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**Certificate of Compliance application
prepared for**

**BRAEBURN PROPERTY
LIMITED**

320 & 320A Cumnor Terrace, Christchurch

October 2023

**Certificate of Compliance application
prepared for**

BRAEBURN PROPERTY LIMITED

320 & 320A Cumnor Terrace, Christchurch

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Reviewed by	Tim Walsh, Senior Planner

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Application for Certificate of Compliance Under Section 139 of the Resource Management Act 1991

TO: Christchurch City Council

We: Braeburn Property Limited ('the applicant'), apply for a certificate of compliance for the activity described below.

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

To establish a yard-based supplier activity on the site, comprising the use of land for selling or hiring products for construction or external use where more than 50% of the area devoted to sales or display is located within an uncovered external yard space.

The activity will include the outdoor storage (for display, sale or hire) of items including: shipping containers; cargo/freight including palletized goods; scrap metal including dismantled/crushed car bodies; metal, timber, concrete and other raw materials or manufactured products used in construction and civil works; and bundled waste or recycled materials. Such items will be stored to an unspecified maximum height, but will expressly exceed 11m height.

Ancillary vehicle access to/from the site and on-site vehicle circulation and loading space is also proposed for the activity.

The activity for which the certificate of compliance is sought will be undertaken in accordance with the details, information and plans that accompany and form part of the application.

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

The application site is a nominal site of approximately 2.5 hectares, located at 320 & 320A Cumnor Terrace, Christchurch legally described as Lot 301 Deposited Plan 463785, Lot 302 Deposited Plan 473298 and Lot 305 Deposited Plan 525615.

The relevant particulars of the site are set out in further detail within the details, information and plans that accompany and form part of this application.

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

The applicant owns the site and leases it to:

- NZ Express Transport (2006) Limited
C/- Gabites Limited
54 Cass Street
ASHBURTON 7700
- Pinnacle Corporation Limited
Level 3 Woburn House
40 Bloomfield Terrace
LOWER HUTT 5010
- International Primary Products (NZ) Limited
C/- Nexia New Zealand



Level 1, 5 William Laurie Place
AUCKLAND 0632

- Champion Materials Limited
C/- E3 Business Accountants Limited
94 Disraeli Street
CHRISTCHURCH 8023

4. We attach all necessary further information required to be included in this application by the Resource Management Act 1991, or any regulations made under that Act.

Jeremy Phillips, Director & Senior Planner

DATED: 27 October 2023

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

Address for service:

Novo Group Limited
PO Box 365
CHRISTCHURCH 8140

Attention: Jeremy Phillips

T: 029 261 1310
E: jeremy@novogroup.co.nz

Address for Council fees:

Braeburn Property Limited
C/- Moore Walker Davey Searells Limited
Level 2, Building One, 181 High Street,
CHRISTCHURCH 8144

Attention: Richard Pebbles

T: 021 331 346
E: richard@peeblesgroup.co.nz



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Introduction

1. The applicant seeks a certificate of compliance pursuant to section 139 of the Resource Management Act 1991 ('the Act') to establish and operate a yard-based supplier activity on the subject site, in accordance with the information and plans provided below. Notably, the activity entails the outdoor storage of various items for display, sale and hire, including (among other things): shipping containers, scrap metal and bundled waste. Certification is sought that such outdoor storage is not constrained in terms of its height, but it is expressly noted that the storage will exceed 11m in height above ground level.

The Site

2. The application site is a nominal site¹, located within the underlying property known as 320 & 320A Cumnor Terrace, Woolston, Christchurch which is legally described as Lot 301 Deposited Plan 463785, Lot 302 Deposited Plan 473298 and Lot 305 Deposited Plan 525615. Refer to the Record of Title in **Appendix 1**.
3. The subject site for the purposes of this application occupies a rectangular parcel of land approximately 25,000m² (2.5 hectares) in area, at the terminus of Kennaway Road in the northern part of the Portlink Industrial Park ('Portlink'). Portlink is bounded by the Heathcote River, Tunnel Road (State Highway 74), the Main Trunk Rail Line that terminates in Lyttelton, and Chapmans Road.
4. The site is generally flat and is formed with a compacted metal surface, established as part of the original subdivision and development of this stage of Portlink.
5. **Figure 1** over the page shows the underlying property (in red) which measures approximately 12 hectares in area. **Figure 2** shows the subject site in the context of the outline development plan ('ODP') that is applicable to the Industrial General (Portlink Industrial Park) Zone.
6. Kennaway Road extends from its intersection with Chapmans Road and terminates at a turning circle adjacent the application site.
7. Beyond Portlink and on the other side of the Heathcote River, industrial activities are located to the southwest/west, and residential properties are located to the northwest/north. Open space occupies the land to the east of Tunnel Road.

¹ See definition of 'site' in the District Plan, which means 'an area of land or volume of space shown on a plan with defined boundaries, whether legally or otherwise defined boundaries...'



Figure 1: Approximate location of site (dashed) and underlying property (red) (Source: Canterbury Maps)



Figure 2: Approximate site location relative to Portlink ODP (CDP, Appendix 16.8.3)



The Proposal

8. As described above, the applicant seeks certification that the establishment and operation of a yard-based supplier activity on the site (as described here) is a permitted activity.
9. For the purposes of the application, the yard-based supplier will entail the use of land for selling or hiring products for construction or external use where more than 50% of the area devoted to sales or display is located within and uncovered external yard space². The activity may include the outdoor storage (for display, sale or hire) of various items, including:
 - a. shipping containers;
 - b. cargo/freight including palletized goods;
 - c. scrap metal including dismantled/crushed car bodies;
 - d. metal, timber, concrete and other raw materials or manufactured products used in construction and civil works; and/or,
 - e. bundled waste or recycled materials.
10. The outdoor storage of the items described above may include items stacked/stored at any height (including heights exceeding 11m) within those areas identified on the plans in **Appendix 2**. Racking or other support structures are not proposed or necessary for storage, noting 'interlocking' of stacked items or other methodologies will be employed to ensure the safe and secure stacking of items at greater heights, where this is required (noting such requirements will vary according to the items being stored). Notably, shipping containers or dismantled car bodies could be stacked to heights exceeding 20m.
11. A small office/administration building of approximately 100m² Gross Floor Area is proposed adjacent to the site entry and will include storage space for cycles.
12. A singular vehicle access is provided to/from the site and this provides access to a yard area that caters for loading requirements. Formal car parking, cycle parking and loading spaces are not required by the District Plan for the activity and are not proposed.
13. The activity will only operate during daytime hours (typically 8am-5pm), from Monday to Friday. The site will be secured by fencing and security gates.
14. The site will have minimal staff, with an estimated 1-2 full time equivalent staff required to manage deliveries and pickups and the sorting of items on the site. Similarly, vehicle movements to and from the site will be minimal. Whilst the sale, hire or display of items on site will be possible, the majority of customers will view content online meaning minimal customer visits to the site. Delivery activity will also be of a modest scale, noting consignments of materials to the site will be periodic and collection of materials sold or hired from the site will also be periodic. For the purposes of the application, certification is

² This being consistent with the District Plan definition of a 'yard-based supplier'.



sought that up to 50 heavy vehicle trips and 100 other (non-heavy) vehicle trips per day is permitted.

15. A landscaping strip with trees is proposed along the site's eastern boundary with Tunnel Road, as required by the District Plan.
16. Given the site is generally flat and has an established, compacted metal surface that is suitable for the proposed activity, earthworks are not generally required. Some minor earthworks will be required for the purposes of forming the vehicle access and sealed apron at the entry to the site³. Given the small extent of works required, earthworks will not exceed a fill height >0.3m above ground level, or a cut of >0.6m below ground level, or a total volume of 20m³.
17. Signage is not proposed as part of this application.

Statutory Framework

National Environmental Standard (NES) for Contaminants in Soil

18. The Environment Canterbury Listed Land Use Register identifies a Hazardous Activities and Industries List ('HAIL') activity within the site. The HAIL site (site 122022: Kennaway Farm) is indicated as having been partially investigated.
19. Resource consent RMA/2017/947 provides the following commentary relevant to NES considerations:

On the original site, the NES regulations do not apply as land contamination levels are below background levels. The site has been subject to extensive filling which currently still being completed and the consent includes provision to ensure that the fill is cleanfill. On this basis, consent is not required under the NES for the disturbance of earth or change of use.

20. Consistent with this approach, the NES does not apply to the proposed activity.

Christchurch District Plan

Zoning & Planning Map Notations

21. The site is zoned *Industrial General (Portlink Industrial Park)* in the Christchurch District Plan ('District Plan' or 'Plan') and is subject to the following overlays and notations:
 - Flood Management Area,
 - Fixed Minimum Floor Level Overlay within Flood Management Area,
 - Liquefaction Management Area,

³ The access will have a legal and formed width of 7m, with the sealed apron extending 10m back into the site. Earthworks to a maximum depth of 200mm are proposed for this area, to allow for the sealing of this area with asphalt or concrete.



22. As shown in Figure 2 above, the site is within the boundaries of the *Portlink Industrial Park Outline Development Plan* in Appendix 16.8.3 of the District Plan. Of relevance, the site is partly within the 11m building height limit area on that ODP (hatched area in **Figure 2**).

Definitions

‘Site’ definition

23. As noted above, the subject site entails an area of land shown on a plan with defined boundaries and therefore accords with the District Plan definition of ‘site’, as follows:

***Site** means an area of land or volume of space shown on a plan with defined boundaries, whether legally or otherwise defined boundaries...*

Activity type (yard-based supplier)

24. The proposed activity as described above is a ‘yard-based supplier’, as defined below:

***Yard-based supplier** means the use of any land and/or building for selling or hiring products for construction or external use (which includes activities such as sale of vehicles and garden supplies), where more than 50% of the area devoted to sales or display is located within covered or uncovered external yard or forecourt space, as distinct from within a secured and weatherproof building. Drive-in or drive-through covered areas devoted to storage and display of construction materials (including covered vehicle lanes) will be deemed yard area for the purpose of this definition.*

Definition of ‘Building’

25. The definition of ‘building’ in the Plan is set out below. **Appendix 3** includes three legal opinions that consider the application of this definition to shipping containers. The first opinion by Brookfields Lawyers (dated 26 July 2022) provides advice to Council on the matter and finds that shipping containers fall within the definition. The second and third opinions, prepared by Chapman Tripp (dated 6 October) and MinterEllisonRuddWatts (dated 7 October), provide a contrary assessment. We also append an excerpt of the IMO (International Maritime Organisation) International Convention of Safe Containers (CSC) 1972, setting out in its Interpretations and Guidelines a definition of ‘container’ as an article of transport equipment, which is referred to in the MinterEllisonRuddWatts legal opinion. While these opinions relate to another matter, they are directly relevant to this application. Further, there are other industry definitions that provide further support that containers are temporary in nature.⁴ Based on the Chapman Tripp and MinterEllisonRuddWatts opinions, the assessment of compliance has been undertaken on the basis that shipping containers are not buildings, as defined in the District Plan.

***Building** means as the context requires:*

- a. *any structure or part of a structure, whether permanent, moveable or immovable; and/or*
- b. *any erection, reconstruction, placement, alteration or demolition of any structure or part of any structure within, on, under or over the land; and*

⁴ An example of this is an industry definition of “Inland Container Depot”, which is that it is a “public facility that offers services for handling and temporary storage of import/export laden containers or empty containers” [emphasis added].



- c. any vehicle, trailer, tent, marquee, shipping container, caravan or boat, whether fixed or moveable, used on-site as a residential unit or place of business or storage; but

excludes:

- d. any scaffolding or falsework erected temporarily for maintenance or construction purposes;
- e. fences or walls that have no structural function other than as a fence or wall for boundary demarcation, privacy or windbreak purposes, of up to 2 metres in height;
- f. retaining walls which are both less than 6m² in area and less than 1.8 metres in height;
- g. structures which are both less than 6m² in area and less than 1.8 metres in height;
- h. utility cabinets;
- i. masts, poles, radio and telephone aerials less than 6 metres above mean ground level;
- j. any public artwork located in that part of the city contained within Bealey, Fitzgerald, Moorhouse, Deans and Harper Avenues;
- k. artificial crop protection structures and crop support structures; and

...

Advice note: 1. This definition of building is different from the definition of building provided in Sections 8 and 9 of the Building Act 2004, and the effect of this definition is different from the effect of Schedule 1 of the Building Act 2004 in that some structures that do not require a building consent under the Building Act 2004 may still be required to comply with the provisions of the District Plan.

Rules

- 26. An assessment of the proposal's compliance with the applicable rules in the District Plan is set out in **Appendix 4**.
- 27. Notably, the area-specific rules for the Industrial General Zone (Portlink Industrial Park), permit those activities listed and permitted in the Industrial General Zone in Rule 16.4.1.1 P1-P21, subject to compliance with the area-specific built form standards in 16.4.4.2 and Industrial General Zone built form standards in 16.4.2. In this regard:
 - a. Yard-based suppliers are a permitted activity under Rule 16.4.1.1 P11.
 - b. Area specific built form standards in 16.4.4.2 are complied with.
 - c. Industrial General Zone built form standards in 16.4.2 are complied with.
- 28. As regards the built form standards referenced above, it is noted that the only building proposed on the site is the small site office at the entry to the site which complies with applicable rules relating to 'buildings' (e.g. height controls, boundary setbacks, etc). The areas of outdoor storage (including shipping containers and other items, of unspecified maximum heights but generally above 11m in height) otherwise comply with applicable built form standards. Notably, outdoor storage is not subject to any maximum height rules or controls.



29. Other (general) rules in the District Plan, including those relating to transport, earthworks and natural hazards are also complied with, as detailed in **Appendix 4**.

Activity status

30. Based on this assessment the proposal is a **permitted activity** and certification from Council pursuant to section 139 of the Act is sought, confirming that the proposal can lawfully proceed without a resource consent.



