadow Mushrooms at 50 Wilmers Road</p> <p>RMA/2017/1460 land use consent for workshop at 34 Owaka Road</p> <p>RMA/2017/249 land use consent for dog quarantine facility at 14 Wilmers Road</p>
-----------------------------------	-----	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>The cluster has very good access to the arterial road network. It is bisected by the Christchurch Southern Motorway (SH76) and is adjacent to Springs Road, a minor arterial.</p> <p>It has good access to the port and airport via the arterial road network.</p>	4	<b>16</b>
Land Assembly	<p>The cluster is largely greenfields with the only substantial development the Meadow Mushrooms facility in the south-west corner. Site sizes and configurations for a variety of uses could be achieved. The average vacant site is 3.8 has and the largest vacant site is 7.2 ha.</p> <p>Parts of the landfill site may need to be filled or recontoured for development.</p>	4	<b>12</b>
Land Remediation Requirements	Some vacant sites in the cluster are HAIL sites because of past uses including landfill and storage tanks. Some sites have been subject to uncontrolled fill. Additional investigation may be required.	2	<b>4</b>
Location-specific Private Infrastructure Requirements	<p>The cluster does not currently have bulk wastewater or water supply servicing and would need to arrange through private agreements between several landowners to achieve this.</p> <p>The cluster is subject to wastewater discharge restrictions that may require some sites to install onsite private wastewater facilities where limits cannot be met. The ODP rules do not permit development that will result in daily average sewage flows to the Council's reticulated network exceeding 0.09 l/s/ha</p>	2	<b>4</b>
Natural Hazards Constraints	The whole of the cluster is in an LMA. Consent notices on some sites require specific foundation design, particularly where past landfill activities have taken place.	2	<b>6</b>
Planning Constraints	<p>The Industrial Park zone generally permits industrial activities (other than heavy industrial activities) subject to built form standards. The Industrial Park zone anticipates a higher amenity environment than other industrial zones and requires 10% of the site to be landscaped.</p> <p>Road connections and access points, including restrictions on heavy vehicle accesses, are prescribed by the ODP.</p>	4	<b>12</b>
Other Development Constraints	<p>There is a registered archaeological site (middens) on a site adjoining the cluster.</p> <p>Most of the cluster is over unconfined or semiconfined aquifers.</p> <p>The traditional headwaters of the Opawaho/Heathcote and Hurutini/Halswell river catchments are within the cluster. Proposals on adjacent land may need to consider the effects on this part of the cluster.</p>	3	<b>6</b>
<b>TOTAL WEIGHTED SCORE</b>			<b>60</b>
(Out of 76)			

## Area 46C: Woolston/Ferrymead Industrial Areas



Scale 1 : 18,953

Figure A5.4-10. Portlink ODP area indicated by purple dashed lines; extent of Risk Management Areas indicated by red shaded areas.

<b>Cluster Name</b>	<b>Woolston/Ferrymead Industrial Areas</b>	
<b>Reference</b>	46C	
<b>Territorial Authority</b>	Christchurch City	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	247.4 ha	
<b>Undeveloped Land</b>	43.3 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	5185m <sup>2</sup>	Apartment complex at 1099 Ferry Road was demolished on this site after the earthquakes and is intended to be rebuilt
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	42.7 ha	

<b>Zones / Overlays</b>	Industrial Heavy	<b>Current Key Activities</b>	Inland port
	Industrial General		Heavy industry (e.g., Gelita; Independent Fisheries)
	Risk Management Areas		Trade suppliers
	Flood Management Area (FMA)		Storage
	Liquefaction Management Area (LMA)		

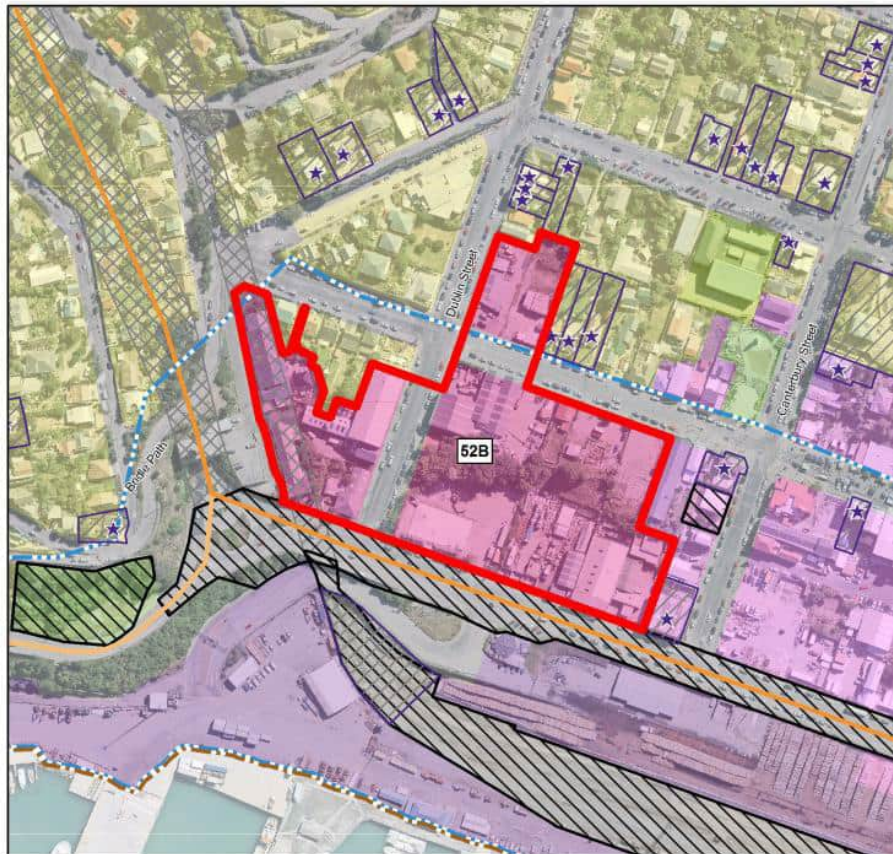
	Rockfall Management Area 2 – some sites		
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	<p>RMA/2016/433 land use consent for a vehicle sales facility at 12 Curries Road</p> <p>RMA/2013/283 land use consent for storage units at 23 Cumnor Terrace</p> <p>RMA/2013/1885 land use consent for a new office building at 145 Connal Street</p> <p>RMA/2015/1300 and RMA/2016/2819 consent for earthworks to remediate contaminated soil and establish an LPG cylinder and distribution facility at 9 Mary Muller Drive</p> <p>RMA/2013/1784, RMA/2017/1844 and RMA/2017/947 subdivision, land use and earthworks consents for the Portlink development at 320 Cumnor Terrace</p>

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>The cluster has good access to the arterial road network, with the main part of the cluster bounded on all sides by major arterial roads. Other parts of the cluster front onto or are in close proximity to Ferry Road, a minor arterial.</p> <p>The rail corridor runs through the centre of the main part of the cluster.</p> <p>The inland port is located at the centre of the cluster and the cluster has good access to the port via the rail and arterial road networks.</p>	4	<b>16</b>
Land Assembly	Much of the centre is already developed but there is some potential for infill developments. There is a large (approximately 30 ha) greenfield subdivision (Portlink) where a variety of site sizes could be achieved. The average vacant site size is approximately 3800m <sup>2</sup> and the largest vacant site is 12.7 has.	4	<b>12</b>
Land Remediation Requirements	<p>A number of sites in the cluster are confirmed or potential HAIL sites, as would be expected given the cluster's long-standing use for heavy industrial activities. Some vacant sites have also been subject to uncontrolled filling.</p> <p>Depending on the proposed use, however, any contamination may not need to be remediated because it may still meet acceptable levels for heavy industrial uses or may be able to be managed on site.</p> <p>DSIs for the Portlink ODP area have generally not indicated contamination above background levels.</p>	2	<b>4</b>
Location-specific Private Infrastructure Requirements	In the Portlink development, developers are responsible for extending the water supply and wastewater network from Kennaway Road to service the remaining phases of the development. The remainder of the cluster is serviced.	3	<b>6</b>
Natural Hazards Constraints	<p>The majority of the cluster is in an FMA. Parts of the cluster are low-lying and are at risk from coastal inundation over the next 50 years in the absence of additional interventions.</p> <p>All of the parts of the cluster are in LMAs. Parts of Ferrymead and Woolston have been subject to uncontrolled filling.</p> <p>Consent notices for a number of vacant sites require specific foundation design that takes into account liquefaction potential and lateral spreading. Significant liquefaction was observed around Ferrymead during the Canterbury earthquake sequence. The geotechnical reports for some sites in Woolston indicate a relatively</p>	1	<b>3</b>

	significant risk of liquefaction and lateral spread with strong earthquake shaking.		
Planning Constraints	<p>The Industrial Heavy and Industrial General zones generally provide for industrial activities subject to built form standards.</p> <p>There is a 30m water body setback from the Heathcote River where most new buildings or earthworks would require a Discretionary resource consent. This may constrain development options on some of the narrower sites in close proximity to the river. A 20m esplanade reserve is also required for any new subdivision for sites adjoining the river. The Portlink ODP requires a 20-40m wide landscaping strip along the Heathcote River.</p> <p>Parts of the Woolston Cluster around Port Hills Road are in Rockfall Management Area 2. Earthworks or new buildings in those areas would generally require a resource consent.</p> <p>The Portlink ODP includes some additional landscaping requirements along the Tunnel Road frontage and for sites adjacent to the Heathcote River. Additional height restrictions (11m limit) apply to parts of the Portlink site near the Heathcote River.</p> <p>There are Risk Management Areas around the Inland Port where new sensitive activities would be non-complying. However, given the other constraints on those types of activities locating in the zone, it would be unlikely that sensitive activities would locate in this area in any event.</p>	4	12
Other Development Constraints	There are residential enclaves around Ribbonwood Place, Curries Road and Radley Street and new retail developments (such as the Tannery) that may give rise to reverse sensitivity issues and constrain the location or operation of heavy industry in close proximity.	3	6
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>59</b>



## Area 52B: Lyttelton Industrial Area



Scale 1 : 3,072

<b>Cluster Name</b>	<b>Lyttelton Industrial Area</b>
<b>Reference</b>	52B
<b>Territorial Authority</b>	Christchurch City
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	2.57 ha	
<b>Undeveloped Land</b>	0.16 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	560m <sup>2</sup>	57-65 London Street is the location of a demolished fire station which has a recent consent to rebuild
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	0.10 ha	

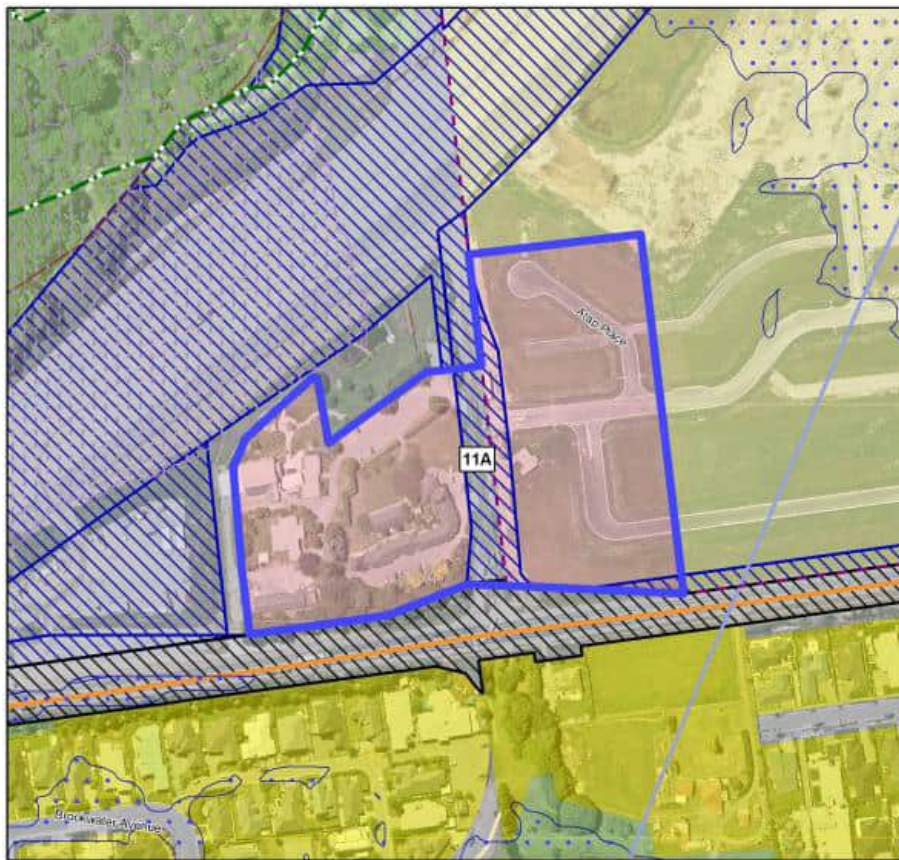
<b>Zones / Overlays</b>	Industrial General Liquefaction Management Area (LMA) Remainder of Port Hills and Banks Peninsula Slope Instability Management Area Coastal Environment Overlay Nga Turanga Tupuna Overlay	<b>Current Key Activities</b>	Fishing industry Light manufacturing Close proximity to Lyttelton Port
-------------------------	--	-------------------------------	--

<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA92030370 to re-establish the fire station at 57-65 London Street
-----------------------------------	-----	--	---

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The cluster is in close proximity to Lyttelton Port and to the arterial road network via Tunnel Road and Norwich Quay.	4	16
Land Assembly	The cluster is generally developed but has several vacant sites. The cluster is on a relatively steep slope with a planted bank running through the centre of the block between Norwich Quay and London Street. This limits options for amalgamating sites to some extent.	3	9
Land Remediation Requirements	Some of the vacant sites are known or potential HAIL sites. Additional assessment may be required for development on those sites.	3	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The southern half of the cluster is in an LMA. Consent notices on adjacent land require specific foundation design. A geotechnical report for one site notes deep historic uncontrolled fill on parts of the site around the bank. Slope instability issues as a result of this filling may also affect other vacant sites in that part of the cluster but are unlikely to affect whole sites to the extent that cannot be developed around.	3	6
Planning Constraints	The planning framework generally anticipates and provides for industrial activities (other than heavy industrial activities) in the Industrial General Zone. Any subdivision would require a Restricted Discretionary resource consent because the northern half of the cluster is in a Slope Instability Management Area. The whole of the cluster is in a Nga Turanga Tupuna cultural landscape overlay which would require consideration of additional objectives and policies for applications that trigger a consent requirement for other reasons.	3	9
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 76)</b>			<b>65</b>

## A5.5 Christchurch City Commercial Centre Feasibility Assessments

### Area 11A: Groynes Park



Scale 1 : 3,084

<b>Centre Name</b>	<b>Groynes Park</b>
<b>Reference</b>	11A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial (emerging greenfield)

<b>Total Centre Area</b>	3.2 ha	
<b>Vacant Land</b>	0.31 ha	
<b>Non-Feasible Vacant Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.31 ha	

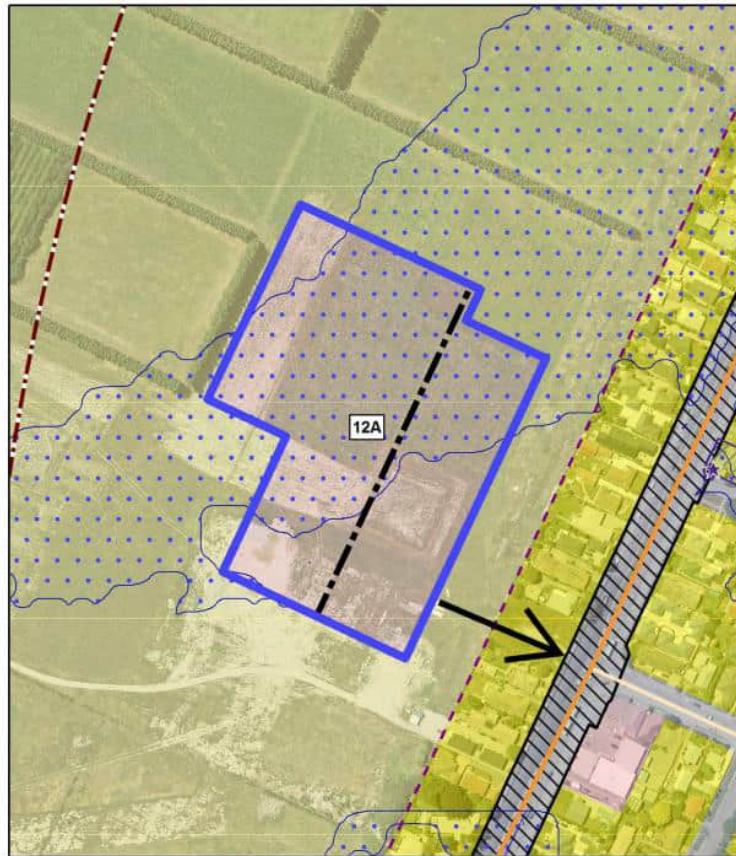
<b>Zones / Overlays</b>	Commercial Local Zone	<b>Current Key Activities</b>	Motel and winery/function centre on west side of Groynes Drive
	Identified as 'Local Centre' High Flood Hazard Management Area (HFHMA) – partial		

	Liquefaction Management Area (LMA)		
<b>Average Land / Rent Values</b>	Not available (emerging centre)	<b>Obtained a Consent in the Last Five Years</b>	Not for commercial. Most CL zoned sites on the east side of Groynes Drive (except 2 Groynes Drive) have consents for residential dwellings and have not been included as vacant commercial land

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre fronts onto a major arterial (Johns Road/SH1) and is serviced by one low frequency public transport route. Johns Road does not have specific cycle facilities. Cyclists must travel on shoulder of busy road.	3	9
Land Assembly	Land on the east side of Groynes Drive is greenfield and large enough to accommodate activities anticipated by the zoning.	4	12
Land Remediation Requirements	The vacant land is a HAIL site (persistent pesticide bulk storage). Contaminated soil was removed in 2013 pursuant to the subdivision consent.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	A very small section of the developed part of centre is in a HFHMA but the vacant land has not been identified as flood prone. The whole centre is in an LMA. Consent notice requires specific foundation design.	3	9
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA. There are no centre-specific rules that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is part of a new Groynes Park subdivision that will have 1,200 residential properties once completed. Subdivision and earthworks appear to have occurred for some of these sites but generally the surrounding houses have not been built yet. There is an established residential neighbourhood on the other side of Johns Road but there is no pedestrian crossing and residents would have to cross the state highway to access the centre.	3	12
Visibility	The centre will be visible from Johns Road, a major arterial.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>94</b>
<b>(Out of 104)</b>			



## Area 12A: North West Belfast



Scale 1 : 3,501

Figure A5.5-1. Indicative location of collector road shown by black dashed line; fixed location of road access point to Main North Road indicated by black arrow.

<b>Centre Name</b>	North West Belfast
<b>Reference</b>	12A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial (emerging greenfield)

<b>Total Centre Area</b>	3.3 ha	
<b>Vacant Land</b>	3.25 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	3.25 ha	

<b>Zones / Overlays</b>	Commercial Core Identified as a Neighbourhood Centre Flood Management Area (FMA) – partial Silent File Area Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	None (emerging greenfield centre) After subdivision is built, will have good access to existing recreation trails along the Waimakariri River
-------------------------	--	-------------------------------	--

<b>Average Land / Rent Values</b>	Not available (emerging centre)	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/2448 application lodged for Stage 1 earthworks at 40 Johns Road  RMA/2013/1342 subdivision consent for 40 Johns Road
-----------------------------------	---------------------------------	--	---

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre does not currently have an access to the road network. The North West Belfast ODP indicates a collector road will be located through the middle of this centre and identifies the location for a fixed access point to Main North Road.  Main North Road is a major arterial and has a high frequency bus service. The ODP requires that the new collector road accommodate a bus stop within the centre.	2	6
Land Assembly	The whole centre is greenfield and the site is large enough to provide for a range of activities.	4	12
Land Remediation Requirements	The vacant land is a HAIL site (persistent pesticide bulk storage). A 2013 investigation found contaminant concentrations were below guideline levels for residential use.	4	8
Location-specific Private Infrastructure Requirements	An internal collector road and access to Main North Road would need to be built at the developer's cost.  There is sufficient capacity in the water supply and wastewater network but the developer may have additional costs associated with achieving a connection across Main North Road.	2	4
Natural Hazards Constraints	Approximately 60% of the centre is in an FMA. Floor levels would need to be raised for new buildings in those areas.  The whole centre is in an LMA. A geotechnical investigation undertaken for the subdivision identified compressible soils including shallow layers of peat, silt and sand and relatively shallow groundwater. TC2-type foundations or ground improvement was recommended.	2	6
Planning Constraints	Commercial Core zoning limits the maximum tenancy size to 500m <sup>2</sup> GLFA for retail activities other than supermarkets or department stores. The maximum tenancy size is 500m <sup>2</sup> GLFA for office developments.  Urban design assessments are required for any new building over 1,000m <sup>2</sup> GLFA.  There are no centre-specific rules that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	Groynes Park subdivision, once developed, will have 1,200 residential properties but the majority of these have not yet been built.  There is a row of established houses on the west side of Main North Road and a relatively small established residential neighbourhood on the east side of the road. There is no intersection connecting with that neighbourhood, however, and pedestrian or cyclists would have to cross a busy highway to access the centre.	2	8
Visibility	The centre will front onto a new collector road. Additional land purchase of a number of private residences would likely be required for the centre to be visible from an arterial road.	2	8
Other Development Constraints	There are potential springs in the area  The whole centre is in a Silent File Area	3	6
<b>TOTAL WEIGHTED SCORE</b>			<b>72</b>
<b>(Out of 104)</b>			

Area 12B: East Belfast



Scale 1 : 2,555

Figure A5.5-2. Location of indicative pedestrian/cycle link shown by black dashed line.

<b>Centre Name</b>	East Belfast	
<b>Reference</b>	12B	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial (emerging greenfield)	

<b>Total Centre Area</b>	1.02 ha	
<b>Vacant Land</b>	0.82 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.82 ha	

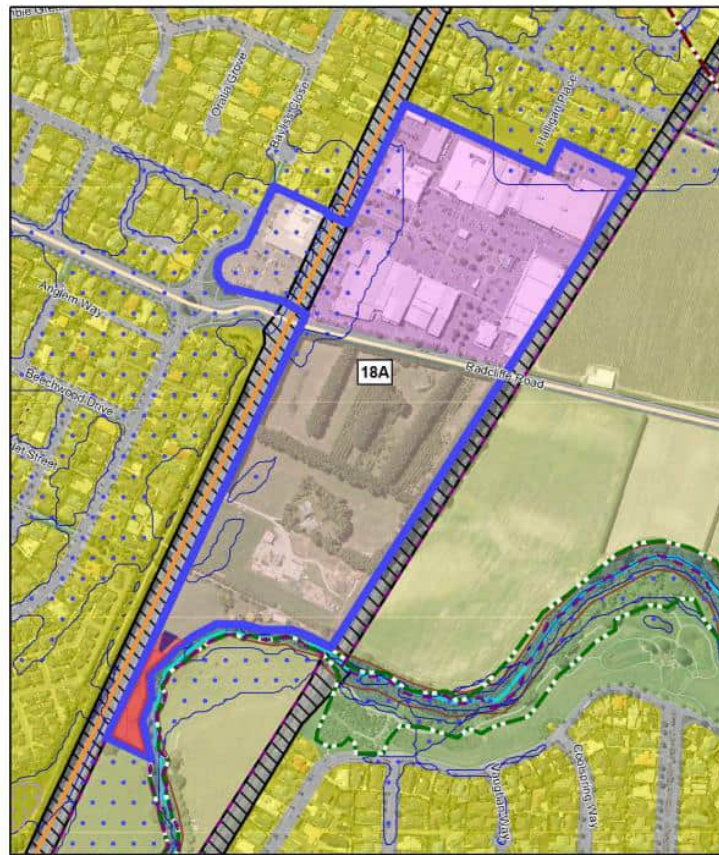
<b>Zones / Overlays</b>	Commercial Local Identified as "Local Centre" Liquefaction Management Area (LMA) Silent File Area	<b>Current Key Activities</b>	None (emerging greenfield centre)
-------------------------	--	-------------------------------	-----------------------------------

<b>Average Land / Rent Values</b>	Not available (emerging centre)	<b>Obtained a Consent in the Last Five Years</b>	N/A
-----------------------------------	---------------------------------	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre fronts onto a local road (Frank Coxon Road) and a collector road (Blakes Road). The ODP indicates a future pedestrian/cycle link through the centre. Currently there are no public transport or cycle facilities.	4	12
Land Assembly	The whole centre is greenfield and sites are large enough to accommodate activities anticipated by the zone.	4	12
Land Remediation Requirements	The vacant land is a HAIL site (part of former freezing works). Further investigations would likely need to be undertaken.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole centre is in an LMA.	3	9
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA. There are no centre-specific rules that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is intended to service a new residential neighbourhood (the Spring Grove subdivision). Recent subdivisions have occurred for the initial stages of part of this development but generally houses are either still being constructed or the land is still in rural use. The centre may provide convenience shopping for employees of the adjacent industrial areas including Belfast Business Park but on the whole, it is considered to be moderately constrained in terms of its present immediate catchment.	2	8
Visibility	The centre fronts primarily onto a local road and partially onto a collector road. Larger scale buildings that could potentially be developed in the adjacent industrial zones may reduce visibility.	3	9
Other Development Constraints	The whole centre is in a Silent File Area.	3	6
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>86</b>



## Area 18A: Belfast/Northwood



Scale 1 : 7,189

Figure A5.5-3. 'Special Area B' from Belfast / Northwood ODP indicated by purple shaded area; setbacks from southern boundary indicated by red shaded area.

<b>Centre Name</b>	<b>Belfast/Northwood</b>	
<b>Reference</b>	18A	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	18.9 ha	
<b>Vacant Land</b>	8.3 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	7.7ha	Non-commercial activity consented and high probability of implementation
	4750m <sup>2</sup>	Narrow strip of land between the river and SH74. ODP rules make buildings in this area a NC activity.
<b>Feasible Vacant Land</b>	1250m <sup>2</sup>	

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Two supermarkets Large format retail
	Commercial Retail Park Described as a "Key Activity Centre" (KAC) and "District Centre"		

	Liquefaction Management Area (LMA) Flood Management Area (FMA) - partial		
<b>2017 retail and office rental rates as a percentage of the average for KACs</b>	Retail average: 42% Retail high: 47% Office average: 95% Office high: 92%	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre fronts onto Main North Road, a major arterial. Radcliffe Road and Northwood boulevard are minor arterials.  The centre is serviced by a high frequency bus route and several lower frequency routes.  Cycle lanes are not currently provided.	4	12
Land Assembly	Land in the Commercial Retail Park zone and in the Commercial Core zone on the west side of Main North Road has been developed. There are large greenfield areas south of Radcliffe Road that could provide site sizes for a range of activities.  The land is generally flat except around the bank of the Styx River.	4	12
Land Remediation Requirements	Some vacant sites are identified as HAIL sites because of suspected pesticide use. A DSI conducted in 2012 found that the ODP area has not been adversely impacted by previous land uses with regards to proposed commercial or industrial land uses.	4	8
Location-specific Private Infrastructure Requirements	There is currently no bulk water or wastewater service for the ODP area. However, network WS and WW can be provided post 2023. Private facilities would need to be installed for new development in the interim.	2	4
Natural Hazards Constraints	The vacant sites include pockets of land in an FMA overlay.  The whole cluster is in an LMA.	3	9
Planning Constraints	Within the ODP area south of Radcliffe Road, there is a cap on retail floorspace of 20,000m <sup>2</sup> GLFA. There is also a cap on the total amount of floorspace for offices of 8,000m <sup>2</sup> GLFA until 2020 and 12,000m <sup>2</sup> GLFA thereafter.  There are restrictions on the number of vehicles that can exit the site until the Northern Arterial has been constructed, expected to be around 2021.  Urban design assessments are required for any new building over 4,000m <sup>2</sup> GLFA.  Additional height restrictions (5m) apply to Special Area B in the ODP for Belfast/Northwood.  Buildings are required to be set back at least 150m from the southern boundary of the zone and buildings between 150-200m from the southern boundary cannot exceed a GFA of 500m <sup>2</sup> .  Resource consent has been granted and construction begun to develop vacant land in the centre into residential retirement living, restricting the expansion of the centre.  There is a strip of land (approximately 4750m <sup>2</sup> ) between the river and Main North Road where new buildings would be a non-complying activity. Most of this land would also be required to be vested in Council as esplanade reserve at the time of subdivision. While potentially this area could be used for stormwater treatment and thus fall within the 30% of non-developable land, because of the size and configuration of the area and degree of restriction, it would be more appropriate to consider it not feasible.	3	12

Proximity to Residential Areas (customer base/workforce)	Based on the 2013 census, the number of residents within a walkable catchment of the centre is 67% of the average for KACs. The mean household income within that catchment is 120% of the average for KACs.  The centre is adjacent to several new residential subdivisions and to established residential areas on the west side of Main North Road and on the south side of the Styx River.	4	16
Visibility	The centre fronts onto a major arterial and the majority of lots would have good visibility from it.	4	12
Other Development Constraints	The Styx River, along the southern boundary of the site, has cultural significance for Ngai Tahu. There is a requirement for a 20m esplanade reserve to be planted before development can proceed in the ODP area.	3	6
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>91</b>

## Area 19A: Highfield North



Scale 1 : 2,240

Figure A5.5-4. Indicative location of collector road indicated by black dashed line.

<b>Centre Name</b>	Highfield North	
<b>Reference</b>	19A	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial (emerging greenfield)	

<b>Total Centre Area</b>	1.01 ha	
<b>Vacant Land</b>	1.01 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.01 ha	

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Greenfield area
-------------------------	--	-------------------------------	-----------------



<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/2059 subdivision and land use consent lodged for a residential subdivision on the east side of Mills Road including land overlapping with the Commercial Local zoned area
---	-----	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre does not currently have public road access, bus service or cycle facilities but once established the centre should have sufficient access to the transport network to service the local community.	2	6
Land Assembly	Highfield North is a greenfields centre that is currently in rural use. The zoning extends across three titles with three different owners. There is a consent application for a retirement village that seeks to use the CL zoned land for retirement units, so there may be a reduced area available.	3	9
Land Remediation Requirements	Some vacant sites are identified as HAIL sites because of suspected pesticide use. A DSI was undertaken in 2017 for earthworks at 171 Prestons Road (the part of the centre west of Mills Road). The samples taken from around the centre met the guidelines for residential development (which are more stringent than the commercial requirements).  A DSI was undertaken for the land on the east side of Mills Road as part of a subdivision consent application and found contamination levels complied with the residential standards in the area zoned for commercial use.	4	8
Location-specific Private Infrastructure Requirements	New water supply and wastewater trunk mains are required for the ODP area.  A collector road would need to be extended from the existing end of Mills Road	2	4
Natural Hazards Constraints	The whole centre is in an LMA. Geotechnical investigations for a 2017 subdivision consent application concluded that the land on the east side of Mills Road was a mix of TC2 and TC3 and could be improved to a uniform TC2 standard.	2	6
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA.  There are no centre-specific rules for Highfield North that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	Once developed, the centre will be in the middle of a new suburb (Highfield Park) that is anticipated to include approximately 2,400 new dwellings.  At the present time, however, there are only a handful of established dwellings within a 400m walkable catchment.	1	4
Visibility	The centre does not currently have access to the road network but will eventually front onto a new collector road (extending Mills Road) running through the centre of the subdivision.	2	6
Other Development Constraints	There are potential springs in the area.	3	6
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>65</b>

## Area 19B: Prestons



Scale 1 : 3,825

Figure A5.5-5. Stormwater management area indicated by blue shaded area.

