

**IN THE MATTER OF** section 71 of the Canterbury Earthquake Recovery Act 2011 and the Canterbury Earthquake (Christchurch Replacement District Plan) Order 2014

**AND**

**IN THE MATTER OF** proposals notified for incorporation into a Christchurch Replacement District Plan

Date of decision: 22 June 2017

Hearing Panel: Hon Sir John Hansen (Chair), Environment Judge John Hassan (Deputy Chair), Ms Sarah Dawson, Ms Jane Huria, Mr Stephen Daysh

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**Further minor corrections to Decisions and Planning Maps**

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**Outcomes:** Proposals changed as set out in Schedules 1 and 2

## Background

[1] The Hearings Panel ('the Panel') issued a minute on 16 February 2017 advising parties that while there are outstanding appeals the Panel's jurisdiction to consider minor corrections under the order in Council remains in force.

[2] As a result, we received several memoranda seeking corrections. This decision relates to two applications for corrections received from the Christchurch City Council ('the Council'), as set out below.

[3] On 31 May 2017 the Council filed an application seeking minor corrections to Chapter 6<sup>1</sup> as follows:

- (a) Further minor corrections to the wording of Rule 6.1.4.2 relating to routine testing and maintenance of generators and mobile equipment where they are operated by emergency services or lifeline utilities;<sup>2</sup> and
- (b) Corrections relating to scheduled activities identified in sub-chapter 6.5 (including to the Planning Maps and to sub-chapter 6.8 Signs) as a result of changes made through the hearings process.

[4] A second application from the Council was received on 6 June 2017.<sup>3</sup> The Council application seeks to:

- (a) Correct the alignment of the environmental asset waterway line for Gibsons Drain at 548 Marshland Road;
- (b) Correct the zoning of the following areas and properties:
  - (i) Change the zoning of the north-west corner (triangle) of the Kilmore Street and Montreal Street junction from Central City Guest Accommodation to Transport Zone;

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<sup>1</sup> Memorandum of counsel for Christchurch City Council seeking minor corrections to Chapter Six of the Christchurch Replacement District Plan, dated 31 May 2017.

<sup>2</sup> We issued a correction to this rule in our further minor corrections decision dated 19 June 2017.

<sup>3</sup> Memorandum of counsel for Christchurch City Council seeking minor corrections to Chapter Six of the Christchurch Replacement District Plan, dated 6 June 2017.

- (ii) Change the zoning of 35A Yarmouth Street, Aranui, running between Yarmouth Street and Eureka Street from Transport Zone to Residential Suburban; and
- (iii) Amend part of the zoning of the properties at 26 Bournemouth Crescent and 109 Hampshire Street that are currently zoned Transport Zone to Residential Suburban.

[5] Appendix 1 to the Council's 6 June Memorandum includes the reasons for the changes to the zones and illustrates the changes on maps.

[6] Finally, the Council's 6 June Memorandum sought a correction to the wording of Rule 13.3.4.1.1 P9 (sub-chapter 13.3 Specific Purpose (Airport) zone). However, the Council withdrew its application for this correction by way of memorandum dated 8 June 2017<sup>4</sup>, noting that:

Rule 13.3.4.1.1 P9 is a provision that has been included in the CRDP via clause 4(3) of the Order in Council (through a plan change to the Operative City Plan, Plan Change 84, Special Purpose Airport Zone), rather than through a decision of the IHP made under clause 13. It follows that clause 16 of Schedule 3 of the Order cannot be used to make a minor correction.

[7] Withdrawal of this requested correction is appropriate and accepted.

### **Jurisdiction to make minor corrections**

[8] The jurisdiction and statutory authority to make minor corrections has been set out in a number of memoranda and in previous decisions and we do not repeat them here. The Council includes a summary of the jurisdiction for minor corrections in its memoranda, which we adopt.

### **Decision and further directions**

[9] We accept Council's position that the corrections sought 'are generally to rectify errors or inaccuracies, changes for typographical or grammatical reasons and/or to correct defects in

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<sup>4</sup> Memorandum of Counsel for Christchurch City Council withdrawing a Minor Correction, dated 8 June 2017.

the affected provisions'. We also note that the Council has engaged with landowners regarding the amendments to Schedule 6.5.6 and received approvals. These being attached as Appendix 5 to its 31 May 2017 Memorandum.

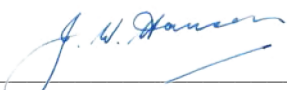
[10] We are satisfied the corrections fall within our jurisdiction for the reasons set out by the Council in its memoranda. As such, we accept the requests for minor corrections contained in:


- (a) Appendices 1-4 of the Council's 31 May 2017 Memorandum; and
- (b) Appendix 1 of the Council's 6 June 2017 Memorandum (except for the correction withdrawn by the Council relating to the Specific Purpose (Airport) zone).

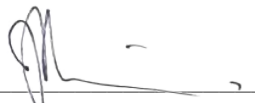
[11] We attach the above appendices as **Schedule 1** and **Schedule 2** respectively.

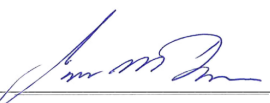
[12] In our corrections decision dated 19 June 2017 we directed the Council to provide us with a revised set of Planning Maps. Changes to the Planning Maps accepted as part of this decision shall also be included in the revised maps.

For the Hearings Panel:

  
 Hon Sir John Hansen  
 Chair

  
 Environment Judge John Hassan  
 Panel Member

  
 Jane Huria  
 Panel Member

  
 Sarah Dawson  
 Panel Member

  
 Stephen Daysh  
 Panel Member

## Schedules to Decision

### **Schedule 1**

Appendices 1-4 of the Council's 31 May 2017 Memorandum

## APPENDIX 1

### TABLE OF MINOR CORRECTIONS TO THE CRDP CHAPTERS

#### Key:

The minor corrections sought by the Council through this memorandum to the CRDP are shown using **bold underlined text** for additions and ~~strikethrough text~~ for deletions.

Minor corrections sought in Council's memorandum dated 19<sup>th</sup> May 2017 are shown in underlined text.

