

4 FINDING MATERIAL IN THE PLAN

A4.1 INTRODUCTION

This section of the Plan outlines where and how the Plan addresses resource management issues associated with Māori, conservation values and energy. The District Plan does not have specific sections devoted to these matters. They are addressed throughout the Plan in the relevant sections dealing with natural and physical resources, and people's values.

A4.2 MĀORI ISSUES AND VALUES

Introduction

The Act recognises the inextricable links between Māori culture and natural resources. The Act provides a special role for Māori in resource management. Section A4.2 discusses:

- The role of Māori under the Act,
- The tāngata whenua of Selwyn District, and
- The resource management issues for tāngata whenua in the District and where they are addressed in the Plan.

Role of Māori Under the Act

Part of promoting sustainable management of natural and physical resources includes specific duties:

- To recognise and protect “the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga”. (section 6(e));
- To have particular regard to “kaitiakitanga”(guardianship). (section 7(a)); and
- To take into account the principles of the Treaty of Waitangi/Te Tiriti O Waitangi (section 8)

Many of the general duties to promote sustainable management are of particular interest to Māori, too. For example:

- “The preservation of the natural character of the coastal environment wetlands, and lakes and rivers and their margins” (section 6(a));
- Recognising and protecting “significant indigenous vegetation and significant habitats of indigenous fauna”. (section 6(c)); and
- “Safeguarding the life-supporting capacity of air, water, soil, and ecosystems.” (section 5(2)(b)).

The Act also provides a special role for Māori in resource management processes through tāngata whenua. Tāngata whenua means “... the iwi or hapū that holds mana whenua over that area”. (section 2).

Tāngata whenua are involved in the following ways:

- They may be an affected party in the processing of resource consent applications.
- They must be consulted in the preparation of any plan which affects them (clause 3 First Schedule).

- District Councils must have regard to relevant planning documents recognised by an iwi authority affected by a District Plan (section 74 (2A(a))).
- The consent authority must consider the specific duties in section 6(e), 7(a) and 8 (and all other matters in Part II of the Act) when making decisions on resource consent applications and preparing plans.

Tāngata Whenua of the Selwyn District

In Te Wai Pounamu (the South Island), one tribe, Ngai Tahu¹ occupies all but the most northern part of the island. The entire Selwyn District lies within the rohe (area) of Ngai Tahu.

Ngai Tahu Whanui is tangata whenua within the rohe of Ngai Tahu. The iwi is made up of whanau and hapu (family groups) who hold traditional authority – manawhenua, over particular areas. Manawhenua is determined by whakapapa – genealogical ties, and confers traditional political authority over an area. Once acquired, manawhenua is secured by ahi ka – continued occupation and resource use. Selwyn District Council recognises manawhenua through its relationship and consultation with Papatipu Runanga and Te Runanga o Ngai Tahu.

Through the Papatipu Runanga the tangata whenua who hold manawhenua over a particular area or resource will be able to determine the characteristics of kaitiakitanga (guardianship) and how it should be given expression.

Te Runanga o Ngai Tahu represents the tribal collective of Ngai Tahu Whanui². It was established by the Te Runanga o Ngai Tahu Act (1996) to give a legal identity to the tribe. This Act also establishes Te Runanga o Ngai Tahu as the ‘iwi authority’ for the purposes of the Resource Management Act 1991³.

Selwyn District Council in its liaison and consultation with Ngai Tahu deals with both Te Runanga o Ngai Tahu and Papatipu Runanga within the district.

In 1998 the Ngai Tahu Claims Settlement Act was passed to achieve full and final settlement of historical Ngai Tahu claims against the Crown. This Act, amongst other things, identifies taonga species and establishes topuni, statutory acknowledgements and nohoanga sites⁴. These instruments recognise the special association of Ngai Tahu with these areas and species for the purpose of improving the effectiveness of Ngai Tahu participation in resource management. There are also other sites of significance that are important to local Runanga, but are not included in the statutory areas. This highlights the need for consultation with Papatipu Runanga.

The Treaty of Waitangi, and legislative responsibilities under the Resource Management Act, the Te Runanga o Ngai Tahu Act, and the Ngai Tahu Claims Settlement Act, obligate the Selwyn District Council to consult with and consider resource management decisions from the perspective of Papatipu Runanga as well as Te Runanga o Ngai Tahu, the iwi authority.

Ngai Tahu Whanui, represented by Papatipu Runanga and Te Runanga o Ngai Tahu, comprise people of Ngai Tahu, Ngati Mamoe and Waitaha descent, and hold customary tribal authority over an area that includes the entire Selwyn District.

¹ In this plan the term “Ngai Tahu” and “Ngai Tahu Whanui” have the same meaning.

² Ngai Tahu Whanui refers to the collective of the individuals who descend from the primary hapu of Waitaha, Ngati Mamoe and Ngai Tahu, namely Kati Kuri, Irakehu, Kati Huirapa, Ngai Tuahuriri and Kai Te Ruahikihiki as described in Section 2 of the Te Runanga O Ngai Tahu Act (1996).

³ Subsection 2 of Section 15 of the Te Runanga O Ngai Tahu Act (1996) “Where any enactment requires consultation with any iwi or with any iwi authority, that consultation shall, with respect to matters affecting Ngai Tahu Whanui, be held with Te Runanga O Ngai Tahu.

⁴ See “Deed of Settlement – Ngai Tahu and the Crown” in this section.

Papatipu Runanga (Runanga) are modern representative bodies of the whanau and hapu of traditional marae based communities. Each Runanga has its own area, determined by natural boundaries such as mountain ranges and rivers. These areas are called takiwa or rohe and are defined in the Te Runanga o Ngai Tahu Act (1996)⁵.

Papatipu Runanga are the modern day representatives of the people who hold manawhenua over a particular area and its resources. Manawhenua encompasses the concept of kaitiakitanga (guardianship). For consultation purposes arising from this plan and the Resource Management Act, initial contact should be through the Papatipu Runanga who are the kaitiaki over the areas concerned to ensure their views and values are considered.

A brief pre-European history of the Selwyn District is given below.

The following historical summary has been prepared by Te Taumutu Rūnanga for and on behalf of all hapū (sub-tribes) who hold manawhenua and manamoana of the Selwyn District.

First habitation to Te Wai Pounamu began over 1000 years ago with the arrival of the Waitaha people on the Uruao waka. The captain of this waka was Rakaihautu, a great man credited with creating the alpine lakes of the South Island with his magic ko (digging stick) name Tuwhakaroria. Upon the completion of his deeds he returned to Banks Peninsula and in doing so discovered the great flat plains of Canterbury, which he called Nga Pakihi Whakatekata o Waitaha, and the great coastal lagoon he described as “te waihora” or flat spread out water. Rakaihautu and his son Te Rakihouia claimed this abundant resource as their mahinga kai and hence named the lake Te Kete Ika a Rakaihautu. Te Rakihouia set about building eel weirs in the lake and tributaries and thus named the spit that divided the lake from the sea Ka Poupou Te Rakihouia (The Eel Weirs of Te Rakihouia).

Some generations later Ngāti Mamoe from the North Island came in search of resources and settled amongst the Waitaha people. A prominent yet mischievous man of this tribe was Tutekawa and in establishing his home at Waikakahi (Birdlings Flat) pronounced Te Waihora as his, hence the lakes second name Te Kete Ika a Tutekawa. Te Rakitamau, a son of Tutekawa, established his pa (village) at Taumutu and from this point set about securing access to the rich resources of the Canterbury and Westland areas.

Generations beforehand, Ngāti Mamoe and Ngāi Tahu had consistently battled for resource and mana. As a consequence of Tutekawa killing two senior Ngāi Tahu women, the Ngāi Tahu kinsmen came in pursuit of Tutekawa and his people, migrating across Cook Strait, down the Kaikoura Coast and into Canterbury. As the leading Rangatira (chiefs) took control of the area they established manawhenua by laying claim to various places and resources. Examples of these claims include Te Ruahikihiki claiming Te Waihora and establishing his pa at Orariki (site of the Hone Wetere Church), and Tanetiki, the eldest son of Tuahuriri, claiming Whatarama, the Torlesse Range as a kakapo reserve.

From their headquarters, the various Ngāi Tahu rangatira sent members of their hapū and whānau north, south and west to secure further resources via conquest and inter-marriage. Given the harsh southern environment, the most important resources were the rights to mahinga kai (food gathering sites).

These rights to waahi tapu and waahi taonga, including mahinga kai, have been passed down from generation to generation, enabling hapū and whānau to undertake cultural rituals and gather their food from the places at which it was abundant and healthy. Since the signing of Te Tiriti o Waitangi, these rights have been maintained under Article 2 and are now commonly referred to as Customary Rights. From the time of the Treaty though, it appeared to European settlers that the traditional rights of tāngata whenua were extinguished. However, during the

⁵ Te Runanga O Ngai Tahu Act (1996), Schedule 1. See Appendix TGW1

ensuing years Ngāi Tahu have maintained their cultural identity within individual whānau (families) and quietly kept their ahi kaa roa – their home fires burning.

Deed of Settlement – Ngāi Tahu and the Crown

Ngāi Tahu and the Crown have settled claims under the Treaty of Waitangi in relation to areas and assets within Te Wai Pounamu (the South Island). The Deed of Settlement between the Crown and Ngāi Tahu is affected in the Ngāi Tahu Claims Settlement Act 1998. Under the Ngāi Tahu Claims Settlement Act 1998, the following areas within Selwyn District are vested in Ngāi Tahu ownership: the bed of Te Waihora/Lake Ellesmere; Greenpark Huts; Whakamātakiuru (Ellesmere Landing) and the bed of Muriwai (Cooper's Lagoon). Ngāi Tahu are granted the lease of two sites at Te Waihora/Lake Ellesmere from the Crown: Pakoau (being Part Section 1, Block X, Res 959), and Waikirikiri (being Part Section 18, Block X, Res 959). In addition, the following areas are identified as Areas of Statutory Acknowledgement: Whakamatau (Lake Coleridge); Moana Rua (Lake Pearson); Kura Tawhiti (Castle Hill).

Ngāi Tahu are considered an affected party under sections 93 and 94 of the Act in relation to activities in Areas of Statutory Acknowledgement (under section 208 of the Ngāi Tahu Claims Settlement Act 1998). There is also one nohoanga site in the District, located at the mouth of the Rakaia River. The site is crown land which Ngāi Tahu may occupy and erect temporary structures for mahinga kai (food gathering).

The areas described above are all located within the rural area of the District. The provisions in the Rural Volume of the District Plan recognise and provide for the Deed of Settlement between the Crown and Ngāi Tahu in the following ways:

- The Areas of Statutory Acknowledgement and the nohoanga site are shown on the planning maps for the rural area (as required under section 220 of the Ngāi Tahu Claims Settlement Act 1998).
- The plan provisions allow for the use of the nohoanga site and the erection of temporary structures on that site, as permitted activities.
- The future management of Te Waihora/Lake Ellesmere and the Joint Management Plan are recognised as a cross-boundary issue in the District Plan (both volumes).
- The identification of Te Waihora/Lake Ellesmere as an Outstanding Natural Feature and Landscape, and provisions to protect these values, developed in consultation with Te Runanga O Ngai Tahu and Te Taumutu Rūnanga.
- The use of dual place names.

The District Plan provides for the recognition and protection of sites of significance to tāngata whenua (Waahi Taonga Sites and Management Areas, Silent File areas and Mahinga kai sites); and for customary use of Māori land at Taumutu, in particular papakainga housing. These provisions are part of the duties under sections 6(e) and 8 of the Act but are also regarded by Ngāi Tahu as giving effect to the Deed of Settlement.

Tāngata Whenua Issues in the Selwyn District

The tāngata whenua have cultural, spiritual, historic and traditional association with, and customary rights to, the land and resources of the Selwyn District. The District has an extensive history of Māori settlement, particularly in the coastal areas where food resources were abundant, and consequently there are many places throughout the District which have been used and occupied by tāngata whenua. The area is spiritually and culturally important to tāngata whenua, who have specific concerns for the integrity of the District's natural environment. These concerns include but are not limited to:

- Recognition of the rights of tāngata whenua to be involved in all aspects of natural and resource management in the District, including ongoing involvement in decision making processes;
- Identification and protection of those natural and physical resource of importance, such as coastal and inland waterbodies and areas of indigenous vegetation;
- Protection and, where necessary, restoration of the overall integrity of the District's natural environment;
- Protection of waahi tapu, waahi taonga and mahinga kai (food gathering sites) from any use or development which may threaten the values of these areas, in particular avoidance of waterbody contamination by human, industrial or animal wastes;
- Protection and, where necessary, restoration of continued access to waahi tapu, waahi taonga and mahinga kai sites;
- Protection of culturally significant sites and areas, such as urupā (burial sites) and occupancy sites.

Partnership

In recognition of the statutory provisions of the Act, including the principles of the Treaty of Waitangi, the Council will pursue the following objective:

An effective partnership between the Council and Te Rūnanga o Ngāi Tahu through its kaitiaki Papatipu Rūnanga, Te Taumutu Rūnanga and Te Ngāi Tuahuriri Rūnanga, in the management of the District's natural and physical resources in recognition of the principles of the Treaty of Waitangi, the relationship of the tāngata whenua and with their ancestral lands, water, sites, waahi tapu, and other taonga, and in accordance with Kaitiakitanga.

Table A4.1 – Township Resource Management Issues for Tāngata Whenua

Issue		Sections in the District Plan
Land – Natural Resources	Contaminated land	Land and Soil
		Hazardous Substances
		Waste Disposal
	Unstable land	Land and Soil
Water	Effluent Disposal	Water
		Waste Disposal
	Solid Waste Disposal	Waste Disposal
	Water Quality and Run-off	Water
		Natural Hazards
	Riparian Margins	Water
		Ecosystems
	Cleaning waterbodies	Utilities
	Protecting Indigenous Vegetation	Ecosystems

Issue	Sections in the District Plan	
Special Sites and Areas	Access to Waterbodies	Community Facilities
	Sites — waahi tapu, waahi taonga and burial sites	Cultural and Heritage Sites
		Outstanding Natural Features and Landscapes
	Sites — mahinga kai (food gathering)	Water
		Outstanding Natural Features and Landscapes
		Cultural and Heritage Sites

Ngāi Tahu are also concerned that the role they play in resource management is meaningful. Local Government, as agents for the Crown, recognise Ngāi Tahu as their Treaty partner and give effect to the spirit and principles of the Deed of Settlement between Ngāi Tahu and the Crown. The Council will do this, in the following ways:

Resource Management

- Participation in the preparation of and review of the District Plan, and relevant variations or Council plan changes.
- Establishing guidelines for referring resource consent applications to Ngāi Tahu and papatipu rūnanga.
- Consultation with tāngata whenua when establishing the effects of activities on resources or areas of interest to them.

Council Projects

- Papatipu rūnanga are invited to participate on project teams for sewerage schemes and other works that are of particular interest to tāngata whenua.
- Council will continue to consult with papatipu rūnanga over any concerns they have about the maintenance or upgrades of Council water race, drainage and water supply systems.

A4.3 CONSERVATION VALUES

Introduction

The effects of activities on “conservation values” is a traditional part of resource management. “Conservation values” in a general sense include effects on:

- Plants, animals and their habitats, especially rare species or ecosystems that have not been modified by humans.
- Landforms, landscape and views, especially in areas that are not very modified by humans.
- Pollution of natural resources, such as waterbodies.

The Act requires specific “conservation” matters to be addressed as part of promoting sustainable management of natural and physical resources. This section outlines:

- The specific duties under the Act; and

- Where those duties are addressed in the Plan.

“Conservation” Duties Under the Act

There are general duties to sustain resources and to manage adverse effects on the environment within the purpose of the Act, and general duties to maintain and enhance the quality of the environment and amenity values under section 7 of the Act. In addition, there are specific duties associated with the protection of ‘conservation values’ under the Act. The specific “conservation” duties under the Act, include:

“The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use and, development”. (section 6(a))

- “The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development”. (section 6(b))
- “The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna.” (section 6(c))
- “The maintenance and enhancement of public access to and along the coastal marine area, lakes, and rivers.” (section 6(d)).
- Having particular regard to:
 - “The ethic of stewardship” (section 7(aa))
 - “Intrinsic values of ecosystems” (section 7(d))
 - “The protection of the habitat of trout and salmon” (section 7(h))

“Conservation Issues” in the Plan

Table A4.2 outlines where these “conservation issues” are addressed in the District Plan.

Table A4.2 – Conservation Issues in the Plan

Duty under the Act	Sections in the District Plan
Natural Character of waterbodies and their margins section 6(b)	Water
	Ecosystems
	Hazardous Substances
	Waste Disposal
Outstanding Natural Features and Landscapes section 6 (b)	Outstanding Natural Features and Landscapes
	Growth of Townships
Significant areas of indigenous vegetation section 6(c)	Ecosystems
Ethic and Stewardship section 7(aa)	Water (Riparian Margins)
	Ecosystems
	Land (Soil Erosion)

Duty under the Act	Sections in the District Plan
Public access along waterbodies section 6(d)	Community Facilities
Intrinsic Values of Ecosystems section 7(d)	Land
	Air
	Water
	Ecosystems
Habitat of Trout and Salmon section 7(h)	Water
	Outstanding Natural Features and Landscapes

A4.4 ENERGY

Introduction

The quantity of, and rate at which, energy is used is generally a resource management issue. This subsection outlines:

- The extent to which energy use is an issue under the Act; and
- Where and how these matters are addressed in the Plan.

Energy and the Act

Energy is a resource management issue in two ways:

- Most of New Zealand’s energy for transport comes from fossil fuels which are a non-renewable resource. This raises issues about whether these energy sources should be conserved for use by future generations.
- The effects on the environment from generating or using energy. This includes:
 - Damming waterbodies for hydroelectricity generation;
 - Localised air pollution and effects on global atmospheric conditions from gases released when fossil fuels are burned; and
 - Visual effects from structures used to generate wind or solar energy or wind power;
 - Radiation risk from nuclear energy; and

Energy issues are more confined under the Act. Part of promoting sustainable management involves:

“Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations”. (section 5(2)(a)); and

“Avoiding, remedying, or mitigating any adverse effects of activities on the environment”. (section 5(2)(c))

Having particular regard to “the efficient use and development of natural and physical resources”, and (section 7(b))

Fossil fuels are minerals. The issue of conserving the rate of the use of fossil fuels for future generations is not addressed under the Act. Issues that may be addressed under the Act are:

- Sustaining the potential of renewable energy resources for future generations.
- Addressing adverse effects of generating and using energy on the environment.
- Regard to the efficient use of energy.

Energy and the District Plan

Before adopting any provision in a plan, the Council must be satisfied that the provision is necessary to achieve the purpose of the Act; and is the most appropriate means of exercising this function, having regard to its efficiency and effectiveness relative to other means.

For example, carbon dioxide and other greenhouse gas emissions and the use and effects of nuclear energy are matters addressed by central government. Part of promoting sustainable management can include addressing some aspects of energy issues, but the District Plan is not necessarily the best tool to manage all of those issues.

Table A4.3 – Energy Issues in the District Plan

Issue	Method
Sustaining the potential of energy resources, other than minerals	Not addressed in the Plan Other energy resources are renewable
Effects of generating or using energy on the environment.	As for any activity. Part B, Sections 1.1 to 3.4 address effects of activities on natural and physical resources and people's values.
Efficient use of energy.	No specific provisions. The main factors are cost and convenience, which cannot be controlled through a district plan. Plan provisions do not prevent energy efficiency by placing unnecessary restrictions on: – Generating new or less common forms of energy (Section B2.2 – Utilities) – Co-location of residential and business activities or location of business near natural resources (Section B3.4) – Quality of Environment, Section B4 - Growth of Townships) – District plan provisions ensure all properties have access to sunlight (Section B3.4 - Quality of the Environment)

Other Plans and Documents

The Council's Waste Management Strategy and Plan address options for the efficient collection and disposal of municipal waste (waste collected by the Council) and options for reusing and recycling resources.

The Council's Asset Management Plans are the appropriate documents to address energy efficiency in the management of the Council's own operations and activities.

A4.5 TOWNSHIPS AND ZONES

Introduction

As stated previously, the District Plan is divided into two volumes: Townships and Rural. Areas in the Townships are further divided into: Living and Business zones.

Townships and the Rural Area

Selwyn District has four urban areas of similar size (Leeston, Lincoln, Rolleston and Darfield), and many smaller townships and villages.

The District Plan has classified the 23 largest settlements as 'townships'. All townships have a Living zone(s); some also have a Business zone(s). They are areas where further residential or business development is compatible with the existing built environment and amenity values.

Use of Zones

Zoning is a planning tool to manage large diverse areas by dividing them into smaller areas with common features. In the past, zones were based on the type of activities occurring in the area. Typically these were residential, commercial, industrial or rural.

This District Plan continues to use zones, but in a slightly different way. Zones are based on the characteristics of an area. The Plan's objectives, policies and rules seek to maintain those characteristics.

The township volume of the Plan has two principal zones: Living and Business. In addition there are sub-zones to each of these principal zones. Table A4.4 describes their basic characteristics. Fundamentally, the types of activities occurring in an area contribute to its character. In this plan, any activity may set up in any zone, provided any effects of the activity are compatible with the character of the zone. For example, some business activities may be able to operate in Living zones.

Table A4.4 – Description of Township Zones

Zone	Description
Living 1	Areas that are managed to maintain environments that are most pleasant for residing in. Activities in Living zones have effects which are compatible with residential activities and amenity values.
Living 2	As for Living 1 Zone, but with lower building density and development reflective of the rural character expected of low density living environments. While generally adjoining existing living zones, in some circumstances, low density Living 2 Zones can be located on the edge of townships. Larger sections, more space between dwellings, panoramic views and rural outlook are characteristic of this zone.
Living 3	As for Living 2 zone, but with specific controls and design elements incorporated to ensure development of the land is reflective of and retains elements of rural character expected of the Living 3 zone, which in essence is a rural residential zone, so as to visually set the development apart from the neighbouring urban area. Similar to the Living 2 zone, larger sections (with a lower building density than Living 2), more space between dwellings, panoramic views and rural outlook and/or rural shelterbelts are characteristic of the Living 3 Zone. To achieve this anticipated character and amenity, the Living 3 Zone forms part of existing townships in the form of a peri-urban edge. This proximity promotes the integrated and cost effective provision of infrastructure and reduces adverse effects associated with energy consumption and transportation, while enabling residents to take advantage of nearby community facilities, employment opportunities, social interaction and public services. Strongly developed linkages are encouraged to facilitate connectivity and interaction between the Living 3 Zone and the adjoining urban area. The retention of typically rural features and views to adjoining rural areas are required in subdivision design, along with avoiding visually impermeable fencing. Where appropriate, the provision of kerb and channel, sealed footpaths, and street lighting does not have to be provided, in keeping with a rural-residential character. Subdivision plans should also include the protection, maintenance and enhancement of natural and historic features and Te Taumutu Rununga and Ngai Tahu values that achieve amenity benefits to residents, while securing ecological, cultural and conservation benefits. The land uses anticipated for the Living 3 Zone remain predominantly residential in nature and are integrated into Townships, with there being sufficient open space and land available to support large gardens, wood lots, orchards, small scale cropping and/or horticulture, the keeping of animals as pets and other semi-rural activities. The location of Living 3 Zone rural residential activities is restricted to the Greater Christchurch area of the District that is subject to Chapter 6 of the Canterbury Regional Policy Statement. Locations are limited to those that are identified in the adopted Rural Residential Strategy 2014, which facilitates some rural residential development where it does not undermine the consolidated growth of Townships or the sustainable management of the rural environment.
Living X	Areas zoned as Living but not yet developed. The developer may choose the residential density for the zone, but it may not be more dense than that of the Living 1 Zone in the township.

Zone	Description
Living Z	Living Z new urban growth areas within or adjacent to the edge of existing townships. These areas are to be subject to an Outline Development Plan to ensure that good standards of urban design and connectivity with existing townships are achieved. The Living Z zone provides for a range of site sizes and living options, including provisions for lower density stand-alone housing and semi-detached or attached medium density housing types. The Living Z zones, where an ODP is not operative in the Plan, are deferred until such time as an Outline Development Plan for the area is made operative in the District Plan. Where the inclusion of an operative ODP is the only reason for the deferral, the deferral will be considered to be lifted upon an ODP becoming operative within the Plan. Medium Density areas shown on an Outline Development Plan are subject to the Medium Density rules. The plan distinguishes between 'Small-lot' Medium Density housing and 'Comprehensive' Medium Density Housing. Small-lot Medium Density housing provides for small houses on small lots. The anticipated typologies for small-lot Medium Density housing in the Selwyn District include detached and semi-detached. These lots can be developed individually by separate house builders using a variety of designs. Comprehensive Medium Density development will occur where four or more dwellings are designed and developed in a comprehensive manner on one large block of land identified for medium density housing within an Outline Development Plan. The key distinction between small lot and comprehensive medium density is that comprehensive developments have all the houses developed as part of a single overall design. Comprehensive design enables more intensive developments, with a wider range of typologies such as attached and terraced units that are generally two stories in height being the anticipated built forms in comprehensive developments. Comprehensive design also facilitates purpose-built housing for a specific community sector, such as retirement villages and student accommodation. Any Neighbourhood or Local Centres shown on an Outline Development Plan are subject to the Business 1 rules.
Business 1	Business 1 Zones have environments which are noisier and busier than Living zones, with more traffic, people, signs and building coverage. Business 1 Zones are still pleasant areas for people to live or work in, with good amenity/aesthetic values. They are also areas where higher density housing can be established as a permitted activity.
Business 2	Business 2 Zones are areas where activities likely to be considered less pleasant by people are located. Aesthetic and amenity standards are less than those in Living or Business 1 Zones. Activities are still managed to protect natural resources and people's health or well-being. Activities likely to cause 'reverse sensitivity' issues are discouraged in Business 2 Zones e.g. residential activities.
Business 3	The Business 3 Zone includes Lincoln University and the research organisations located at Lincoln. The zone is a 'hybrid' of Business 1 and 2. Some activities in this zone are likely to be considered unpleasant by people. Activities are also likely to be sensitive to effects from activities that would locate in a Business 2 Zone. Reasonably high aesthetic/amenity values are desirable in the Business 3 Zone due to both: - Its location, and - The number of customers/visitors to the site.
"A" or "B" Zones	A number of Living and Business zones have an "A" or "B" after the number, which indicates that the particular zone has some special rules or requirements. These special requirements are identified in the policies and rules for each zone.