<b>Centre Name</b>	<b>Prestons</b>
<b>Reference</b>	19B
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

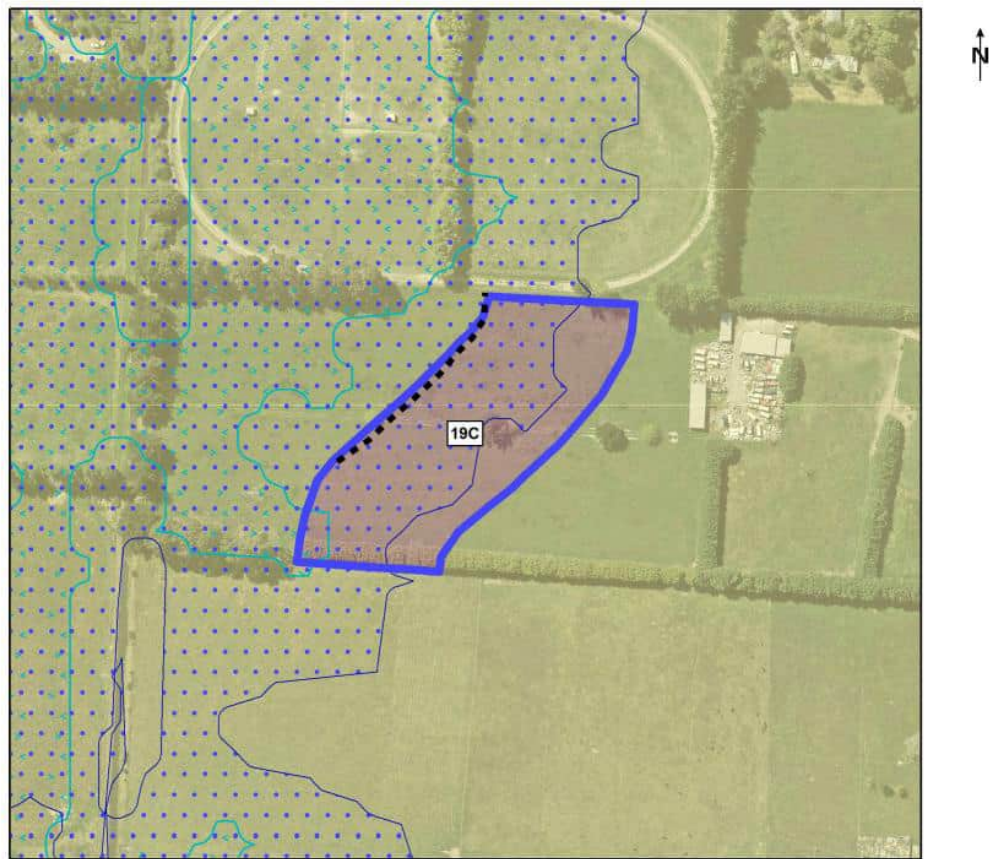
<b>Total Centre Area</b>	10.7 ha	
<b>Vacant Land</b>	9.74 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	9.74 ha	

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Supermarket
	Identified as a "Neighbourhood Centre"		Community hall
	Liquefaction Management Area (LMA)		Service station

<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA92021137 land use consent for a supermarket at 420 Marshland Road
---	-----	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centres fronts onto Prestons Road and Marshland Road, both minor arterials. The centre does not currently have cycle lanes. The centre is not currently directly serviced by a bus route.	3	9
Land Assembly	Some smaller sites are partially developed but there are several large greenfield areas where a variety of site sizes could be achieved.	4	12
Land Remediation Requirements	Some sites are HAIL sites (primarily persistent pesticide bulk storage or use or pest control activities). Further investigations would be needed for some vacant sites.	3	6
Location-specific Private Infrastructure Requirements	The centre is connected to the public wastewater system but there are practical access limitations for some sites. Water supply connections are available or can be established. A consent notice for 420 Marshland Road requires on-site stormwater treatment including a sedimentation basin and constructed wetland. There is a relatively large area in the ODP set aside for stormwater treatment.	2	4
Natural Hazards Constraints	The whole of the centre is in an LMA. Some vacant sites on the east side of the cluster have been subject to uncontrolled filling.	3	9
Planning Constraints	The maximum GLFA for retail activities in the centre is 12,000m <sup>2</sup> . The maximum GLFA for any single tenancy (excluding a supermarket) is 150m <sup>2</sup> . Urban design assessments are required for any new building over 1,000m <sup>2</sup> GLFA Non-residential activities cannot occur in the ODP area until the Lower Styx Road/Marshland Road intersection is upgraded (anticipated to be in 2019). No more than 7,200m <sup>2</sup> of non-residential activity can occur until the Northern Arterial is constructed, QEII Drive is four-laned, and the portion of main primary road linking Prestons Road to Mairehau Road is open to traffic.	2	8
Proximity to Residential Areas (customer base/workforce)	The centre is located adjacent to a new residential subdivision which, when fully developed, will include approximately 2,600 houses and an estimated 8,000 residents. The subdivision is currently approximately 70-80% built.	4	16
Visibility	Most vacant sites have good visibility from the arterial road network although development on some vacant sites might need to be located behind existing development and would be more difficult to see.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>84</b>
<b>(Out of 104)</b>			

## Area 19C: Highfield South



Scale 1 : 2,420

Figure A5.5-6. Indicative location of collector road indicated by black dashed line.

<b>Centre Name</b>	Highfield South	
<b>Reference</b>	19C	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial (emerging greenfield)	

<b>Total Centre Area</b>	0.84 ha	
<b>Vacant Land</b>	0.84 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.84 ha	

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Liquefaction Management Area (LMA) Flood Management Area (FMA)	<b>Current Key Activities</b>	Greenfield area
-------------------------	---	-------------------------------	-----------------



	Flood Ponding Management Area (FPMA)		
<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre does not currently have public road access, bus service or cycle facilities but once established the centre should have sufficient access to the transport network to service the local community.	2	6
Land Assembly	Highfield South is a greenfields centre that is currently in rural use.	4	12
Land Remediation Requirements	There are no identified HAIL sites in the centre.	4	8
Location-specific Private Infrastructure Requirements	New water supply and wastewater trunk mains are required for the ODP area. A new collector road would need to be extended down from Prestons Road.	2	4
Natural Hazards Constraints	The whole centre is in an LMA. The majority of the cluster in an FMA. A small area in the southwest corner is in a FPMA where new buildings would require a consent as a non-complying activity.	2	6
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA. There are no centre specific rules for Highfield South that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	Once developed, the centre will be in the middle of a new suburb (Highfield Park) that is anticipated to include approximately 2,400 new dwellings. At the present time, however, there are only a handful of established dwellings within a 400m walkable catchment.	1	4
Visibility	The centre does not currently have access to the road network but will eventually front onto a new collector road running through the centre of the subdivision.	2	6
Other Development Constraints	There are potential springs in the area.	3	6
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>68</b>

## Area 23C: Sir William Pickering Drive Business Park



Scale 1 : 8,004

<b>Centre Name</b>	Sir William Pickering Drive Business Park	
<b>Reference</b>	23C	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial Office	

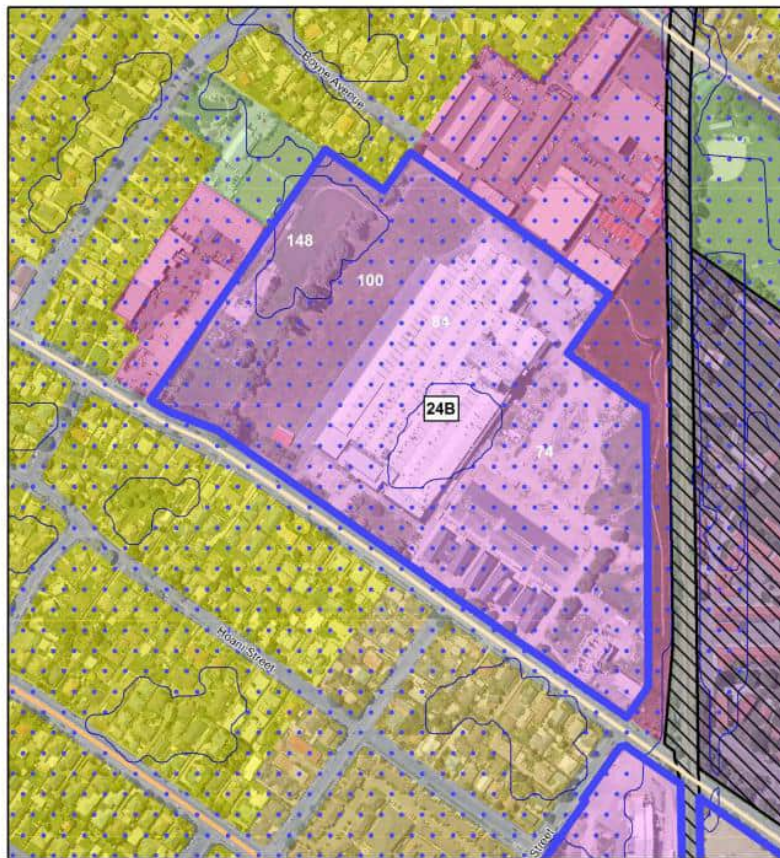
<b>Total Centre Area</b>	15 ha	
<b>Vacant Land</b>	0.33 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.33 ha	

<b>Zones / Overlays</b>	Commercial Office	<b>Current Key Activities</b>	Offices
	50 dB Ldn Air Noise Contour 50 dB Ldn On-Aircraft Engine Testing Noise Contour		

<b>2017 rental rates as a percentage of the average for Commercial Office clusters</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A
--	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>The centre runs parallel to Roydvale Avenue, a minor arterial. The centre is close to Memorial Avenue (a major arterial) and State Highway 1.</p> <p>The centre is accessible by several low frequency bus services and a high frequency bus service on Memorial Avenue.</p> <p>The centre is not near a major cycle route and does not have cycle lanes.</p>	4	12
Land Assembly	The centre has generally been developed but there are two moderately sized areas being used for car parking at present that might in the future be developed for a more intensive use. One site is approximately 3000m <sup>2</sup> and the other site is approximately 2,150 m <sup>2</sup> .	4	12
Land Remediation Requirements	Neither of the two vacant sites is an identified HAIL site.	4	8
Location-specific Private Infrastructure Requirements	None known	4	8
Natural Hazards Constraints	None known.	4	12
Planning Constraints	<p>Commercial Office zoning generally provides for office activities and a limited range of retail activities (including food and beverage outlets and commercial services) subject to built form standards.</p> <p>The zone anticipates a high amenity environment compared with other commercial-zoned areas with at least 20% of each site landscaped.</p> <p>There are no site-specific rules for this centre.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is adjacent to an established subdivision zoned for low density housing.	4	16
Visibility	The centre fronts primarily onto a local spine road. The vacant sites do not have a high degree of visibility from any arterial roads, but as the anticipated development in this zone is primarily office development, high levels of visibility are less critical.	3	9
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>101</b>

## Area 24B: Langdons Road Retail Park



Scale 1 : 4,914

Figure A5.5-7. Street numbers indicate sites that have recently obtained resource or building consents.

<b>Centre Name</b>	Langdons Road Retail Park	
<b>Reference</b>	24B	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	11 ha	
<b>Vacant Land</b>	4.16 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	4.16 ha	

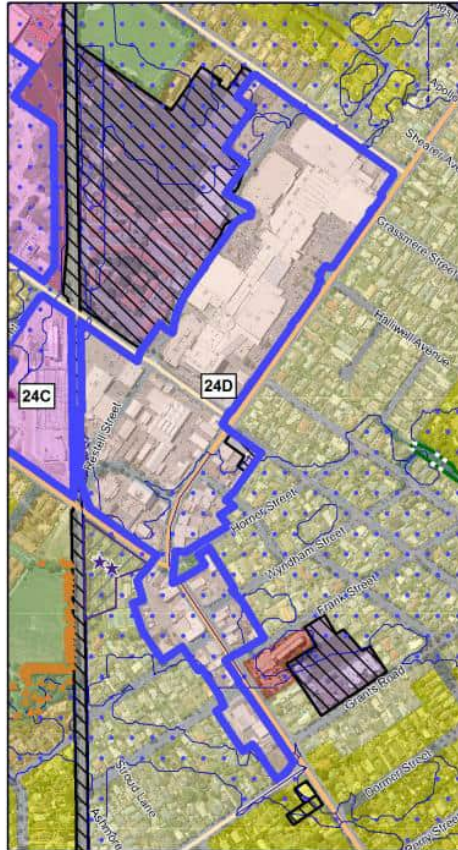
<b>Zones / Overlays</b>	Commercial Retail Park	<b>Current Key Activities</b>	Offices Centre is near Northlands Mall, Papanui Library and Community Centre, Papanui High School and other large format retail
-------------------------	------------------------	-------------------------------	--



			centres including the Mitre 10 Mega on Harewood Road
<b>2017 retail and office rental rates as a percentage of the average for Large Format Centres</b>	Retail average: 79% Retail high: 71% Office average: N/A Office high: N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2016/855 land use consent for a large format retail centre at 100-148 Langdons Road RMA/2014/1643 subdivision consent for 70 Langdons Road

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre fronts onto Langdons Road, a collector road. Harewood Road and Main North Road are minor arterials. There are some network capacity issues for Langdons Road that resulted in the caps on office activity GFA and number of trips per house in peak periods discussed below.  There is a high frequency and several low frequency public transport services with stops several blocks away.	3	9
Land Assembly	The central road-facing sites have been developed but there are large vacant areas on the northwest side of the cluster and behind the eastern sites adjoining the rail corridor.	4	12
Land Remediation Requirements	Most of the cluster is an identified HAIL site in part because it was the site of a former tyre factory. There are also potentially a number of existing and former fuel storage tanks.  A DSI undertaken for the resource consent at 100-148 Langdons Road identified some areas of contamination that were above industrial guideline levels. An application has currently been lodged for remedial earthworks. Further investigations may be required for other parts of the site.	2	4
Location-specific Private Infrastructure Requirements	Water supply and wastewater servicing is available for this centre.  A consent notice (RMA92020201) requires each site to address and provide for private stormwater management facilities.	3	6
Natural Hazards Constraints	Most of the centre is in an FMA.  The whole of the centre is in an LMA. Consent notices require specific foundation design by a qualified engineer.	2	6
Planning Constraints	Zone rules provide for stores with large footprints, yard-based suppliers, trade suppliers and other vehicle-oriented activities while limiting provisions for other retail activities and offices, other than those with an ancillary function.  Activities within the cluster are limited to those which do not result in more than 950 trips per hour being generated during certain peak hours.  Office activities are limited to 10,000m <sup>2</sup> GFA with a maximum tenancy size of 500m <sup>2</sup> GLFA.	3	12
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for low and medium density housing.	4	16
Visibility	The centre fronts onto a collector road at the back of Northlands Mall. Some of the vacant sites near the rail corridor would not have direct frontage onto the road.	3	9
Other Development Constraints	Thirty trees on various sites in the centre were protected by a consent notice (RMA92020201). These are generally around the boundaries of the centre or along accessways and are not considered to significantly constrain development options.	4	8

Area 24D: Papanui/Northlands



Scale 1 : 9,666

<b>Centre Name</b>	<b>Papanui/Northlands</b>	
<b>Reference</b>	24D	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

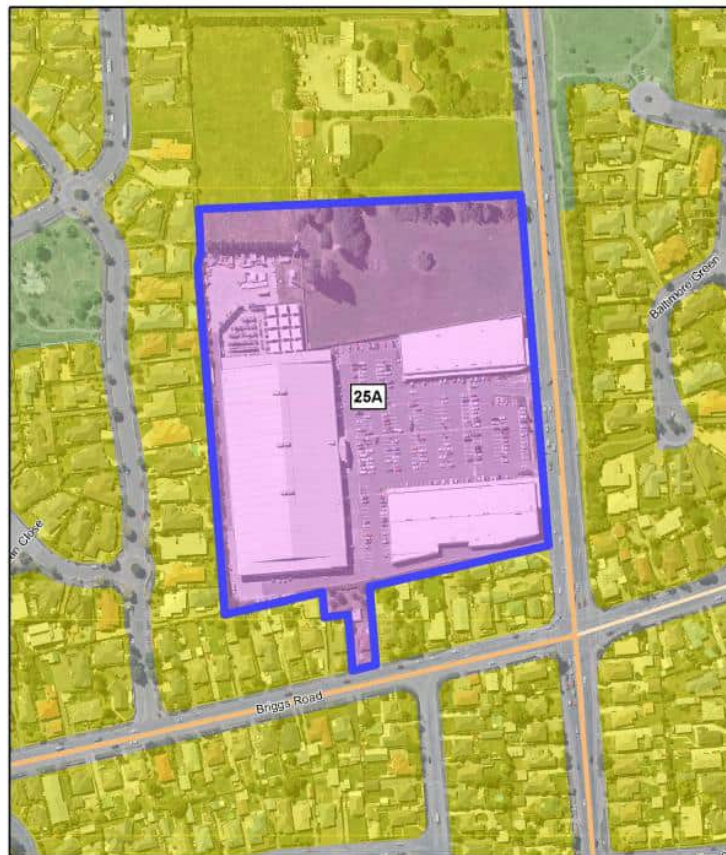
<b>Total Centre Area</b>	21 ha	
<b>Vacant Land</b>	1.28 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.28 ha	

<b>Zones / Overlays</b>	Commercial Core Identified as a "Key Activity Centre" (KAC)	<b>Current Key Activities</b>	Northlands Mall Medium and large-sized retail formats (e.g., Noel Leeming,
-------------------------	--	-------------------------------	---

	Flood Management Area (FMA) Liquefaction Management Area (LMA)		Mitre 10 Mega, restaurants, takeaways) Some office premises Papanui Library Papanui High School Graham Condon Recreation Facility
<b>2017 retail and office rental rates as a percentage of the average for District Centres</b>	Retail average: 93% Retail high: 150% Office average: 107% Office high: 120%	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Papanui Road, Harewood Road and Main North Road are minor arterials. A bus interchange provides access to frequent services for key routes. A major cycle route will pass through the centre.	4	12
Land Assembly	One larger vacant site (approx. 5,000m <sup>2</sup> ) is currently used for spill over parking for the mall and the recreation centre. The other vacant sites are all small (under 800m <sup>2</sup> ) and dispersed. Typically, these are strips of land owned by the adjacent landowner to provide for carparking or expansion of existing businesses.	4	12
Land Remediation Requirements	The larger vacant site is a HAIL site, as are one or two of the smaller sites.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	Some vacant sites are in FMAs. The whole of the centre is in an LMA.	3	9
Planning Constraints	Urban design assessments are required for any new building over 4,000m <sup>2</sup> GLFA There are no centre-specific rules for Papanui/Northlands.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for medium density housing.	4	16
Visibility	Vacant sites in the cluster generally front onto one of the arterial roads. Some sites front onto side roads.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>99</b>

## Area 25A: Shirley HomeBase



Scale 1 : 3,709

<b>Centre Name</b>	Shirley HomeBase	
<b>Reference</b>	25A	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	5.18 ha	
<b>Vacant Land</b>	1.6 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.6 ha	

<b>Zones / Overlays</b>	Commercial Retail Park Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Trade supplier Large format retail
<b>2017 retail and office rental rates as a percentage of the average for</b>	Retail average: 128% Retail high: 127% Office average: N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2016/3708 land use consent for a supermarket at 215 Marshland Road and 24 Sanctuary Gardens



<b>Large Format Centres</b>	Office high: N/A		
-----------------------------	------------------	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	Marshland Road and Briggs Road are minor arterials with good access to the state highway.	4	12
Land Assembly	The vacant land is greenfields and provides for a variety of site sizes or uses.	4	12
Land Remediation Requirements	The vacant land is a HAIL site (potentially contaminated by pesticide bulk storage or use). A resource consent was granted in 2016 (RMA/2016/1772) for earthworks to remediate contamination on the site.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Consent notices on adjacent sites require specific foundation design.	3	9
Planning Constraints	The zone provides for stores with large footprints, yard-based suppliers, trade suppliers and other vehicle-oriented activities while limiting provisions for other retail activities and offices, other than those with an ancillary function.  There are no centre specific rules for this centre.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for low density housing.	4	16
Visibility	The centre has good visibility from Marshland Road.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>99</b>
<b>(Out of 104)</b>			

## Area 26A: Bowhill-Keyes



Scale 1 : 1,980

<b>Centre Name</b>	<b>Bowhill-Keyes</b>
<b>Reference</b>	26A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	0.22 ha	
<b>Vacant Land</b>	0.22 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	490m <sup>2</sup>	A specific utility allotment for an unmanned broadband exchange (RMA/2013/624)
	-	Did not meet other criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.17 ha	

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Local shops
-------------------------	--	-------------------------------	-------------

2017 retail and office rental rates as a percentage of the average for Local Centres	N/A	Obtained a Consent in the Last Five Years	RMA/2013/624 subdivision consent for 167 Bowhill Road
--	-----	---	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Bowhill Road and Keyes Road are collector roads. There are no cycle lanes and the centre is serviced by one low frequency public transport route.	4	12
Land Assembly	A site comprising approximately 75% of the centre was subdivided in 2013 to create a utility allotment and a second lot fronting Bowhill Road. The buildings on the site were subsequently demolished. The lot fronting Bowhill Road is 1,116m <sup>2</sup> and could be further subdivided or developed as a row of shops.	4	12
Land Remediation Requirements	The vacant site is a HAIL site, having formerly been owned by a printing firm and a gas, a coal and coke company and contained a structure constructed prior to 1970s that may contain asbestos and lead based paint. The PSI for the subdivision consent concluded that while the land was owned by companies undertaking HAIL activities, there was no evidence that HAIL activities took place on the site and that it was highly unlikely that contamination on the site would pose a threat to human health. Further investigations were recommended prior to demolition of the buildings to survey for lead-based paints or asbestos.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	A geotechnical investigation for the 2013 subdivision consent concluded that the liquefaction susceptibility of the site fell into the TC2 category.	3	9
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. The maximum individual tenancy size is 350m <sup>2</sup> GLFA at ground floor level and the maximum office tenancy size of 350m <sup>2</sup> GLFA.  There are no centre-specific rules for this centre.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established low density residential neighbourhood.	4	16
Visibility	The vacant land fronts onto a collector road, giving it reasonably good visibility for a local centre.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>99</b>

## Area 27A: New Brighton



Scale 1 : 3,848

Figure A5.5-8. CMU zoning shown in darker pink; CC zoning shown in lighter pink.

<b>Centre Name</b>	New Brighton	
<b>Reference</b>	27A	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	7.66 ha	
<b>Undeveloped Land</b>	1.5 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	1.5 ha	

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Supermarkets
	Commercial Mixed Use		Shops
	Commercial Local		Food and beverage outlets

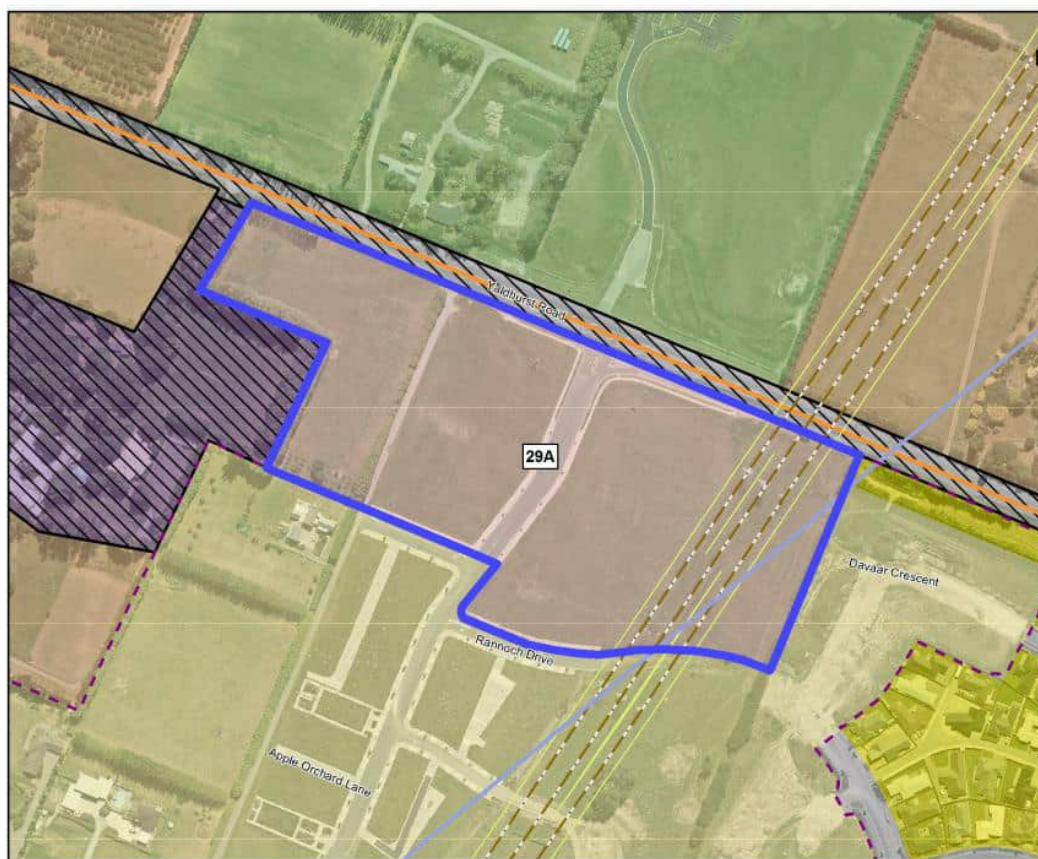


	<p>Identified as a "Key Activity Centre" (KAC) and "Neighbourhood Centre"</p> <p>North Beach is a "Local Centre"</p> <p>Flood Management Area (FMA)</p> <p>Liquefaction Management Area (LMA)</p> <p>Coastal Environment Overlay</p>		<p>Near New Brighton Beach, New Brighton Library and New Brighton Club</p>
<p><b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b></p>	<p>Retail average: 54%</p> <p>Retail high: 49%</p> <p>Office average: 67%</p> <p>Office high: 74%</p>	<p><b>Obtained a Consent in the Last Five Years</b></p>	<p>RMA/2015/84 land use consent for a 42 unit apartment complex with ground floor retail at 3 Beresford Street</p>

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The centre has moderately good access to the arterial road network via two collector roads (Beresford Street and Hawke Street). There is a high level of parking availability.</p> <p>The centre is serviced by a high frequency and several low frequency bus routes.</p> <p>There are no dedicated cycle facilities.</p>	4	12
Land Assembly	<p>The centre has dispersed vacant sites and some areas currently used for car parking that could potentially be developed more intensively. The present assessment looks at vacant land only and does not consider the redevelopment potential of sites that have vacant buildings on them.</p> <p>Survey responses indicated that in some cases multiple landowners and landowner expectations about property value could make purchasing and amalgamating sites challenging.</p>	3	9
Land Remediation Requirements	<p>Two vacant sites have recorded HAIL activities (one storage tanks or drums and the other motor vehicle workshops). The other vacant sites do not contain known contamination.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>None known.</p>	4	8
Natural Hazards Constraints	<p>Most of the centre is in a FMA, except for some sites at the Marine Parade end.</p> <p>The whole of the centre is in an LMA. Parts of the centre have been assessed at a moderate to high risk of liquefaction.</p> <p>Risks from coastal flooding and inundation pose a significant risk to parts of the centre within the next 50 years in the absence of additional interventions.</p>	1	3
Planning Constraints	<p>The Commercial Core zone generally enables a range of retail and office activities subject to some built form standards. Urban design assessments are required for any new building over 1,000m<sup>2</sup> GLFA.</p> <p>In the Commercial Mixed-Use zone, existing retail activity is enabled. Generally new retail activities are not supported other than new food and beverage outlets, service stations, trade suppliers second-hand goods outlets and yard-based suppliers. The zone also enables residential activities. Other types of new commercial activities would require a consent.</p> <p>Part of Brighton Mall is a heritage setting. While this area does not directly overlap with any vacant sites, developments triggering consents for other reasons on those sites may need to also consider the impact on the heritage setting.</p>	4	16

Proximity to Residential Areas (customer base/workforce)	<p>The residential base around New Brighton has shrunk to some extent as a result of its proximity to the Specific Purpose Flat Land Recovery Zone.</p> <p>Based on the 2013 census, the number of residents within a walkable catchment of the centre is 62% of the average for KACs. The mean household income within that catchment is 73.5% of the average for KACs.</p>	3	12
Visibility	<p>The vacant sites generally front onto collector roads. There is good visibility once potential customers are already in the centre, but less visibility to passers-by because the KAC is not directly adjoining the arterial road network.</p>	3	9
Other Development Constraints	<p>Relatively low rental rates compared with other centres relative to development costs associated with mitigating natural hazards (e.g., raising floor levels) may constrain development.</p> <p>An economic assessment undertaken for New Brighton identified significant retail leakage to other centres potentially due to the limited offer in New Brighton compared with other KACs.</p>	2	4
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>79</b>

## Area 29A: Yaldhurst



Scale 1 : 3,639

<b>Centre Name</b>	Yaldhurst
<b>Reference</b>	29A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial (emerging greenfield)

<b>Total Centre Area</b>	6 ha	
<b>Vacant Land</b>	5.48 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	5.48 ha	

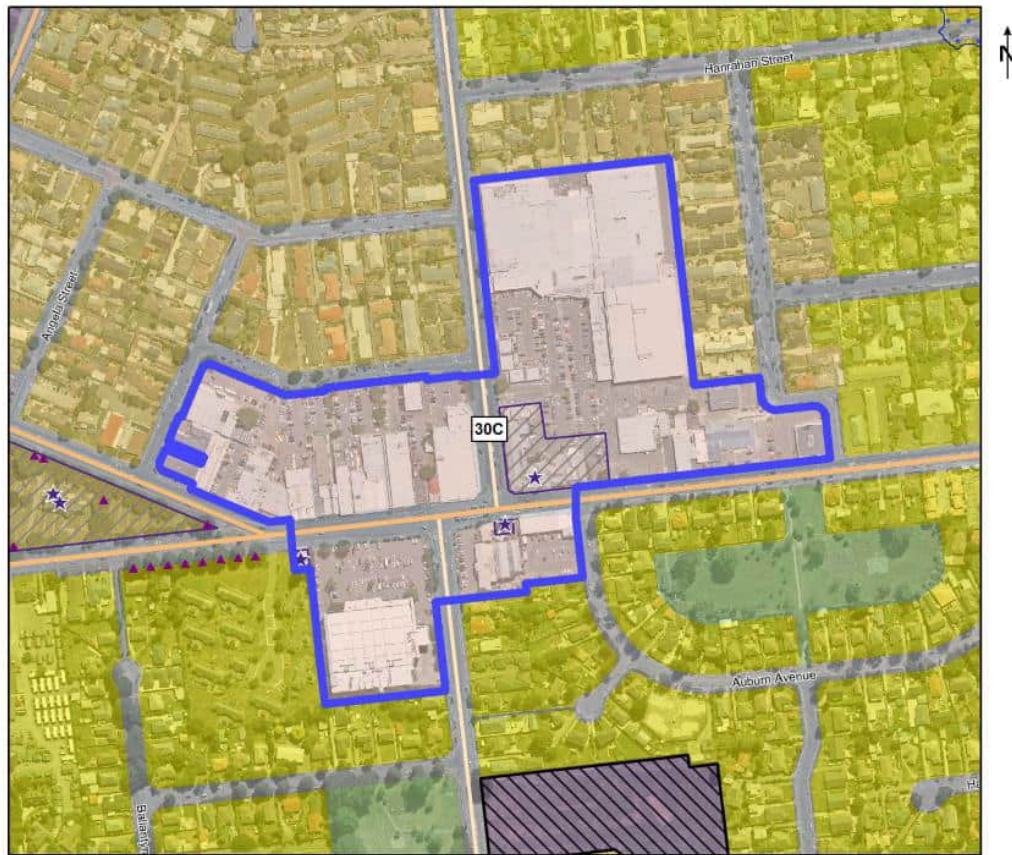
<b>Zones / Overlays</b>	Commercial Core Identified as a "Neighbourhood Centre" 50dB Ldn Air Noise Contour	<b>Current Key Activities</b>	Greenfield emerging centre
-------------------------	---	-------------------------------	----------------------------

<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/3032 subdivision and land use consent for eight lots at 473A and 473B Yaldhurst Road  RMA/2017/1878 land use consent for a new McDonalds at 473 Yaldhurst Road
---	-----	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The centre adjoins Yaldhurst Road, a major arterial, but sites fronting that road cannot have direct access onto it other than at the point indicated on the ODP. A collector road and a local road are being developed through the centre.</p> <p>The centre is currently serviced by two low frequency bus routes and does not have dedicated cycle infrastructure. Provision may improve, however, as the new residential subdivision fills in.</p>	3	9
Land Assembly	The entire centre is currently greenfield land.	4	12
Land Remediation Requirements	Most of the vacant land in the centre is listed as a HAIL site (persistent pesticide use associated with a former apple orchard). A 2009 investigation found elevated zinc levels in the vicinity of the transmission lines and recommended future remediation.	3	6
Location-specific Private Infrastructure Requirements	<p>The local road on the west side of the centre would need to be constructed before development can proceed for some sites.</p> <p>The centre has bulk wastewater and water supply servicing.</p> <p>A surface water management system is required that ensures complete capture and retention of all stormwater runoff from the site for all rainfall events up to and including a 2% AEP event.</p>	2	4
Natural Hazards Constraints	<p>A geotechnical investigation undertaken in 2012 for the subdivision consent concluded that the site is typical of TC1 land, with no evidence of liquefaction following the 2010-2011 earthquakes.</p> <p>The centre is not in any flood management overlays.</p>	4	12
Planning Constraints	<p>Commercial Core zoning limits the maximum tenancy size to 500m<sup>2</sup> GLFA for retail activities other than supermarkets or department stores. The maximum tenancy size is 500m<sup>2</sup> GLFA for office developments. Urban design assessments are required for any new building over 1,000m<sup>2</sup> GLFA.</p> <p>There are no centre-specific provisions for Yaldhurst that would affect commercial feasibility.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is part of a new subdivision that will have 254 residential sections once completed. To date a number of sections have been subdivided and some of the infrastructure has started to go in (e.g., the collector road has been built) but relatively few houses have been constructed within a 400m walkable catchment of the centre.	2	8
Visibility	Development in the cluster would generally be visible from a major arterial.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>87</b>



## Area 30C: Bush Inn/Church Corner



Scale 1 : 4,595

<b>Centre Name</b>	<b>Bush Inn/Church Corner</b>
<b>Reference</b>	30C
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	9.5 ha	
<b>Vacant Land</b>	0.67 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.67 ha	

<b>Zones / Overlays</b>	Commercial Core Identified as a "Neighbourhood Centre" Key Pedestrian Frontages along parts of Riccarton Road and Waimairi Road	<b>Current Key Activities</b>	Supermarkets Food and beverage outlets Shops Professional services Shopping centre (Smiths City; Paper Plus; Lincraft)
-------------------------	---	-------------------------------	--

			Close to the university
<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 171% Retail high: 187% Office average: 101% Office high: 101%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/2306 land use consent to remove the Liquor King building, replace it with a larger building built to the road and redevelop the current Smiths City building with finer grained retail

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre generally fronts onto Riccarton Road and Yaldhurst Road which are minor arterials.  The centre is serviced by two high frequency and several low frequency bus routes.  Riccarton Road and Waimairi Road experience relatively high traffic volumes and the centre does not have dedicated cycle facilities creating a comparatively unattractive environment for cyclists. The centre is relatively close to a major cycle route, however.	4	12
Land Assembly	While the centre is generally developed, there are some dispersed areas currently used for carparking that could potentially be intensified.	4	12
Land Remediation Requirements	The vacant areas in the centre are not listed HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The centre is not in a flood management area or liquefaction management area.	4	12
Planning Constraints	The Commercial Core zone has a maximum tenancy size of 500m <sup>2</sup> GLFA for retail activities other than supermarkets or department stores and a maximum tenancy size of 500m <sup>2</sup> GLFA for office developments. Urban design assessments are required for any new building over 1,000m <sup>2</sup> GLFA  There are no centre-specific rules for the Bush Inn/Church Corner centre.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood with areas zoned for medium density housing to the north and west and low-density housing to the south.  Based on the 2013 census, the number of residents within a walkable catchment of the centre is 213% of the average for Neighbourhood Centres. The mean household income within that catchment is 68.5% of the average for Neighbourhood Centres.  This reflects the large amount of student housing in the immediate area.	4	16
Visibility	Some vacant land fronts onto Riccarton Road and would have very good visibility. Other vacant land fronts on Leslie Street, a local road, and would be less immediately visible.	4	12
Other Development Constraints	There are scheduled heritage buildings and settings at 362 Riccarton Road, 355C Riccarton Road and 393 Riccarton Road. While these are not vacant sites themselves, discretionary or non-complying activities on vacant sites in close proximity may need to consider the impact of any proposal on the heritage settings.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>104</b>

