District Plan Rule Assessment

The following assessment is to demonstrate compliance or non-compliance with the rules of the Operative District Plan. The proposed activity is assessed against the Industrial Zone and City-Wide Standards as detailed in the tables below.

Chapter 9 Industrial Zone

Relevant Industrial Standards	Requirements	Comments	Compliance
9.4.1 Building Setbacks From	a) Transport corridor boundary – local and collector transport corridors: 5m	Eagle Way is classified as a 'Local Transport Corridor'. **The eastern side of the fuel canopy will be setback 3.75m from the Eagle Way transport corridor boundary which does not comply with the standard.** All other buildings including canopy covers on the site are setback well over the required 5m from the boundary with Eagle Way.	**DOES NOT COMPLY**
	b) Transport corridor boundary (arterial transport corridors) – 5m, and no part of any building may penetrate a building envelope of 5m and 45 degrees adjoining any arterial transport corridor.	Te Rapa Road is classified as a 'Major Arterial Transport Corridor'. All buildings including canopy covers on the site are setback over the 5m and do not penetrate the building envelope from Te Rapa Road boundary.	Complies
	d) Any boundary adjoining any Residential, Special Character or Open Space Zones: 8m	The site does not adjoin any Residential, Special Character or Open Space Zones.	N/A
	e) Other boundaries: 0m/nil	The primary building will be setback 0m from the north western boundary adjoining Industrial Zoning. All buildings on the site are well setback from the north eastern boundary adjoining Industrial Zoning (future road extension).	Complies
	f) Waikato Riverbank and Gully Hazard Area: 6m	There is no Waikato Riverbank and Gully Hazard Area on or near the site.	N/A
9.4.2 Building Height	(a) Maximum building height: 20m	Buildings on the site will be less than 20m in height. The primary building will be approximately 8m high.	Complies
9.4.3 Height in Relation to Boundary	a) No part of a building may penetrate a height control plane rising at an angle of 45 degrees (except for the southern boundary where it is measured at 28 degrees) starting at an elevation of 3m above the boundary of any adjoining Residential, Special Character or Open Space Zones	The site does not adjoin any Residential, Special Character or Open Space Zones.	N/A
9.4.4 Site Coverage	b) Outside the Amenity Protection Area No maximum	There are no site coverage requirements.	N/A
9.4.5 Permeable Surfaces	(a) Permeability across the entire site: Minimum 10%	**The application proposes 6.7% over the entire site which does not comply.**	**DOES NOT COMPLY**
9.4.6 Site Layout	a) No plant or machinery shall be placed on the front of the building or within any building setback (with the exception of machinery displayed for sale, hire, or plant associated with on-site security).	No plant or machinery will be placed on the front of the building or within any building setback.	Complies

9.5.1 Ancillary Retail and Office activity	a) When combined, the total area of ancillary office and ancillary retail activity shall not occupy more than the equivalent of 50% of the gross floor area of the principal activity on the site.	The ancillary office will have a gross floor area of 500m². The proposed supermarket has a GFA of 6,358m² and so the ancillary office will only occupy 7% of the GFA of the principal activity proposed on site.	Complies
9.5.4 New supermarkets in the Industrial Zone	a) Resource consent applications for new supermarkets in the Industrial Zone must provide a Centre Assessment Report, in accordance with section 1.2.2.17 (Information Requirements), which: i. addresses assessment criteria H2; and ii. demonstrates that the proposal will not undermine the role and function of other centres within the localised catchment in the business hierarchy.	A centres assessment report has been provided with the application that addresses assessment criteria H2 and demonstrates that the proposal will not undermine the role and function of other centres within the localised catchment in the business hierarchy.	Complies