Zone	Description
Business 1 and Living 1 Zones located in Key Activity Centres (as identified in Appendices 29A and 29B)	Key Activity Centres (KACs) are those existing town centres that have been identified by the Land Use Recovery Plan (LURP) as a focus for commercial and service activities and which are served by strategic transport networks. The Selwyn District has two KACs identified by the LURP, being Rolleston and Lincoln. The focus of these KACs is described as follows: • Rolleston Rolleston is the larger KAC and will support a mix of uses, including retail, commercial, civic, community, high quality open spaces and pedestrian priority areas. This KAC will act as the primary commercial centre in the Selwyn District and implement the Rolleston Town Centre Masterplan. • Lincoln The Lincoln KAC will also have a range of retail and commercial activities, but not to the same extent as Rolleston. As such, it will act as a secondary commercial centre to Rolleston. Activities that will support the efficient growth and functioning of the two KACs are prioritised in up to eight precinct areas and are subject to an Outline Development Plan to ensure that a coherent development pattern and a suitable standard of urban design and connectivity within the precinct areas will be achieved. There are a range of provisions that apply to the KAC area that will not apply to other Business 1 or Living 1 zones. It is important to note that only those Living zones identified as Precinct 5 or 6 in Appendices 29A or 29B are subject to the KAC provisions in addition to the Living Zone provisions.

The boundaries of each zone are either based on the existing character of an area or reflect a change in land use in accordance with an approved Outline Development Plan. The Plan was originally prepared on the basis that land was not zoned in anticipation of changes in activities and character except where:

- The zoning had been altered by a plan change; or
- The land was rezoned in the proposed plan 1995 and there was no resource management constraints on the proposed rezoning; or
- Zone boundaries were being rationalised; or
- It was appropriate to encourage a Business zone to consolidate in one area of a township.

The District Plan contemplated the use of private plan change procedures under the Act as the method by which to expand townships. Any person may request a plan change to rezone their land at almost any time. The plan contained a 'private plan change' or 'market-led' policy framework to guide decisions to rezone land, to ensure it promoted 'sustainable management'. The policy framework for rezoning land as Living or Business, and the Councils' reasons for using this method, are outlined in Part B, Section 4.3.

In order to address the issues arising from a continuing population growth rate and an absence of strategic planning in the provision of appropriate affordable infrastructure, including good connectivity and linkages through and between developments, and retaining the character of townships, the Council is now to take a directive role in determining where, and in what fashion, urban growth is to occur (i.e. a change from a 'market-led' to a 'community-led' approach).

In this respect, the Council has been involved in the development of the Greater Christchurch Urban Development Strategy, which is to provide a direction and planning framework for managing population growth and its impacts in the Greater Christchurch area (including Selwyn District) over the next 35 years (to 2041). The change to a community-led approach is being initiated through the preparation of structure plans for those larger townships within the Greater Christchurch area, including Lincoln, Rolleston and Prebbleton.

The Council also intends to adopt a strategic approach to managing growth in other townships in the district (outside the Greater Christchurch area). It will continue to manage the design and layout of subdivision, and the availability of services, within existing zoned areas and assessing any private plan change request to re-zone land for residential or business purposes against the relevant township policy framework, together with the broader objectives and policies of the Plan relating to the overall strategic provision of infrastructure, and the Selwyn Growth Model. This approach is to be applied until such time as a structure plan (or other strategic planning tool) has been prepared for these townships, either individually or collectively.

Some areas in townships which have been zoned as Residential, Commercial or Rural-Residential in the past have not retained these zonings in the Plan. This does not mean that these areas cannot be rezoned as Living or Business if there is a proposal to develop the area for these purposes and such development will not compromise the strategic growth of the township.

Arthur's Pass, Darfield, Springfield and Springston have areas of land which are no longer needed for their designated purpose, but do not have any new, proposed use. Those areas have been excluded from the respective township in the interim, except for an area at Darfield, which has been zoned a combination of Living 1, Business 1 and Business 2.

As with higher density residential areas, rural residential development is provided for through the Rural Residential Strategy, the Living 3 Zone and Chapter 6 of the Canterbury Regional Policy Statement. Accordingly, the District Plan specifically provides for rural residential opportunities as has long been the case in Selwyn District. Rural residential activities are anticipated in locations identified in the adopted Rural Residential Strategy 2014 that adjoin established townships to encourage energy conservation, cost effective provision of infrastructure and convenient access to the amenity, services, employment and social opportunities provided in townships. The intensification of rural land to Living 3 Zone densities is expected to be through a comprehensive plan change process that includes the adopted Selwyn District Council Rural Residential Strategy's consultation process to manage rural residential development in a way that prevents inefficiencies in the provision of infrastructure and services, loss of rural character and adverse reverse sensitivity effects, ensures effective linkages to the adjoining township and protection of Te Taumutu Rununga and Ngai Tahu values, and ensures that any site specific constraints can be overcome.

2 PHYSICAL RESOURCES

B2.1 TRANSPORT NETWORKS – ISSUES

- **Integration of land use and transport planning to reduce the demand for transport and also to achieve more sustainable travel within and beyond the district.**
- **Effects of activities on the safe and efficient operation of the transport network particularly roads, railway lines, cycleways, footpaths and airfields.**
- **A transport network that facilitates a sustainable transport system to meet the future needs of a growing population.**
- **Adverse effects including noise and vibrations from roads and rail networks and from the operation of aircraft utilising Christchurch International Airport and other airfields, on surrounding land uses and the environment.**
- **Effects on the operation of transport networks from adjoining land uses.**
- **Accessibility and effects of transport on energy use and the environment.**

Introduction

Transport systems move people, goods and services throughout Selwyn District and between the District and other areas. Transport networks also come within the general definition of utilities.

Selwyn District is experiencing continuing population growth necessitating the integration of transport and land use planning to reduce dependence on private motor vehicles (minimising energy use) through the provision of infrastructure designed to promote and achieve good connectivity and linkages to and through developments including access to public transport, walking and cycling routes. There is an increasing need to integrate land use and transport planning through the district and with adjoining districts.

Road Network and Pathways

The road network is the main transportation link in the District. The New Zealand Transport Agency (NZTA) manages all State Highways and the Selwyn District Council manages all other public roads in the District. State Highways 1, 73, 75 and 77 pass through Selwyn District. Some landowners have private roads or rights of way for access to or over their property. The district has approximately 2400km of formed roads. Just over half of the road network is sealed, the remainder un-sealed. There is also approximately 950km of unformed “paper” roads within the District. These road networks provide for a range of modes including walking, cycling, equestrians, stock droving, public transport, freight and private motor vehicles.

There is an increasing network of formed pathways within the District, some of these are shared use (for both walking and cycling). The main existing pathway is the Little River Railtrail however provision for similar paths between townships is being made.

Paths need to be strategically located to ensure they meet the needs of the potential users. Paths may be provided in a variety of locations both on and off road and or located within the road reserve but separated from the carriageway. There is also potential to utilise reserves and esplanade strips / reserves for walking and cycling pathways, often these areas have higher amenity than a road and are popular for recreational users but also add to the overall walking and cycling network for commuters and local trips.

The interaction of pathways with other transport networks also needs to be considered, commonly pathways for example cross roads and vehicle crossings.

Railway Lines

There are two railway lines running through the District: the Midland line which runs east-west, and the South Island Main Trunk railway line which runs north-south. These are owned and managed by ONTRACK (a division of NZ Railways Corporation).

Airfields

Recreational gliding occurs at the Hororata Domain. West Melton Airfield holds a private operator status for pilots and for training and facilities for aircraft maintenance. Noise contours from the approach paths to Christchurch International Airport extend over land in Selwyn District. These areas are shown on the Planning Maps. Issues associated with taking off or landing of aircraft in rural areas are addressed in the Rural Volume of the Plan. Many rural properties have private airstrips or helipads.

Issue 1

Integrating Land Use and Transport

Land use patterns can exacerbate the adverse effects of transport and result in a high dependency on the use of private motor vehicles. Initiatives such as the Greater Christchurch Urban Development Strategy (UDS) and the Regional Policy Statement (RPS) have identified where growth may be appropriate. The identification of future growth also requires consideration and integration of the strategic provision of transport infrastructure.

To reduce demand for transport and hence dependency on private motor vehicles, a network that facilitates more sustainable transport is required. This necessitates good connectivity (the linking of local facilities, adjoining land and surrounding neighbourhoods through connected transport networks) and permeability (providing choice and ease of movement through the network) through and between urban areas in the district as well as to destinations in surrounding districts.

In order to reduce adverse effects associated with transport, Selwyn District also needs to improve and promote the accessibility (ensuring all users, particularly active transport mode users have access to services) and permeability for sustainable travel modes such as walking, cycling and public transport. Selwyn District therefore needs to take a more direct role in determining where and how urban growth occurs.

The provision of good quality infrastructure for pedestrian, cycle and other sustainable modes is necessary to promote and provide for active travel and provide alternatives to private vehicle transport. Good pedestrian and cycle links must be located such that they provide a safe and direct route between key land use destinations and residential areas. Consideration and provision of land for both on and off road pedestrian and cycle facilities is therefore critical in the initial stages of planning.

Selwyn District has a number of urban areas separated by large areas of rural land. A significant number of people commute daily between Selwyn District and Christchurch. Given these characteristics, the provision or improvement, and promotion, of public transport services between townships and to Christchurch may require the provision of land for transit exchanges such as park and ride schemes.

Issue 2

Safe and Efficient Use of Transport Network

Activities occurring both alongside and within the space occupied by transport networks can affect how safely and efficiently these networks operate. Roads carry a variety of motor vehicles, cyclists, pedestrians and stock which often move at different speeds and in different directions. These different uses within the road network create the potential for accidents and reduce the efficiency and effectiveness of the road in providing for any one group of users. In urban areas the movement of people and goods needs to be balanced against the other functions of the road in respect to the classification of the road. This problem is not so apparent for railway lines and airfields, which primarily deal with one mode of transport.

As the number of households or businesses in Selwyn District increase, so does the number of motor vehicles using the road network. A paper published by Statistics New Zealand (Statistics New Zealand, 2008, Workforces on the move: An examination of commuting patterns to the cities of Auckland, Wellington and Christchurch) based on the 2006 census revealed that around 7,700 people commute from Selwyn District to Christchurch City for work. These transport patterns have three effects on the District's road network:

- Increased congestion and reduced efficiency of traffic flows on the Arterial Roads in the District.
- Adverse effects on the safety and amenity values of residents in townships, which are bisected by these Arterial Roads.
- Flow-on effects of congestion and reduced efficiency of traffic flows on the road links to Christchurch City.

Of particular concern is traffic volumes entering and leaving Christchurch City travelling through the residential areas of Hornby, Halswell and Hoon Hay and townships such as Prebbleton.

Activities occurring on land adjoining transport networks can adversely affect their safety and efficiency in several ways:

- Activities which generate lots of people or vehicles on opposite sides of a road or railway line can increase the number of people and vehicles crossing these networks, e.g. when a school and sportsgrounds are located on opposite sides of a main road or railway line.
- Cars parked on roadsides and incorrectly-positioned signs, structures and vegetation can reduce the visibility of intersections, vehicle crossings or railway crossings.
- Cars parked on roadsides reduce the carriageway width available to motorists and cyclists travelling along the road.
- Vehicle crossings sited too close to intersections or on bends or 'blind spots' can obscure the visibility of oncoming traffic and other road users.
- Roadways, which are not designed or formed to the standard necessary to carry the volume or type of traffic using them (including active models), can create safety problems and congestion.
- Signs along roadsides can distract drivers' attention for too long, particularly if the sign is hard to read or contains too much information.
- Inappropriately-sited signs, or inappropriately-designed vehicle crossings, entranceways or intersections can cause motorists to make sudden manoeuvres (stops or turns) or delay the vehicle exiting the traffic stream, in particular heavy vehicles that require more space to turn or manoeuvre.

- Other utilities are often located in (or under) road reserves. The installation, maintenance or replacement of utilities within the road reserve can disrupt traffic flows and affect safety and access to sites.
- Areas in the approach paths to airfields or airports need to be clear of very high structures, to enable the airfield or airport to operate within Civil Aviation Authority regulations.

The Council funds roading maintenance and upgrades from rates income or New Zealand Transport Agency subsidies through the National Land Transport Programme. However, the Council's LTP Development Contribution Policy also provides for development contributions to be taken in specific situations where the roading improvements provide a direct benefit to the development being considered or the development itself requires the upgrade of the roading network adjacent to the development. This may require Council also providing supporting funding.

Heavy Vehicles

In Townships, heavy vehicle use on roads increases with the utilisation of business land and the construction related to the development of land (albeit temporary heavy vehicle use). In Selwyn District the activities most likely to lead to increases in heavy vehicles in towns are; increased business activity and therefore the general transporting of goods to and from businesses (i.e. freight); increased growth requiring service vehicles such rubbish collection, and tourism ventures which may lead to increases in bus trips. Freight passing through the district is most likely to be on State Highways, arterials and other specific routes. (i.e. over dimension routes and routes where increased tonnage may be permissible).

Heavy vehicles pay for the additional wear and tear on roads through road user charges. An upgrade to a particular road may be required to strengthen it for heavy vehicles associated with a new activity. For example: strengthening a bridge or culvert, widening the carriageway, or providing a turning area.

Railway Lines

Road users moving across railway lines can also create potential safety hazards. The two main trunk railways lines in the Selwyn District cross many roads. Not all railway crossings in the District have bells or barrier arms, so visibility at railway line crossings is very important for both train drivers and road users. Railway crossings need to be appropriately designed for the number and type of vehicles using them. Where activities increase the number of people or vehicles crossing the railway line, any effects on the safety of the crossing need to be mitigated.

Airfields

Areas in the approach paths to airfields or airports need to be clear of very high structures, to enable the airfield or airport to operate within Civil Aviation Authority regulations.

Issue 3

Future Transport Network

The Christchurch, Rolleston and Environs Transportation Study (CRETS)¹ identified the issue of efficient travel within and beyond the district to meet the future needs of the growing population in both Selwyn District and Christchurch City and the increasing demand for travel between these districts and within the Selwyn District.

¹ CRETS commenced in 2002 and is a partnership between SDC, NZTA, CCC, ECAN and CIAL to investigate and develop a transport strategy to accommodate transport growth and demand in the greater Christchurch area up to and beyond 2021. CRETS was adopted by SDC in 2007.

There is an identified need to provide adequate capacity and ensure a good level of service on State Highways, arterial and collector roads between townships, and to Christchurch City and other major destinations around Selwyn District. CRETS recommended upgrading existing links and providing new roads to encourage the use of main roads and avoid adverse effects of through traffic particularly on the townships of Rolleston, Lincoln, Prebbleton and Templeton. Further studies are likely to be undertaken by the Council in relation to the CRETS recommendations, and any final recommendations will need to be considered within the framework of the Resource Management Act.

Main routes need to provide for the future expansion of public transport services within Selwyn District and to Christchurch City and other major destinations. In conjunction with public transport there is a need to provide off road cycle and pedestrian links within and between townships to offer alternatives to private motor vehicle travel as part of the overall strategy to meet the travel demands associated with growth.

Many of the future transport network issues facing Selwyn District cross territorial boundaries and require co-operative planning of the timing and funding of road upgrades in the short medium and long term, with other stakeholder partners such as Christchurch City Council, New Zealand Transport Agency, Environment Canterbury and Christchurch International Airport. These include upgrading the road network, new motorways, public transport and walking and cycling links.

Future local transport networks need to be designed to ensure long term sustainability of the land transport system and to ensure future roads created by subdivisions are appropriately located within the existing road network to accommodate all potential road users including buses, pedestrians and cyclists.

In the next 40 years freight demands are expected to double in the Canterbury region. The efficient movement of freight is beneficial to the district and needs to be considered in the planning of the transport network. The future network may see the establishment of freight hubs and inland ports to cater for this growth by providing efficient opportunities to store, distribute and transfer freight between different transport modes e.g. sea, air, road and rail.

Future transport solutions may require utilisation of a variety of transport modes including alternatives to road transport. Viable opportunities to diversify the transport network via utilisation of alternatives to road transport need to be considered. The movement of freight via rail has been identified as an opportunity to control heavy vehicle use of the road networks where a practical and viable opportunity exists.

Issue 4

Effects of Transport Networks on the Environment and Surrounding Land Uses

The operation of transport networks can also adversely affect the activities and surrounding environment. Effects include:

- The effects of noise, vibration, emissions, glare or dust from roads, railway lines or airfields on adjoining residents and reverse sensitivity effects.
- Dust and dirt from heavy vehicles, particularly stock trucks and coal trains.
- Reduced safety and amenity values from either increased traffic or from heavy vehicles servicing or passing through residential areas.
- Noise from aircraft flying overhead, as they approach and take off from, airports.
- Loss of privacy due to increasing numbers of persons utilising walking and cycling links in residential areas and along esplanade reserves.

- Effects of constructing or maintaining roads, pedestrian and cycling pathways and railway lines on adjoining water bodies and wetlands.
- The visual effects from road and pathway construction on slopes or bridges across water bodies.

Increasing urban growth and development pressures are exacerbating such adverse effects. It is therefore becoming increasingly important to integrate land use and transport planning to achieve successful outcomes for both.

Issue 5

Effects on the Operation of Transport Networks From Adjoining Land Uses (Reverse Sensitivity Effects)

Sometimes nearby residents complain about the effects of other land uses, and try to restrict the activity to reduce these effects. This 'reaction' is known as a "reverse sensitivity" effect. It often occurs when for example:

- People buy or build houses next to busy roads, pathways, railways lines or airfields and do not expect the effects
- The traffic using the road, railway line or airfield changes and the effects increase.

Often these effects can cause nearby residents to complain, and try to restrict:

- the type of vehicles which use the road;
- the speed of vehicles; or
- the times when trains, aircraft and ancillary activities (such as loading of freight) operate; to reduce these adverse effects.

This "reverse sensitivity" effect occurs quite frequently, even when people knowingly build or buy houses next to railway lines or main roads, or close to airports or airfields. By taking an integrated approach to land use and transport planning such effects can be avoided, or minimised.

Christchurch International Airport

Christchurch International Airport Ltd (CIAL) is one of very few international airports that operates without any restrictions on the type of aircraft or hours of operation to reduce noise effects. New Zealand's geographic location means it is usually the 'last leg' on international flight schedules and many large aircraft arrive and leave at night time. Therefore, the current lack of restriction on the airport's operations is important for both the commercial viability of the airport and the South Island's economy.

CIAL has identified the area of land in the District where people are likely to be exposed to noise from aircraft taking off and landing at the airport. Areas subject to sound exposure levels sufficient to have adverse effects are shown on planning maps within "airport noise contour" lines. The noise contours represent the predicted levels of sound exposure expressed as the day-night average sound level (Ldn) in A-frequency weighted decibels (dBA). This basis is used because annoyance from aircraft noise is a cumulative effect caused by a combination of loudness, the number of events and the increased sensitivity of people to noise at night time.

The areas affected in Selwyn District are shown on the Planning Maps. The noise contours are calculated using the number of aircraft flights when the existing runway is operating at its full capacity. Therefore, land areas which are not affected now, but will be within the next 15 years are shown under the noise contours. As the airport gets busier three effects occur which will concentrate the noise in this area:

- There will be more flights, and
- Aircraft will have to join the approach path to the Airport much sooner than what they do now (i.e, they will start to queue).
- They will have to fly under instrument rules which will result in more consistency of flight paths.

CIAL wants provisions in the District Plan to avoid potential “reverse sensitivity” effects on the airport from ‘noise sensitive’ activities on land under the noise contours for 50 dBA Ldn or greater.

Issue 6

Accessibility, Energy Use and Diversity of Transport Modes

One of the core functions of transport infrastructure is to provide safe, efficient and effective transport options. Another is to ensure that both the transport routes and adjoining land uses are accessible to the people who use them.

Transportation involves energy use. The most common forms of transport in New Zealand rely on the consumption non-renewable of carbon-based fuels (petrol, diesel, etc) and the use of private motor vehicles. The New Zealand Transport Strategy indicates that around one third of all vehicle trips are less than 2km and the majority less than 6km. Although a number of these trips may be linked to form tours or trip chains there are still around a quarter of these tours which are less than 4km long and around half are less than 10km long². A large proportion of private motor vehicle trips are made by a single occupant. Travel by private motor vehicle is inefficient in terms of fuel consumption and environmental effects per weight transported.

The siting and design of transport infrastructure and land use patterns can cause and exacerbate adverse effects on the environment. These effects include “green house” gas emissions with atmospheric and climatic changes. The adverse effects of transport on energy efficiency and air quality are identified by the RPS as a resource management issue for the whole of Canterbury. In addition direct effects of transport on the environment of Selwyn District may result such as: air pollution, noise and vibration, contaminated stormwater run-off from roads, loss of public amenity including effects on visual amenity, natural character and areas of significant flora and fauna, effects on ancestral lands, sites and other taonga of value to Tāngata Whenua, spread of noxious weeds from road verges, loss of land to roads and to the parking of vehicles and effects on sites of heritage value.

The Regional Policy Statement instructs District Councils to promote land use and settlement patterns which reduce the demand for transport, especially by private motor. The RPS (Plan Change 1) also seeks to ensure that planning and provision of transport infrastructure is integrated with development and settlement patterns to reduce network congestion, reduce dependency on private motor vehicles, reduce emission of contaminants to air, re-use energy use and promote the use of sustainable transport modes.

Existing settlement patterns in Selwyn District include concentrations of people in growing townships separated by rural areas. This settlement pattern results in large commuter travel distances and heavy reliance on private motor vehicles. The existing nature of Selwyn District and the anticipated increase in urban growth makes it imperative to integrate future land use and transport planning to ensure that new development and a variety of transport infrastructure and modes are sustainable, functional and accessible.

² **O’Fallon, C., Sullivan, C. 2005. Trip chaining: understanding how New Zealanders link their travel. Transfund New Zealand Research Report No. 268. Pg.46, Table 5.9**

Within the Selwyn District transport networks need to be upgraded and when necessary new networks provided to improve accessibility and provide for sustainable travel options to reduce both local and wider environmental effects of travel. Transport routes linking townships pass through the rural area, and as such the rural area will also benefit from the promotion of sustainable modes of transport, for example the Christchurch to Little River Railtrail pathway.

New developments need to provide and be appropriately located within transport networks (including roads and pathways) that are accessible, connected, safe, well designed and appropriately located to encourage the use of active transport. New developments should also consider the ability to accommodate future public transport systems.

TRANSPORT NETWORKS— STRATEGY

The Township Volume of the District Plan uses the following basic strategy to address issues with transport networks:

Integration of Land use and Transport

- Policies and rules that reflect the need for an integrated approach to land-use and transport planning to enable transport choice and avoid adverse effects of development.

Safe and Efficient Use

- A roading classification (referred to as a road hierarchy) is used to identify and manage roads in the district based on their function and roles.
- Rules for: the design and siting of roads; vehicle crossings; vehicular accessways; carparking; and roadside signs and activities on and alongside the road, based on the classification of the road.
- Policies to manage and plan the growth of townships to reduce effects of traffic movements on to or across main roads or across railway lines.
- A policy and rule to manage the height of structures near airfields.
- A policy to encourage network utility operators to minimise the effects of their activities in road reserves, on traffic flow and efficiency.
- A policy and rule to maintain visibility along railway lines and to avoid access to properties across railway lines.

Future Transport Network

- Policies and rules to encourage the development of roads and subdivisions which provide for sustainable transport modes (both on and off road).
- Rules for the provision of cycle parking.
- Policies and rules to encourage development patterns that reduce the need to travel long distances and enable short trips to be undertaken by more sustainable travel modes.
- Policies and rules that ensure the long term protection of transport systems including transport corridors

Effects on Surrounding Land-use

- Rules to control the minimum building setback from road boundaries
- Rules to control the orientation and frontage of new residential developments adjoining arterial/strategic roads.

Environmental Effects and Reverse Sensitivity

- A policy to encourage roading authorities to reduce the effects of constructing and maintaining roads on the surrounding environment.
- A policy and rule to manage the location of new airfields relative to houses.
- A policy and rules to protect existing airfields and the flight paths to Christchurch International Airport from reverse sensitivity effects within the area covered by airport-noise contours.
- A policy to promote the provision of, and encourage the use of, sustainable modes of transport within the rural area.
- The Plan policies encourage growth patterns that limit new residential areas to be developed parallel with and along main roads or railway lines.

TRANSPORT NETWORKS – OBJECTIVES

ROAD, PATHWAYS, RAIL AND AIRFIELDS

Objective B2.1.1

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.

Objective B2.1.2

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.

Objective B2.1.3

Future road networks and transport corridors are designed, located and protected, to promote transport choice and provide for: a range of sustainable transport modes; and alternatives to road movement of freight such as rail.

Objective B2.1.4

Adverse effects of land transport networks on natural or physical resources or amenity values, are avoided, remedied or mitigated, including adverse effects on the environment from construction, operation and maintenance.

Objective B2.1.5

The future, unrestricted operation of Christchurch International Airport is not jeopardised by “reverse sensitivity” effects from residential development in the Selwyn District.

Explanation and Reasons

Transport networks are vital to provide and improve accessibility (ensuring all users, particularly active modes, have access to services) to social, cultural, environmental and economic activities in the District. People need access to quality transport networks, to move themselves and their goods safely and efficiently. Activities alongside roads, pathways, railway lines and airfields can affect the safe and efficient operation of transport networks.