### Area 31C: Elmwood



Scale 1 : 3,313

<b>Centre Name</b>	Elmwood
<b>Reference</b>	31C
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	1.3 ha	
<b>Vacant Land</b>	0.24 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.24 ha	

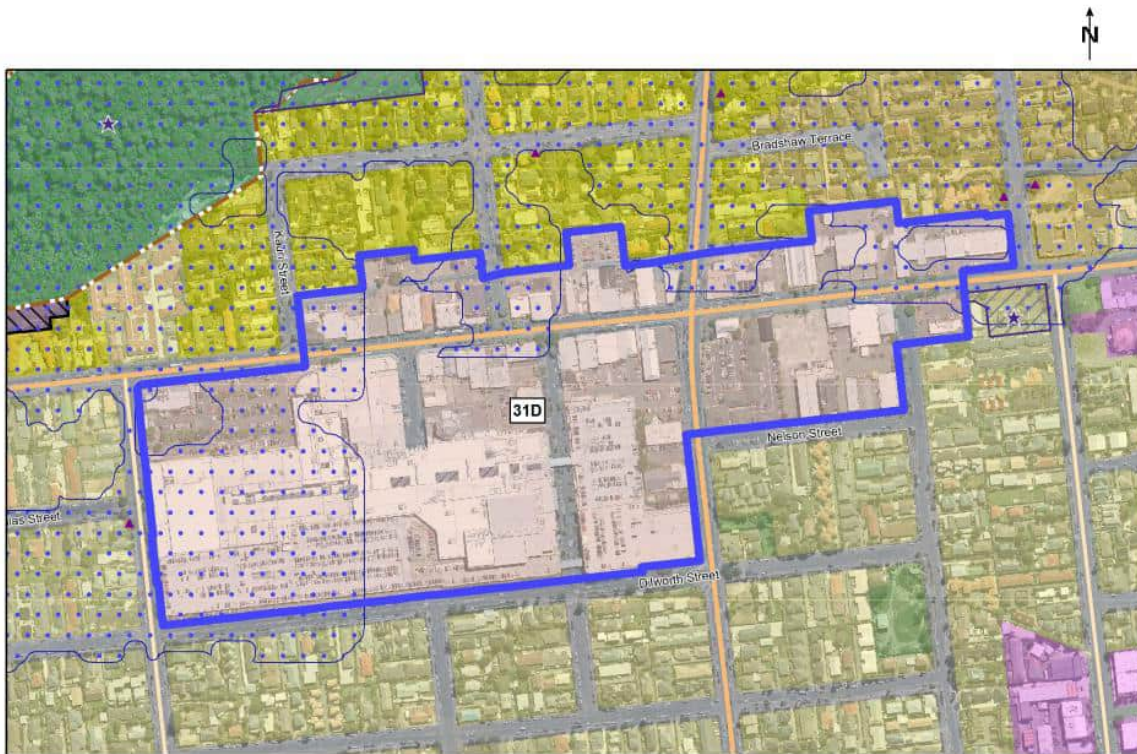
<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Flood Management Area (FMA)	<b>Current Key Activities</b>	Food and beverage outlets Service station Shops
-------------------------	---	-------------------------------	---

	Liquefaction Management Area (LMA)		Vehicle repair
<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre partially fronts onto Strowan Road, a minor arterial. Strowan Road and Normans Road have cycle lanes and the Northern Line Major Cycle Route will pass close to this centre. The centre is serviced by one low frequency bus route but, as a local centre, the policy framework anticipates that most visitors will be from the local catchment.	4	12
Land Assembly	The centre is generally developed but there is some vacant land at the rear of the centre adjoining the rail corridor.	4	12
Land Remediation Requirements	The vacant land is part of a previously uninvestigated HAIL site (storage tanks or drums).	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	Parts of the vacant land are in an FMA. The whole of the centre is in an LMA. Consent notices on adjoining sites require specific foundation design.	2	6
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA. There are no centre-specific rules for the Elmwood centre.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for low density housing.	4	16
Visibility	Visibility of the vacant part of the centre is very poor. It is located behind the existing shops and is difficult to see from the road.	1	3
Other Development Constraints	Sensitive activities (e.g., a preschool or health care facility with overnight accommodation) would need to meet acoustic attenuation standards within 80m of the rail corridor.	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 104)			<b>87</b>



## Area 31D: Riccarton



Scale 1 : 5,312

<b>Centre Name</b>	<b>Riccarton</b>
<b>Reference</b>	31D
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	18 ha	
<b>Vacant Land</b>	0.92 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.92 ha	

<b>Zones / Overlays</b>	Commercial Core Identified as a "Key Activity Centre" (KAC) and a "District Centre"	<b>Current Key Activities</b>	Riccarton Mall incl. supermarket and cinema
	Key Pedestrian Frontages along parts of Riccarton Road, Rotherham Street and Straven Road Flood Management Area (FMA) – partial Liquefaction Management Area (LMA)		Shops Food and beverage outlets Centre is near Riccarton Bush, Hagley Park and a number of motels along Riccarton Road

<b>2017 retail and office rental rates as a percentage of the average for District Centres</b>	Retail average: 169% Retail high: 171% Office average: 114% Office high: 120%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2016/1984 land use consent for a mixed-use commercial development at 87 Riccarton Road  RMA/2015/2351 land use consent for a commercial building at 92 Riccarton Road  RMA/2013/832 land use consent for a commercial building at 1 Rimu Street
--	--	--	---

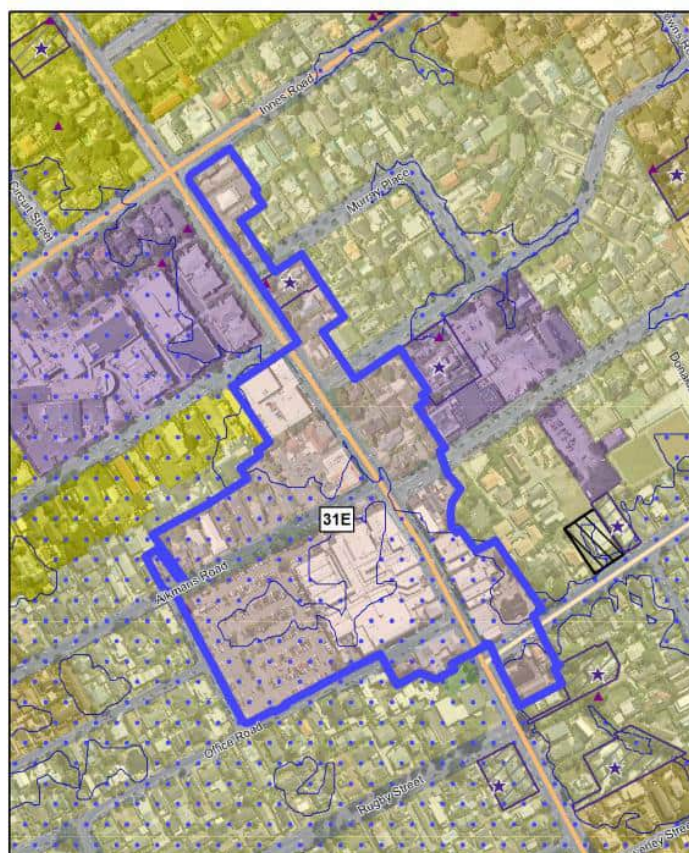
Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The centre fronts onto Riccarton Road and Straven Road/Clarence Street which are minor arterials. Riccarton Road is a key east-west corridor linking the Central City to the western suburbs. The centre has good provision of off-street car parks.</p> <p>The centre is serviced by two high frequency and several low frequency public transport routes and has high quality passenger waiting facilities.</p> <p>Because of the high traffic volumes and narrow road corridor width, Riccarton Road is not an attractive cycling environment but there is reasonably good access to a major cycle route which runs more or less parallel to the centre two blocks to the north.</p>	4	12
Land Assembly	The centre is generally developed but there is some potential to intensify development in areas currently used for carparking.	4	12
Land Remediation Requirements	Some vacant sites are HAIL sites because of current or past storage drums or tanks. Part of one vacant site is a former service station.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	<p>Approximately 1/3<sup>rd</sup> of the centre is in a FMA including some of the vacant land areas.</p> <p>The whole of the centre is in an LMA. Consent notices on some sites require specific foundation design.</p>	2	6
Planning Constraints	<p>Urban design assessments are required for any new building over 4,000m<sup>2</sup> GLFA</p> <p>There are no area specific requirements for Riccarton that would affect feasibility.</p>	3	12
Proximity to Residential Areas (customer base/workforce)	<p>Based on the 2013 census, the number of residents within a walkable catchment of the centre is 149% of the average for KACs. The mean household income within that catchment is 101% of the average for KACs.</p> <p>The centre is in the middle of an established residential neighbourhood zoned for medium density housing to the south and lower density to the north. Parts of Riccarton Road are in the Accommodation and Community Facilities overlay, reflecting the relatively large number of guest accommodation facilities that have developed in the area.</p>	4	16
Visibility	The centre has good visibility from Riccarton Road. Some of the vacant land is in carparking areas behind existing developments and would be more constrained in terms of visibility.	4	12
Other Development Constraints	None known.	4	8

---

**TOTAL WEIGHTED SCORE**  
**(Out of 104)**

**92**

## Area 31E: Merivale



Scale 1 : 5,095

<b>Centre Name</b>	<b>Merivale</b>
<b>Reference</b>	31E
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	7.5 ha	
<b>Vacant Land</b>	1.26 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.26 ha	

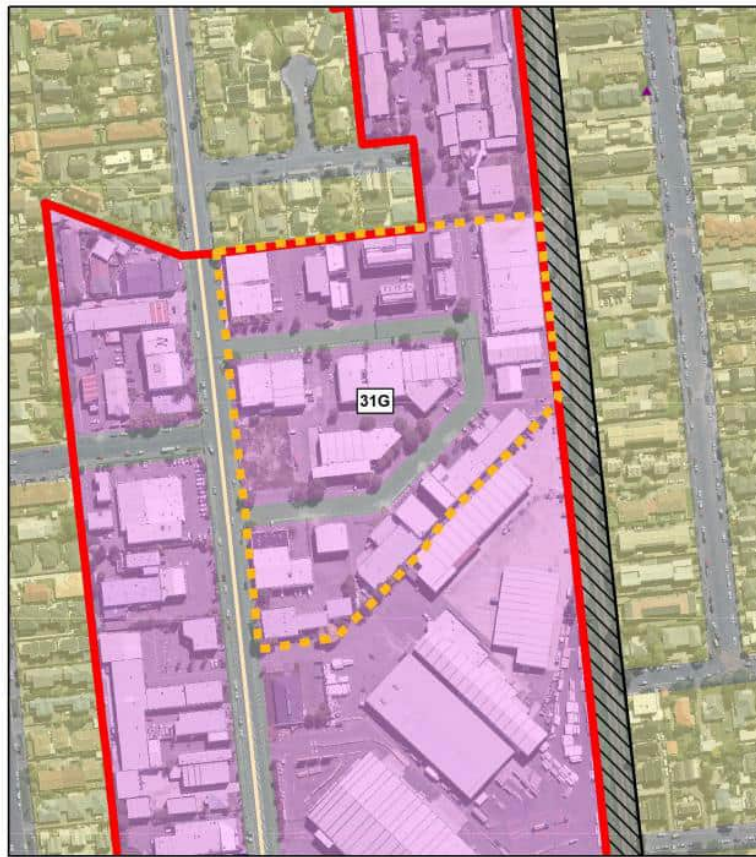
<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Merivale Mall (incl. supermarket)
	Identified as a "Neighbourhood Centre"		Shops
	Parts of the Papanui Road frontage are Key Pedestrians Frontages		Food and beverage outlets
	Flood Management Area (FMA)		Centre is close to St George's Hospital



	Liquefaction Management Area (LMA)		
<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 171% Retail high: 308% Office average: 146% Office high: 147%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/2072 land use consent for a new health facility at 256 Papanui Road

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Most sites front onto Papanui Road, which is a minor arterial. Heaton Street, on the north side of the centre, is also a minor arterial.  There are cycle lanes on Papanui Road, but the road is somewhat narrow and there are potential conflicts with on-street parking and relatively high traffic volumes moving in and out of side roads.  The centre is serviced by one high frequency and several low frequency bus routes.	4	12
Land Assembly	The centre is primarily developed but there are one or two dispersed smaller (under 700m <sup>2</sup> ) vacant sites that could accommodate infill development. There is also some potential to intensify use in the carparking area for Merivale Mall.	4	12
Land Remediation Requirements	The Merivale Mall site is a HAIL site because of a diesel tank that has since been removed. A 1999 DSI found that levels of hazardous substances on the site were at acceptable levels for commercial use.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	About half of the centre is in a FMA, including some vacant sites.  The whole of the centre is in an LMA. Consent notices on adjoining sites require specific foundation design.	2	6
Planning Constraints	Urban design assessments would be required for any new building over 1,000m <sup>2</sup> GLFA.  There are no centre-specific rules for the Merivale centre that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned primarily for medium density housing.  Based on the 2013 census, the number of residents within a walkable catchment of the centre is 150% of the average for Neighbourhood Centres. The mean household income within that catchment is 160% of the average for Neighbourhood Centres.	4	16
Visibility	Any new development at Merivale Mall would front onto a local road but would be part of a mall complex that fronts onto a minor arterial and would therefore have reasonably good visibility.  One of the other vacant areas would be an infill development behind an existing shop and would have relatively poor visibility.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>98</b>

## Area 31G: Mandeville



Scale 1 : 3,344

<b>Centre Name</b>	Mandeville
<b>Reference</b>	31G
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial Office

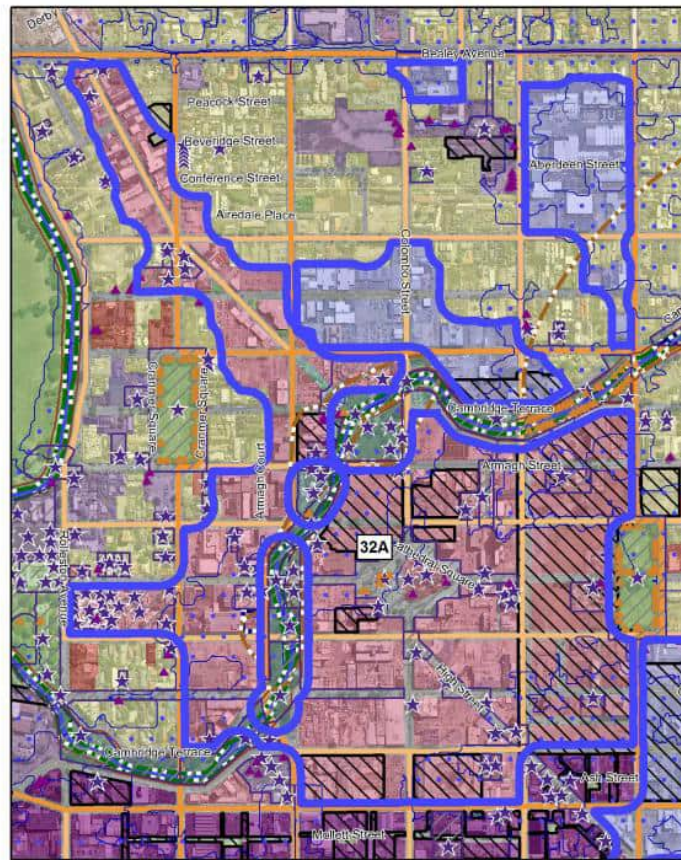
<b>Total Centre Area</b>	3 ha	
<b>Vacant Land</b>	0.22 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.22 ha	

<b>Zones / Overlays</b>	Commercial Office Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Offices Outlet stores
<b>2017 rental rates as a percentage of the average for</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2014/3072 land use consent for a commercial development at 54 Mandeville Street

<b>Commercial Office clusters</b>			
-----------------------------------	--	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>Mandeville Street is a collector road. The centre has reasonably good, but not direct, access to the arterial road network at Blenheim Road or Riccarton Road.</p> <p>Mandeville Street does not have cycle lanes but is not far from cycle facilities on Blenheim Road, Kilmarnock Street or Deans Avenue.</p> <p>The centre is serviced by one low frequency bus route but is within walking distance of Riccarton Road where there are a number of high frequency services.</p>	3	9
Land Assembly	The centre is generally developed but there is one vacant land parcel with an area of approximately 2,200m <sup>2</sup> .	4	12
Land Remediation Requirements	The vacant site is a part of a former asbestos cement manufacturing plant. The site is subject to a Site Management Plan which must be complied with for any future soil disturbance.	2	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Consent notices on adjacent sites require specific foundation design.	2	6
Planning Constraints	<p>The Commercial Office Zone provides for office activities as permitted activities subject to built form standards.</p> <p>There are no centre-specific rules that would affect feasibility.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	There are established residential neighbourhoods zoned for medium density housing to the north and west of the site. Although separated by the rail corridor, there is another medium density residential neighbourhood to the east of the centre.	4	16
Visibility	The centre has reasonably good visibility from Mandeville Street a collector road. As the centre anticipates primarily office development, high visibility from an arterial road is less critical.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>91</b>

## Area 32A: Central City Business District



Scale 1 : 12,354

<b>Centre Name</b>	Central City Business District	
<b>Reference</b>	32A	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	44.7 ha	
<b>Vacant Land</b>	9.3 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	2048m <sup>2</sup>	309 Durham Street has a resource consent (RMA/2017/957) to rebuild the historic church on the site
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	9.1 ha	

<b>Zones / Overlays</b>	Commercial Central City Business	<b>Current Key Activities</b>	Offices
	Central City Active Frontage and Central City Active Frontage and Veranda overlays (partial – primarily around Cathedral Square and High Street)		Entertainment and hospitality Food and beverage outlets Guest accommodation



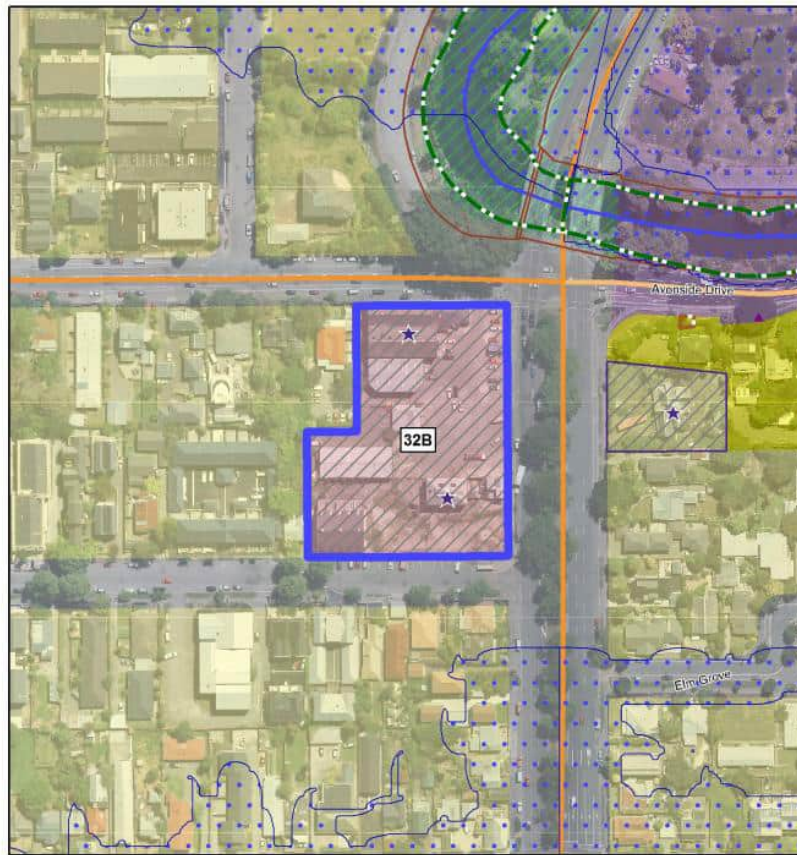
	<p>Central City Building Height overlays – 8m, 13m, 17m, and 28m</p> <p>Category 1 and 2 Entertainment and Hospitality Precincts</p> <p>Central City Core Overlay</p> <p>Central City Retail Precinct</p> <p>Central City Frame Overlay</p> <p>Flood Management Area (FMA) – partial</p> <p>Liquefaction Management Area (LMA)</p> <p>Nga Turanga Tupuna - partial</p>		<p>Retailing incl. pedestrian malls</p> <p>Professional services</p> <p>Christchurch Courthouse and the Justice and Emergency Services Precinct</p> <p>Visitor attractions (Cathedral Square, Christchurch Art Gallery, the Arts Centre, the Avon River Precinct, Isaac Theatre Royal, Margaret Mahy Playground)</p> <p>Close to Hagley Park, the Canterbury Museum and Victoria, Cranmer and Latimer Squares</p>
<p><b>2017 retail and office rental rates as a percentage of the average for Key Activity Centres and Central City</b></p>	<p>Retail average: 93%</p> <p>Retail high: 82%</p> <p>Office average: 124%</p> <p>Office high: 118%</p>	<p><b>Obtained a Consent in the Last Five Years</b></p>	<p>RMA/2017/2976 subdivision consent for 109 Cambridge Terrace</p> <p>RMA/2017/957 land use consent for church at 309 Durham Street North</p> <p>RMA/2017/467 land use consent for mixed use commercial and residential building at 221 Manchester Street</p> <p>RMA/2017/213 land use consent for new commercial building at 703 Colombo Street</p> <p>RMA/2016/3623 subdivision consent for 46 Hereford Street</p> <p>RMA/2016/2421 land use consent for apartment complex with retail/hospitality component at 26 Cathedral Square</p> <p>RMA/2016/2273 land use consent for multi-storey building at 48 Peterborough Street</p> <p>RMA/2016/2253 land use consent for a hotel at 173 Cashel Street</p> <p>RMA/2015/1893 land use consent for mixed use development at 46 Hereford Street</p> <p>RMA/2015/1969 subdivision consent for 79 Cashel Street</p> <p>RMA/2015/1330 land use consent for a commercial building at 230 High Street</p> <p>RMA/2014/2468 land use consent for two commercial buildings at 50 Salisbury Street</p> <p>RMA/2014/2259 land use consent for a music centre at 139 Gloucester Street</p> <p>RMA/2014/1864 land use consent for office building at 189 Tuam Street</p> <p>RMA/2014/1780 land use consent for food outlets at 101 Victoria Street</p> <p>RMA/2014/1076 subdivision consent for 693 Colombo Street</p>

			<p>RMA/2014/606 land use consent for commercial building at 164 Hereford Street</p> <p>RMA/2013/1855 land use consent for a four-storey commercial building at 71 Kilmore Street</p> <p>RMA/2013/1255 land use consent for a mixed-use commercial building at 147 Hereford Street</p> <p>RMA/2013/416 subdivision consent for 237 High Street</p>
--	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The centre has relatively good access to the arterial road network via several main distributor streets that pass through it. Congestion can be moderate to heavy at peak times, particularly when there are road closures.</p> <p>There are a number of multi-storey car parks that have opened recently but on-street and free carparking options are more constrained compared with other centres.</p> <p>The centre has excellent public transport access. The bus interchange is located at the southern end of the centre and a number of high frequency bus services travel in all directions from the interchange and throughout the centre.</p> <p>A number of streets have cycle lanes and the centre will be at the confluence of the major cycle routes once they are developed.</p> <p>Pedestrian amenity is relatively high where developments have been completed but is still somewhat compromised in parts of the centre with large concentrations of vacant sites or where significant roadworks are underway.</p> <p>Roadworks can also increase congestion at times and can block access to some businesses on a temporary basis. This is expected to be less of an issue as projects are completed.</p>	4	12
Land Assembly	<p>There are a number of vacant sites distributed throughout the centre with a variety of site sizes that could provide for the uses anticipated in the zone.</p> <p>There are a number of clusters of contiguous vacant sites, some with many small sites held by multiple landowners. However, as there is a substantial choice of sizes and configurations of vacant sites across the centre, this is not considered to be a significant constraint.</p>	4	12
Land Remediation Requirements	<p>A number of vacant sites are HAIL sites as a result of past activities including service stations, engine and motor vehicle workshops, and printing activities. Some sites have also been subject to uncontrolled filling.</p> <p>The majority of the vacant HAIL sites are on the list as a result of past or current storage tanks. In some cases, demolitions after the earthquakes may have resulted in asbestos contamination which would need to be investigated and remediated.</p>	2	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	<p>The whole of the centre is in a LMA and part of the centre is in an FMA.</p> <p>Recent geotechnical investigations for some vacant sites have generally found moderate to high liquefaction potential, particularly for sites near the river. Consent notices for some sites require</p>	2	6

	specific foundation design. There is significant variability between sites, however.		
Planning Constraints	<p>The Commercial Central City Business Zone enables a wide range of activities and encourages a high amenity pedestrian environment.</p> <p>Any new publically visible building in the Commercial Core area requires a resource consent to be assessed against urban design criteria or certification. New buildings in the Central City Retail Precinct also require a resource consent.</p> <p>Built form standards in the Commercial Core area generally require buildings to have continuous frontages along the road boundary, to have verandahs, to be at least two storeys and to have a ground floor height of at least 3.5m.</p> <p>Survey responses indicated that height limits in the Central City may constrain development feasibility and that uncertainty related to the potential outcomes of urban design assessments could cause concern for developers.</p>	3	12
Proximity to Residential Areas (customer base/workforce)	<p>There are several established residential neighbourhoods around the periphery of the centre. Based on the 2013 census, the number of residents within a walkable catchment of the centre is 97% of the average for KACs. The mean household income is 118% of the average for KACs.</p> <p>The plan anticipates and encourages intensification of residential activities in the Central City including within this commercial centre and in the South Frame Mixed Use zone to the immediate south. The role of the centre as a major transport hub also provides good access from residential areas further afield.</p> <p>There are also a number of guest accommodation facilities and tourist attractions within the centre which provide an additional customer base.</p>	4	16
Visibility	<p>The centre generally has very good visibility. Commercial developments are primarily built to the road and the relative density of development in the Commercial Core area ensures steady foot traffic. This is anticipated to increase as more developments are completed.</p> <p>Visibility can be temporarily impeded for some sites by roadworks or construction on adjoining sites.</p>	4	12
Other Development Constraints	<p>There are a number of heritage buildings and settings throughout the centre, particularly around Cathedral Square, High Street, New Regent Street and along the Avon River corridor.</p> <p>There are a number of scheduled trees in the centre but they are generally not on vacant sites.</p> <p>One vacant site (109 Cambridge Terrace) is a scheduled wahi tapu urupa site. Any new building on this site would require a resource consent to assess the impact on cultural values. There are a number of other areas in the centre, particularly around the Avon River, that are of significance to mana whenua.</p> <p>As this part of Christchurch has been settled for some time, there may be additional undiscovered archaeological remains on a number of sites in the centre.</p>	3	6
<b>TOTAL WEIGHTED SCORE</b> (Out of 104)			<b>88</b>

## Area 32B: Fitzgerald-Kilmore



Scale 1 : 2,331

<b>Centre Name</b>	Fitzgerald-Kilmore	
<b>Reference</b>	32B	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	0.71 ha	
<b>Vacant Land</b>	0.29 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.29 ha	

<b>Zones / Overlays</b>	Commercial Local Centre City Outer Zone Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Pomeroy's bar and restaurant
-------------------------	--	-------------------------------	------------------------------



<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/1235 subdivision consent at 229 Fitzgerald Avenue
---	-----	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre fronts onto Fitzgerald Avenue, a major arterial, and Kilmore Street, a Central City Main Distributor. The centre is serviced by one high frequency bus route. There are cycle lanes on Kilmore Street and parts of Fitzgerald Avenue	4	12
Land Assembly	Recent subdivision has created several vacant lots of approximately 600m <sup>2</sup> to 1800m <sup>2</sup> each. These lots are contiguous but wind around the heritage buildings and settings discussed below. They are of a sufficient size to provide for the activities anticipated in the zone.	4	12
Land Remediation Requirements	None of the vacant areas are known HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The centre is in an LMA and is close to the banks of the Avon River. A geotechnical investigation for the subdivision consent in 2017 concluded that the potential for lateral stretching is high. Consent notices on some sites require a specific foundation design.	1	3
Planning Constraints	In the Central City, the Commercial Local zone provides for retail activities, food and beverage outlets, offices and commercial services up to 250m <sup>2</sup> GLFA.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established neighbourhood zoned for medium to medium-high density.	4	16
Visibility	The centre is highly visible from a major arterial road.	4	12
Other Development Constraints	The centre is part of a historic brewery complex (Ward's Brewery). There are two scheduled heritage settings in the centre including the former boiler house and setting and the former maturing cellars and administration offices.	3	6
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>93</b>

## Area 32C: Central City South Frame



Scale 1 : 6,000

<b>Cluster Name</b>	Central City South Frame
<b>Reference</b>	32C
<b>Territorial Authority</b>	Christchurch City
<b>Cluster Type</b>	Commercial

<b>Total Cluster Area</b>	15.1 ha	
<b>Undeveloped Land</b>	3.4 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	3.4 ha	

<b>Zones / Overlays</b>	<p>Commercial Central City (South Frame) Mixed Use Zone</p> <p>Central City Building Height Overlays – 13m, 17m, 28m and 30m</p> <p>Central City Active Frontage and Veranda Overlay (along Colombo Street and High Street)</p> <p>Central City Innovation Precinct (partial)</p> <p>Central City Health Precinct (partial)</p> <p>Central City Frame Overlay</p> <p>Central City Inner Zone</p> <p>Flood Management Area (FMA) – partial</p>	<b>Current Key Activities</b>	<p>Health care and related services</p> <p>Laboratories</p> <p>Vehicle sales and servicing</p> <p>Retail and food and beverage outlets</p> <p>Innovation precinct</p> <p>Environment Canterbury offices</p>
-------------------------	---	-------------------------------	---

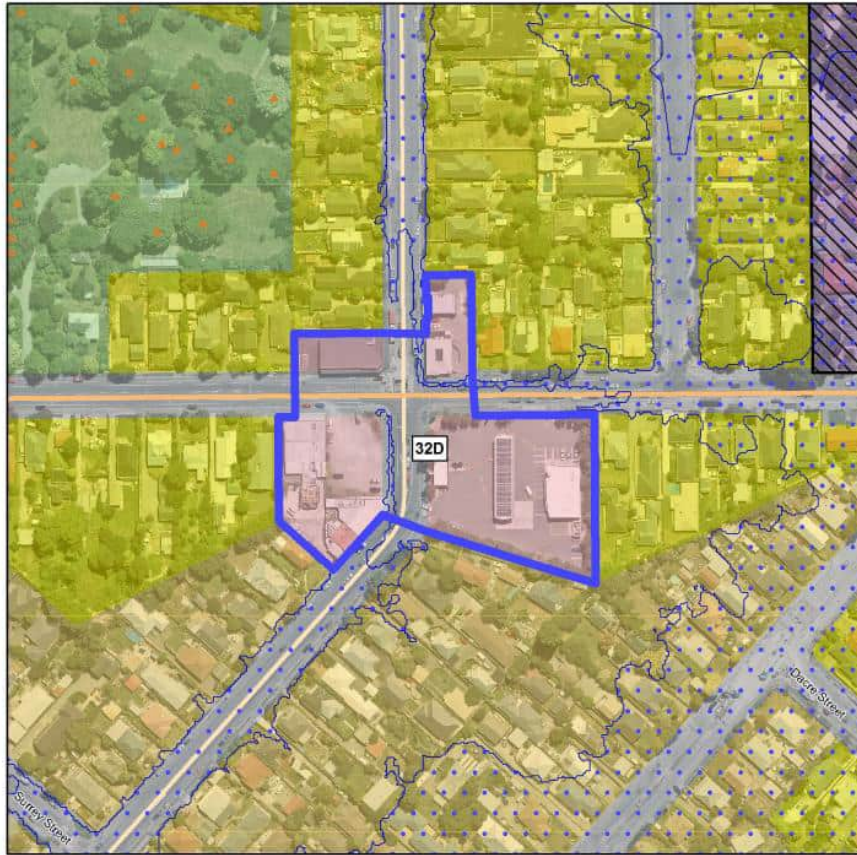
	Liquefaction Management Area (LMA)		
<b>2017 retail and office rental rates as a percentage of the average for Key Activity Centres and Central City</b>	Retail average: 78% Retail high: 71% Office average: 122% Office high: 116%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/2713 land use consent to redevelop site to provide for laneway and pedestrian precinct at 105B St Asaph Street  RMA/2016/3375 land use consent for a new office building at 96 Tuam Street

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The cluster is framed by Tuam and St Asaph Streets which are both main distributors. The cluster is bisected by three additional main distributors – Montreal Street, Durham Street and Madras Street.  The cluster has reasonably good access to the airport, port and rail network via the arterial road network.	4	16
Land Assembly	The cluster is generally developed but there are some sites where additional development could occur.  There are also some vacant sites where buildings have been demolished. Generally, these are in groups of contiguous sites that could be amalgamated to provide for a variety of uses but the number of land owners could make redevelopment of some sites more complex, particularly along Colombo Street.	3	9
Land Remediation Requirements	Some vacant sites are HAIL sites as a result of past activities including engine reconditioning workshops, printing, and storage tanks. Further investigation may be required for some sites.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the cluster is in an LMA. Part of the centre is an area assessed as having a high risk of liquefaction induced damage. Consent notices for some sites require specific foundation design.  About half of the cluster is in an FMA.	2	6
Planning Constraints	The District Plan provisions for the zone provide for a mix of activities that do not compromise consolidation of retail activity in the Commercial Central City Business Zone (CCCBZ). Precincts within the cluster promote technology-based businesses and health related activities.  Retailing is enabled along Colombo and High Streets with tenancy sizes limited to support a boutique retail environment.  Retail activity in other parts of the cluster is limited to what is consistent with supporting the CCCBZ.  Offices and commercial services are enabled in the Health and Innovation Precinct. Outside this precinct, these activities are limited to 450m <sup>2</sup> GLFA per 500m <sup>2</sup> of land area, except in mixed use development.  Built form standards for the precinct require a resource consent for any new building to be assessed against the urban design criteria for the zone. A higher standard of amenity is anticipated including a requirement for 10% of most sites to be landscaped.  Industrial activities, trade suppliers, yard-based suppliers and motor-servicing facilities are significantly constrained.	3	9
Proximity to Residential Areas (customer base/workforce)	Based on the 2013 census, the number of residents within a walkable catchment of the centre is 16% of the average for KACs. The mean household income is 99.5% of the average for KACs.	4	16