Appendix 1

Record of Title



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R.W. Muir
Registrar-General
of Land

Identifier **614676**
Land Registration District **Canterbury**
Date Issued 11 July 2013

Prior References
578312

Estate Fee Simple
Area 6319 square metres more or less
Legal Description Lot 301 Deposited Plan 463785

Registered Owners
Braeburn Property Limited

Interests

Appurtenant hereto is a right of way created by Transfer 811061 - 9.10.1970 at 2:00 pm

Subject to a right to drain water over part marked MB on DP 463785 created by Easement Instrument 9138592.7 - 13.8.2012 at 3:21 pm

Subject to a right to drain water over part marked H on DP 463785 created by Easement Instrument 9446208.9 - 11.7.2013 at 12:01 pm

The easements created by Easement Instrument 9446208.9 are subject to Section 243 (a) Resource Management Act 1991 9446208.13 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 11.7.2013 at 12:01 pm

9750370.7 Surrender of the right to drain water created by Easement Instrument 9446208.9 as appurtenant to Lots 502-3 DP 473298 - 9.6.2014 at 5:10 pm

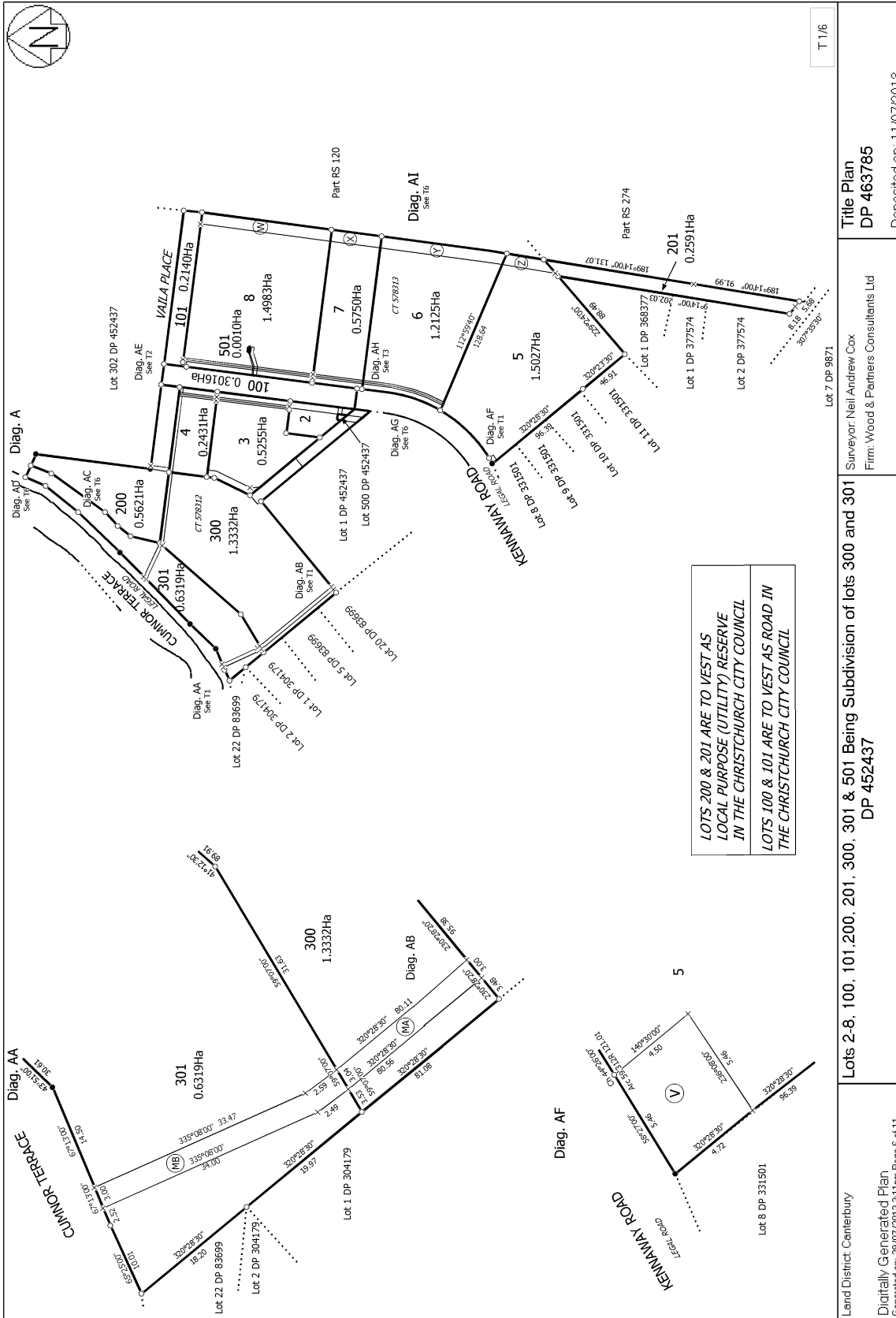
9750370.14 Encumbrance to Christchurch City Council - 9.6.2014 at 5:10 pm

10703567.1 Variation of Encumbrance 9750370.14 - 24.2.2017 at 2:10 pm

10838003.1 Variation of Encumbrance 9750370.14 - 8.8.2017 at 8:46 am

Fencing Covenant in Transfer 11545342.2 - 27.9.2019 at 4:36 pm

12209381.1 Variation of Encumbrance 9750370.14 - 22.12.2021 at 3:36 pm



Land District: Canterbury
 Digitally Generated Plan
 Generated on: 29/07/2013 3:11 pm Page 6 of 11

Surveyor: Neil Andrew Cox
 Firm: Wood & Partners Consultants Ltd

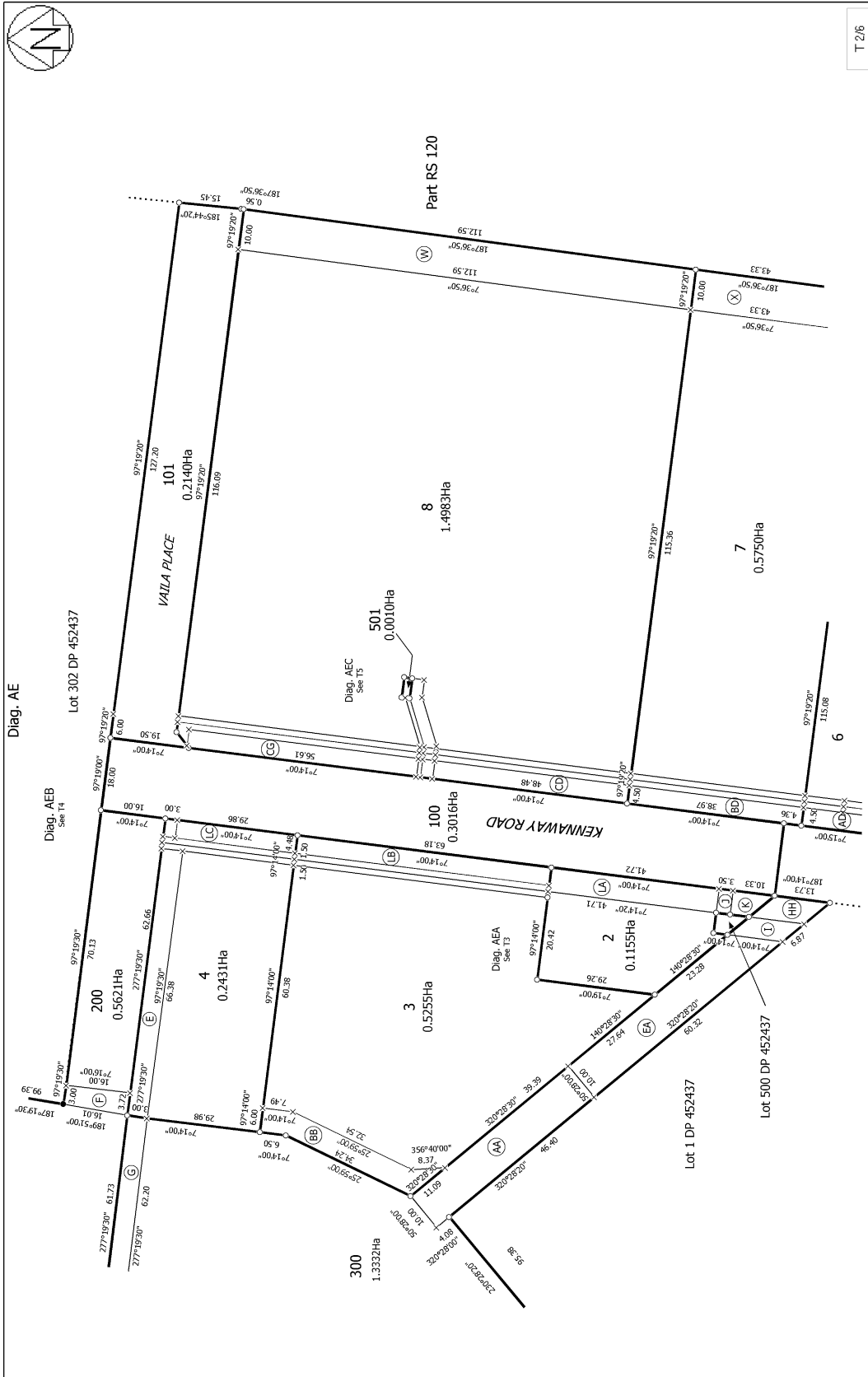
Title Plan
 DP 463785

Deposited on: 11/07/2013

Scale: 1:1/6

Notes:
 LOTS 200 & 201 ARE TO VEST AS
 LOCAL PURPOSE (UTILITY) RESERVE
 IN THE CHRISTCHURCH CITY COUNCIL
 LOTS 100 & 401 ARE TO VEST AS ROAD IN
 THE CHRISTCHURCH CITY COUNCIL

Lots 2-8, 100, 101, 200, 201, 300, 301 & 501 Being Subdivision of lots 300 and 301
 DP 452437



T 2/6

Land District: Canterbury
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Diag. AE
 Lot 302 DP 452437