PROVISION	CORRECTION	REASON THE CORRECTION IS MINOR
6.1.4.2	<p>a. The provisions in Rule <u>6.1.5</u> and Rule <u>6.1.6</u> do not apply to the following noise sources:</p> <p>i. ...</p> <p>viii. the use of generators and mobile equipment (including vehicles) for <u>emergency</u> purposes, <del>including routine testing and maintenance not exceeding 48 hours in duration</del>, where they are operated by emergency services or lifeline <u>utilities</u>; and</p> <p>ix. the use of mobile generators by lifeline <u>utilities</u> for planned electricity supply interruption not exceeding 48 hours in duration; and</p> <p>x. activities at <u>emergency service facilities</u> associated with <u>emergency</u> response and <u>emergency</u> response training.</p>	<p>The Council has engaged in correspondence with Orion and considers that there is a gap in 6.1.4.2 if maintenance is not included in the provision. This is because maintenance is a broad term and it can sit outside a routine testing maintenance programme and there may be subsequent testing which would not be included in routine testing. The ability to carry out routine and non-routine maintenance and testing is essential for these utilities and is already provided for in the structure of the rules. The purpose of this minor correction is to clarify the status of such activities to ensure that Council does not insist on resource consent applications being sought for such activities.</p>
6.5.6	<p>Updates to the underlying zones of scheduled activities in Rule 6.5.6 where these have changed through the hearings process</p> <p>(see Appendix 2 below)</p>	<p>The change removes an inconsistency for six scheduled activities sites (SF68, SF71, SF84, SF85, SF112, SS30) between the zone shown on the final planning map and the zone in the scheduled activities table.</p> <p>The scheduled activities rules provide for additional development potential for specific established activities in zones where expansion of those activities or a new activity of the same type would generally require a resource consent. The zones shown in Rule 6.5.6 set out which zone rules apply to</p>

## Schedules to Decision

PROVISION	CORRECTION	REASON THE CORRECTION IS MINOR
		<p>any activities other than scheduled activities on the site. In some cases, the built form standards for specific scheduled activities also vary depending on the zone (e.g. the height standards for scheduled spiritual facilities is 11m in the RMD zone and 9m in other residential zones).</p> <p>The majority of these changes relate to spiritual activities, and are the result of Decision 61, which was released after closing legal submissions for the General Rules hearing, “upzoning” parts of Linwood, Hornby and Papanui to RMD from RS or RSDT. The correction simply removes an inconsistency between the zones shown on the maps and the zones in the table and eliminates any possible confusion as to which provisions apply to non-scheduled activities on the site.</p> <p>As a result of later rezonings, SF85 and SF112 now sit across two different residential zones. The scheduled activities table has been updated to reflect that there are two underlying zones which apply to different parts of each site. This is a minor correction as it is primarily clarifying which provisions apply to non-scheduled activities on the site and removing an inconsistency.</p>
6.5.6	<p>Remove scheduling from SS3, SS6, SS11, SS24 and SS33 in Rule 6.5.6</p> <p>(see Appendix 2 below)</p> <p>Update planning maps to remove scheduling from SS3, SS6, SS11, SS24 and SS33</p> <p>(see Appendix 3 below)</p> <p>Amend the signage provisions to provide site specific signage rules for these five sites</p> <p>(see Appendix 4 below)</p>	<p>Decision 11 changed the underlying zone of five scheduled service stations (SS3, SS6, SS11, SS24, SS33) to Commercial zones without removing the scheduling from those sites. As service stations are now permitted activities in those zones subject to built form standards, the Council recommends removing scheduling from those sites.</p> <p>The effect of this reduces the permitted height and signage standards for those sites. The Council recommends that site specific signage provisions be introduced to the signage chapter which will permit the same level of signage provided under scheduling. If these provisions are added to the signage chapter, the correction will not have an effect on any party.</p> <p>These changes are supported by submitter #593 (for SS11, see page 20 of Appendix 5), submitter #1077 (for SS3, see</p>

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PROVISION	CORRECTION	REASON THE CORRECTION IS MINOR
		page 2 of Appendix 5), submitter #2185 (for SS24 and SS33, see page 11 of Appendix 5) and submitter #397 (for SS6, SS24 and SS33, see page 33 of Appendix 5).
6.5.6	<p>Corrections to the maps where only the part of the site that is zoned Residential should be scheduled but the maps show the scheduling applying to the entire site (SF2, SF11, SF12, SS34)</p> <p>Correction to the extent of the scheduling for SF68 to include 2/167 Linwood Avenue</p> <p>(see Appendix 3 below)</p> <p>Remove scheduling from SF52 in Rule 6.5.6. Update planning map to remove scheduling from SF52.</p> <p>(see Appendix 2 below)</p> <p>Amend Commercial Mixed Use Zone provisions to provide site specific rules for Grace Vineyard Church at 113 Seaview Road (see Appendix 4 below)</p>	<p>There are several scheduled spiritual facilities and a scheduled service station where part of the site is zoned residential and part of the site is zoned commercial or industrial (SF2, SF11, SF12, SS34) . In addition, there is a scheduled spiritual facility (SF52) which was in a residential zone and the entire site was later rezoned to Commercial Mixed Use.</p> <p>The Panel decided in paragraphs 80 and 81 of Decision 56 that only the part of sites that are zoned Residential should be scheduled. There is an error in the maps for these sites to the extent that they show scheduling over the non-residential zoned parts of the site.</p> <p>Removing the line indicating scheduling on the maps is a minor correction because the schedule in 6.5.6 indicated that it was only the residential part of the site that was scheduled (no rules apply to the part of the site that is not zoned residential) and the Panel's decision makes it clear that the intention was not to schedule that part of the site.</p> <p>As spiritual facilities in the Commercial Mixed Use Zone are not a permitted activity and would require a Discretionary consent, the Council recommends that site specific provisions be introduced for Grace Vineyard Church at 113 Seaview Road in the Commercial Mixed Use Zone provisions which will permit the same level of development as the scheduled activity.</p> <p>The change with respect to Grace Vineyard Church is provisionally supported by the planner for the submitter (#2147, see page 29 of Appendix 5) subject to further confirmation from the church. The Council will update the Panel if any further responses are received.</p> <p>There is an error with the planning maps with respect to SF68.</p>



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PROVISION	CORRECTION	REASON THE CORRECTION IS MINOR
		The line on the map does not include 2/167 Linwood Avenue which is included in both the legal description and the address line on the schedule. This is a minor correction as it is removing an inconsistency between the schedule and the planning maps.