	<p>The plan anticipates and encourages intensification of residential activities in the Central City including within this commercial centre. At the moment, however, the character of development in the centre and most of its immediate walkable catchment is primarily commercial or industrial.</p> <p>The cluster benefits to some extent from good transport connections which can bring customers in from further afield and proximity to office workers and visitor accommodation facilities in the Central City.</p>		
Visibility	Vacant sites generally front onto main distributor roads and would have good visibility from them.	4	12
Other Development Constraints	<p>Part of the cluster is designated for the South Frame. The purpose of the designation is to provide for landscaping, walking and cycling tracks and some offices, retail activity and facilities for health, education and innovation.</p> <p>There are a number of heritage items and settings throughout the cluster including several historic industrial and commercial buildings, Duncan's buildings on High Street, the Odeon theatre and a historic homestead site.</p> <p>There are three scheduled trees at 245 Oxford Terrace but these are not in a part of the site that would constrain development.</p>	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 104)			<b>89</b>



## Area 32D Woodham Road



Scale 1 : 2,568

<b>Centre Name</b>	Woodham Road
<b>Reference</b>	32D
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

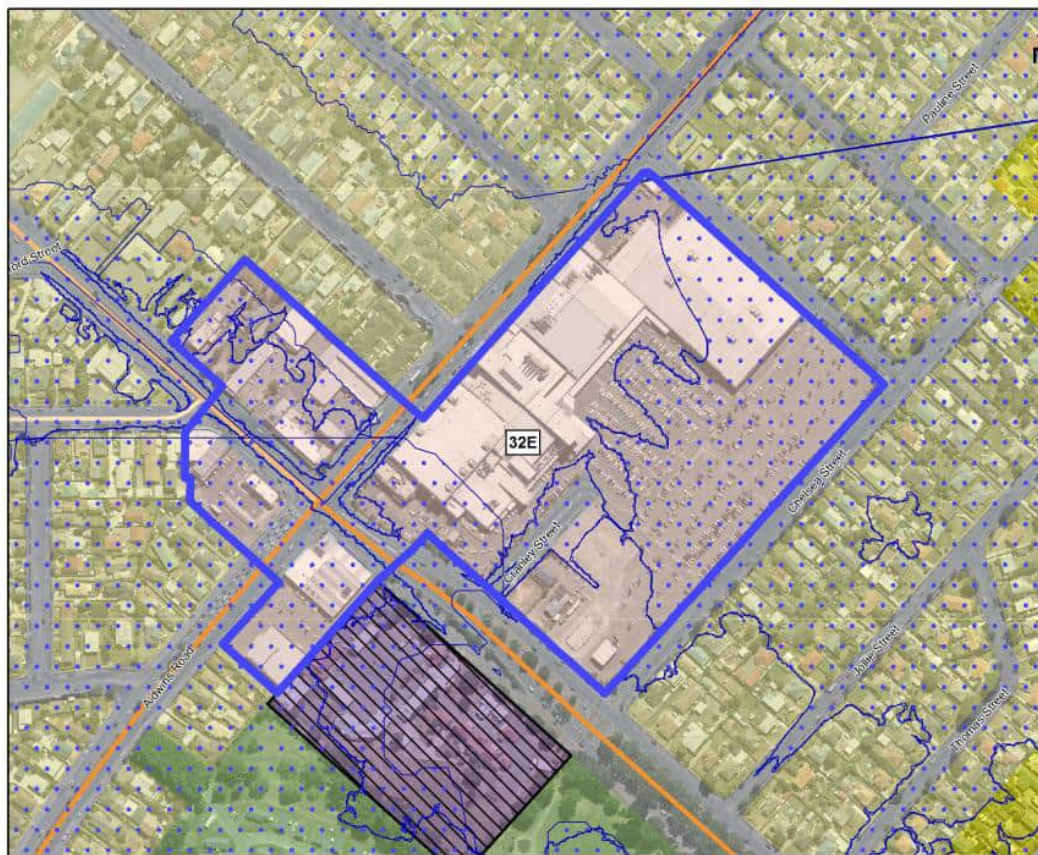
<b>Total Centre Area</b>	1.16 ha	
<b>Vacant Land</b>	0.11 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.11 ha	

<b>Zones / Overlays</b>	Commercial Local	<b>Current Key Activities</b>	Service station
	Identified as a "Local Centre"		Shops
	Liquefaction Management Area (LMA)		Food and beverage outlets

<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A
---	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre fronts onto Woodham Road, a minor arterial. Woodham Road has cycle lanes and the centre is serviced by a high frequency bus route.	4	12
Land Assembly	There is a reasonable large vacant site on the corner of Woodham Road and Gloucester Street which could accommodate a range of activities permitted by the zone. There is also some potential to intensify use on the service station site.	4	12
Land Remediation Requirements	The service station site is a HAIL site which has been partially investigated.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. While there are no recent geotechnical investigations available for the vacant sites, the general area has been identified as being at moderate to high risk from liquefaction-induced damage.	1	3
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activity and a maximum office tenancy size of 350m <sup>2</sup> GLFA.  There are no centre-specific provisions that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for low to medium density housing.	4	16
Visibility	The centre has good visibility from an arterial road.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>93</b>

## Area 32E: Linwood/Eastgate



Scale 1 : 4,248

<b>Centre Name</b>	Linwood/Eastgate
<b>Reference</b>	32E
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	10.4 ha
<b>Vacant Land</b>	1.97 ha
<b>Non-Feasible Undeveloped Land and Reason</b>	- Designated
	- Non-commercial activity consented and high probability of implementation
	- Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.97 ha

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Eastgate Mall
	Identified as a Key Activity Centre (KAC) and District Centre		Food and beverage outlets
	Flood Management Area (FMA) – partial		Shops
	Liquefaction Management Area (LMA)		Service station

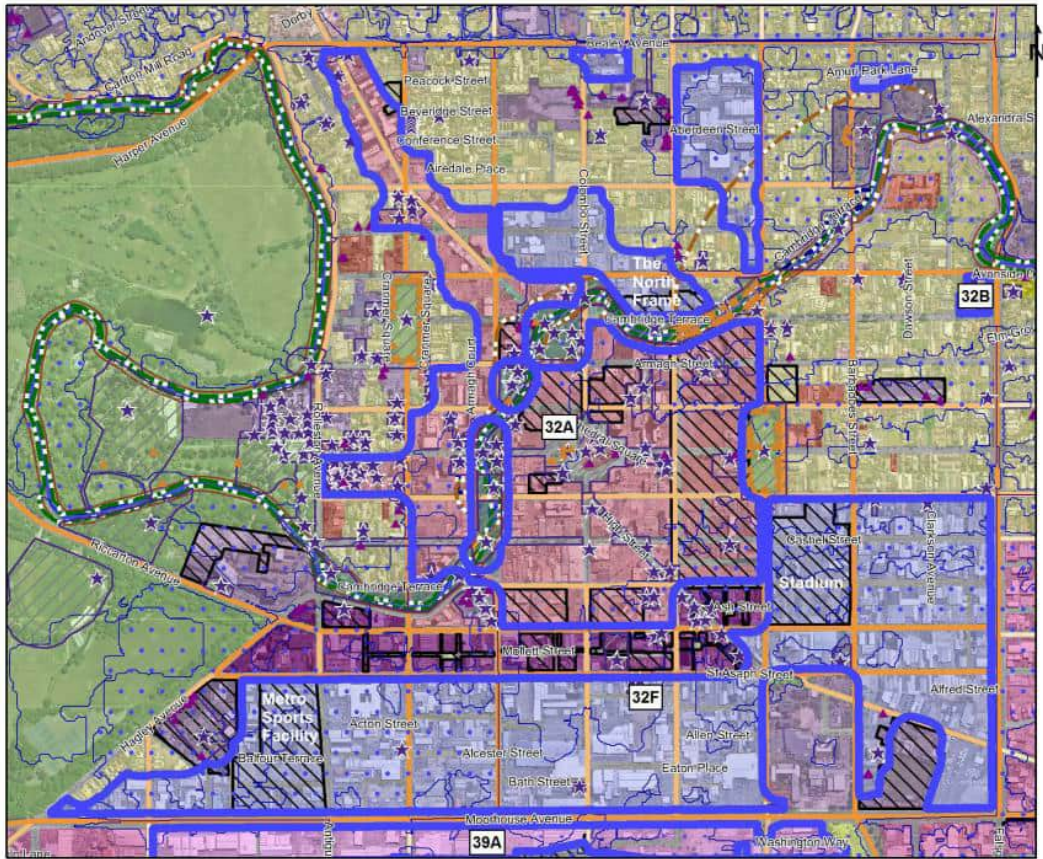
			Linwood Library and Service Centre Close to Linwood Avenue School
<b>2017 retail and office rental rates as a percentage of the average for District Centres</b>	Retail average: N/A Retail high: 51% Office average: 83% Office high: 74%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2015/1562 subdivision consent for 2 Cranley Street  RMA/2015/1950 and RMA/2015/1517 land use consents for a two-staged development at 20 Buckleys Road (the former library site) totalling 3,900m <sup>2</sup> of GLFA  RMA/2015/446 land use consent for two new fast-food outlets at 20 Buckleys Road  RMA/2015/931 land use consent for three new food and beverage outlet adjoining the Warehouse frontage

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Alwins/Buckleys Road is a major arterial. Linwood Avenue is a major arterial east of the Alwins/Buckleys intersection and a minor arterial west of it.  The centre is serviced by several high frequency and several low frequency bus routes.  Cycling lanes are provided on Buckleys Road and Linwood Avenue and there is an opportunity to connect with a major cycle route when it is completed.	4	12
Land Assembly	While the centre is generally developed there is potential to expand on some sites into areas currently used for car parking. There are a number of recent consents issued for developments in the carparks on the east side of the Eastgate Mall site.	4	12
Land Remediation Requirements	None of the vacant sites in the centre are listed HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	Most of the vacant areas in the centre are at least partially in an FMA.  The whole of the centre is in an LMA. EQC surveys following the earthquakes noted "moderate to major" liquefaction after the February and June 2011 events and "severe" liquefaction on Chelsea Street following the February 2011 event. The consent notice for 2 Cranley Street requires a specific foundation design with strong consideration given to the potential for high vertical settlement values.	2	6
Planning Constraints	Urban design assessments are required for any new building over 4,000m <sup>2</sup> GLFA  There are no area-specific rules for this centre.	4	16
Proximity to Residential Areas (customer base/workforce)	Based on the 2013 census, the number of residents within a walkable catchment of the centre is 101% of the average for KACs. The mean household income within that catchment is 87.5% of the average for KACs.	4	16



	The centre is surrounded by an established residential neighbourhood which is primarily zoned for medium-density housing.		
Visibility	Most of the vacant land itself is located behind existing development and is not highly visible from the arterial roads, but the majority of the land is part of a mall complex that fronts onto the arterials and is highly visible.	4	12
Other Development Constraints	Comparatively low retail rental rates may constrain feasibility.	3	6
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>96</b>

## Area 32F: Central City Mixed Use Area



Scale 1 : 15,880

<b>Cluster Name</b>	<b>Central City Mixed Use Area</b>
<b>Reference</b>	32F
<b>Territorial Authority</b>	Christchurch City
<b>Cluster Type</b>	Commercial

<b>Total Cluster Area</b>	96.6 ha	
<b>Undeveloped Land</b>	14.9 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	1000m <sup>2</sup>	320 Hereford Street was an apartment complex before the earthquakes and the owners have expressed interest in rebuilding as an apartment complex
	1395m <sup>2</sup>	303-307 Madras Street have a recent consent for an apartment complex (RMA/2017/1947)
	2663m <sup>2</sup>	361 Madras Street has a recent consent for an apartment complex (RMA/2016/591)
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	14.4 ha	

<p><b>Zones / Overlays</b></p>	<p>Commercial Central City Mixed Use Zone  Central City Building Height 17m Overlay  Central City Large Format Retail Overlay (part)  Flood Management Areas (FMA) – partial  Liquefaction Management Area (LMA)  Nga Turanga Tupuna overlay - partial</p>	<p><b>Current Key Activities</b></p>	<p>Light industrial activity  South City Shopping Centre  Supermarkets  Food and beverage outlets  Large format retail  Vehicle sales and servicing  Guest accommodation and serviced apartments  Bus depot  Areas designated for the future stadium and metro sports facility  Parts of the cluster are close to the Ara Institute and some vacant sites in the cluster are used for spill over parking</p>
<p><b>2017 retail and office rental rates as a percentage of the average for Key Activity Centres and Central City</b></p>	<p>Retail average: 86%  Retail high: 71%  Office average: 103%  Office high: 104%</p>	<p><b>Obtained a Consent in the Last Five Years</b></p>	<p>RMA/2017/2345 and RMA/2017/1947 land use consent to apartment complexes at 303-313 Madras Street  RMA/2017/1572 land use consent for a warehouse at 75 Ferry Road  RMA/2017/1405 land use consent for a motel at 303 Madras Street  RMA/2017/1365 land use consent for storage associated with commercial hire business at 360 St Asaph Street  RMA/2017/1352 subdivision consent for 303 Madras Street  RMA/2017/340 land use consent for a commercial building at 551 Colombo Street  RMA/2017/62 land use consent for trade supplier at 310 St Asaph Street  RMA/2016/2467 land use consent for a five-storey mixed guest accommodation, serviced apartments and retail premises at 290 Hereford Street  RMA/2016/1865 earthworks consent for 233 Cambridge Terrace  RMA/2016/1004 land use consent for alterations to Pak'nSave at 305 Moorhouse Avenue  RMA/2016/519 land use consent for 31 unit residential development at 361 Madras Street  RMA/2015/423 land use consent for a mixed-use commercial and residential development at 335 Tuam Street  RMA/2014/3402 land use consent for a three-level commercial building at 7 Southwark Street  RMA/2014/2524 subdivision consent for 181 Barbadoes Street</p>

			<p>RMA/2014/2365 land use consent for commercial building and associated outdoor storage</p> <p>RMA/2014/1040 land use consent for five commercial buildings at 104 St Asaph Street</p> <p>RMA/2014/962 land use consent for motor vehicle dealership at 157 Moorhouse Avenue</p>
--	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The cluster adjoins Moorhouse and Fitzgerald Avenues, both major arterials, and is bisected by several main distributor roads including Montreal Street, Durham Street, Madras Street and Barbadoes Street.</p> <p>The cluster has good access to the airport, port and rail network via the arterial road network.</p>	4	12
Land Assembly	<p>The cluster is generally developed but has a number of vacant sites across the cluster where buildings have been demolished. Many of these sites are small and narrow for example where a row of shops with multiple landowners formerly stood. While there are a number of contiguous vacant sites, the number of landowners could complicate the land assembly process for larger scale activities on some sites.</p>	3	9
Land Remediation Requirements	<p>Some vacant sites are HAIL sites because of past uses including motor vehicle workshops, storage tanks, electrical transformers, service stations, engine workshops, scrapyards and metal treatment or coating.</p> <p>In addition, there are a number of older buildings in this cluster and, in some instances, prior demolitions may have resulted in asbestos contamination.</p>	2	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	<p>The whole of the cluster is in an LMA. Consent notices on a number of sites require specific foundation design. Recent geotechnical investigations for some sites have found land consistent with TC2 with some areas of TC3.</p> <p>Most of the cluster is in an FMA.</p>	2	6
Planning Constraints	<p>The Commercial Central City Mixed Use Zone enables existing retail activities, small scale forms of retailing that support consolidation of retail activity in the Commercial Central City Business Zone, ancillary or small-scale office activities, light service industries and entertainment and hospitality activities that are compatible with residential activity.</p> <p>Industrial activity is generally permitted subject to built form standards.</p> <p>Retail activity in the Large Format Retail areas is restricted to display of goods produced on-site, second-hand goods, food and beverage outlets, convenience stores and other retail activity with a GLFA under 450m<sup>2</sup>.</p> <p>Non-ancillary office and commercial service activities are limited to 450m<sup>2</sup> GLFA per site, except where they are part of mixed-use developments.</p>	3	12
Proximity to Residential Areas (customer base/workforce)	<p>Based on the 2013 census, the number of residents within a walkable catchment of the centre is 42% of the average for KACs. The mean household income is 105% of the average for KACs.</p>	4	16



	<p>Parts of the centre adjoin areas zoned for medium density residential activities while other parts are surrounded by industrial or commercial activities. The plan anticipates and encourages intensification of residential activities in the Central City including within this commercial centre and in the South Frame Mixed Use zone but relatively few residential activities have currently been built other than in some of the northern parts of the centre (e.g., around Madras Street).</p> <p>Parts of the centre have good accessibility from visitor accommodation, central city office workers and/or the bus interchange which compensates for the comparatively small numbers of residents in the immediate walkable catchment.</p>		
Visibility	Vacant land generally fronts onto arterial or main distributor roads and would have good visibility from them	4	12
Other Development Constraints	<p>Two large blocks of land are designated for a metro sports facility and stadium. Another block of land along Cambridge Terrace is designated for the North Frame. These sites have not been included as vacant land at the present time.</p> <p>There are a number of heritage buildings and settings in the cluster including the Cathedral of the Blessed Sacrament, New City Hotel, and several historic commercial or industrial buildings.</p> <p>There are several scheduled trees around the Catholic Cathedral on Barbadoes Street and around the Transitional Cathedral at the corner of Madras Street and Hereford Street.</p> <p>The zone anticipates an increase in residential activity in the cluster. There are a number of existing and planned residential and guest accommodation activities scattered around parts of the cluster. This could limit the kinds of industrial activities that could locate in close proximity. Stronger than anticipated take-up of residential activities could also reduce the amount of land available for industrial or commercial uses.</p>	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 104)			<b>87</b>

## Area 32G: Richmond



Scale 1 : 6,110

<b>Centre Name</b>	Richmond	
<b>Reference</b>	32G	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	2.4 ha	
<b>Vacant Land</b>	1.03 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.03 ha	

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Supermarkets
	Commercial Local		Food and beverage outlets
	Identified as a "Neighbourhood Centre"		Shops
	Liquefaction Management Area (LMA)		

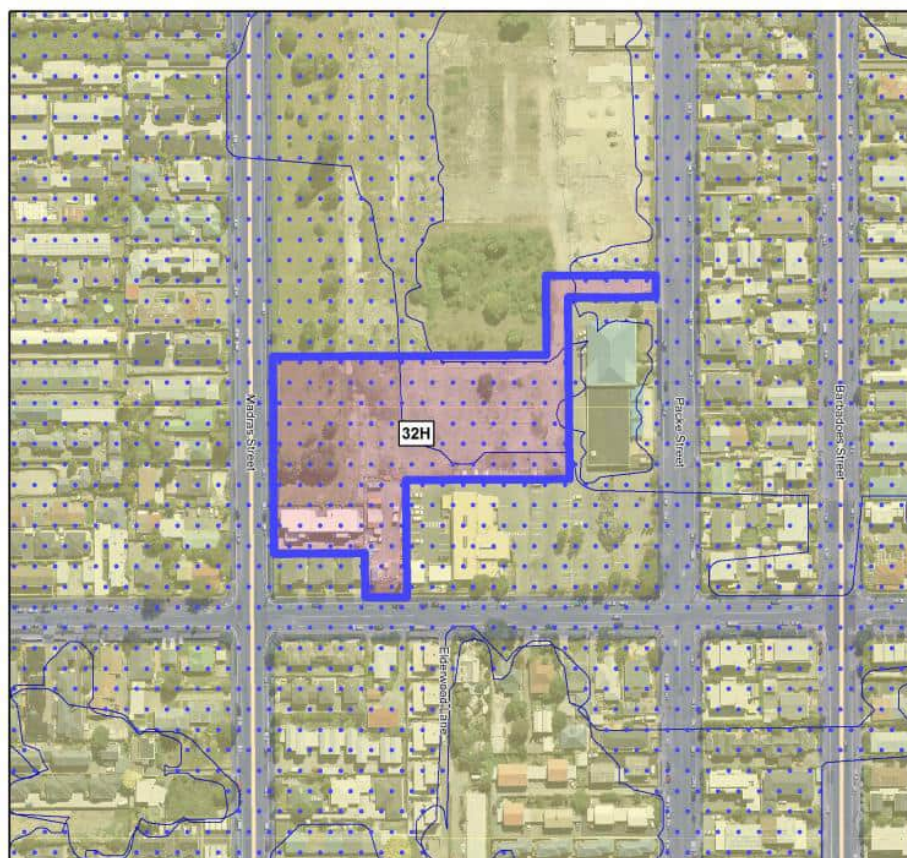
<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 78% Retail high: 66% Office average: 78% Office high: 74%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2016/3534 application to redevelop 75 London Street  RMA/2013/29 land use consent for alterations to supermarket carpark at 300 Stanmore Road
---	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The centre fronts onto two collector roads (North Avon Road and Stanmore Road) but has good access to the arterial road network at Hills Road and Fitzgerald Avenue (two or three blocks to the west).</p> <p>The centre is serviced by a high frequency and several low frequency bus routes. There are cycle lanes on Stanmore Road</p>	4	12
Land Assembly	<p>There is a large vacant area where the Richmond Club was demolished. There are currently plans to comprehensively redevelop this part of the centre. There is also some potential to intensify development on several other sites.</p>	4	12
Land Remediation Requirements	<p>Several vacant sites are HAIL sites because of past or present storage tanks. Further investigation and remediation may be required.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>None known.</p>	4	8
Natural Hazards Constraints	<p>The whole of the centre is in an LMA. Some adjacent sites require specific foundation design. There were no recent geotechnical investigations in the Council's records for the vacant sites but the general area of the centre has been identified as being at high liquefaction risk. Surrounding residential areas are a mix of TC2 and TC3 and the southern boundary of the centre is close to the Specific Purpose Flat Land Recovery Zone.</p>	2	6
Planning Constraints	<p>Within the Commercial Core zone, there is a maximum tenancy size of 500m<sup>2</sup> GLFA for retail activities other than supermarkets or department stores. There is also a maximum tenancy size of 500m<sup>2</sup> GLFA for office developments. Urban design assessments are required for any new building over 1,000m<sup>2</sup> GLFA</p> <p>Commercial Local zoning limits the size of any proposed supermarket to 1000m<sup>2</sup> GLFA. Maximum individual tenancy size of 350m<sup>2</sup> GLFA at ground floor level. Maximum office tenancy size of 350m<sup>2</sup> GLFA.</p> <p>Any department store or supermarket at 75 London Street would require a discretionary resource consent.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	<p>The centre is in an established residential neighbourhood zoned for medium density housing.</p> <p>Based on the 2013 census, the number of residents within a walkable catchment of the centre is 103% of the average for Neighbourhood Centres. The mean household income within that catchment is 86.4% of the average for Neighbourhood Centres.</p>	4	16
Visibility	<p>The vacant sites have good visibility but front onto collector and local roads giving them a lower profile than comparable neighbourhood centres in other parts of the district.</p>	3	9
Other Development Constraints	<p>Comparatively low rental rates combined with the costs of mitigating natural hazard risks may constrain feasibility for this centre.</p>	3	6

	There is a scheduled elm tree in the New World carpark but because it is in a corner and on the road boundary it does not significantly constrain development potential on the site.		
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>91</b>



## Area 32H: Madras-Purchas



Scale 1 : 2,639

<b>Centre Name</b>	<b>Madras-Purchas</b>	
<b>Reference</b>	32H	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

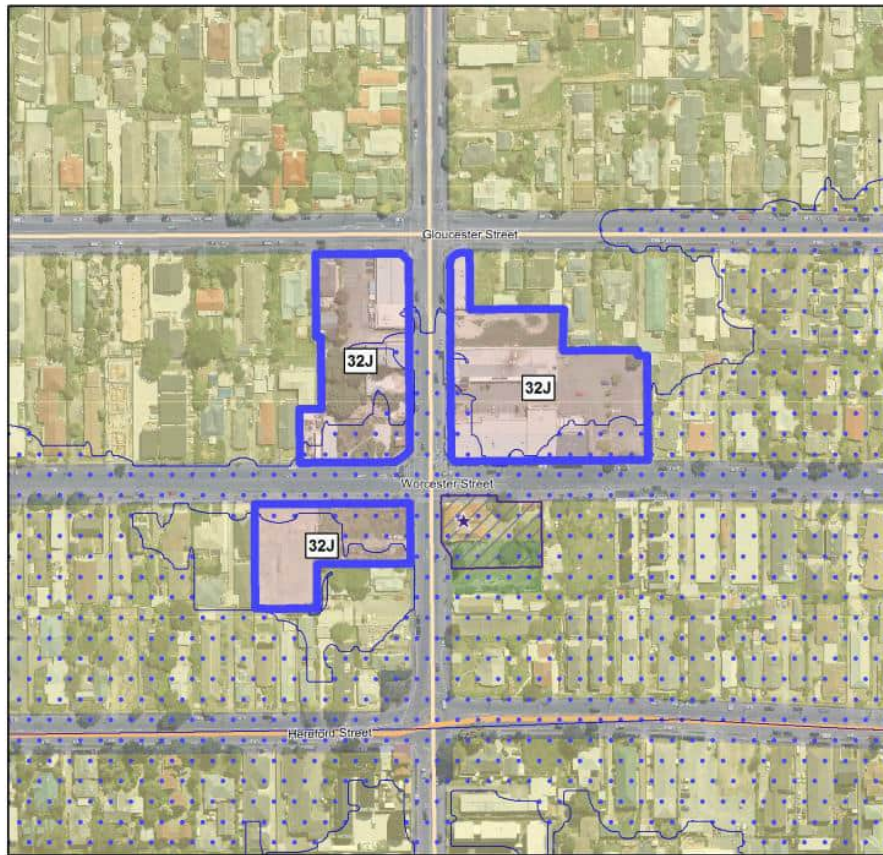
<b>Total Centre Area</b>	1.1 ha	
<b>Vacant Land</b>	0.94 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.94 ha	

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Flood Management Area (FMA) Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Vacant brownfield land (former Orion depot)
-------------------------	---	-------------------------------	---

<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A
---	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>The centre fronts onto Madras Street, a collector road. There is a major arterial (Bealey Avenue) two blocks to the south.</p> <p>There are no cycle lanes on this part of Madras Street but the streets are relatively wide and not as heavily trafficked compared with other centres.</p> <p>The nearest public transport service is a low frequency route two blocks away on Barbadoes Street. This is less critical for a local centre, however.</p>	4	12
Land Assembly	The centre is a single large block of vacant land that could provide for a variety of uses anticipated in the zone.	4	12
Land Remediation Requirements	The whole of the centre is a HAIL site as a result of former use as a depot and electrical transformers. Most of the centre has been subject to uncontrolled filling associated with past activities. A consent notice for the 2011 subdivision consent requires additional investigation, assessment and management of contaminated land.	2	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The majority of developable land in the centre is in an FMA. The whole of the centre is in an LMA. A 2011 geotechnical investigation considered high settlements likely and recommended specific foundation design. Moderate risk of settlement was identified.	2	6
Planning Constraints	The centre is subject to a development plan which caps the amount of GLFA for non-residential activities at 3500m <sup>2</sup> with some further restrictions on the tenancy sizes in specified areas.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for medium density housing.	4	16
Visibility	The centre does not front onto an arterial road and the majority of shops will face the interior of the block.	3	9
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>91</b>
<b>(Out of 104)</b>			

## Area 32J: Linwood Village



Scale 1 : 2,818

<b>Centre Name</b>	<b>Linwood Village</b>
<b>Reference</b>	32J
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	1.7 ha	
<b>Vacant Land</b>	0.18 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.18 ha	

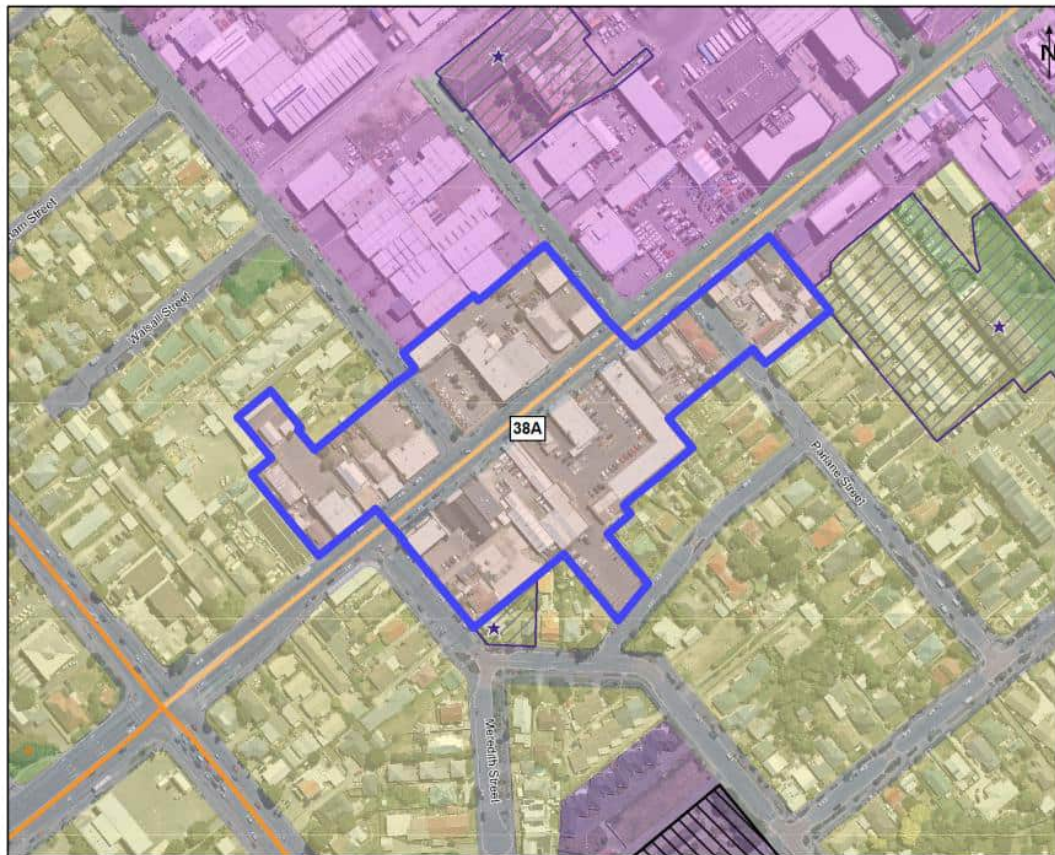
<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Supermarket
	Identified as a "Neighbourhood Centre"		Food and beverage outlets
	Key Pedestrian Frontages on parts of Stanmore Road and Worcester Street		Shops
	Flood Management Area (FMA) – partial		Near Linwood Community Arts Centre
	Liquefaction Management Area (LMA)		

<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 78% Retail high: 66% Office average: 78% Office high: 83%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/911 land use consent for a mixed-use building at 378 Worcester Street  RMA/2016/950 subdivision consent for 372 Worcester Street
---	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre fronts onto collector roads at Gloucester Street and Stanmore Road but has reasonably good access to the arterial road network via Hereford Street a block to the south.  The centre is serviced by one low frequency bus route.  Once constructed a major cycle route will pass through the centre along Worcester Street.	4	12
Land Assembly	There are several vacant sites in the centre which are large enough to accommodate a range of activities permitted by the zone rules.	4	12
Land Remediation Requirements	The vacant sites in the centre are not known HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Specific foundation designs are required on some adjacent sites. A 2016 geotechnical investigation for a subdivision on one site concluded the site was consistent with TC2-type land.	2	6
Planning Constraints	Within the Commercial Core zone, there is a maximum tenancy size of 500m <sup>2</sup> GLFA for commercial activities other than supermarkets or department stores. There is also a maximum tenancy size of 500m <sup>2</sup> GLFA for office developments. Urban design assessments are required for any new building over 1,000m <sup>2</sup> GLFA	3	12
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for medium density housing.  Based on the 2013 census, the number of residents within a walkable catchment of the centre is 197% of the average for Neighbourhood Centres. The mean household income within that catchment is 68.7% of the average for Neighbourhood Centres.	4	16
Visibility	The vacant sites have good visibility but front onto collector and local roads giving them a lower profile than comparable neighbourhood centres in other parts of the district.	3	9
Other Development Constraints	Comparatively low rental rates may reduce the feasibility of development.	3	6
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>89</b>



## Area 38A: Addington



Scale 1 : 3,031

<b>Centre Name</b>	<b>Addington</b>
<b>Reference</b>	38A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	2.8 ha	
<b>Vacant Land</b>	0.25 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.25 ha	

<b>Zones / Overlays</b>	<p>Commercial Core</p> <p>Identified as a "Neighbourhood Centre"</p> <p>Key Pedestrian Frontages along parts of Lincoln Road</p> <p>Liquefaction Management Area (LMA)</p>	<b>Current Key Activities</b>	<p>Food and beverage outlets</p> <p>Shops</p> <p>Specialty food markets</p> <p>Professional services</p>
-------------------------	--	-------------------------------	--

			Close to AMI Stadium, Horncastle Arena, Addington Raceway and Hagley Park
<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 93% Retail high: 82% Office average: 101% Office high: 110%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2013/1393 subdivision consent for 286 Lincoln Road

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Lincoln Road is classified as a minor arterial as it passes through the centre but turns into a major arterial one block to the south.  There are parking pressures in the area, particularly for free commuter car parking which overflows into adjoining residential streets.  The centre is serviced by two high frequency bus routes.  There are cycle lanes but the high volume of traffic makes for a less attractive cycling environment. Once constructed the centre will have good, but not direct, access to the major cycle routes.	3	9
Land Assembly	The centre is generally developed but there are some dispersed vacant sites. The vacant sites are not really contiguous and the largest vacant site is only 900m <sup>2</sup> but this is large enough to provide for most of the activities anticipated by the zone or would allow existing activities on adjoining sites to expand.	4	12
Land Remediation Requirements	Some of the vacant land was previously used as a salvage yard. A consent notice on the site does not allow development until compliance with the NES-CS is established.  Other vacant sites are not known HAIL sites.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. A geotechnical investigation conducted for one site concluded that a TC2 equivalent land classification would be appropriate. Consent notices on some sites require specific foundation design.	2	6
Planning Constraints	Commercial Core zoning limits the maximum tenancy size to 500m <sup>2</sup> GLFA for retail activities other than supermarkets or department stores. The maximum tenancy size is 500m <sup>2</sup> GLFA for office developments.  Urban design assessments are required for any new building over 1,000m <sup>2</sup> GLFA.  There are no other centre specific rules for Addington that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood zoned for medium density housing.  Based on the 2013 census, the number of residents within a walkable catchment of the centre is 157% of the average for Neighbourhood Centres. The mean household income within that catchment is 96.8% of the average for Neighbourhood Centres.	4	16
Visibility	One vacant site fronts onto Lincoln Road and would have very good visibility. The other larger vacant sites are at the rear of existing developments and would have relatively poor visibility from the arterial road network.	3	9