Chapter 25 City Wide

Relevant City Wide Standards	Requirements	Comments	Compliance
Earthworks			
25.2.4.1 Earthworks in All Zones	a) Where fill material is used it is required to be clean fill.	Conditions of consent will ensure compliance.	Complies
	(b) All earthworks or areas of bare earth not being worked for three months or more shall be stabilised and sown with ground cover.		
	(c) All earthworks shall retain sediment on site through implementation and maintenance of sediment controls. This standard does not apply to the transportation of material off site.		
	(d) All earthworks activities shall be managed to avoid material deposits on public roads from any vehicles operating on site.		
	(e) Earthworks shall not obstruct or divert any stormwater overland flow path or result in changed stormwater drainage patterns on adjacent land in different ownership.		
	f) Earthworks outside the Residential Zone, Special Character Zone and Natural Hazard Areas: i. No volume restriction on earthworks within the building footprint identified on a building consent, or required outside the building footprint to maintain stable slopes for the authorised construction work; and ii. Any earthworks additional to those provided for in f)i above shall not exceed 1,000m³ in any single activity or cumulative activities in any 12 month period.	The proposal involves approximately 13,600m³ of earthworks to facilitate construction of this supermarket development, with a significant amount outside of the building footprint.	**DOES NOT COMPLY**
Hazardous Facilities			

25.4.4.1 Site Design	a) Any part of a hazardous facility which is involved in the manufacture, mixing, packaging, storage, loading, unloading, transfer, use or handling of hazardous substances shall be designed, constructed and operated in a manner which avoids: i. Any off-site adverse effects on people, ecosystems, physical structures and other parts of the environment, unless permitted by a resource consent. ii. The contamination of air, land and water (including groundwater, potable water supplies and surface waters) in the event of a spill or other type of release of hazardous substances.	The surface of the entire fuel station will be concrete. The fuel station forecourt will be bunded and/or surrounded by a slotted channel and profiled so that any spills during off-loading from fuel tankers or during refuelling of vehicles will be discharged to an oil/ water interceptor. These measures will ensure that fuel is not discharged off-site or into the ground or water.	Complies
25.4.4.2 Site Layout	a) The hazardous facility shall be designed to ensure that separation between on-site facilities and the property boundary is sufficient for the protection of neighbouring facilities, land uses and sensitive environments (excluding sites covered by Rule 25.4.5.2).	The fuel facility will be located with areas of car-parking associated with the supermarket to the south-west and north-west, a new road extension to the north-east and Eagle Way to the south-east. It is considered that separation is sufficient for these land uses.	Complies
25.4.4.3 Site Drainage	a) Site drainage systems shall be designed, constructed and operated in a manner that avoids the entry or discharge of hazardous substances into the stormwater and wastewater networks unless permitted by a network utility operator. b) All stormwater grates on the site shall be clearly labelled for stormwater only.	The fuel facility will be covered with a canopy with stormwater from this canopy discharged directly to the site stormwater system (outside the fuel station area). The bunds/ slotted channel surrounding the forecourt (see rule 25.4.4.1) will be located under the canopy to minimise the amount of stormwater entering this system. Any runoff from the forecourt area will be discharged to the on-site oil/ water interceptor. It is not intended that any stormwater grates will be included in the fuel station area.	Complies
25.4.4.4 Wash-Down Areas	a) Any part of the hazardous facility site where vehicles, equipment or containers that are, or may have become, contaminated with hazardous substances are washed shall be designed, constructed and managed to avoid any contaminated wash water from: i. Entering or discharging into the stormwater drainage or the wastewater networks unless permitted by a network utility operator. ii. Contaminating land, ground water, any water body or potable water supply.	The proposed activity will not include any wash-down areas.	N/A
25.4.4.5 Spill Containment Systems	a) Any parts of the hazardous facility site where a spill may occur shall be serviced by a suitable spill containment system that shall be: i. Constructed from impervious materials resistant to the hazardous substance(s) used, stored, manufactured, mixed, packaged, loaded, unloaded or otherwise handled	The tanks at the site will be double walled to prevent leakages during storage (see rule 25.4.4.7 and 25.4.4.8 below). The forecourt will be designed to ensure all fuel spilled in the area is discharged directly to the on-site oil/water interceptor (see rule 25.4.4.1). The volume of stormwater within the forecourt area will be limited due to bunding	Complies