Appendix 2: Recommended changes to Rule 6.5.6 Schedule of activities

6.5.6 Rule - Schedule of activities

ID	Scheduled activity	Address	Legal Description	Zone	Map No
<b>SF52</b>	<b>Grace Vineyard Church</b>	<b>113 Seaview Road</b>	<b>PT Lot 16 DP 100</b>	<b>Residential Suburban Density Transition</b>	<b>33, 26</b>
SF68	Linwood Baptist Community Church	576 Worcester Street; 165, 2/167 Linwood Ave	Lot 22, PT Lot 21 DP1531;	<del>Residential Suburban Density Transition</del> <u>Residential Medium Density</u>	32
SF71	Linwood Salvation Army Centre	177 Linwood Avenue	Lot 1, 2 DP17401; PT Lot 20, PT Lot 21 DP 1791; Lot 18 DP 1531	<del>Residential Suburban Density Transition</del> <u>Residential Medium Density</u>	32
SF84	Oasis Baptist Community Church	306 Waterloo Road	Lot 201 DP 18599	<del>Residential Suburban</del> <u>Residential Medium Density</u>	36
SF85	Opawa Baptist Church	276, 277 Wilsons Road; 205, 209 Hastings Street East	Lot 1 DP 24698; PT Lot 72 DP 45; Lot 2 DP 11112; Lot 6 & 7 DP 3680; PT Lot 65 DP 45	Residential Medium Density / <u>Residential Suburban Density Transition</u>	39
SF112	South West Baptist Church – Spreydon	235, 242 & 248 Lyttelton Street; 31 & 55 Cobham Street	Lot 1 & 2 DP 80743; Lot 16 & 19 DP 24754; Lot 4 & 5 DP 7606	Residential Suburban Density Transition / <u>Residential Suburban</u>	38
<b>SS3</b>	<b>Beach Road Tyre and Auto Centre</b>	<b>89-91 Beach Road</b>	<b>Lots 1 &amp; 2 DP 25521</b>	<b>Residential Suburban</b>	<b>26</b>
<b>SS6</b>	<b>Blighs Road Service Station</b>	<b>64 Blighs Road</b>	<b>Lot 1 DP 28218 Lots 3 &amp; 6 DP 1978</b>	<b>Residential Suburban</b>	<b>24</b>
<b>SS11</b>	<b>Challenge! Halswell</b>	<b>345 Halswell Road</b>	<b>Lot 2 DP 339018, Lot 2 DP 46884</b>	<b>Residential Suburban</b>	<b>49</b>

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ID	Scheduled activity	Address	Legal Description	Zone	Map No
<b>SS24</b>	<b><del>Caltex Russley Service Station</del></b>	<b><del>4 Russley Road</del></b>	<b><del>Pt Lot 1 DP 79303</del></b>	<b><del>Residential Suburban</del></b>	<b><del>30</del></b>
SS30	Z Energy Linwood	214 Linwood Avenue	Lot 1 DP 54493	<b><del>Residential Suburban Density Transition</del> <u>Residential Medium Density</u></b>	32; 39
<b>SS33</b>	<b><del>Mobil Wainoni</del></b>	<b><del>175 Wainoni Road</del></b>	<b><del>Lot 2 DP 12297, Pt Lot 3 DP 14198</del></b>	<b><del>Residential Suburban</del></b>	<b><del>33</del></b>

Appendix 3: Changes to planning maps relating to scheduled activities

1. Update planning maps to remove scheduling from SS3, SS6, SS11, SS24 and SS33

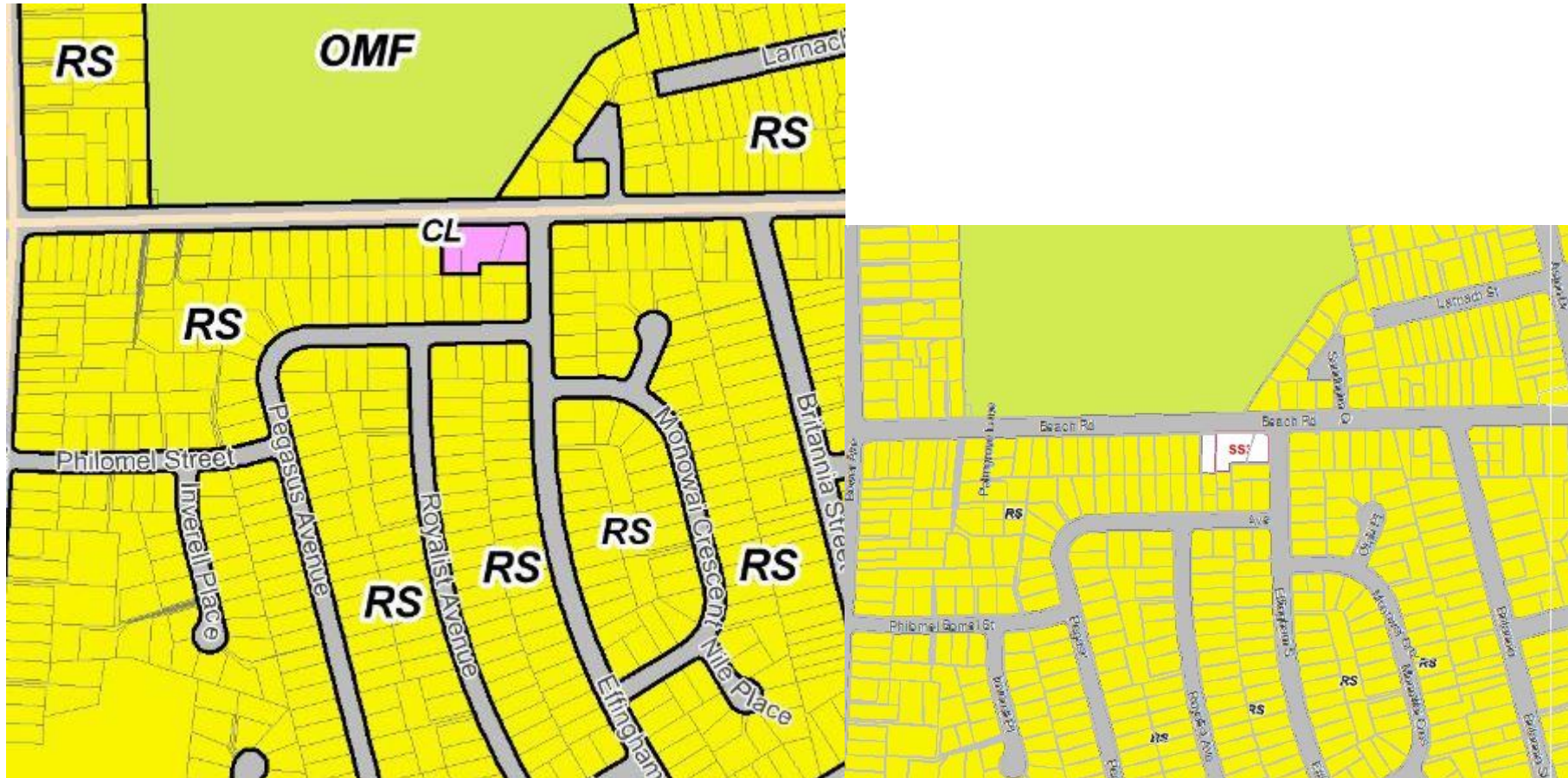


Figure 1 Remove scheduling from SS3 89-91 Beach Road (new map on left, old map on right)



## Schedules to Decision



Figure 2 Remove scheduling from SS6 64 Blighs Road (new map on left, old map on right)