Diag. AEB
 See T4

Diag. AEA
 See T3

Diag. AEC
 See T5

Part RS 120

VAILA PLACE

KENNAMWAY ROAD

Lot 1 DP 452437

Lot 500 DP 452437

Lot 200
 0.5621Ha

Lot 4
 0.2431Ha

Lot 3
 0.5255Ha

Lot 100
 0.3016Ha

Lot 101
 0.2140Ha

Lot 8
 1.4983Ha

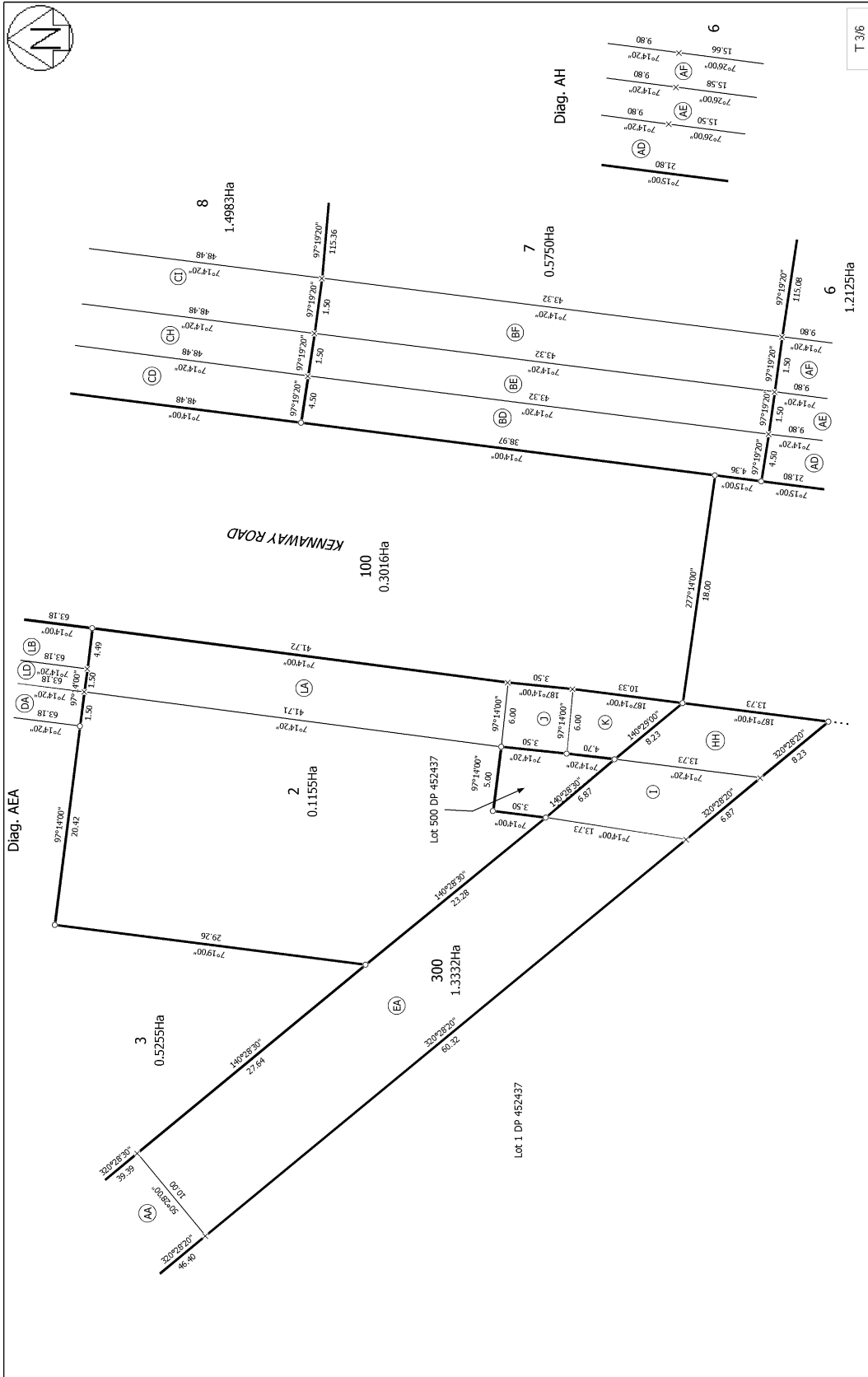
Lot 7
 0.5750Ha

Lot 300
 1.3332Ha

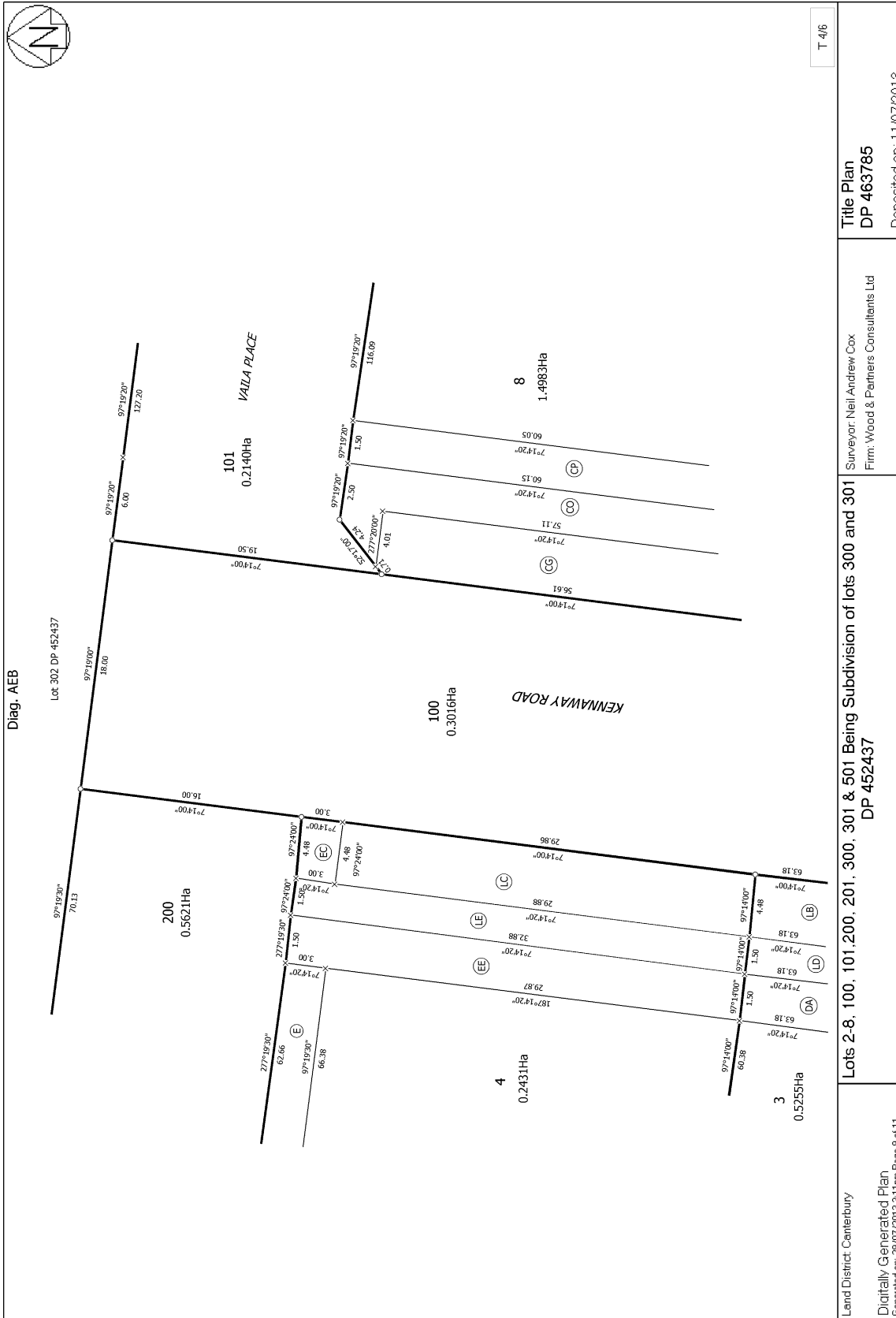
Lot 2
 0.1155Ha

501
 0.0010Ha

Surveyor: Neil Andrew Cox
 Firm: Wood & Partners Consultants Ltd
 Title Plan DP 463785
 Deposited on: 11/07/2013



T 3/6	Title Plan DP 463785	Deposited on: 11/07/2013
Surveyor: Neil Andrew Cox Firm: Wood & Partners Consultants Ltd	Lots 2-8, 100, 101, 200, 201, 300, 301 & 501 Being Subdivision of lots 300 and 301 DP 452437	
Land District: Canterbury Digitally Generated Plan Generated on: 29/07/2013 3:11 pm Page 8 of 11		



T 4/6

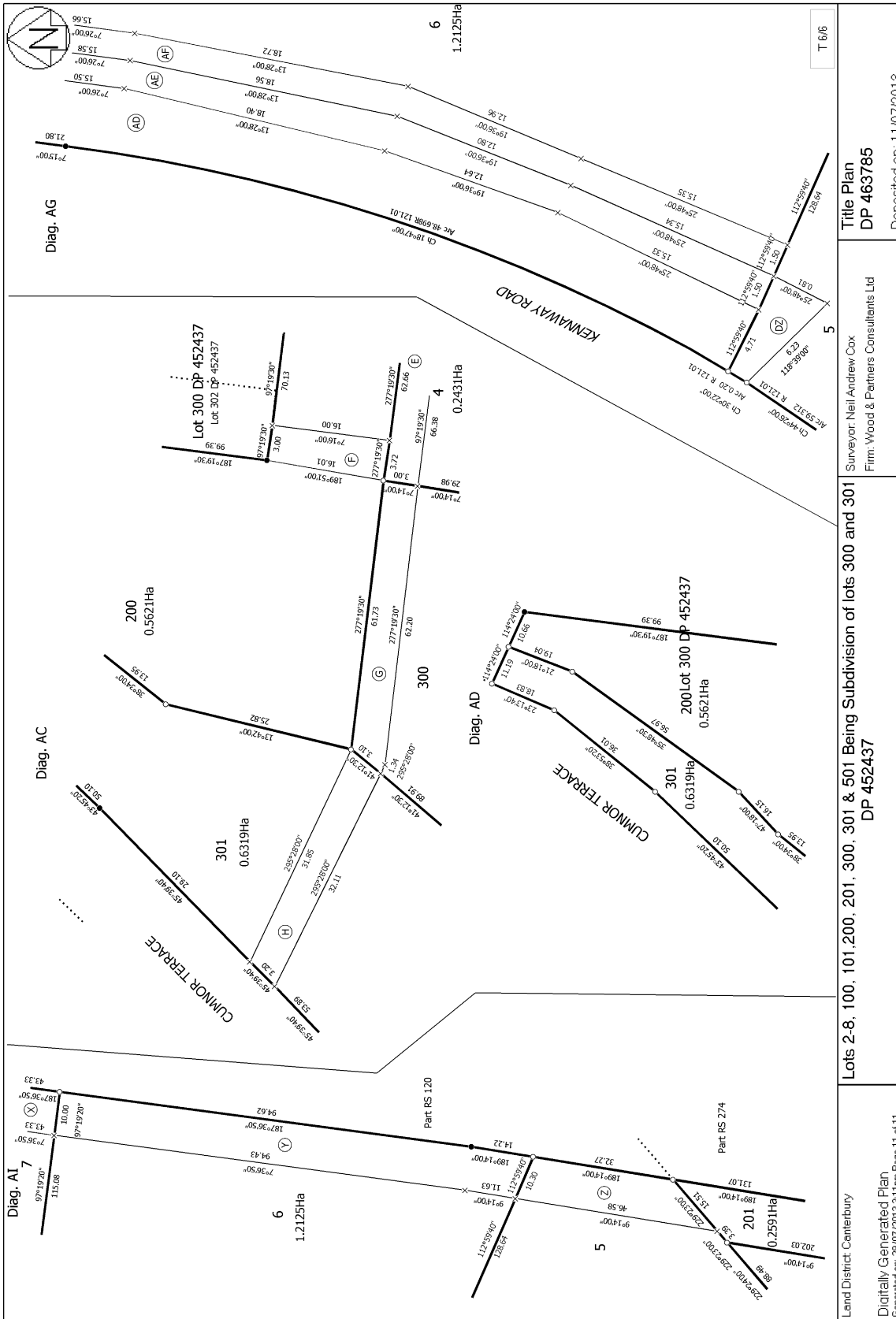
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 Digitally Generated Plan
 Generated on: 29/07/2013 3:11 pm Page 9 of 11

Surveyor: Neil Andrew Cox
 Firm: Wood & Partners Consultants Ltd

Diag. AEB
 Lot 302, DP 452437

Lots 2-8, 100, 101, 200, 201, 300, 301 & 501 Being Subdivision of lots 300 and 301
 DP 452437

Title Plan
 DP 463785
 Deposited on: 11/07/2013



Land District: Canterbury
 Digitally Generated Plan
 Generated on: 29/07/2013 3:11 pm Page 11 of 11

Title Plan
DP 463785

Surveyor: Neil Andrew Cox
 Firm: Wood & Partners Consultants Ltd

Lots 2-8, 100, 101, 200, 201, 300, 301 & 501 Being Subdivision of lots 300 and 301 DP 452437

T 6/6

Deposited on: 11/07/2013



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy




R.W. Muir
Registrar-General
of Land

Identifier **842854**
Land Registration District **Canterbury**
Date Issued 18 December 2018

Prior References
689371

Estate Fee Simple
Area 12.0077 hectares more or less
Legal Description Lot 305 Deposited Plan 525615 and Lot
302 Deposited Plan 473298

Registered Owners
Braeburn Property Limited

Interests

Appurtenant to Lot 302 DP 473298 herein and appurtenant to Lot 305 DP 525615 part formerly Lot 1 DP 53089 herein is a right of way created by Transfer 811061 - 9.10.1970 at 2:00 pm

9138592.2 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 13.8.2012 at 3:21 pm (affects Lot 302 DP 473298)

Appurtenant to Lot 302 DP 473298 herein is a right to drain water created by Easement Instrument 9446208.7 - 11.7.2013 at 12:01 pm

The easements created by Easement Instrument 9446208.7 are subject to Section 243 (a) Resource Management Act 1991
Appurtenant to Lot 302 DP 473298 herein is a right to drain water created by Easement Instrument 9446208.9 - 11.7.2013 at 12:01 pm

The easements created by Easement Instrument 9446208.9 are subject to Section 243 (a) Resource Management Act 1991
9750370.5 Variation of Consent Notice 9138592.2 pursuant to Section 221(5) Resource Management Act 1991 - 9.6.2014 at 5:10 pm

9750370.14 Encumbrance to Christchurch City Council - 9.6.2014 at 5:10 pm

10703567.1 Variation of Encumbrance 9750370.14 - 24.2.2017 at 2:10 pm

10838003.1 Variation of Encumbrance 9750370.14 - 8.8.2017 at 8:46 am

Subject to Section 241(2) Resource Management Act 1991 (affects DP 525615)

Subject to a right to drain water over part Lot 305 DP 525615 marked EE, H, J, DD, W, N & FF on DP 525615 created by Easement Instrument 11294647.5 - 18.12.2018 at 2:51 pm

The easements created by Easement Instrument 11294647.5 are subject to Section 243 (a) Resource Management Act 1991

Subject to a right (in gross) to drain water over part Lot 305 DP 525615 marked EE, DD, FF & H on DP 525615 in favour of Christchurch City Council created by Easement Instrument 11294647.7 - 18.12.2018 at 2:51 pm

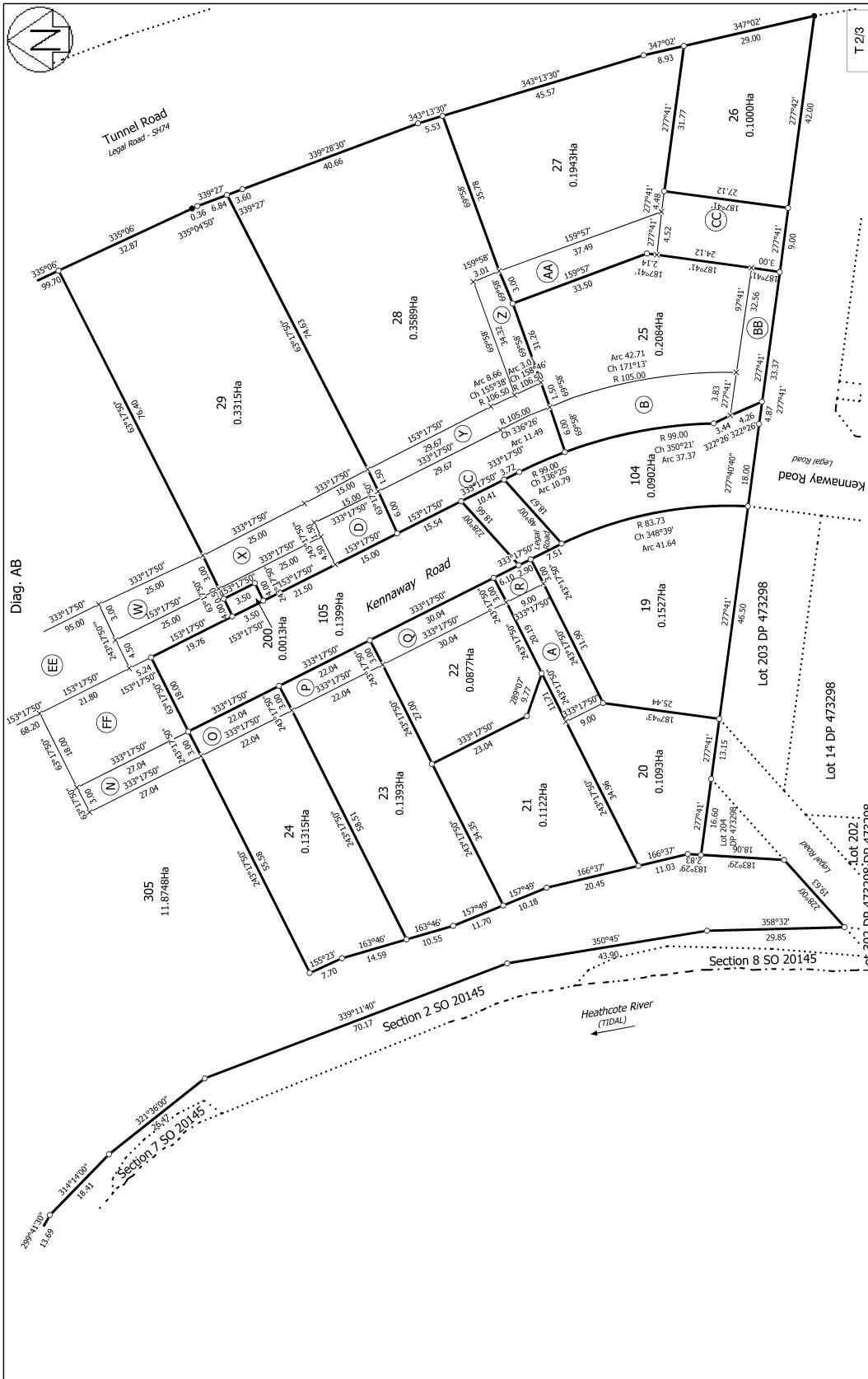
The easements created by Easement Instrument 11294647.7 are subject to Section 243 (a) Resource Management Act 1991
11294647.10 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 18.12.2018 at 2:51 pm (affects Lot 305 DP 525615)