	on the site; and for above-ground storage of liquid hazardous substances: A. Able to contain the maximum volume of the largest tank on site plus an allowance for stormwater or fire water. B. For drums or other smaller containers, able to contain half of the maximum volume of substances stored, plus an allowance for stormwater or fire water. ii. Able to avoid any spill or other unintentional release of hazardous substances, and any stormwater and fire water that has become contaminated from: A. Entering the stormwater or wastewater drainage system, unless permitted by a network utility operator. B. Contaminating land, ground water, any water body or potable water supply.	at the edge of the canopy (see rule 25.4.4.3).	
25.4.4.6 Waste Management	a) Any hazardous facility generating waste containing hazardous substances shall dispose of these wastes to authorised facilities holding the necessary consents and be serviced by an acceptable waste disposal contractor.	Only small amounts of solid waste will be generated at the site. This waste will typically comprise some paper towels which may have been used to wipe fuel splashes off hands and vehicles or to clean windscreens/ mirrors as well as some general refuse (single use drink bottles and cans, food wrappers, paper etc.). Rubbish bins will be provided within the fuel forecourt and will be emptied on a regular basis at the same time as the other bins provided for public use within the supermarket and car park. Liquid waste – No liquid waste will be generated at the site apart from spills which are discussed under rule 25.4.4.5.	Complies
25.4.4.7 Storage	a) Hazardous substances shall be stored in a manner that avoids: i. The unintentional release of the hazardous substance. ii. The accumulation of any liquid or solid spills or fugitive vapours and gases in enclosed off-site areas that could result in potentially adverse effects on people, ecosystems or built structures.	All the fuel at the site will be stored in purpose designed and built underground double wall fibreglass tanks. These tanks are typical for use at fuel stations and minimise the risk of accidental release due to the built-in secondary containment system (the outer wall) and leak detection system.	Complies
25.4.4.8 Storage Tanks – Petroleum Products	a) Tanks for the storage of petroleum products must be designed, constructed and managed to avoid leaks and spills and resulting adverse effects on people, ecosystems and property. Storage tanks shall be: i. Constructed from impervious materials resistant to the hazardous substances to be stored. ii. Equipped with secondary containment facilities. iii. Serviced by a leak detection or monitoring system which is capable of detecting a failure or breach in the	Fuel at the site will be stored in two underground double wall fibreglass tanks. These tanks are purpose designed and built for fuel storage. The purpose of the double wall is that the outer wall provides a secondary containment system and allows the void between the two walls to be monitored for evidence of leakage. The design of the tanks will be the same or similar to tanks used at existing Pak N Save fuel stations around the country.	Complies

	structural integrity in the primary containment vessel.		
Landscaping and Screening			
25.5.3.1 Landscaping	a) Activities adjacent to a major arterial transport corridor i. A 2m wide planting strip shall be required along any boundary adjacent to a major arterial transport corridor.	A 2m wide planting strip will be provided along the boundary adjoining Te Rapa Road.	Complies
	g) Ground-level parking spaces, loading spaces and vehicle storage areas adjacent to a transport corridor in all Zones (except Residential, Special Character and Future Urban Zones) i. Where ground-level parking, loading spaces and vehicle storage areas are provided within 5m of a boundary of a transport corridor, a 2m wide planting strip shall be required between that area and the transport corridor boundary	A 2m wide planting strip will be provided along all boundaries with transport corridors.	Complies
	h) External ground-level parking spaces in all Zones i. Parking areas of more than 10 parking spaces shall be landscaped with tree planting and ground cover planting at a rate consistent with Rule 25.5.4.6	See assessment under 25.5.4.6 below.	**DOES NOT COMPLY**
	i) Service areas in all Zones i. Where service areas are visible from a transport corridor, any other public space, Residential or Special Character Zones they shall be screened from view with either: • A 1.8m high close-boarded or similar solid fence or wall, and a minimum 1m wide buffer strip, or • A 2m wide buffer strip	The service area will not be visible from any transport corridor	Complies
25.5.3.2 Implementation	All planting shall be implemented within the first planting season after any buildings and other site works are completed.	Conditions of consent will ensure compliance	Complies
25.5.3.4 Frangible Vegetation	Where a buffer strip or planting strip is to be located within 5m of the carriageway of an arterial transport corridor with a posted speed limit greater than 70 kilometres per hour all vegetation within the strip shall be frangible.	The adjoining Te Rapa Road is a 60km/h speed zone.	N/A
25.5.3.5 Maintenance	All fences and planting required by 25.5.3.1 shall be maintained in a manner to ensure ongoing compliance with relevant standards in this chapter. This will require regular care of planted areas, the timely repair or replacement of damaged fences, and the replacement of dead, dying or diseased planting.	Conditions of consent will ensure compliance	Complies

