

Notice of Requirement for the Kirwee Recreation Reserve Designation

Selwyn District Council

Kirwee Reserve
Tramway Road, Kirwee

October 2019



Table of Contents

Form 18	4
Introduction	6
The Site and Surrounding Environment	6
The Site	6
Surrounding Environment	8
Nature of the Proposed Public Work	11
Statutory Assessment	14
Resource Management Act 1991.....	14
Canterbury Regional Policy Statement	16
Selwyn District Plan	19
Resource Consents Requirements	22
Assessment of Effects on the Environment	23
Visual effects	23
Traffic.....	24
Parking and traffic generation	24
On-Site Layout	25
Access	25
Road Network.....	25
District Plan Assessment.....	26
Summary.....	26
Noise	26
Winter activities.....	27
Summer Activities	28
Noise from vehicle movements	28
Noise from activities between 2200 and 0700	28
Summary	29
Lighting	29
CPTED Assessment	30

Positive Effects	30
Summary	30
Alternative Sites, Routes, and Methods	31
Consultation	31
Conclusion	35

Appendix A – Location and Existing Designation

Appendix B – Computer Freehold Register

Appendix C – Proposed Master Plan

Appendix D – Preliminary Site Investigation

Appendix E - Integrated Transport Assessment

Appendix F – Noise Assessment

Appendix G – Lighting Assessment

Appendix H – CPTED Assessment

Appendix I – Consultation Letter and Identified Properties

Appendix J – Consultation Feedback

Form 18**NOTICE OF REQUIREMENT BY MINISTER, LOCAL AUTHORITY, OR REQUIRING AUTHORITY
FOR DESIGNATION OR ALTERATION OF DESIGNATION**

TO: Selwyn District Council

In accordance with Section 168 of the Resource Management Act 1991 Selwyn District Council gives notice of a requirement for a designation for a public work.

The following document and attachments contain the information necessary to satisfy the requirements of Form 18, Schedule 1 of the RMA relating to a notice of requirement for a designation.

The information included is designed to provide Council with sufficient information to make a full assessment of the effects of the activity this Notice of Requirement relates to under Section 171(1) of the RMA.

Signed on behalf of Selwyn District Council
By its authorised agent:



Mark Rykers
Manager Open Space and Strategy

Dated: 25 October 2019

Requiring Authority:	Selwyn District Council
Objective:	To extend the designation for the Kirwee Recreation Reserve to provide additional recreational facilities which are necessary to meet the demands of the Kirwee and Selwyn communities
Site Address:	Tramway Road, Kirwee
Legal description:	Section 1 SO 506720
Landowner:	Selwyn District Council
Site area:	6.5 ha
Relevant Legislation:	Notice of Requirement for a designation under Section 168 of the Resource Management Act 1991.
District Plan Zoning:	Outer Plains under the Selwyn District Plan.
Additional Consents:	No other consents required as part of this Notice of Requirement. An Outline Plan or Outline Plan waiver will be submitted for future works as required.

Introduction

Selwyn District Council (SDC) gives notice to Selwyn District Council as the relevant territorial authority for a designation for a public work – being an extension to the existing Kirwee Recreation Reserve. Due to the extent of the additional land area subject to this Notice of Requirement (NOR) it is not considered appropriate for the designation to be treated as an alteration to the existing designation (in accordance with Section 181 of the Resource Management Act 1991 (RMA)) and a NOR for a new designation is sought in accordance with Section 168 of the RMA.

The following report and attached documents provide the information and assessment required under Section 168 of the RMA in respect of a Notice of Requirement (NOR) by the Selwyn District Council (SDC) for a new designation for an additional area to form part of the Kirwee Recreation Reserve.

In accordance with Section 181 of the RMA, the following assessment addresses the relevant matters, provides background to the NOR and describes the nature of the designation. The Council is a requiring authority under Section 166 of the RMA. The Council has financial responsibility for public works and may give notice to the territorial authority of requirement for a designation for public works such as the recreation reserve.

The Site and Surrounding Environment

The Site

The site subject to this NOR is located off Tramway Road, Kirwee (Section 1 SO 506720). The additional area proposed to be designated and subject to this NOR is 6.5 ha in area and is shown in blue in Figure 1. The site is adjacent to the existing Kirwee Recreation Reserve (shown in red in Figure 1). Vehicle access to the site is provided from Tramway Road and there is additional pedestrian access from Hoskyns Road, via a 20 m wide access strip which is proposed to be constructed as a pedestrian accessway to the site.



Figure 1: Land subject to this Notice of Requirement (shown in blue)

The site is flat and is currently vacant and infrequently mown to keep grass at a manageable level (previously the site was grazed). The site is zoned Outer Plains under the Selwyn District Plan and is not subject to any overlays. SDC have acquired the land subject to this NOR, to further develop the existing Kirwee Recreation Reserve. The site is listed on Environment Canterbury's Listed Land Use Register (LLUR) and a Preliminary Site Investigation (PSI) has been undertaken (Malloch Environmental Limited, dated January 2019) for the site (Appendix D). The majority of the site has been used for forestry and pasture activities, with the south-eastern part of the site (and the existing Kirwee Recreation reserve) developed for recreational use (sports fields) which are likely to have resulted in the persistent use of pesticides (category A10: Persistent pesticide bulk storage or use including sports turfs, market gardens, orchards, glass houses or spray sheds) which is categorised as a HAIL activity.

The PSI determined that it was unlikely persistent pesticide use has occurred at the site, and the area of land subject to this NOR is unlikely to be contaminated from the past forestry and pasture activities. Overall, the site is considered suitable for recreational activities and no soil testing is required.

The site is located over the unconfined and semiconfined aquifer system. Groundwater levels are between 63 – 83 m in depth.

The Computer Freehold Register is attached in Appendix B.

Surrounding Environment

Existing Kirwee Recreation Reserve

The site is located to the north and west of the existing Kirwee Recreation Reserve. The existing recreation reserve contains the following facilities (shown in Figure 2):

- **Kirwee Netball Club:** Two netball courts
- **Kirwee Tennis Club:** Four tennis courts and clubroom
- **Kirwee Rugby Club:** Two existing senior rugby fields and one junior field, use of the Kirwee Sports Pavilion and associated changing rooms, toilets, kitchen and bar facilities
- **Kirwee Cricket Club:** One grass cricket pitch located in the centre of the rugby fields.
- **Kirwee Bowls Club:** Existing bowling ground and clubroom building.

The large, grassed playing fields are also used for community-based events and there is an existing children's playground located next to the Pavilion.



Figure 2: Existing recreational facilities at Kirwee Recreation Reserve

There is no formal car parking at the existing reserve. However, informal parking spaces are located either side of the bowling club and next to the playground.

Surrounding Land Uses

There are several dwellings located at 42-50 High Street and 56 Tramway Road, south of the site (see Figure 3). The land located to the north, west and south are largely rural and used for grazing. The residential areas of Kirwee are located to the east of the existing reserve. The Kirwee Cemetery is located to the northeast. Figure 3 shows the surrounding land uses.