At the same time, residents living near transport networks sometimes object to effects such as noise, dust and vibration from the network. Objectives B2.1.1 to B2.1.3 are centred on ensuring transport networks operate safely and efficiently while not adversely affecting people living nearby.

Objective B2.1.2 recognises the potential impacts land use and transport can have on each other. Managing and mitigating such effects necessitates an integrated approach to the planning of transport and surrounding land uses.

Integrated assessments become increasingly important where activities are proposed out of zone, areas of land are rezoned, land is subdivided or activities that generate significant levels of traffic (all modes) are proposed.

The fundamental purpose of an integrated assessment from a transport perspective is to consider the accessibility of any proposal, for a range of modes and the ability to improve the accessibility for all modes. Other important considerations relate to how well the proposal fits with the objectives and policies of the wider area, the nature and scale of traffic (not just motorised) associated with the proposal and the impact on the existing transport network including any changes needed to meet appropriate policies and standards or improve connectivity (the linking of local facilities, adjoining land and surrounding neighbourhoods through connected transport networks) particularly for active modes.

An integrated land use and transport planning approach will manage the effects of urban growth and development on the existing transport network, manage the effects of transport networks on land uses and integrate the provision of new sustainable transport modes into the network based on anticipated urban growth.

Objective B2.1.3 relates to improving the permeability (providing choice and ease of movement through the network) and accessibility of the transport network in terms of the design, form, function and location of roads for example to achieve greater connectivity, as well as the provision for sustainable modes of travel. Providing a high level of connectivity can reduce travel distances and make active modes more attractive and efficient for users where such provision can have environmental and social benefits.

Objective B2.1.3 recognises that future solutions to transport need to consider sustainable transport modes. Consideration shall be given to the potential for public transport, expanding the active transport network and utilising and promoting the movement of freight via existing and future rail infrastructure.

Improving accessibility reduces travel distances and makes sustainable modes more attractive and efficient for users, which can have environmental, cultural and social benefits. The objective is achieved by policies which promote the inclusion of these facilities and encourage their use.

Roads, pathways and rail links may pass through or alongside bush areas, water bodies and wetlands, over slopes, and over or near sites of special cultural, heritage or other important values. Objective B2.1.4 addresses the effects which the location, construction and maintenance of roads, pathways and rail links may have on the surrounding area. Objective B2.1.4 is implemented using a combination of: advocacy; encouraging good practice among requiring

authorities; and the Council's power under section 176(A) of the Act to approve outline plans for designations.

Objective B2.1.5 focuses specifically on Christchurch International Airport. The Plan recognises the unrestricted operation of CIAL.

TRANSPORT NETWORKS— POLICIES AND METHODS

ROADS AND PATHWAYS

Policy B2.1.1

Apply a road hierarchy classification in Selwyn District to recognise the different functions and roles of the District's roads.

Policy B2.1.2

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.

Policy B2.1.3

Recognise and protect the primary function of roads classified as State Highways and Arterial Roads in Part E, Appendix 7, to ensure the safe and efficient flow of 'through' traffic en route to its destination.

Policy B2.1.4(a)

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:

- the number and type of vehicle movements generated by the activity;
- the road classification and function; and
- any pedestrian, cycle, public transport or other access required by the activity.

Policy B2.1.4(b)

Avoid adverse effects on the safe flow of traffic along State Highways and Arterial Roads from new property access, where the speed limit is more than 70 km/hr.

Policy B2.1.5

Ensure the development of new roads is:

- integrated with existing and future transport networks and landuses; and
- is designed and located to maximise permeability and accessibility;

through achieving a high level of connectivity within and through new developments to encourage use of public and active transport; whilst having regard to the road hierarchy.

Explanation and Reasons

Each road in the District is classified using a combination of destination (the link the road provides) and the number of vehicles using it and the function of the road. The rules for the design and formation of roads, vehicle accessways, vehicle crossings and effects of adjoining land uses relate to the classification the road has in the road hierarchy. The road hierarchy is listed in Part E, Appendix 7, this includes State Highways, Arterial Roads and collector roads.

Roads classified as State Highways are the highest in the roading hierarchy, they are required to accommodate connections of arterial roads, collector and local roads in a very controlled manner. Due to the higher volume and speed of traffic, the function of State Highways to carry 'through' traffic takes precedence over other functions of these roads. Activities which may affect this function such as: property access; signs; car parking; and bus stops are managed.

In most townships in the District, the speed limit on State Highways and Arterial Roads is restricted to 70 km/hr or less and the adjacent urban activities will influence the road design, ie; the need to cater for pedestrians, cyclists and public transport. Property access directly onto a State Highways or Arterial Roads may be allowed where the speed limit exceeds 70 km/hr, by granting resource consent. The consent authority will consider matters such as whether the property can have access from another road; the location of the vehicle accessway; and the number and type of vehicles using it. The Plan recognises that multiple property access onto State Highways already exists where the speed limit is 70 km/hr or less.

Arterial roads connect the districts townships and other important places and activities together, including across district boundaries. They are high to medium capacity roads and have intersection priority over other roads lower in the hierarchy. In urban areas they are likely to require the use of cycle lanes on the carriageway. They can provide a continuity of linkage between State Highways and collector roads, and may be required to accommodate inter town bus services. Arterial roads are required to minimise, and control local road and property access to ensure they operate efficiently.

Collector Roads are low to medium capacity roads typically in urban areas that have an increased degree of access compared to other roads higher in the hierarchy. Their prime role is to distribute and collect local traffic within and between neighbourhood areas. In some situations they may link smaller rural communities to the arterial road network. They provide a continuity of linkage between arterial roads and local roads and are the most likely to be used, in conjunction with arterial roads, to accommodate urban bus routes. Collector roads are required to balance the necessary traffic movement function against the property access function that they also need to provide.

Local Roads make up the largest proportion of the districts rural and urban roads. The function of local roads is almost entirely to provide for access to properties and adjoining land uses. Local roads are not intended to act as main through routes for traffic and generally have lower traffic volumes. Local roads are not specifically listed in the Plan rather include all roads not otherwise identified as Collector, Arterial or State Highways. The definition of local roads includes sub categories of Local Business, Local Major, Local Intermediate, Local Minor. This intended to assist in delivering urban design principles by allowing the introduction of a tier of local road classifications, with standards suited to their intended use.

Within the road reserve, the Council and New Zealand Transport Agency can control activities through their functions under the Local Government Act and the Government Roding Powers Act 1989, respectively.

An adequate separation distance between vehicle crossings and road intersections is required to allow sufficient visibility for motor vehicles to manoeuvre on and off the road safely.

It is important to consider the location and design of new roads within the context of existing and anticipated transport networks and adjoining land use patterns. Strategic planning of transport networks and provision for public transport and active transport modes can reduce dependence on private motor vehicles and ensure permeability and accessibility to and through developments and existing townships. In respect to future public transport provision reference is made to the guide on “Providing for Passenger Transport within your subdivision”, and the most recent Greater Christchurch Metro Strategy.

The integration of new developments with surrounding neighbourhoods can be achieved through increasing the variety of transport connections. The key design elements to achieve greater connectivity include providing a variety of transport linkages including access to walking and cycling routes and neighbourhood blocks that are pedestrian friendly.

The Council's *Design Guide For Residential Subdivisions In The Urban Living Zones* provides practical explanations and guidelines for achieving good connectivity.

Taking an integrated approach can enable the identification of patterns and distribution of land uses to reduce the need to drive, by ensuring services for example schools, doctors, and employment are within walking or cycling distance.

Note: Existing property access may be an existing use under section 10 of the Act. (Part A, Section 1.2 Existing Uses).

Methods

Note: Information sources for all policies are included at the end of this section.

District Plan Rules

- Road Formation
- Vehicle Accessways
- Pedestrian and Cycle Pathways
- Vehicle Crossings
- Car Parking
- Intersection Distances
- Outdoor Signs
- Subdivision rules
- Outline Development Plans

Bylaw

- Stock Droving
- Traffic and Parking
- Speed Limits

Policy B2.1.6(a)

Require activities to have adequate on-site carparking and loading facilities to minimise potential adverse effects from roadside parking and to require adequate on-site manoeuvring area to avoid the need for reversing onto or off roads particularly State Highways and Arterial Roads, except where reductions and/or controls are necessary in order to facilitate the urban form of the Rolleston High Street as envisaged by the Rolleston Town Centre Masterplan.

Explanation and Reasons

When vehicles park or stop on the road they reduce the width of the carriageway available for moving vehicles. They can also impede the visibility of pedestrians and cyclists, or of vehicles moving across vehicle crossings or intersections. Significant on-street parking may adversely affect the character and amenity of the surrounding area. The extent of on-street parking and associated adverse effects will depend on: the actual parking demand of the particular activity, the number and type of vehicles parking on the roadside; the width of the carriageway; the volume, speed and types of traffic the road carries; and adjoining land uses. Because it is important to protect the safe and efficient movement of traffic on State Highways and Arterial Roads, which serve a primarily through traffic function, it is important to ensure that vehicles can manoeuvre on site and not have to reverse on or off such roads.

In Living zones, on-street car parking can also adversely affect the privacy and outlook of neighbouring properties. This issue is addressed in Part B, Section 3.4, Policy B3.4.18.

The District Plan contains rules for car parking in Living and Business zones. These rules stipulate the number of on-site car parks and loading zones that should be provided to meet the parking demand associated with most activities for all but the busiest times of the year. It is primarily the responsibility of the property owner or developer to provide adequate off-road parking to meet the demand of staff and visitors so as to minimise or ideally avoid adverse effects associated with a lack of parking provision. The lower requirement for some activities (e.g. places of assembly) recognises that it is not always feasible to provide parking to meet a high peak demand of limited duration (one or two hours) once or twice a week where parking demand for the remainder of the week is considerably lower and sporadic. Typically such activities provide a not for profit service to the community.

Policy B2.1.6(b)

Recognise that reductions from the required level of on-site car parking within Lincoln, Rolleston, Darfield, Prebbleton, Leeston and Southbridge, Business 1 zone Town Centres may individually or cumulatively impact on the future availability of on-street parking within the Business zone resulting in the overflow of parking into and adverse effects on surrounding residential streets.

On-site parking rates below anticipated demand have been specified for Lincoln, Rolleston, Darfield, Prebbleton, Leeston and Southbridge Town Centres. These lower rates recognise a number of factors including: the slightly lower parking demand rate likely to occur when a large conglomeration of retail activities occur within a defined area, the acceptability of the use of on-street parking within these town centre business zones, the desire to encourage business growth in these areas and the need to reduce on-site parking provision in order to facilitate improved urban design outcomes within these business zoned sites.

The rates have been set considering the existing and future on-street parking supply and demand in these townships. In addition to the matters listed under B2.1.6(a), reductions from these rates may result in an overflow of parking into residential zones. Whilst this may not occur upon commencement of the activity, the additional on-street demand generated by the activity

displaces on-street parking anticipated for use by other, sites yet to be developed for business activities. Cumulatively and over time this could result in parking overflowing into adjoining residential zones. This may result in adverse effects on the availability of on-street parking for residents and their visitors and impact on the amenity and character of the residential area. As such where the required level of on-site parking cannot be provided within these townships consideration should be given to reducing the parking demand of the activity.

Policy B2.1.6(c)

Encourage parking provision on alternative sites and/or travel via sustainable modes and/or provision of workplace or school travel management plans, where these reduce on-site car parking demand and have wider associated benefits, provided that such options are viable and enforceable.

Explanation and Reasons

Where surrounding land uses are compatible, car parks may be provided on a separate site to the activity or shared sites. Appropriate legal arrangements must be entered into to ensure the continued availability of those spaces for use in association with the activity or activities proposed. Parking on a separate site must be clearly identifiable as being associated with the activity; be within easy walking distance; and not compromise the safety of pedestrians by requiring them to cross State Highways, Arterial roads or other high volume and or high speed roads.

Consent for reduced on-site parking provision may be appropriate where it is considered likely that bus, coach and or cycle parking provision will reduce actual on-site car parking demand; and where practicable sustainable travel options are available and/or the use and implementation of a suitable workplace travel management plan is approved, likely to be used and is adequately enforceable (including monitor-able). Educational activities are particularly encouraged to consider travel demand management plans to mitigate adverse effects associated with school parking particularly drop-off and pick up at school start and finish times and to encourage healthy active travel options for young people.

Method

District Plan Rules

- Car Parking
- Cycle Parking
- Loading Facilities

Policy B2.1.7

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.

Explanation and Reasons

Activities (particularly those with high visitor parking demand) with larger parking areas require the consideration of pedestrian safety, security, circulation and access within parking areas to be balanced against vehicle access and circulation in order to encourage people to walk within

townships and provide for safe movement of pedestrians within the site, to and from motor vehicles.

Significant improvements for pedestrian circulation within a site can be achieved through consideration of the location of vehicular access and manoeuvring areas relative to pedestrian entrances to sites, parking areas and the building entrance. Such considerations does not always require provision of separate pedestrian facilities for example improvements could be achieved by ensuring the main circulation does not cross key areas of pedestrian activity such as entrances to buildings.

Methods

District Plan Rules

- Road formation
- Vehicle Accessways
- Vehicle crossings
- Car parking provision, design and layout

Policy B2.1.8

Ensure road side signs and other roadside activities do not distract drivers for too long or cause or contribute to sudden or dangerous driving manoeuvres.

Explanation and Reasons

Traffic safety is paramount and efficient traffic flow is important, to efficiently move people and freight throughout the District. Signs that are incorrectly sited or designed may be hard to read and cause drivers to be distracted from the road for too long. Similarly, if signs are not sited far enough away or roadside activities have insufficient room for vehicles to move safely onto or off the road, they can cause drivers to make sharp or sudden manoeuvres which may disrupt traffic flow or cause an accident. The District Plan can reduce potential adverse effects on traffic safety or flow, caused by incorrectly positioned roadside structures such as signs, intersections, vehicle crossings.

Method

District Plan Rules

- Outdoor signs and noticeboards

Policy B2.1.9

Ensure buildings are set back a sufficient distance from road boundaries to maintain good visibility for all road users including motorists, cyclists and pedestrians, and to allow safe access and egress and to mitigate reverse sensitivity effects on land adjoining the State Highway.

Explanation and Reasons

Buildings positioned too close to road boundaries can affect the visibility of road users including pedestrians and motorists. If garage doors are parallel to the road it is desirable that there is sufficient room for a motor vehicle to park in front of the garage and off the footpath when stopping to open the garage door. Policy B2.1.9 is to ensure that buildings are setback a sufficient distance from roads in townships, to ensure road use and safety is not adversely affected.

The policy is implemented by rules for setbacks of buildings from road boundaries.

In Living zones, high fencing located along road boundaries and adjacent to vehicle crossings can also adversely affect the visibility of motorists and be detrimental to the safety of pedestrians and cyclists. This issue is addressed in Part B, Section 4.1, Policy B4.1.12.

Setbacks are also required to mitigate reverse sensitivity arising from road noise. This can also be achieved through a combination of building insulation and physical works such as fencing and mounding. Implementation of this policy is through rules along State Highways with a speed limit of 70km/h or greater and through rezoning land from rural to urban along the State Highway network in Selwyn.

Method

District Plan Rules

- Building setbacks from road boundaries

Subdivision Design Guides

Policy B2.1.10

Ensure vehicle crossings, intersections, pathways, roadside signs and noticeboards are designed and positioned to ensure good visibility for all road users, and to allow safe passage, access and egress.

Explanation and Reasons

If vehicle accessways and intersections are located too close to one another, visibility is insufficient for motor vehicles to manoeuvre on and off the road safely.

Method

District Plan Rule

- Distance to intersections

Policy B2.1.11

Ensure roads are designed, constructed, maintained and upgraded to an appropriate standard to carry the volume and types of traffic safely and efficiently.

Explanation and Reasons

As land use changes, the volume and type of traffic (including active modes) on a road also changes. As roads get busier, they require different design standards to ensure safe and efficient movement of traffic. Upgrades may include widening, strengthening, improved lighting and additional footpaths to provide sufficient capacity for the traffic volumes expected.

Methods

District Plan Rules

- Subdivision
- Roads and Vehicle Accessways

Monitoring

- Monitor traffic volumes where the need arises. Traffic volumes on Maddisons Road are to be monitored at six monthly intervals from June 2009 to June 2012 to assess whether any road improvement or traffic calming measures are required as a result of the expanded Business 2 Zone on Hoskyns Road.

Policy B2.1.12

Address the impact of new residential or business activities on both the local roads around the site and the District's road network, particularly Arterial Road links with Christchurch City.

Explanation and Reasons

A new residential or business activity may alter the volume or type of traffic using roads and other transport networks in the local area. The impact of this change on: the design of the road; its ability to carry traffic safely; pedestrians and cycle facilities and on the amenity values of the area, should be addressed.

The establishment of land use activities should consider the location within the road network in order to achieve compatibility with the roads they front including effective access to the road network in terms of the road hierarchy and the avoidance or mitigation of reverse sensitivity effects which each has on the other. Activities which involve the movement of freight need to be appropriately located within the road network to ensure the safe and efficient movement for the larger vehicles to the activity whilst ensuring adverse effects on the community are minimised.

New residential or business development in the Selwyn District increases the volume of traffic using the District's main road network, particularly main roads between the Selwyn District and Christchurch City. Christchurch City is a major employment centre for residents of the Selwyn District. Approximately 7,700 people commute to Christchurch to work predominantly in private motor vehicles. (Statistics New Zealand, 2008, Workforces on the move: An examination of commuting patterns to the cities of Auckland, Wellington and Christchurch).

A Transport study (CRETS) was undertaken between 2002-2007 to identify the transport needs for the wider South West Christchurch area (including Selwyn District) where high population growth is anticipated. This study identified the transport needs to 2021 and beyond as agreed by the study partners (Selwyn District Council, Christchurch City Council, New Zealand Transport Agency, Environment Canterbury and Christchurch International Airport). The study recommended a number of road improvements, public transport, walking and cycling works to manage the transport demands to assist in reducing the impacts of transport demand associated with the

anticipated population growth in the study areas and the impacts this has on travel between Selwyn District and Christchurch City. Further studies are likely to be undertaken by the Council in relation to the CRETS recommendations, and any final recommendations will need to be assessed within the framework of the Resource Management Act.

Method

District Plan Policies

- To assess plan change requests to rezone land for the expansion of townships
- Pursuant to clause 3 of the First Schedule of the Act, Christchurch City Council receives a copy of any plan change request to rezone land in Selwyn District.

Policy B2.1.13

Minimise the effects of increasing transport demand associated with areas identified for urban growth by promoting efficient and consolidated land use patterns that will reduce the demand for transport.

Explanation and Reasons

Demand for transport and associated effects on: roads, energy use, and air and water quality, are effects of residential growth.

The Regional Policy Statement (RPS) has identified that existing townships in Selwyn District, namely Lincoln, Rolleston and Prebbleton, are suitable for future urban growth. Further, Structure Plan processes have identified specific Greenfield areas adjacent to these towns that are most suitable for urban growth and where the potential environmental effects of such growth are able to be sustainably managed. One of the key factors in identifying the location and timing of these future urban growth areas is the ability to efficiently provide infrastructure to serve that growth, including transport infrastructure.

The Greater Christchurch Urban Development Strategy, and its associated Travel Demand Management Strategy highlight the need to reduce dependence on private motor vehicles and encourage integration and use of sustainable transport modes, including public transport, cycling and walking; and where practicable promoting the use of Travel Management Plans. Within Selwyn, this is further supported by Township Structure Plans, which will feed into future Outline Development Plans requiring such considerations. Through the provisions of the Plan, the use of Travel Management Plans for activities and developments will be encouraged as an alternative to the provision of large numbers of car parks (linked to Policies B2.1.6(a) – (c)).

The Regional Policy Statement requires that urban growth, and expansion into Greenfield areas only occur in accordance with approved Outline Development Plans which require planning for future transport networks and transport demand. Development outside of the approved Outline Development Plan areas is discouraged due to issues with providing and supporting infrastructure that is effective and sustainable to maintain. Together with an overarching District wide Growth Strategy this will enable Council to integrate land use and transport networks in a coordinated manner over the long term.

The Council is required to have regard to the Regional Land Transport Strategy (RLTS) and the New Zealand Transport Strategy (NZTS) under section 74(2)(b)(i) of the RMA when preparing its District Plan. The RLTS and NZTS promote the use of sustainable modes of transport (e.g. buses, walking and cycling). The above policy is considered to integrate with the policies of the RLTS and NZTS.

Method

District Plan Rules

- To assess plan changes to rezone land for expansion of towns
- Rules and policies relating to parking and sustainable modes of travel

Policy B2.1.14

Encourage people to walk or cycle within and between townships by providing a choice of routes for active transport modes and ensuring there is supporting infrastructure such as parking for cycles, at destinations.

Policy B2.1.15

Require pedestrian and cycle links in new and redeveloped residential or business areas, where such links are likely to provide a safe, attractive and accessible alternative route for pedestrians and cyclists, to surrounding residential areas, business or community facilities.

Explanation and Reasons

All of Selwyn District's townships are small enough that business and community facilities are within easy walking or cycling distance for residents. The Council cannot 'force' residents not to use cars, but it can help develop walkways, cycleways and street designs which make walking or cycling safer and more pleasant (see Part B, section 2.1 Policy B2.1.15).

To encourage their use, pathways need to be well designed and placed linking to and between township focal points and destinations such as shops, reserves community facilities, libraries, schools and public transport routes. The provision of well designed facilities at destinations, such as cycle parking and seating, and also signage will help to support the use of cycleways and walkways. In respect to future public transport provision reference is made to the guide on "Providing for Passenger Transport within your subdivision".

Where new pedestrian / cyclist links are provided, the width of the corridor should depend on its length, as the longer the corridor the wider it should be to maintain visibility through the link from both ends. As stated in the explanation to Policy B2.1.13 above, the Council is required to have regard to the Regional Land Transport Strategy (RLTS) in preparing its District Plan. The RLTS promotes the use of sustainable modes of transport (e.g. buses, bicycles, and walking). It is therefore considered that the above policy integrates with the policies of the RLTS.

Pedestrian and cycle links/facilities are required for people walking or cycling around townships, especially children, these may be off road, segregated, along quiet streets or through reserves. For these facilities to be utilised, they need to:

- be designed to protect personal safety;
- be easy to access and use;
- be convenient links to the surrounding neighbourhood (go where people want to go); and
- not be perceived as any longer than using the road.

Methods

Selwyn District Walking and Cycling Strategy

- Goals and Action Plan

Greater Christchurch Travel Demand Management Strategy

District Plan Policies

- To assess plan changes to rezone land for expansion of towns

District Plan Rules

- Subdivision, provisions for cycleways/walkways

Subdivision Design Guide

- Layout and conceptual design

Selwyn District Council Engineering Code of Practice

- Design

Selwyn Community Plan (LTP)

- Funding to assist communities to develop walkways and cycleways

Policy B2.1.16

Encourage network utility operators to coordinate, install, maintain and repair utilities located in road reserves at times and in ways that minimise any potential adverse effects on:

- **traffic (all road users) safety;**
- **traffic flow;**
- **activities on adjoining land including access: and**
- **amenity**

Explanation and Reasons

The maintenance or repair of roads and the installation, repair or replacement of pipes, cables and other utilities laid within the road reserve disrupts traffic flow and use by other road users. If broken seal, holes or other 'hazards' are not clearly marked, they can endanger people's safety. The noise, dust and vibration from these works can adversely affect surrounding residents. Difficulties getting access into or out of property can also adversely affect residents and businesses, particularly businesses which rely on passing motorists for trade.

Utilities are sought to be installed in a coordinated manner to avoid issues associated with continual disruption to road users and infrastructure and perceived inefficiencies by the public.

In urban areas there is a higher density of utilities required to be accommodated in the road reserve. The restoration of the road reserve needs to avoid rough and uncomfortable surfaces to traffic including pedestrians and cyclists.

Much of this sort of work is done by requiring authorities who have either designations or special statutory powers to do this work and are not affected by rules in the District Plan. Therefore, the best method is to work with network utility operators to encourage these matters to be considered when developing work programmes, particularly for non-emergency work.

Method

Advocacy

- Discussions with network utility operators

District Plan Rules

- Construction Noise and Vibration
- Stockpiling of materials

RAILWAY LINES

Policy B2.1.17

Encourage viable alternatives to road transport such as the movement of freight via rail.

Explanation and Reasons

Future solutions to transport particularly in and through rural areas may involve alternatives to road transport. The movement of freight via existing and future rail infrastructure may facilitate more efficient movement of freight.

Method

District Plan Rules

- Railways

Policy B2.1.18

Ensure structures and plantings do not impair the visibility of railway lines and road/rail crossings for motorists, pedestrians or train drivers.

Explanation and Reasons

Railway crossings are hazardous places and not all crossings have alarm bells and/or barrier arms or other appropriate warning devices. Visibility of railway crossings is as important as visibility at any intersection. Some land alongside railway lines has building line restrictions to ensure visibility is not impaired.

Method

District Plan Rule

- Subdivision — Building Line Restrictions for Railway Crossings

Policy B2.1.19

Avoid any property having access to a formed, legal road over a railway line.

Explanation and Reasons

Pedestrians and vehicles should not have to cross a railway line to obtain access on to a formed legal road from their property. The crossing of railway lines, is best undertaken at controlled road level crossings as other situations can be dangerous where the necessary standards and controls cannot be provided.

Method

District Plan Rule

- Property Access

Policy B2.1.20

Ensure any new development is designed and located to minimise the need for pedestrians, cyclists or motorists to cross railway lines.

Explanation and Reasons

When rezoning land for new residential development, consideration should be given to the location of the land relative to any railway line: in particular; whether pedestrians or motorists need to cross the railway line to access the main road out of the town or to access business or community facilities. Where a township has been confined wholly or largely to one side of a railway line, this pattern should continue unless there are other resource management reasons to avoid continuing to expand the township in that area.