25.5.4.1 All Fences and Walls	a) Any fence or wall adjoining a buffer or planting strip shall be located so that the buffer or planting strip is between the fence and the external site boundary, and shall be designed to enable access to plantings for maintenance purposes.	No fences or walls are required.	N/A
25.5.4.4 Planting Strips	a) Planting strips shall be of a permeable nature for stormwater purposes.	Conditions of consent will ensure compliance	Complies
	b) Planting strips shall consist of a combination of groundcover and shrub planting, with shrub planting selected to ensure they are capable of achieving a maximum mature height of 0.8m, and are least 0.4m in height at the time of planting.	Conditions of consent will ensure compliance	Complies
	c) Groundcover and shrub planting shall be maintained to ensure they do not exceed a height of 0.8m.	Conditions of consent will ensure compliance	Complies
	d) Groundcover and shrub planting shall be selected, located and provided at a density to ensure that a minimum of 50% of the surface of the planting strip is covered from the time of planting.	Conditions of consent will ensure compliance	Complies
	e) Planting strips shall include 1 specimen tree for up to 10m of length of the planting strip and an addition 1 specimen tree for each addition 10m or part thereof.	The site has approximately 103m of frontage to Te Rapa Road and as such requires 10 specimen trees. 10 Specimen trees are provided along the Te Rapa Road frontage. No specimen trees are provided between the parking areas and the Eagleway transport corridor boundary, where a frontage of approximately 130m exists and no specimen trees are proposed along this frontage. Only 4 specimen trees are provided between the parking areas and the Maui Street extension transport corridor boundary, where a frontage of approximately 100m will occur, made up of both the public and service entrance.	**DOES NOT COMPLY**
	f) Trees required by 25.5.4.4e shall be selected to ensure they are capable of growing to a mature height of more than 4m and shall be at least 1.8m in height at the time of planting.	Conditions of consent will ensure compliance	Complies
	g) Where two or more trees are required by 25.5.4.4e they shall be spaced along the length of the strip to ensure they are no more than 15m, or less than 5m apart.	Conditions of consent will ensure compliance	Complies
	h) All trees shall be maintained to ensure that a clear distance of 2m is achieved between ground level and the tree canopy. This standard shall not apply until a specimen tree reaches at least 4m high.	Conditions of consent will ensure compliance	Complies
	i) Trees within the planting strip shall be selected, located and	Conditions of consent will ensure compliance	Complies