11294647.23 Encumbrance to Christchurch City Council - 18.12.2018 at 2:51 pm (affects Lot 305 DP 525615)

Fencing Covenant in Transfer 11545342.2 - 27.9.2019 at 4:36 pm

12209381.1 Variation of Encumbrance 9750370.14 - 22.12.2021 at 3:36 pm

12397548.2 Mortgage to Bank of New Zealand - 18.3.2022 at 3:42 pm



Diag. AB

T 2/3

Section 8 SO 20145

Section 2 SO 20145

Section 7 SO 20145

Lot 202 DP 473298

Lot 203 DP 473298

Lot 14 DP 473298

Lot 302 DP 473298

Lot 305 DP 473298

Lot 19 DP 473298

Lot 20 DP 473298

Lot 21 DP 473298

Lot 22 DP 473298

Lot 23 DP 473298

Lot 24 DP 473298

Lot 25 DP 473298

Lot 26 DP 473298

Lot 27 DP 473298

Lot 28 DP 473298

Lot 29 DP 473298

Lot 305 DP 473298

Lot 19 0.1527Ha

Lot 20 0.1093Ha

Lot 21 0.1122Ha

Lot 22 0.0877Ha

Lot 23 0.1399Ha

Lot 24 0.1315Ha

Lot 25 0.2004Ha

Lot 26 0.1000Ha

Lot 27 0.1943Ha

Lot 28 0.3589Ha

Lot 29 0.3315Ha

Lot 305 11.8748Ha

Surveyor: Michelle Tina Fletcher
Firm: Wood & Partners Consultants Ltd

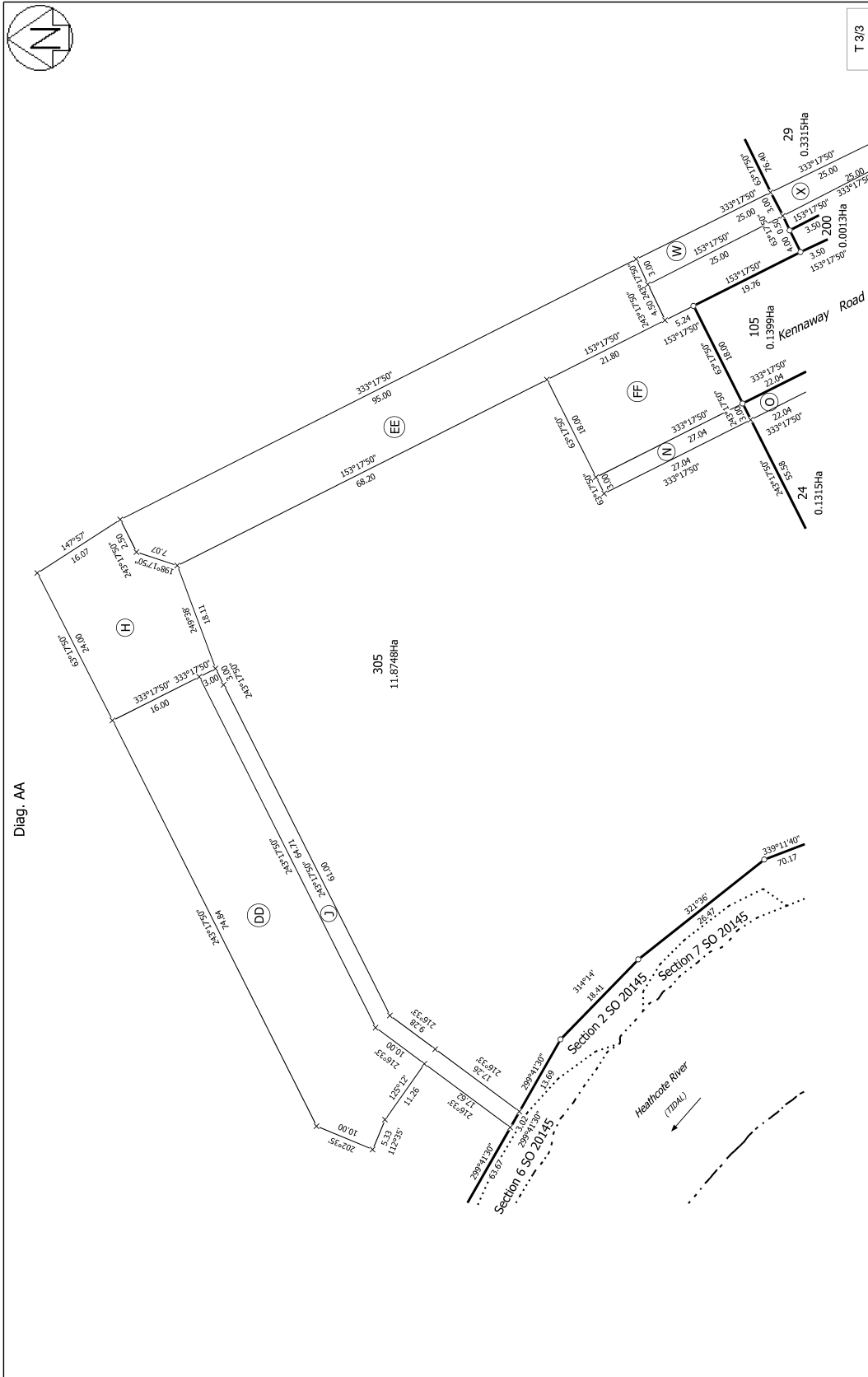
Title Plan
DP 525615

Deposited on: 18/12/2018

Land District: Canterbury

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Lots 19-29, 104-105, 200 & 305 being subdivision of Lots 303-304 DP 473298 & Sec 1-2 SO 477951



T 3/3

Title Plan
 DP 525615
 Deposited on: 18/12/2018

Surveyor: Michelle Tina Fletcher
 Firm: Wood & Partners Consultants Ltd

Lots 19-29, 104-105, 200 & 305 being subdivision of Lots 303-304 DP 473298 & Sec 1-2 SO 477951

Land District: Canterbury
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Appendix 2

Application Plan



KEY:

- SITE BOUNDARY - 25,111m² (APPROX)
- PROPOSED SITE OFFICE AND BIKE STORAGE (APPROX. 100M² GFA)
- YARD AREA
- OUTDOOR STORAGE STACKS
- 11M BUILDING HEIGHT LIMIT AREA
- PROPOSED 1.5M LANDSCAPE STRIP (1 TREE EVERY 10M OF ROAD FRONTAGE) WITH 1.8M FENCE

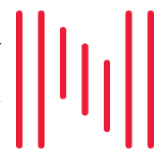
NOTE:

1. Office building to have a minimum floor level that is a minimum of 12.3m above CCC datum'
2. Planting of trees and shrubs within the landscaping strip adjacent to Tunnel Road shall be in accordance with the Landscape Plan and Plant Species List (see Appendix 16.8.3) and shall meet the requirements specified in Part A of Appendix 6.11.6 of Chapter 6

SITE PLAN

PORTLINK INDUSTRIAL PARK REVISION

DRAWING N/Z	DRAWN NR
SCALE 1:1500	DATE 24/10/2023
JOB NO. 022074	SHEET NO. DWG - 1.00





Appendix 3

Legal Opinions

26 July 2022

Christchurch City Council
53 Hereford Street
Christchurch 8013

By Email: Brent.Pizzey@ccc.govt.nz

LEX 24279 - CUMNOR TCE 320A - BUILDING DEFINITION

1. You have asked whether the stacking of containers within the Industrial General Zone and the Portlink Specific Zone falls within the definition of "Building" under the Christchurch District Plan. This letter of advice includes and expands upon our preliminary opinion provided on 22 July 2022.
2. In summary, we consider that shipping containers do fall within the definition. This interpretation is clearly supported by the text and the contextual indicators we have found in the time available are consistent with this.

INTERPRETIVE APPROACH

3. We have sought to ascertain the meaning of the relevant definition on the basis of its text and in light of its purpose.¹ Consistent with High Court authority, we have also sought to find an interpretation that:²
 - (a) Avoids absurd or anomalous results;
 - (b) Is consistent with the expectations of landowners; and
 - (c) Promotes administrative efficiency (rather than requiring lengthy historical research to assess lawfulness).

TEXT OF THE DEFINITION

4. The relevant text of the definition states:

means as the context requires:

¹ Section 10 of the Legislation Act 2019, *Spackman v Queenstown Lakes District Council* [2007] NZRMA 327(HC).

² *Mount Field Ltd v Queenstown-Lakes District Council* 31/10/08, Heath J, HC Invercargill CIV-2007-425-700.

- a. any structure or part of a structure, whether permanent, moveable or immovable; and/or
- b. any erection, reconstruction, placement, alteration or demolition of any structure or part of any structure within, on, under or over the land; and
- c. any vehicle, trailer, tent, marquee, shipping container, caravan or boat, whether fixed or moveable, used on-site as a residential unit or place of business or storage; but

excludes:

- d. any scaffolding or falsework erected temporarily for maintenance or construction purposes;
- e. fences or walls that have no structural function other than as a fence or wall for boundary demarcation, privacy or windbreak purposes, of up to 2 metres in height;
- f. retaining walls which are both less than 6m² in area and less than 1.8 metres in height;
- g. structures which are both less than 6m² in area and less than 1.8 metres in height;
- h. utility cabinets;
- i. masts, poles, radio and telephone aerials less than 6 metres above mean ground level;
- j. any public artwork located in that part of the city contained within Bealey, Fitzgerald, Moorhouse, Deans and Harper Avenues;
- k. artificial crop protection structures and crop support structures; and

in the case of Banks Peninsula only, excludes:

- l. any dam that retains not more than 3 metres depth, and not more than 20,000 m³ volume of water, and any stopbank or culvert;
- m. any tank or pool (excluding a swimming pool as defined in Section 2 of the Fencing of Swimming Pools Act 1987) and any structural support thereof, including any tank or pool that is part of any other building for which building consent is required:
 - i. not exceeding 25,000 litres capacity and supported directly by the ground; or
 - ii. not exceeding 2,000 litres capacity and supported not more than 2 metres above the supporting ground; and
- n. stockyards up to 1.8 metres in height.

Advice note:

This definition of building is different from the definition of building provided in Sections 8 and 9 of the Building Act 2004, and the effect of this definition is different from the effect of Schedule 1 of the Building Act 2004 in that some structures that do not require a building consent under the Building Act 2004 may still be required to comply with the provisions of the District Plan.

- 5. Both clauses (a) and (b) apply to "any structure" that falls within those clauses. If it can be said to be a structure, clause a. is sufficiently broad to include a shipping container as

a 'moveable structure' and clause b. would include the placement and stacking of containers on land i.e. placement of a structure on or over land.

6. The District Plan does not contain a definition of a "structure", but this term is defined in section 2 of the RMA. Absent any contrary provision in the District Plan itself, the word "structure" must have the same meaning as in the RMA when interpreting the District Plan.³ The RMA definition is "*any building, equipment, device, or other facility made by people and which is fixed to land; and includes any raft*". While the definition is to some extent circular in that it defines a structure as being a building, a shipping container would fall within the ordinary meaning of a device, which is defined in the Oxford Dictionary as "*a thing made or adapted for a particular purpose, especially a piece of equipment mechanical or electronic*".
7. However, the RMA definition of a structure also requires a structure to be fixed to land. The Courts in considering this definition have previously held that in order to fall within the meaning of a structure, the device does not need to be fixed permanently to the land, nor does it require some form of connection to the land in order to be fixed. It may be fixed by the gravity of the device itself. For example, in *Ohawini Bay Ltd v Whangarei District Council*,⁴ rocks placed on top of one another to form a seawall were held to be a structure despite only being fixed to the land by their own weight. Similarly, in *Antoun v Hutt City Council*,⁵ a moveable tiny home sitting on top of a metal plate, but with no permanent foundations, was held to be sufficiently fixed to the land by gravity to fall within the meaning of a structure. We acknowledge that both types of structure in those cases had either a greater degree of permanence (in relation to the seawall) or potentially greater difficulty in being moved (in the case of the tiny home) than a shipping container. However, given the weight of a shipping container is such that it cannot be easily moved and would require a crane/forklift/straddle carrier to shift, it does bear some degree of similarity to the tiny home example. As such, we consider that there is a reasonably strong basis to conclude that a shipping container would fall within the meaning of a structure for the purposes of clauses a. and b. of the definition of a building.
8. Clause c. expressly refers to shipping containers as falling within the meaning of a "building", where it is "*used on-site as a residential unit or place of business or storage*". On the facts it is unclear whether the containers themselves are being stored, or whether the containers are being used to store other items. If the latter, then that would be within the scope of clause c. If the former, then it is arguable that this would not be within the scope of clause c, although there is some basis to conclude that when a shipping container is in its original unconverted state, it is designed as a storage device and therefore would fall within this use regardless of whether at a specific point in time it is sitting empty.
9. We have also considered whether the express reference to shipping containers in clause c should be interpreted to mean that where a shipping container is not "*used on-site as a residential unit or place of business or storage*" then it cannot come within the other clauses of the definition of building. As a starting point, we note that shipping containers

³ Section 20 of the Legislation Act 2019.

⁴ Environment Court, Auckland, A068/06.

⁵ (2020) 21 ELRNZ 595.

that are not “used on-site as a residential unit or place of business or storage” are not expressly excluded under clauses d.-n.