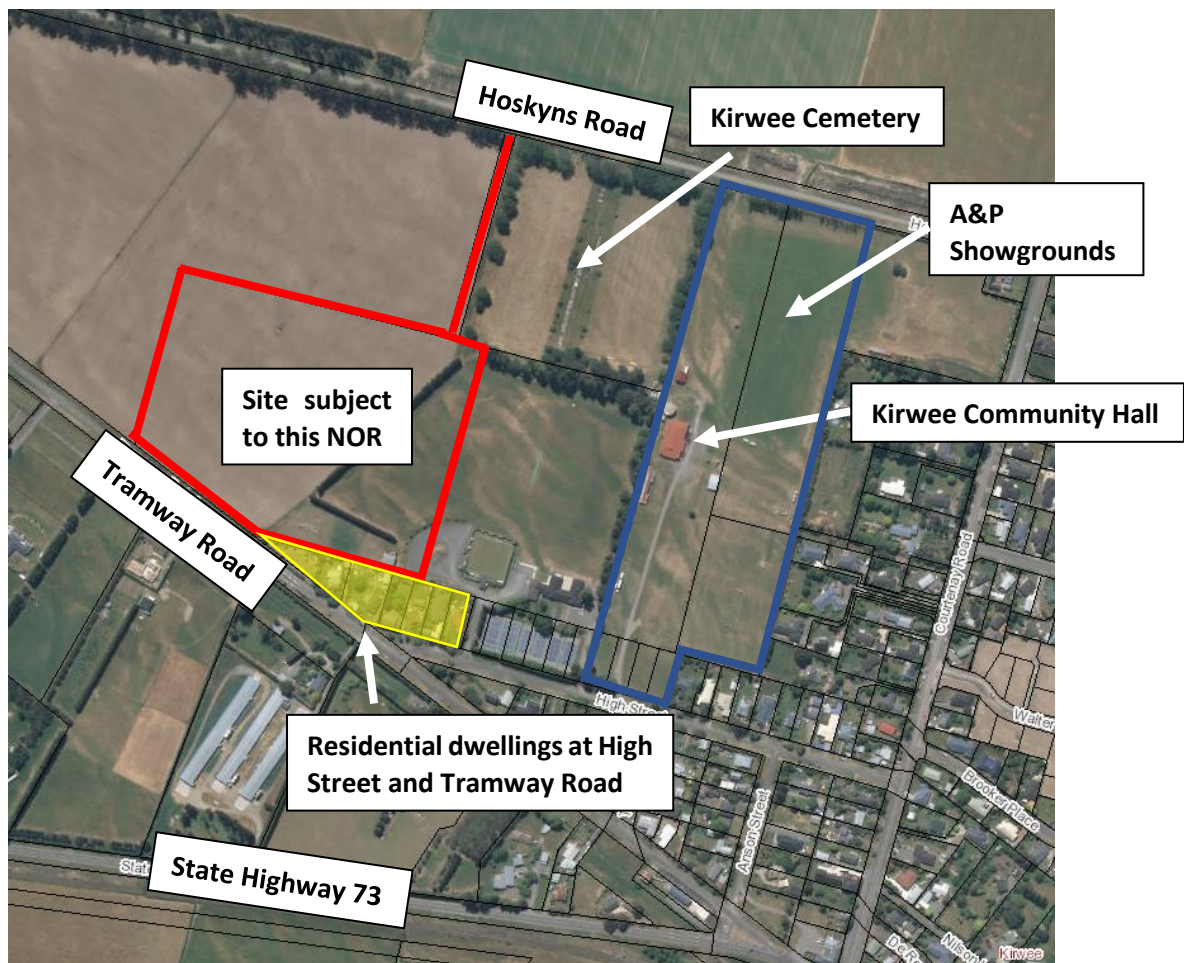


Figure 3: Site subject to this NOR and the surrounding environment

Nature of the Proposed Public Work

The Council proposes a new designation for an extension to the Kirwee Recreation Reserve. The existing designation is for Recreation Reserve purposes (D190). There are no conditions attached to the existing designation. This NOR seeks to designate the additional land for Recreation Reserve purposes as part of the Kirwee Recreation Reserve. Plans are attached in Appendix C of the proposed works and include the following:

Cricket Facilities

A new cricket oval is proposed to the west of the existing rugby fields. It is also proposed to relocate the existing cricket nets further west alongside the new cricket oval. The location of the proposed oval and nets is shown in Appendix C.

Rugby Field

It is proposed to realign the existing no.2 senior rugby field (which is currently partially located within the existing designation and partially within the site subject to this NOR. The realignment of the no.2 field will mean it is possible to fit a second junior field. New floodlights are proposed (two on either side of the rugby fields) to light both the no.1 and 2 senior rugby fields, to facilitate rugby training. The no.1 field will be lit to a standard to facilitate games in the evening, however as this is part of the existing designation, this will be done through the outline plan process. The existing floodlights will also be replaced to utilise new technology.

Community Hub

A community hub area including several play spaces are proposed at the reserve. The proposed spaces include separate senior and junior play spaces, a community activity space, a smaller, half-sized basketball court and a children's bicycle/scooter/skate park. A small bike pump track is also proposed.

Dog Exercise Area

The western portion of the site is proposed to be a dog exercise area of approximately 0.87 ha in area. The area is 15.8 m long, and approximately 38 m wide at its most narrow point. Landscaping is proposed along the western boundary of the site and around the perimeter of the dog exercise area.

Car Parking

Car parking at the existing reserve will be formalised and new parking at the site will consist of an additional 114 spaces. The new parking spaces are split between two areas (see Figure 4). The car parking spaces back onto the residential dwellings on High Street and Tramway Road.



Figure 4: Location of additional car parking spaces

Vehicle and Pedestrian Access

A new vehicle access will be constructed off Tramway Road (see location in Figure 4). The new vehicle access will provide access to the new area of the recreation reserve and vehicles will be able to move freely between the existing reserve and the site subject to this NOR.

A 20 m wide pedestrian accessway is proposed to provide access to the site from Hoskyns Road. The accessway will run to the west of Kirwee Cemetery. The land for the accessway forms part of the site subject to this NOR.

Landscaping

Substantial landscaping is proposed around the site. Plans attached in Appendix C show the general location and extent of the proposed landscaping. Landscaping consisting of large and small specimen trees are proposed around the perimeter of the site and between the existing reserve and the site subject to this NOR. A shrub border is also proposed around the northern and western boundaries to screen the dog exercise area from the adjacent sites. Detailed design/planting plans will be undertaken at a later stage.

A grass mound will be constructed around the western side of the cricket oval and will be planted with larger specimen trees. Large specimen trees have already been planted along the pedestrian accessway from Hoskyns Road.

Toilet Block

A new toilet block is proposed to be constructed and will be located close to the play spaces and No. 1 cricket oval. The additional toilet block will provide toilet and changing facilities for users at this end of the reserve, including the play spaces, new cricket oval and the second senior rugby field.