	maintained in a manner so as not to: i. Create traffic safety problems by obscuring visibility for road users or train drivers. ii. Obstruct traffic, official road, or hazard signage. iii. Interfere with transport infrastructure or network utilities.		
25.5.4.6 Internal Planting	a) Internal planting shall be located within the sealed area to break up the impermeable expanse of paving and hard surfaces while ensuring pedestrian and vehicle safety. For large areas this will require the internal planting requirements to be split into more than one location.	Conditions of consent will ensure compliance	Complies
	b) Internal planting shall consist of a combination of groundcovers and shrubs.	Conditions of consent will ensure compliance	Complies
	c) Internal planting shall include 1 specimen tree for up to 20 parking spaces and an addition 1 specimen tree for each additional 5 parking sapces or part thereof.	Based on the 300 parking spaces to be provided on site a total of 57 specimen trees are required to be provided across the car parking area. The proposal includes tree planting for up to 31 trees only which is 26 less than the required minimum.	**DOES NOT COMPLY**
	d) Groundcover and shrub planting shall be selected, located and provided at a density to ensure that a minimum of 50% of the surface of the internal planting area is covered from the time of planting	Conditions of consent will ensure compliance	Complies
	e) Shrub planting shall be selected to ensure it is capable of growing to a mature height of at least 0.5m and shall be at least 0.3m in height at the time of planting.	Conditions of consent will ensure compliance	Complies
	f) Trees required by 25.5.4.6c) shall be selected to ensure they are capable of growing to a mature height of more than 4m and shall be at least 1.8m in height at the time of planting.	Conditions of consent will ensure compliance	Complies
	g) Trees shall be located within a planting space free from impermeable surfaces with a minimum dimension or diameter of 1.5m diameter.	Conditions of consent will ensure compliance	Complies
	h) All planting shall be protected from potential pedestrian and vehicle damage.	Conditions of consent will ensure compliance	Complies
Lighting and Glare			
25.6.3 Lighting and glare general standard	a) Artificial lighting shall not result in illumination on transport corridors which may dazzle or distract transport corridor users or train drivers, or interfere with any traffic aids or signals. The relevant clauses of Australian Standard AS4282 1997 Control of the Obtrusive Effects of Outdoor Lighting shall apply with respect to the effect of artificial lighting on traffic.	Conditions of consent will ensure compliance	Complies
	b) Lighting designed to illuminate	Conditions of consent will ensure compliance	Complies

	public spaces and transport corridors, including roads, public car parks and amenity areas, shall be designed in accordance with the Australian and New Zealand AS/NZS suite of standards.		
25.6.4 Lighting and glare specific standards	a) The spill of light from artificial lighting (excluding street and navigation lights and traffic signals) on to any other site shall not exceed 10 lux (horizontal and vertical) when measured or calculated at points 1.5m within the boundary of any other site. In the case of contiguous sites held in the same ownership for the same activity, the spill of light shall be measured or calculated at points 1.5m within the boundary of any other site beyond the boundary of the land holding.	Conditions of consent will ensure compliance	Complies
	b) The spill of light from artificial lighting (excluding street and navigation lights and traffic signals) on to any site in the Residential, Special Character, Open Space, Community Facilities or Future Urban Zones shall not exceed 3 lux (horizontal and vertical) when measured or calculated at points 1.5m within the boundary of any other site so zoned.	Conditions of consent will ensure compliance	Complies
Noise and Vibration			
25.8.3.2 Construction Noise	a) All construction noise shall comply with the relevant noise levels stated in NZS6803: 1999, section 7.2 'Recommended numerical limits for construction noise' and shall be measured and assessed in accordance with NZS 6803:1999 'Acoustics – Construction Noise'.	Conditions of consent will ensure compliance	Complies
25.8.3.3 Construction Vibration	a) Construction vibration received by any building on any other site shall comply with the provisions of and be measured and assessed in accordance with German Standard DIN 4150-3:1999 Structural vibration – Effects of vibration on structures.	Conditions of consent will ensure compliance	Complies
25.8.3.7 Noise Performance Standards for Activities in all Industrial Zones	c) Any activity within the Industrial and Te Rapa North Industrial zones shall not exceed a noise level of 65dBA (LAeq [15 min]) at any point within the boundary of any other site within that zone. This standard does not apply to sites held in common ownership with the site containing the activity generating the noise.	Conditions of consent will ensure compliance	Complies
Signs			