Other Development Constraints	The centre is adjacent to two heritage settings, a historic cottage at 13 Spencer Street and the former Addington Gaol site at 338A Lincoln Road. Neither of those sites are in very close proximity to the vacant sites so development of the vacant sites is unlikely to be significantly impacted.	4	8
-------------------------------	---	---	---

**TOTAL WEIGHTED SCORE**  
**(Out of 104)**

90
----

## Area 38B: Selwyn Street



Scale 1 : 3,031

<b>Centre Name</b>	Selwyn Street	
<b>Reference</b>	38B	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	1 ha	
<b>Vacant Land</b>	0.22 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.22 ha	

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Food and beverage outlets Professional services
-------------------------	--	-------------------------------	--



<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2012/1779 land use consent for a shopping centre with office space
---	-----	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre generally fronts onto a collector road but is in close proximity to Brougham Street, a major arterial.  The centre is serviced by two low frequency bus services. It does not have dedicated cycle facilities but will be within a block of a major cycle route once it is completed.	4	12
Land Assembly	There is a contiguous vacant area of approximately 2,200m <sup>2</sup> which is large enough to provide for a variety of commercial uses anticipated by the zone.	4	12
Land Remediation Requirements	The vacant area is not a listed HAIL site.	4	8
Location-specific Private Infrastructure Requirements	The centre is serviced. It is in a wastewater constraint area and would need to provide on-site storage of wastewater but this is not unusual or considered to impose costs that would significantly affect feasibility.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. While there were no recent specific geotechnical investigations on record, the centre is in a general area identified as being at moderate risk of liquefaction-induced damage. Consent notices on some adjacent sites require specific foundation design.	2	6
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA.  There are no centre-specific rules for Selwyn Street that would significantly affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential neighbourhood where the zoning provides for medium density development.	4	16
Visibility	The centre fronts onto a collector road which provides reasonably good visibility for a local centre.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>98</b>
<b>(Out of 104)</b>			

## Area 38F: Wrights Road/Show Place



Scale 1 : 5,777

<b>Centre Name</b>	Wrights Road/Show Place	
<b>Reference</b>	38F	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial Office	

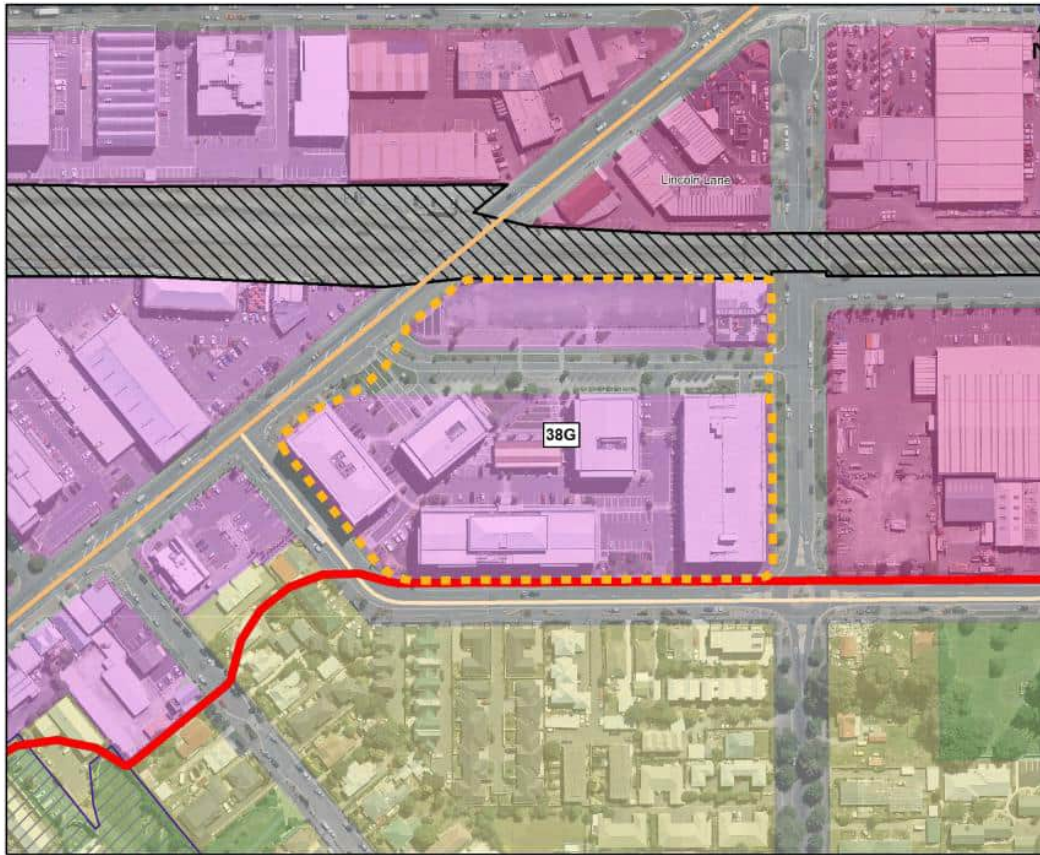
<b>Total Centre Area</b>	10.9 ha	
<b>Vacant Land</b>	4.6 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	4.6 ha	

<b>Zones / Overlays</b>	Commercial Office Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Offices Food and beverage outlets
<b>2017 rental rates as a percentage of the average for</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2016/2319 subdivision consent for 98 Wrights Road

<b>Commercial Office clusters</b>			RMA/2014/1887 land use consent for office activities at 98 Wrights Road  RMA/2014/3416 land use consent to convert the temporary car park at 23 & 27 Show Place to a permanent car park
-----------------------------------	--	--	---

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre has relatively good access to the arterial road network. Whiteleigh Avenue is a major arterial and parts of Wrights Road is a minor arterial. The Southern Motorway passes relatively close to the southern boundary of the centre.  Whiteleigh Avenue has cycle lanes and the centre will have good access to a major cycle route at Wrights Road when it is developed.  Bus stops on Whiteleigh Avenue are serviced by a high frequency and a low frequency route. A low frequency bus service stops on Birmingham Drive near the Wrights Road part of the centre.	4	12
Land Assembly	The centre is mostly developed with some areas surplus to the requirements of the raceway available for redevelopment. These are generally in large blocks and could provide for a variety of uses enabled by the zone.	4	12
Land Remediation Requirements	Some of the vacant sites are HAIL sites as a result of former uses including a sports turf or cinder horse racing track. Investigations for recent consents have generally not found significant contamination issues.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Consent notices for some sites require specific foundation design.	3	9
Planning Constraints	District Plan objectives and policies are to recognise and enable existing office and retail activities in Addington but to limit future growth and development to support the recovery of the Central City.  The rules provide for offices, commercial services and food and beverage outlets subject to built form standards including a requirement that 20% of the site be landscaped.  Access to Wrights Road has some restrictions.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is sandwiched to some extent between industrial and open space zoned land with the motorway running to the south. There is some medium density residential zoned land to the south and east but to a lesser extent than other commercial centres. This is likely not a significant constraint in the Commercial Office zone, however, if most employees or visitors are anticipated to come from further afield.	4	16
Visibility	The centre has good visibility from the arterial road network.	4	12
Other Development Constraints	There are three scheduled trees at the centre of one of the partially vacant sites (1 Show Place). There is enough room between these trees and the road boundary, however, not to significantly constrain future intensification on the site.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>99</b>

## Area 38G: Hazeldean Business Park



Scale 1 : 2,541

<b>Centre Name</b>	Hazeldean Business Park	
<b>Reference</b>	38G	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial Office	

<b>Total Centre Area</b>	2 ha	
<b>Vacant Land</b>	0.17 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.17 ha	

<b>Zones / Overlays</b>	Commercial Office Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Offices Food and beverage outlets
<b>2017 rental rates as a percentage of the average for</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2013/2652 subdivision consent for 2 Hazeldean Road



<b>Commercial Office clusters</b>			
-----------------------------------	--	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre adjoins Lincoln Road, a minor arterial. Lincoln Road has cycle lanes along part of its length and there are cycle lanes on Harman Street. A major cycle route adjoining the road corridor will eventually pass through the centre. The centre is serviced by a high frequency bus route.	4	12
Land Assembly	The vacant sites are contiguous and adequately sized to provide for a variety of activities anticipated in the zone.	4	12
Land Remediation Requirements	Part of the centre is potentially a HAIL site as a result of its use as former railway yards. It is likely that further investigation would be required at the time of development.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Consent notices on some sites require specific foundation design.	3	9
Planning Constraints	The Commercial Office Zone rules provide for offices, commercial services and food and beverage outlets subject to built form standards including a requirement that 20% of the site be landscaped.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre adjoins an established residential neighbourhood zoned for medium density housing.	4	16
Visibility	The centre has good visibility from the arterial road network.	4	12
Other Development Constraints	The whole of the centre is within an 80m setback from the rail corridor in which any new sensitive activity (including education or training activities, health care facilities with overnight care or guest accommodation) may be required to meet additional acoustic attenuation standards.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>99</b>

## Area 39A: Moorhouse Avenue



Scale 1 : 10,874

<b>Centre Name</b>	<b>Moorhouse Avenue</b>
<b>Reference</b>	39A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

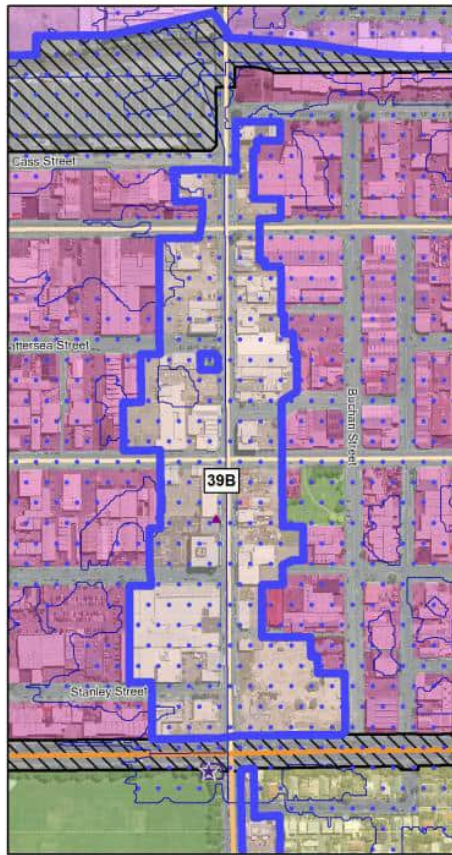
<b>Total Centre Area</b>	16.1 ha
<b>Vacant Land</b>	1.07 ha
<b>Non-Feasible Undeveloped Land and Reason</b>	- Designated
	- Non-commercial activity consented and high probability of implementation
	- Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.07 ha

<b>Zones / Overlays</b>	Commercial Retail Park Flood Management Area (FMA) – partial Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Large format retail Food and beverage outlets Professional services
<b>2017 retail and office rental rates as a percentage of the average for Large Format Centres</b>	Retail average: 89% Retail high: 78% Office average: 111% Office high: 115%	<b>Obtained a Consent in the Last Five Years</b>	N/A

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	The centre fronts onto Moorhouse Avenue, a major arterial. Several minor arterials, including Durham Street South and Gasson Street, cut through the centre.  Several high frequency bus routes cross through the centre on Colombo and Antigua streets.	4	12

	There are cycle lanes on Moorhouse Avenue but the high volume of traffic and large number of vehicle crossings detract from the pedestrian and cycling environment.		
Land Assembly	The centre is generally developed but there are several large vacant sites that could provide for a variety of activities. The average vacant site size is 668m <sup>2</sup> and the largest vacant site is 2070m <sup>2</sup> .	4	12
Land Remediation Requirements	Some vacant sites are HAIL sites as a result of past uses including railway yards, coal or coke yards, electrical transformers and storage tanks. Further investigations would be required for developments on some sites.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	Part of the centre is in a FMA, particularly on the east side. The whole of the centre is in an LMA. The west side of the centre has been identified as having a moderate risk of liquefaction induced damage. Consent notices for some sites require specific foundation design including consideration for potential high vertical settlement.	2	6
Planning Constraints	The Commercial Retail Park zone provide for a range of retail activities with large footprints. There is a minimum tenancy size of 450m <sup>2</sup> GLFA for retail activities and a cap on ancillary office activity of 500m <sup>2</sup> or 30% of the GFA, whichever is the lesser.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is sandwiched between a strip of industrial zoned land to the south and the Central City Mixed Use Zone to the north. The CCMU anticipates a mix of activities, including residential development, but there is not a significant residential population within walking distance of the centre. The zone anticipates, however, that the centre will be accessed primarily by car and will draw from a larger catchment.	4	16
Visibility	The centre has very good visibility from the arterial road network.	4	12
Other Development Constraints	Parts of the cluster are within an 80m setback from the rail corridor in which any new sensitive activity (including education or training activities, health care facilities with overnight care or guest accommodation) may be required to meet additional acoustic attenuation standards.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>96</b>

## Area 39B: Sydenham



Scale 1 : 6,028

<b>Centre Name</b>	Sydenham	
<b>Reference</b>	39B	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	8.6 ha	
<b>Vacant Land</b>	0.9 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.9 ha	

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Food and beverage outlets
	Identified as a "Neighbourhood Centre"		Shops
	Key Pedestrian Frontage along most of Colombo Street		Professional services
	Flood Management Area (FMA) – partial		Some office activities
	Liquefaction Management Area (LMA)		



<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 155% Retail high: 165% Office average: 108% Office high: 101%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/903 land use consent for 76 unit apartment complex with ground floor retail at 350 Colombo Street  RMA/2017/426 land use consent for mixed use building including retail, café and guest accommodation at 404 Colombo Street  RMA/2015/3243 land use consent for a commercial building at 482 Colombo Street
---	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre fronts onto Colombo Street, a collector road, but is one block over from Durham Street, a minor arterial that runs parallel to the centre.  There are cycle lanes on Colombo Street but high traffic volumes reduce the amenity level for cyclists.  The centre is serviced by one high frequency and one low frequency public transport route.	4	12
Land Assembly	There are a number of dispersed vacant or partially vacant sites that could accommodate a range of activities. Many of these are small narrow sites but generally a row of several contiguous sites is vacant and could potentially be amalgamated. The number of different land owners may create a minor challenge for land assembly for larger scale activities. The average vacant site size is 375m <sup>2</sup> and the largest vacant site is 1313m <sup>2</sup> .	3	9
Land Remediation Requirements	One vacant site is an identified HAIL site. A 2013 investigation concluded that it was unlikely that activities on that site would have resulted in contamination.  Two vacant sites have been subject to uncontrolled filling.	3	6
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	Most of the centre is in an FMA.  The whole of the centre is in an LMA. Consent notices for some sites require specific foundation design.  A 2015 geotechnical investigation for one site recommended TC3 foundations or ground improvement with TC2 foundations. This was on a site subject to uncontrolled filling and proposing a larger scale building, however, and this may not apply to smaller scale proposals in other parts of the centre.	2	6
Planning Constraints	Urban design assessments would be required for any new building over 1,000m <sup>2</sup> GLFA.  There are no centre-specific rules for Sydenham that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is located between two industrial areas with some medium density housing to the south.  Based on the 2013 census, the number of residents within a walkable catchment of the centre is 49% of the average for Neighbourhood Centres. The mean household income within that catchment is 106.7% of the average for Neighbourhood Centres.	4	16

	As the centre is on a key commuter route with good public transport access, however, the smaller immediately walkable catchment is less of a constraint than in might be in other centres.		
Visibility	The centre has very good visibility from Colombo Street with most buildings built up to the road frontage.	4	12
Other Development Constraints	There is a listed archaeological area (pottery) on one site.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>93</b>

Area 39C: Sydenham South



Scale 1 : 4,488

Figure A5.5-9. Restriction on access for heavy vehicles indicated by red dashed lines.

<b>Centre Name</b>	Sydenham South	
<b>Reference</b>	39C	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	3.94 ha	
<b>Vacant Land</b>	0.39 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	1460m <sup>2</sup>	264 Colombo Street resource consent (RMA/2000/1955) requires the balance of the site for carparking
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.24 ha	

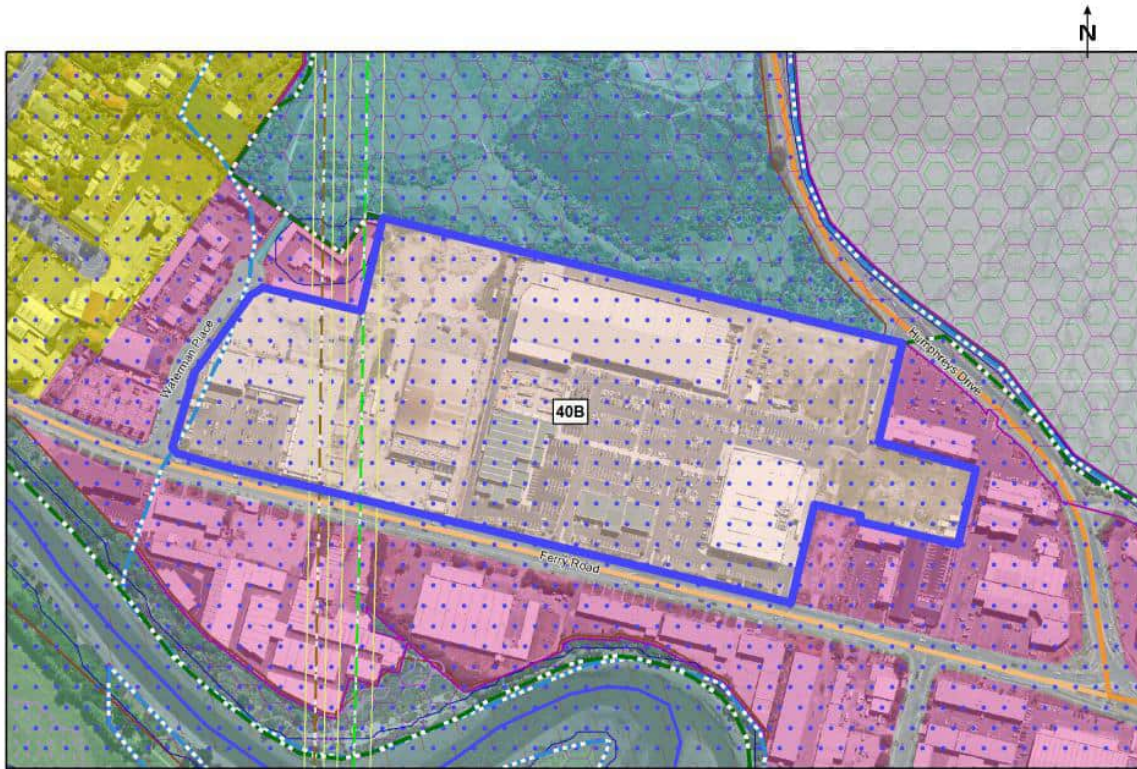
<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Food and beverage outlets
	Identified as a "Neighbourhood Centre"		Specialty supermarkets
	Flood Management Area (FMA) – partial		Shops

	Liquefaction Management Area (LMA) Key Pedestrian Frontage along parts of Colombo Street		Mitre 10 Motel and tavern
<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 93% Retail high: 74% Office average: N/A Office high: N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre fronts onto Colombo Street, a minor arterial, and partially adjoins Brougham Street, a major arterial. The centre has good off-street parking provision. The centre is serviced by a high frequency and low frequency bus route. There are cycle lanes in part of the centre.	4	12
Land Assembly	The centre is generally developed but there is a reasonably sized cluster of contiguous vacant sites or areas that could be used for a variety of activities and several smaller dispersed vacant sites.	4	12
Land Remediation Requirements	None of the vacant sites are known HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	A small part of the centre is in a FMA, but the vacant land is not in that part of the centre. The whole of the centre is in an LMA. Consent notices on some adjoining sites require specific foundation design.	2	6
Planning Constraints	Urban design assessments would be required for any new building over 1,000m <sup>2</sup> GLFA. There is a development plan for the block between Huxley Street and King Street which restricts commercial vehicle access to specific points and requires new development on Colombo Street to be built to the road frontage.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential area zoned for medium density housing. Based on the 2013 census, the number of residents within a walkable catchment of the centre is 144% of the average for Neighbourhood Centres. The mean household income within that catchment is 95.9% of the average for Neighbourhood Centres.	4	16
Visibility	The centre has good visibility from Colombo Street, a minor arterial.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>98</b>



## Area 40B: Ferrymead



Scale 1 : 4,172

<b>Centre Name</b>	<b>Ferrymead</b>
<b>Reference</b>	40B
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	9.22 ha	
<b>Vacant Land</b>	3.37 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designation
	-	Consent for non-commercial use
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	3.37 ha	

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Supermarket
	Identified as a "Neighbourhood Centre"		Large format retail
	66kV and 220kV electricity transmission and distribution lines		Food and beverage outlets
	Flood Management Area (FMA)		Shops
	Liquefaction Management Area (LMA)		

<p><b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b></p>	<p>Retail average: 93%</p> <p>Retail high: 88%</p> <p>Office average: 112%</p> <p>Office high: 119%</p>	<p><b>Obtained a Consent in the Last Five Years</b></p>	<p>RMA/2017/33 subdivision consent for 14 units at 987 Ferry Road</p> <p>RMA/2016/2473 land use consent for a yard-based supplier at 989 Ferry Road and RMA/2017/93 for the car park and vehicle access for the same</p> <p>RMA/2016/3106 subdivision consent for 2 Waterman Place amalgamating part of the site with 989 Ferry Road</p>
--	---	---	--

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The centre fronts onto Ferry Road, a minor arterial. It also has good access to Humphreys Drive, a major arterial.</p> <p>The centre is serviced by a high frequency bus route and dedicated cycle facilities are provided.</p> <p>The current pedestrian environment is relatively poor and the centre is not located within a walkable residential catchment. Most visitors are likely to access the centre by car.</p>	4	12
Land Assembly	<p>Consents have been issued for most of the vacant land in the centre. There is about 1,650m<sup>2</sup> of vacant land fronting onto Waterman Place. There are also several large parcels of land in the Development Plan area which have not yet been developed (one at approximately 6,500m<sup>2</sup> and the other at 5,700m<sup>2</sup>.) Land in the Development Plan area is generally leasehold.</p> <p>These sites could provide for a variety of sizes and types of development.</p>	4	12
Land Remediation Requirements	<p>Some of the vacant land areas are HAIL sites because of storage tanks or drums, electrical transformers and landfill. Most of the centre has been subject to uncontrolled fill and further investigations may be required.</p>	2	4
Location-specific Private Infrastructure Requirements	<p>None known.</p>	4	8
Natural Hazards Constraints	<p>The whole of the centre is in an FMA. Ferrymead has been identified as being at significant risk from coastal flooding over the next 50 years in the absence of additional interventions.</p> <p>The whole of the centre is in an LMA. Consent notices for some sites require specific foundation design. Significant levels of liquefaction-induced damage were observed around Ferrymead during the 2010-2011 earthquakes.</p>	1	3
Planning Constraints	<p>The Commercial Core zone generally enables a range of retail and office activities subject to some built form standards. Urban design assessments are required for any new building over 1,000m<sup>2</sup> GLFA.</p> <p>Retail activity in the centre is capped at 30,000m<sup>2</sup> GLFA (excluding 2 Waterman Place) and 6,500m<sup>2</sup> at 2 Waterman Place.</p> <p>There is a restriction on the vacant land fronting Waterman Place on high traffic generating activities (250+ vehicle trips per day).</p> <p>The Ferrymead Development Plan includes a number of key structuring elements to improve pedestrian amenity including pedestrian links, accessways and parts of sites where a high-quality pedestrian interface is anticipated.</p>	2	8

Proximity to Residential Areas (customer base/workforce)	<p>Because of its coastal location and proximity to an industrial area and Charlesworth Reserve, the centre is not located within a sizeable local residential catchment. It relies to some extent on commuter traffic to the coastal suburbs and residential areas closer to Woolston.</p> <p>Based on the 2013 census, the number of residents within a walkable catchment of the centre is 8% of the average for Neighbourhood Centres. The mean household income within that catchment is 89.6% of the average for Neighbourhood Centres.</p>	3	12
Visibility	The centre generally has good visibility from Ferry Road, although the lots are relatively deep and some development closer to the north side of the centre may be more difficult to see from the busier roads.	4	12
Other Development Constraints	None known.	4	2
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>79</b>

## Area 44A: Awatea



Scale 1 : 2,741

<b>Centre Name</b>	Awatea	
<b>Reference</b>	44A	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial (emerging greenfield)	

<b>Total Centre Area</b>	1.07 ha	
<b>Vacant Land</b>	1.07 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	1.07 ha	

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Greenfield Adjoining a childcare centre
-------------------------	--	-------------------------------	--



<b>2017 retail and office rental rates as a percentage of the average for Local Centres</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2017/653 subdivision and earthworks consent for 2 Carrs Road
---	-----	--	--

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	Awatea Road is a minor arterial. The centre is currently serviced by two low frequency bus routes. There are no cycle lanes but the centre will be relatively close to the Little River Link Major Cycle Route when it is completed.	4	12
Land Assembly	The centre is a greenfield emerging centre with an area of approximately 1.07 ha which should provide for a range of activities enabled by the zoning. The land is generally flat with a slight fall in the south-east corner.	4	12
Land Remediation Requirements	The centre is a HAIL site as a result of persistent pesticide storage or use and former uncontrolled filling. A septic tank would also need to be removed. A condition of the subdivision consent requires a DSI to be completed before any further development can be undertaken on the site.	3	6
Location-specific Private Infrastructure Requirements	The centre is serviced. The developer will need to upgrade the road frontage on Carrs Road and to provide stormwater, sewage and water supply connections.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Consent notices on adjacent sites require specific foundation design to a TC2 or equivalent standard.	3	9
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA. There are no centre-specific rules that would affect feasibility.	4	16
Proximity to Residential Areas (customer base/workforce)	The centre is part of a new subdivision which is gradually filling in around it. The subdivision is anticipated to have approximately 240 dwellings with a mix of medium and low-density areas. At the moment, a number of sites have been subdivided but relatively few houses have been built. Most of the developed houses are on the opposite side of Awatea Road and there is not currently a defined crossing to assist with pedestrian or cycle access to the centre.	2	8
Visibility	The centre fronts onto a minor arterial road. A row of shops on the site would have good visibility.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>91</b>
<b>(Out of 104)</b>			

## Area 45A: North Halswell



Scale 1 : 16,823

Figure A5.5-10. Indicative collector roads shown by large black dashed lines; Days Drain indicated by solid cyan line; Civic Square/Village Green indicated by the star with orange background; internal streets indicated by small black dashed lines; transport interchange indicated by blue and white bus symbol.

<b>Centre Name</b>	North Halswell	
<b>Reference</b>	45A	
<b>Territorial Authority</b>	Christchurch City	
<b>Centre Type</b>	Commercial	

<b>Total Centre Area</b>	17.2 ha	
<b>Vacant Land</b>	16.12 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	16.12 ha	

<b>Zones / Overlays</b>	Commercial Core Identified as a "Key Activity Centre" (KAC) and "District Centre" Commercial Local	<b>Current Key Activities</b>	Greenfield centre (currently a timber yard and nursery)
-------------------------	--	-------------------------------	---

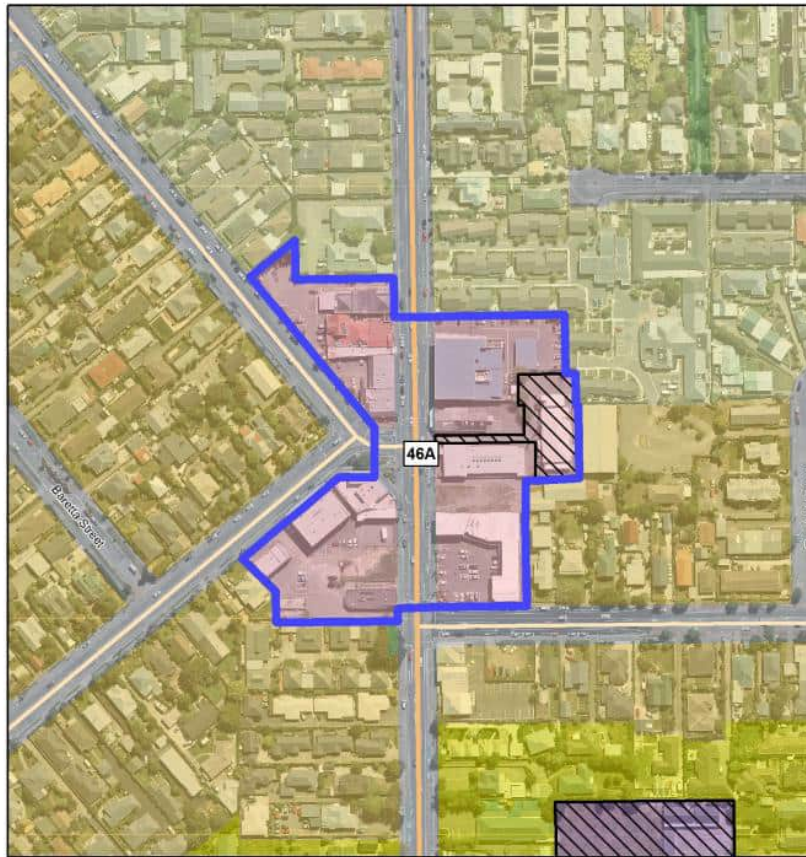
	Flood Management Area (FMA) – partial Liquefaction Management Area (LMA)		
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA92028681 earthworks consent for subdivision at 211 Hendersons Road  RMA92031180 subdivision consent for 211 Hendersons Road  RMA/2013/1148 subdivision consent for 341 Halswell Road

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	Halswell Road is a major arterial. New collector roads are proposed around the periphery of the greenfield centre.  The centre is identified in the North Halswell ODP as the site of a future public transport interchange. The centre is currently serviced by two low frequency public transport routes but this is likely to increase once the centre is developed.  There are cycle lanes on Halswell Road and, once developed, the centre will have reasonably good access to a major cycle route.	4	12
Land Assembly	North Halswell is a greenfield emerging centre with vacant land parcels large enough to provide for a range of activities enabled by the zoning.	4	12
Land Remediation Requirements	There are records of some potentially contaminating activities occurring in parts of the centre including the timber yard and some areas used for horse grazing and related activities. Some parts of the centre have been subject to uncontrolled filling.	3	6
Location-specific Private Infrastructure Requirements	The centre has wastewater and water supply servicing.  A new road network and intersection improvements including signalisation are required before retail activities can occupy the centre.	2	4
Natural Hazards Constraints	A very small sliver of the centre is in an FMA.  The whole of the centre is in an LMA. Consent notices on some sites require a specific foundation design. A geotechnical investigation undertaken in 2015 covering part of the centre area found primarily TC2-type land with some patches of TC3 particularly towards the eastern side of the centre. Groundwater depths are 0m-1.5m.	2	6
Planning Constraints	Urban design assessments are required for any new building over 4,000m <sup>2</sup> GLFA.  The North Halswell ODP includes several rules specific to the centre. Rule 15.4.5.1.3 RD1 requires a resource consent for any development in the centre to be assessed against the extent to which the development complies with the ODP.  Retail activity in the centre is capped at 25,000m <sup>2</sup> GFA and office activity is capped at 5,000m <sup>2</sup> GFA.  The height limit is slightly lower than in other District Centres (14m as opposed to 20m).	2	8
Proximity to Residential Areas (customer base/workforce)	There are established lower density neighbourhoods to the northeast and northwest of the centre. The Meadowlands Exemplar housing project (with 320 new homes) will be built to the immediate north and there is a large area zoned for new housing to the south east of the centre.	4	16

	Based on the 2013 census, the number of residents within a walkable catchment of the centre is 86% of the average for Neighbourhood Centres. The mean household income within that catchment is 113% of the average for Neighbourhood Centres.		
Visibility	The centre will front onto a major arterial and will have good visibility from it.	4	12
Other Development Constraints	The North Halswell ODP envisages that Days Drain, which runs through the centre, will be enhanced as part of any development. The ODP also anticipates a civic square or village green at the centre of the development.  There are known springs around the North Halswell ODP area and the potential that other springs might be discovered in the course of development.	3	6
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>82</b>



Area 46A: Beckenham



Scale 1 : 2,969

<b>Centre Name</b>	Beckenham
<b>Reference</b>	46A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	2 ha	
<b>Vacant Land</b>	0.25 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.25 ha	

<b>Zones / Overlays</b>	Commercial Local	<b>Current Key Activities</b>	Food and beverage outlets Shops
	Identified as a "Neighbourhood Centre" Liquefaction Management Area (LMA)		

<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 93% Retail high: 77% Office average: 101% Office high: 92%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2016/1703 land use consent for a fish and chip shop at 143 Colombo Street
---	---	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre fronts onto Colombo Street, a minor arterial. It is serviced by one high frequency bus route. There are cycle lanes through the centre.	4	12
Land Assembly	There are several contiguous vacant sites that could provide for a variety of activities anticipated by the zone. Eight of the vacant sites are small, very narrow lots where the Beckenham Shops were located before being demolished. There are different landowners for most of these sites which may complicate redevelopment.	3	9
Land Remediation Requirements	None of the vacant sites are known HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Consent notices on some adjoining sites require specific foundation design.	3	9
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA.  There are no centre-specific rules that would significantly affect feasibility.	3	12
Proximity to Residential Areas (customer base/workforce)	The centre is in an established residential area zoned for a mix of low to medium density housing.  Based on the 2013 census, the number of residents within a walkable catchment of the centre is 169% of the average for Neighbourhood Centres. The mean household income within that catchment is 93.1% of the average for Neighbourhood Centres.	4	16
Visibility	The centre has good visibility from Colombo Street, a minor arterial.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>94</b>