10. We consider that the definition is sufficiently broad on its face to include the placement and stacking of shipping containers within clauses (a) and (b) and also that it is arguable that stacked shipping containers that are either currently storing other goods or are placed on the site in preparation to be loaded with goods, are arguably being used for storage and therefore fall within clause (c).
11. We have also considered whether the activity of container storage could be considered an Outdoor storage area which is defined as:

means any land used for the purpose of storing vehicles, equipment, machinery and/or natural or processed products outside of fully enclosed buildings for periods in excess of 12 weeks in any year. It excludes yard-based suppliers and vehicle parking associated with an activity.
12. We have given greater thought to whether container storage nearly fits into this definition. The Oxford dictionary defines “equipment” broadly to mean “*items needed for a particular purpose*”. A shipping container would potentially fall within this broad definition of equipment, as would almost anything. As something man-made, it could also potentially fall within the meaning of a “processed product”. We note that the definition of an outdoor storage area only refers to equipment or products etc that are stored “outside of fully enclosed buildings”. In the example you have given us, the containers are not themselves within a larger enclosed building, and therefore the land on which the containers are situated would appear to fall within the meaning of an outdoor storage area.
13. We have given consideration to whether the land potentially being an outdoor storage area within the meaning of the District Plan definition would mean that the container cannot also be a “building”. On balance, we do not think that it would. Given that the definition of a building anticipates that something moveable or temporary could fall within the meaning of a building, it follows that storage areas could exist where buildings themselves are stored, for example, sites where tiny homes are constructed and stored, or sites where other relocateable dwellings or other buildings are stored. Such land could potentially fall within the meaning of an outdoor storage area, unless the use falls within the meaning of a yard-based supplier. We are not aware of whether in practice you have treated land used for the storage of relocateable buildings as an outdoor storage area, but we consider that unless there are other specific District Plan provisions that relate to such activities, it would make sense that if such sites are outdoor storage areas, so then would a shipping container yard, regardless of whether the shipping containers are also buildings.
14. In support of this interpretation, we have considered the provisions in chapter 16 of the District Plan. We did not identify anything that would mean that the definition of a building and an outdoor storage area are necessarily mutually exclusive. In particular, we note that rule 16.4.4.1.1 P1 for the Industrial General Zone (Portlink Industrial Park) provides that any activity listed in rule 16.4.1.1 P1-P21 is a permitted activity provided it complies with the built form standards in rule 16.4.4.2 and rule 16.4.2 (unless specified otherwise in rule 16.4.4.2). Rule 16.4.1.1 P1 provides that any new building or addition to a building for an activity listed in P2 to P21 is a permitted activity, provided it complies with the built form standards in 16.4.2. Those activities include an industrial activity (P2) and

warehousing and distribution activities (P3), either or both of which could potentially apply to the storage of shipping containers. There are built form standards that apply specifically to outdoor storage areas. We could not see any obvious reason as to why those standards could not apply in conjunction with other specific standards that apply to buildings.

15. We now consider this reading of the text in light of its purpose as expressed by the objectives and policies and other context of the Christchurch District Plan.

PURPOSE

Objectives and policies

16. We have reviewed the objectives and policies of Chapter 16 Industrial in the Christchurch District Plan. We note the following amenity focused objectives and policies which are relevant to a purposive interpretation of "building" in the context of the relevant zone:

16.2.3 Objective - Effects of industrial activities

- a. Adverse effects of industrial activities and development on the environment are managed to support the anticipated outcome for the zone while recognising that sites adjoining an industrial zone will not have the same level of amenity anticipated by the Plan as other areas with the same zoning.

16.2.3.1 Policy - Development in greenfield areas

- a. Manage effects at the interface between greenfield areas and arterial roads, rural and residential areas with setbacks and landscaping.

16.2.3.2 Policy - Managing effects on the environment

- a. The effects of development and activities in industrial zones, including reverse sensitivity effects on existing industrial activities as well as, visual, traffic, noise, glare and other effects, are managed through the location of uses, controls on bulk and form, landscaping and screening, particularly at the interface with arterial roads fulfilling a gateway function, and rural and residential areas, while recognising the functional needs of the activity.
- b. Effects of industrial activities are managed in a way that the level of residential amenity (including health, safety, and privacy of residents) adjoining an industrial zone is not adversely affected while recognising that it may be of a lower level than other residential areas.

17. Plainly these objectives and policies contemplate the management of adverse effects of industrial activities and development having regard to the amenity values of adjoining areas. Techniques include:


- (a) setbacks and landscaping.
- (b) controls on bulk and form.

18. The Industrial General Zone (Portlink Industrial Park) contains bespoke rules in respect of maximum building height and building setbacks. These techniques would be ineffective in respect of shipping containers if these structures were not covered by the relevant rules. The purpose as expressed by the objectives and policies of the zone therefore supports the textual interpretation identified above.

Zone rules

19. It is relevant to consider the implications of containers being classed as “buildings” on the relevant zone rules as a check to avoid anomalous outcomes. The starting point is that buildings for industrial activities are permitted within the zone (Rule 16.4.1.1.P1.). As such, any container storage that conforms to building height and setback standards can occur without the need for a consent which is consistent with enabling industrial activity to occur within the zone. We do not consider that anomalous outcomes arise from the application of height and setback rules to containers. These outcomes are consistent with the direction of the objectives and policies. However, the application of rule 16.6.2.2 Maximum building coverage, of a site could be considered anomalous because it would limit the placement of containers to 50% of a site and a resource consent would be required to exceed this threshold. We are uncertain as to whether there is a proper resource management reason for this threshold to apply to container storage e.g. impervious surfaces. On balance, we don't consider that the application of this standard could be sufficiently anomalous to supplant the textual and purposive interpretation outlined above.

Yours faithfully
BROOKFIELDS



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6 October 2022

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Dear Brent and Craig

RE: PORTLINK INDUSTRIAL PARK

- 1 We act for Braeburn Property Limited (*Braeburn*).
- 2 We have been asked to respond to the legal advice Council obtained from Brookfields Lawyers dated 26 July 2022 (the *Opinion*) regarding the stacking of containers in the Industrial General Zone (*IGZ*) of the Christchurch District Plan (*District Plan*).
- 3 As you are aware, Braeburn own and lease the site at the end of Cumnor Terrace, Woolston (Certificate of title 842854) for the temporary storage of transiting shipping containers.
- 4 As is apparent from **Annexure 1**, we disagree with the Council's position on the interpretation of "*building*" under the District Plan.
- 5 We are also concerned at the correspondence from the Council (including that from Craig Jorgensen dated 30 September 2022) whereby the Council has:
 - 5.1 given notice to Braeburn to reduce the height of its shipping container stacks on site; and
 - 5.2 advised that an abatement notice will be issued should Braeburn not complete the above.
- 6 While the interpretation issue is clearly in dispute, we consider it would not be appropriate for the Council to proceed to compliance action or the issue of an abatement notice (and we reserve our position fully around that). Similarly, even if the interpretation issue was not live, we do not consider that 7 days is in any circumstance a reasonable timeframe within which to require the removal of some 2,000 containers.
- 7 Having noted the above we also emphasise Braeburn's desire to work constructively with the Council to resolve the matter as soon as possible.



- 8 In this regard, Braeburn suggests meeting as soon as possible to talk through:
- 8.1 our more detailed view on the interpretation issue set out in **Annexure 1**;
and
 - 8.2 if it is not resolved:
 - (a) whether the Council would be supportive of jointly seeking urgent declaratory relief from the Court; and/or
 - (b) how the Council might process a resource consent application (on the basis that Braeburn would apply without prejudice to the position set out that no consent is required).
- 9 We think this is a much more constructive use of everyone's time. In the alternative, were an abatement notice to be issued, Braeburn would appeal the notice and request a stay on enforcement so that the activity can continue while the interpretation issue can be determined before the Court. Again, we think given Braeburn's commitment above there is nothing to be gained from that and we want to approach this constructively on the basis of the approach set out above.
- 10 Can the Council please urgently confirm it will not take further compliance action at this time, and send through some times for a possible meeting?
- 11 We look forward to hearing from you.

Yours sincerely

Jo Appleyard / Lucy Forrester
Partner / Senior Solicitor



ANNEXURE 1: IS A CONTAINER A BUILDING?

- 1 We agree with the first part of the Brookfield's Lawyers' advice (*the Opinion*) that it is helpful to consider at the forefront of this exercise, principles of interpretation that might assist in the proper understanding of the rules in the District Plan.
- 2 When interpreting rules in planning documents, *Powell v Dunedin City Council* established that (in summary):¹
 - 2.1 the words of the document are to be given their ordinary meaning unless it is clearly contrary to the statutory purpose or social policy behind the plan or otherwise creates an injustice or anomaly;
 - 2.2 what is meant by plain and ordinary meaning should be determined with reference to "what would an ordinary reasonable member of the public examining the plan, have taken from" the planning document;
 - 2.3 the interpretation should not prevent the plan from achieving its purpose; and
 - 2.4 if there is an element of doubt, the matter is to be looked at in context and it is appropriate to examine the composite planning document.
- 3 Reading the words of a planning document with reference to its plain and ordinary meaning is therefore the starting point to any interpretation exercise.

The definition

- 4 The definition of 'building' in the Christchurch District Plan is as follows:

Building

means as the context requires:

- a. any structure or part of a structure, whether permanent, moveable or immovable; and/or
- b. any erection, reconstruction, placement, alteration or demolition of any structure or part of any structure within, on, under or over the land; and
- c. any vehicle, trailer, tent, marquee, shipping container, caravan or boat, whether fixed or moveable, used on-site as a residential unit or place of business or storage; but

excludes:

- d. any scaffolding or falsework erected temporarily for maintenance or construction purposes;
 - e. fences or walls that have no structural function other than as a fence or wall for boundary demarcation, privacy or windbreak purposes, of up to 2 metres in height;
 - f. retaining walls which are both less than 6m² in area and less than 1.8 metres in height;
 - g. structures which are both less than 6m² in area and less than 1.8 metres in height;
 - h. utility cabinets;
 - i. masts, poles, radio and telephone aerials less than 6 metres above mean ground level;
 - j. any public artwork located in that part of the city contained within Bealey, Fitzgerald, Moorhouse, Deans and Harper Avenues;
 - k. artificial crop protection structures and crop support structures; and
- in the case of Banks Peninsula only, excludes:
- l. any dam that retains not more than 3 metres depth, and not more than 20,000 m³ volume of water, and any stopbank or culvert;
 - m. any tank or pool (excluding a swimming pool as defined in Section 2 of the [Fencing of Swimming Pools Act 1987](#)) and any structural support thereof, including any tank or pool that is part of any other building for which building consent is required:
 - i. not exceeding 25,000 litres capacity and supported directly by the ground; or
 - ii. not exceeding 2,000 litres capacity and supported not more than 2 metres above the supporting ground; and
 - n. stockyards up to 1.8 metres in height.

¹ *Powell v Dunedin City Council* [2004] NZRMA 49 (HC), at [35], affirmed by the Court of Appeal in *Powell v Dunedin City Council* [2005] NZRMA 174 (CA), at [12].



5 'Structure' is not defined in the Christchurch District Plan but is defined in the RMA as meaning:

"any building, equipment, device, or other facility made by people and which is fixed to land; and includes any raft"

6 As noted, the definition of 'building' is divided between what it "means" (subclauses (a) to (c)) that is then supplemented by a list in subclauses (d) to (n) of activities that are then excluded from that meaning.

7 We also consider the relationship between each of (a) to (c) is important:

7.1 subclauses (a) and (b) are separated by an "and/or" which means to meet the definition of a 'building' you must meet either of (a) and/or (b):

7.2 whereas, subclause (c) is separate solely by an "and", which we read to mean that:

(a) if (c) is met, then it will be considered a building irrespective of whether (a) and/or (b) have been met; and

(b) conversely, if the matters listed in subclause (c) do not meet the further criteria in that subclause (i.e. used on-site as a residential unit or place of business or storage), then they should not fall within the definition of 'building'.

8 As we set out below, we consider that the specific reference to shipping containers in subclause (c) means it is the clause that should be the focus of the interpretation exercise. In light of the approach taken in the Opinion we nevertheless consider whether sub-clauses (a) and (b) apply.

Subclause (c) and the interpretative canon that the specific overrides the general

9 Subclause (c) lists specific activities that, despite not necessarily being structures (as we discuss later in this advice), will nevertheless in some circumstances fall within the definition of 'building' under the District Plan:

"any vehicle, trailer, tent, marquee, shipping container, caravan or boat, whether fixed or moveable, used on-site as a residential unit or place of business or storage."

10 To understand how subclause (c) interacts with the rest of the definition (and with the principles of interpretation in mind), the starting point is that specific provisions must override general ones.

11 Here, (c) is the specific clause of the definition applying specifically to vehicles, trailers, tents, marquees, shipping containers, caravans, and boats, when certain circumstances apply. This means that for any of these activities to be considered a 'building' under this definition, it must also be:



- 11.1 used on-site either as:
- (a) a residential unit; or
 - (b) a place of business; or
 - (c) a place of storage.
- 12 Accordingly, subclause (c) will prevail over the more general subclauses (a) and (b).
- 13 Similarly, if the activities listed in subclause (c) are not being used on-site for those purposes, then they do not fall within the definition of 'building'.
- 14 We consider the best example of this in practice is the reference to "*marquee*" which most likely would be a structure under the RMA definition (and therefore fall squarely within subclauses (a) and (b)):
- 14.1 there would be no point in including (c) if it was always going to fall within (a) and (b) anyway;
 - 14.2 we consider the same argument can be made in relation to the other matters listed in (c).
- 15 The approach set out in the Opinion would result in potentially absurd outcomes, including at the more extreme, the potential for vehicles, trailers and tents within camping grounds, rental car/campervan depots and even car sales yards to be considered 'buildings' under the District Plan (i.e. on the basis that those matters might also be 'structures' under the broad definition provided by the RMA).
- 16 In fact, the Opinion² itself identifies a further possible absurdity as a result of its own interpretation of the definition – relating to the application of rules regarding maximum building coverage in the Industrial Park Zone. The Opinion does not go on to consider any other planning anomalies as a result of its interpretation – whereas we consider this raises further questions as to how the floor area of containers (or any other activity listed in subclause (c), should they be deemed 'buildings') could properly be used to inform requirements in the District Plan for the likes of cycle parking facilities, loading areas, and high trip generator requirements which are all assessed with reference to gross floor area in chapter 7 of the District Plan.
- 17 For completeness we note our acknowledgement that the definition of 'building' includes a list of specific exclusions to that definition, which do not include shipping containers. However, we consider this is because subclause (c) contemplates there might be situations (i.e. where it is being used on-site as a residential unit or place of business or storage) where a shipping container should be considered a 'building' and therefore there is no express exclusion of shipping containers, but rather, an express inclusion into the definition when certain circumstances arise.

² At paragraph [19].



Subclause (c) and the further requirements that need to be met

- 18 With regards to the words '*used on-site as a residential unit or place of business or storage*', quite clearly, the containers are not being used as a residential unit or a place of business.
- 19 The Opinion, however, considers that on the facts it is unclear whether the containers:
- 19.1 are being used to store other items, in which case they would be within the scope of subclause (c); or
- 19.2 themselves are being stored on-site, which the Opinion considers there is an argument to say that a shipping container is designed as a storage device and therefore would fall within the scope of subclause (c) whether or not it was sitting empty at the site.
- 20 We disagree, particularly with the latter, and consider the Opinion does not consider the plain and ordinary meaning of the wider subclause.
- 21 We read subclause (c) as saying that, for it to apply, the shipping containers must be used on-site as a place of storage. That is the plain and simple reading and meaning of those words – it is being used for on-site storage.
- 22 We agree that if the containers are being used on-site as a place of storage (i.e. are remaining on-site as a place where things are periodically stored and moved), which in and of itself implies some permanency, then yes the container would fall within the scope of subclause (c). However, this is not the case in this situation. The containers (irrespective of whether they contain any items) are not there for the purposes of being used for on-site storage. The containers are in transit and are themselves being stored on site until they are moved to their next destination.
- 23 We do not consider the fact that the containers themselves are being stored on site as constituting being '*used on-site as a place of storage.*' And we also do not agree with the proposition that given shipping containers are designed as a storage device they would fall within subclause (c) regardless. The Opinion does not elaborate on how it has come to this stretched interpretation of the words in subclause (c). It is certainly not from a plain and ordinary reading of the words of the definition.
- 24 Without repeating the discussion set out in paragraphs [15] and [16], the same absurdities are also potentially engaged here – for example, a car dealership is effectively a place where cars are stored prior to sale. Again, the activity is the relevant matter being used on-site as a place of storage – rather than the storage of the matters themselves.
- 25 A similar question would also need to be asked regarding a container sitting on a truck that was being stored in a transport yard. Again, it is the use of the container for storage that is relevant, not the storage of the container itself.