25.10.4 Sign Rules - General Standards	b) Signs shall not project over a transport corridor or be located within a transport corridor (except as provided for in 25.10.5.10), other than a traffic sign or safety sign erected by, or at the direction of, a public authority or a sign controlled under a Council bylaw.		The signs will not project over the transport corridor.	Complies
	c) Signs shall not be placed so they block sight distances at intersections or driveways.		The proposed signs will not block any sightlines.	Complies
	d) A sign must not display any image that: i. Resembles or is likely to be confused with any traffic sign or signal; ii. Contains reflective, fluorescent or phosphorescent materials that will reflect headlights, or distract and interfere with a road user's vision; iii. Uses flashing or revolving lights or lasers or any other method of illumination that will dazzle or distract drivers.		The proposed signs will not resemble any traffic sign or signal. Also they do not contain reflective, fluorescent or phosphorescent materials. They will not use flashing or revolving lights or lasers.	Complies
25.10.5.7 Sign Rules - Specific Standards	(a)(ii) signage attached to buildings :	ii. Any sign, whether attached to the face or roof of the building or protruding from the face of the building	All signage on the building will be designed to comply	Complies
		1m² for every metre of site frontage. For rear sites 1m² for every metre of any single site boundary.		
		A maximum sign height equal to the building height of the relevant zone provided that it does not exceed the height of the parapet or facade of the building		
	iii. Free-standing signs:	One double-sided sign for each frontage	A total of two double-sided freestanding pylon signs are located at the Te Rapa Road with one additional for the Eagle Way frontage.	**DOES NOT COMPLY**
		1m² for every metre of site frontage to a maximum of 10m²	Each sign will be 27.45m² in area which exceeds the 10m² maximum.	**DOES NOT COMPLY**
		A maximum sign height equal to the building height of the relevant zone	The signs will be under 20m high.	Complies
Solid Waste				
25.12.3.1 Solid Waste Storage Areas	a) All activities shall provide appropriate, on-site storage areas for recycling and litter bins that are accessible for waste collection services.		An area for on-site storage of recycling and litter bins has been provided that is accessible for waste collection services.	Complies
Three Waters				

25.13.4.2 Stormwater	a) A stormwater reticulation and disposal system shall be provided that is adequate to safeguard people from injury or illness and protect property from damage caused by surface water. b) Stormwater management measures shall be in place and operational upon the completion of subdivision and/or development to ensure that the rate of stormwater discharge offsite is at or below pre-development rates. Stormwater management measures shall be implemented, as appropriate, in accordance with the following drainage hierarchy: i. Retention for reuse ii. Soakage techniques iii. Detention and gradual release to a watercourse iv. Detention and gradual release to stormwater reticulation.	The existing site is 100% impervious, with runoff currently discharged to HCC pipe infrastructure. The application included an engineering assessment undertaken by Babbage Consultants, and outlined a methodology of managing stormwater quality prior to discharge into Council's reticulated system, with grassed swales within the site being the chosen method	Complies
25.13.4.2 Wastewater	a) An adequate, reliable, safe and efficient wastewater service shall be provided.	The development will be connected to the 225mm public wastewater reticulation.	Complies
25.13.4.4 Water	a) An adequate, reliable, safe and efficient supply of potable water shall be provided. d) A reticulation system shall be provided which is adequate for fire-fighting purposes and for estimated domestic and commercial consumption.	The development will be connected to the public water reticulation connection. To achieve adequate firefighting capacity n onsite detention tank may be required.	Complies
25.13.4.5 Water Efficiency Measures	a) In addition to Low Flow Fixtures, at least one water sensitive technique for stormwater shall be incorporated, connected to, achieved or maintained as part of any new development	Low flow fixtures will be incorporated into the development and swales will be constructed to help improve stormwater quality.	Complies
25.13.4.6 Water Impact Assessments	a) A Water Impact Assessment, as described in Volume 2, Appendix 1.2.2.5, is required for any development or subdivision: vi. Creating a new building for non-residential activities (other than industrial activities) with a gross floor area greater than 300m².	A water impact assessment has been submitted with the application.	Complies
Transportation			
25.14.4.1 Vehicle Crossings and Internal Vehicle Access	(a) The distance between vehicle crossings shall be either: i. Less than 2m; or ii. 7.5m	The proposed vehicle crossings are not within 7.5m of each other or any other nearby crossing	Complies
	c) Minimum distance between any vehicle crossing and a transport corridor intersection for posted speed limit of 60km/h or less: Adjoining local intersecting a local:15m Adjoining local intersecting a Major arterial: 20m	The proposed vehicle crossings are not within 30m of any nearby intersection	Complies