Additional Lighting

Four new floodlights are proposed around the second (no.2) rugby field. Four 18 m high poles (two on the eastern and western sides of the field) will be erected. The lighting will allow rugby training to take place in the evening.

Lighting will also be installed in the car parking areas for safety and security purposes. A light spill plan showing the type of lighting proposed and their locations around the site is attached as Appendix G.

Additional floodlighting is also proposed around the existing no.1 rugby field (on the existing recreation reserve), however, an Outline Plan of Works will be submitted which addresses the lighting proposed at the existing designated site and therefore it does not form part of this NOR.

Staging

It is anticipated that the land will be developed in stages as follows:

Stage 1

The first stage will be to remove the existing pine trees to allow the realignment of the sports fields and installation of new floodlighting. The existing mound adjacent to these pine trees will be relocated to the west side of the No.1 Cricket Oval. The new land to be included in the reserve will then be levelled and grassed and landscaping established. The pedestrian path will also be constructed around the perimeter of the new reserve boundary. This path will be a hard surface suitable for wheelchair/pushchair use.

Stage 2

Stage 2 will be the construction of the new playgrounds, community hub area and car parking, as well as further landscaping associated with these areas. Those areas identified on the master plan as future parking will initially be grassed. These areas will be available for occasional overflow parking and demand will be monitored by the Council through the reserve committee. The land is set aside for car parking and will be formed when there is regular demand for additional car parking.

Statutory Assessment

The following provides a statutory assessment of the proposed recreation reserve in accordance with the RMA. The statutory documents of relevance include the RMA itself, the Selwyn District Plan and the Canterbury Regional Policy Statement ('the RPS').

Resource Management Act 1991

The RMA provides for the use and development of New Zealand's natural and physical resources through:

- Part 2, which establishes the purpose and principles applying to resource consents and designations;
- Section 171, which prescribes matters to be taken into account in confirming designations.

The following sections of the RMA are most relevant to this notice.

Section 5 – Purpose

The purpose of the RMA is to promote the sustainable management of natural and physical resources. Sustainable management is defined in section 5(2) as:

... managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety while:

- (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) Safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and*
- (c) Avoiding, remedying, or mitigating any adverse effects of activities on the environment.*

The proposed recreation reserve would reflect the principles of Part 2 of the RMA as it would enable the community to provide for its social, cultural and economic well-being by providing necessary community infrastructure to service the projected increase in demand for recreation facilities in this part of the Selwyn District. This not only provides for the social wellbeing of the residents of Kirwee, but also for the wider community, particularly in terms of its use for sporting activities in District wide competitions. The effects of the designation are evaluated later in this report and demonstrate that any potential adverse effects on the environment will be able to avoided, remedied or mitigated.

Section 6 – Matters of National Importance

There are no matters of national importance listed in section 6 that are considered to be of relevance to this notice.

Section 7 – Other Matters

This section lists certain matters to which particular regard is to be had in making resource management decisions. The relevant matters are as follows:

- (a) Kaitiakitanga;*
- (aa) The ethic of stewardship;*
- (b) The efficient use and development of natural and physical resources;*
- (c) The maintenance and enhancement of amenity values;*
- (f) Maintenance and enhancement of the quality of the environment;*

An assessment of the potential effects in respect of natural/physical resources, amenity values and the quality of the environment follows later in this report.

Section 8 – Treaty of Waitangi

This section requires those exercising powers or functions under the RMA to take into account the principles of the Treaty of Waitangi. The principles of the Treaty of Waitangi have been taken into account, in that the site is within an appropriately zoned area and there are no known sites of significance to Ngai Tahu in the general area.

Section 168 – Notice of Requirement

Selwyn District Council is a requiring authority. This notice has been lodged with the relevant territorial authority under section 168(1) of the RMA.

Section 171 – Recommendation by the Territorial Authority

Under section 171, the territorial authority may recommend to the requiring authority one of the following:

- confirm the designation
- modify the designation
- impose conditions
- withdraw the requirement

This recommendation is based on matters the territorial authority is required to have particular regard to when considering a notice of requirement under section 168. The matters to be considered are set out in section 171(1) of the RMA and are as follows:

- (1) When considering a requirement and any submissions received, the territorial authority must, subject to Part 2, consider the effects on the environment of allowing the requirement, having particular regard to—*
 - (a) Any relevant provisions of—*

- (i) *a national policy statement,*
 - (ii) *a New Zealand coastal policy statement,*
 - (iii) *a regional policy statement, or proposed regional policy statement; and*
 - (iv) *a plan or a proposed plan; and*
- (b) *Whether adequate consideration has been given to alternative sites, routes, or methods of undertaking work if—*
 - (i) *the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
 - (ii) *it is likely that the work will have significant adverse effect on the environment; and*
- (c) *Whether the work and designation are reasonably necessary for achieving the objectives of the requiring authority for which the designation is sought; and*
- (d) *Any other matter the territorial authority considers reasonably necessary in order to make a recommendation on the requirement.*

The proposal to designate the site has taken into account the relevant provisions of the relevant planning and statutory documents as listed. There are considered to be no relevant national policy statements, and nor is the New Zealand Coastal Policy Statement of relevance. An assessment of the Selwyn District Plan and the RPS is provided below.

The selection of this site is considered later within this report. The alternative method of reliance on resource consents, as provided for in the current District Plan, is not conducive to the efficient delivery of recreational facilities, nor provides for the long term planning certainty that is required by the Council. In addition, the proposal to designate is consistent with the existing designation of the adjacent land for recreation purposes.

The project and designation are considered by the Council to be reasonably necessary for the provision of additional recreation facilities for Kirwee. The Council's objectives are discussed further within this report.

An assessment of the District Plan as well as an assessment of environmental effects are included within this report and collectively deal with the matters that are considered reasonably necessary for the Council to make a recommendation on the requirement.

Canterbury Regional Policy Statement

The Canterbury Regional Policy Statement (CRPS) became operative on the 15th of January 2013.