Where new development necessitates the crossing of railway lines, infrastructure should be provided to allow crossing in a safe and efficient manner.

Methods

District Plan Rules

- Property access

District Plan Policy

- To assess plan changes to rezone land for expansion of townships

AIRFIELDS

Policy B2.1.21

Ensure structures and activities do not adversely affect the safety of aircraft approaches to Hororata Domain or West Melton airfield.

Explanation and Reasons

Part of Hororata Domain is leased for recreational gliding. West Melton airfield is a public airfield. Land under the approach paths to both airfields needs to be kept clear of very high structures to ensure the airfields can operate safely and within Civil Aviation Authority guidelines. West Melton airfield is located in Selwyn District, as is land affected by the height restrictions of the airfield.

Hororata and West Melton townships are not currently affected by the respective approach surfaces of West Melton Airfield and Hororata Domain Airfield. The issue of structures and plantings beneath the approach surfaces of these airfields is therefore likely to become more of an issue for West Melton and Hororata townships if either township expands in the direction of the respective airfield. This is a matter which shall be considered if the Council receives a plan change for new residential or business development at West Melton or Hororata.

Method

District Plan Policies

- To assess plan change requests to rezone land for the expansion of Hororata and West Melton Townships

EFFECTS ON THE ENVIRONMENT AND REVERSE SENSITIVITY EFFECTS

ROADS AND RAILWAY LINES

Policy B2.1.22

Confine residential or business development in a township to one side of any State Highway or railway line where the township is already wholly or largely located on one side of the State Highway or railway line, unless that area is not suitable for further township expansion.

Policy B2.1.23

Where a township is already largely developed on both sides of a State Highway or railway line:

- **Discourage new residential or business development from extending the township further along the State Highway or railway line if there are alternative, suitable sites; or, if not,**
- **Restrict new residential or business areas to extending further along one side of the State Highway or railway line only.**

Explanation and Reasons

Many townships in Selwyn District have developed alongside main road or rail routes. As these routes get busier and residents' expectations about the quality of their living environment increase, conflicts occur. Busy roads or railway lines can affect communities. Effects include:

- noise, fumes, glare, dust and vibration from vehicles and trains;
- actual or potential safety risks from pedestrians and motorists having to cross railway lines or busy roads.

A busy road or railway line bisecting a township can also create psychological barriers for the community; the 'other side' of the transport route can be considered to be another community.

Policy B2.1.22 discourages this land use pattern from happening in the first instance. Policy B2.1.23 discourages existing patterns from being exacerbated. The policies provide, in the first instance, for new residential or business areas to expand at angles to rather than parallel with the transport route if possible. The policies recognise that there may be other resource management constraints to expanding townships in those directions. If so, the next 'best' option is to confine any further expansion of the township to one side of the transport route.

Policy B2.1.24

Encourage heavy vehicles to use routes which bypass townships, where practical and appropriate, and avoid new residential development along heavy vehicle bypasses.

Explanation and Reasons

Heavy vehicles travelling through townships can adversely affect:

- Residential amenity values through dust, noise and vibration;
- Perceptions of safety, especially for cyclists and pedestrians; and
- Roads, if they are not designed for heavy vehicles.

Policy B2.1.24 encourages heavy vehicles to use routes that bypass rather than bisect townships, where practical and appropriate, in order to avoid these effects. The preferred method to achieve this in these circumstances is to design ring roads and bypasses that are quicker and easier to use, than roads which bisect townships. Consequently, once a bypass or heavy vehicle route is created, it is important that it is not adversely affected by new residential or business activities occurring along the route, and then trying to slow or restrict the traffic using it.

Methods

Selwyn District Council Engineering Code of Practice

- Road design

Bylaws to prevent heavy vehicle use of roads if necessary

Asset Management Plans

- Roads

District Plan Policies

- To assess plan change requests to rezone land for the expansion of townships around heavy vehicle routes or bypasses

Policy B2.1.25

Mitigate adverse effects from the construction or maintenance of roads or railway lines on:

- adjoining residents;
- any waterbodies or ecosystems; or
- any special landscape, cultural, heritage or amenity values of the site or area.

Explanation and Reasons

When transport routes are constructed, maintained or replaced, works involve noise, dust and vibration. Earthworks can affect local waterbodies. Special ecological or cultural sites may be disturbed or landscape values affected by either the transport route itself or the surrounding land not being landscaped or replanted after the work. Many of these effects are only “temporary” effects. However, the duty under section 5(2)(c) of the Act (to avoid, remedy or mitigate any adverse effects of activities on the environment) applies to “temporary effects” too (see section 3 of the Act).

Transport routes are important economic and social activities in the District. The Plan policies and rules are not intended to prevent transport routes from being constructed, repaired, redesigned or replaced. Rather, the Plan provisions encourage these activities to occur in ways that reduce or mitigate associated effects on the environment.

Most work on transport routes is undertaken by requiring authorities on designated sites. In these cases the District Plan provisions do not apply (see section 176 of the Act). The methods the Council shall use include: information and advocacy; its powers under section 176(A) of the Act; and ensuring it acts responsibly when undertaking its function to manage roads in the District.

Methods

District Plan Rules (if applicable)

- Earthworks
- Construction Noise and Vibration
- Subdivision

Information and Advocacy

- Support New Zealand Transport Agency’s policies for environmental protection during road construction and realignment

Designation Outline Plans

- Use powers under section 176(A) of the Act to encourage requiring authorities to minimise the effects of their activities on the environment

CHRISTCHURCH INTERNATIONAL AIRPORT

Policy B2.1.26

Avoid new residential development and other noise sensitive activities occurring on land which is located underneath the airport flightpath noise contours shown on Planning Map 013 for 50 dBA Ldn or greater .

Explanation and Reasons

CIAL is one of the few international airports which currently operates without any restrictions on the type of aircraft or times of flights, to manage effects of aircraft noise. Unrestricted operation is very important to both the Airport and the South Island's economy because New Zealand is often the 'last leg' on the International Flight Schedule. Many overseas aircraft arrive at night. (The country's position on the International Flight Schedule is due to its geographic location.)

Christchurch International Airport Ltd (CIAL), the Airport Company, is anxious to maintain unrestricted operation in the future. Therefore, CIAL wants to prevent residential activities, or other activities which may be sensitive to aircraft noise, locating close to the airport and then lobbying for restrictions on the airport's operations.

In addition, persons residing or carrying out noise sensitive activities in the 50 dBA Ldn noise contour may experience adverse effects on amenity.

Therefore, Policy B2.1.26 is intended to restrict new residential development at urban densities or other 'noise sensitive' activities, in areas subject to aircraft noise. The reason is both to reduce the potential for people trying to restrict the operation of CIAL in the future, as a means of mitigating noise effects, and also to avoid adverse effects on the amenity of persons living within the contours. New Zealand Standard 6805:1995 recommends such restrictions apply where aircraft noise exposure is 55 dBA Ldn or greater, but notes that greater protection may be appropriate in some areas. CIAL advocates for land use restrictions from 50 dBA Ldn. Overseas research shows people become annoyed by aircraft noise at levels lower than 55 dBA Ldn, so the risk of "reverse sensitivity" effects occurs before then. At 50 dBA Ldn it is appropriate to restrict residential activities rather than requiring noise insulation. The reason is that the effects from aircraft noise at 50 dBA Ldn are mostly experienced outdoors or when windows are open.

Objective B2.1.4 and Policy B2.1.26 recognise that "reverse sensitivity" effects on CIAL must be avoided because of the importance of the unrestricted operation of CIAL to the Region's and District's economy.

The noise contours shown on the Planning Maps are those for aircraft noise from aircraft taking off or landing on the north east/south west runway at Christchurch International Airport. The noise contours are developed using a combination of loudness and frequency of flights (which is why the contours are much longer for the north/south runway than the less used east/west runway). The contours are based on the projected number of flights when CIAL is operating at full capacity on one runway. Therefore, some of the land shown under the noise contours is not affected by this level of aircraft noise now; and aircraft fly over areas now which will be less affected in the future. The reasons are:

- As the number of flights increase the dBA Ldn noise contours elongate (because they measure frequency as well as loudness).
- As the number of flights increase aircraft will have to join the approach path to the Airport sooner and queue. Aircraft will join the approach path further south than they do now.

Method

District Plan Policy

- To assess plan change requests to rezone land for the expansion of townships; or resource consent applications for subdivision of land.

AIRFIELDS

Policy B2.1.28

Avoid the location and operation of new airports, airfields or helipads in Business or Living zones, other than for emergency work or 'one off' events, or for the take off and landing of aircraft ancillary to the use of the land and facilities and to the predominant use of the land and facilities on the site.

Explanation and Reasons

The take off and landing of aircraft is not generally part of township environments. Residents in living and business areas, and customers and workers in business areas, do not expect to hear noise from aircraft taking off and landing on sites around them. The Plan identifies the Rural Zone as the appropriate zone in which airfields, airports and helipads should be established. Several exceptions can however be tolerated, without significant adverse effects on township amenity values. Those exceptions are in the situation of emergency work (where short term adverse effects will be outweighed by the benefits to people and society) and 'one off' events, such as helicopter rides at a local fair.

In addition, the use of a site within a township for the take off and landing of aircraft may be appropriate if it is ancillary to the use of the land and facilities and is not the predominant use of the land and facilities. A resource consent for a discretionary activity will be required to assess the ancillary nature of the aircraft movements.

Method

District Plan Rules

- Aircraft and Airports — all zones

TRANSPORT NETWORKS — ANTICIPATED ENVIRONMENTAL RESULTS

The following environmental outcomes are expected as a result of implementing Section B2.1:

Roads and Access

- State Highways and Arterial Roads are the most efficient routes for “through” traffic.
- All roads are formed and maintained to the standard necessary to carry the type and volume of traffic using them, safely and efficiently.
- The visibility of roads, intersections, vehicle accessways and railway crossings is not impaired.
- Roads are designed, maintained, and if necessary, upgraded to the standard required for their traffic volume, traffic type and the amenity values of the zone.
- Adverse effects of residential and business growth in Selwyn District on road links into Christchurch City are addressed.
- Heavy traffic bypasses townships, where practical.

- An increase in cycleways and walkways in townships that are effective in providing alternative linkages within the townships.
- No increase in the extent to which main transport routes 'bisect' townships.
- Fewer impacts from the construction, maintenance and repair of roads or other utilities in road reserves, on people and the environment.
- New settlement and residential activities occur closer to places of work, services and other activities, typically near existing townships.
- Greater provision for public transport and active modes such as walking and cycling.
- The avoidance of situations that may give rise to reverse sensitivity and reduce the future viability and or efficiency of transport systems.

Pathways

- Greater provision of and improvement of existing on and off road pathways, footpaths and cycleways.
- Improved accessibility and connectivity between townships by active travel modes.

Railways

- The safe operation of the District's railway lines is not reduced or impeded by land use activities.
- Properties do not have access directly over railway lines.
- Visibility along railway lines and at road/rail crossings is maintained.
- Opportunities for movement of freight via rail are encouraged

Airfields

- Land uses in Selwyn District do not impede or compromise the unrestricted operation of Christchurch International Airport
- Structures in Selwyn District do not impede the continued operation of West Melton Airfield or gliding at Hororata Domain.

TRANSPORT NETWORKS — MONITORING

See Part E, Appendix 1.

TRANSPORT NETWORKS — INFORMATION

- Road Classification
- Selwyn District Council Walking and Cycling Strategy
- Selwyn District Council Subdivision Design Guide
- Selwyn District Council Engineering Code of Practice
- Selwyn District Council Activity Management Plans
- Selwyn Community Plan (LTP)

B2.2 UTILITIES – ISSUES

- **The need for utilities and adverse effects of activities on utilities.**
- **Efficient use of utilities.**
- **Adverse effects of utilities on the environment.**

What Are Utilities?

Utilities are physical resources – the infrastructure which provides services such as: transport; water supplies; drainage; effluent and waste disposal; energy; meteorological functions and telecommunications. This section addresses issues associated with utilities, generally. Part B, Section 2.1 addresses transport networks. Part B, Section 2.3 addresses issues associated with community facilities; and Part B, Section 2.4 with waste disposal.

Utilities have the following characteristics which differentiate them from other activities:

- They are essential, ancillary requirements for most activities to mitigate adverse effects of these activities on the environment: e.g. reticulated water supplies; and sewage treatment and disposal systems.
- People expect to have access to utilities, – to a certain standard and at an affordable price, to enable them to carry out their activities.
- Some utility providers have a statutory duty to provide utilities to a certain standard and within a certain price.
- Many utilities operate in networks. They are installed and operate over a variety of geographical areas, and may have different effects in different places.

People expect utilities to be available and affordable. They also expect themselves and their environment to be protected from any adverse effects from the installation or operation of utilities.

Issues With Utilities

Need for Utilities

Utilities are essential for people to carry out economic and social activities. Utilities need to keep pace with residential and business growth. Under the RMA, any person may request a plan change to rezone land for new residential or business development at, almost, any time. Therefore the size and location of new residential or business areas is controlled less by the Council than in the past. Previously the Council rezoned land for the next 10 years of growth, at which the planning schemes were reviewed. Co-ordination is needed between plan change requests to rezone land for new residential or business development and providing utilities.

When work is required on utilities, an issue can emerge over who pays for it, particularly with utilities funded out of rates or taxes specific to the area. If existing residents or users have already paid for a utility service which is adequate to meet their needs, they may object to paying for further works on the utility to enable it to meet the additional needs of new residents.

The LTP Development Contribution Policy requires the provision of development contributions toward the cost of utilities based on service catchments. All new developments in the service catchments will be subject to a development contribution. Development contributions are generally taken at the subdivision consent stage, though they may apply at the building consent

stage or at the service connection stage on residential or rural development where additional units of demand are created in the absence of subdivision.

Effects of Activities on Utilities

Activities can adversely affect utilities:

- Demand to use utilities can exceed their design capacity, requiring additions or upgrades.
- Activities located next to a utility can affect how it operates: e.g. trees growing under power lines.
- Activities located next to utilities may be sensitive to effects from the utility and seek to restrict its operation: e.g. residential activities next to a sewage disposal area or a generator that “hums”. These are known as ‘reverse sensitivity’ effects.

Specific issues relating to efficient use of utilities in townships in Selwyn District include:

- Demand for residential development, which results in upgrades to or new utilities in some townships, while other townships have under-utilised utilities.
- Some townships need utilities to mitigate adverse effects of activities on the environment, but do not have the population (or likely population growth) to make these utilities affordable; or are not in areas where further residential development should be encouraged, due to other adverse environmental effects.
- The general settlement pattern in Selwyn, with small communities scattered over a large area, is more expensive to supply with utilities than metropolitan areas with large numbers of people concentrated in a small area.

Efficient use of utilities can also be hampered by unnecessary or unequal restrictions on their installation and use. Any planning controls should relate to the effects of the utility, not the type of utility or who is providing it.

Effects of Utilities on the Environment

Utilities are often used to mitigate adverse effects of activities on the environment. They can also cause adverse effects. People want the convenience of utilities, but often do not want to live near the infrastructure that provides the services.

A predominant effect of utility buildings and structures is their visual effect. Visual effects can depend on the type of utility and how long it has been around. For example, many people do not consider the visual effects of roads and power lines as adverse, even though they use more collective space than a satellite dish or cellphone tower. People are used to roads and power lines – they have become part of the “natural” environment.

Some utilities have adverse effects such as: noise, odour or glare from operating; shading from buildings. These effects are managed in the District Plan in the same way as similar effects on the environment from other activities.

Some utilities emit electromagnetic radiation. However the provision of these utilities will be permitted subject to compliance with NZ Standard 2772.1:1999.

Earthworks required for the construction of utilities can damage or destroy items of cultural and/or historical significance, which should be taken into account when such works are undertaken.

Provision of Utilities

Traditionally, utilities were provided by central or local government. This was usually done by designations. Increasingly, private organisations are providing utilities, as well. Some private organisations are requiring authorities (they can designate land). However, the District Plan needs to make provision for utilities using other methods than designations, because:

- It is consistent with Part II and section 32 of the Act to allow activities which have only minor effects as permitted activities.
- It is necessary to provide for the installation, maintenance and upgrade of utilities on sites which are not designated; or by utility operators that are not requiring authorities.

UTILITIES – STRATEGY

The Township Volume of the District Plan uses the following basic strategy to address issues associated with utilities:

Demand & Effects on Utilities

Information on effects of new residential or business growth on utilities must be included in any plan change request to rezone land.

Efficient Use

- Residential or business growth is not promoted or restricted based on the capacity of existing utilities.
- Utility services needed for each area are set out in the Plan and provision made to recover the costs of providing Council owned utilities.
- Any controls on utilities relate to effects, not the type of utility or who provides it.

Effects of Utilities

- Effects of utilities on the environment are managed
- Potential 'reverse sensitivity' effects of activities on utilities are also managed, similar to any other activity.

UTILITIES – OBJECTIVES

Objective B2.2.1

Access to utilities to enable people and communities to carry out their activities.

Objective B2.2.2

Efficient use of utilities is promoted.

Objective B2.2.3

The provision of utilities where any adverse effects on the receiving environment and on people's health, safety and wellbeing is managed having regard to the scale, appearance, location and operational requirements of the facilities.

Explanation and Reasons

Utilities are necessary to enable many activities to take place and to mitigate adverse effects of activities on the environment. Co-ordination is needed between new activities, such as residential or business developments, and utilities to ensure that:

- Any potential activity can be supplied with the utilities it needs.

Efficient use of utilities helps to reduce the cost of providing them. Efficient use is fostered by:

- Ensuring any controls on utilities relate to effects, not the type of utility or who supplies it; and
- Encouraging the costs of supplying a utility in an area is factored into the decisions people make about where they choose to live or do business.

Utilities may have adverse effects on the environment. Objective B2.2.3 addresses these potential effects. Utilities usually have less effect, or no more effects, than other activities, and their impacts are primarily visual. These effects are managed with regard to the sensitivity of the host environment, with Living areas and Outstanding Landscapes being the most sensitive. This protection also takes into account the operational requirements of utilities. Potential health effects are addressed through reference to appropriate New Zealand Standards.

UTILITIES – POLICIES AND METHODS

Policy B2.2.1

Require that the need to supply utilities and the feasibility of undertaking, is identified at the time a plan change request is made to rezone land for residential or business development.

Explanation and Reasons

Utilities need to be co-ordinated with zones for new residential or business development, to enable people to carry out these activities. Therefore, the Council needs to know, when it decides to rezone land for residential or business development, that:

- The land can be physically supplied with utilities; and
- Any adverse effects of the utilities can be appropriately addressed.

Some utilities will require resource consents from the Regional or District Councils, separately from the plan change. Selwyn District Council does not expect those consent applications to be made at the same time as the plan change request. However, the plan change request will need to include sufficient information to satisfy the Council that the necessary utilities can be provided to the site; and any associated adverse effects on the environment avoided, remedied or mitigated. Part E, Appendix 14 outlines the information the Council suggests be included with plan change requests.

Method

District Plan Policies

- Information to assess requests for plan changes

Policy B2.2.2

Ensure activities have access to the utilities they require at the boundary prior to any new allotment being sold; or prior to any new activity taking place on an existing allotment.

Explanation and Reasons

This standard may vary between townships. For example, in some townships reticulated sewage treatment and disposal is needed to avoid adverse effects on groundwater. In a few townships, on-site effluent treatment and disposal is adequate.

Policy B2.2.2 requires utility services to be available at the boundary of any allotment either: before it can be sold as a separate allotment, for new subdivisions; or before the activity takes place, for existing allotments. The reason is to avoid people purchasing allotments to undertake an activity only to find it cannot be supplied with the utilities they need.

Part B, Section 1.2 - Water and Part B, Section 2.4 – Waste Disposal, have policies that identify standards of water supply and waste disposal needed in various townships in Selwyn District. The method of water supply or sewage treatment and disposal may vary between townships, due to their size, ground conditions and depth to groundwater. The policies to protect water and land resources from pollution apply to all townships.

Method

District Plan Rules

- Subdivision
- Buildings
- Water Supply
- Sewage Disposal

Policy B2.2.3

Encourage the “market” to determine the efficient use of utilities.

Explanation and Reasons

The Council thinks the users and providers of utilities are the best people to determine the efficient use of them. For ‘the market’ to work efficiently, all the costs associated with installing and maintaining utilities need to be able to be charged to the “users”. They should not be distorted by planning provisions. Planning provisions should focus on addressing adverse environmental effects. Therefore the District Plan does not:

- Actively promote or restrict residential or business growth in any township based on the current capacity of its infrastructure; or
- Differentiate between rules for establishing utilities in different locations unless the effects differ.

The District Plan does:

- Set the standard of utility services needed for activities in each township to address effects, whether the utility services currently exist or not; and
- Costs for utility services are generally met through the LTP Development Contribution Policy process.

The Plan notes, in Part B, Section 4.3 – Residential and Business Development, where new or upgraded utilities, which Council supplies, are needed before a township can have additional residential or business development. It does not have policies to promote or restrict future residential growth in townships relative to the current capacity of utilities. The reason is:

- Most utilities can increase their capacity. Therefore any adverse effects of new residential or business development on the utility, are able to be mitigated.

Methods

LTP

- Development Contribution Policy

District Plan Policies

- Policies to assess plan change requests to rezone land for the expansion of townships, do not relate to the capacity of existing utilities

District Plan Rules

- Subdivision
- Building
- Utilities
- Utility Rules:
 - Ensure all activities have the standard of utility services they need to address environmental effects
 - Do not differentiate between types of utilities or who provides them, only effects
 - Only require utility services that are needed to address environmental effects

Policy B2.2.4

Ensure provision is made for the ongoing maintenance and repair of utilities which do not vest in the Council, and that the users of these utilities are informed of any responsibility they have for ongoing maintenance or repair.

Explanation and Reasons

In the past most utilities were provided by local or central government agencies. Increasingly, private organisations are involved in arranging utilities, such as water supplies, sewage treatment and disposal, and stormwater disposal, as part of new residential or business development. In most cases these utilities are vested in the Council who takes over responsibility for ongoing maintenance and repair. These utilities may not be vested in the Council in all cases. For example:

- A community system may be too small to be vested in the Council; or

- The Council may not be prepared to accept responsibility for a utility if they think the site or design is inappropriate or too costly to maintain.

The Council prefers community water supplies, and community stormwater and sewage disposal systems, to comply with its Engineering Design Standards (2000) and be able to connect into the public system when it is available. This means residents are not faced with individual responsibilities for the maintenance and repair of essential utilities. If responsibility for community water supplies, sewage and stormwater systems or other utilities remains with residents, there needs to be:

- A method to make purchasers of allotments aware of their responsibilities; and
- A management system put in place to organise any maintenance or repair work.

This needs to be outlined at the stage land is rezoned for new residential or business development and appropriate conditions imposed on subdivision consents.

Methods

District Plan Policies

- To assess requests for plan changes to rezone land

District Plan Rules

- Subdivision

Policy B2.2.5

Avoid potential ‘reverse sensitivity’ effects of activities on the efficient development, use and maintenance of utilities.

Explanation and Reasons

‘Reverse sensitivity’ effects occur when activities, which are sensitive to the effects of utilities, establish close to the utility and then complain about its operation. The complainants can force expensive relocation of or restrictions on the operation of the utility.

‘Reverse sensitivity’ effects can occur with many activities. The topic is addressed, in general terms, under Part B, Section 3.4 of the Plan.

Method

District Plan Zones

- Provide through policies and rules zones which are appropriate areas for utilities to locate likely to have adverse effects on the environment
- Restrict “sensitive” activities from establishing in these zones unless potential ‘reverse sensitivity’ effects will be minor

Policy B2.2.6

Ensure the effects of utilities are compatible with the amenity values and environmental characteristics of the zone in which they locate, also having regard to operational, functional and economic constraints.

Explanation and Reasons

Utilities encompass a diverse range of activities, structures and associated effects. Policy B2.2.6 ensures that utilities likely to have nuisance effects such as glare, odour and noise are located away from activities likely to be sensitive to these effects, where this is practical having regard to operational and functional efficiency, and economic factors. If the utility is part of a network and must be located in a Living or Business 1 Zone, other rules are also used to mitigate potential adverse effects of utilities. These include rules for visual effects: size of structures; shading; and landscaping; and reference to compliance with the appropriate New Zealand Standards to address potential health effects.

Method

District Plan Rules

- Utilities
- Non-complying activities
- Discretionary activities

Policy B2.2.7

Ensure any adverse effects of utilities on or near waterbodies, or on any ecological, heritage, cultural, recreational, aesthetic or amenity values of the waterbody, are avoided, remedied or mitigated.

Explanation and Reasons

Utilities are often near waterbodies, either:

- As network utilities which must traverse the area; or
- Utilities associated with waterbodies such as water supplies or flood protection works.

Waterbodies are recognised in sections 5(2)(b), 6 and 7 of the Act as having many special values, including (but not limited to):

- Water quality and quantity;
- Aquatic life and habitats, including the habitat of trout and salmon;
- Sites of waahi tapu and mahinga kai for local rūnanga;
- The natural character and ecological values of the edges of waterbodies (riparian margins);
- Landscape, recreational, aesthetic and amenity values; and
- Public access along natural waterbodies;
- Heritage values

Any adverse effects of utilities on these values should be avoided, remedied or mitigated. Part B, Section 1.2 addresses, generally, effects of activities on water and Part B, Section 1.3, effects of activities on ecosystems.

Method

District Plan Rules

- Utilities
- Waterbodies
- Sites of Waahi Tapu and Waahi Tonga

Policy B2.2.8

Require utilities located in areas identified in the District Plan as areas likely to be subject to natural hazards, to be designed and sited considering possible effects of the potential natural hazard.

Explanation and Reasons

Part B, Section 3.1 – Natural Hazards, Part B, Section 4.3 – Residential and Business Development, and the Planning Maps identify areas in and around townships which are known to have been subject to natural hazards in the past (for example, inundation, erosion and land instability). These are not the only areas in Selwyn District likely to experience natural hazards in the future. They are the areas where there is some information that indicates that they have been natural hazard areas in the past.