## Area 47C: Port Hills Road



Scale 1 : 3,317

<b>Centre Name</b>	Port Hills Road
<b>Reference</b>	47C
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	0.51 ha
<b>Vacant Land</b>	0.21 ha
<b>Non-Feasible Undeveloped Land and Reason</b>	- Designated
	- Non-commercial activity consented and high probability of implementation
	- Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.21 ha

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Liquefaction Management Area (LMA)	<b>Current Key Activities</b>	Tavern
<b>2017 retail and office rental rates as a percentage of</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	RMA/2014/3153 subdivision consent for 66 Port Hills Road RMA/2013/365 land use consent for retirement village complex

the average for Local Centres			including local shops at 66 Port Hills Road
-------------------------------	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The vacant sites front onto local roads. Martindales Road, one block to the north, is a collector road which feeds into Tunnel Road, a major arterial.</p> <p>There are no cycle lanes on the local roads. The centres are not directly serviced by public transport but there is a low frequency bus route on Martindales Road.</p>	3	9
Land Assembly	There are several vacant sites in the local centres around the intersections of Port Hills Road-Martindales Road and Station Road-Flavell Street. These include lots that are large enough to accommodate a range of activities anticipated by the zone rules. 66 Port Hills Road is a brownfields vacant site anticipated to be developed as a row of three shops to service a new retirement village complex.	4	12
Land Remediation Requirements	The vacant site on Port Hills Road is part of a former maltworks complex and is subject to a site management plan.	2	4
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The whole of the centre is in an LMA. Geotechnical investigations at 66 Port Hills Road assessed the potential for liquefaction and lateral spread as low and noted that the ground had TC1 and TC2 characteristics, recommending TC2 foundations.	3	9
Planning Constraints	<p>Commercial Local zoning limits the size of any proposed supermarket to 1000m<sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m<sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m<sup>2</sup> GLFA.</p> <p>There are no centre-specific rules that would significantly affect feasibility.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	The centres are in an established residential neighbourhood zoned for low density housing. The retirement village will add about 65 residential units into the immediate catchment.	4	16
Visibility	The centre fronts onto local roads and is in a comparatively isolated part of the district.	3	9
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>91</b>



## Area 48A: Redcliffs



Scale 1 : 2,949

<b>Centre Name</b>	Redcliffs
<b>Reference</b>	48A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	1.04 ha	
<b>Vacant Land</b>	0.12 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.12 ha	

<b>Zones / Overlays</b>	Commercial Core	<b>Current Key Activities</b>	Supermarket
	Identified as a "Neighbourhood Centre"		Service station
<b>Zones / Overlays</b>	Flood Management Area (FMA)	<b>Current Key Activities</b>	Professional services
	Liquefaction Management Area (LMA)		Shops
	Remainder of Port Hills and Banks Peninsula Slope Instability Area		Food and beverage outlets

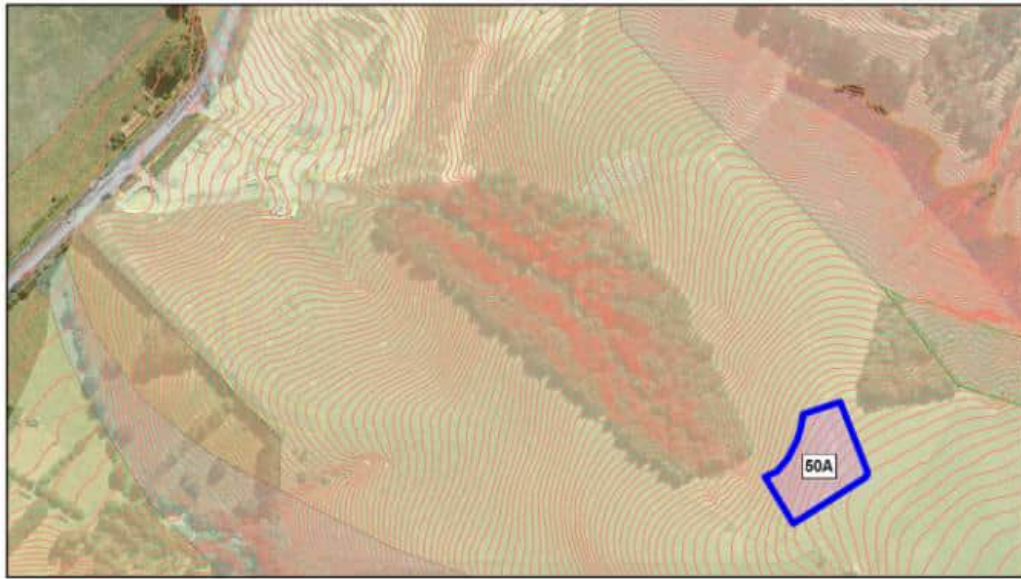


	Nga Turanga Tupuna		
<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 78% Retail high: 66% Office average: 101% Office high: 110%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2015/3288 land use consent for a community facility at 91 Main Road

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre fronts onto Main Road, a minor arterial. The centre is serviced by a high frequency bus route. There are dedicated cycle lanes and the opportunity to link with the coastal pathway and major cycle route.	4	12
Land Assembly	There are several contiguous vacant lots adjoining the supermarket site. These are large enough to provide for a variety of commercial uses enabled by the zone.	4	12
Land Remediation Requirements	The vacant sites are not listed HAIL sites.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	The majority of the vacant land is in a FMA and LMA. Part of the south-east side of the vacant land is in a Remainder of the Ports Hills and Banks Peninsula Slope Instability Area. Floor levels for new buildings on the vacant sites may be required to be raised between 1-1.5m.  A 2011 geotechnical investigation of the adjoining supermarket site (RMA92019018) concluded that that site was highly susceptible to liquefaction.  Parts of the centre have been identified as being at risk of coastal flooding over the next 50 years in the absence of additional interventions.	1	3
Planning Constraints	Within the Commercial Core zone, there is a maximum tenancy size of 500m <sup>2</sup> GLFA for retail activities other than supermarkets or department stores. There is also a maximum tenancy size of 500m <sup>2</sup> GLFA for office developments. Urban design assessments are required for any new building over 1,000m <sup>2</sup> GLFA  The whole of the centre is in a Nga Turanga Tupuna Site of Ngai Tahu Cultural Significance overlay and applications may need to be assessed against additional objectives and policies as a result.	3	12
Proximity to Residential Areas (customer base/workforce)	Because of its location between the coast and the hills, Redcliffs draws on a smaller immediate residential catchment than other Commercial Core zones. It benefits, however, from tourist trade visiting the beaches or the coastal pathway and drive through trade from Sumner.  Based on the 2013 census, the number of residents within a walkable catchment of the centre is 43% of the average for Neighbourhood Centres. The mean household income within that catchment is 122% of the average for Neighbourhood Centres.	3	12
Visibility	The vacant land fronts onto Main Road and would have good visibility.	4	12
Other Development Constraints	An adjoining site is a listed archaeological site (middens) which may indicate an increased possibility of archaeological remains on the vacant site. The vacant land is also relatively close to Moncks Cave and in an area associated with former hunting grounds. An	3	6

	archaeological authority may need to be sought and additional precautions taken during development so as not to disturb any remains.		
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>85</b>

## Area 50A: Redmund Spur



Scale 1 : 1,599

<b>Centre Name</b>	Redmund Spur
<b>Reference</b>	50A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial (emerging greenfield)

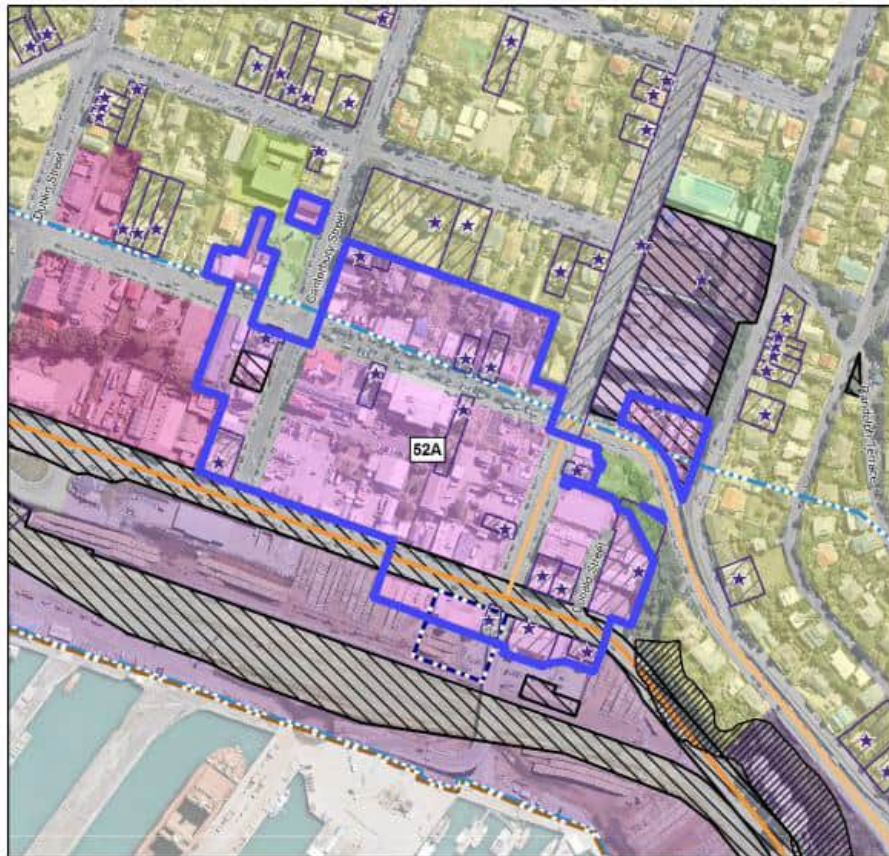
<b>Total Centre Area</b>	0.32 ha	
<b>Vacant Land</b>	0.32 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	0.32 ha	Lack of servicing, road access and immediate residential catchment in combination suggest that this centre is likely not feasible for the majority of activities anticipated by the zone at the present time
<b>Feasible Vacant Land</b>	0 ha	

<b>Zones / Overlays</b>	Commercial Local Identified as a "Local Centre" Remainder of Ports Hills and Banks Peninsula Slope Instability Area	<b>Current Key Activities</b>	Greenfield
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The centre does not currently have road access but will when the surrounding subdivision is built.	1	3

Land Assembly	The entire centre is currently vacant. The centre is located on a moderately steep slope and some regrading would likely be required as part of the development.	3	9
Land Remediation Requirements	The vacant land is in an identified HAIL site as a result of past potential use for livestock dips or spray race operations. Further investigations would likely be required at the time of development.	3	6
Location-specific Private Infrastructure Requirements	The centre does not currently have access to water supply, wastewater or stormwater connections.	1	2
Natural Hazards Constraints	The centre is in a Remainder of the Port Hills and Banks Peninsula Slope Instability Area. In this overlay, any subdivision would trigger a resource consent requirement. Consent notices on adjacent sites require a specific foundation design including stormwater management measures to minimise soil erosion.	2	6
Planning Constraints	Commercial Local zoning limits the size of any proposed supermarket to 1000m <sup>2</sup> GLFA. There is a maximum individual tenancy size of 350m <sup>2</sup> GLFA at ground floor level for retail activities and a maximum office tenancy size of 350m <sup>2</sup> GLFA.  Rule 15.5.1.3 RD3 requires a resource consent for any new building in the centre to be assessed against urban design criteria.	3	12
Proximity to Residential Areas (customer base/workforce)	The centre is part of a new subdivision at Redmund Spur. Subdivision consents have been issued for 42 lots at the base of the hill, but there is not currently a substantial local residential catchment for this centre. The relatively steep local topography also limits the number of houses that can establish in the immediate walkable catchment.	1	4
Visibility	The centre isn't currently visible from existing roads.	1	3
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>53</b>

Area 52A: Lyttelton



Scale 1 : 3,730

<b>Centre Name</b>	Lyttelton
<b>Reference</b>	52A
<b>Territorial Authority</b>	Christchurch City
<b>Centre Type</b>	Commercial

<b>Total Centre Area</b>	4.86 ha	
<b>Vacant Land</b>	0.87 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	-	Designated
	-	Non-commercial activity consented and high probability of implementation
	-	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.87 ha	

<b>Zones / Overlays</b>	<p>Commercial Banks Peninsula</p> <p>Identified as a "Neighbourhood Centre"</p> <p>Liquefaction Management Area (LMA) - partial</p> <p>Remainder of Port Hills and Banks Peninsula Slope Instability Management Area – partial</p> <p>Nga Turanga Tupuna</p>	<b>Current Key Activities</b>	<p>Food and beverage outlets</p> <p>Shops</p> <p>Professional services</p>
-------------------------	--	-------------------------------	--



	Wahi Tapu/Wahi Taonga - partial		
<b>2017 retail and office rental rates as a percentage of the average for Neighbourhood Centres</b>	Retail average: 93% Retail high: 77% Office average: 90% Office high: 92%	<b>Obtained a Consent in the Last Five Years</b>	RMA/2014/528 land use consent for a mixed use (retail/ residential) building at 6 London Street

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>The centre has good access to the arterial road network via Norwich Quay although this may be somewhat constrained when there is congestion on Tunnel Road.</p> <p>The centre is serviced by two low frequency bus services.</p> <p>The centre does not have cycle lanes and cycling connections to other parts of the district are somewhat constrained by the steep hills and relative geographic isolation of the centre.</p> <p>When the Port opens a new cruise ship berth (anticipated in spring 2019), there is expected to be an increase in foot traffic through the centre.</p>	3	9
Land Assembly	There are a number of vacant or partially vacant sites in the centre, many of them contiguous. A variety of site sizes and configurations could be achieved but this is constrained to some extent by the hilly topography of the centre.	4	12
Land Remediation Requirements	One vacant site is a HAIL site because of storage tanks or drums. A 2010 DSI found that contamination levels on the site were below guidelines values for commercial development.	4	8
Location-specific Private Infrastructure Requirements	None known.	4	8
Natural Hazards Constraints	Most of the vacant land south of London Street is in an LMA. The vacant land north of London Street is in a Remainder of Port Hills and Banks Peninsula Slope Instability Management Area.	3	9
Planning Constraints	<p>The Commercial Banks Peninsula Zone rules enable a range of retail and office activities and commercial services subject to built form standards.</p> <p>Survey responses indicated that the perceived costs of going through an urban design panel, particularly in Lyttelton which has a different process that includes community members on the panel, resulted in some landowners being reluctant to develop their land.</p>	3	12
Proximity to Residential Areas (customer base/workforce)	<p>The centre is in an established residential neighbourhood.</p> <p>Based on the 2013 census, the number of residents within a walkable catchment of the centre is 84% of the average for Neighbourhood Centres. The mean household income within that catchment is 107% of the average for Neighbourhood Centres.</p> <p>There is some retail leakage to other centres with a wider range of large format offerings.</p>	3	12
Visibility	The centre has good visibility from the arterial road network.	4	12
Other Development Constraints	<p>Survey responses indicated that relatively low rental rates relative to the cost to build constrains feasibility to some extent for this centre.</p> <p>There are a number of heritage buildings and settings in the commercial area. Discretionary or non-complying activity proposals on vacant sites may need to consider the impact of those proposals on historic heritage sites.</p> <p>Some sites along Norwich Quay are subject to the Lyttelton Port Influences Overlay which restricts sensitive activities including guest</p>	3	6

	accommodation, education activities and overnight health care facilities. Noise insulation is also required. A site on the corner of Norwich Quay and Oxford Street is a listed archaeological site.		
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>88</b>

## A5.6 Selwyn District Industrial Cluster Feasibility Assessments

### Area: Lincoln Industrial Hub



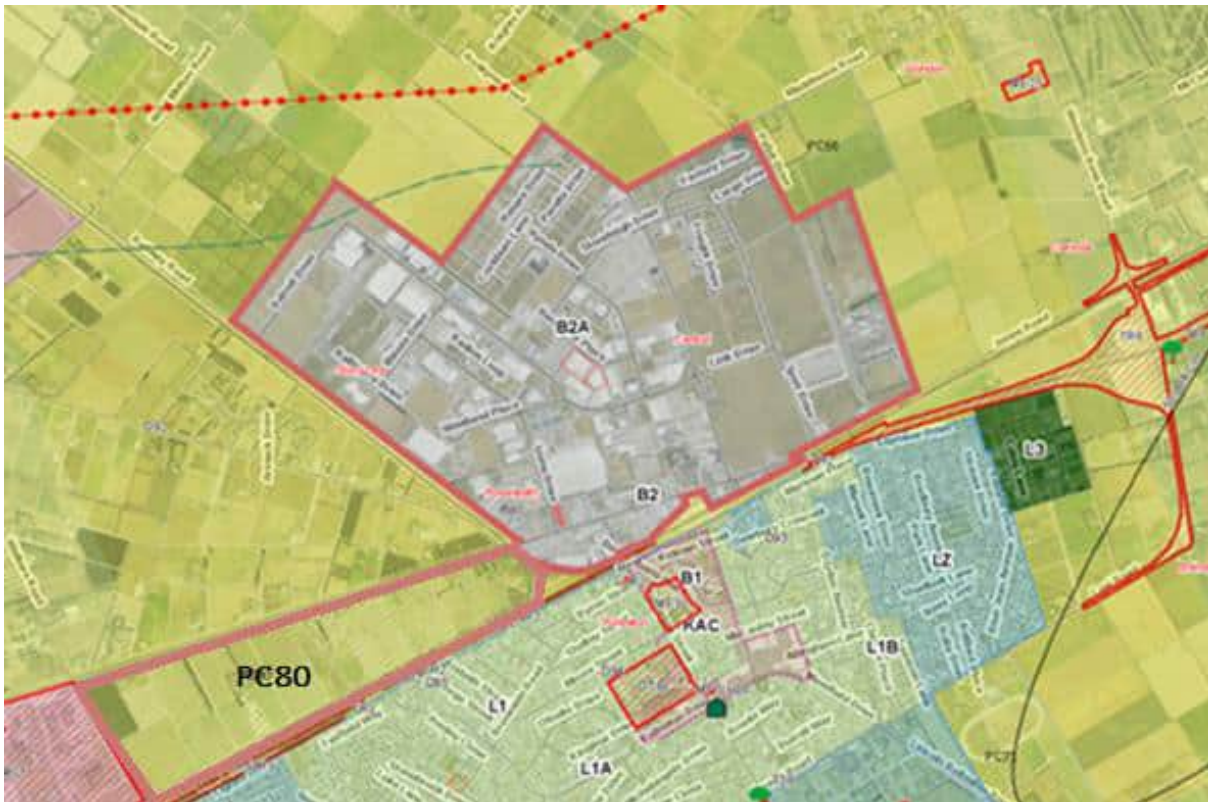
<b>Cluster Name</b>	Lincoln Industrial Hub
<b>Reference</b>	LI
<b>Territorial Authority</b>	Selwyn District
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	14ha	
<b>Undeveloped Land</b>	14ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	11.6ha NB: Exclusions include a 2.4ha 'Stormwater Treatment Zone', in addition to a 50m wide 'Landscape Buffer' (Lincoln ODP Area 5) and 10% for utility lots and roads	

<b>Zones / Overlays</b>	Business 2B Lincoln ODP Area 5 Industrial	<b>Current Key Activities</b>	Vacant 'greenfield' – Rural land uses
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	N/A

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>Springs Road is a Collector Road as far north as the intersection with Gerald Street, where it has an Arterial Road status.</p> <p>The site is 1.2km south of Ellesmere Junction Road, which is an Arterial Road that connects State Highways 1 and 75 (Christchurch to Akaroa Road).</p> <p>A bus stop for the Lincoln to Christchurch service is located at the Lincoln University campus, 1.2km north.</p> <p>Lincoln ODP Area 5 identifies a 'Potential Bypass Road' and through connections to the adjoining Living Z and Living 3 Zones that incorporates walking and cycling links.</p>	4	16
Land Assembly	Single 'greenfield' parcel that is subject to an ODP to achieve integration with the adjoining Living Z mixed density residential zone and Living 3 rural residential zone.	4	12
Land Remediation Requirements	<p>Identified as a Potentially Contaminated Site and Landfill (Rubbish pit).</p> <p>Geotechnical reports were provided for the zoning, with associated assessment matters having to be satisfied at the time of subdivision and building consent.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination were provided for the zoning, with additional contamination assessments required at the time of subdivision and building consent.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Lincoln ODP Area 5 requires the setting aside of a 0.6ha first flush basin and 1.8ha wetland located in the south-eastern corner to manage onsite stormwater.</p> <p>Reticulated wastewater and water are available through the adjoining Te Whariki subdivision or Verdeco Park to the east or Springs Road to the north. Wastewater infrastructure has recently been installed.</p>	3	6
Natural Hazards Constraints	High ground water table (although the property is outside the Selwyn District Plan Lower Plains Flood Area).	3	9
Planning Constraints	<p>Lincoln ODP Area 5 sets a number of minimum building setbacks, including 3m on the eastern boundary with the adjoining Living 3 Rural Residential) Zone, 5m from the Springs Road boundary and a 50m 'Landscape Buffer'/'Noise Attenuation Buffer' on the northern boundary with the adjoining Living Z zone.</p> <p>Permitted Activity Rule 22.12.1.1 provides for any cafés/lunch bars that do not exceed a total GFA of 150m<sup>2</sup> (Failure to comply with Rule 22.12.1.1 requires Discretionary Activity consent).</p> <p>Non-complying Activates under Rule 12.1.12.2 include: Activities requiring an Offensive Trade Licence; Mining or quarrying; Correction facility; Treatment or disposal of solid or liquid waste</p>	3	9
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>66</b>

Area: I-Zone and I-Port Rolleston Industrial Hub



<b>Cluster Name</b>	I-Zone (ODP Area 22) and I-Port Rolleston Industrial Hub (OPD Area 43) and PC80
<b>Reference</b>	RI
<b>Territorial Authority</b>	Selwyn District
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	254ha (Includes the B2A ODP Areas Appendix 22 - Cockburn and Appendix 43 – Rolleston Industrial Holdings and PC80, but excludes I-Zone that is close to being fully developed)	
<b>Undeveloped Land</b>	PC66 providing an additional 27ha of B2A land has legal effect from 21 November 2021, will become operative Feb 2022. PC80 was approved in March 2023.	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	
	N/A	
	N/A	
<b>Feasible Undeveloped Land</b>	254ha	

<b>Zones / Overlays</b>	Industrial Large Format Retail	<b>Current Key Activities</b>	Industrial activities with some limited ancillary Large Format Retail activities
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	RC205509 granted to establish and operate a large format membership warehouse outlet (Costco).



			<p>RC195676 granted Certificate of Compliance to operate a dance school</p> <p>RC195385 granted to erect 14 units with ground floor industrial space</p> <p>RC185373 granted to operate c commercial development in Iport</p> <p>RC185589 granted to establish and operate a large format retail centre</p> <p>RC185477 granted to establish a real estate agency</p> <p>RC185360 granted to establish and operate a printing service business</p> <p>RC185171 granted to operate electrical goods repair service</p> <p>RC175511 Application to establish and operate an industrial development (Approx. 3ha GFA for Warehousing with associated car parking and landscaping)</p> <p>RC175228 granted for hospitality activities in the I-Port Industrial Park consistent with the permitted activity rules.</p> <p>RC175362 granted to establish and operate a service station in the I-Port Industrial Park.</p> <p>RC175278 granted to establish and operate a Joes Garage Restaurant in the I-Port Industrial Park.</p> <p>RC175358 granted to establish a truck stop in the I-Port Industrial Park.</p> <p>RC155113 granted to establish and operate a trade retail and large format retail development with associated conditions and GFA and activity types able to be established in the I-Port Industrial Park.</p> <p>RC155392 granted to establish and operate an 8.4ha office development in the I-Port Industrial Park</p>
--	--	--	--

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>State Highway 1 access with associated local road upgrades, including installation of roundabouts and a future flyover to Rolleston.</p> <p>Railway sidings to access the Main Trunk and the Midland rail lines.</p>	4	16
Land Assembly	Limited need to aggregate land holdings following 'greenfield' zoning, outline development plans and subdivision.	4	12
Land Remediation Requirements	<p>Intermittent Landfill areas (Earthworks and compacted fill).</p> <p>Potentially Contaminated Sites (Coal storage, automotive, sawmills, greenhouses and agrichemicals).</p> <p>Geotechnical reports were provided for the zoning, with associated assessment matters having to be satisfied at the time of subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination were provided for the zoning, with additional contamination assessments required at the time of subdivision.</p>	3	6

Location-specific Private Infrastructure Requirements	Local network upgrades associated with subdivision and land development as the land is progressively developed in accordance with resource consent conditions and ODP's.	4	8
Natural Hazards Constraints	<p>The Greendale fault line dissects the northern and north-western portions of the industrial park. Geotech Consulting Limited report identifies the area as a Low Geotechnical Risk. The fault trace extends for a distance of 228m through the north-west corner of the Cockburn block. There are no land use rules in the District Plan related to the fault line, although it may have a cost implication at the building consent stage</p> <p>NB: The trace also extends through a 340m length of I-Zone that affects two parcels. The land has been purchased by Calder Stewart and resource consent granted to construct an industrial building with associated car parking on both the parcels affected by the Greendale Fault- RC165204. This signals that the presence of the fault line is not a significant impediment to development.</p>	3	9
Planning Constraints	<p>The following shall be a permitted activity:</p> <p>22.10.1.1 In Precinct 1 of the Business 2A Zone at Rolleston as depicted on the Appendix 22 ODP any retail activity undertaken from an allotment in the Business 2A Zone at Rolleston as depicted on the Outline Development Plans at Appendix 22 provided that it only occupies up to 20% of the gross floor area of building on that allotment or 2,000m<sup>2</sup>, whichever is the lesser.</p> <p>22.10.1.2 In Precincts 2, 3 and 4 of the Business 2A Zone at Rolleston as depicted on the Outline Development Plan at Appendix 22:</p> <p>(a) Any ancillary retail activity undertaken from an allotment provided that it only occupies up to 20% of the GFA of building on that allotment or 2,000m<sup>2</sup>, whichever is the lesser; (b) Service stations; (c) Trade Suppliers; (d) Food and beverage outlets, up to a maximum gross floor area of 150m<sup>2</sup>; (e) Ancillary offices.</p> <p>22.10.1.3 In the Business 2A Zone at Rolleston as depicted on the Outline Development Plan at Appendix 43:</p> <p>(a) Any ancillary retail activity undertaken from an allotment provided that it only occupies up to 20% of the GFA of building on that allotment or 2,000m<sup>2</sup>, whichever is the lesser; (b) Service stations; (c) Trade Suppliers;</p> <p>(d) Large Format Retail activities up to 17,000m<sup>2</sup> (GFA) and Trade Retail activities up to 10,000m<sup>2</sup> (GFA) in the location as stated in Appendix 43, excluding Supermarkets and/or Department Stores;</p> <p>(e) Food and beverage outlets, up to a maximum gross floor area of 150m<sup>2</sup>, except that in the Large Format Retail area as shown in Appendix 43 a tenancy limit shall not apply for up to a maximum total area of 1,000m<sup>2</sup> GFA; (f) Ancillary offices.</p> <p>ODP43 identifies a number of pre-requisites for development of the I-Port Industrial Park, including the road hierarchy and transport upgrades, landscape treatments, utility services and activity types (industrial and Large Format Retail).</p> <p>A number of ODP's with similar requirements to ODP43 have guided the development of the I-Zone Industrial Park, the majority of which have been completed.</p> <p>Condition 1 of RC175228 limits food and beverage to 150m<sup>2</sup> LFR in the Business 2B industrial Zone and 1,000m<sup>2</sup> maximum combined GFA in the 8.4ha LFR area identified on ODP43.</p> <p>Condition 2 of RC155113 limits retail activities to 10,000m<sup>2</sup> GFA and LFR to 17,000m<sup>2</sup> GFA and 1,000m<sup>2</sup> GFA to food and beverage</p>	3	9
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>68</b>

## A5.7 Selwyn District Commercial Centre Feasibility Assessments

### Area: Brookside Neighbourhood Centre - Rolleston



<b>Centre Name</b>	<b>Brookside Neighbourhood Centre</b>
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Neighbourhood Centre

<b>Total Centre Area</b>	0.17ha	
<b>Vacant Land</b>	0.17ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	
	N/A	
	N/A	
<b>Feasible Vacant Land</b>	0.17ha	

<b>Zones / Overlays</b>	Rolleston Living Z ODP Area 1 Neighbourhood Centre	<b>Current Key Activities</b>	Small tenancies Neighbourhood convenience
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	RC195026 Application to establish and operate a commercial development RC135261 approved for a 422 lot residential subdivision created Lot 515 DP 478270 to be set aside for a Neighbourhood Centre RC135262 granted for associated land use activities

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>State Highway 1 access is provided 1km to the east via granite Drive and Dunns Crossing Road</p> <p>The closest bus stop is on Brookside Road, 0.4km to the east along Granite Drive. A pre-requisite of ODP1 is for the Neighbourhood Centre to be within walkable distance (400m to 800m) of any part of the zone to a bus stop</p>	4	12
Land Assembly	The Neighbourhood Centre is of a scale that will not require the amalgamation of lots, with the specific size and location having been determined through the granted subdivision consents.	4	12
Land Remediation Requirements	<p>Geotechnical reports were provided for the zoning, with associated assessment matters having to be satisfied at the time of subdivision and building consent.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination were provided for the zoning, with additional contamination assessments required at the time of subdivision and building consent.</p>	4	8
Location-specific Private Infrastructure Requirements	Utility services installed to the road frontage in accordance with the conditions of RC135261	4	8
Natural Hazards Constraints	N/A	4	12
Planning Constraints	<p>Permitted activity rule 22.11.1 provides for retailing within a neighbourhood centre where it is identified on an ODP (Appendix <a href="#">37</a> Rolleston). Total retail floor space in excess of 2,000m<sup>2</sup> or individual retail tenancy area greater than 350m<sup>2</sup> GFA shall be a non-complying activity.</p> <p>Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc.</p> <p>Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m<sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m<sup>2</sup> GFA.</p> <p>Any retailing with a total retail floor space in excess of 450m<sup>2</sup> or individual retail tenancy area greater than 350m<sup>2</sup> GFA, shall be a non-complying activity.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	Located within a large residential subdivision to provide local convenience shopping and services	4	16
Visibility	Visibility is less than optimal given its location within a residential subdivision, although this is relative to the scale and function of the centre for local convenience shopping and services. The adjoining residential subdivision has been developed and is nearing full completion.	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>104</b>



Area: Falcons Landing Neighbourhood Centre - Rolleston



<b>Centre Name</b>	<b>Falcons Landing Neighbourhood Centre</b>
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Neighbourhood Centre

<b>Total Centre Area</b>	0.52ha	
<b>Vacant Land</b>	0.52ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	
	N/A	
	N/A	
<b>Feasible Vacant Land</b>	0.52ha	

<b>Zones / Overlays</b>	Rolleston Living Z ODP Area 11 Neighbourhood Centre	<b>Current Key Activities</b>	Small tenancies Neighbourhood convenience
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	RC175628 granted to establish and operate a pre-school RC175617 approved for a 537 lot residential subdivision created Lots 174 to 176 (1,749m <sup>2</sup> ) for Early Childhood Education and Lot 185 for a 3,489m <sup>2</sup> Neighbourhood Centre

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Access is provided to three Arterial Roads via the internal Primary Route Roads defined on ODP11, including: Dunns Crossing Road that is 0.8km to the north; Lincoln-Rolleston that is 0.7km to the east, and; Springston-Rolleston that is 0.5km to the west.	4	12



	The closest bus stop is on Springston-Rolleston Road, 0.5km to 0.8km to the south-east and Dunns Crossing Road 0.8km to the north via the Primary Route Road identified in ODP11.		
Land Assembly	The Neighbourhood Centre is of a scale that will not require the amalgamation of lots, with the specific size and location having been determined through the granted subdivision consents.	4	12
Land Remediation Requirements	Geotechnical reports were provided for the zoning, with associated assessment matters having to be satisfied at the time of building consent. Preliminary Site Investigations to assess the risk of soil contamination were provided for the zoning, with additional contamination assessments required at the time of building consent.	4	8
Location-specific Private Infrastructure Requirements	Utility services to be installed to the road frontage in accordance with the conditions of RC175617.	4	8
Natural Hazards Constraints	N/A	4	12
Planning Constraints	Permitted activity rule 22.11.1 provides for retailing within a neighbourhood centre where it is identified on an ODP (Appendix <a href="#">37</a> Rolleston). Total retail floor space in excess of 2,000m <sup>2</sup> or individual retail tenancy area greater than 350m <sup>2</sup> GFA shall be a non-complying activity. Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc. Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m <sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m <sup>2</sup> GFA. Any retailing with a total retail floor space in excess of 450m <sup>2</sup> or individual retail tenancy area greater than 350m <sup>2</sup> GFA, shall be a non-complying activity.	4	16
Proximity to Residential Areas (customer base/workforce)	Located within a large residential subdivision to provide future local convenience shopping and services – Residential development is largely developed.	4	16
Visibility	Visibility is less than optimal given its location within a future residential subdivision, although this is relative to the scale and function of the centre for local convenience shopping and services.	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>104</b>

Area: Geddes/Dryden Trust Neighbourhood Centre - Rolleston



<b>Centre Name</b>	<b>Geddes/Dryden Trust Neighbourhood Centre</b>
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Neighbourhood Centre

<b>Total Centre Area</b>	0.33ha	
<b>Vacant Land</b>	0.33ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-commercial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	0.33ha NB: 450m <sup>2</sup> GFA limitation under RC165454	

<b>Zones / Overlays</b>	Rolleston Special Housing Area – Rural Inner Plains Zone Neighbourhood Centre	<b>Current Key Activities</b>	Small tenancies Neighbourhood convenience
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	RC215894 Application to establish a commercial area RC165454 granted under the HASHA Act for a 743 lot subdivision with an associated parcel set aside for a Neighbourhood Centre RC165455 granted under the HASHA Act for comprehensive residential housing with conditions applying to the Neighbourhood Centre

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
-----------------	----------------	-------------------------	-----------------------

Accessibility to the Transport Network	The subdivision layout and the parcels relative proximity to the Collector and Strategic Roads in the area that are service by public transport and walking and cycling links.	4	12
Land Assembly	The Neighbourhood Centre is of a scale that will not require the amalgamation of lots, with the specific size and location having been determined through the granted subdivision consent (RC165454).	4	12
Land Remediation Requirements	Geotechnical reports were provided as part of the SHA consenting process, with additional detail required when building consents are lodged. Contaminated land assessments to assess the risk of soil contamination were provided as part of the SHA consenting process, with additional detail required when building consents are lodged.	4	8
Location-specific Private Infrastructure Requirements	Utility services to be installed to the road frontage in accordance with the conditions of RC165454	4	8
Natural Hazards Constraints	N/A	4	12
Planning Constraints	Condition 7 of RC165454 limits the total floor space of the Neighbourhood Centre to 450m <sup>2</sup> and applies the Business 1 Zone performance standards for a future consenting process. These requirements are to be registered as a Consent Notice in the memorials of the certificate of title	4	16
Proximity to Residential Areas (customer base/workforce)	Located within a large residential subdivision to provide local convenience shopping and services – Residential development is progressively being developed	4	16
Visibility	Visibility is less than optimal given its location within a residential subdivision, although this is relative to the scale and function of the centre for local convenience shopping and services.	4	16
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>104</b>

Area: Lincoln Town Centre



<b>Centre Name</b>	<b>Lincoln Town Centre</b>
<b>Reference</b>	LTC
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Key Activity Centre

<b>Total Centre Area</b>	9ha	
<b>Vacant Land</b>	Pending the mapping of the SCGM Vacant land at the cluster level	
<b>Non-Feasible Undeveloped Land and Reason</b>	0.1149ha	Designations: Chorus NZ Ltd Lincoln Exchange - 0.1149; Selwyn District Council Water Supply - 0.0014ha
	N/A	Non-commercial activity consented and high probability of implementation. Note: There are a number of lawfully established dwellings within the town centre that have satisfied the District Plan permitted activity rules and/or existing use rights
	N/A	Did not meet X criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	Pending the mapping of the SCGM Vacant land at the cluster level	

<b>Zones / Overlays</b>	Business 1 Zone Key Activity Centre	<b>Current Key Activities</b>	Large format Medium and small tenancies
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	RC195095 granted to establish and operate a multi-use commercial development RC185193 To establish a commercial development with no carparking RC165386 granted to construct, operate and maintain a multi-unit commercial development including food and beverage, retail and commercial activities, and associated carparking.