The CRPS provides objectives and policies aimed at ensuring that the Canterbury Region's growth, including recreation and community facilities, is accommodated in a manner which

gives effect to the RMA and promotes the efficient use of natural and physical resources. As identified above, the extension of the existing recreation reserve on the site will accommodate the future growth of the Kirwee area and Selwyn District and it will also be consistent with Part 2 of the RMA. The following objective and policies are relevant to the NOR application:

Objective 5.2.1

Location, design and function of development (Entire Region)

Development is located and designed so that it functions in a way that:

- 1. achieves consolidated, well designed and sustainable growth in and around existing urban areas as the primary focus for accommodating the region's growth; and*
- 2. enables people and communities, including future generations, to provide for their social, economic and cultural well-being and health and safety; and which:*
 - a. maintains, and where appropriate, enhances the overall quality of the natural environment of the Canterbury region, including its coastal environment, outstanding natural features and landscapes, and natural values;*
 - b. provides sufficient housing choice to meet the region's housing needs;*
 - c. encourages sustainable economic development by enabling business activities in appropriate locations;*
 - d. minimises energy use and/or improves energy efficiency;*
 - e. enables rural activities that support the rural environment including primary production;*
 - f. is compatible with, and will result in the continued safe, efficient and effective use of regionally significant infrastructure;*
 - g. avoids adverse effects on significant natural and physical resources including regionally significant infrastructure, and where avoidance is impracticable, remedies or mitigates those effects on those resources and infrastructure;*
 - h. facilitates the establishment of papakāinga and marae; and*
 - i. avoids conflicts between incompatible activities.*

Policy 5.3.1

Regional growth (Wider Region)

To provide, as the primary focus for meeting the wider region's growth needs, sustainable development patterns that:

- 1. ensure that any*
 - a. urban growth; and*
 - b. limited rural residential development**occur in a form that concentrates, or is attached to, existing urban areas and promotes a coordinated pattern of development;*
- 2. encourage within urban areas, housing choice, recreation and community facilities, and business opportunities of a character and form that supports urban consolidation;*

3. *promote energy efficiency in urban forms, transport patterns, site location and subdivision layout;*
4. *maintain and enhance the sense of identity and character of the region's urban areas; and*
5. *encourage high quality urban design, including the maintenance and enhancement of amenity values.*

Policy 5.3.12

Rural production (Wider Region)

Maintain and enhance natural and physical resources contributing to Canterbury's overall rural productive economy in areas which are valued for existing or foreseeable future primary production, by:

1. *avoiding development, and/or fragmentation which;*
 - a. *forecloses the ability to make appropriate use of that land for primary production; and/or*
 - b. *results in reverse sensitivity effects that limit or precludes primary production.*
 2. *enabling tourism, employment and recreational development in rural areas, provided that it:*
 - a. *is consistent and compatible with rural character, activities, and an open rural environment;*
 - b. *has a direct relationship with or is dependent upon rural activities, rural resources or raw material inputs sourced from within the rural area;*
 - c. *is not likely to result in proliferation of employment (including that associated with industrial activities) that is not linked to activities or raw material inputs sourced from within the rural area; and*
 - d. *is of a scale that would not compromise the primary focus for accommodating growth in consolidated, well designed and more sustainable development patterns.*
- and;*
3. *ensuring that rural land use intensification does not contribute to significant cumulative adverse effects on water quality and quantity.*

The proposed development of additional land for recreation purposes will be undertaken in a way that achieves consolidated, well designed and sustainable growth around the existing urban area of Kirwee. It will also enable people and communities, including future generations to provide for their social, economic and cultural wellbeing and health and safety by providing both informal and formal opportunities for recreation. The designation will provide recreation and community facilities immediately adjacent to an urban area and as an extension to an existing recreation reserve. It is considered that this promotes a coordinated pattern of development.

Policy 5.3.12 provides for recreational development in rural areas. It is considered that the proposal will be consistent and compatible with rural character, activities and an open rural environment. The development of additional playing fields and the open space for dog exercise will maintain an open environment with limited structures. The car parking, toilet block, playground activities and so on are located adjacent to the existing urban area. In terms of having a direction relationship with or being dependent on rural activities, it is noted that the definition of rural activities in the CRPS includes “*Large – footprint parks, reserves, conservation parks and recreation facilities*”. The proposal will not result in a proliferation of employment, being limited to grounds staff only. It is also of a scale that would not compromise the primary focus of accommodating growth in consolidated, well designed and more sustainable development patterns.

Overall, it is therefore considered that the development of additional land for recreation purposes on the proposed site is consistent with the relevant provisions of the CRPS.

Selwyn District Plan

The relevant provisions of the Selwyn District Plan in relation to the proposed recreation facility are set out below:

Relevant Objectives and Policies of the Selwyn District Plan

Relevant Objective/Policy	Comment in relation to the NOR
Objective B2.1.1: <i>An integrated approach to land use and transport planning to ensure the safe and efficient operation of the District’s roads, pathways, railway lines and airfields is not compromised by adverse effects from activities on surrounding land or by residential growth.</i>	A new accessway is proposed to provide vehicle access to the site. The additional sports grounds and facilities are likely to generate an increase in traffic over time. However, there are two existing accessways to the Kirwee Recreation Reserve. The additional access to the site is considered to be sufficient for the anticipated traffic volumes and the proposed off-street car parking will ensure reserve users can park at the site, so that the adverse effects on the surrounding transport network are less than minor.
Objective B2.1.2: <i>An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid “reverse sensitivity” effects on the operation of transport networks.</i>	There are several existing residential dwellings located in proximity to the site subject to this NOR. Tramway Road and High Street at this location are local roads and it not anticipated that there will be any reverse sensitivity effects on the facility from the existing transport network.

<p>Policy B2.1.2: <i>Manage effects of activities on the safe and efficient operation of the District's existing and planned road network, considering the classification and function of each road in the hierarchy.</i></p>	<p>Tramway Road and High Street are both local roads. One additional vehicle access is proposed at the site, however, there will be three accessways to the entire Kirwee Recreation Reserve. The proposed car parking and access have been designed for the anticipated volume of traffic entering and exiting the site at peak times i.e. before and after sports matches.</p>
<p>Policy B2.1.4(a): <i>Ensure all sites, allotments or properties have legal access to a legal road which is formed to the standard necessary to meet the needs of the activity considering:</i></p> <ul style="list-style-type: none"> - <i>the number and type of vehicle movements generated by the activity;</i> - <i>the road classification and function; and</i> - <i>any pedestrian, cycle, public transport or other access required by the activity.</i> 	<p>The ITA has assessed the additional vehicle access against the standards set out in the District Plan and recommended an alternative layout. The alternative layout is considered appropriate for the volume of traffic on Tramway Road and the proximity to the 50km/hr speed limit. It is also considered that this new access will receive the least amount of use.</p> <p>A new accessway will provide an additional access route to the site from Hoskyns Road for pedestrians and cyclists.</p>
<p>Policy B2.1.6: <i>Avoid adverse effects of on-road parking and loading generated by surrounding land uses on rural roads.</i></p>	<p>The proposed car parking has been designed for the additional recreational areas, so that overflow on-street parking will not be required.</p>
<p>Policy B2.1.7: <i>Provide for pedestrian safety, security, circulation and access within parking areas by considering the interaction of vehicle access and manoeuvring, circulation, loading and parking, with likely pedestrian routes onto the site, including for users of public transport, and between car and cycle parks, and building entrances.</i></p>	<p>Separate pedestrian access is provided to the site from Hoskyns Road and from Tramway Road. Pedestrian paths are provided around the edge of the car parking areas to provide safe options for pedestrians at the site.</p>
<p>Policy B2.1.13: <i>Avoid planting trees or hedges in positions or allow them to grow to heights where they will shade roads for prolonged periods during winter.</i></p>	<p>The proposed landscaping comprises of small specimen species along the Tramway Road boundary. Species chosen will not be able to grow to a sufficient height to create shadowing on Tramway Road for prolonged periods.</p>
<p>Community Facilities and Recreational Areas</p>	