Policy B2.2.8 does not prevent utilities being located in these areas. The policy requires particular attention be given to the function, design and siting of these facilities, to minimise the environmental effects likely to result if the site is flooded, slips, erodes, shakes or ruptures. Some utilities which may have significant adverse effects if damaged may be better located away from these areas, for example: a large-scale sewage treatment plant, waste disposal facility or dam. Most of these activities will require resource consents under the Plan. In deciding on any consent application, regard must be had to all relevant objectives and policies in the District Plan, including Policy B2.2.8.

Method

District Plan Rules

- Non-complying Activities
- Discretionary Activities

Policy B2.2.9

Encourage utilities located in road reserves to be installed, maintained and replaced with minimal adverse effects on traffic safety or flow.

Explanation and Reasons

Many utilities are located in road reserves. Some network utility operators are empowered by specific statutes to enter road reserves to install, maintain and replace these utilities. Policy B2.2.9 is to encourage these network utility operators and the roading authorities to work together to reduced any adverse effects of these activities on traffic safety and efficiency. This policy should be read in conjunction with Policy B2.1.12. The safety of people working on utilities located inroad reserves is addressed under separate legislation.

Method

Advocacy

- Encourage network utility operators and road managers to discuss or develop protocols over activities within road reserves.

Policy B2.2.10

Encourage the co-siting of utilities, where appropriate.

Explanation and Reasons

As the number of network utility operators increases through competition in the private sector, the number of utility structures in an area may also increase.

Policy B2.2.10 encourages the co-siting of utilities to reduce the visual effects of utility structures. It may also reduce potential 'reverse sensitivity' effects by lessening the number of places where utilities may be sited next to activities which are 'sensitive' to their effects. The policy recognises that it is not always appropriate to co-site utilities: for example, where utilities affect one another; or have different siting requirements.

Competing network utility operators may resist policies to be co-sited with their competitors. Trade competition is a matter consent authorities are to disregard under section 104 of the Act. Therefore, co-siting of utilities will be encouraged where it mitigates potential adverse effects on the environment. Network utility operators are not expected to share facilities rather to occupy the same or adjoining sites, where practical.

Method

District Plan Rules

- Utilities
- Subdivision

Advocacy

Policy B2.2.11

Underground cables are required to be laid in Living and Business zones unless the network utility operator advises that it is technically not feasible to lay cables underground, or it only involves a minor extension of existing overhead lines.

Explanation and Reasons

Selwyn District Council encourages network utility operators to lay cables underground in townships. This reduces adverse visual effects of poles and safety effects from poles or broken wires. Some smaller townships in the District are unlikely to have existing overhead cables laid underground before a set of poles will need replacing. Policy B2.2.11 provides for overhead cables in these cases or where it may be technically difficult to lay cables underground. The consent authority may consult with the network utility operator about the feasibility or timing of laying cables underground in townships.

Method

District Plan Rules

- Subdivision
- Utilities
- Alpine Villages

UTILITIES — ANTICIPATED ENVIRONMENTAL RESULTS

The following environmental outcomes are expected from implementing Section B2.2:

- Allotments have connections to utilities when they are created.
- Activities have the standards of utilities they need to mitigate their effects on the environment, prior to the activity being established.
- The cost people pay for using utilities reflects the costs of providing the utility to that site.
- Utilities are less visually prominent in the future, particularly in Living zones and along waterbodies and other areas with high aesthetic or amenity values.
- The number of sites where utility sites reduces as a result of co-location.
- Establishment or operation of utilities will not have any adverse effects on any archaeological or heritage site.

UTILITIES — MONITORING

See Part E, Appendix 1.

B2.3 COMMUNITY FACILITIES (AND RESERVES) — ISSUES

- Providing community facilities which keep pace with changes in community size and needs.
- Effects of community facilities on the environment.

What Are Community Facilities?

Community facilities include land, buildings, equipment and services available to local communities for a range of activities, with or without charge. They include: meeting halls, places of worship, education, recreation areas and reserves, medical facilities, and emergency services. They differ from businesses in the following ways:

- People expect certain community facilities to be available to them, in most townships.
- Sometimes, there is a statutory duty or mandate to provide a community service or facility to a certain standard.
- Provides a public good.
- Management is usually by a government body or community organisation.
- Charges tend to be to recover costs, not make profit.

Community Facilities in the Selwyn District

Community facilities which are available in most townships in Selwyn District include:

- Reserves and recreation facilities
- Places of worship
- A hall or meeting facility
- Emergency Services
- Primary school
- Cemetery

Larger townships may also have a library, pre-school and secondary school, Police Station and medical services, which serve surrounding smaller townships and the rural area too. Small townships in close proximity to one another may share community facilities.

Issue 1

Providing Community Facilities

Access to community facilities is important:

- To foster a sense of community or association in an area; and
- To meet people's expectations to have access to community facilities.

Often, community facilities are designed to meet the needs of a community of a certain size or composition. If communities grow or demographic factors change, such as age, sex or ethnicity, the demand for community facilities may also change. For example, an increase in young families moving from Christchurch into townships such as Lincoln and Prebbleton may increase the

waiting list for pre-school facilities, the size of classes at primary school, and the need for 'safe' cycleways and walkways to school.

Under the Act, any person may request a plan change to rezone land for new residential development at almost anytime. This means the pattern and extent of potential residential growth in a community may be less predictable than in the past, when local authorities did all the planning for town growth. Co-ordination is needed between proposals for new residential development in townships and identifying and addressing potential demand for and effects on, community facilities.

The LTP Development Contribution Policy requires the provision of contributions from growth-related development to generate the necessary funds for reserves and facilities for open space and recreation. Contributions will also be taken for the construction of the Castle Hill Community Centre.

Issue 2

Effects of Community Facilities

Community facilities bring benefits to residents. It is desirable to have them located in or close to residential areas, so that not only are they easily accessible to residents in the townships, but they are sited close to the communities they serve including in living areas, in locations providing easy access to the public. Some community facilities can have adverse effects on the environment, particularly the amenity values of residential areas. For example:

- Noise and lighting from functions at night can disturb sleeping residents.
- Inadequate access and car parking can cause traffic congestion and loss of privacy for neighbours.
- If community facilities are located across main roads or railway lines from the township, they can create traffic hazards for both residents trying to get to them and motorists or trains using the road or railway line.
- If buildings or grounds are not adequately maintained, they can have adverse visual effects on the neighbourhood.

On the other hand, residents in townships need to recognise that existing community facilities in living areas are part of the environment in which they live and in the case of emergency services, represent important physical resources which assist communities to provide for their health and safety.

COMMUNITY FACILITIES (AND RESERVES) – STRATEGY

The Township Volume of the District Plan uses the following basic strategy to address issues with community facilities:

Co-ordinating Community Facilities and Residential Growth:

- Any plan change request to rezone land for residential or business development should include an assessment of the impacts of the growth on community facilities and ways in which those impacts can be addressed.

Adverse Effects

- The Plan has policies and rules to manage effects of community facilities, in the same way as other activities.

The Council's Asset Management Plans identify when community facilities vested in the Council may require additions or upgrades; and what the work is that is required. Other organisations that provide community facilities may have similar plans or policies.

COMMUNITY FACILITIES (AND RESERVES) – OBJECTIVES

Objective B2.3.1

Residents have access to adequate community facilities.

Objective B2.3.2

Community facilities do not adversely affect residential amenity values or other parts of the environment.

Explanation and Reasons

Community facilities are essential to meet people's needs and expectations. Objective B2.3.1 aims to ensure people have access to community facilities: ensuring the facilities are provided; they are adequate to meet demand; and they are easy to get to, especially for children and less mobile residents.

Like all activities, community facilities should not have adverse effects on the environment, including people and other activities. The Plan allows community facilities in Living zones (subject to effects based rules) because they enhance local neighbourhoods and to make them easily accessible for and to residents. The effects based rules for activities in Living zones, generally ensure community facilities will not disturb residents in Living zones.

COMMUNITY FACILITIES (AND RESERVES) – POLICIES AND METHODS

Policy B2.3.1

Encourage co-ordination between the provision of community facilities, and new residential and business development.

Explanation and Reasons

New residential and some new business development in townships create additional demand for community facilities. In some townships, this demand can be met by existing, under-utilised facilities. In other townships, additional facilities will be needed.

Any person can request a plan change to rezone land for new residential or business development at, almost, any time. Therefore, parties providing community facilities must be consulted about effects of extra residents on community facilities; and how any new or upgraded

facilities can be provided, in ways that are consistent with the other objectives and policies of the District Plan. The Council requires this information to be submitted with plan change requests to rezone land. Council does not require the applicant to provide the additional community facilities. Development contributions towards community facilities are taken under the LTP Development Contribution Policy.

Methods

District Plan Policy

- To assess plan change requests to rezone land for new residential or business areas, to ensure adequate facilities are available

LTP

- Development Contribution Policy

Policy B2.3.2

Encourage community facilities to be located in areas where they are easily accessible to residents, including in Living zones, provided any adverse effects on the environment can be avoided, remedied or mitigated.

Explanation and Reasons

Community facilities should be located on sites which are easily accessible to residents, including children and people with impaired mobility. Therefore they need to be safe and easy for pedestrians and cyclists to access; and have car parking close by. Community facilities are encouraged to locate in Living zones, provided any effects are compatible with residential amenity values.

Method

District Plan Rules

- Community facilities that comply with effects-based rules can locate in a zone as a permitted activity.

Policy B2.3.3

Encourage community facilities to be designed and formed:

- **To be easily accessible for people with impaired mobility and children;**
- **With regard to personal safety; and**
- **To be cost effective (where local government funding is involved); and**
- **To utilise buildings with heritage values where possible and appropriate.**

Explanation and Reasons

Community facilities need to be accessible and 'safe' for residents to use and enjoy them. They also need to be cost effective for the Council (and thus ratepayers) to maintain. Cost effective does not mean 'cheapest'. It means 'the best value for ratepayers money'.

The location, shape and landscaping features of grounds; night lighting; and surrounding land uses are all factors that influence how accessible and safe community facilities are and how much they cost to maintain.

Utilising heritage buildings for community purposes aids the long term conservation and retention of heritage sites in the District where this is possible and appropriate.

Methods

District Plan Rule

- Subdivision: Council retains discretion over the location, design and layout of reserves to vest in the Council.

Asset Management Plan

- Design, layout and management of community facilities vested in the Council.

Advocacy

- Encourage other organisations which provide community facilities to think about personal safety and accessibility in their design and location.

Policy B2.3.4

Avoid locating community facilities on the opposite side of Strategic Roads or railway lines, from the main residential area(s) in a township, unless a safe access route is provided between areas, for motorists, pedestrians and cyclists.

Explanation and Reasons

When community facilities are located on the opposite side of a main road or a railway line from the main residential area in a township, the following adverse effects can occur:

Access can be difficult or dangerous, especially for pedestrians or cyclists.

Congestion from vehicles parking and manoeuvring can reduced traffic safety and impede traffic flow along the road.

Strategic Roads are listed in Part E, Appendix 7.

In some townships community facilities are already located on the opposite side of a Strategic Road or railway line from the main residential area. Policy seeks to avoid exacerbating existing problems and creating additional ones. In some cases, potential adverse effects may be avoided or mitigated by creating safer access over Strategic Roads to community facilities such as a controlled intersection.

Methods

District Plan Policies

- To assess plan change requests to rezone land for new residential or business areas

District Plan Rules

- Access onto a Strategic Road
- Car parking

Asset Management Plans

- Location of new reserves and other community facilities vested in the Council

Advocacy

- With other authorities

Policy B2.3.5

Recognise existing community facilities as part of the environment when assessing effects of any proposed changes to the facility.

Explanation and Reasons

Most townships in Selwyn District have a mix of residential and business activities, and community facilities. The activities are not separated into different zones or areas. In many cases there is no need to separate the activities, because they do not adversely affect each other. The District Plan contains several policies that recognise this land use pattern and require it to be taken into account when the consent authority considers resource consent applications for changes to business activities and community facilities in Living zones (see Part B, Section 3.4, Policy B3.4.8).

Lawfully established community facilities are part of the existing environment. Only the environmental effects of changes to a community facility should be considered, not environmental effects as if the whole community facility is a new activity.

Method

District Plan Policy

- To assess resource consent applications for activities that do not comply with the rules for permitted activities or with section 10 of the Act – Existing Uses.

Policy B2.3.6

Encourage co-locating community facilities where appropriate.

Explanation and Reasons

Co-locating community facilities may have the following benefits:

- Reducing potential effects on residential amenity values by reducing the area where residential activities and community facilities share boundaries.
- Shared car parking facilities, access and roading design to reduce traffic effects.
- Facilitating multiple use of community facilities and “one stop” services for people using more than one facility.

Co-locating community facilities may be inappropriate if:

- The facilities adversely affect one another.
- The site is inappropriate for community facilities in the first instance and the consent authority does not want to encourage more people, traffic or buildings in the area.
- The facilities should be spread throughout the township to benefit residents, e.g. neighbourhood reserves.

- The facilities create greater benefits if spread throughout the township.

Methods

Advocacy

- Promote co-location of community facilities as opportunities arise

District Plan Rule

- Allow community facilities to share car parking requirements when the facilities are unlikely to be available or used during overlapping times. See Part E, Appendix 13.

Policy B2.3.7

Facilitate multiple use of individual community facilities, where appropriate.

Explanation and Reasons

Compared with metropolitan centres, townships in Selwyn District are small. Many townships have under-utilised community facilities. In other cases, the same land area or buildings may be able to be used for more than one purpose. Multiple use includes: using one facility for a variety of uses; or sharing facilities between townships or communities.

The multiple use of community facilities, including reserve areas, can have the following benefits:

- Reduced costs for the communities and developers in providing separate land areas or money for duplicate facilities.
- Reduced costs to communities for ongoing maintenance and renewal of duplicate facilities.
- More efficient use of land or buildings, especially existing, under-utilised facilities.

The “efficient use and development of natural and physical resources” is a matter the Council must have particular regard to, under the Act (section 7(b)).

Multiple use of community facilities may be inappropriate in some cases. For example:

- If the uses are not readily compatible.
- The facility is too far away to be easily accessible for a community.

The organisation owning the community facility makes the final decision as to whether the land or building may be used for more than one purpose. Policy B2.3.7 recognises that multiple use has benefits. Therefore, the District Plan does not prevent it from happening, except where necessary to address an adverse effect.

Methods

Advocacy

- Promote multiple use of community facilities as opportunities arise.

Asset Management Plans

- Identify opportunities for multiple use of community facilities and reserves vested in the Council.

RESERVES

Policy B2.3.8

Ensure residents in Selwyn District have access to sufficient reserve areas to meet their needs for space for active and passive recreation.

Explanation and Reasons

Providing reserves when land is subdivided or used for new residential or business development serves two purposes:

- Providing areas for recreation; and
- Reducing the visual effects of new buildings by maintaining some green ‘open space’ areas.

Policy B2.3.8 addresses the first issue. Part B, Section 4.1 – Residential Density, Policy B4.1.10, addresses the second issue. Part B, Section 2.1, Transport Networks, Policy B2.1.20 provides for walkways and cycleways in townships, as part of the transport network.

Most townships in Selwyn District have substantial reserve areas. These may include local neighbourhood reserves serving parts of a township and larger domains and sports facilities serving both the township and its surrounding rural area.

Method

LTP

- Development Contribution Policy

Policy B2.3.9

Facilitate public access along rivers and streams in and adjoining townships, where:

- **Such access is likely to provide a beneficial community facility; and**
- **It will not adversely affect the natural character, or ecological or cultural values of the waterbody; and**
- **There is no risk to public health or safety.**

Explanation and Reasons

Section 230 of the Act provides for councils to take land to create esplanade reserves for public access along waterbodies, when land adjoining the waterbody is subdivided. Creating esplanade reserves must be allowed for by a rule in the Plan. If the allotments created are larger than 4 hectares, compensation must be paid.

There are rivers and streams within or adjoining existing townships in Selwyn District where esplanade reserves may be required when land is subdivided. The townships which adjoin rivers and streams are Arthur’s Pass, Hororata, Lincoln, Tai Tapu and Whitecliffs. In the past, esplanade reserves have not always been required as part of subdivisions adjoining rivers and streams in these townships. This is for the following reasons:

- Public access along the Bealey River is already provided through Arthur’s Pass National Park

- In previous subdivisions the Minister of Conservation has rejected the need for esplanade reserve along the Hororata River/Cordy's Stream at Hororata.
- There is an unformed legal road along the Halswell River which may serve the purpose of an esplanade reserve in some instances.
- An esplanade reserve in the area of the Waikirikiri/Selwyn River is unlikely to provide practical public access along the river.

If these townships expand in the future, or if other townships expand to adjoin waterbodies, it may be appropriate to take, as part of the plan change, land for esplanade reserve, in accordance with Policy B2.3.9 – for example, any expansion of Coalgate or Glentunnel south to adjoin Waikirikiri/Selwyn River. Alternatively the provisions for esplanade strips may be used to provide some public access.

When creating an esplanade reserve or an esplanade strip with public access, the Council shall consider:

- Demand – is there likely to be demand to use this facility, which justifies the cost to ratepayers of providing and maintaining it?
- Practicality and Safety – is there public access to the esplanade reserve or strip and will the reserve or strip be located on terrain that can be traversed? For example, an esplanade reserve on a river terrace several metres above the waterbody may not give real public access to it.
- Conservation Values – will public access to the area disturb significant areas with ecological values?
- Cultural Values – will public access to the area disturb sites of cultural importance to tāngata whenua or provide access by tāngata whenua to waahi tapu, waahi taonga and Mahinga kai sites of significance?

At Lincoln, the Council will encourage the taking of reserves on the L1 Creek between the existing township boundary and Boundary Road if this area is ever developed for residential purposes. In this area the L1 Creek is too narrow to take esplanade reserves under the RMA Financial Contribution process so reserve provision would be considered under the LTP Development Contribution Policy process.

Methods

District Plan Policies

- To assess the need for rules for esplanade reserves in plan change requests to rezone land

District Plan Rules

- Esplanade Reserves and Esplanade Strips

LTP

- Development Contribution Policy

COMMUNITY FACILITIES (AND RESERVES) — ANTICIPATED ENVIRONMENTAL RESULTS

The following environmental outcomes are expected to result from implementing Section B2.3:

- Community facilities keep pace with the growth of townships, where necessary.
- Community facilities in townships are located in places which are accessible to residents, including children and people with impaired mobility.
- New community facilities do not adversely affect residential amenity values or the safe and efficient operation of Strategic Roads or railway lines.
- More use is made of existing, under-utilised community facilities.
- Clustering of community facilities in one area in some townships.
- A range of uses of community facilities and reserve areas.
- Existing residents do not pay twice for the costs of community facilities which they have already funded.
- Each township has a reserve area, to meet the recreational needs of residents.
- Public access is provided along main waterbodies that adjoin townships, where it is likely to create a useful community facility.

COMMUNITY FACILITIES (AND RESERVES) — MONITORING

See Part E, Appendix 1.

B2.4 WASTE DISPOSAL – ISSUE

- **Adverse effects on the environment from the generation and disposal of waste.**

What is Waste?

Any activity which involves using resources is likely to produce waste. Waste is a difficult term to define, but includes:

“Any material which has been discarded as spent, useless, worthless, or in excess.”

Waste may be solid, liquid or gaseous. It includes containers to hold liquid or gaseous waste; and may include toxic substances – known as hazardous waste.

Waste in Selwyn District

The most common forms of waste in Selwyn District are:

- Household rubbish and garden waste;
- Hardfill;
- Sewage and septic tank sludge;
- Animal effluent and offal;
- Crop residue and horticultural waste;
- Containers of hazardous substances – particularly agricultural chemicals; and
- Sawdust.

The District does not have large quantities of waste from industrial or manufacturing activities. Most waste in Selwyn District is disposed on to land: either in landfills or spread on to land (animal effluent and treated sewage). Landfills operate at: Killinchy; Hawkins; Springfield and Springston (hardfill and garden waste only). Household waste collected by the Council contractors is disposed of to landfill.

All townships in the District have a solid waste collection service at the gate. Exceptions are Arthur's Pass, Castle Hill and Lake Coleridge Village, where town skips are used. Twenty percent of households in the District do not have access to the Council's refuse collection service. These households are located in the Rural Zone. Issues associated with the disposal of waste from these households are addressed in the Rural Volume of the Plan.

Several townships have reticulated sewage treatment and disposal systems: Arthur's Pass (Sunshine Terrace); Castle Hill; Doyleston, Lake Coleridge Village; Leeston; Lincoln; Prebbleton; Rolleston; Southbridge, Springston and Tai Tapu.

At the time of writing, options are being investigated for reticulated sewage treatment and disposal at Southbridge. Sewage from Lincoln; Prebbleton; Springston and Tai Tapu is pumped into Christchurch, where it is treated and disposed of at the Bromley Treatment Station.

The District has septic tank sludge disposal sites at: Bleakhouse Road, near Tramway Road; Derretts Road/Ardlui Road (Hororata). Sawdust is disposed of at Hororata and Darfield. Animal effluent, treated sewage and other composted organic matter is spread on to land on many sites in the Rural Zone. There are no facilities for the collection, storage or disposal of hazardous substances in the District.

Issues with Waste Disposal

Issues associated with waste disposal in Selwyn District are described below:

Facilities

A lack of appropriate facilities for disposing of some waste, such as: hazardous substances. The Council has facilities for sludge from campervan and caravan toilets at, but not limited to, Springfield (Kowhai Pass Domain), Rakaia Gorge Bridge, Glentunnel Holiday Park and Rakaia Huts Campground.

Effects

Effects on the environment from disposing of waste include:

- contaminants leaching into groundwater;
- creating unstable or contaminated land;
- odour, vermin or litter; and
- effects on the aesthetic or amenity values of areas around disposal sites.

Tāngata Whenua

The disposal of waste and its associated effects is an important issue for Tāngata Whenua. Particular concerns include the contamination of waahi tapu, waahi taonga and mahinga kai sites through:

- disposal of human and animal effluent (treated or untreated);
- stormwater;
- industrial discharges;
- chemical/poison disposal or storage;
- refuse disposal and leachate;
- abattoir/offal disposal.

Costs

To reduce effects on the environment, waste has to be treated and disposed of more carefully than in the past. This costs more. Many older landfills and sewage schemes in New Zealand need to be replaced or upgraded to meet higher standards for protecting our environment. In Selwyn District the costs, per person, of treating and disposing of waste are greater than in larger metropolitan areas because the District's population is settled in numerous, small, scattered townships and over a rural area, rather than concentrated in one area.

After-Care of Disposal Sites

Any site used to treat or dispose of waste may become contaminated due to the type or concentrations of material disposed on to the land. Pits or landfills may also be unstable, depending on how they have been filled, and whether the fill material is likely to rot or settle. Contaminants may be leach into groundwater as material continues to decompose. When a site ceases to be used for disposal of waste, the site and any future use of it need to be managed to mitigate these ongoing adverse effects.

Managing Waste Under the Act

Generating and disposing of waste are issues under the Act for two reasons:

- Any adverse effects of disposing of waste on the environment must be addressed under section 5(2)(c) of the Act.
- The rate at which waste is produced may be an issue in relation to sustaining the potential of resources to meet the reasonably foreseeable needs of future generations under section 5(2)(a) of the Act.

District and Regional Councils have functions in relation to waste disposal under the Act.

- District Councils manage effects of land uses on the environment (section 31(1)(b));
- Regional Councils control discharges of contaminants into air or water and on to land, and control land uses which affect water quality (section 30).

District Councils also have a duty to prepare and implement a Waste Management Strategy and a Waste Management Plan under the Local Government Act 1974 and to promote effective and efficient waste management within their Districts. The Council adopted a Solid Waste Management Strategy in 1997 and a Solid Waste Management Plan in 1998. The Council has also adopted a policy of 'Zero Waste to Landfill by 2015'. Plans for the establishment of a Resource Recovery Centre to serve the whole District are underway. This is a major step in working towards achieving zero waste to landfill by 2015 and achieving effective, efficient and environmentally sustainable waste management within the District.

WASTE DISPOSAL – STRATEGY

The Township Volume of the District Plan uses the following basic strategy to address issues associated with waste disposal.

Focus

- The District Plan focuses on addressing environmental effects of waste, irrespective of its source, type or who is disposing of it.
- How the Council chooses to dispose of the waste it collects, such as using the Regional Landfill, is addressed in the Waste Management Strategy (1997) and Waste Management Plan (1998).

Waste Generation

- The Plan encourages initiatives to reduce waste; and
- Requires high waste generating activities to have a waste minimisation and disposal plan.

Waste Disposal

- The Plan recognises the special interest of local rūnanga in this issue.
- Policies and rules manage waste collection and storage in townships, to protect amenity values.
- Waste treatment and disposal is inappropriate in townships (except in some special cases).
- Policies and rules to protect people from effects of contaminated or unstable sites used to dispose of waste in the past.

NOTE: Waste disposal in rural areas is addressed in the Rural Volume of the Plan.

WASTE DISPOSAL — OBJECTIVES

Objective B2.4.1

People's awareness of the environmental effects of producing and disposing of waste, is increased.

Objective B2.4.2

Adverse effects on the environment from the collection, treatment, storage or disposal of waste are reduced.

Explanation and Reasons

There is a direct relationship between the amount of waste people generate, and potential effects of disposing of it. Objective B2.4.1 aims to increase people's awareness of the environmental 'costs' or issues associated with generating and disposing of waste. Many of the factors which influence how much waste people generate cannot be controlled through the District Plan. However, the Plan has a policy to encourage initiatives to reduce the amount of waste people generate.