## Schedules to Decision



Figure 3 Remove scheduling from SS11 345 Halswell Road (new map on left, old map on right)

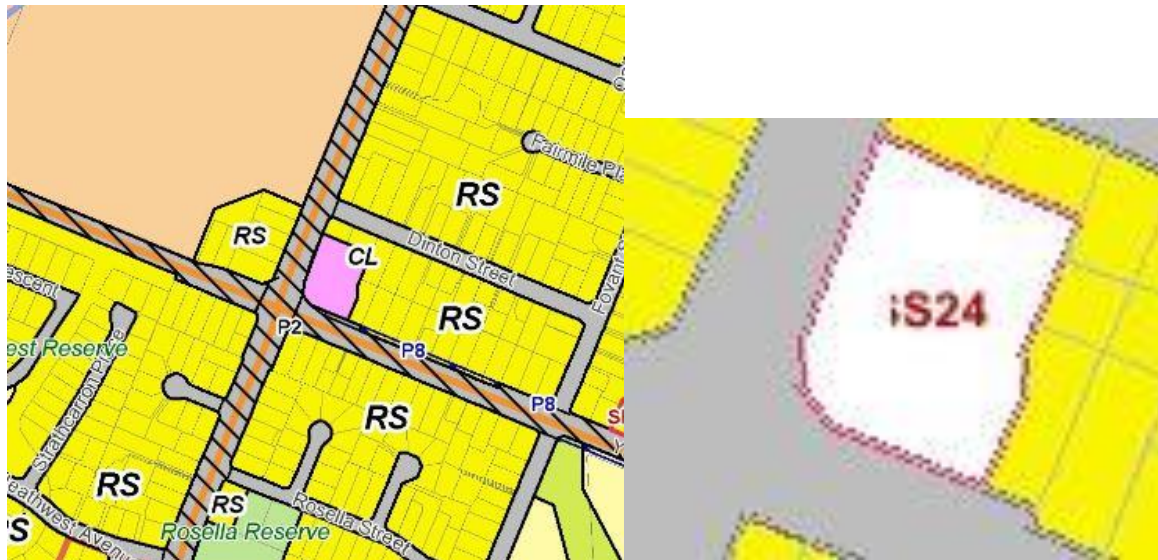


Figure 4 Remove scheduling from SS24 4 Russley Road (new map on left, old map on right)

## Schedules to Decision

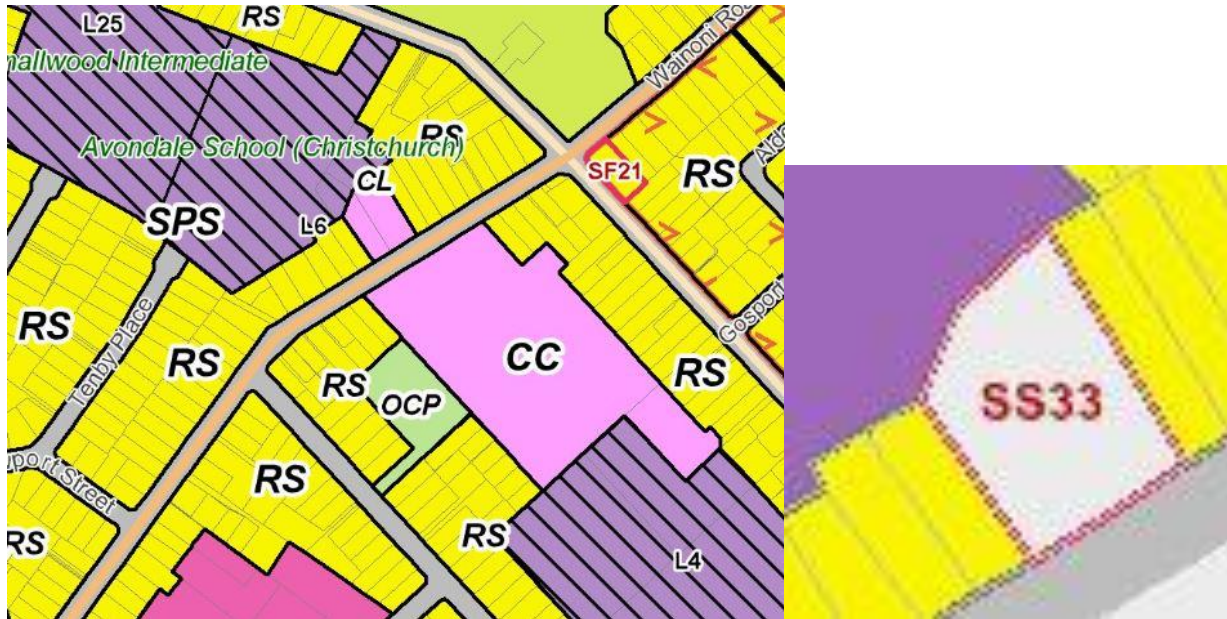


Figure 5 Remove scheduling from SS33 175 Wainoni Road (new map on left, old map on right)

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2. Corrections to the maps where only the part of the site that is zoned Residential should be scheduled but the maps show the scheduling applying to the entire site (SF2, SF11, SF12, SS34)



Figure 6 Amend extent of SF2 to apply only to residentially zoned part of site (new map on left, old map on right)

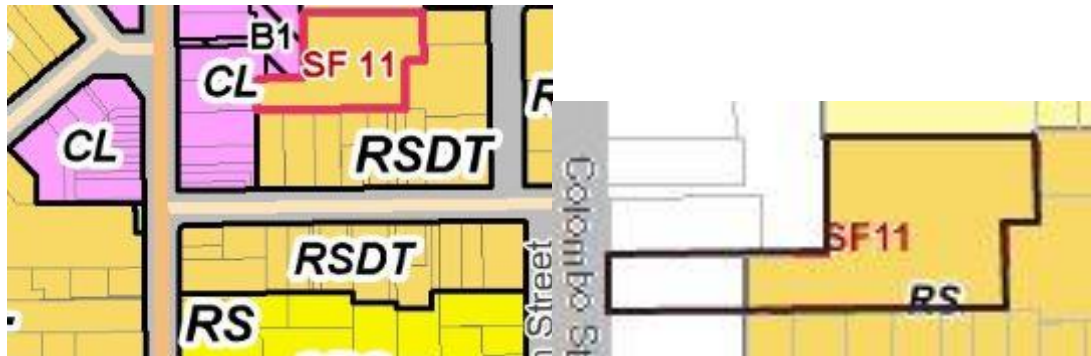


Figure 7 Amend extent of SF11 to apply only to residentially zoned part of site (new map on left, old map on right)