Objective B2.3.1: <i>Efficient use and maintenance of community facilities is encouraged.</i>	The proposed extension is considered an efficient use of space and will provide additional community facilities alongside the existing reserve.
Policy B2.3.1: <i>Recognise community facilities as part of the rural environment and encourage new uses for existing community facilities.</i>	The proposed extension to the existing Kirwee Recreation Reserve will provide additional community sports facilities as part of the rural environment on the edge of the Kirwee town. The existing reserve is a community facility that will continue to be used and will also be upgraded as part of the overall Kirwee Recreation Reserve project.
Policy B2.3.3: <i>Encourage new community facilities to:</i> (a) <i>Be located in or adjoining townships; and</i> (b) <i>Be designed and sited for easy access and personal safety of patrons.</i>	The extension is located adjacent to the existing Kirwee Recreation Reserve and is designed for easy and safe vehicle and pedestrian access.
Quality of the Environment	
Objective B3.4.1: <i>The District's rural area is a pleasant place to live and work in.</i>	The provision of additional land for recreation purposes will contribute to the rural area of the District being a pleasant place to live and work in.
Objective B3.4.2: <i>A variety of activities are provided for in the rural area, while maintaining rural character and avoiding reverse sensitivity effects.</i>	The proposed designation is located within a rural zone: Outer Plains, however, it is adjacent to the existing reserve and a residential area. The proposed designation will change the character of the existing site but will not affect the rural character of the wider area.
Policy B3.4.1: <i>Recognise the Rural zone as an area where a variety of activities occur and maintain environmental standards that allows for primary production and other business activities to operate.</i>	The site is within a rural zone: Outer Plains which allows for a variety of activities, provided they maintain environmental standards that allow for primary production and other business activities to occur. The recreation reserve extension will not affect the ability for other existing rural activities to take place within the area.
Policy B3.4.3: <i>Avoid, remedy or mitigate significant adverse effects of activities on the amenity values of the rural area.</i>	The effects on amenity values have been discussed above and are suitably mitigated so that overall the effects on amenity are less than minor.

<i>Policy B3.4.11:</i> <i>Avoid night lighting shining directly into houses, other than a house located on the same site as the activity, or from vehicles using roads in the District.</i>	The proposed lighting will not shine directly into the surrounding as demonstrated by the lighting assessment in Appendix G.
<i>Policy B3.4.13:</i> <i>Recognise temporary noise associated with short-term, seasonal activities as part of the rural environment, but ensure continuous or regular noise is at a level which does not disturb people indoors on adjoining properties.</i>	Noise from additional rugby and cricket games will be temporary. The regular noise generated from the site will not be at a level that will disturb nearby residences.

The proposed recreational facility is considered to be consistent with the relevant objectives and policies of the Selwyn District Plan, and the overall effects from the proposed extension to the Kirwee Recreation Reserve can be appropriately managed so that the adjacent sites are unlikely to be adversely affected from designating the site as a Recreation Reserve.

Resource Consents Requirements

It is not envisaged that any resource consents will be required from the Canterbury Regional Council for any of the works that are to be undertaken. However, if any regional consents are required for any future work, these will be applied for prior to construction.

Malloch Environmental Limited carried out a Preliminary Site Investigation (PSI, dated January 2019) for the site. The PSI has determined that the likelihood of HAIL activities occurring at the site subject to this NOR is low and therefore, it is unlikely that the site is subject to contamination. As a result, the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES Soils) does not apply. In the event that contamination is discovered during construction, works will cease and the application of the NES Soils will be revisited and the necessary resource consents applied for as required.

Assessment of Effects on the Environment

The assessment of effects below relates to the actual and potential effects on the environment from the extension of the Kirwee Recreation Reserve at the site subject to this NOR. While this NOR relates to the new land to be included within the existing recreation reserve, the additional land allows for redevelopment of the site as a whole. The proposed Master Plan includes additional car parking and a basketball court on the existing designated land. For completeness, this assessment of effects assesses the effects of the development as a whole rather than just those activities occurring on the additional land subject to this NOR.

Visual effects

The proposed extension to the NOR will result in a change in the visual appearance of the site. The site is currently in pasture as can be seen in the photograph included below:



Native trees that were recently planted on the border of the reserve by Kirwee Model School Students and members of the community, as can be seen to the left of the photo. The proposed Master Plan attached in Appendix C provides the general design intent which includes planting of both exotic and mixed natives around the boundary of the additional land to be designated. Beyond the planting, the site will have an open park like setting.

The proposed extension to the car parking area will adjoin the Living zoned properties to the south of the NOR. A 1.8m high acoustic fence will be erected along this boundary to mitigate potential noise effects and prevent access to these residential properties from within the reserve. The parking area will also be separated from these properties by a landscape strip of approximately 5m in width.

Overall, it is considered that the proposed use of the land for recreation reserve and additional planting will ensure any potential visual effects are less than minor.

Traffic

An Integrated Transport Assessment (ITA) has been prepared by Novo Group (Appendix E) which describes the transport environment in the vicinity of the site, the transport related components of the proposal and key transport provisions in the District Plan.

Parking and traffic generation

A parking survey was undertaken on two Saturday mornings during winter time to determine the existing peak parking demand for the site. One of these surveys coincided with the rugby clubs annual Club Day so represents one of the busiest days on the rugby calendar. No on-street parking was observed during these surveys. It is noted that netball is not played on the site on a Saturday and trainings occur during weekday evenings. Traffic generation and parking demand for summer sports was estimated based on survey information from the NZ Trips and Parking Database or otherwise from first principles.

Estimated traffic generation and parking demand is set out in Tables 3 and 4 of the ITA. The future parking demand has been estimated as 184 spaces during the winter peak and 110 during the summer peak. A total of 201 spaces are proposed, therefore the spaces are expected to meet all anticipated parking demand on a typical weekend. The ITA notes that during club days there may be higher demand, however overflow areas are available around the site to cater for overflow parking during these infrequent occurrences. Larger events can be appropriately managed through the use of a traffic management plan and/or parking marshals.

The ITA notes that some visiting senior rugby teams charter a bus to travel to Kirwee. This will reduce traffic generation and parking demand. Where buses are expected, a small number of car parks will be coned off to provide for bus parking.

Of the total 201 possibly parking spaces, 54 spaces are indicated on the proposed Master Plan for future parking. Initially these areas will be grassed and demand for parking will be monitored by Council (along with feedback from the clubs). Once capacity in the car park is reached, the additional parks will be formed and sealed prior to the start of the following rugby season. As these areas will be grassed, informal parking will be possible to meet this infrequent demand in the meantime.

The ITA recommends that 10 cycle stands are provided. It is proposed to position these near main gathering points, such as the existing pavilion and proposed public toilet and community hub area. It notes that there is ample space around the site to provide additional cycle parking should there be demand for additional spaces in the future.