Alternative argument: Subclauses (a) and (b) and the meaning of 'structure'

- 26 Subclauses (a) and (b) both refer to any 'structure', and the Opinion asserts that if a container is a 'structure' it will also be a 'building' under the District Plan definition.
- 27 The Opinion goes on to consider what a 'structure' is with reference to the Resource Management Act 1991 (*RMA*) definition and case law. As noted above, the RMA defines a 'structure' as meaning:

"any building, equipment, device, or other facility made by people and which is fixed to land; and includes any raft"

- 28 To inform this definition, the Opinion considers two cases and considers that these provide a reasonably strong basis to conclude that a shipping container is a 'structure' under the RMA definition.
- 29 We note that the cases referred to, while helpful, do not deal with 'structures' analogous to a shipping container. We therefore do not consider these provide any directly comparable analogy for the assertion that a shipping container is a 'structure':

Ohawini Bay Ltd v Whangarei District Council³

- 29.1 In this case all parties accepted that the sea wall was not a 'building' as defined in the District Plan (as retaining walls were expressly excluded from the definition, and it was not disputed that a sea wall was a retaining wall). Rather, the case was concerned with whether this sea wall was a 'structure' and in particular the words 'fixed to land' within the RMA definition.
- 29.2 The Court looked to the dictionary definition of the word 'fixed' which read "[d]efinitely and permanently placed or assigned; stationary or unchanging in relative position; definite, permanent, lasting".⁴
- 29.3 The Court ultimately found that the sea wall/retaining wall was fixed to the land and therefore was a structure under the definition in the RMA:
- (a) it did not consider the definition excluded things being held permanently in place by gravity.
 - (b) the sea wall was placed with the intention that it would remain permanently in place and that it was fixed to land (noting evidence that the wall was embedded into the sand using an excavator).⁵

³ EnvC Auckland A68/06, 31 May 2006.

⁴ At [24].

⁵ At [24].



Antoun v Hutt City Council⁶

- 29.4 This case concerned whether a tiny house was a 'structure' and therefore a 'building' requiring resource consent. Again, the Court considered the dictionary definition of 'fixed' as meaning "*placed or attached in a way that does not move easily.*"⁷
- 29.5 The Court considered that the tiny house was fixed to the property in such a way to be a 'structure' as defined in the RMA, and therefore a 'building' under the District Plan, based on a number of factors specific to the facts of that case, including in particular:⁸
- (a) the appearance of the tiny house as a dwelling house capable of being used for permanent occupation;
 - (b) the obvious design and capacity for the tiny house to be used as a dwelling house capable of permanent occupation;
 - (c) the intention displayed on the resource consent application papers to connect the tiny house to services such as electricity, water, and drainage;
 - (d) the evident legal and practical difficulties in moving the tiny house.
- 29.6 The Court in this case outright rejected the notion that this tiny house was for the purpose of temporary occupation;⁹ and for completeness, we note the tiny house in this case was not a 'container house' as we sometimes see from time to time with tiny houses, but a more substantial two storey dwelling constructed in situ:



⁶ [2020] EnvC 6.

⁷ At [46].

⁸ At [58].

⁹ At [56].



- 30 We consider the shipping containers on the Braeburn site are quite clearly distinguishable from the specific facts of those two cases:
- 30.1 the sea wall was clearly a permanent form, embedded into the ground and not easily moved; and
 - 30.2 the tiny house was a substantial form, which by virtue of the facts clearly intended to have some permanency and could not easily be moved from the site.
- 31 By contrast, the shipping containers in question:
- 31.1 are not fixed; they are quite clearly transitory in nature (given the activity occurring on site is the temporary storage of transiting shipping containers) and are not intended in any way to be permanently on site; and
 - 31.2 are capable of being moved easily. Containers, by their nature, are intended to be moved from place to place. In terms of what is 'easily moved', we do not consider the Court to have required that this could be done by a single person. In the context of a container in an industrial zone, within a yard designed for the specific purpose of storing and transiting containers with all of the required equipment, the containers are capable of being easily moved, and in practice are regularly moved to, from and around the site as required.
- 32 On this basis, we do not consider the shipping containers on this site fall within the definition of 'structures' under the RMA.

Further matters relevant to interpretation

- 33 In addition to the primary and secondary positions set out above, we note:
- Relevance of the definition of 'outdoor storage area'***

33.1 We do not see the relevance of paragraphs 12 and 13 of the Opinion regarding consideration of an 'outdoor storage area'. The issue at hand is whether or not the containers are 'buildings' and therefore subject to the height limits in the District Plan. Regardless of what other activity a shipping container might constitute.
 - Purpose of the provisions***

33.2 With respect to the purpose of the provisions in the zone, we agree that the objectives and policies in the District Plan provide for the management of adverse effects from industrial activities on amenity values of adjoining areas. But equally, we note that these recognise that sites adjoining an industrial zone will not have the same level of amenity anticipated by the District Plan as other areas with the same zoning.

33.3 The Opinion appears to reverse engineer the purpose of the zone provisions into its own interpretation of the definition of a 'building'. We do not agree that the objectives and policies of the District Plan require such an interpretation.



33.4 We accept that some of the methods provided in the plan to manage such effects include setbacks, landscaping, and bulk and form controls. However, we note that these controls on bulk and form apply to specific activities (which the Council when it prepared its District Plan must have deemed necessary to manage). Height, as a control on bulk, applies only to 'buildings'. It is our view that is because the District Plan contemplates the greatest effects of bulk on amenity is from buildings, and these need to be managed through the Plan.

Other statutory regimes

33.5 We recognise that care needs to be taken when approaching any definition of 'building' under any other statutory regime,¹⁰ but we note that section 9 of the Building Act 2004 (*Building Act*) excludes from the definition of building:

9 Building: what it does not include

In this Act, building does not include—

(g) containers as defined in regulations made under the Health and Safety at Work Act 2015; or

33.6 The Health and Safety at Work (Hazardous Substances) Regulations 2017 has a very broad definition of containers used for hazardous substance storage which would extend to shipping containers where they are used for hazardous substances storage.

33.7 Again, in the Building Act context, this position is consistent with Determination 2011/104¹¹ where the Ministry of Business Innovation and Employment determined that the use of containers for the storage of hazardous substances was not a building for the purposes of the Building Act. Other determinations have confirmed that the mere placement of containers will not generally be regarded as building work.¹²

34 For the additional above reasons (which are by no means exhaustive), we consider that the shipping containers on this particular site do not fall within the definition of a 'building' under the District Plan.

¹⁰ Particularly given the definition of 'building' in the District Plan expressly notes that it is different to the definition of 'building' contained in the Building Act.

¹¹ <https://building.govt.nz/assets/Uploads/resolving-problems/determinations/2011/2011-104.pdf>

¹² For example <https://www.building.govt.nz/assets/Uploads/resolving-problems/determinations/2014/2014-030.pdf>

7 October 2022

By Email: brent.pizzey@ccc.govt.nz
craig.jorgensen@ccc.govt.nz
adrian.lambert@ccc.govt.nz

Attention: Brent Pizzey, Counsel
Craig Jorgensen, Compliance Officer – Resource Consents
Adrian Lambert, Compliance Officer – Regulatory Compliance Unit

Christchurch City Council
PO Box 73016
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Portlink Industrial Park shipping container depot

1. We act for Specialised Container Services (Christchurch) Limited (**SCS**) who sub-lease the site at 320A Cumnor Terrace, Woolston (**Site**), which is owned by Braeburn Property Limited (**Braeburn**). SCS operates a shipping container depot on the Site.
2. We understand Christchurch City Council (**Council**) currently holds the view that the shipping containers stacked on the Site constitute a 'building' for the purposes of the Christchurch District Plan (**Plan**), and that the shipping containers do not comply with the height and setback requirements applicable to buildings within the Portlink Industrial Park in the Industrial General Zone. We have been provided with a legal opinion prepared by Brookfields Lawyers dated 26 July 2022 that supports this view.
3. We have also been provided with a letter issued by Chapman Tripp to the Council on 6 October 2022 on behalf of Braeburn, which provides a contrary opinion and concludes that shipping containers do not fall within the definition of 'building' under the Plan. Chapman Tripp's letter proposes a way forward to address the differences in opinion.
4. This issue has potentially significant implications for SCS as the operator of the Site. Any requirement to reduce the height and footprint of the shipping containers would be a significant logistical exercise and could have a material impact on SCS' business and its ability to meet its customers' requirements. SCS is also committed to ensure that it complies with all relevant regulatory requirements and is concerned by the Council's suggestion that it will take enforcement action in respect of the issue. We have therefore been asked to provide our opinion on the interpretation issue and assist SCS to work constructively with Braeburn and the Council to resolve the matter.
5. To summarise:
 - (a) We agree with Chapman Tripp's interpretation of the definition of 'building' in the Plan and its view that:
 - (i) the shipping containers stacked on the Site do not fall within the definition; and
 - (ii) therefore, the stacking of the shipping containers on the Site does not breach the height and setback requirements applicable to buildings under the Plan.
 - (b) We agree with Chapman Tripp's proposal to meet with the Council to discuss the differences in opinion and a constructive way forward to resolving the matter; and
 - (c) We suggest that the meeting proposed with SCS on Tuesday 11 October includes Braeburn and focusses on the matters for discussion set out in Chapman Tripp's letter.

6. We expand on these points below.

We agree with Chapman Tripp’s interpretation of the definition of ‘building’ and its view that the shipping containers do not fall within the definition in this case

7. We agree with all aspects of the opinion set out in Annexure 1 of Chapman Tripp’s letter, including Chapman Tripp’s approach to interpreting the definition of ‘building’ and its conclusion that the stacking of shipping containers on the Site does not constitute a ‘building’.

8. In particular, we agree with the following key points made by Chapman Tripp:

- (a) The specific overrides the general: The reference to shipping containers in subclause (c) of the definition means that this is the clause that should be the focus in interpreting the definition of ‘building’, on the basis that this is the more specific provision and should prevail over the more general subclauses (a) and (b). We agree that subclause (c) provides for express inclusion of shipping containers within the definition of “building” when certain circumstances arise, and that those circumstances do not arise in this case.
- (b) The shipping containers are not being used as a “place of business or storage”, as required by subclause (c) of the definition. They are not being used to store any items (they are empty) and are not being used as a place of business (e.g., by being converted into a business premises or similar). Rather the containers themselves are being stored on Site on a temporary basis in transit between client shipping requirements.
- (c) A shipping container is not a ‘structure’: Even if subclause (c) were found not to prevail over the more general subclauses (a) and (b), a shipping container is not a ‘structure’ (as defined in the Resource Management Act 1991) and therefore does not meet the requirements of subclauses (a) and (b). We agree with Chapman Tripp’s assessment of the two cases relied on in the Council’s legal opinion (*Ohawini Bay Ltd v Whangarei District Council*¹ and *Autoun v Hutt City Council*²) and that these cases are distinguishable on the basis that the two structures in those cases (a sea wall and ‘tiny home’) were clearly intended to have permanence and are not easily moved. Conversely, the shipping containers in this case are clearly transitory in nature and are capable of being easily moved in the context of a depot designed for storing and transiting shipping containers for the use of transporting goods. For example, over the five days ending on 5 October 2022, SCS moved an average of 83 twenty foot equivalent unit containers (TEU) per day in and out of the Site. Further, just because gravity is holding them to the land does not mean that they are ‘fixed’.

9. In addition, we consider that the following points further support the opinion offered by Chapman Tripp:

- (a) The interpretative canon that the ‘specific overrides the general’ is a fundamental principle of interpretation, including in the planning context, and is supported by the following authorities:
 - (i) In *Environmental Defence Society Inc v New Zealand King Salmon* the Supreme Court found that “a requirement to give effect to a policy which is framed in a specific and unqualified way may, in a practical sense, be more prescriptive than a requirement to give effect to a policy which is worded at a higher level of abstraction”.³ This was endorsed by the High Court in *Transpower New Zealand Limited v Auckland Council* in the context of directives in policy instruments.⁴

¹ *Ohawini Bay Ltd v Whangarei District Council* EnvC Auckland A68/06, 31 May 2006.

² *Autoun v Hutt City Council* [2020] EnvC 6.

³ *Environmental Defence Society Incorporated v New Zealand King Salmon Co Ltd* [2014] 1 NZLR 593, [2014] NZSC 38 at [80].

⁴ *Transpower New Zealand Ltd v Auckland Council* [2017] NZHC 281 at [78], citing *Environmental Defence Society Inc v New Zealand King Salmon Co Ltd* [2014] 1 NZLR 593 at [80].