## Schedules to Decision

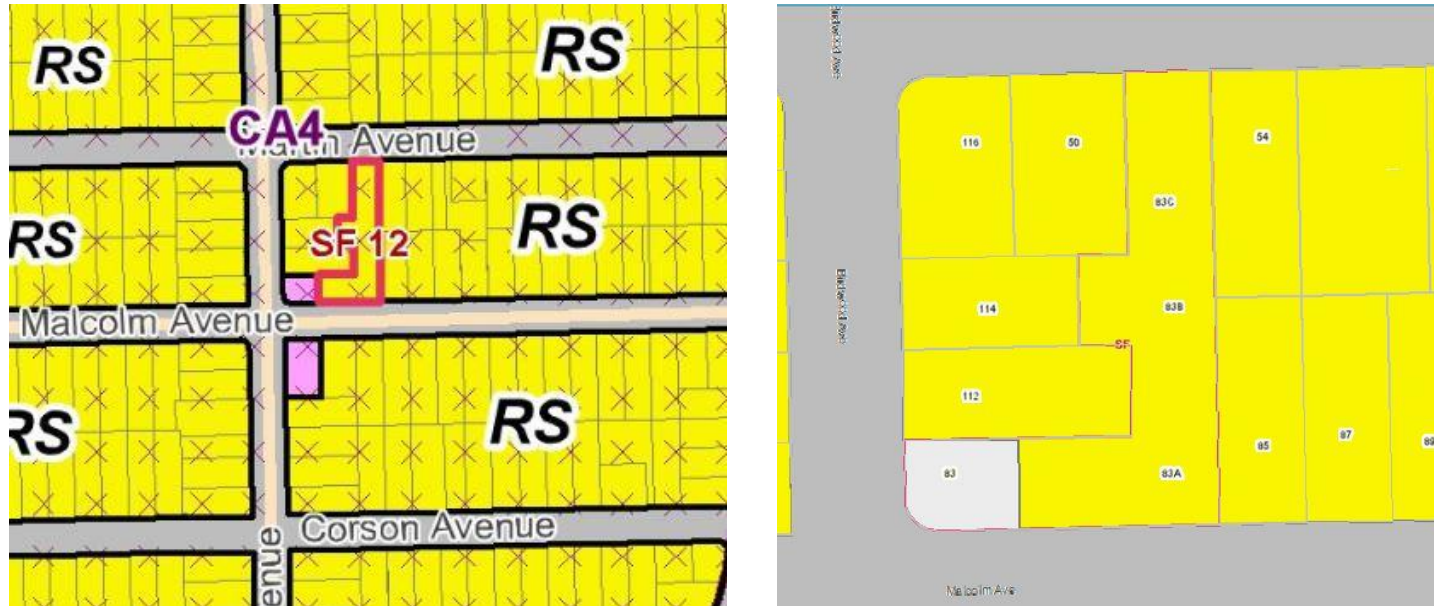


Figure 8 Amend extent of SF12 to apply only to residentially zoned part of site (new map on left, old map on right)



Figure 9 Amend extent of SS34 to apply only to residentially zoned part of site (new map on left, old map on right)

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3. Update planning map to remove scheduling from SF52.

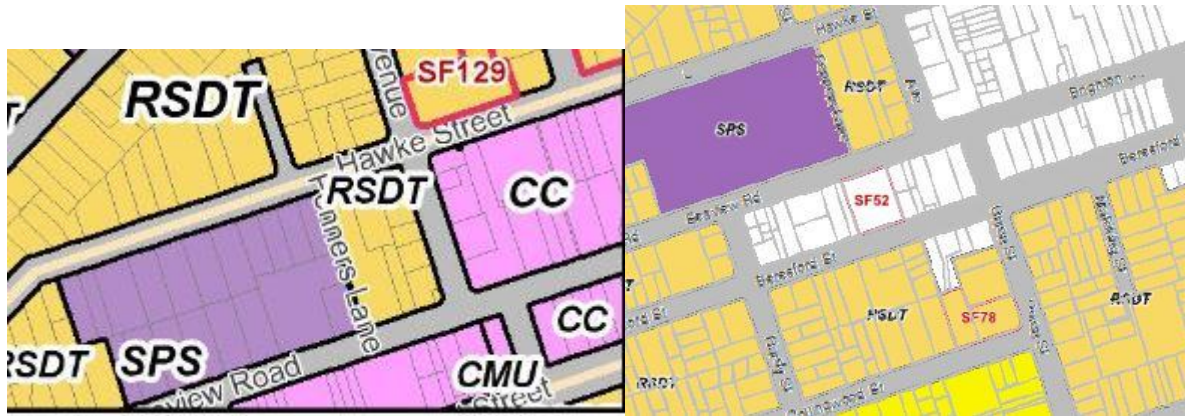


Figure 10 Remove scheduling from SF52 (new map on left, old map on right)