Objective B2.4.2 is to ensure that adverse effects on the environment from waste collection, storage, treatment or disposal are reduced. Generally, townships are inappropriate areas for treating and disposing of waste, due to section sizes, population density and the amenity values residents expect. Waste may be collected and stored, under conditions that protect amenity values. This is managed through policies and rules in the District Plan. Similarly, in some areas and under some conditions waste may be treated and disposed of without adverse effects. For example, on-site effluent treatment and disposal; composting household scraps and green waste; or small scale incineration in Business 2 Zones and the Business 3 Zone. Disposing of waste by applying it on to land is usually inappropriate in townships.

WASTE DISPOSAL — POLICIES AND METHODS

Policy B2.4.1

Promote initiatives to reduce waste generated in the District and to reuse or recycle goods.

Explanation and Reasons

The amount of waste generated by people has a direct effect on the quantity of waste that needs disposal. Waste quantity affects the standard of treatment needed and the number and size of treatment and disposal facilities. The Council's Waste Management Plan 1998 discusses options for encouraging reductions in waste disposal using the Council facilities. Options include: charging for solid waste collection based on quantity; and requiring activities which generate large amounts of solid waste to have a waste minimisation and disposal plan.

Methods

Waste Management Plan

- Waste disposal charges

- Options to reuse, recycle or sort waste collected in Selwyn District
- Access to recycling facilities

District Plan Rules

- Waste disposal
- Waste minimisation and disposal plan for 'high' waste producers.

Advocacy

- Promote, support and lobby for waste reduction initiatives
- Council policy of 'Zero Waste to Landfills by 2015'

Policy B2.4.2

Ensure that residents in Selwyn District have access to appropriate waste treatment and disposal facilities for the types of waste produced in the District, including but not limited to those facilities for disposing of hazardous substances.

Explanation and Reasons

Policy B2.4.2 has two aims: to ensure Selwyn's residents have access to facilities to dispose of the various types of waste that they generate; and to ensure those facilities treat and dispose of waste with minimal effects on the environment. The Council initiated Resource Recovery Park at Rolleston provides facilities for the collection and some treatment of waste and also provides a facility for the collection and temporary storage of hazardous waste. In addition, some traditional methods of disposing of other forms of waste are no longer appropriate, as the law requires and people expect higher standards of environmental care and respect for the values of different groups in the community. For example, dumping in old landfill sites in or near gravel riverbeds; and discharging effluent into water, are often no longer appropriate waste disposal methods. Providing access to and promoting provisions for region-wide facilities is encouraged.

Methods

Advocacy District Plan Policy

- Work with Environment Canterbury and other territorial local authorities to develop regional facilities for the disposal of hazardous substances.

Waste Management Plan

- Look at further options for disposal facilities for toilet sludge from campervans/ caravans.

Policy B2.4.3

Ensure any services or facilities for collecting or storing of waste in townships protect the amenity values of the area.

Policy B2.4.4

Ensure land rezoned for new residential or business development has a regular solid waste collection and disposal service available to residents.

Explanation and Reasons

Waste produced in townships, particularly solid waste, needs to be stored until it is collected for treatment and disposal. The most common activity is the storage of waste from households or businesses on-site until it is collected. Some business and community facilities have central collection bins for cans, rags and other waste that may be reused or recycled. These activities are part of townships and do not have adverse effects, provided the waste is properly contained and regularly collected.

Methods

District Plan Rules

- Waste Storage and Disposal
- Subdivision

District Plan Policies

- To assess plan change requests to rezone land for new residential or business development.

Policy B2.4.5

Avoid treating or disposing of solid waste in townships, unless any adverse effects, including effects on amenity values are minor; and minimise adverse effects on the environment from disused waste treatment or disposal sites.

Explanation and Reasons

The density of residential and business activities in townships and the amenity values of people residing in townships makes them generally unsuitable areas to treat or dispose of waste. There may be some exceptions where effects will be minor, such as: composting of household scraps and on-site effluent treatment and disposal in some townships. In Business 2 Zones and the Business 3 Zone, small-scale waste incineration or composting may have only minor effects. This depends on the scale and nature of the operation and surrounding land uses. Therefore, it is managed through a resource consent for a discretionary activity.

Areas in and around townships that are identified in the Plan as being prone to natural hazards (for example, flooding or other forms of unstable land) are also generally inappropriate areas to locate large scale facilities for the treatment or disposal of municipal refuse or reticulated sewage, unless the facility will not be adversely affected by such hazards (see Part B, Section 3.1 – Natural Hazards).

After a site has been used to dispose of waste, it may have contaminated soil or be unstable, if it has been filled. Policy B2.4.5 ensures that such sites are managed as potentially contaminated or unstable sites until they are demonstrated to be otherwise.

Method

District Plan Policy

- Waste Disposal
- Hazardous Substances
- Natural Hazards

- Discretionary Activities
- Non-complying Activities

Policy B2.4.6

Recognise that the tāngata whenua have a particular interest in the treatment and disposal of waste; and ensure appropriate consultation is undertaken with them on this matter.

Explanation and Reasons

Part of promoting sustainable management of natural and physical resources, protecting all persons exercising functions and powers under the Resource Management Act 1991 shall recognise and provide for matters of national importance, including:

“The relationship of Māori and their culture and traditions with their ancestral lands, water, sites, waahi tapu and other taonga (section 6(e)).”

When the Council is responsible for establishing facilities for waste treatment or disposal, the Council invites representatives from local rūnanga to participate from the early investigation stages. Where facilities are being established by another party, the Council strongly encourages that party to consult with local rūnanga over the proposed activity. The Council, as the consent authority, will also consult with local rūnanga when it receives a resource consent application to establish a facility for treating or disposing of waste.

Methods

Advocacy

- Promote consultation with local rūnanga in the initial stages of investigating waste treatment and disposal options.

Resource Consents

- Ensure local rūnanga are identified as potentially affected parties in any resource consent application to establish waste treatment or disposal facilities, where adverse effects on water, land or sites of special value to the tāngata whenua may result.

Asset Management Plans

- Invite local rūnanga to participate in any projects the Council undertakes to establish or upgrade waste treatment or disposal facilities.

Policy B2.4.7

Regard any land used to treat or dispose of solid waste or to spread effluent as a potentially contaminated site, until it is tested.

Explanation and Reasons

Land used to dispose of waste or to spread effluent or treated sewage, may be contaminated due to the concentrations or mix of material deposited on to the land over time. Therefore, any site which is used for these purposes shall be identified in the Council’s Register of possibly “Contaminated Sites” until it is tested and certified as not being contaminated. (Refer to Part B, Section 1.1 – Land and Soil, for provisions for managing contaminated land.)

Methods

District Plan Rules

- Contaminated Land

Information

- Record on LIMs sites known by the Council to be used to dispose of waste in the past

Advice

- Encourage people who own “possibly contaminated” sites to have them tested for contamination and land stability, if the site area has been filled.

Policy B2.4.8

Consider the taking of bonds or other mechanisms to cover any costs of managing adverse effects from sites used to treat or dispose of waste, when the site is established.

Explanation and Reasons

As discussed under B2.4 Waste Disposal – Issue, sites used for the treatment or disposal of waste often require ongoing management of effects, after the use of the site ceases. This is particularly so for landfills where waste may continue to break down and ‘settle’ for many years.

Policy B2.4.8 allows the consent authority to consider conditions on resource consent applications for: the continued management of effects from waste disposal sites after the use has ceased; or any unforeseen effects. This may include costs of continued management of a site if the organisation involved runs out of money or otherwise disbands.

Method

District Plan Rules

WASTE DISPOSAL – ANTICIPATED ENVIRONMENTAL RESULTS

The following outcomes are expected to occur as a result of implementing Section B2.4:

- The costs associated with the sustainable management of all types of waste are likely to increase.
- More programmes in the District to reuse and recycle goods.
- Access, in the District, to facilities for treatment and disposal of hazardous substances and sludge from campervan/caravan toilets.
- The amenity values of the District are not adversely affected by waste collection, storage, transport or disposal.
- Waste treatment and disposal facilities that have less impact on the environment than in the past, with a preference for disposal to land.
- Waste treatment and disposal methods are not offensive to tāngata whenua.

WASTE DISPOSAL – MONITORING

Please refer to Part E, Appendix 1

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4 GROWTH OF TOWNSHIPS

B4.1 RESIDENTIAL DENSITY — ISSUES

- **The need for a range of section sizes and living environments in Selwyn District, while maintaining the spacious character and amenity values of townships.**

What are the Issues?

In a survey of township residents carried out by the Council (November 1998 and April 1999) respondents consistently identified that larger section sizes than those found in Christchurch City and the corresponding impression of “spaciousness”, as important. Many respondents also suggested the existing District Plan did not make sufficient provision in townships for either:

- Flats and small sections; or
- A range of section sizes.

As lifestyles change and the population ages, not all people want or can manage a large section. At the same time, the amenity values associated with larger sections and spaciousness have been identified by people in several forms as an important part of the character of the small rural towns in Selwyn.

Part of promoting sustainable management of natural and physical resources involves both:

- Enabling people and communities to have the living environments and section sizes which suit their needs; and
- Maintaining the spacious character and amenity values of townships.

How a new residential area is designed, the layout and size of sections, and access to open space and outlooks affect how pleasant the place is to live in. For example, if a residential area does not include enough open space or reserve areas and has small section sizes, it will create more of an impression of being a ‘built up’ or ‘metropolitan’ area, than one that has more open space and larger section sizes.

If a township has a local stream or river, public access along that waterbody may enhance the amenity values of the new residential area. Trees, bush, and pasture often add to the amenity values of a township, even when they are on private land. The loss of pasture land is inevitable if the area is used for residential development, but it may be possible to retain trees or bush areas as part of the new residential development. The LTCCP Development Contribution Policy allows for consideration of retained trees and vegetation as a credit towards development contributions for reserves.

There is an identified demand for rural residential sections, particularly within the commuter belt of the District with Christchurch City. There has also been an increase in the use of 4ha rural allotments provided for under the Rural (Inner Plains) Zone for rural residential lifestyle living rather than rural purposes. It is recognised that a managed amount of rural land should be rezoned to rural residential densities to provide diverse living environments and promote housing choice, but that this should only be provided through a comprehensive plan change process where all potential adverse effects can be assessed, along with the location’s consistency with Chapter 6 of the Canterbury Regional Policy Statement and the adopted Selwyn District Council Rural Residential Strategy 2014.

This section addresses issues relating to residential density: section sizes; site coverage; and open space; as part of residential growth in townships. Part B, Section 4.2 deals with subdivision of land and Part B, Section 4.3 deals with areas for new residential or business development in the District. Part B, Section 4.4 addresses financial contributions.

RESIDENTIAL DENSITY – STRATEGY

The Township Volume of the District Plan uses the following basic strategy to address issues of residential density:

- Zones used to provide for living environments with differing residential density.
- Existing residential areas have a similar density in the new plan, to the existing density. The residential density in new Living zones or undeveloped Living zones (Living X), together with the Living WM Zone, is determined by the subdivider, but is not more dense than the density in the Living 1 Zone for the township. The exception is in Living Z zones and Medium Density areas where greater densities are anticipated. These areas are subject to additional regulatory controls which will ensure high quality urban design outcomes to maintain the amenity of the towns.
- The Plan provisions provide for a range of section sizes in Living zones by having an average lot size, not a minimum.
- Spaciousness is managed through site coverage (small section/small house; large house/large section).
- Increased site coverage for smaller sections and flats is allowed in Living 1 Zones for a percentage of sections. The percentage is managed through a resource consent, to keep overall spaciousness.
- Density in Living 2 and 3 Zones is kept low thus reflecting the rural character by maintaining a sense of open space, panoramic views and rural outlook.
- There is no limit on building density and site coverage in Business 1 Zones, with the exception of the Business 1 Zone bounded by State Highway 1, Rolleston Drive and Dick Roberts Place and the Business 1A Castle Hill Zone.
- Open space areas are provided to mitigate effects of building density.

RESIDENTIAL DENSITY – OBJECTIVES

Objective B4.1.1

A range of living environments is provided for in townships, while maintaining the overall ‘spacious’ character of Living zones, except within Medium Density areas identified in an Outline Development Plan where a high quality, medium density of development is anticipated.

Objective B4.1.2

New residential areas are pleasant places to live and add to the character and amenity values of townships.

Explanation and Reasons

To enable people and communities to provide for their well-being, the District Plan provides for a range and variety of section and house sizes in existing townships. Overall, larger section sizes than those found in Christchurch need to dominate townships, to maintain spaciousness thus reflecting something of the rural character by a sense of open space, panoramic views and rural outlook that attract residents to these townships. The market is the best determinant of the range and variety of section and house sizes that should be provided – what people choose to meet their needs. This includes alternative housing forms such as comprehensive residential development provided the spacious character and amenity values associated with adjoining and surrounding low density living environments are maintained. The role of the District Plan is twofold:

- To set ‘bottom lines’ or base requirements to maintain the overall spacious character.
- To ensure there are not any unnecessary rules or regulations that stop people from choosing the appropriate section or house sizes they want.

The plan sets these ‘bottom lines’ through policies and rules for average allotment sizes and for site coverage.

For some locations in and around townships, a low density Living 2 environment, which result in a compact town form and is consistent with preferred growth direction for townships, may be appropriate. Such a low density residential area will add to the range of living environments within the District.

Medium Density areas are to be identified in Outline Development Plans to provide for anticipated population growth within a consolidated urban area and provide choice and opportunity for a variety of housing types. The provision of medium density areas will result in a more urban character that is nonetheless anticipated to provide a high quality living environment, albeit with a less spacious character than the typical low density environments that currently exist. Any new living zones shall be consistent with the General Policies, Town Form policies and any relevant Specific Township policies by which all plan change requests are judged.

At some locations around townships, a low density Living 2 environment may be appropriate on the edge of towns. Within such low density living environments particular regard should be had to reducing the potential for reverse sensitivity by increasing the size of allotments at the rural interface, reducing the number of people exposed to potential reverse sensitivity effects and in turn providing an appropriate buffer between the rural area proper and the more concentrated township areas.

Any Living 3 Zone being a rural residential zone shall be located beyond the ‘urban limits’ but where it can be economically provided with reticulated sewer and water supply, and appropriate stormwater treatment and disposal. The Living 3 Zone will have regard to providing a visual transition area between the ‘urban area’ and the rural area which exists beyond townships by incorporating certain design elements of rural character, which are common in rural settings so the land is visually set apart from the neighbouring urban area.

New residential areas should be attractively laid out, with allotments of an appropriate shape to build a house, and with access to sunlight. As well as functional utilities, new residential areas need some open space, plantings and landscaping to make them aesthetically pleasing. Objective B4.1.2 is to ensure future residential areas maintain the current attractive layout of Selwyn’s townships. For low density Living 2 and 3 Zones, the careful consideration and application of design treatment to such matters as road formation, kerbs, letterboxes, power supply, entry treatment, fencing, landscaping, lighting and the like will ensure the retention of open, spacious rural character. The market can be relied on to achieve this to a certain extent – many people won’t buy sections in an unattractive area. However, not all people have the money to choose allotments in more attractive subdivisions. The District Plan provisions set some “bottom lines” to ensure all new residential areas achieve a standard of aesthetic appeal.

RESIDENTIAL DENSITY – POLICIES AND METHODS

Policy B4.1.1

- (a) **Provide for a variety of allotment sizes for erecting dwellings in Living 1 Zones, while maintaining average section size similar to that for existing residential areas in townships, except within the Living Z Zone, including any Medium Density area identified in an Outline Development Plan where a higher density of development is anticipated.**
- (b) **Facilitate development in the Living 1A6 Zone in Prebbleton where it is consistent with the density provisions of the Regional Policy Statement, and is compatible with the form and character of development in adjacent Living zones, with a particular emphasis on maintaining residential lots of not less than 1,000m² along the common boundary of the Kingcraft Drive Existing Development Area.**

Explanation and Reasons

Policy B4.1.1 (a) and associated rules allow for a variety of section sizes when land is subdivided to erect dwellings in Living 1 Zones, provided small sections are balanced with larger ones. This keeps residential density more spacious than in Christchurch City. However, in the Medium Density areas identified on Outline Development Plans, developments are encouraged to accommodate anticipated urban growth, retain a compact urban form, and provide for housing diversity through a higher residential density. Subdivision rules include an average section size for each Living zone. The rules allow for a smaller average section size for flats or townhouses. The number of these allotments in each zone is controlled through the resource consent process or through an Outline Development Plan. There is no average section size in Business zones.

Policy B4.1.1 (b) also requires development of the Living 1A6 Zone to be consistent with the density provisions of the Regional Policy Statement, whilst having regard to the form and character of development of the adjacent living zones. This is to ensure development proceeds in a sustainable and compact manner, without adversely impacting on the 'spacious' character of existing development in the vicinity of the site.

Methods

District Plan Rules

- Subdivision (Living zones)

Policy B4.1.2

Maintain Living 2 and 3 Zones as areas with residential density which is considerably lower than that in Living 1 Zones.

Explanation and Reasons

Living 2 Zones replaced rural-residential zones in the Transitional District Plan, where these zones adjoin townships. Average section sizes in these zones vary from 0.5 to 1 hectare. Roads and other utilities have been designed for a population of that density to reflect the sense of open space and 'spaciousness' anticipated by persons wishing to live in a low density residential environment.

Policy B4.1.2 retains Living 2 and 3 Zones areas with lower residential density than Living 1 Zones. The policy refers to 'considerably lower' which acknowledges that low density living zones be spacious and reflect something of the rural characteristics in which they are located. Currently they are from 6 to 12 times lower. The Council suggests average section sizes would need to remain between 3 and 6 times lower in the Living 2 Zone and between 6 and 10 times lower in the Living 3 Zone than that of Living 1 Zones, to have a visually discernible difference in residential density. If more intensive residential density than this is desired in Living 2 or 3 Zones, the area should be rezoned to another Living zone.

In recent years the Council has received applications from landowners in Living 2 zones to subdivide their sections. The information supplied in those applications and in response to the Council's township surveys (November 1998 and April 1999) suggest that 1 hectare or even 0.5 hectare allotments are larger than necessary to meet at least some of the demand for larger residential sections. However some proposals for further subdivision of allotments in Living 2 Zones have been opposed by surrounding residents, who have purchased properties in that area because the residential density is one house per hectare or 0.5 of a hectare.

Subdivision of land into smaller allotments in Living 2 Zones may be desirable if it:

- Makes more efficient use of the land;
- Enables people to provide for their economic well-being by selling surplus land; or
- Improves the amenity values of the area because allotments are easier to maintain.

When considering adverse effects on amenity values the consent authority should consider that a change in residential density per se, is not necessarily an adverse effect. For example, if people are having difficulty maintaining larger allotments, drains or water races or vehicular accessways, increasing residential density may improve the amenity of the area.

Method

District Plan Rules

- Subdivision (Living 2 Zones)

Policy B4.1.3

Within the Greater Christchurch area of the District covered by Chapter 6 to the Canterbury Regional Policy Statement, to provide for rural residential development through the Living 3 zone and only where located in accordance with the areas shown in the adopted Selwyn District Council Rural Residential Strategy 2014. Elsewhere in the District to allow, where appropriate, the development of low density living environments in locations in and around the edge of townships where they achieve the following:

- **A compact township shape;**
- **Consistent with preferred growth options for townships;**
- **Maintains the distinction between rural areas and townships;**
- **Maintains a separation between townships and Christchurch City boundary;**
- **Avoid the coalescence of townships with each other;**
- **Reduce the exposure to reverse sensitivity effects;**
- **Maintain the sustainability of the land, soil and water resource;**

- **Efficient and cost-effective operation and provision of infrastructure.**

Explanation and Reasons

Low density living zones reflect a desire by some to live on a small holding while undertaking only limited “farming” if desired. It is essentially a life-style rather than occupation and has both urban and rural characteristics. While this form of low density living need not necessarily adjoin an existing township, it must be consistent with the objectives and policies of the District Plan including developing a compact and consolidated township shape, and be consistent with preferred growth options for townships.

It is possible to accommodate this type of residential activity selectively in the District, while minimising the use of versatile soils thereby sustaining the productivity of the District. However, the location and extent of the low density living environment must take account a number of factors including: effluent treatment and disposal (water quality), water supply, accessibility and walkability to community services and facilities, natural hazards, and compatibility with surrounding rural activities.

Low density living environments need to be provided with adequate and safe road access in order to reduce any impacts on the functioning of the roading network, both locally and further a field. Similarly servicing by an acceptable means will be required to adequately dispose of sewage and stormwater to protect the quality of surface and underground waters. An adequate and reliable water supply must also be provided.

In some areas a low density living environment may detract from rural character and amenity associated with a rural area. People who live in rural areas value their sense of open space, panoramic views and rural outlook and low density living development should reflect something of the rural character they are associated with. It is also desirable to avoid coalescence of townships and of townships with Christchurch City. It is appropriate that low density living environments do not result in a blurring of the distinction between the rural, township, and Christchurch City.

Proposals for low density living environments must have regard to compatibility with existing rural and rural related uses, such as intensive livestock production, boarding and keeping of animals, recreational uses, machinery depots and effects from day to day rural activities including noise and smell. Existing rural and rural related activities, while having adverse effects in themselves, may also have their operations duly impinged upon by inappropriately located low density living environments. Effort should be made to reduce the potential for reverse sensitivity effects by increasing lot sizes and reducing the number of people exposed to effects.

Policy B4.1.4

Allow choice in residential density in Living X Zones, provided that it is not more dense than that for the Living 1 Zone(s) in that township.

Explanation and Reasons

Living X Zones are areas zoned for residential development but have not been subdivided yet. Rather than ‘second guessing’ what future demand for residential density shall be, the District Plan provides for the landowner or subdivider to nominate section sizes and other conditions for residential density at the time the land is subdivided. Similarly, if land is rezoned for residential development. Policy B4.1.4 requires residential density to be no greater than the Living 1 Zone for the township to maintain the ‘spacious’ character identified in Objective B4.1.1. Higher density residential areas can be provided for in Business 1 Zones.

Methods

District Plan Rules

- Subdivision (Living zones)

District Plan Policies

- To assess plan changes to rezone land to create new Living zones

Policy B4.1.5

Provide for residential activities in Business 1 Zones at densities which are greater than those in Living 1 Zones.

Explanation and Reasons

The policies and rules for Living 1 Zones allow for some smaller sections and flats or townhouse developments. The numbers are controlled, to avoid cumulative effects on residential density in Living 1 Zones. There are no controls on section sizes, site coverage or numbers of households per site, in Business 1 Zones. These zones have an environment which is more 'built up' and 'busier' with more people and traffic than Living zones. This environment is compatible with dense residential developments such as apartment blocks.

Methods

District Plan Rules

- Business 1 Zone

District Plan Policies

- To assess plan change requests to rezone land for new residential development

Policy B4.1.6

In Living 1, X Zones and Medium Density areas identified in an Outline Development Plan in Living Z zones, allow site coverage to exceed that for permitted activities, provided any adverse effects on the overall residential density of the area are avoided, remedied or mitigated.

Policy B4.1.7

Maintain the area of sites covered with buildings in Living 2 Zones, at the lesser of 20% or 500m² and in the Living 3 Zone at the lesser of 10% or 500m², unless any adverse effects on the spacious character of the area will be minor.

Explanation and Reasons

Site coverage is the ratio of building area to land area on a site. It is site coverage, not section sizes, that affects how 'built up' an area looks. For example, a small house on a small section may look more 'spacious' than a large house on a large section.

The site coverage rules for Living 1 and X Zones maintain the “status quo” for residential areas. Policy B4.1.6 allows site coverage to be exceeded on allotments in these zones, and also within Medium Density areas identified in an Outline Development Plan in Living Z zones, to make provision for flats and large houses on small sections. The number of sections on which site coverage is exceeded and the extent is managed through the resource consent process, to avoid cumulative adverse effects on the overall residential density of the area.

Adverse effects on residential density may be addressed in several ways: For example: the small number of sites on which site coverage is exceeded; high site coverage is offset by low site coverage on surrounding lots; or the area already has high residential density and has lost its ‘spacious’ character; or in the case of Medium Density areas a higher density of development and a less spacious character is anticipated albeit that opportunities for garden planting, private outdoor living space, and an open and attractive streetscene should still be maintained. Whether exceeding site coverage will have adverse effects may vary between townships and between areas within townships.

Policy B4.1.7 maintains low site coverage in Living 2 and 3 Zones. The very rationale for Living 2 and 3 Zones is to provide a low density, residential area. The policy does include some flexibility to accommodate small increases in site coverage. Any effects on the ‘spacious’ look of the area in Living 1, X and Z zones should be minor. There are no limits on site coverage in Business zones.

A greater level of site coverage has been allowed for in the Living 1 and 2 Zones for emergency services recognising their importance to the community and provides scope for development or redevelopment of such sites. Their limited number will ensure that the character of surrounding areas is maintained.

Method

District Plan Rules

- Site Coverage (Living zones)

Policy B4.1.8

Manage the number of sites with more than one dwelling in Living 1 or X Zones, to maintain the overall residential density of the zone.

Policy B4.1.9

Avoid erecting more than one dwelling per site in low density living (Living 2 and 3) Zones.

Explanation and Reasons

A dwelling is defined in Part D of the Plan.

Policy B4.1.8 restricts the number of sites on which multiple dwellings can be erected in Living 1 or X Zones. This enables some provision to be made for flats/townhouses or a lifestyle village (as a restricted discretionary activity) but manages the number to avoid cumulative effects on residential density.

Provision is made for comprehensive residential development (discretionary activity) on land zoned Living 1A5 in Prebbleton, recognising the unusual characteristics of this area namely; the area is currently occupied by a non-residential activity, surrounded by existing low density residential development, and is located in close proximity to the township centre. The focus is on

site and building design in an integrated and comprehensive manner to achieve a high quality urban environment while maintaining low density character and amenity.

Policy B4.1.9 is to avoid multiple dwellings in low density living (Living 2) Zones. The rationale for these zones is to provide a low density, residential area. There is no restriction on the number of dwellings per site in Business 1 Zones.

Method

District Plan Rules

- Number of Buildings per Site (Living zones)

Policy B4.1.10

Ensure there is adequate open space in townships to mitigate adverse effects of buildings on the aesthetic and amenity values and “spacious” character.