- (ii) In *Urban Auckland v Auckland Council*, the High Court accepted a submission that an activity status in the precinct takes precedence over the activity status in the zone, as consistent with the principle of interpretation that “the specific overrides the general.”⁵
- (b) The definition of ‘Container’ in the International Convention for Safe Containers (CSC) 1972 and supports the position that a shipping container is not a ‘structure’:
- (i) The term ‘Container’ is defined in the International Convention for Safe Containers 1972 (**CSC**). This convention was convened by the International Maritime Organisation, a specialised agency of the United Nations responsible for measures to improve the safety and security of international shipping. New Zealand has acceded to this Convention. A copy of this is **attached**.
 - (ii) The term ‘Container’ is defined in this Convention as follows:

A Container is defined as an article of transport which is:

 1. *of a permanent character and accordingly strong enough to be suitable for repeated use;*
 2. *specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading;*
 3. *designed to be secured or readily handled, having corner fittings for these purposes;*
 4. *and, of a size such that the area enclosed by the four outer bottom corners is either*
 - a. *at least 14m² (150 sq ft) or*
 - b. *at least 7m² (75 sq ft) if it is fitted with top corner fittings.*
 - (iii) The CSC definition describes a container as an article of transport (not a building or structure) that is robust and strong enough for repeated use and ready handling, indicating that the nature of a container is transitory and intended to be repeatedly moved and relocated. This negates any concept of permanence. While capable of being “secured” this is for the purpose of stabilising a container while it is being moved, not for securing the container to land.
10. We do not agree with the approach to interpretation, or the conclusion advanced by Brookfields Lawyers. We agree with Chapman Tripp (particularly paragraphs 15 and 16 of Annexure 1) that the approach set out by Brookfields Lawyers could result in absurd planning outcomes. This conflicts with the High Court authority cited in Brookfields Lawyers’ opinion (paragraph 3) that an interpretation should avoid absurd or anomalous results.
11. For the above reasons it is clear that the stacking of shipping containers on the Site does not require compliance with the setback and height area-specific rules for ‘buildings’ applicable to the Portlink Industrial Park (as set out in 16.4.4.2), and we refute any suggestion that SCS is breaching these rules.

We agree with Chapman Tripp’s proposal to meet with the Council to discuss the difference in opinion on interpretation issue and a constructive way forward to resolving the matter

12. We agree with Chapman Tripp, that given the interpretation issue is clearly in dispute, it would not be appropriate for the Council to proceed to any compliance or enforcement action, including issuing an abatement notice.

⁵ *Urban Auckland v Auckland Council* [2015] NZHC 1382 at [175].

13. As noted, SCS wishes to work co-operatively with Braeburn and the Council to resolve this matter as soon as possible and agrees with the way forward suggested by Chapman Tripp. That is, to meet with the Council to discuss:
 - (a) The legal opinions that have been provided on the interpretation issue; and
 - (b) If the issue remains unresolved, the option of seeking urgent declaratory relief from the Environment Court; and / or
 - (c) How the Council might approach any resource consent application filed by Braeburn (on a without prejudice basis to the position advanced by Braeburn (and SCS) that a resource consent is not required).
14. We note that if any abatement notice were issued to SCS that it would appeal the notice and seek a stay on enforcement. We agree with Chapman Tripp that there is nothing to be gained from such an approach, and Chapman Tripp's proposed approach to resolve the matter (summarised above) is more constructive.

We suggest that the meeting proposed with SCS on Tuesday 11 October includes Braeburn and focusses on the matters for discussion summarised above

15. On 6 October 2022 the Council confirmed that it was willing to meet SCS at 12pm on Tuesday 11 October to discuss this matter.
16. In light of the opinion that has been filed by Chapman Tripp, and our consideration of the issue, we suggest that the meeting includes Braeburn and focusses on the matters for discussion summarised above.
17. The Council has requested information from SCS ahead of the meeting proposed on Tuesday 11 October on how it will address the "non-compliance" at the Site and standards and safety measures that SCS implements in relation to the stacking of shipping containers. Respectfully, SCS's position is that the issue of compliance remains in dispute and needs to be discussed and resolved between the parties.
18. However, without prejudice to SCS' position expressed in this letter, we note in response to the Council's information request that any requirement to reduce the footprint and height of the shipping containers stacked on the Site:
 - (a) Would require a reduction in the number of shipping containers stored at the Site by approximately 30 percent. This is because there is not enough space within the yard to replace the shipping containers and they would need to be stored off-site.
 - (b) Would give rise to a significant logistical exercise. SCS does not have another local facility available to store them and expects that finding another site within the region will be difficult. The current facility was established because of a lack of container yard capacity in the Canterbury region. SCS cannot estimate how long it could take for SCS to find an alternative location in the area where they could be stored. In reality, because of a lack of alternative storage, it may be that SCS has to require shipping lines (container owners and SCS' customers) to repatriate containers via their own services (ships) from Canterbury to other locations.
 - (c) Could have a material impact on SCS' business and its ability to meet its customers' requirements. Re-locating the shipping containers or requiring them to be repatriated will potentially constrain supply to the region's exporters. Whatever the response is, this will add cost to international supply chains, which will ultimately be borne by importers/exporters and final consumers.

19. SCS is happy to provide details of the workplace standard used for stacking containers, the safety measures implemented during adverse weather conditions and current operating hours. SCS will endeavour to provide this information to the Council as soon as possible and by the morning of Monday 10 October 2022, as requested.
20. We look forward to hearing from you.

Yours faithfully
MinterEllisonRuddWatts



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3 GUIDELINES

3.1 OBJECTIVES

3.1.1 The objectives of the Convention for Safe Containers are:

- .1 to maintain a high level of safety of human life in the transport and handling of containers by providing generally acceptable test procedures and related strength requirements which have proved to be adequate over the years, and,
- .2 to facilitate the international transport of containers by providing uniform international safety Regulations, which are equally applicable to all modes of surface transport. This will avoid the proliferation of divergent national safety Regulations.

3.1.2 The first of these objectives is achieved by setting out requirements to be implemented by the Contracting States to the Convention for the safety approval and maintenance of containers and for the relevant data to be included on a Safety Approval Plate on the container. The second is achieved by the reciprocal acceptance of safety-approved containers by other Contracting States to enable the containers to move in international transport with minimum safety control formalities.

3.2 SCOPE

3.2.1 The Convention applies to all new and existing containers as defined (see 3.2.2), which are used in **international transport**¹ other than those which are specially designed for transport by air. Although the Convention does not apply to containers used solely on internal movements within a State, there is no reason why a State cannot apply the Convention to such containers and a number of states have done so. Therefore, unless specifically included by the countries' legislation, **domestic containers**² are not included within the convention.

3.2.2 A Container is defined as an article of transport equipment which is:

- .1 of a permanent character and accordingly strong enough to be suitable for repeated use;
- .2 specially designed to facilitate the transport of goods, by one or more modes of transport, without intermediate reloading;
- .3 designed to be secured and/or readily handled, having corner fittings for these purposes;
- .4 and, of a size such that the area enclosed by the four outer bottom corners is either
 - .1 at least 14 m² (150 sq ft) or
 - .2 at least 7 m² (75 sq ft) if it is fitted with top corner fittings,

Note: There are smaller containers manufactured which are designed to form into a 20 ft module either three or four per unit and are then transported internationally as a 20 ft unit. The area enclosed by the four bottom corner fittings is 4.5 m² and 3.5 m² respectively.

¹ **International Transport** means transport between points of departure and destination that are situated in the territories of two countries to which at least one of which the present Convention applies. The present Convention shall also apply when part of a transport operation between two countries takes place in a territory of a country to which the present Convention applies.

² **Domestic container** means a container that is used only within the national boundaries of a country. This can however include off shore islands that are considered part of the mainland. For example the Canaries are considered as part of the mainland of Spain.

Annex 4 ISO STANDARDS RELATING TO CONTAINERS

ISO 668	Series 1 freight containers - Classification, dimensions and ratings.
ISO 830	Freight containers - Terminology. Trilingual edition.
ISO 1161	Series 1 freight containers - Corner fittings - Specification.
ISO 1496	Series 1 freight containers - Specification and testing
Part 1:	General cargo containers for general purposes.
Part 2:	Thermal containers.
Part 3:	Tank containers for liquids, gasses and pressurised dry bulk.
Part 4:	Non-pressurised containers for dry bulk.
Part 5:	Platform and Platform - based containers.
* ISO 3874	<u>Series 1 freight containers - handling and securing.</u>
ISO 6346	Freight containers - Coding, identification and marking.
ISO 8323	Freight containers - Air/surface (intermodal) general purpose containers Specification and tests.
ISO 9669	Series 1 freight containers - Interface connections for tank containers
ISO 9711	Freight containers - Information related to containers on board vessels.
Part 1:	Bay plan system.
Part 2:	Telex data transmission.
ISO 9897	Freight containers - Container equipment data exchange (CEDEX).
Part 1:	General communication codes.
Part 3:	Message types for electronic data interchange.
ISO 10368	Freight thermal containers - remote condition monitoring.
ISO 10374	Freight containers - Automatic identification.
ISO/TR 15070	Series 1 freight containers - Rationale for structural test criteria.



Appendix 4

Compliance Assessment



DISTRICT PLAN

RULE	COMPLIANCE ASSESSMENT	STATUS
Chapter 5 Natural Hazards (Flood Hazards)		
5.4.1 Activities and earthworks in the Flood Management Area		
5.4.1.1 P1	<p>New buildings located within the Fixed Minimum Floor Level Overlay, unless specified in P5, P6, P7, P8 or P9 in Rule 5.4.1.1.</p> <p>a. Minimum floor levels shall be the highest of the following:</p> <ol style="list-style-type: none"> i. flooding predicted to occur in a 0.5% AEP (1 in 200--year) rainfall event concurrent with a 5% AEP (1 in 20--year) tidal event, including 1 metre sea level rise plus 400mm freeboard, as predicted by the relevant Council model and version identified in Table 5.4.1.1a; or ii. flooding predicted to occur in a 0.5% AEP (1 in 200--year) tidal event concurrent with a 5% (1 in 20--year) rainfall event, including 1m sea level rise plus 400mm freeboard, as predicted by the relevant Council model and version identified in Table 5.4.1.1a; or iii. 12.3 metres above Christchurch City Council Datum. <p>Comment: <i>The office building will have a minimum floor level that is a minimum of 12.3m above CCC datum.</i></p>	Complies
5.4.1.1 P14	<p>Filling or excavation in commercial and industrial zones that is not provided for under Rule 5.4.1.1 P10-P12 or P17.</p> <ol style="list-style-type: none"> b. A maximum height of 0.3m of filling above ground level and 0.6m depth of excavation below ground level; and c. A maximum volume of filling above ground level of 20m³ per site, and a maximum cumulative volume of filling and excavation of 50m³ per site, in each case within any continuous period of 10 years. <p>Or</p> <ol style="list-style-type: none"> d. The excavation and filling is associated with the maintenance and/or replacement of underground petroleum storage systems and where, following reinstatement of the underground petroleum storage systems, the site will have a finished contour that is equivalent to the ground level at the commencement of the works. <p>Comment: <i>Earthworks are not generally required for the activity. To the extent that formation of the vehicle crossing and site entry/apron may entail some earthworks this will not exceed a fill height >0.3m above ground level, or a cut of >0.6m below ground level, or a volume of 20m³.</i></p>	Complies
5.4.1.1 P16	<p>Outdoor storage of transiting shipping containers in commercial and industrial zones.</p>	Permitted
Chapter 6 General Rules and Procedures		
6.1.5 Noise		
6.1.5.1 Activity status tables		
6.1.5.1.1 P1	<p>Outside the Central City, any activity that generates noise and which is not exempt by Rule 6.1.4.2 or specified in Rule 6.1.5.1.1 P2 below.</p> <p>Any activity that generates noise shall meet the Zone noise limits outside the Central City in Rule 6.1.5.2.1.</p>	Permitted



6.1.5.2 Noise Standards

6.1.5.2.1 Zone noise limits outside the Central City	<p>Outside the Central City, any activity that generates noise shall meet the Zone noise limits in Table 1 below at any site receiving noise from that activity, as relevant to the zone of the site receiving the noise.</p> <p>i. Industrial General Zone – all hours- 70dB LAeq Except that noise levels shall not exceed 50 dB LAeq/75dB LAmax at any residential unit lawfully established prior to 6 March 2017 during the hours of 22:00 to 07:00.</p>	Complies
<p>Comment:</p> <p><i>The activities will be operated during daytime hours only and are therefore only subject to the daytime noise standard of 70db LAeq. Accounting for this the activity can readily comply with the applicable noise standards.</i></p>		

6.3 Outdoor lighting

6.3.4.1 Glare P1	<p>Any activity involving artificial outdoor lighting, other than activities specified in Rule 6.3.4.3 NC1 or NC2.</p> <p>a. All fixed exterior lighting shall, as far as practicable, be aimed, adjusted and/or screened to direct lighting away from the windows of habitable spaces of sensitive activities, other than residential units located in industrial zones, so that the obtrusive effects of glare on occupants are minimised.</p> <p>b. Artificial outdoor lighting shall not result in a greater than 2.5 lux spill (horizontal or vertical) into any part of a major or minor arterial road or arterial route identified in Appendix 7.12 where this would cause driver distraction.</p>	Complies
<p>Comment:</p> <p><i>The proposed lighting will be designed to comply (and it is otherwise noted that minimal lighting is required given the activity will operate during daytime hours only).</i></p>		

6.3.5.1 Light Spill P1	<p>Any activity involving outdoor artificial lighting.</p> <p>a. Any outdoor artificial lighting shall comply:</p> <ul style="list-style-type: none"> i. with the light spill standards in Rule 6.3.6 as relevant to the zone in which it is located, and; ii. where the light from an activity spills onto another site in a zone with a more restrictive standard, the more restrictive standard shall apply to any light spill received at that site. 	Complies
<p>Comment:</p> <p><i>The proposed lighting will be designed to comply (and it is otherwise noted that minimal lighting is required given the activity will operate during daytime hours only).</i></p>		

6.8 Signs

6.8.4.1 Activity Status Tables

Signage P1	<p>Any sign not specifically provided for as a permitted, controlled, restricted discretionary, discretionary or non-complying activity.</p> <p>Activity specific standards – a. relevant built form standards in Rule 6.8.4.2.</p>	Complies
<p>Comment:</p> <p><i>Any future signage will comply with the relevant built form standards, or a separate resource consent will be obtained.</i></p>		