On-Site Layout

The ITA notes that the on-site layout provides for ease of manoeuvring to and from each parking area and the accesses provide for two way flow of vehicles. All of the accesses provide large queuing spaces and the ITA recommends that speed platforms be considered to ensure slow speeds are maintained through the main car park. The applicant agrees with this recommendation and will install speed platforms within the main car park.

Access

The ITA notes that the site will continue to use the existing accesses to High Street which are well formed, cater for two way traffic and have good visibility in both directions. High Street has a 50km/h speed limit.

A new access is proposed from Tramway Road which has a 100km/hr speed limit at the proposed crossing, reducing to 50km/h just south of the crossing. The ITA notes that the District Plan would typically require a new crossing to non-residential activities to be constructed to Diagram E10.D standard which includes acceleration and deceleration lanes. The ITA does not consider that this is necessary given Tramway Road has low traffic volumes, the crossing is close to the 50km/h speed limit and this crossing is likely to receive the least amount of use (as most vehicles will arrive via High Street). It also notes that the existing threshold treatment for the speed reduction provides a 1.6m sealed shoulder, 3.0m traffic lanes and a 1.2m flush median. This provides sufficient space for through traffic to pass around any vehicles waiting to turn right into the site. The ITA recommends that the access includes a 15m turning radius where it joins to the sealed edge of the road.

The ITA further notes that it would be desirable to move the 50km/h speed limit approximately 50m further north of the vehicle crossing. The applicant agrees that this would be appropriate and will initiate this process through the relevant setting of speed limit legislation.

Road Network

The ITA notes that the frontage roads for the reserve can readily accommodate the estimated traffic generation and the site is appropriately located on the road network for its intended use. A separate pedestrian access is also provided from Tramway Road.

District Plan Assessment

Appendix 2 of the ITA includes a full assessment of the proposed extension to the reserve against the District Plan Transportation rules. This assessment demonstrates a large degree of compliance. The matters of non-compliance are limited to the design of the proposed vehicle crossing onto Tramway Road and the number of cycle parks proposed. Both of these non-compliances are discussed above.

Summary

The ITA concludes that the proposed parking will meet all anticipated demand with informal grass areas available for larger annual or one off events. It considers the proposed access design and location to be appropriate and recommends that the existing road threshold treatments be extended approximately 50m to the north to facilitate better access to the site and relocation of the 50km/h speed limit. The ITA further considers that anticipated traffic generation can be accommodated within the existing physical capacity of the road network.

Noise

The permitted standards for noise at any Living Zone boundary are below:

Hours	Noise Limit
7.30 am – 8.00 pm	55 dBA L ₁₀ 85 dBA L _{max}
8.01 pm – 7.29 am	40 dBA L ₁₀ 70 dBA L _{max}

The closest Living zone boundaries are at the residences on Tramway Road and High Street and the adjacent reserve. These are zoned Living 1– see Figure 5.

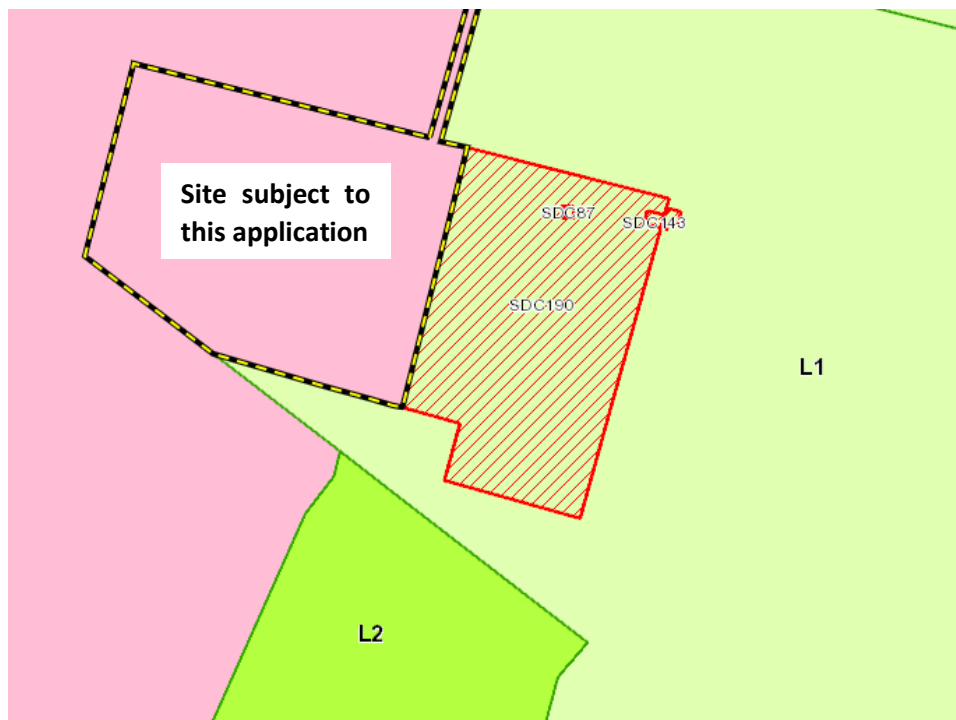


Figure 5: Surrounding Living Zones under the Selwyn District Plan

An Assessment of Environmental Noise Effects (AENE) has been undertaken by Acoustic Engineering Services Limited (AES) and is attached as Appendix F. In paragraph 2.7 of the AENE, there is discussion regarding the appropriate measurement of noise at the site. The AENE notes that the L_{10} descriptor used by the Selwyn District Plan does not well represent noise effects, particularly for intermittent noise sources and is no longer used in the more recent standards. The New Zealand Standard 6802 uses the L_{Aeq} descriptor and the Noise and Vibration Metrics Standard in the National Planning Standards also requires this measurement to be used. The AENE therefore assesses noise from the proposed recreation activities in terms of both the L_{Aeq} measurement and the District Plan L_{10} measurement.

Winter activities

AES visited the site on a Saturday morning during winter (15 June) and measured noise levels from activities undertaken on site (a rugby game). A worst case (peak) operating scenario was then predicted based on all activities occurring on a busy Saturday morning or a Thursday evening for training. This included the rugby fields, the basketball court, play spaces (including a flying fox) and the open space/dog exercise area all being in use at the same time. The results are demonstrated in Figure 3.2 of the AENE. They demonstrate that noise levels from winter activities are expected to be less than 50 dB L_{Aeq} between 0700 and 2200 as specified in NZS 6802 at the nearest residential or notational boundaries. AES concludes that the effects of this noise will be minimal.

In terms of the District Plan and the L_{10} measurement, non-compliance with the 55 dB L_{A10} permitted level during 0730 to 2000 is predicted as follows:

- At the eastern boundary of the site (A & P Showgrounds) – 61 dB L_{A10}; and
- At 50 High Street – 57 dB L_{A10}.

If activities were to occur between 0700 and 0730 or between 2000 and 2200, then the night time noise limit of 45 dB L_{A10} would be exceeded at 71 Tramway Road (50 dB L_{A10} predicted).