	Adjoining major arterial intersecting a local: 30m			
	(e) Minimum sight distance from any vehicle crossing: 60km/h – Major arterial: 150m 50km/h – Local: 60m		The proposed vehicle crossings achieve more than the minimum distance requirements.	Complies
	g) Maximum number of vehicle crossings for any site, not within a Residential or Special Character Zone: Two per frontage that is more than 20m wide (excluding frontages to the strategic network or arterial transport corridor		The site will have one vehicle crossing to Te Rapa Road and Eagle Way. The Maui Street Extension frontage will be over 100m and a total of three vehicle crossings are proposed along this frontage.	**DOES NOT COMPLY**
	(h) Vehicle crossings widths shall be 5m-7.5m and internal vehicle access widths shall be a minimum of 6m which shall be formed and drained with a permanent sealed or paved all weather, dust-free surface.		The vehicle crossing to Te Rapa will be 7.5m wide and be sealed in a dust free surface. The vehicle crossing to Eagle Way will exceed the 7.5m maximum. The vehicle crossings to the proposed extension of Maui Street will be 8m (public) and 11m and 8m wide (staff/service) and sealed in a dust free surface.	**DOES NOT COMPLY**
	i) Any internal vehicle access shall be provided with sufficient clearance from the edge of the formation to buildings, fences and other structures to enable the safe and unobstructed operation of the vehicle access.		Internal vehicle access is provided with sufficient clearance from the edge of the formation to buildings and other structures to enable the safe and unobstructed operation of the vehicle access	Complies
	j) Passing bays shall be provided along an internal vehicle access which serves more than one allotment or more than five car parking spaces, in cases where: i. The access is less than 5.5m wide and has a length greater than 70m, or ii. Unrestricted visibility is not available over its full length.		The internal access or more than 5.5m wide.	N/A
25.14.4.2 Parking, Loading Spaces and Manoeuvring Areas	(a) Quantity. Where the assessment of the number of parking spaces (of any type) results in a fractional space, any fraction under one-half shall be disregarded and fractions of one-half or greater shall be considered as one	Retail (supermarket) Parking spaces: 1 per 20m² gross floor area devoted to retail sales activities and 1 per 40m² gross floor area for all other activities Office (ancillary) parking spaces: 1 per 40m² gross floor area Drive-through services parking spaces: 1 per 30m² gross floor area (excluding canopy area over pumps) plus 5 queuing spaces per dispensing facility	The supermarket has a GFA of 3,925m² for retail sales and requires 196 parking spaces. The area of other activities (excluding ancillary office) is 1,933m² and requires 48 parking spaces. The ancillary office has a GFA of 500m² and requires: 13 parking spaces The drive through service does not require any parking spaces as there is no GFA associated with the activity. The proposal has a total requirement of 257 parking spaces. A total of 300 parking spaces have been provided.	Complies

	space.	Retail activities (supermarket) loading spaces: 1 Offices loading spaces: 1 Drive-through services loading spaces: 1	A separate loading space is provided at the rear of the building.	Complies
		Retail activities (supermarket) visitor cycle spaces: 1 per 500m² GLFA Office Visitor Cycle spaces: 1 per 800m² gross floor area Drive-through services visitor cycle spaces: 1 per 100m² gross floor area	Conditions of consent will ensure compliance	Complies
		Retail activities (supermarket) visitor cycle spaces: 1 space per 10 FTE staff Office Staff cycle spaces: 1 per 250m² gross floor area Drive-through services staff cycle spaces 1 space per 10 FTE staff	Conditions of consent will ensure compliance	Complies
		Motorcycle spaces: Three motorcycle parking spaces are required to be provided where 20-100 parking spaces are provided, and 1 additional for every 40 thereafter.	Conditions of consent will ensure compliance	Complies
	c) For car parking required by Rule 25.14.4.2(a), for non-residential uses. i. 1 accessible car park space for disabled users shall be provided for 1-20 parking spaces, 2 shall be provided for 21-50 parking spaces and 1 for every additional 50 parks above 50 car park spaces ii. Where 50 or more car park spaces are provided, 1 accessible car park spaces for less mobile users shall be allocated and provided for 50-100 parking spaces and 1 for every addition 50 car parks above 50 car park spaces.		Conditions of consent will ensure compliance	Complies