Explanation and Reasons

The provision of land or money for reserve areas has been a long standing requirement upon the subdivision and development of land for residential or business activities. Reserve areas have a dual function of:

- Providing for the needs of residents for outdoor places for recreation, and
- Mitigating against the visual and psychological effects of the loss of ‘open space’ as land is built on.

Therefore reserve requirements vary depending on how dense the new residential area is and whether people have sufficient sized sections that neighbourhood reserves are not needed for recreation. The provision of reserves and esplanade reserves for recreational needs is addressed in Part B, Section 2.3 – Community Facilities (and Reserves).

The provisions to take land or cash for reserve or open space contributions are included in the LTCCP Development Contribution Policy.

Method

LTP

- Development Contribution Policy

Policy B4.1.11

Encourage new residential areas to be designed to maintain or enhance the aesthetic values of the township, including (but not limited to):

- **Retaining existing trees, bush, or other natural features on sites; and**
- **Landscaping public places.**

Explanation and Reasons

Trees, bush and other natural features can add to the amenity values of an area, even if they are on private land. Similarly, simple landscaping of public spaces can improve the aesthetics of an

area. At the same time, any features or areas to vest in the Council need to be cost-effective to maintain.

Policy B4.1.11 is primarily implemented by advocacy. The LTCCP Development Contributions Policy provides a process for taking development contributions for the provision of network and community infrastructure and reserves.

Method

Advocacy

- Encourage initiatives by property developers to promote high standards of urban design

Policy B4.1.12

Discourage high and continuous fences or screening of sites in Living zones that have frontage but no access on to Strategic Roads or Arterial Roads.

Explanation and Reasons

In some cases, sections in Living zones will have frontage on to a road, but are not allowed access on to that road for traffic safety reasons (see Part B, Section 2.1 – Transport Networks). New roads or vehicular accessways are built, as part of the residential development. People often fence or screen the property frontage along the road they cannot have access to. This effect can reduce the aesthetic values of the area, as viewed from that road, and the “feeling” of personal safety for pedestrians and cyclists.

Policy B4.1.12 is to discourage this practice in favour of lower fences and landscaping. The policy is implemented through conditions on consents for subdividing land.

Method

District Plan Rules

- Subdivision

Policy B4.1.13

To ensure that development in Medium Density areas identified in an Outline Development Plan provides a high quality living environment and achieves a good level of urban design, appearance and amenity. Relevant urban design considerations include:

- **That the design of medium density developments is of a high quality, with a good balance of consistency and variety in form, alignment, materials and colour and a sufficient level of architectural detailing;**
- **That residential units provide an open and attractive streetscene through being oriented towards the street or other adjacent public spaces, have low or no front fencing, front facades that are not dominated by garaging but instead have clearly visible pedestrian front entrances and a balanced ratio of glazing to solid walls;**
- **That opportunities for landscaping and tree planting is provided, commensurate with a medium density living environment;**
- **That opportunity for comprehensive developments are provided, including the ability to erect short terraces or share internal side boundary walls;**

- **That medium density developments make provision for adequate, well located and well designed private outdoor living areas;**
- **That internal amenity is provided for occupants through levels of privacy and access to sunlight appropriate to a medium density living environment;**
- **That the appearance of cramped development is avoided by limiting site coverage and ensuring there is open space between houses, duplexes or blocks of terraces, particularly at first floor level.**

Explanation and Reasons

This policy seeks to ensure that medium density housing developments in areas identified on Outline Development Plans are well designed and provide a high level of amenity for residents whilst also providing an attractive and open streetscene.

Encouragement for good design is to be achieved through the use of both rules in the Plan and the preparation and promotion of non-regulatory methods such as medium density and subdivision design guidelines. Such guidelines can identify in broad terms, principles involved in designing compatible buildings, for the benefit of both developers and residents. Within the medium density areas, rules relating to the provision of private outdoor living space, low front fencing, the location of garages, and building and window boundary setbacks, have all been designed to facilitate good quality medium density living environments. The rules also allow comprehensive developments with small average lot sizes to also be assessed against urban design principles to ensure that a good standard of urban design, appearance and amenity is provided, whilst freedom of choice in specific architectural styles is maintained.

The management of buildings to ensure privacy is particularly important in maintaining amenity in higher density development. Windows that look into windows (interlooking) at close distances and windows that overlook private outdoor space of neighbouring properties should be avoided. The plan in general manages these issues by requiring separation distances between windows and balconies above the ground floor and boundaries, with recession plane and boundary setback controls also having a role to play in providing a degree of separation.

Method

District Plan Rules

- Medium Density Design Guide
- Subdivision Design Guide

RESIDENTIAL DENSITY — ANTICIPATED ENVIRONMENTAL RESULTS

The following results should occur from implementing Section B4.1:

- A range of living environments is provided for in townships.
- The spacious character of townships in Selwyn District is maintained.
- Residential density in Living 1 Zones is more spacious than in residential areas in Christchurch, but there are some sections with flats, townhouses or large houses on small sites.
- Medium Density areas are identified in Outline Development Plans to accommodate anticipated population growth and to provide a diversity of housing sizes and types.
- Living 2 Zones are low density residential areas.

- Living 3 Zones are low density rural residential areas.
- Section sizes in some Living 2 Zones may decrease.
- Higher density living areas may develop in the Business 1 Zones of larger towns such as Lincoln and Rolleston.
- Comprehensive residential development achieving high quality urban design that will not adversely impact on surrounding living environments of low density character and amenity.
- Integrated development, in the Living WM zone, achieving high quality urban design whilst also allowing residential growth to occur to meet target household numbers.
- Low density living environments are only created in appropriate locations in and around townships to achieve a compact township shape and maintain the surrounding rural character of the locality.

RESIDENTIAL DENSITY — MONITORING

Please refer to Part E, Appendix 1.

B4.2 SUBDIVISION OF LAND – ISSUES

- **Expectations associated with subdivision.**
- **Effects of subdivision on residential growth and changes in land uses.**
- **Effects of subdivision on town form, transportation and amenity.**

What is Subdivision?

Subdivision is a confusing term, because it has two meanings:

Legally

It is the process whereby areas of land are divided into separate allotments with separate Certificates of Title, which can be sold. Section 218 of the Act defines ‘subdivision’. It includes:

- creating new allotments
- leasing of parts of allotments for more than 35 years; and
- company leases, cross leases and unit titles

Common Language

In common language people refer to a ‘subdivision’ as an area of new residential development, including: the survey of land into allotments; and erecting of new houses and associated infrastructure.

In many townships in the District and in metropolitan centres such as Christchurch City, most new residential development involves subdivision of either:

- rural land on the edge of the town (‘Greenfields’ subdivision); or
- further subdivision of existing residential sections (‘in-fill’ subdivision).

In this plan, subdivision has the meaning set out in Section 218 of the Act, i.e. the legal process of dividing land into separately saleable allotments. New residential development is addressed in Section B4.1 and B4.3.

What are the Issues?

Subdivision, as a legal process, has no physical effects on land or other resources. It simply redefines the legal boundaries of allotments for separate sale. However, land is often subdivided as a primary step for new residential or business development, in townships. It has associated or consequent activities and effects.

Expectations from Subdivision

Town planning in New Zealand has traditionally managed residential development by controlling the subdivision of land. This has two results:

- The popular expectation that if one buys an allotment, one can build a house on it.
- Subdivision rules in district plans focus on subdividing land to build houses and are inflexible for subdivision for other purposes.

Under the Act, District Plan provisions should focus on managing effects of activities on the environment. Some parties argue that District Plans should not control subdivision because it does not have any effects. Effects of residential development should be managed at the land use stage (when houses are built). Subdivision may not have any direct physical effects on land, but it is an integral part of much residential or business development, particularly with regard to matters such as movement connectivity and permeability within and between subdivisions, open space, and the future character of the area. Therefore, the policies and rules relating to subdivision in the Plan, affect residential development in the District. In addition, a separate "Design Guide for Residential Subdivision in the Urban Living Zones" has been adopted by Council which provides guidance as to the sorts of outcomes sought in new subdivisions.

Subdivision – Utilities and Reserves

Most houses and buildings erected in townships need utilities and facilities such as: roads or vehicular accessways, water supply and effluent disposal. These utilities and facilities are shared, - they are not exclusive to each household. Therefore, it is easier and more cost-effective to provide for utilities and facilities for a whole area, before the new allotments are sold.

Installing utilities and preparing land for subdivision can also have adverse effects on the environment, such as: dust from earthworks, noise and vibration, and disturbance of sites of special ecological, heritage or cultural value. These effects are often managed as part of the subdivision process.

Subdivision is the process under which the consent authority can take land for esplanade reserves and esplanade strips, in accordance with rules in the Plan.

The LTP Development Contribution Policy provides a process for taking development contributions for the provision of network and community infrastructure and reserves.

Residential Growth without Subdivision

There are townships in the Selwyn District where residential growth may occur without subdivision. These townships have either:

- Vacant allotments which can be bought and built on; or
- Underlying survey plans which can have Certificates of Title issued for the allotments without any subdivision of the land (section 226 of the Act).

The effects of residential development on these sites and the provision of utilities and facilities need to be managed, even though subdivision is not part of the process.

Subdivision and the RMA

District Councils may control subdivision under the Act (section 31(2)). Land may not be subdivided, unless it is allowed by a rule in a plan or a resource consent (section 11).

Section 106 of the Act restricts the subdivision of land subject where 'natural hazards' may result, even if it complies with rules in the Plan.

SUBDIVISION OF LAND – STRATEGY

The Township Volume of the District Plan uses the following basic strategy to address issues associated with the subdivision of land:

- Subdivision continues to be managed through the resource consent process.
- The Plan has different rules for subdivision, depending on the intended use of the allotment and thus matters that need to be addressed as part of the subdivision.
- The Plan has separate rules for installing utilities and erecting houses which apply whether the land is subdivided or not.
- When land is subdivided for residential growth, the subdivision rules link into the land use rules, to ensure people do not buy allotments unaware that they may not be suitable for building houses.
- Guidance is provided on the sorts of outcomes anticipated through subdivision applications within Living Zones through the "Design Guide for Residential Subdivision in the Urban Living Zones", which sits outside the District Plan.

Subdivision is a restricted discretionary activity. Applications will mostly be non-notified and will not require the written approval of affected parties. This approach allows the Plan to be flexible on matters such as allotment size and supplying utilities, to recognise different purposes for subdividing land. In exchange for this flexibility, the consent authority needs to retain its discretion to decline an inappropriate subdivision application. The rules include clear criteria for approving and declining applications (matters over which discretion is restricted).

Note: Where subdivision of land is proposed within an Outline Development Plan area, as shown on Planning Maps and contained within the Appendices, the provisions of Section 4.3 Growth of Townships are also applicable.

SUBDIVISION OF LAND — OBJECTIVES

Objective B4.2.1

Subdivision of land for various purposes is recognised and provided for.

Objective B4.2.2

New allotments created have appropriate characteristics and facilities for their intended or likely uses.

Objective B4.2.3

The maintenance and enhancement of amenities of the existing natural and built environment through subdivision design and layout.

Objective B4.2.4

That subdivision provides for variety and efficiency in its design, form and function.

Explanation and Reasons

Most subdivision of land in townships in the Selwyn District is to create new allotments to be sold for residential or business development. Subdivision of land for other purposes can occur. For example: to create separate allotments for utilities and reserves; adjusting the boundaries between existing allotments; or cross-leasing of all or part of a building. The Plan provisions for subdivision need to be flexible enough to deal with subdivision for a variety of purposes, efficiently.

Objective B4.2.2 recognises that where land is subdivided for new residential or business development, it is usually more efficient and effective to provide allotments with the utilities and facilities which activities will need at the time the land is subdivided, not when the building is erected. This is particularly so for: reticulated services; access; or subdivision of land in areas where services or utilities may be difficult or unusually costly to provide. Alternatively, some notation must be placed on the Certificate of Title for the new allotment(s) alerting any prospective purchaser to the work that is needed before the allotment may be built on.

Objective B4.2.3 recognises that it is desirable to maintain and enhance the amenity values of areas when subdivision takes place. The particular characteristics (and constraints) of a site often provide opportunities for the creation of development with a “sense of place”. Subdivision design should also pay close regard to important natural features, cultural heritage resources, waterways and public access linkages. The retention of mature existing trees where they form a core part of the surrounding character of the area, should be investigated and encouraged within public spaces and residential areas.

Traditional approaches to subdivision tend to prioritise the movement of vehicles above other movement functions and tend to follow basic design standards within the District Plan e.g. some recent subdivision within Rolleston has created similar sized lots and dwellings with relatively poor connection links for pedestrians and cyclists.

Objective 4.2.4 seeks to provide opportunity and flexibility for developers to express greater innovation, while satisfying the engineering requirements of the Plan. Such matters include

road design and layout, the shape and size of allotments, particularly to allow for low and medium density development within Living Z ODP areas, protection of views, and an open space network within the subdivision to provide good connectivity for pedestrians, cyclists and motorists. Subdivision also provides opportunities for tree planting alongside formed roads and recreation reserves.

SUBDIVISION OF LAND – POLICIES AND METHODS

Policy B4.2.1

Provide for the subdivision of land for uses other than new residential development, in townships.

Explanation and Reasons

New residential development is the most common purpose for subdivision in townships. Sometimes land is subdivided for other purposes, such as: where a house and business are separately funded, or an allotment is to be used for a reserve, utility or vehicular accessway. These activities do not have the same associated effects as subdivision to create allotments for new house sites. They should be assessed under rules which are relevant to their effects.

Method

District Plan Rules

- Subdivision: Boundary Adjustments
- Access, Reserve and Utility Allotments

Policy B4.2.2

Ensure any allotment created by subdivision (including any balance allotment) has the services, facilities and characteristics appropriate to the proposed likely use of the land.

Explanation and Reasons

The subdivision of land and the proposed use of the resulting allotment are two separate activities. However, it does not promote sustainable management of natural and physical resources to subdivide land into allotments which are of an inappropriate size, shape or condition for the intended use or which cannot be supplied with the utilities or facilities required for any future use. Where land is being subdivided without a specific, intended use of the resulting allotment, the Plan assumes that the allotment may be used to erect a house or building, in townships. The utilities and facilities required in townships are addressed in Part B, Sections 1.2 – Water; 2.1 – Transport Networks; 2.2 – Utilities; 2.3 – Community Facilities (and Reserves); 2.4 – Waste Disposal; and 4.1 – Residential Density.

Method

District Plan Rules

- Subdivision
- Boundary Adjustments
- Access, Reserve and Utility Allotments

- General
- Heritage Structures and Sites
- Subdivision Design Guide
- Engineering Code of Practice for subdivision

Policy B4.2.3

Ensure any new allotment on which a building may be erected has all of the following features:

- **Access to sunlight;**
- **Adequate size and appropriate shape for a building platform;**
- **Adequate size and shape for outdoor living space in Living zones or car parking and storage space in Business zones; and**
- **Easy and safe access for motorists, pedestrians and cyclists.**

Explanation and Reasons

How allotments are designed, their shape, orientation to the sun and proximity to roads, reserves and walkways, affects the final shape and form of a residential neighbourhood or a business area. It is important that residential buildings maximise the ability to receive sunlight in living areas which helps to achieve energy efficiency and maintain associated amenity values. Building density is specifically addressed in Part B, Section 4.1. Direct site access onto limited access roads or State highways is not generally possible. However, allotments that adjoin main roads within urban areas should be designed so as to gain access from those roads rather than 'turning their back' to main roads.

Method

District Plan Rules

- Subdivision: General
- Subdivision Design Guide

Policy B4.2.4

Encourage the retention of natural, cultural, historic and other features within a subdivision and for allotment boundaries to follow natural or physical features, where it maintains the amenity of an area.

Explanation and Reasons

It is desirable to maintain and enhance any existing natural, historic or other features within the subdivision area, including the retention of existing mature trees or other characteristic features. In addition, subdivision layouts that maximise the amenity value of water races and views to the Southern Alps and Port Hills, should be incorporated into the subdivision design where possible to maintain a sense of uniqueness and distinctiveness that is characteristic of the surrounding area.

Allotment boundaries that follow rather than traverse natural or physical features such as roads and waterbodies are easier to define and manage on the ground. In townships, it is also important to ensure the allotment has adequate space to erect houses and provide outdoor living space. Policy B4.2.4 only applies where there are natural or physical features present that can

be used to form an appropriate allotment boundary. Consideration of the protection of heritage sites and buildings and of archaeological sites is also a factor in determining allotment boundaries.

Methods

District Plan Rules

- Subdivision: General
- Outline Development Plans
- Subdivision Design Guide

LIMs

- Archaeological Sites

Policy B4.2.5

Ensure any temporary, adverse effects from the preparation of land for subdivision or installing utilities, are avoided, remedied or mitigated.

Explanation and Reasons

Preparing land for subdivision and installing utilities can create adverse effects such as: dust from earthworks noise and vibration. The policies and methods for transport networks and utilities in Part B, Section 2.2 address this issue, specifically.

Method

District Plan Rules

- Subdivision
- Earthworks
- Quality of the Environment: Blasting
- Utilities
- Utilities – Transport

Policy B4.2.6

Require some form of notification to alert potential buyers if an allotment is created which will not comply with the District Plan rules for erecting a house, as a permitted activity.

Explanation and Reasons

The District Plan rules do not specify minimum allotment sizes for subdivision. This is to enable land to be subdivided for a variety of purposes and to encourage variety in section sizes in Living zones. However, the Plan has rules for site coverage, setbacks and utilities required, to erect buildings. If an allotment is created which is unable or unlikely to have a building erected on it in compliance with the rules in the District Plan for permitted activities, this information should be available to any person wanting to buy the allotment.

Methods

Resource Consent

- A condition of the subdivision consent may require a Consent Notice to be registered on the Certificate of Title.

LIM

- Any Land Information Memorandum (LIM) for the allotment may note that erecting a house on the allotment is not a permitted activity.

Policy B4.2.7

Provide for the consideration of the form of land to be taken under the LTP Development Contribution Policy, when land is subdivided.

Explanation and Reasons

The consent authority may take development contributions under the LTP for the cost of providing growth-related network and community infrastructure, and reserves for open space and recreation. The provisions allow development contributions to be taken at either the subdivision consent stage, building consent stage, or at the time of service connection, depending on when the consent authority thinks it is the most appropriate time for them to be paid. While the area/value of land to be provided as a development contribution for reserves is determined under the LTP Development Contribution Policy process, it is necessary to consider the form of the land to be provided as reserves, including consideration of the location, size, layout, topography, etc, of that land at the time of subdivision consent. This is achieved through reference to the “Criteria for Taking Land Instead of Cash” policy in the Development Contribution Policy in the 2006 – 2016 LTP.

Methods

LTP

- Development Contribution Policy

District Plan Rules

- Subdivision (all zones)

Policy B4.2.8

In limited circumstances and at the Council’s discretion, to apply the concept of “environmental compensation” where:

- **land of high landscape or natural value is protected or made available for public use; or**
- **significant public benefit will be gained from hazard mitigation measures which would substantially enhance amenity values.**

Explanation and Reasons

There is a strong link between subdivision of land and the subsequent impacts of land use development. Subdivision activity can, in some cases, provide an opportunity to enhance the environment through the protection of significant features or through the provision of additional

areas of open space. The Plan provides for the consideration of environmental compensation at the time of subdivision or development proposals. In some circumstances development may be proposed on land, where there are significant open space or natural values, examples being portions of the Port Hills, Malvern Hills and the High Country. The ability to acquire or protect such land in exchange for development opportunities is an option the Council will explore in appropriate circumstances. However, it is important to bear in mind that environmental compensation does not form part of a proposals development contribution under the LGA.

The acquisition or protection of land having high landscape or natural values is often impractical on account of land purchase costs. The use of the concept of "environmental compensation" (public ownership or covenants) for development rights has to be approached with some caution, but does offer a cost effective means to the community of achieving environmental benefits. This may result in development in locations which may not meet all other policy criteria, but any such arrangement must still require permitted development to be sustainable and environmentally acceptable.

The acquisition of land by the Council as environmental compensation for development opportunities in terms of Policy B4.2.8 would generally be in addition to, and not instead of, any requirement to provide land or cash for reserves under the Council's Development Contribution Policy. The Development Contribution Policy requires provision for public reserves for open space and recreation at the time of any residential and/or business development and/or subdivision. However, the provision of environmental compensation may be a situation where it is appropriate for the Council to exercise its discretion to reduce the amount of development contribution payable under the remission provisions of its Development Contribution Policy.

Environmental compensation may also be appropriate in circumstances where a public benefit is obtained from hazard mitigation, but only where as a result of such measures, there is a significant enhancement of amenity values (eg plantings, or wetlands for flood retention). It would not apply to normal sound management practices which landowners can be expected to undertake. Environmental compensation would arise in circumstances requiring significant development proposals, which would arise through plan changes, variations or resource consents, the outcome of which would still be subject to rights of submission and appeal under the Act.

Methods

District Plan Rules

- Subdivision (all zones)

Policy B4.2.9

To ensure development in the Rolleston Lowes Road Outline Development Plan area is in accordance with the Outline Development Plan (Appendix 34) so that development proceeds in a logical and coherent manner that provides for internal and through connections and a high standard of public amenity by:

- Providing for pedestrian, cycle and vehicle movement within and through the area in accordance with the outline development plan map (Appendix 34), with such land to be vested in Council at the time of subdivision.**
- Providing reserves and public amenity within the zone as identified in Appendix 34.**
- Ensuring coherent, safe and attractive public areas by implementing an appropriate development pattern and density of development.**

- d) **Protecting the special character of Waterbridge Way and Fairhurst Place by ensuring: the retention of a lower density of development; the avoidance of obtrusively positioned buildings; the preservation of existing special features.**

Explanation and Reasons

The Outline Development Plan will promote integrated development by providing a logical road and walkway/cycleway network and providing direct street access for a larger proportion of allotments. Land required for structure plan connections will be obtained at the time of subdivision. New buildings should not be positioned in a way that would frustrate the ability of Council to obtain connections in future.

The road and walkway/cycleway connections in the structure plan have been designed to provide for permeability and for through movement. They serve the wider needs of Rolleston as well as those of the residents of the zone. Without them the area is likely to be a barrier to movement for surrounding residents.

The Outline Development Plan aims to provide for reserves within the area on a logical basis, taking advantage of significant features such as trees and water-races. Council will buy the land required using reserves contributions from development in the area.

Two parts of the area have been identified as having a special character:

- Waterbridge Way, due to its low density of development and unique streetscene (landscaped water-races, narrow bridges and buildings set well back from the street).
- Fairhurst Place, due to the sense of spaciousness on the street, especially for views extending south-east from Lowes Road into the distance, and the established cherry trees and front boundary planting.

A low density area (with increased setbacks) is regarded as the best way to prevent the loss of this character from cramped development. The establishment of more closely spaced (L1B density) houses and accessory buildings in locations where they are noticeable from the street would undermine this. The special character results in part from the absence of any incongruously positioned dwellings in the street scene.

Subdivision proposals which are likely to lead to such development due to the shape and position of lots should be avoided.

Methods

District Plan Rules

- Subdivision - General
- Outline Development Plan

LTP

- Development Contributions Policy

Non-Statutory Guidance

- (Good Solutions Guide for Subdividing Large Rural Style Sections)

Policy B4.2.10

Ensure that new residential blocks are small in scale, easily navigable and convenient to public transport services and community infrastructure such as schools, shops, sports fields and medical facilities, particularly for pedestrians and cyclists.

Explanation and Reasons

Limiting the scale of new residential blocks will encourage pedestrian, cycle and vehicular permeability within and through these living environments. Where this does not occur, pedestrians and cyclists will experience a higher degree of inconvenience than motorists, as extra distances prove a disincentive to use alternative modes of transport to private vehicles, including public transport systems. This subsequently increases the level of traffic on the road network, which in turn can adversely affect amenity values and create inefficiencies in the functioning of the township. Liberal use of cul-de-sac heads without provision for through connectivity may make it difficult to achieve sufficient permeability.

A greater sense of community can be achieved with good access and views to community features and facilities e.g. mature trees, water races and sports fields. Smaller and more walkable block sizes reduce car journeys and encourage residents to walk and cycle. Residential blocks with perimeters of 800m or less will provide permeability and a choice of routes. As stated within the "Design Guide for Residential Subdivision in the Urban Living Zones", an average dimension of up to 800m per block was traditional for many cities prior to widespread car ownership and therefore emphasised walking and cycle routes. Those blocks with larger perimeters e.g. 1000m or more, can therefore be a greater barrier to such movement. Development should ideally limit block sizes to perimeters of no more than 1000m, with an average perimeter of no greater than 800m to help achieve an appropriate scale for a residential environment. In addition and as also stated within the Design Guide, all cul-de-sacs should be limited in lengths, preferably no greater than 150m, and have access from a through road rather than another cul-de-sac. Long meandering cul-de-sacs make it difficult for people to determine where they are going, and can limit connectivity. A safe pedestrian connection from the end of the cul-de-sac through to another road is often desirable, however a connection must be seen to serve a useful purpose in terms of connectivity to justify its future maintenance by Council.

Methods

- District Plan Rules
- Outline Development Plans
- Subdivision Design Guide

Policy B4.2.11

Encourage subdivision designs within Outline Development Plan areas to provide for a variety of section sizes that are designed to cater for different housing types.

Explanation and Reasons

A range of housing types are required to cater to different living requirements and different age groups within Outline Development Plan areas. It is likely that a person's housing needs will change throughout their life and it should be possible for them to meet their needs within the

District. Policy B4.2.11 therefore seeks to ensure that new residential areas are designed to provide for housing diversity by creating variety in section sizes and subsequent housing types.

Methods

- District Plan Rules
- Outline Development Plans
- Subdivision Design Guide

Policy B4.2.12

Ensure that subdivision designs encourage strong, positive connections between allotments and the street and other features, whilst avoiding rear allotments where practical.