Chapter 7 Transport

7.4.3 Standards

7.4.3.1 Minimum and maximum number and dimensions of car parking spaces required	Comment: <i>No car parking spaces are proposed on the site.</i>	Not applicable
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7.4.3.2 Minimum number of cycle parking facilities required	At least the minimum amount of cycle parking facilities in accordance with Appendix 7.5.2 shall be provided on the same site as the activity. Comment: <i>For yard-based suppliers 1 visitor space is required per 1000m² GLFA and 1 staff space is required per 750 m² GLFA. Given the small size of the building (100m²) less than 0.5 cycle visitor and 0.5 staff cycle spaces are required, meaning both requirements are disregarded and there is a nil requirement.</i>	Complies
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7.4.3.3 Minimum number of loading spaces required	At least the minimum amount of loading spaces in accordance with Appendix 7.5.3 shall be provided on the same site as the activity. Comment: <i>For yard-based suppliers 1 loading bay is required per 1600m² GLFA. Given the small size of the building (100m²) less than 0.5 of a loading bay is required, meaning the requirements are disregarded and there is a nil requirement.</i>	Complies
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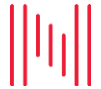
7.4.3.4 Manoeuvring for parking and loading areas	a. Any activity with a vehicle access: On-site manoeuvring area shall be provided in accordance with Appendix 7.5.6. b. Any activity with a vehicle access to... Comment: a. <i>A large on-site manoeuvring area is provided in the yard area adjacent to the access in accordance with Appendix 7.5.6.</i> b. <i>Not applicable.</i>	Complies
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7.4.3.5 Gradient of parking and loading areas	For all non-residential activities with vehicle access: <ul style="list-style-type: none"> - Gradient of surfaces at 90 degrees to the angle of parking (i.e. parking stall width) - Gradient shall be ≤ 1:16 (6.25%) - Gradient of surfaces parallel to the angle of parking (i.e. parking stall length) - Gradient shall be ≤ 1:20 (5%) - Gradient of mobility car park spaces. - Gradient shall be ≤ 1:50 (2%) Comment: <i>The gradient of surfaces complies with the applicable standards.</i>	Complies
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7.4.3.6 Design of parking and loading areas	a. All non-residential activities with parking and/or loading areas used during hours of darkness: the lighting of parking and loading areas shall be maintained at a minimum level of two lux, with high uniformity, during the hours of operation. b. Any urban activity: the surface of all car parking, loading, and associated access areas shall be formed, sealed and drained and car parking spaces permanently marked.	Complies
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	<p>Comment:</p> <p>a. Does not apply, as these areas will not be used during hours of darkness.</p> <p>b. Parking and loading areas are not required. However, to the extent that access, loading and associated manoeuvring areas are provided these will be formed, sealed and drained as required.</p>	
7.4.3.7 Access design	<p>a. Any activity with vehicle access: the access shall be provided in accordance with Appendix 7.5.7.</p> <p>b. Not applicable.</p> <p>c. Outside the Central City, any vehicle access: (i) to an urban road serving more than 15 car parking spaces or more than 10 heavy vehicle movements per day; and/or (ii) on a key pedestrian frontage. - Either an audio and visual method of warning pedestrians of the presence of vehicles or a visibility splay in accordance with Appendix 7.5.9 shall be provided. If any part of the access lies within 20m of a Residential Zone any audio method should not operate between 20:00 and 08:00 hours.</p> <p>d. Not applicable</p> <p>e. Not applicable</p> <p>Comment:</p> <p>a. The access complies with the applicable standards in Appendix 7.5.7 (noting the 7m legal and formed width of the access complies with table 7.5.7.1 row e).</p> <p>b. An audio and visual warning device will be provided at the site entry.</p>	Complies
7.4.3.8 Vehicle crossings	<p>Any activity with a vehicle access to any road or service lane: a vehicle crossing shall be provided constructed from the property boundary to the edge of the carriageway / service lane.</p> <p>b.-g. Not applicable</p> <p>Comment:</p> <p>Complies.</p>	Complies
7.4.3.9 Location of buildings and access in relation to road/rail level crossings	<p>Any new road or access that crosses a railway line: no new road or access shall cross a railway line.</p> <p>All new road intersections located less than 30 metres from a rail level crossing limit line: the road intersection shall be designed to give priority to rail movements at the level crossing through road traffic signals.</p> <p>All new vehicle crossings located less than 30 metres from a rail level crossing limit line: no new vehicle crossing shall be located less than 30 metres from a rail level crossing limit line unless the boundaries of a site do not enable the vehicle crossing to be more than 30 metres from a rail level crossing limit line.</p> <p>Any building located close to a level crossing not controlled by automated warning devices (such as alarms and/or barrier arms): buildings shall be located outside of the sight triangles in Appendix 7.5.13.</p> <p>Comment: No rail level crossings are located near the site.</p>	N/A
7.4.3.10 High trip generators	<p>This rule applies to activities located outside the Central City, and activities within the Central City that are not exempt from this rule under b. below, that exceed the following thresholds.</p>	Complies



Comment:

Yard based suppliers are an 'other activity' for the purposes of this rule. However, given the nature of the activity it will not generate more than 50 vehicle movements in the peak hour or 250 heavy vehicle trips per day. Accordingly the activity complies with this standard.

Chapter 8 Earthworks

8.9.2 Activity status tables

8.9.2.1 P1	<ul style="list-style-type: none"> a. Earthworks shall not exceed the volumes in Table 9 over any 12 month time period. b. Earthworks in zones listed in Table 9 shall not exceed a maximum depth of 0.6m, other than in relation to farming activities, quarrying activities or permitted education activities. c. Earthworks shall not occur on land which has a gradient that is steeper than 1 in 6. d. Earthworks involving soil compaction methods which create vibration shall comply with DIN 4150 1999-02 and compliance shall be certified through a statement of professional opinion provided to the Council from a suitably qualified and experienced chartered or registered engineer. e. Earthworks involving mechanical or illuminating equipment shall not be undertaken outside the hours of 0700 – 1900 in a Residential Zone. Advice note 1. between 0700 and 1900 hours, the noise standards in Chapter 6 Rule 6.1.5.2 and the light spill standards at Chapter 6 Rule 6.3.6 both apply. f. Earthworks involving mechanical equipment, other than in residential zones, shall not occur outside the hours of 0700 and 2200 except where compliant with NZS6803:1999. Advice note 1. between 0700 and 2200 hours, the noise standards in Chapter 6 Rule 6.1.5.2 apply except where NZS6803.1999 is complied with, and the light spill standards in Chapter 6 Rule 6.3.6 apply. g. Fill shall consist of clean fill. h. The activity standards listed in Rule 8.9.2.1 P3, P4 and P5. i. Earthworks shall not occur within 5 metres of a heritage item or within a heritage setting listed in Appendix 9.3.7.2. 	Complies
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Comment:

Earthworks are not generally required for the activity. To the extent that formation of the vehicle crossing and site entry may entail some earthworks this will not exceed a depth of 0.6m or a volume of 1000m³/hectare.

Chapter 16 Industrial (Industrial General Zone)

16.4.1 Activity status tables

P10	Yard-based supplier	Permitted
<p>Comment:</p> <p><i>The activity is a yard-based supplier and no activity standards apply.</i></p>		

17.5.2 Built form standards

16.4.2.1 Maximum height for buildings	The maximum height of any building within 20 metres of a residential zone shall be 15 metres	Not applicable
<p>Comment:</p> <p><i>No buildings are proposed within 20m of a residential zone.</i></p>		
16.4.2.2 Minimum building setback from road	The minimum building setback from a road boundary and a rail corridor boundary shall be as follows:	Complies



boundaries/ railway corridor	<ul style="list-style-type: none"> i. Any activity unless specified below: 1.5 metres ii. Any activity fronting on to an arterial road or opposite a residential zone unless specified in (iii): 3 metres iii. Buildings, balconies and decks on sites adjacent to or abutting railway lines: 4 metres from the rail corridor boundary 	
<p>Comment: <i>No buildings are located within the applicable setbacks. In particular, the office building will be located >1.5m from the road boundary.</i></p>		
16.4.2.3 Minimum building setback from the boundary with a residential zone	<p>The minimum building setback from the boundary with a residential zone shall be as follows: All buildings within sites which share a boundary with a residential zone: 3 metres</p>	Not applicable
<p>Comment: <i>The site does not share a boundary with a residential zone.</i></p>		
16.4.2.4 Sunlight and outlook at boundary with a residential zone and road	<p>Where an internal site boundary adjoins a residential zone, no part of any building shall project beyond a building envelope contained by a recession plane measured at any point 2.3 metres above the internal boundary in accordance with the relevant diagram in Appendix 16.8.11.</p>	Not applicable
<p>Comment: <i>The site does not share a boundary with a residential zone.</i></p>		
16.4.2.5 Outdoor storage of materials	<p>Any outdoor storage areas shall:</p> <ul style="list-style-type: none"> i. not be located within the minimum setbacks specified in Rule 16.4.2.2. ii. be screened by landscaping, fencing or other screening to a minimum of 1.8 metres in height from any adjoining residential zone. 	Complies
<p>Comment: <i>The outdoor storage areas proposed are not located within the setbacks specified in Rule 16.4.2.2 (noting the site does not adjoin a residential zone).</i></p>		
16.4.2.6 Landscaped areas	<p>Landscaping and trees shall be provided as follows:</p> <ul style="list-style-type: none"> i. The road frontage of all sites opposite a residential zone or listed below shall have a landscaping strip with a minimum width of 1.5 metres, and minimum of 1 tree for every 10 metres of road frontage or part thereof. <ul style="list-style-type: none"> A. Sites adjoining Main North Road (SH1) between Dickeys Road and Factory Road; B. Sites adjoining Main South Road, between Barbers Road and Halswell Junction Road; and C. Sites adjoining Tunnel Road. D. This standard shall not apply to an emergency service facility or vehicle access to any site. ii. On sites adjoining a residential zone, trees shall be planted adjacent to the shared boundary at a ratio of at least 1 tree for every 10 metres of the boundary or part thereof. iii. All landscaping / trees required by these rules shall be in accordance with the provisions in Appendix 6.11.6 of Chapter 6. 	Complies



	<p>Comment:</p> <p><i>The site adjoins Tunnel Road and provides the required landscaping.</i></p>	
16.4.2.7 Visual amenity and screening	<p>Where a site adjoins an Open Space, Specific Purpose (School), Specific Purpose (Cemetery) or Specific Purpose (Tertiary Education) Zone, provision shall be made for landscaping, fence(s), wall(s) or a combination to at least 1.8 metres in height along the length of the zone boundary, excluding any road frontages. Where landscaping is provided, it shall be continuous and for a minimum depth of 1.5 metres along the zone boundary.</p> <p>Comment:</p> <p><i>The site adjoins an Open Space Zone to the east. Landscaping will be provided in accordance with this standard.</i></p>	Complies
16.4.2.8 Access to Industrial General Zone (Deans Avenue)	<p>Any activity in the Industrial General zone bound by Deans Avenue, Lester Lane and the railway line shall only have access from Lester Lane. In the event that Lester Lane is realigned, site access shall be solely from the realigned Lester Lane.</p> <p>Comment:</p> <p><i>Not applicable.</i></p>	Not applicable
16.4.2.9 Water supply for fire fighting	<p>Provision for sufficient water supply and access to water supplies for firefighting shall be made available to all buildings via Council's urban reticulated system (where available) in accordance with the New Zealand Fire Service Firefighting Water Supplies Code of Practice (SNZ PAS: 4509:2008).</p> <p>Comment:</p> <p><i>The proposed office building will be connected to the reticulated water supply which is understood to comply.</i></p>	Complies
<p>16.4.4.1 Area-specific activities - Industrial General Zone (Portlink Industrial Park)</p>		
16.4.4.1.1 P1	<p>Activities listed in Rule 16.4.1.1 P1-P21.</p> <p>Activity specific standards:</p> <p>a. Development shall comply with:</p> <p>i. The key structuring element on the Portlink Industrial Park Development Plan (Appendix 16.8.3), being: A. Road access</p> <p>ii. Built form standards in Rule 16.4.4.2, and Rule 16.4.2 unless specified otherwise in Rule 16.4.4.2.</p> <p>Comment:</p> <p><i>The proposal complies with the key structuring element (Road access) on the ODP and otherwise complies with the relevant built form standards in 16.4.4.2 and 16.4.2.</i></p>	Complies
<p>16.4.4.2 Area-specific built form standards - Industrial General Zone (Portlink Industrial Park)</p>		
16.4.4.2.1 Maximum height of buildings	<p>The maximum height of any building within the '11m Building Height Limit Area' defined on the development plan in Appendix 16.8.3 shall be 11 metres.</p> <p>Comment:</p> <p><i>Not applicable, buildings are not proposed within the 11m building height limit area.</i></p> <p><i>To the extent that outdoor storage is proposed within this area and will exceed 11m height, the items proposed to be stored are not 'buildings' as defined in the District Plan. Refer to Appendix 3 for a copies of the legal opinions by Chapman Tripp and MinterEllisonRuddWatts explaining why a shipping container is not a</i></p>	Not applicable.



	<i>'building' and a copy of the relevant excerpt of the Interpretations and Guidelines of the IMO International Convention on Safe Containers (CSC) 1972 providing the definition of a 'container' as an article of transport equipment.</i>	
16.4.4.2.2 Minimum building setback from road boundaries	<p>The minimum building setback from the road boundary with Tunnel Road shall be 3 metres.</p> <p>Comment:</p> <p><i>No buildings are proposed to be located within 3 metres of Tunnel Road.</i></p>	Complies
16.4.4.2.3 Landscaped areas	<p>Landscaping and trees shall be provided as follows:</p> <ul style="list-style-type: none"> i. Tunnel Road frontage only <ul style="list-style-type: none"> A. Any site that adjoins Tunnel Road shall have a landscaping strip with a minimum width of 1.5 metres along the site boundary with Tunnel Road with the exception of that part defined on the development plan in Appendix 16.8.3 as 'Landscape and stormwater area (Green Space)'; and B. Planting of trees and shrubs within the landscaping strip adjacent to Tunnel Road shall be in accordance with the Landscape Plan and Plant Species List (see Appendix 16.8.3) and shall meet the requirements specified in Part A of Appendix 6.11.6 of Chapter 6; and C. The landscaping required under Rule 16.4.4.2.3 i. shall be completed as a condition of subdivision consent, or if there is no subdivision required, in conjunction with development in the locations that clause (a) relates to as a permitted activity standard. ii. Landscaping adjacent to the Heathcote River and within the zone <ul style="list-style-type: none"> A. Planting of trees and shrubs within the 'Landscape and stormwater area (Green Space)' defined on the development plan in Appendix 16.8.3 adjacent to the Heathcote River shall be in accordance with the Landscape Plan and Plant Species List (see Appendix 16.8.3) and the requirements specified in Part A of Appendix 6.11.6 of Chapter 6; and B. Legal public access ways within the landscaping strip adjoining the Heathcote River shall be provided as indicated by 'Pedestrian access' on the development plan in Appendix 16.8.3; and C. There shall be no erection of buildings, fences, the display of outdoor advertisements, parking of vehicles or use for any purpose other than landscaping, passive recreation or ecological enhancement within the 'Landscape and Stormwater Area (Green Space)' defined on the development plan in Appendix 16.8.3, and D. Existing vegetation as marked on the development plan in Appendix 16.8.3 as 'Existing vegetation to be retained' shall be maintained. <p>Comment:</p> <p><i>Compliant landscaping is proposed in respect of the Tunnel Road frontage.</i></p> <p><i>Clause ii does not apply.</i></p>	Complies