Summer Activities

During the summer, the AENE has considered a worse case scenario of cricket, tennis, bowls, basketball, play spaces (including a flying fox) and the open space/dog exercise areas all being in use at the same time. The results are demonstrated in Figure 3.3 of the AENE. They demonstrate that noise levels from summer activities are also expected to be less than 50 dB L_{Aeq} between 0700 and 2200 as specified in NZS 6802 at the nearest residential or notational boundaries. AES concludes that the effects of this noise will be minimal.

In terms of the District Plan and the L₁₀ measurement, non-compliance with the 55 dB L_{A10} permitted level during 0800 to 2000 is predicted only at the eastern boundary of the site (A & P Showgrounds) – 58 dB L_{A10} predicted.

If activities were to occur between 0700 and 0730 or between 2000 and 2200, then the night time noise limit of 40 dB L_{A10} would be exceeded as follows:

- At the eastern boundary of the site (A & P Showgrounds) – 58 dB L_{A10};
- At 50 High Street – 48 dB L_{A10}; and
- 71 Tramway Road – 47 dB L_{A10}.

The 70 L_{AFmax} noise limit is also predicted to be exceeded at the A & P Showgrounds (77 dB L_{AFmax} predicted).

Noise from vehicle movements

The AENE has considered noise from vehicle movements around the reserve. Worst case scenario noise levels are predicted in Table 3.3 of the report. They demonstrate that noise levels from vehicle movements are expected to be less than 50 dB L_{Aeq} between 0700 and 2200 as specified in NZS 6802. Noise levels will be above the District Plan L_{A10} noise levels at the Living 1 and 2 Zoned sites to the south at all times and at the notional boundary of 71 Tramway Road between the hours of 0700 and 0730 and 2000 and 2200 only.

Noise from activities between 2200 and 0700

The AENE expects that the primary noise source during night-time hours are likely to be from the open space/dog exercise area. They have considered noise from dogs barking and from

vehicle movements. In terms of dogs barking, the AENE predicts compliance with both NZS 6802 and the District Plan and effects of this noise to be minimal.

In terms of vehicle movements, compliance with NZS 6802 is expected. The District Plan L_{A10} noise limits are expected to be exceeded at the notional boundary of the dwelling at 71 Tramway Road and the residential sites zoned Living 1 and Living 2 to the south. Effects of this noise however, is expected to be minimal because noise levels of less than 40 dB L_{Aeq} are expected at all neighbouring noise sensitive sites between 2200 and 0700 hours.

Summary

The AENE considers that it is reasonable to assess noise from activities on the site of the Kirwee Reserve in accordance with NZS 6802. Based on this noise descriptor (L_{Aeq}) and with a 2m high acoustic fence along the residential site boundaries to the south west, predicted noise levels comply with the daytime and night-time noise limits of NZS 6802.

In terms of compliance with the District Plan and based on worst case scenarios of all activities occurring at once, the L_{A10} and L_{Amax} levels may be exceeded at neighbouring properties. The AENE concludes:

However, as discussed above, the noise levels are expected to comply with the recommended L_{Aeq} noise levels at the neighbouring noise sensitive sites. We would therefore expect the associated noise effects to be minimal.

Lighting

Four light poles of 24m in height will replace the existing light poles to illuminate the No. 1 Rugby Field (subject to a separate outline plan of works application) and four light poles of 18 m in height are proposed to illuminate the No. 2 Rugby Field. The lighting required to illuminate the second rugby field is located partially on the site subject to this NOR. A Lighting Prediction Plan is attached as Appendix G which predicts the lux levels for the playing fields, car parking areas and potential light spill beyond the boundary of the site.

Rule E13.1.11.1 of the Township Volume of the District Plan requires that any parking or loading areas which are required at night time be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation. The Lighting Prediction Plan demonstrates that this can be achieved within all parking areas. There is no equivalent rule in the Rural Volume of the District Plan.

In terms of light spill, Rule 9.18.1.2 of the Rural Volume of the Plan states that any activity involving lighting is permitted provided the maximum light spill does not exceed 3 lux on to any part of any other adjoining property or any road reserve. Rule 10.7.1 of the Township volume also requires that lighting does not have a lux spill of more than 3 on to any part of

any adjoining property. It additionally requires that any fixed, exterior lighting is directed away from adjacent properties and the road.

As demonstrated by the Lighting Prediction Plan, light spill will not exceed 3 lux beyond the boundary of the site. The lighting will also be directed downwards and away from adjacent properties and roads.

CPTED Assessment

An assessment of the proposal against the Crime Prevention Through Environmental Design (CPTED) principles has been undertaken and is attached in Appendix H. This assessment considers provision of parking, facilitation of pedestrian movement and safe linkages through the site, safe lighting and provision of signage. Consideration has also been given to the location and context of vulnerable facilities, expected use patterns and the design and placement of landscape elements. Physical protection measures are also proposed in terms of bollards to restrict vehicle access, speed humps to limit speeds in the car park and lockable gates should issues arise. As noted in the CPTED assessment, there has been extensive community consultation during the design process which provided a better undertaking of the local context and allowed potential issues to be identified early and addressed through the design.

Positive Effects

It is considered that the proposal will result in a number of positive effects for Kirwee and the wider Selwyn District as the additional land designated for recreation reserve will provide for the future sports and recreation needs of the Kirwee community. In particular, the site will provide:

- The ability to realign the existing number two rugby field and provide a second junior rugby field and a second (dedicated) cricket oval;
- A formed perimeter pedestrian accessway;
- Native and specimen tree planting;
- An open space area that can be used for off-leash dog exercise;
- Informal areas for children's play including a bike pump track catering for children of all ages;
- Amenities available for use by the general public such as public toilets, shelter, picnic areas and seating; and
- Additional car parking to cater for activities located within new areas of the reserve;

Summary

Overall, it is considered that the proposed extension to the existing Kirwee Recreation Reserve will result in a high quality recreation reserve that will meet the future demand for recreation

space in Kirwee. The assessment of effects above demonstrates that actual and potential effects of the proposal in terms of visual effects, traffic, noise and lighting are less than minor and can be adequately mitigated. The proposal has also been designed in accordance with CPTED principles.

Alternative Sites, Routes, and Methods

No alternative sites have been considered, given that SDC own the land adjacent to the existing reserve and it is logical to provide additional recreational facilities adjacent to the existing Kirwee Recreation Reserve, as opposed to locating new facilities elsewhere. There is insufficient room on the land located to the east and north of the existing reserve, given the existing land uses – Kirwee Cemetery and the Kirwee Showgrounds and Community Hall.

The new designation is required to enable the extension of the existing recreation reserve and to provide additional facilities that are proposed as part of the Kirwee Reserve Master Plan (Appendix C).

There are no alternative routes or methods that can be considered to provide additional recreation facilities of this scale to the Kirwee community. There is insufficient space at the existing reserve for the proposed sports fields and community facilities to be constructed, and the existing rugby and cricket facilities are at capacity.