4. Correction to map for SF68 showing scheduling also applying to 2/167 Linwood Avenue

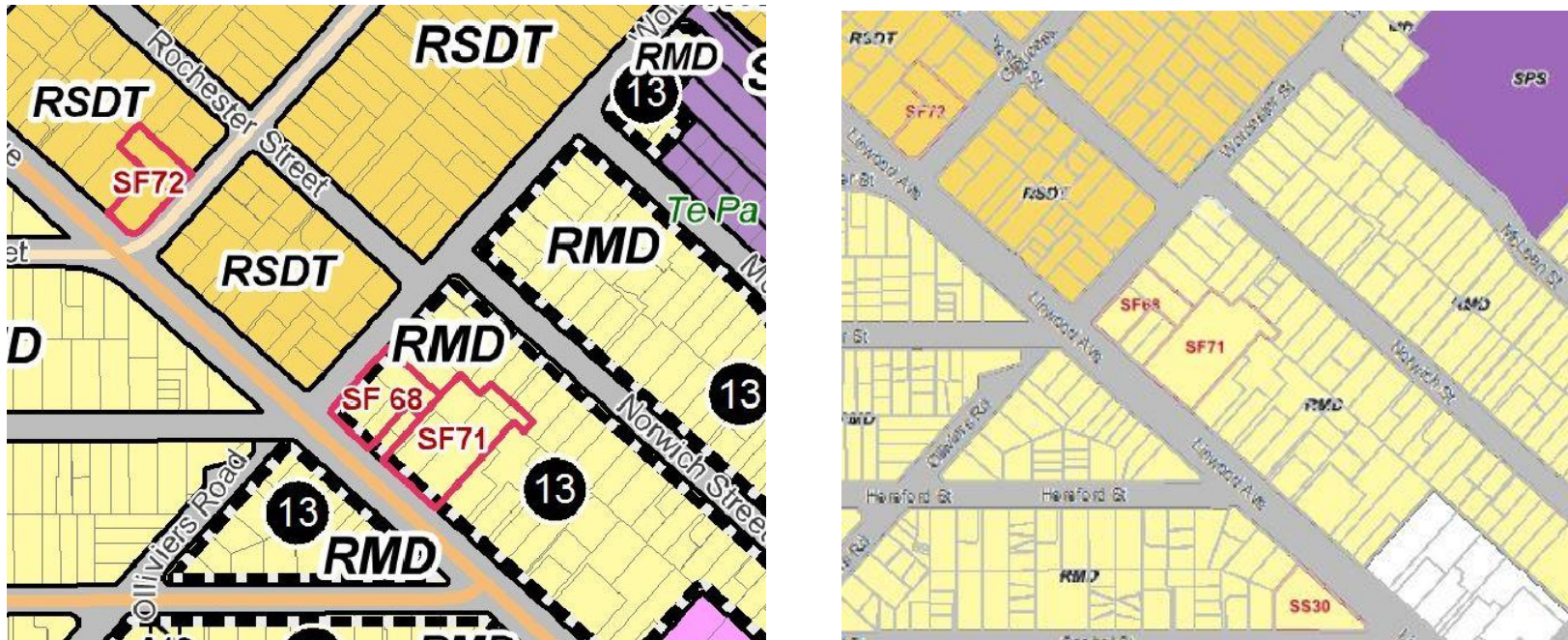


Figure 11 Amend extent of SF68 to include 2/167 Linwood Avenue (new map on left, old map on right)

Appendix 4: Changes to Commercial zone and signage provisions relating to scheduled activities

6.8.4.2.4 Signs attached to buildings

- a. For [signage](#) on [heritage items](#) and in [heritage settings](#), the rules in [Chapter 9](#) also apply.
- b. The maximum area and [height](#) of [signs](#) shall be as follows:

Zone or scheduled activity	Maximum <a href="#">total area of signs</a> per <a href="#">building</a>	Maximum <a href="#">height</a> above <a href="#">ground level</a> at top of <a href="#">sign</a>
Commercial Core Zone (Hornby and The Palms Mall only)	Length along <a href="#">primary building frontage</a> (m) x 1m	Where the maximum <a href="#">height</a> standard is 20 metres, 9 metres or façade <a href="#">height</a> , whichever is lower.  Where the maximum <a href="#">height</a> standard is 12 metres, 6 metres or façade <a href="#">height</a> , whichever is lower
Specific Purpose (Airport) Zone		9 metres or façade <a href="#">height</a> , whichever is lower
Scheduled activities (Rule <a href="#">6.5</a> ) <a href="#">service stations</a>		
<b>A. <a href="#">Service stations</a> on the following sites:</b> <b><a href="#">64 Blighs Road (Lot 1 DP 28218 Lots 3 &amp; 6 DP 1978);</a></b> <b><a href="#">345 Halswell Road (Lot 2 DP 339018, Lot 2 DP 46884);</a></b> <b><a href="#">4 Russley Road (Pt Lot 1 DP 79303); and</a></b> <b><a href="#">175 Wainoni Road (Lot 2 DP 12297, Pt Lot 3 DP</a></b>		

## Schedules to Decision

Zone or scheduled activity	Maximum <u>total area of signs</u> per <u>building</u>	Maximum <u>height</u> above <u>ground level</u> at top of <u>sign</u>
<b>14198):</b> <b>B. Buildings used for auto servicing, inspections and tyre sales on the following site:</b> <b>89-91 Beach Road, North New Brighton (Lots 1 &amp; 2 DP25521)</b>		

### 6.8.4.2.6 Free-standing signs

- a. Any free-standing sign located within a heritage setting identified in Sub-chapter 9.3 is subject to Rule 9.3.4.1 P6 and Rule 9.3.4.3 RD7 and the below table does not apply.
- b. The maximum number, area, width and height of free-standing signs shall be as follows:

Zone or scheduled activity		Relating to Pedestrian Entrances			Relating to Vehicle Entrances		
		Maximum width	Maximum total area of a <u>sign</u>	Maximum <u>height</u> above <u>ground level</u> at top of <u>sign</u>	Maximum width	Maximum total area of a <u>sign</u>	Maximum <u>height</u> above <u>ground level</u> at top of <u>sign</u>
Commercial Banks Peninsula Zone	Number of signs per vehicle or pedestrian entrance  1 for each formed <u>vehicle access</u> (refer to Rule 6.8.4.2.6 c. and d. below) and 1 for each formed pedestrian entrance (refer to Rule 6.8.4.2.6 d. below), (other than <u>billboards</u> permitted under Rule 6.8.4.1.1 P15)		1m <sup>2</sup>	2 metres	2 metres	2m <sup>2</sup>	4 metres
Residential Guest Accommodation Zone							
Commercial Local Zone		1 metre	2m <sup>2</sup>	2 metres	2 metres	9m <sup>2</sup>	6 metres

## Schedules to Decision

Zone or scheduled activity		Relating to Pedestrian Entrances			Relating to Vehicle Entrances		
Commercial Office Zone							
Commercial Central City Business Zone							
All scheduled activities (Rule 6.5), other than <a href="#">service stations</a>							
All specific purpose zones, other than Specific Purpose (Lyttelton Port), Specific Purpose (Airport) and Specific Purpose (Hospital) Zones							
Commercial Central City Mixed Use Zone		1 metre	2m <sup>2</sup>	2 metres	2.5 metres (other than <a href="#">billboards</a> permitted under Rule 6.8.4.1.1 P15)	18m <sup>2</sup>	9 metres
Commercial Central City (South Frame) Mixed Use Zone							
Commercial Core Zone							
Commercial Retail Park Zone							
All industrial zones (other than the Industrial Park Zone (Memorial Avenue) - refer to Rule 6.8.5.6 e. below)							
Scheduled activities (Rule 6.5) <a href="#">service stations</a>							
<b>A. <a href="#">Service stations on the following sites:</a></b> <b><a href="#">64 Blighs Road (Lot 1 DP 28218 Lots 3 &amp; 6 DP 1978):</a></b> <b><a href="#">345 Halswell Road (Lot 2 DP 339018, Lot 2 DP</a></b>							

## Schedules to Decision

Zone or scheduled activity		Relating to Pedestrian Entrances			Relating to Vehicle Entrances		
<b>46884);</b> <b>4 Russley Road (Pt Lot 1 DP 79303); and</b> <b>175 Wainoni Road (Lot 2 DP 12297, Pt Lot 3 DP 14198);</b> <b>B. Buildings used for auto servicing, inspections and tyre sales on the following site:</b> <b>89-91 Beach Road, North New Brighton (Lots 1 &amp; 2 DP25521)</b>							
	Specific Purpose (Lyttelton Port) Zone						
	Specific Purpose (Airport) Zone						