			<p>RC145686 granted to extend the Lincoln New World retail and office area</p> <p>RC165386 granted to construct and operate a multi-unit commercial development</p> <p>RC165386 granted to establish and operate a Challenge petrol station</p> <p>RC125479 granted to establish and operate a community centre</p> <p>RC125363 Granted to establish and operate the Lincoln Library and Lincoln Community Care facility</p> <p>RC125488 Granted to construct and operate the new Lincoln Library</p> <p>RC155720 granted to set up and operate three food caravans</p> <p>RC115072 granted to establish and operate an office and retail building</p> <p>RC115013 granted to rebuild the Famous Grouse Hotel</p> <p>RC155287 variation granted to establish and operate a café and restaurant</p> <p>RC125339 granted to establish and operate a takeaway business</p>
--	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>Ellesmere Junction and Lincoln Tai Tapu Roads provide a primary east to west connection between State Highway One (Main South Road) and State Highway 75 (Christchurch to Akaroa). Shands and Springs Road provide connection to the Christchurch City via the Southern Motorway.</p> <p>Off-road cycleways are provided west to Springston, north-west to Rolleston and north to Prebbleton.</p> <p>Bus stops for the Rolleston to Christchurch and Rolleston to Lincoln bus services are located within the town centre.</p>	3	9
Land Assembly	Some land assembly is likely to be required depending upon the type of business activities that may be established, with there being a number of existing dwellings and smaller sized sections within the Town Centre.	3	9
Land Remediation Requirements	Small areas of Potentially Contaminated Land (Two former petrol stations, diesel storage and chemical storage).	3	6
Location-specific Private Infrastructure Requirements	Capital works upgrades scheduled as part of the Lincoln Town Centre Plan implementation, including road upgrades and development of community facilities and services.	4	8
Natural Hazards Constraints	None known.	4	12
Planning Constraints	<p>A number of precinct-based rules apply to the Lincoln Key Activity Centre and the ODP contained in Appendix 29B.</p> <p>Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc.</p> <p>Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m<sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m<sup>2</sup> GFA.</p>	3	12



A Heritage Tree (English Oak/Quercus robur) is scheduled within the Selwyn District Plan on Gerald Street.

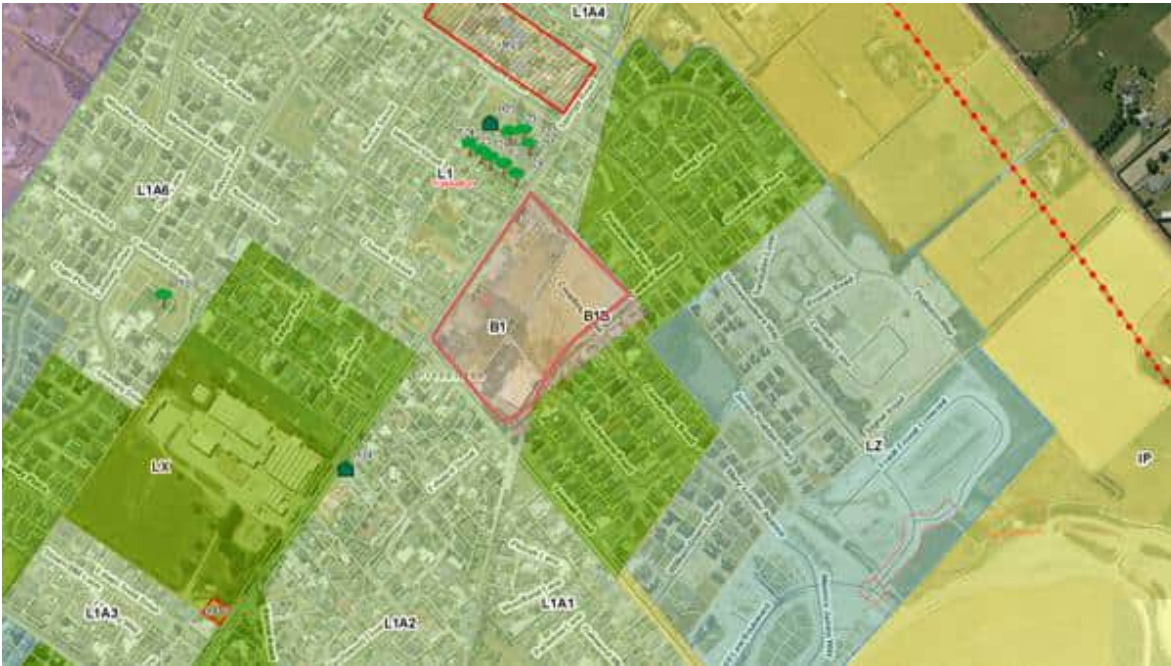
Rule 16.12 manages buildings and urban design outcomes as a restricted discretionary activity within Precincts 1, 4 7 and 8, which shall not be notified or require affected party approval.

	Precinct 1 (Core Retail)	Precinct 2 (Retail Fringe)	Precinct 3 (Office)  Precinct 7 (Community)	Precinct 4 (Commercial Fringe)	Precinct 8 (Community Anchor / Town Square)  (Refer <a href="#">Rule 13.2.2</a> also)
Small Format Retail (Refer definitions - <a href="#">Part D</a> )		NC	NC	NC	
Large Format Retail Excluding Supermarkets and Department Stores (Refer definitions - <a href="#">Part D</a> )					
Supermarkets and Department Stores		D	NC	NC	
Offices				D Except Ancillary Offices are permitted	
Food and Beverage					
Drive through facilities					NC
Commercial Services		D	D	D	
Service Stations, Garage and Workshops (Refer Definitions - <a href="#">Part D</a> )	D	D	D	D	D
Trade Suppliers					D
Furniture and Lighting Outlets: Small Format		D	NC	NC	
Furniture and Lighting Outlets: Large Format					
Industrial Activity (Refer Definitions - <a href="#">Part D</a> )	NC	NC	NC	D	NC
Visitor Accommodation Located on the Ground Floor	D Except that associated pedestrian access,				D Except that associated pedestrian access,

	reception / foyer, administration and food and beverage are permitted (See <a href="#">Rule 22.8.12</a> )				reception / foyer, administration and food and beverage are permitted (See <a href="#">Rule 22.8.12</a> )
Visitor Accommodation Located above the Ground Floor	C (See <a href="#">Rule 22.8.4</a> )				C (See <a href="#">Rule 22.8.4</a> )
Public Transport Facility and Parking Buildings		D			NC Except for those ancillary activities permitted under Community Facilities (Refer Definitions - <a href="#">Part D</a> )
Community Facilities				D	
Education Facilities Located on the Ground Floor	D Except that associated access and foyer are permitted				D Except that associated access and foyer are permitted
Emergency Services	D				D
Residential Activities Located on the Ground Floor	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )
Residential Activities Located above the Ground Floor	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )
Mineral exploration	D	D	D	D	D
Temporary storage of solid or liquid waste delivered or conveyed onto the site	D	D	D	D	D
Any activity that requires an offensive trade licence issued under the Health Act 1956	NC	NC	NC	NC	NC
Plantations	NC	NC	NC	NC	NC
Manufacture and/or disposal of any hazardous substance	NC	NC	NC	NC	NC

	Mining or Quarrying	NC	NC	NC	NC	NC		
	Correction facility	NC	NC	NC	NC	NC		
	Treatment and/or disposal of solid or liquid waste delivered or conveyed onto the site	NC	NC	NC	NC	NC		
Proximity to Residential Areas (customer base/workforce)	The town centre adjoins the Crown Research Institutes, is in close proximity to Lincoln University and is supported by a relatively large residential population base						4	16
Visibility	A portion of the town centre sits behind the business activities established on Gerald Street, which is a limiting factor from a visibility perspective.						3	9
Other Development Constraints	No other known development constraints have been identified.						4	8
<b>TOTAL WEIGHTED SCORE</b>								
<b>(Out of 104)</b>								<b>89</b>

Area: Prebbleton Town Centre



<b>Centre Name</b>	Prebbleton Town Centre
<b>Reference</b>	PTC
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Local Centre

<b>Total Cluster Area</b>	4.41ha	
<b>Undeveloped Land</b>	Pending the mapping of the SCGM Vacant land at the cluster level	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-commercial activity consented and high probability of implementation
	N/A	Did not meet X criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	Pending the mapping of the SCGM Vacant land at the cluster level	

<b>Zones / Overlays</b>	Business 1 and 1B Zones	<b>Current Key Activities</b>	Medium and small tenancies Local convenience
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	<p>RC185390 granted to establish and operate a supermarket and retail/commercial units</p> <p>RC175005 Application to establish and operate a mixed-use development (Consent pending approval – Redevelopment of the existing Prebbleton Tavern site)</p> <p>RC175510 Application to establish a Raeward Fresh and café (Consent pending – Development of a portion of the identified vacant land)</p> <p>RC175006 Consent granted for a boundary adjustment to enable the development of a supermarket</p>

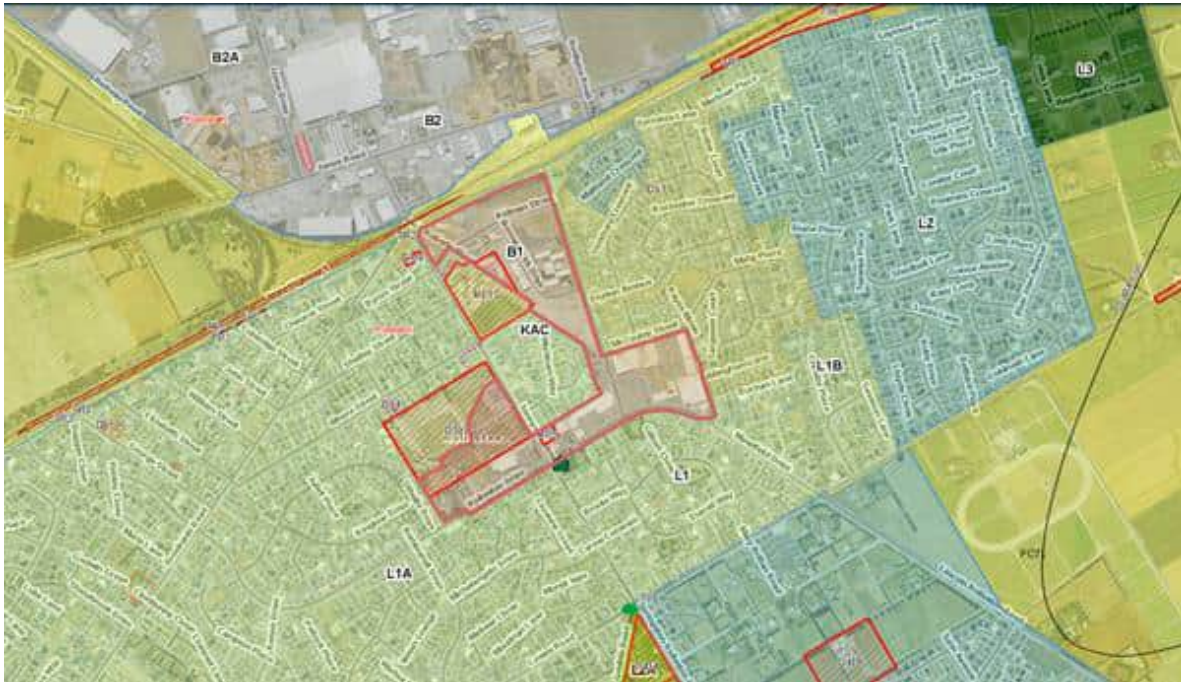
			(Land use consent pending – Development of a portion of the identified vacant land)
--	--	--	---

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>Springs Road has an Arterial status under the SDP. Improvements at the intersection of Springs and Tosswill Road may be required depending upon the scale of activities that may seek to establish within the town centre.</p> <p>The Town Centre is 2km from the Christchurch Southern Motorway located in the north-westerly direction</p> <p>A bus stop for the Lincoln to Christchurch service is located on Springs Roads directly outside the existing shops, with future provision made in the ODP to integrate the Christchurch to Little River Rail Trail through the B1 and B1B zones.</p> <p>Prebbleton ODP 19 identifies the need for walking and cycling links to be established to the adjoining Living zones to the north and east and Springs Road to the west.</p>	4	12
Land Assembly	<p>The 13 lots that are comprised in the Business 1 and Business 1B zones are held by six separate owners.</p> <p>Integrated development is enabled by ODP 19 of the SDP and the Prebbleton Structure Plan, but multiple ownership and varying interests have presented issues that have hindered the progressive development of the town centre</p>	3	9
Land Remediation Requirements	Potentially Contaminated Sites (Railway yards and goods shed; Scrap and paint manufacturing/storage, and; Engineering workshop).	3	6
Location-specific Private Infrastructure Requirements	<p>On-site stormwater management required for the south-western area, with the balance being serviced by a private stormwater treatment and discharge facility located to the north-east within the Prebbleton Central subdivision.</p> <p>Reticulated wastewater and water connections are available.</p> <p>Roading improvements, connections and landscaping in accordance with ODP 19.</p>	3	6
Natural Hazards Constraints	N/A	4	12
Planning Constraints	<p>Prebbleton ODP 19 includes a 3m wide landscape strip on the northern and eastern boundaries.</p> <p>Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc.</p> <p>Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m<sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m<sup>2</sup> GFA.</p> <p>Rule 16.6.2 provides for a 12m height with pitched roof as a permitted activity (all other Business 1 zones have a 10m height restriction).</p> <p>There are no controls on the GFA of business activities or limitations on the construction of dwellings.</p> <p>Non-complying Activities under Rule 12.1.12.2 include: Activities requiring an Offensive Trade Licence; Mining or quarrying; Correction facility; Treatment or disposal of solid or liquid waste.</p>	3	12
Proximity to Residential Areas (customer base/workforce)	Sufficient population base in close proximity that is commensurate to the anticipated local convenience function of the town centre.	4	16



Visibility	The town centre fronts Springs Road, with provision made for through connections to the eastern rear of the site where the zone has access onto Tosswill Road and Central Avenue.	4	12
Other Development Constraints	No additional constraints are known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>93</b>

Area: Rolleston Town Centre



<b>Centre Name</b>	Rolleston Town Centre
<b>Reference</b>	RTC
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Key Activity Centre

<b>Total Centre Area</b>	27.4ha	
<b>Vacant Land</b>	Pending the mapping of the SCGM Vacant land at the cluster level	
<b>Non-Feasible Undeveloped Land and Reason</b>	0.71ha	Designations: Rolleston Primary School - 0.5ha; Rolleston Police Station - 0.21ha (Rolleston Reserve designation to be partially uplifted – 3.78ha)
	N/A	Non-commercial activity consented and high probability of implementation
	N/A	Did not meet X criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	Pending the mapping of the SCGM Vacant land at the cluster level	

<b>Zones / Overlays</b>	Business 1 Zone Key Activity Centre	<b>Current Key Activities</b>	Large format Medium and small tenancies
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	RC105271 granted to establish and operate a Countdown Supermarket RC155499 granted to construct and operate the Rolleston Square 2 shopping centre Stage 2 RC115310 granted to construct and operate the Rolleston Square 2 shopping centre Stage 1 RC155385 granted to establish and operate a St John Ambulance Headquarters RC165470 granted to establish and operate a McDonalds Restaurant

			<p>RC125314 granted to establish a truck diesel refuelling area at the existing BP Rolleston</p> <p>RC155663 granted to establish and operate a KFC Restaurant</p> <p>RC125012 granted to increase the number of children at Selwyn Toddlers Kindergarten</p> <p>RC125068 granted to establish a childcare facility</p> <p>RC145499 granted to establish a dental practice</p> <p>RC135673 granted to establish and operate a real estate office.</p> <p>RC175398 granted to establish a temporary office building at the SDC Headquarters</p> <p>RC155389 granted to extend the time to establish and operate a Pak N' Save supermarket</p>
--	--	--	--

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>State Highway One is on the northern boundary of the town centre, with associated integration upgrades scheduled to align with the completion of SH1 Four-Laning and CSM2 (including an overpass to the I-Zone and I-Port industrial parks).</p> <p>Bus stops for the Rolleston to Christchurch and Rolleston to Lincoln bus services is located within the town centre, with partial provision for off-road cycling to I-Zone and I-Port industrial parks.</p>	4	12
Land Assembly	<p>Limited need to aggregate land holdings following 'greenfield' zoning, outline development plans and Town Centre Masterplan implementation.</p> <p>The Gazettal covering a portion of Rolleston Reserve has been partially uplifted and reserve exchanged to accommodate the proposed Library and community centre precinct.</p> <p>Uptake of Council owned vacant land assets within the town centre is contingent on the prioritisation of community facilities and services, the development of which needs to align with the capital expenditure programmed in the Long Term Plan.</p>	4	12
Land Remediation Requirements	<p>Intermittent Landfill areas (Subdivision works).</p> <p>Small area of Potentially Contaminated Land (Automotive).</p>	3	6
Location-specific Private Infrastructure Requirements	Capital works upgrades scheduled as part of the Rolleston Masterplan implementation, including road upgrades and development of community facilities and services.	4	8
Natural Hazards Constraints	None known.	4	12
Planning Constraints	<p>A number of precinct-based rules apply to the Rolleston Key Activity Centre and the ODP contained in Appendix 29A.</p> <p>Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc.</p> <p>Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m<sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m<sup>2</sup> GFA.</p> <p>Rule 16.12 manages buildings and urban design outcomes as a restricted discretionary activity within Precincts 1, 4 7 and 8, which shall not be notified or require affected party approval.</p>	3	12

	Precinct 1 (Core Retail)	Precinct 2 (Retail Fringe)	Precinct 3 (Office)  Precinct 7 (Community)	Precinct 4 (Commercial Fringe)	Precinct 8 (Community Anchor / Town Square)  (Refer <a href="#">Rule 13.2.2</a> also)
Small Format Retail (Refer definitions - <a href="#">Part D</a> )		NC	NC	NC	
Large Format Retail Excluding Supermarkets and Department Stores (Refer definitions - <a href="#">Part D</a> )					
Supermarkets and Department Stores		D	NC	NC	
Offices				D Except Ancillary Offices are permitted	
Food and Beverage					
Drive through facilities					NC
Commercial Services		D	D	D	
Service Stations, Garage and Workshops (Refer Definitions - <a href="#">Part D</a> )	D	D	D	D	D
Trade Suppliers					D
Furniture and Lighting Outlets: Small Format		D	NC	NC	
Furniture and Lighting Outlets: Large Format					
Industrial Activity (Refer Definitions - <a href="#">Part D</a> )	NC	NC	NC	D	NC
Visitor Accommodation Located on the Ground Floor	D Except that associated pedestrian access, reception / foyer, administration and food and beverage are permitted				D Except that associated pedestrian access, reception / foyer, administration and food and beverage are permitted

	(See <a href="#">Rule 22.8.12</a> )				(See <a href="#">Rule 22.8.12</a> )
Visitor Accommodation Located above the Ground Floor	C (See <a href="#">Rule 22.8.4</a> )				C (See <a href="#">Rule 22.8.4</a> )
Public Transport Facility and Parking Buildings		D			NC Except for those ancillary activities permitted under Community Facilities (Refer Definitions - <a href="#">Part D</a> )
Community Facilities				D	
Education Facilities Located on the Ground Floor	D Except that associated access and foyer are permitted				D Except that associated access and foyer are permitted
Emergency Services	D				D
Residential Activities Located on the Ground Floor	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )	NC Except that associated pedestrian entrance and foyer are permitted (See <a href="#">Rule 22.8.13</a> )
Residential Activities Located above the Ground Floor	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )	RD (See <a href="#">Rule 22.8.9</a> )
Mineral exploration	D	D	D	D	D
Temporary storage of solid or liquid waste delivered or conveyed onto the site	D	D	D	D	D
Any activity that requires an offensive trade licence issued under the Health Act 1956	NC	NC	NC	NC	NC
Plantations	NC	NC	NC	NC	NC
Manufacture and/or disposal of any hazardous substance	NC	NC	NC	NC	NC
Mining or Quarrying	NC	NC	NC	NC	NC



	Correction facility	NC	NC	NC	NC	NC		
	Treatment and/or disposal of solid or liquid waste delivered or conveyed onto the site	NC	NC	NC	NC	NC		
Proximity to Residential Areas (customer base/workforce)	The town centre adjoins the I-Zone and I-Port industrial parks and is supported by a large residential population base.						4	16
Visibility	The centre can be accessed directly off State Highway 1.						4	12
Other Development Constraints	No other known development constraints have been identified.						4	8
<b>TOTAL WEIGHTED SCORE</b>								<b>98</b>
(Out of 104)								

Area: Rosemerryn Neighbourhood Centre



<b>Centre Name</b>	Rosemerryn Neighbourhood Centre
<b>Reference</b>	Rosemerryn Neighbourhood Centre
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Local Centre

<b>Total Centre Area</b>	0.4ha	
<b>Vacant Land</b>	N/A Fully developed in accordance with resource consent conditions	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-commercial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	N/A Fully developed in accordance with resource consent conditions	

<b>Zones / Overlays</b>	Lincoln Living Z Zone ODP Area 3 Neighbourhood Centre	<b>Current Key Activities</b>	Small tenancies Neighbourhood convenience
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	Resource consent granted to develop a 1,687m <sup>2</sup> commercial development with associated conditions (RC175112)

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The closest bus stop is on Gerald Street, 0.8km to the west along Edwards Street.	4	12
Land Assembly	N/A Fully developed in accordance with resource consent conditions.	4	12

Land Remediation Requirements	N/A Fully developed in accordance with resource consent conditions.	4	8
Location-specific Private Infrastructure Requirements	N/A Fully developed in accordance with resource consent conditions.	4	8
Natural Hazards Constraints	None known.	4	12
Planning Constraints	<p>Permitted activity rule 22.11.1 provides for retailing within a neighbourhood centre where it is identified on an ODP (Appendix 37 Lincoln). Total retail floor space in excess of 2,000m<sup>2</sup> or individual retail tenancy area greater than 350m<sup>2</sup> GFA shall be a non-complying activity.</p> <p>Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc.</p> <p>Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m<sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m<sup>2</sup> GFA.</p> <p>Any retailing with a total retail floor space in excess of 450m<sup>2</sup> or individual retail tenancy area greater than 350m<sup>2</sup> GFA, shall be a non-complying activity.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	Located within the large Rosemerryn residential subdivision to provide local convenience shopping and services.	4	16
Visibility	Visibility is less than optimal given its location within a residential subdivision, although this is relative to the scale and function of the centre for local convenience shopping and services. The adjoining residential subdivision has been developed and is nearing full completion.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>104</b>

## Area: Southpoint Neighbourhood Centre



<b>Centre Name</b>	<b>Southpoint Neighbourhood Centre</b>
<b>Reference</b>	Southpoint Neighbourhood Centre
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Local Centre

<b>Total Centre Area</b>	0.34ha	
<b>Vacant Land</b>	N/A Fully developed in accordance with resource consent conditions	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-commercial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	N/A Fully developed in accordance with resource consent conditions	

<b>Zones / Overlays</b>	Rolleston Living Z Zone ODP Area 6 Neighbourhood Centre	<b>Current Key Activities</b>	Small tenancies Neighbourhood convenience
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	Resource consent granted to establish and operate a 3,400m <sup>2</sup> mixed use commercial development develop a (RC155561)

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	The closest bus stop is on Dynes Road, 400m to the northwest along Faringdon Boulevard.	4	12
Land Assembly	N/A Fully developed in accordance with resource consent conditions.	4	12

Land Remediation Requirements	N/A Fully developed in accordance with resource consent conditions.	4	8
Location-specific Private Infrastructure Requirements	N/A Fully developed in accordance with resource consent conditions.	4	8
Natural Hazards Constraints	None known.	4	12
Planning Constraints	<p>Permitted activity rule 22.11.1 provides for retailing within a neighbourhood centre where it is identified on an ODP (Appendix 38 Rolleston). Total retail floor space in excess of 2,000m<sup>2</sup> or individual retail tenancy area greater than 350m<sup>2</sup> GFA shall be a non-complying activity.</p> <p>Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc.</p> <p>Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m<sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m<sup>2</sup> GFA.</p> <p>Any retailing with a total retail floor space in excess of 450m<sup>2</sup> or individual retail tenancy area greater than 350m<sup>2</sup> GFA, shall be a non-complying activity.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	Located within the large Faringdon residential subdivision to provide local convenience shopping and services.	4	16
Visibility	Visibility is less than optimal given its location within a residential subdivision, although this is relative to the scale and function of the centre for local convenience shopping and services. The adjoining residential subdivision has been developed and is nearing full completion.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>104</b>



## Area WMTC: West Melton Town Centre



<b>Centre Name</b>	West Melton Town Centre
<b>Reference</b>	WMTC
<b>Territorial Authority</b>	Selwyn District
<b>Centre Type</b>	Local Centre

<b>Total Centre Area</b>	0.83ha	
<b>Vacant Land</b>	N/A Fully developed in accordance with resource consent conditions	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-commercial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Vacant Land</b>	N/A Fully developed in accordance with resource consent conditions	

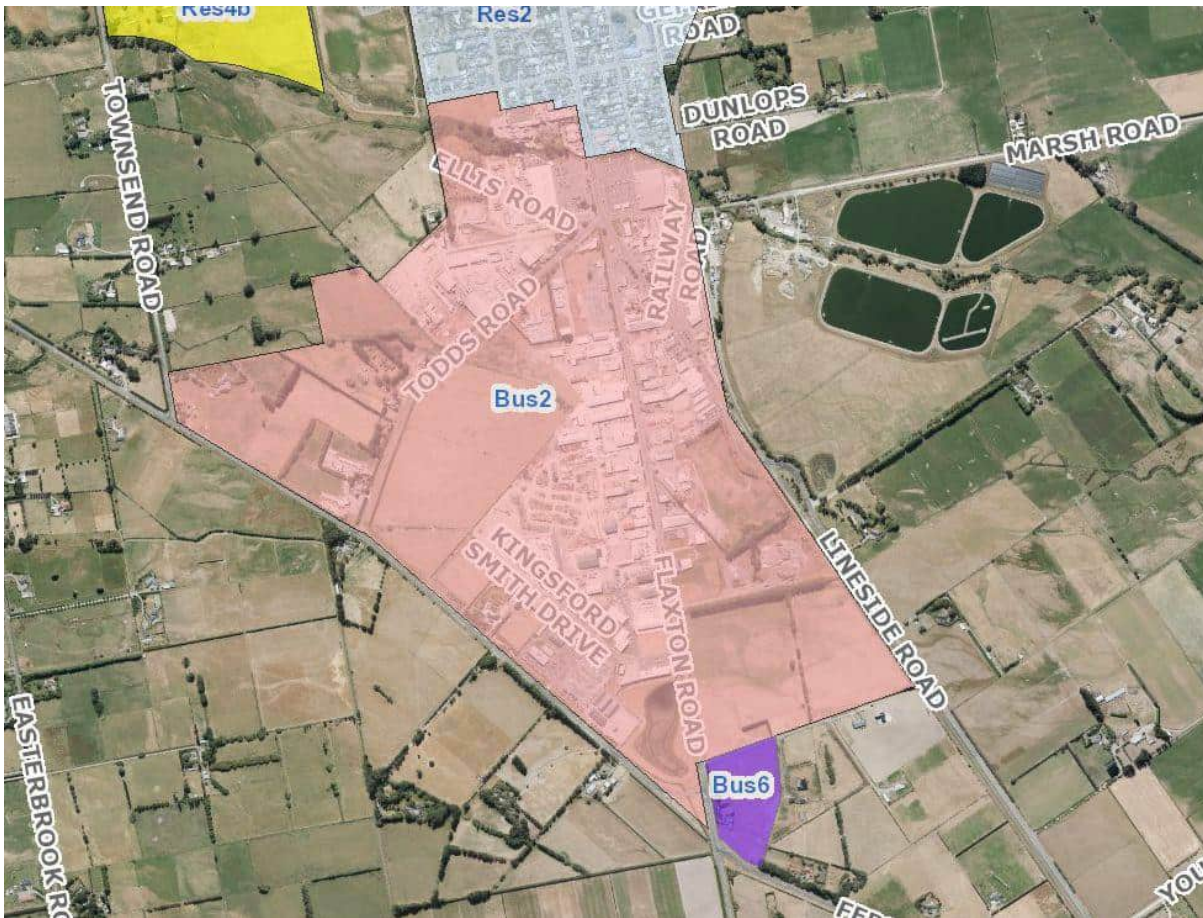
<b>Zones / Overlays</b>	Business 1 Local Centre	<b>Current Key Activities</b>	Medium and small tenancies Local convenience
<b>Average Land / Rent Values</b>	No readily available data source	<b>Obtained a Consent in the Last Five Years</b>	Resource consent granted to develop a 2,741m <sup>2</sup> commercial development with associated conditions (RC165169), containing a supermarket, tavern and 11 tenancies  Associated consents granted for signage (RC165407) and Variation to Conditions (RC165457)

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Resource consent conditions (RC165169) limit heavy vehicle movements at peak school times.	4	12

	0.6km to State Highway 73 (West Coast Road), with Weedons Ross Road is an Arterial that connects through to the interchange being constructed as part of the Christchurch Southern Motorway and State Highway 1 Four-Laning.		
Land Assembly	N/A Fully developed in accordance with resource consent conditions.	4	12
Land Remediation Requirements	N/A Fully developed in accordance with resource consent conditions.	4	8
Location-specific Private Infrastructure Requirements	N/A Fully developed in accordance with resource consent conditions.	4	8
Natural Hazards Constraints	None known.	4	12
Planning Constraints	<p>Permitted Activity Rule 22.13.1.1 any group of commercial or retail activities that do not exceed a total GFA of 3,000m<sup>2</sup>.</p> <p>Standard provisions apply that set thresholds for the scale, location and height of buildings, as well as to manage ancillary effects relating to noise, car parking, signage etc.</p> <p>Performance standards (including urban design) are also targeted to the scale of activities through Rule 16.9 Small Scale Commercial Developments below 450m<sup>2</sup> GFA and 16.10 Large Scale Commercial Developments above 450m<sup>2</sup> GFA.</p> <p>Permitted Activity Rule 22.13.1.2 any retail or commercial tenancy (excluding restaurant or café activities) shall not exceed group of commercial or retail activities that do not exceed a GFA of 350m<sup>2</sup>.</p>	4	16
Proximity to Residential Areas (customer base/workforce)	Centralised location within the township provides strong access to the Preston Downs and Gainsborough subdivisions where the centre provides for a local convenience function.	4	16
Visibility	The shopping centre has good visibility from Weedons Ross Road, which is the primary access to the Preston Downs and Gainsborough subdivisions.	4	12
Other Development Constraints	None known.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>104</b>

## A5.8 Waimakariri District Industrial Cluster Feasibility Assessments

### Area: Southbrook Industrial



<b>Cluster Name</b>	Southbrook Industrial	
<b>Reference</b>	Southbrook	
<b>Territorial Authority</b>	Waimakariri District Council	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	155 ha	
<b>Undeveloped Land</b>	53 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	53 ha (TBC)	

<b>Zones / Overlays</b>	Business 2	<b>Current Key Activities</b>	Industrial, some Retail
	Business 6		
	Industrial		

<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes
-----------------------------------	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>Under the Operative Waimakariri District Plan,</p> <ul style="list-style-type: none"> <li>• Southbrook Road and Lineside Road are Strategic Roads; and</li> <li>• Flaxton Road is an Arterial Road.</li> </ul> <p>Within this area, Lineside Road forms part of State Highway 71 (0.6 km south of the intersection of Marshs Road and Lineside Road).</p> <p>A bus stop for the Rangiora to Christchurch service is located at the intersection of Fernside and Flaxton Road</p>	4	16
Land Assembly	Multiple Landowners (up to six)	3	9
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Geotechnical reports were provided for the zoning, with associated assessment matters having to be satisfied at the time of subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Study area is adjacent to the Southbrook Wastewater Facility for the provision of wastewater for the Rangiora township.</p> <p>Study area contains the Southbrook Stormwater Facility.</p>	4	8
Natural Hazards Constraints	Some land within this area have been identified as a Medium and High Hazard Area (Ashley River breakout).	2	6
Planning Constraints	Discretionary Activity if the activity does not comply with rule 30.6.1.5 (access on to Fernside Road), rule 30.6.1.9 (no vehicle crossing onto Flaxton Road) and rule 32.22.1.1.8 / 32.22.1.1.9 (size of any retail activity and goods retailed should be produced and/or processed on site).	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>65</b>
<b>(Out of 76)</b>			