Consultation

In accordance with Form 18 – Schedule 1 (Resource Management (Forms, Fees, and Procedure) Regulations 2003) the requiring authority is required to set out what consultation (if any) has been undertaken with parties that are likely to be affected.

The Council has been working closely with the Kirwee community and reserve committees over the past two years to engage with local residents, sports clubs and organisations. The group is known as the Kirwee Reserve Development Working Group. The following consultation has been carried out:

Kirwee Recreation Reserve Based Sports Clubs

SDC distributed surveys to the following organisations, to gauge the need for additional recreation facilities in Kirwee:

- Kirwee Bowling Club
- Kirwee Netball Club
- Kirwee Tennis Club
- Kirwee Cricket Club

- Kirwee Rugby Club

In summary, the cricket and rugby clubs require additional playing spaces to provide for anticipated growth in the number of club members. Both the rugby and cricket club recognised the need for additional playing fields to be able to provide for different formats of rugby and cricket games to retain club members.

Wider Kirwee Community Consultation

Consultation with the wider Kirwee community has been carried out by SDC over the past 18 months and has included various methods of engagement including a community Facebook page, local newspapers and a display board at the Courtenay A&P Show. The feedback from this wider consultation has helped inform the proposed facilities to be constructed at the new designated site.

Adjacent Landowners

A letter was sent to the owners of properties in the immediate vicinity of the proposed new reserve boundary. The letter included a copy of the draft master plan and landscape drawings and sought feedback on the proposal. The letter also included information on the designation process and invited landowners to a community meeting held on 24 August 2019. Those landowners contacted are listed below. A copy of the letter sent to land owners and their locations relative to the reserve are identified on the plan attached in Appendix I:

- *17 High Street, Kirwee;*
- *42 High Street, Kirwee;*
- *44 High Street, Kirwee;*
- *46-48 High Street, Kirwee;*
- *22 Tramway Road, Kirwee;*
- *24 Tramway Road, Kirwee;*
- *51 Tramway Road, Kirwee;*
- *71 Tramway Road, Kirwee;*
- *77 Tramway Road, Kirwee;*
- *1465 Courtenay Road, Kirwee; and*
- *Courtenay A & P Association*

Feedback was requested by 29 August 2019 and a summary of the written feedback received and the Kirwee Reserve Development Working Group's response is attached as Appendix J. The main issues raised as part of this feedback included:

- The need to retain existing, or improve, shelter planting within the reserve;
- Feedback on suggested tree species;
- Priorities for development; and
- The provision of an off-leash dog exercise area.

Community Meeting

An informal community drop-in session was held on Saturday 24 August at the Kirwee Reserve Pavilion. This was well attended by approximately 30 people, including members of the Kirwee community and reserve committees. Feedback provided was similar to the written feedback provided and included the following:

Traffic and Parking	
Issue raised	Council response
Relocation of the 50km/hr speed limit change on Tramway Road	The ITA also recommends that the speed limit threshold be moved approximately 50m further north west and this would be pursued outside of the designation process.
Filling in of an old water race and removal or relocation of existing native planting to improve visibility	This is proposed to occur.
Plans for the road reserve between the proposed vehicle crossing and the reserve boundary to the north west	It is proposed to grass this area to provide a safe area for walking. If vehicles use this area for parking, measure can be undertaken (such as removable bollards) to prevent this.
Availability of the No.1 rugby field for parking during events such as the Courtenay A & P Show Day and access for emergency service and maintenance vehicles	Vehicles would still be able to access the playing fields (e.g. via removable bollards) and parking would be available for show day as well as access for emergency and maintenance vehicles.
Concerns around freedom campers and boy racers	Speed humps will be installed to reduce vehicle speeds within the parking areas and gates or a security chain could be installed if freedom campers or boy racers became a problem at night time.
Suggestion of a pedestrian accessway between Kirwee and Darfield	This is outside of the scope of the proposed Notice of Requirement.
Dog Exercise Area	
Queries around whether this would be fully fenced	The existing reserve is currently available for use as an off leash dog exercise area in accordance with the Dog Control Bylaw 2012 and this will extend to the additional land to be designated. Dogs must be kept a minimum of 5m from a sports field which is in use for an organised event. This is an operational issue in terms of the use of the

	dog exercise area and could be reviewed in the future if it is identified as a problem.
Would rubbish bins and dog poo bags be provided	Rubbish bins would be provided and it is foreseeable that dog poo bags would also be provided.
Trees	
Concerns around potential loss of the pine shelterbelt by the No.2 rugby field	The aim is for the reserve to be as multi-purpose as possible and this necessitates the removal of these trees. Planting around the boundary of the additional land and No. 1 cricket oval would be established as part of Stage 1 to ensure shelter is provided. These trees would be purchased at 2-3 years old and will be irrigated to ensure they establish as quickly as possible. Native planting on the western boundary has already been undertaken.
Existing trees down Anzac Avenue were supported and residents would like to see an extension of the existing daffodil planting	This idea is supported
Fruit trees within the reserve were encouraged	This idea is supported
Lighting	
Concern around potential for glare directed down Tramway Road from proposed floodlighting of the rugby fields	Lighting technology has improved significantly since the existing rugby floodlights were installed. These lights will be removed from the field and new floodlighting installed. This new lighting would be shielded and directed downwards so that there is no light spill beyond the rugby fields. The lighting assessment attached as Appendix G confirms that there will be no light spill or glare beyond the boundary of the reserve.
Kirwee Volunteer Fire Brigade	
Discussion regarding water requirements for training and competitions	Council will continue to liaise with the fire brigade to ensure fire hydrants and drainage pads are located in the appropriate place within the reserve (i.e. away from the playing fields).

Facilities	
Clarification on water storage and irrigation requirements	The new fields and landscaping would be irrigated via onsite storage tanks filled with water from the Central Plains Irrigation Scheme.
Supportive of the playgrounds, pump track and community hub area. Question regarding playground surface.	This detail is yet to be decided. Pump track will be a natural, rustic area. Community hub area will include seating and perhaps a barbeque so this area can be used for birthday parties, Easter egg hunts etc

Summary

The proposed designation allowing for the extension to the existing Kirwee Recreation Reserve is generally well supported by the community, however it is requested that this Notice of Requirement be publicly notified due to public interest and to give residents the ability to make formal submissions.

Conclusion

The purpose of this notice is to include a new designation in the Selwyn District Plan – Township Volume ('the District Plan'), to enable the future development and subsequent use of recreational facilities on the site. This will be required in the future to respond to both current demand and growth projections for the area.

The actual and potential environmental effects and the proposed mitigation measures have been assessed, the designation has been considered against the provisions of the relevant policy documents and plans, and alternatives, the Council's objectives and consultation undertaken are outlined. Overall, the site is considered eminently suitable for a recreation reserve being adjacent to the existing reserve, effects can be avoided, remedied or mitigated and the development is entirely consistent with relevant planning documents.

The requiring authority requests that Council proceed to process this notice of requirement pursuant to section 169 of the RMA, and anticipates Council's recommendation in due course as per section 171(2) and (3).