### 15.9.1.1 Permitted activities

	Activity	Activity specific standards
<b>P28</b>	<b><u>Spiritual activity at 113 Seaview Road (PT Lot 16 DP 100)</u></b>	a. <u>Nil</u>

### 15.9.1.3 Restricted Discretionary activities

	Activity	The <u>Council</u> 's discretion shall be limited to the following matters:
<b>RD1</b>	Activities listed in <a href="#">Rule 15.9.1.1 P1 – <del>P27</del>P28</a> , and <a href="#">Rule 15.9.1.3 RD2</a> , that do not meet one or more of the built form standards in	b. As relevant to the standard that is not met: a. Maximum building height – <a href="#">Rule 15.13.3.1</a>



## Schedules to Decision

	Activity	The <u>Council</u> 's discretion shall be limited to the following matters:
	<p><a href="#">Rule 15.9.2</a>, unless otherwise specified</p> <p>Advice note: Refer to relevant built form standard for provision regarding notification.</p>	<p>b. Minimum building setback from road boundaries/ street scene – <a href="#">Rule 15.13.3.2</a></p> <p>c. Minimum separation from the internal boundary with a residential zone – <a href="#">Rule 15.13.3.3</a></p> <p>d. Sunlight and outlook at boundary with a residential zone– <a href="#">Rule 15.13.3.4</a></p> <p>e. Outdoor storage areas – <a href="#">Rule 15.13.3.5</a></p> <p>f. Landscaping and trees- <a href="#">Rule 15.13.3.6</a></p> <p>g. Water supply for fire fighting – <a href="#">Rule 15.13.3.8</a></p> <p>h. Minimum building setback from the railway corridor - <a href="#">Rule 15.13.3.10</a></p>

Schedules to Decision

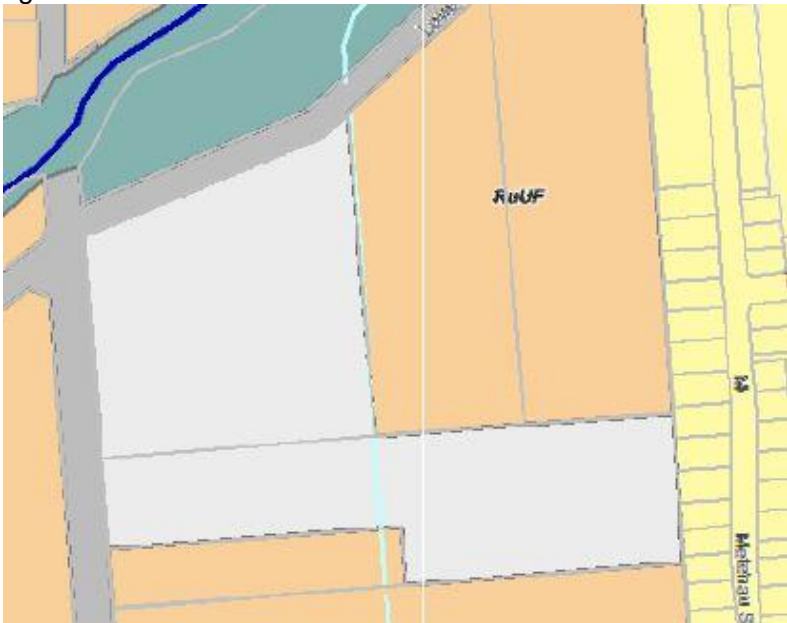
**Schedule 2**

Appendix 1 of the Council's 6 June 2017 Memorandum


## APPENDIX 1 TABLE OF MINOR CORRECTIONS TO THE CRDP CHAPTERS

**Key:**


The minor corrections sought by the Council through this memorandum to the CRDP are shown using **bold underlined text** for additions and ~~strikethrough text~~ for deletions.

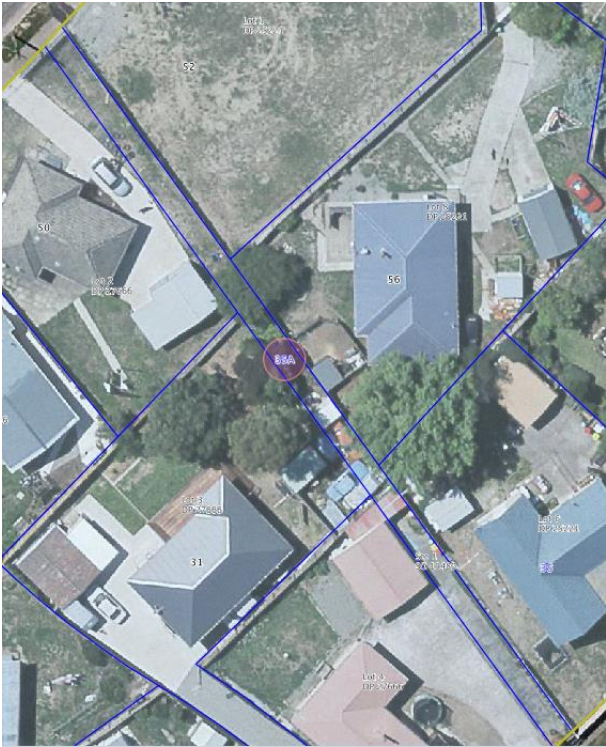
	CORRECTION	REASON THE CORRECTION IS MINOR
<b>Planning Maps</b>		
Planning Map 19	<p>Correct the alignment of the environmental asset waterway line for Gibsons Drain at 548 Marshland Road as shown in the figures below</p>  <p><i>Figure 1 Gibsons Drain (centre) as shown in the Decision version of the planning maps (light blue line in centre of image). 16 Lower Styx Road is the RuUF zoned land on the east side of the drain and 548 Marshland Road is on the west side of the drain.</i></p>	<p>The line on the notified and decisions version of the planning maps showing the location of the environmental asset waterway at the boundary of 16 Lower Styx Road and 548 Marshland Road is aligned with out-dated parcel boundaries. When the land parcels were adjusted following subdivision in 2013, the location of the waterway relative to the two properties at 548 Marshland Road and 16 Lower Styx Road was not updated with the result that part of the drain was showing on 16 Lower Styx Road when in fact the drain is on 548 Marshland Road.</p> <p>This is a minor correction in terms of the effect of the District Plan rules because the location of the waterways on the maps are indicative and only used to determine the water body setback general location and classification. It is clear in the rules (6.6.4(a), 6.6.5(a) and 6.6.6(a)) that the water body setback is measured from the bank of the waterway (as defined in Appendix 6.11.5.3) at the time of development, not from the line as it appears on the planning maps. Therefore there is considered to be no change of regulatory effect in moving the line as requested.</p>