Area: Kaiapoi Industrial 2



<b>Cluster Name</b>	Kaiapoi Industrial 2
<b>Reference</b>	Kaiapoi Industrial 2
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	9.6 ha	
<b>Undeveloped Land</b>	0 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	0 ha	

<b>Zones / Overlays</b>	Business 2 Industrial	<b>Current Key Activities</b>	Industrial
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	



Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>Under the Operative Waimakariri District Plan,</p> <ul style="list-style-type: none"> <li>Main North Road is an Arterial Road.</li> </ul> <p>A bus stop for the Pegasus/Waikuku and Rangiora to Christchurch service is located on Main North Road near Wrights Road.</p>	4	16
Land Assembly	Multiple Landowners.	3	9
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Study area is connected to the Kaiapoi Wastewater Facility for the provision of wastewater for the Kaiapoi Rangiora township.</p> <p>Study area is connected to the Kaiapoi Stormwater network.</p>	4	8
Natural Hazards Constraints	No significant natural hazards identified at this time	4	12
Planning Constraints	Discretionary Activity if the activity does not comply with rule 32.22.1.1.8 and 32.22.1.1.9 (size of any retail activity and goods retailed should be produced and/or processed on site).	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>71</b>

Area: Kaiapoi Industrial Smith St



<b>Cluster Name</b>	<b>Kaiapoi Industrial – Smith St</b>
<b>Reference</b>	Kaiapoi Industrial 1
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Bulk Retail / Industrial

<b>Total Cluster Area</b>	8 ha	
<b>Undeveloped Land</b>	6.8 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	6.8 ha	

<b>Zones / Overlays</b>	Business 5 Bulk Retail and Industrial	<b>Current Key Activities</b>	N/A
-------------------------	--	-------------------------------	-----

<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes
-----------------------------------	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	Under the Operative Waimakariri District Plan, <ul style="list-style-type: none"> <li>Smith Street is a Strategic Road</li> </ul> A bus stop for the Pegasus/Waikuku to Christchurch service is located on Williams Street near Davie Street (1km away).	4	16
Land Assembly	Multiple landowners (Two)	3	9
Land Remediation Requirements	Potentially Contaminated Site and Landfill. Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision. Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.	3	6
Location-specific Private Infrastructure Requirements	Study area is connected to the Kaiapoi Wastewater Facility for the provision of wastewater for the Kaiapoi township. Study area is connected to the Kaiapoi Stormwater network.	4	8
Natural Hazards Constraints	This area has been identified as a High Hazard Area.	1	3
Planning Constraints	Restricted discretionary activity if the activity does not comply with rule 27.1.1.30 (floor level of buildings to mitigate flood event) and rule 31.3.7 (stormwater management) Non complying activity if the activity does not comply with rule 31.21.1.1.10 and 31.21.1.1.11 (retail and office activities)	3	9
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>59</b>

Area: Kaiapoi Industrial 1



<b>Cluster Name</b>	Kaiapoi Industrial 1
<b>Reference</b>	Kaiapoi Industrial 1
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Industrial

<b>Total Cluster Area</b>	4.3 ha	
<b>Undeveloped Land</b>	0 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	0 ha	

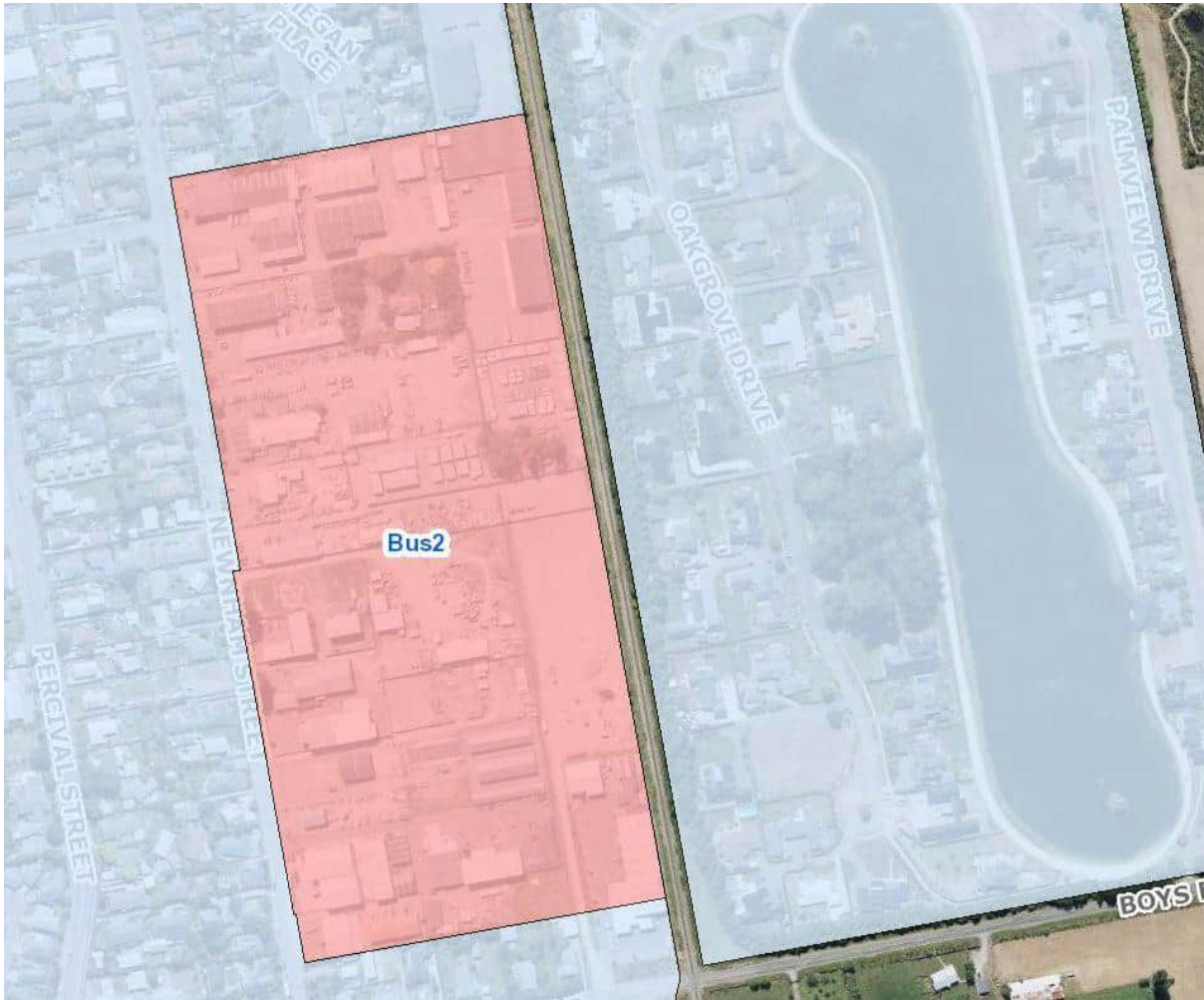
<b>Zones / Overlays</b>	Business 2 Industrial	<b>Current Key Activities</b>	N/A
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Under the Operative Waimakariri District Plan, <ul style="list-style-type: none"> <li>Williams Street is an Arterial Road; and</li> <li>Manfully Street is an Urban Collector Road.</li> </ul>	3	12

	A bus stop for the Pegasus/Waikuku to Christchurch service is located on Williams Street near Dale Street		
Land Assembly	Multiple Landowners.	3	9
Land Remediation Requirements	Potentially Contaminated Site and Landfill. Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision. Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.	3	6
Location-specific Private Infrastructure Requirements	Study area is connected to the Kaiapoi Wastewater Facility for the provision of wastewater for the Kaiapoi township. Study area is connected to the Kaiapoi Stormwater network.	4	8
Natural Hazards Constraints	No significant natural hazards identified at this time	4	12
Planning Constraints	Discretionary Activity if the activity does not comply with rule 32.22.1.1.8 and 32.22.1.1.9 (size of any retail activity and goods retailed should be produced and/or processed on site).	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 76)			<b>67</b>



Area: Rangiora Industrial



<b>Cluster Name</b>	Rangiora Industrial	
<b>Reference</b>	Rangiora Industrial	
<b>Territorial Authority</b>	Waimakariri District Council	
<b>Cluster Type</b>	Industrial	

<b>Total Cluster Area</b>	10.6ha	
<b>Undeveloped Land</b>	0 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	0 ha (TBC)	

<b>Zones / Overlays</b>	Business 2	<b>Current Key Activities</b>	Industrial
	Industrial		

<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes
-----------------------------------	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>Under the Operative Waimakariri District Plan,</p> <ul style="list-style-type: none"> <li>• Percival Street is a Strategic Road and</li> <li>• South Belt is a Collector Road.</li> </ul> <p>A bus stop for the Rangiora to Christchurch service is located South Belt near Matawai Close.</p>	3	12
Land Assembly	Multiple Landowners.	3	9
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Study area is connected to the Southbrook Wastewater Facility for the provision of wastewater for the Rangiora township.</p> <p>Study area is connected to the Rangiora Stormwater network.</p>	4	8
Natural Hazards Constraints	Some land within this area have been identified as a Medium Hazard Area.	2	6
Planning Constraints	Discretionary Activity if the activity does not comply with rule 32.22.1.1.8 and 32.22.1.1.9 (size of any retail activity and goods retailed should be produced and/or processed on site).	3	9
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>58</b>
<b>(Out of 76)</b>			

## A5.9 Waimakariri District Commercial Centre Feasibility Assessment

Area: Kaiapoi Neighbourhood Centre - Silverstream



<b>Cluster Name</b>	<b>Kaiapoi Neighbourhood Centre - Silverstream</b>
<b>Reference</b>	Silverstream Neighbourhood Centre
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Retail

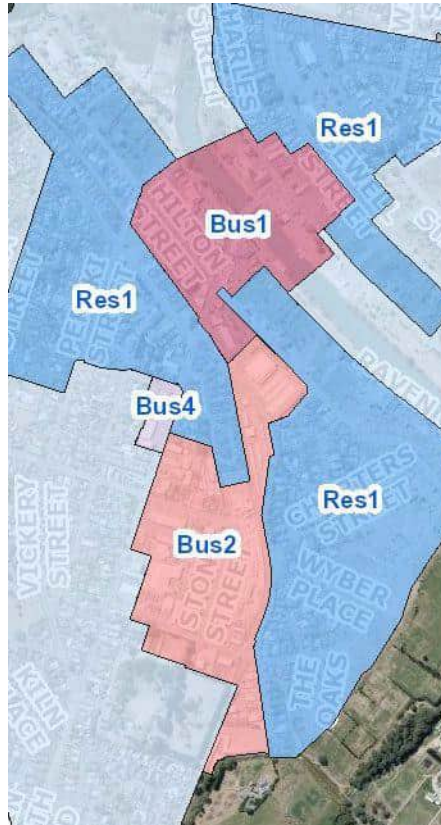
<b>Total Cluster Area</b>	1.3 ha	
<b>Undeveloped Land</b>	0 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	0 ha	

<b>Zones / Overlays</b>	Business 4 Retail	<b>Current Key Activities</b>	Retail
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
-----------------	----------------	-------------------------	-----------------------

Accessibility to the Transport Network	Under the Operative Waimakariri District Plan, <ul style="list-style-type: none"> <li>Island Road is an Arterial Road.</li> </ul> A bus stop for the Rangiora to Christchurch service is located on Silverstream Blvd near Mitchell Street.	4	12
Land Assembly	One Landowner.	4	12
Land Remediation Requirements	Potentially Contaminated Site and Landfill. Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision. Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.	3	6
Location-specific Private Infrastructure Requirements	Study area is connected to the Kaiapoi Wastewater Facility for the provision of wastewater for the Kaiapoi township. Study area is connected to the Kaiapoi Stormwater network.	4	8
Natural Hazards Constraints	Some of the areas has been identified as a high hazard area.	2	6
Planning Constraints	No planning constraints have been identified.	4	16
Proximity to Residential Areas (customer base/workforce)	The Neighbourhood Centre is located in the centre of the Silverstream development and is supported by a growing residential population base.	4	16
Visibility	The centre can be accessed directly off an arterial road and due to its central location within the Silverstream development is very visible.	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> <b>(Out of 104)</b>			<b>96</b>

Area: Kaiapoi Town Centre and Industrial



<b>Cluster Name</b>	Kaipoi Town Centre and Industrial
<b>Reference</b>	Kaipoi Town Centre and Industrial
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Town Centre – Retail and Industrial

<b>Total Cluster Area</b>	35.4 ha	
<b>Undeveloped Land</b>	1ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	1 ha	

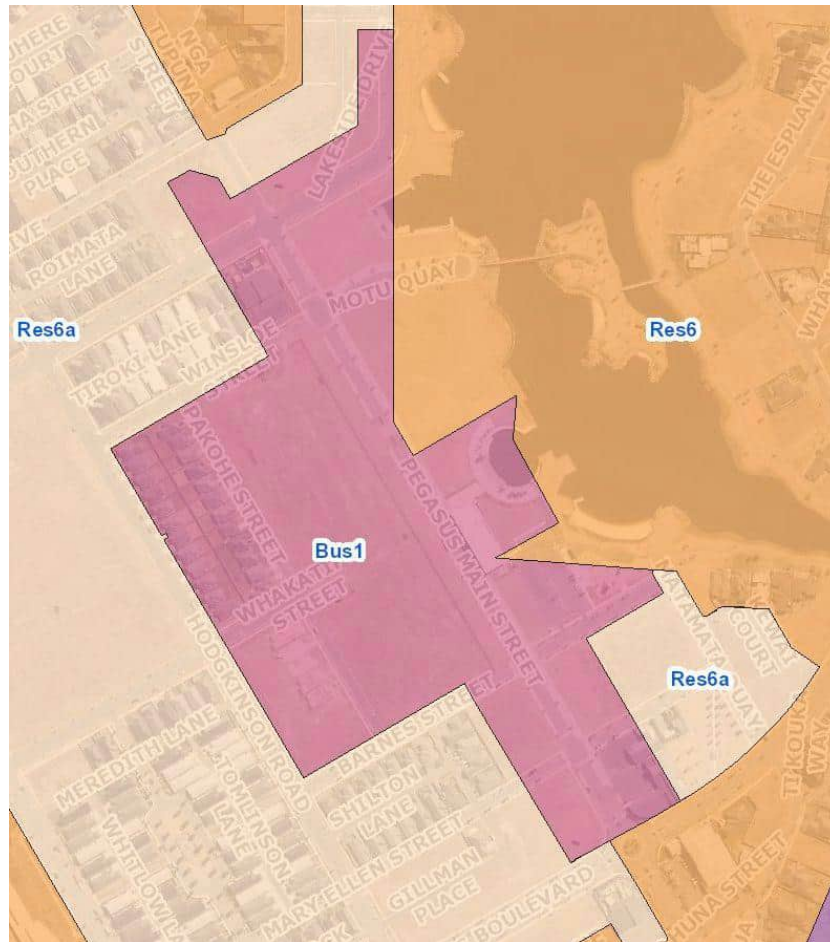
<b>Zones / Overlays</b>	Business 1 and 2 Retail and Industrial	<b>Current Key Activities</b>	Retail and Industrial
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes

Criteria	Comment	Score (Out of 4)	Weighted Score
----------	---------	------------------	----------------



Accessibility to the Transport Network	<p>Under the Operative Waimakariri District Plan,</p> <ul style="list-style-type: none"> <li>Williams Street is a Strategic Road and</li> <li>Charles Street is an Urban Collector Road.</li> </ul> <p>A bus stop for the Pegasus/Waikuku to Christchurch service is located on Williams Street near the Police Station and McDonalds.</p>	4	12
Land Assembly	Multiple Landowners.	2	6
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Study area is connected to the Kaiapoi Wastewater Facility for the provision of wastewater for the Kaiapoi Rangiora township.</p> <p>Study area is connected to the Kaiapoi Stormwater network.</p>	4	8
Natural Hazards Constraints	This area has been identified as a high hazard area.	1	3
Planning Constraints	<p>Discretionary activity if the activity in the Business 1 zone does not comply with rule 31.24.1.1 and 31.24.1.2 (urban design, parking and pedestrian access).</p> <p>Discretionary activity if the activity in the Business 2 zone does not comply with rule 32.22.1.1.8 and 32.22.1.1.9 (size of any retail activity and goods retailed should be produced and/or processed on site).</p>	4	16
Proximity to Residential Areas (customer base/workforce)	The Town Centre and Industrial zone is located in the centre of Kaiapoi and is supported by a large residential population base.	4	16
Visibility	The centre can be accessed directly of a number of key strategic roads within Kaiapoi and is well sign posted in terms of its location.	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>87</b>
<b>(Out of 104)</b>			

Area: Pegasus



<b>Cluster Name</b>	<b>Pegasus</b>
<b>Reference</b>	Pegasus Centre
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Town Centre – Retail and Industrial

<b>Total Cluster Area</b>	9.8 ha	
<b>Undeveloped Land</b>	4.59 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	4.59 ha	

<b>Zones / Overlays</b>	Business 1 Retail	<b>Current Key Activities</b>	Retail
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>Under the Operative Waimakariri District Plan,</p> <ul style="list-style-type: none"> <li>access to this development is off State Highway 1 (Main North Road) via Pegasus Blvd</li> </ul> <p>A bus stop for the Pegasus/Waikuku to Christchurch service is located on Pegasus Blvd near Pegasus Main St and Pegasus Blvd near Winsloe St</p>	4	12
Land Assembly	One landowner.	4	12
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Study area is connected to the Woodend Wastewater Facility for the provision of wastewater for the Rangiora township.</p> <p>Study area is connected to the Woodend Stormwater network.</p>	4	8
Natural Hazards Constraints	No significant natural hazards identified at this time	3	9
Planning Constraints	No planning constraints have been identified.	4	16
Proximity to Residential Areas (customers base/workforce)	The Town Centre is located in the centre of Pegasus and is supported by a growing residential population base	4	16
Visibility	The centre can be accessed directly of a key strategic road into Pegasus and is well sign posted in terms of its location.	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b> (Out of 104)			<b>99</b>

Area: Rangiora Neighbourhood Centre



<b>Cluster Name</b>	<b>Rangiora Neighbourhood Centre</b>
<b>Reference</b>	Rangiora Neighbourhood Centre
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Retail

<b>Total Cluster Area</b>	0.3 ha	
<b>Undeveloped Land</b>	0 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	0 ha	

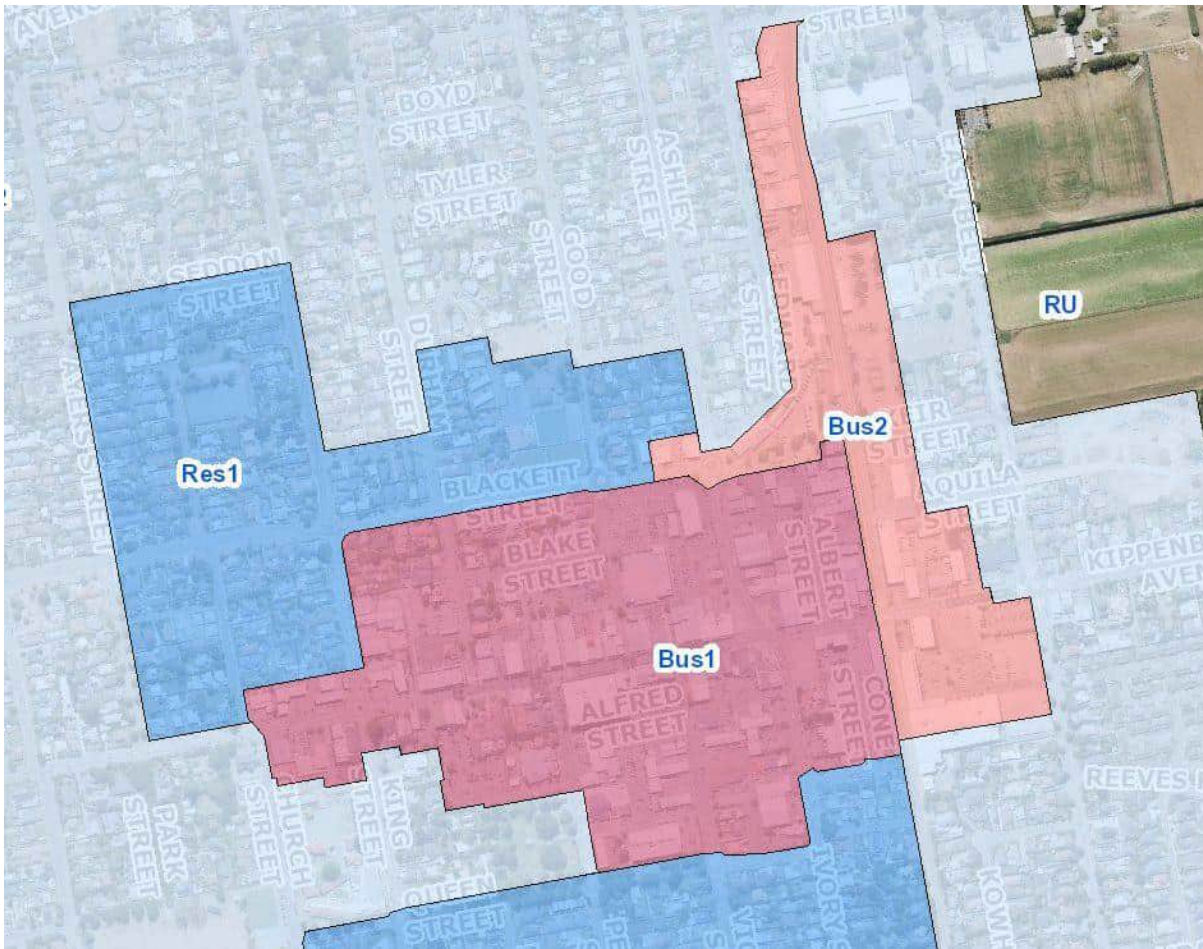
<b>Zones / Overlays</b>	Business 4	<b>Current Key Activities</b>	Retail
	Retail		

<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes
-----------------------------------	-----	--	-----

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	<p>Under the Operative Waimakariri District Plan,</p> <ul style="list-style-type: none"> <li>• Percival Street is a Strategic Road; and</li> <li>• Johns Road is a Collector Road.</li> </ul> <p>A bus stop for the Rangiora to Christchurch service is located on Bush Street near Coates Place.</p>	4	12
Land Assembly	Multiple Landowners (Three).	3	9
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Study area is connected to the Southbrook Wastewater Facility for the provision of wastewater for the Rangiora township.</p> <p>Study area is connected to the Rangiora Stormwater network.</p>	4	8
Natural Hazards Constraints	No natural hazards identified at this time.	4	12
Planning Constraints	No planning constraints.	4	16
Proximity to Residential Areas (customers base/workforce)	The Neighbourhood Centre is located near the centre of Rangiora and is supported by a large residential population base.	4	16
Visibility	The centre can be accessed directly of a number of key strategic roads within Rangiora and is well sign posted in terms of its location.	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>99</b>
<b>(Out of 104)</b>			



Area: Rangiora Town Centre and Industrial



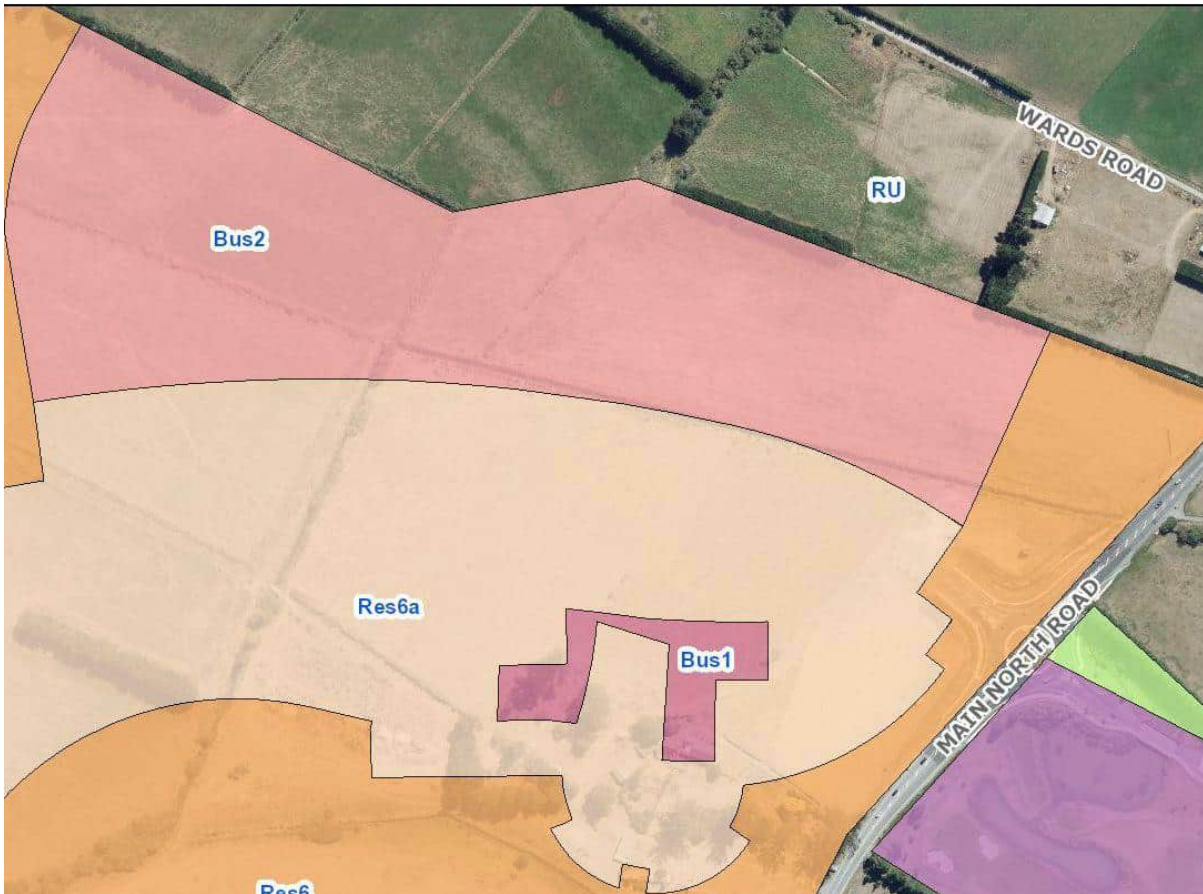
<b>Cluster Name</b>	Rangiora Town Centre and Industrial	
<b>Reference</b>	Rangiora Town Centre and Industrial	
<b>Territorial Authority</b>	Waimakariri District Council	
<b>Cluster Type</b>	Town Centre – Retail and Industrial	

<b>Total Cluster Area</b>	36.3 ha	
<b>Undeveloped Land</b>	1.8 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	1.8 ha	

<b>Zones / Overlays</b>	Business 1 and 2 Retail / Industrial	<b>Current Key Activities</b>	Retail / Office / Industrial
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	<p>Under the Operative Waimakariri District Plan,</p> <ul style="list-style-type: none"> <li>High Street, King Street, Blackett Street and Ivory Street are Strategic Roads and;</li> <li>Victoria Street, Percival Street, and King Street (south of High Street) are Urban Collector Roads.</li> </ul> <p>A bus stop for the Rangiora to Christchurch service is located on Bush Street near Coates Place.</p>	4	12
Land Assembly	Multiple Landowners.	2	6
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	6
Location-specific Private Infrastructure Requirements	<p>Study area is connected to the Southbrook Wastewater Facility for the provision of wastewater for the Rangiora township.</p> <p>Study area is connected to the Rangiora Stormwater network.</p>	4	8
Natural Hazards Constraints	No significant natural hazards identified at this time	4	12
Planning Constraints	<p>Discretionary activity if the activity in the Business 1 zone does not comply with rule 31.24.1.1 and 31.24.1.2 (urban design, parking and pedestrian access).</p> <p>Discretionary activity if the activity in the Business 2 zone does not comply with rule 32.22.1.1.8 and 32.22.1.1.9 (size of any retail activity and goods retailed should be produced and/or processed on site).</p>	3	12
Proximity to Residential Areas (customers base/workforce)	The Town Centre and Industrial zone is located in the centre of Rangiora and is supported by a large residential population base.	4	16
Visibility	The centre can be accessed directly of a number of key strategic roads within Rangiora and is well sign posted in terms of its location.	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE</b>			<b>92</b>
<b>(Out of 104)</b>			

Area: Ravenswood



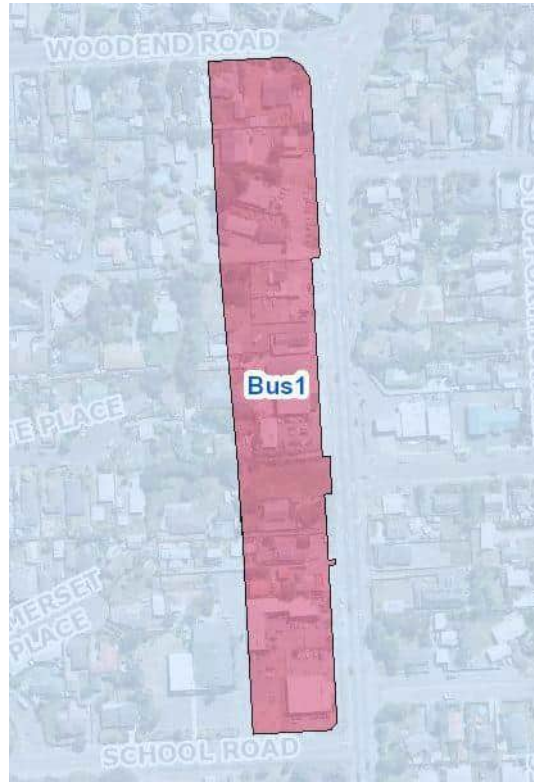
<b>Cluster Name</b>	<b>Ravenswood</b>
<b>Reference</b>	Ravenswood Retail and Industrial
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Town Centre – Retail and Industrial

<b>Total Cluster Area</b>	12 ha in total, made up of: <ul style="list-style-type: none"> <li>• 0.8 ha – Business 1</li> <li>• 11.2 ha – Business 2</li> </ul>	
<b>Undeveloped Land</b>	12 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	12 ha	

<b>Zones / Overlays</b>	Business 1 and 2 Retail and Industrial	<b>Current Key Activities</b>	N/A
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes

<b>Criteria</b>	<b>Comment</b>	<b>Score (Out of 4)</b>	<b>Weighted Score</b>
Accessibility to the Transport Network	Under the Operative Waimakariri District Plan, access to this development is off State Highway 1 (Main North Road) A bus stop for the Rangiora to Christchurch service is located on Pegasus Blvd near State Highway 1.	3	9
Land Assembly	One landowner.	4	12
Land Remediation Requirements	Potentially Contaminated Site and Landfill. Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision. Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.	3	6
Location-specific Private Infrastructure Requirements	Study area is connected to the Woodend Wastewater Facility for the provision of wastewater for the Rangiora township. Study area is connected to the Woodend Stormwater network.	4	8
Natural Hazards Constraints	No significant natural hazards identified at this time. Some land potentially identified as a Medium Hazard Area.	4	12
Planning Constraints	In the Business 2 zone, discretionary activity if the activity does not comply with rule 32.22.1.1.8 and 32.22.1.1.9 (size of any retail activity and goods retailed should be produced and/or processed on site).	3	12
Proximity to Residential Areas (customer base/workforce)	This is a Greenfield area which is just at the early stages of development, but will have excellent proximity to the residential areas of this development and Pegasus.	4	16
Visibility	The centre can be accessed directly off State Highway 1	4	12
Other Development Constraints	No other known development constraints have been identified.	4	8
<b>TOTAL WEIGHTED SCORE (Out of 104)</b>			<b>95</b>

Area: Woodend



<b>Cluster Name</b>	Woodend Town Centre
<b>Reference</b>	Woodend Town Centre
<b>Territorial Authority</b>	Waimakariri District Council
<b>Cluster Type</b>	Town Centre – Retail

<b>Total Cluster Area</b>	2.2 ha	
<b>Undeveloped Land</b>	0 ha	
<b>Non-Feasible Undeveloped Land and Reason</b>	N/A	Designation
	N/A	Non-industrial activity consented and high probability of implementation
	N/A	Did not meet criteria for feasibility (as discussed below)
<b>Feasible Undeveloped Land</b>	0 ha	

<b>Zones / Overlays</b>	Business 1 Retail	<b>Current Key Activities</b>	Retail
<b>Average Land / Rent Values</b>	N/A	<b>Obtained a Consent in the Last Five Years</b>	Yes

Criteria	Comment	Score (Out of 4)	Weighted Score
Accessibility to the Transport Network	Under the Operative Waimakariri District Plan,	4	12



	<ul style="list-style-type: none"> <li>• Main North Road (SH1) is a Strategic Road and</li> <li>• Woodend Road is an Urban Collector Road.</li> </ul> <p>A bus stop for the Pegasus/Waikuku to Christchurch service is located on Main North Road (SH1) near School Road and Parsonage Road.</p>		
Land Assembly	Multiple landowners.	3	<b>9</b>
Land Remediation Requirements	<p>Potentially Contaminated Site and Landfill.</p> <p>Any geotechnical requirements for this particular site would be need to be satisfied at the time of further subdivision.</p> <p>Preliminary Site Investigations to assess the risk of soil contamination will be required at the time of subdivision.</p>	3	<b>6</b>
Location-specific Private Infrastructure Requirements	<p>Study area is connected to the Woodend Wastewater Facility for the provision of wastewater for the Rangiora township.</p> <p>Study area is connected to the Woodend Stormwater network.</p>	4	<b>8</b>
Natural Hazards Constraints	No significant natural hazards identified at this time	4	<b>12</b>
Planning Constraints	No planning constraints have been identified.	4	<b>16</b>
Proximity to Residential Areas (customer base/workforce)	The Town Centre is supported by residential development on both sides.	4	<b>16</b>
Visibility	As the Town Centre is located on Main North Road, it has excellent visibility.	4	<b>12</b>
Other Development Constraints	No other known development constraints have been identified.	4	<b>8</b>
<b>TOTAL WEIGHTED SCORE</b>			<b>99</b>
<b>(Out of 104)</b>			