	(f) The parking spaces and manoeuvring areas shall comply with the relevant dimensions and layouts in Table 15-1h of Volume 2, Appendix 15-1 and are suitably designed for the vehicles and their occupants and be formed and drained with a permanent sealed or paved all weather, dust-free surface.	Conditions of consent will ensure compliance	Complies.
	g) No part of any parking space, cycle space, loading space or manoeuvring area shall be located on any outdoor living area or service area.	The proposal does not include any outdoor living areas. The service area is located away from parking spaces, loading spaces, cycle spaces and manoeuvring areas.	Complies
	h) Design and layout shall meet any requirements for landscaping and screening in the applicable zones and Chapter 25.5: City-wide – Landscaping and Screening.	**See assessment under Rule 25.5**	**DOES NOT COMPLY**
	i) All parking space, cycle space, loading spaces or manoeuvring areas, (excluding those for residential activities), which are used during the hours of darkness shall be illuminated in accordance with NZS1158.3.1 Lighting of Pedestrian Areas (P11), during the hours of operation of the activity that the areas serve.	Conditions of consent will ensure compliance	Complies
	j) Sufficient on-site manoeuvring areas shall be provided to avoid the reversing of vehicles off a site: i. Where any car park has vehicle access to any arterial transport corridor. ii. Where any car parking areas with vehicle access to any transport corridor contains: A. More than five parking spaces, or B. Is located more than 30m from the boundary with the transport corridor.	Sufficient on-site manoeuvring areas are provided to avoid the reversing of vehicles off the site.	Complies
	(k) Parking spaces shall have ready access to a transport corridor at all times, without needing to move any other vehicle occupying other parking or loading spaces.	All parking spaces will have ready access to the transport corridor.	Complies
	m) Sufficient on-site manoeuvring areas shall be provided for loading spaces to avoid: i. Vehicles needing to reverse off site on to an arterial transport corridor. ii. Vehicles projecting on to the transport corridor whilst loading or unloading.	Conditions of consent will ensure compliance	Complies
	n) Where on-site parking is provided, sufficient space shall be provided for vehicle queuing as follows. ii. For more than 30 parking spaces, the vehicle capacity of the queuing length shall be calculated as (0.03) x (number of parking spaces). The required vehicle capacity calculated	The Te Rapa Road and Eagle Way accesses do not comply with the queuing spaces outlined in 25.14.4.2n).	**DOES NOT COMPLY**

	shall be rounded up to the next whole number (i.e. the next whole vehicle) and a queuing length of 6m provided per vehicle. iii. The required queuing length shall be measured from the transport corridor boundary at the vehicle entrance of the site, to the nearest vehicle control point on the site. iv. For the purpose of assessment, where more than one vehicle crossing is provided to a site, the required queuing length may be assessed for each access point individually, with each parking space allocated to the nearest usable entry vehicle crossing.		
	o) Visitor cycle parking spaces shall be located within 30m of public entrances for the activity	Visitor cycle parking spaces will be located within 30m of the public entrance for the activity	Complies
	p) Staff cycle parking spaces shall be located so it may be easily accessed by regular users of the activity and may be provided off-site.	Staff cycle parking spaces will be located so they may be easily accessed by regular users of the activity.	Complies
	q) The design of cycle parking spaces shall meet the following requirements. i. All cycle parking is adequately spaced to allow a cyclist to manoeuvre and attach a cycle to each stand. ii. Visitor cycle parking shall consist of stands that: A. Are securely attached to an immoveable object such as a wall or ground. B. Support the bicycle frame. C. Are clearly visible or signposted to cyclists entering the site. D. Are able to be detected by the visually impaired when in publicly accessible areas so as to not create a safety hazard. iii. Staff cycle parking shall consist of a stand or enclosed space that: A. Allows the bicycle to be secured. B. Is undercover or otherwise protected from inclement weather.	Conditions of consent will ensure compliance	Complies
25.14.4.3 Integrated Transport Assessment Requirements	a) A Broad ITA is required under 25.14.4.3a, 25.14.4.3c(iv) and 25.14.4.3g	A Broad ITA has been submitted with the application.	Complies