## Schedules to Decision

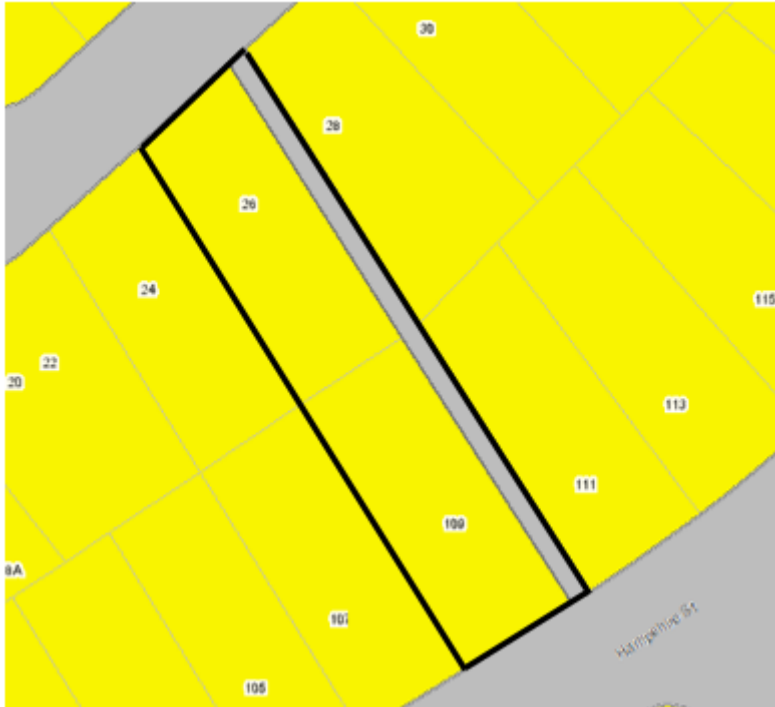
	CORRECTION	REASON THE CORRECTION IS MINOR
	 <p><i>Figure 2 Proposed realignment of Gibsons Drain showing the drain on 548 Marshland Road rather than 16 Lower Styx Road.</i></p>	
Planning Map 32	<p>Amend zoning of the north-west corner (triangle) of Kilmore Street and Montreal Street junction from Central City Guest Accommodation to Transport Zone, as shown outlined red in the map below:</p>	<p>The north-west corner of Kilmore Street and Montreal Street was notified in Stage 3, in error, as Central City Guest Accommodation Zone. The Council holds this land for legal road and transport purposes only.</p> <p>For the reasons set out in the covering memorandum seeking further minor corrections dated 19 May 2017 regarding the Transport Zone rules 'deeming provisions', Rule 7.4.1.1 can already be applied to this land and therefore there is no change in regulatory effect. No adjacent land owners are</p>



## Schedules to Decision

	CORRECTION	REASON THE CORRECTION IS MINOR
		<p>affected by the change, as the transport zone rules already apply, and the land in question already operates as part of the road.</p>
Planning Map 33	<p>Amend zoning of 35A Yarmouth Street, Aranui outlined in black below running between Yarmouth Street and Eureka Street from Transport Zone to Residential Suburban.</p>	<p>The thin strip of land known as 35A Yarmouth Street and , outlined in black in the middle column, legally described as Sec 1, SO 19480, is owned by Christchurch City Council. It was notified in Stage 1 as Residential Suburban Zone, and in Stage 2 as Transport Zone. The Residential Suburban zoning was confirmed in Decision 10 Stage 1 Residential, while later in time, Decision 12 confirmed the Transport Zone.</p> <p>This property is no longer maintained as a walkway between Yarmouth and Eureka streets and buildings are located within the thin strip of land, as shown in the aerial photo below.</p>

	CORRECTION	REASON THE CORRECTION IS MINOR
		<p>Aerial photo of 35A Yarmouth Street</p>  <p>It is respectfully considered that the Panel confirm the Residential Suburban Zone, in preference to the 'later in time' decision principle, in this instance. The Council as landowner supports this change.</p>

## Schedules to Decision

	CORRECTION	REASON THE CORRECTION IS MINOR
Planning Maps 26 and 33	<p>Amend the part of the zoning of the properties at 26 Bournemouth Crescent and 109 Hampshire Street (outlined in black) that are currently zoned Transport Zone, to Residential Suburban.</p> 	<p>Both 26 Bournemouth Crescent and 109 Hampshire Street were notified in Stage 1 as Residential Suburban Zone, and in Stage 2 as part Transport Zone, as outlined in red below. The Residential Suburban zoning was confirmed in Decision 10 Stage 1 Residential, while later in time, Decision 12 confirmed the Transport zoning for part of the properties.</p> <p>Council records show that both properties are privately owned and should not have been zoned (part) Transport. The property owners did not make any submission to either Stage 1 Residential or Stage 2 Transport. For the reasons set out in the covering memorandum seeking further minor corrections dated 19 May 2017 regarding the Transport Zone rules 'deeming provisions', there is considered to be no change of regulatory effect or development rights in moving the line</p> <p>It is respectfully considered that the Panel confirm the Residential Suburban Zone, in preference to the 'later in time' decision principle, in this instance.</p> <p>Notified in Stage 1 as Residential Suburban:</p>

	CORRECTION	REASON THE CORRECTION IS MINOR
		<div></div> <p>Notified in Stage 2 as part Transport Zone:</p> <div></div>



		CORRECTION	REASON THE CORRECTION IS MINOR
<b>Chapter 13 Specific Purposes zones – Subchapter 13.3 Specific Purpose (Airport ) zone</b>			
Rule 13.3.4.1.1 P9	Amend wording as follows:		<p>This minor correction is to clarify that the excluded items (retail activity inside the terminal buildings, and food and beverage outlets) are excluded from both the zone retail floor space limit and the single tenancy floorspace limit, rather than just from the latter. This was the intention of the provision, and is consistent with limiting retail activities within the Development Precinct, so that the scale of retail development does not significantly impact on key activity centres or the Central City function, but at the same time providing for the legitimate needs of travellers, workers within the zone etc, in accordance with Policy 13.3.2.1.1.</p> <p>This proposed correction is to provide clarity in application of the rule.</p>
	P9	<p>Retail activities (excluding supermarkets) and yard based suppliers</p> <p>a. Shall be confined to the Development Precinct set out in Appendix 13.3.9.1.</p> <p>b. Shall not exceed a total gross leasable floor area within the zone of 1,400m<sup>2</sup>, provided that no single tenancy shall exceed 450m<sup>2</sup> of gross leasable floor area, except that <del>this limit does these limits do</del> not include:</p> <ul style="list-style-type: none"> <li>i. Any retail activity inside the terminal buildings; and</li> <li>ii. Food and beverage outlets.</li> </ul>	