Explanation and Reasons

Ensuring that subdivisions are designed to encourage high levels of interaction between allotments, roads, reserves, existing urban properties and other features (e.g. schools, streams, water races, heritage or other cultural features) will enhance amenity values, encourage passive movement within and through the subdivision and support the fostering of a sense of community. Achieving this policy is important within Greenfield subdivision areas due to the opportunities available and relative absence of constraints, however it is acknowledged that this may be more difficult when redeveloping or intensifying existing urban areas, given the location of existing dwellings, roads or other features.

Streets perform a variety of functions and must provide for the appropriate movement of vehicles as identified within the road hierarchy in the Plan. This hierarchy identifies the mobility function of arterial and collector roads, which carry significantly higher flows of vehicles than local roads and streets which provide property access and are therefore suitable for increased levels of interaction with adjoining properties.

Sufficient interaction for all allotments with road frontages can be achieved by minimising the number of rear lots served by individual driveways rather than shared access environments. The use of narrow rights of way to serve rear lots in developments has adverse effects on the function and amenity of the street environment. Serving each back lot by its own rights of way can be an inefficient use of land and create security and privacy issues. Rear lots should therefore only be created to reach awkward parts of a site where there is no alternative to develop the site. Where rights of way serving multiple properties are required, they should be designed to create a good level of amenity with sites having ample frontage and building setbacks to such rights of way.

Matters of discretion within the Plan encourage ease of access and views to community facilities and reserves to maximise their use and allow casual surveillance. Accordingly, new subdivisions should be designed so as to avoid undesirable connections such as dark, narrow corridors with poor visibility.

Where gated subdivisions are proposed, it will be necessary to balance any benefits of enclosing a subdivision against potential longer term issues for residents, such as maintenance costs of facilities, and costs to the wider community including lack of connectivity or viability of bus or car routes.

Methods

- District Plan Rules
- Outline Development Plans
- Subdivision Design Guide

Policy B4.2.13

To manage rural residential development in the Greater Christchurch area covered by Chapter 6 to the Canterbury Regional Policy Statement through the Living 3 Zone and the adopted Selwyn District Council Rural Residential Strategy, whilst ensuring:

- **Development is in accordance with an Outline Development Plan included in the District Plan;**
- **Areas can be efficiently serviced with network infrastructure;**
- **Efficient and effective linkages are provided to the adjoining township;**
- **Where areas are sufficiently large such that lots do not directly adjoin a rural area, the subdivision plan is to have an appropriate mix of section sizes, orientation, and internal road layout to maintain a sense of openness and visual connection to rural areas;**
- **The lot layout is consistent with the residential density required by Chapter 6 to the Canterbury Regional Policy Statement;**
- **Any risks of natural hazards or soil contamination are effectively managed;**
- **That there will be no adverse effects on ancestral land, water and the wahi tapu and wahi taonga of Te Taumutu Rununga. This includes the need to protect and enhance rivers, streams, groundwater, wetlands and springs within the catchment of Te Waihora/Lake Ellesmere and any associated mahinga kai sites;**
- **That there will no significant adverse effects on the quality of ecosystems and indigenous biodiversity;**
- **That where located in an urban growth path identified in an adopted township structure plan, the lot and road layout and infrastructure servicing is to be designed to readily facilitate intensification of the area to urban densities.**

SUBDIVISION OF LAND — ANTICIPATED ENVIRONMENTAL RESULTS

The following results should occur from implementing Section B4.2:

- Subdivision of land for other purposes than new residential or building development is easier.
- Greater variation in allotment size, shape and layout, while maintaining residential density standards and amenity values in townships.
- Allotments are created with the characteristics and services and facilities appropriate for the intended use of the land.

- On land identified as having significant open space or natural values, the Council has the ability to consider environmental compensation, depending on the circumstances of subdivision and development.
- Subdivision outcomes that incorporate the design, form and function characteristics identified within the Design Guide for Residential Subdivisions in Living Zones including:
 - Convenient access to community facilities;
 - Efficient connectivity for walking, cycling and transport;
 - Strong connections between allotments and the road frontage;
 - Retention and enhancement of important or unique existing natural, cultural and heritage features;
 - Sustainable, resource efficient development that avoids high maintenance features e.g. low maintenance roadside plantings rather than lawns in areas that are more difficult or costly to maintain.
- Living 3 Zone facilitates rural residential living opportunities and housing choice in the Greater Christchurch Urban Development Strategy area of the District covered by Chapter 6 to the Canterbury Regional Policy Statement. The location, density and development of rural residential activities are managed through the adopted Selwyn District Council Rural Residential Strategy 2014 to achieve the following subdivision outcomes:
 - Avoid areas where constraints cannot be adequately managed, including areas prone to natural hazards, ground contamination, in close proximity to strategic infrastructure and established education and research facilities, or areas of high natural, historic or cultural value or Te Taumutu Rununga and Ngai Tahu values;
 - Support the consolidated management of Township growth;
 - Provide ready access to public transport, health care and emergency services, schools, community facilities, employment and services through linkages and integration with adjoining townships;
 - Provide efficient connection to reticulated infrastructure;
 - Manage potential reverse sensitivity effects with established rural based activities;
 - Achieve the anticipated rural residential amenity and character and maintain this on an ongoing basis through Outline Development Plan and subdivision consent process.

SUBDIVISION OF LAND – MONITORING

Please refer to Part E, Appendix 1.

B4.3 RESIDENTIAL AND BUSINESS DEVELOPMENT

Introduction

This section specifically addresses issues associated with residential or business growth in townships in the District. Part A, Section 4.5 (Townships & Zones), Table A4.4 describes how townships are identified.

Part B, Sections 1.1 to 4.2 contain objectives and policies that apply to all activities generally and to residential or business growth specifically. This section collates these objectives and policies, and applies them to specific townships (policies B4.3.11 – B4.3.102). Town Form includes policies on the shape and pattern of land rezoned for new residential or business development. Appendix 14 contains a guide on information to be included with plan change requests to rezone land.

The Council has included a separate, specific section in the District Plan addressing this issue because it is a complex and significant resource management issue in the District.

RESIDENTIAL AND BUSINESS DEVELOPMENT – ISSUES

- **Effects on the environment from the location, amount and rate of residential or business growth in the District.**
- **How to provide for new residential and business growth in a way that achieves an integrated land use planning approach, while recognising that parts of the district are at different stages of strategic planning.**

Type of Growth

Residential or business growth in this section refers to the development or redevelopment of land and erecting buildings and associated infrastructure, to accommodate residential or business activities at a density, and with characteristics, found in an urban area.

Selwyn District has one of the fastest resident population growth rates in New Zealand. Between 1996 and 2006 the population residing in the District grew by 34% or 8600 people (Statistics New Zealand, 2009). Population projections developed for Council by BERL show the District's population continuing to grow by a further 30,000 people over the next three decades (BERL, 2008).

Most of the population growth has occurred in the District's townships, with many residents attracted by the feel of a small town within a rural community whilst still enjoying proximity to Christchurch. The areas with the highest (percentage) population projections are Lincoln, Prebbleton, Rolleston and West Melton.

Between 1996 and 2006, approximately 60% of the District's population lived in the rural area, predominately on small allotments close to Christchurch. In recent years the largest demand for new residential development has been in Selwyn's townships. Smaller modern accommodation options in the townships are being developed and are becoming increasingly more attractive to some residents than the larger lifestyle blocks. It is anticipated that this demand will continue in the future.

The Selwyn District Council seeks to consolidate future residential growth in the existing townships of Lincoln and Rolleston, and to a lesser extent Prebbleton. This consolidation will provide housing for the increases in the population while creating a more compact urban form, in accordance with the guiding principles of the Greater Christchurch Urban Development Strategy (UDS) and the Regional Policy Statement.

Increases in residential areas, particularly in townships, will result in new business growth to service those areas. A study carried out for the Council more than 10 years ago concluded that there is likely to be increasing demand for additional land for business activities at Rolleston and Lincoln in the future [Barber 1998]. The growing demand for reasonably-priced industrial land in the Greater Christchurch area inspired the Council to initiate the Izone project at Rolleston in 2001. Izone has grown from an initial 130 hectares in 2001 to 180 hectares in 2009, with further growth anticipated into the future, so that Izone is now one of New Zealand's largest industrial developments with the capacity to provide jobs for local residents.

Sources:

Barber, Max (1998 (2)) Commercial and Industrial Growth Estimates for Selwyn District. Prepared for the Selwyn District Council.

BERL (2008) Residential Growth Estimates for Selwyn District. Prepared for the Selwyn District Council.

Statistics New Zealand (2009) Census data and population estimates at www.stats.govt.nz.

Greater Christchurch Urban Development Strategy

The Greater Christchurch Urban Development Strategy is a long-term planning project aimed at managing Greater Christchurch's population growth. The Strategy is a partnership between Environment Canterbury, Selwyn and Waimakariri District Councils, Christchurch City Council and the New Zealand Transport Agency (bringing together the former Transit New Zealand and Land Transport New Zealand entities). Through a set of agreed actions and a framework about how the Strategy will be managed, it sets out a settlement pattern for residential, commercial, business and rural residential growth to 2041.

The Strategy:

- Reinforces the Selwyn communities desire to maintain its uniqueness and individual character;
- Encourages townships to become more self-sufficient, without attempting to duplicate the range of facilities that are in Christchurch City;
- Sets a broad framework for growth within which Council can facilitate market driven township growth through mechanisms such as structure plans (and subsequent outline development plans as part of a change to the District Plan);
- Reinforces the principles of integrated land use, transport and water systems;
- Reinforces the Council policy of Izone Southern Business Hub being the main industrial centre in the District, and encourages vibrant town centres in Rolleston and Lincoln through a range of mechanisms;
- Sets density targets to encourage a full range of section sizes in a township to accommodate all ages and the increase of single person households;
- Encourages new growth to be designed in a manner that integrates and connects to the existing township;

Implementing the Strategy requires changes to a number of policy and legislative documents, including the Regional Policy Statement and, as a consequence, the District Plan. This approach

reflects the Council's decision to take a more directive role in determining where, and in what fashion, urban growth is to occur (i.e. a change from a 'market-led' to a strategic approach).

Effects on the Environment

Residential or business growth may have adverse effects on the environment if:

- The site is unsuitable for the proposed activity.
- The capacity of existing utilities, services or facilities is inadequate; or
- The rate or amount of growth is greater than residents expect.

If an area is subject to flooding or slips, or has special landscape, ecological or heritage values, it may not be suitable for residential development. If the area surrounding a site is used for activities that are incompatible with residential activities such as a landfill or airport, 'reverse sensitivity' issues may develop. These issues are identified under various topic sections in Part B.

New residential or business development will use utilities such as: roads; water supplies; and effluent treatment and disposal systems; and community facilities such as reserves. The amount of residential or business growth may create the need for additional utilities and facilities or upgrades to existing ones. These issues are identified in Part B, Sections 2.1 to 2.4.

The results of the Council's township surveys (November 1998 and April 1999) indicated that many residents are attracted to townships in Selwyn District because of their small size, compared with Christchurch City. In these surveys, in comments on the District Plan Discussion Papers and in submissions on proposals for new residential developments, some residents have objected to:

- Growth of their townships per se; or
- The rate at which residential growth is occurring.

The reasons given usually relate to; impacts on services and community facilities and loss of the 'village' or 'small town' character.

Providing for Residential or Business Growth

How the Council provides for new residential or business growth is also an issue.

Under previous legislation Councils had an explicit role to direct and control the growth the townships. Common practice was to predict the amount of land likely to be needed for new residential or business growth for the next 10 to 18 years and to zone land to meet that demand. This approach had both advantages and disadvantages. The main advantage was the certainty it provided for the community and for agencies supplying utilities, facilities and services. The main disadvantages were:

- The areas zoned were not always areas people wanted to live in, which created surpluses and shortages of appropriately zoned land in different places.
- Those landowners who had land zoned were given considerable economic advantage over those landowners who did not. Often there was little difference in the suitability of the sites.

The District Plan seeks to ensure that any proposed residential development occurs on sites and under conditions which promote sustainable management of natural and physical resources.

However, a rapid population growth rate and a reliance on a private plan change approach has led to issues associated with the availability of, and ability of the Council to provide appropriate

and affordable infrastructure; difficulties in integrating new development with existing townships resulting in a lack of cohesiveness; and retaining the open and spacious rural identity of the character of the District.

The Council is therefore to adopt a more strategic approach to managing urban growth. The change to a community-led approach is being initiated through (among other things) the preparation of structure plans for those larger townships within the Greater Christchurch area of the Urban Development Strategy, including Lincoln, Rolleston and Prebbleton. The purpose of each structure plan is to provide a strategic framework to guide development, including the setting of urban limits, which will then be used as a basis for future changes to the District Plan. It is anticipated that new development within these townships will occur in accordance with an approved outline development plan, which demonstrates how the key principles of the structure plan are to be implemented. The preparation and subsequent implementation of each ODP area will also enable the Council to ensure that the development of these urban growth areas incorporates the principles of good urban design.

The Council also intends to adopt a strategic approach to managing growth in other townships in the district (outside the Greater Christchurch area) in order to promote an integrated land use pattern and the efficient provision of infrastructure. In these townships, the Council will continue to manage the design and layout of subdivision, and the availability of services, within existing zoned areas. Any private plan change request to re-zone land for residential or business purposes will be assessed against the policy framework for rezoning land specific to each township, together with the broader objectives and policies of the Plan relating to the overall strategic provision of infrastructure, and the Selwyn Growth Model. The Growth Model, adopted in April 2007, is a set of population and household projections with a planning horizon of 2041. It is based on known infrastructure capacity constraints and will be reviewed regularly as infrastructure is upgraded or replaced. This approach is to be applied until such time as a structure plan (or other strategic planning tool) has been prepared for these townships, either individually or collectively.

RESIDENTIAL AND BUSINESS DEVELOPMENT – STRATEGY

The Township Volume of the District Plan uses the following strategy to address residential and business growth issues:

- The Plan has policies which describe the effects that new residential or business development should not create.
- For those townships within the Greater Christchurch area, new areas for residential or business development will be created through the preparation of an Outline Development Plan and associated rezoning of land to Living or Business zones.
- For those townships within the Greater Christchurch area, any new areas of residential or business development is to occur within the Urban Limits identified within the Regional Policy Statement.
- For those townships outside the Greater Christchurch area, any new areas for residential or business development will be created by rezoning land Living or Business through a plan change request.
- Each plan change request to rezone land will be assessed against the policies in the Plan, including those relating to the strategic provision of infrastructure, to see if it is consistent with those policies (or alternatively, they are changed).

RESIDENTIAL AND BUSINESS DEVELOPMENT – POLICY FRAMEWORK

INTRODUCTION

Any plan change request to rezone land for residential or business development should be either: consistent with the objectives and policies of the District Plan; or change the provisions with which it is inconsistent. If a plan change request seeks changes to the Plan's objectives or policies, the request needs to show why the objective(s) or policy(ies) is not appropriate under the RMA. This is necessary so the Council can carry out its duties under section 32(1)(c) of the Act (see Part A, Section 3.2).

There are three sets of policies that apply to the growth of townships:

- **General Policies**
 - The objectives and policies from Part B, Sections 1.1 to 4.2 and Section 4.4. Table B4.3.1 is a cross reference to the general objectives and policies which may be particularly relevant to rezoning land for residential or business development.
- **Town Form Policies**
 - Policies B4.3.1 – B4.3.10 relate to township expansion in terms of the shape and form. They address potential adverse effects on: existing activities; infrastructure; and town 'character'. These policies apply as well as the general policies from Part B, Sections 1.1 to 4.2 and 4.4.
- **Specific Township Policies**
 - Policies B4.3.11 – B4.3.102 relate to the expansion of specific townships. The policies are derived from applying the General Policies in Part B, Sections 1.1 to 4.2 and the Town Form policies B4.3.1 – B4.3.10 to the specific townships. In some townships there are clear, preferred areas for expansion while in others there is not. The specific township policies are based on the circumstances of each township at the time of writing the Plan. If they become inconsistent with the General and Town Form policies the more general policies in those two Sections apply.

RESIDENTIAL AND BUSINESS DEVELOPMENT – OBJECTIVES

Objective B4.3.1

The expansion of townships does not adversely affect:

- **Natural or physical resources;**
- **Other activities;**
- **Amenity values of the township or the rural area; or**
- **Sites with special ecological, cultural, heritage or landscape values.**

Objective B4.3.2

For townships outside the Greater Christchurch area, new residential or business development adjoins existing townships at compatible urban densities or at a low density

around townships to achieve a compact township shape which is consistent with the preferred growth direction for townships and other provisions in the Plan.

Objective B4.3.3

For townships within the Greater Christchurch area, new residential or business development is to be provided within existing zoned land or priority areas identified in the Regional Policy Statement and such development is to occur in general accordance with an operative Outline Development Plan.

Objective B4.3.4

New areas for residential or business development support the timely, efficient and integrated provision of infrastructure, including appropriate transport and movement networks through a coordinated and phased development approach.

Objective B4.3.5

Ensure that sufficient land is made available in the District Plan to accommodate additional households in the Selwyn District portion of the Greater Christchurch area between 2013 and 2028 through both Greenfield growth areas and consolidation within existing townships.

Objective B4.3.6

Ensure that subdivision and development in Living Z zoned areas achieves an average net density over an Outline Development Plan area of at least ten household units per hectare.

Objective B4.3.7

Ensure that any rural residential development occurs in general accordance with an operative Outline Development Plan, supports the timely, efficient and integrated provision of infrastructure, provides for the long-term maintenance of rural residential character, and where located in the Greater Christchurch area covered by Chapter 6 to the Canterbury Regional Policy Statement occurs only in the Living 3 Zone and in locations shown in the adopted Selwyn District Council Rural Residential Strategy 2014.

Objective B4.3.8

Commercial growth is primarily focused within the Key Activity Centres of Rolleston and Lincoln in a way and at a rate that:

(1) Meets the economic needs of commercial businesses, provides for their communities with convenient access to goods and services, and ensures opportunities for employment and social interaction; and

(2) Ensures an adequate supply of land to meet commercial and community demands.

Explanation and Reasons

Objective B4.3.1 outlines the types of effects that the expansion of townships should avoid. It includes both tangible effects on natural and physical resources; and intangible effects on the 'character' of both townships and rural areas. The intangible effects are often the most difficult to manage. The plan does this using a zoning system to identify and manage areas based on their character. For example, Living zones provide an environment that is most pleasant for

residential activities. Business zones accommodate the effects of business activities as well as residential activities.

Objective B4.3.2 seeks to maintain the distinction between ‘town and country’ in Selwyn District by promoting most residential and business development in or adjoining existing townships. A more managed approach applies within the Greater Christchurch area, where new residential or business growth is to be contained within the Urban Limits identified in the Regional Policy Statement. Residential and business development can occur in the rural areas but at densities and under conditions that maintain rural character. In particular, the maintenance of a ratio of buildings to ‘open space’ and dominance of vegetation cover rather than hard-standing areas.

Objective B4.3.2 also encourages the expansion of existing townships in preference to the creation of new settlement areas. Additional controls apply to the expansion of those townships within the Greater Christchurch area, whereby residential or business development is to be contained within township urban limits to achieve a compact urban form. Further, new low density living environments need not necessarily be adjoining townships but should be located around the edge of existing townships where they will promote a compact town shape and consolidated form. Selwyn District already has 22 townships. None are sufficiently large to provide employment for most residents. Many do not have sufficient population to sustain basic business services and community facilities, or to fund basic utilities, such as reticulated sewage treatment and disposal.

Objective B4.3.3 seeks to ensure that sufficient land is provided within township Urban Limits (as identified within the Regional Policy Statement) to accommodate the projected growth of those townships within the Greater Christchurch area. It is anticipated that residential or business development within the Urban Limits is to occur in accordance with an Outline Development Plan that has been inserted into the District Plan. In Medium Density areas identified in Outline Development Plans, higher density development is provided for in order to accommodate anticipated population growth, whilst achieving both a compact urban form and a diversity of living environments.

Objective B4.3.4 recognises that the structure plan and subsequent Outline Development Plan and Plan Change processes provide a reliable mechanism for integrating future and anticipated urban development with infrastructure requirements. They also provide the mechanism for achieving the intensity, type and form of development necessary to accommodate urban growth in a sustainable way. In addition, ODPs provide certainty for the community, developers, network utility providers and territorial authorities that all constraints associated with the development of an area are investigated, addressed, protected and provided for at the time of initial urban zoning.

Objective B4.3.5 recognises the need to ensure that sufficient land is made available to accommodate the anticipated number of new households within Selwyn District’s portion of the Greater Christchurch area. Objective B4.3.6 seeks to ensure that in order for the new growth areas to accommodate the predicted growth in household numbers set out in Objective B4.3.5, development of those growth areas needs to generally achieve an average net density of 10 units per hectare. This density will be implemented through Outline Development Plans and subsequent subdivision consents.

Objective B4.3.7 seeks to ensure that rural residential development occurs outside the urban limits in a manner that accords with the Regional Policy Statement. Given the nature of rural-residential development, Objectives B4.1.1, B4.1.2 and B4.1.3 of the Rural Volume of the District Plan are also relevant when assessing the sustainability of rural land for rural residential purposes.

The relevant policies are outlined in the next three subsections.

RESIDENTIAL AND BUSINESS DEVELOPMENT — GENERAL POLICIES

All objectives and policies in Part B, Sections 1.1 to 4.2 and 4.4 apply to the expansion of townships. Any variation or plan change request to rezone land should be either consistent with those objectives and policies, or seek to change them.

Table B4.3.1 provides cross references to the objectives and policies in Part B, Sections 1.1 to 4.2 and 4.4 which may be particularly relevant to rezoning land for new residential or business development. Table B4.3.1 does not limit the application of Part B of the Plan. It does not purport to be either complete or exclusive, and is included for ease of reference only.

Table B4.3.1 — Policy Framework for Expansion of Townships (Part B Objectives and Policies)

Plan Section	Objective / Policy
Land and Soil	Objectives B1.1.1 and B1.1.2 Policies B1.1.3, B1.1.7, B1.1.8
Water	Objectives B1.2.1 and B1.2.2 Policies B1.2.2 - B1.2.7, B1.2.9
Ecosystems	Objectives B1.3.1 and B1.3.2 Policies B1.3.1 - B1.3.3
Outstanding Natural Features and Landscapes	Objectives B1.4.1, B1.4.2 and B1.4.4 Policies B1.4.6, B1.4.10, B1.4.11, B1.4.13 - B1.4.17
Transport	Objectives B2.1.1 - B2.1.4 Policies B2.1.3, B2.1.4(a) & (b), B2.1.7, B2.1.9 - B2.1.11, B2.1.15, B2.1.17 - B2.1.20, B2.1.22 and B2.1.23
Utilities	Objective B2.2.1 Policies B2.2.1 - B2.2.3, B2.2.5, B2.2.6, B2.2.11
Community Facilities	Objective B2.3.1 Policies B2.3.1, B2.3.2, B2.3.4, B2.3.8 and B2.3.9
Waste Disposal	Objective B2.4.1 Policies B2.4.2, B2.4.4 and B2.4.5
Natural Hazards	Objective B3.1.1 Policies B3.1.2 - B3.1.5, B3.1.7
Hazardous Substances	Objective B3.2.1 Policy B3.2.2
Culture and Heritage	Objective B3.3.1 Policies B3.3.6 and B3.3.7
Quality of the Environment	Objectives B3.4.1 - B3.4.5 Policies B3.4.1, B3.4.3 - B3.4.7, B3.4.23, B3.4.35, B3.4.36, B3.4.38 and B3.4.39

Plan Section	Objective / Policy
Residential Density	Objectives B4.1.1 and B4.1.2 Policies B4.1.3, B4.1.4, B4.1.10 and B4.1.11
Subdivision	Objective B4.2.2 – B4.2.4 Policies B4.2.1, B4.2.2 and B4.2.8 – B4.2.12

Methods

- Plan Changes.

NOTE:

See guide in Appendix 14 for information to be included with plan changes.

RESIDENTIAL AND BUSINESS DEVELOPMENT – TOWN FORM POLICIES

Policies B4.3.1 to B4.3.10 of this section apply to rezoning of land for residential or business development in addition to the general policies in Part B, Sections 1.1 to 4.2 and 4.4. Any variation or plan change request should be consistent with each and every relevant policy in these two parts of the Plan or seek to change those policies with which it is not consistent.

Policy B4.3.1

Ensure new residential, rural residential or business development either:

- **Complies with the Plan policies for the Rural Zone; or**
- **The land is rezoned to an appropriate Living Zone that provides for rural-residential activities (as defined within the Regional Policy Statement) in accordance with an Outline Development Plan incorporated into the District Plan; or**
- **The land is rezoned to an appropriate Living or Business zone and, where within the Greater Christchurch area, is contained within existing zoned land and greenfield priority areas identified in the Regional Policy Statement and developed in accordance with an Outline Development Plan incorporated into the District Plan.**

Explanation and Reasons

Zoning is an integral part of the approach the District Plan uses to promote sustainable management of natural and physical resources. New residential, rural residential or business activities need to occur on land which is appropriately zoned, to ensure the most appropriate policies and rules in the Plan apply to the activity. Additional requirements apply to those townships within the Greater Christchurch area, whereby new residential or business development within Greenfield areas is to be contained within the Urban Limits identified in the Regional Policy Statement and such development is to be carried out in accordance with an approved ODP that has been inserted into the District Plan. The purpose of these provisions is to consolidate and manage the rate of growth within these townships to ensure the integration of development with the appropriate provision of infrastructure, transport linkages, reserves and other community facilities.

Policy B4.3.2

In areas outside the Greater Christchurch area, require any land rezoned for new residential or business development to adjoin, along at least one boundary, an existing Living or Business zone in a township, except that low density living environments need not adjoin a boundary provided they are located in a manner that achieves a compact township shape.

Policy B4.3.3

Avoid zoning patterns that leave land zoned Rural surrounded on three or more boundaries with land zoned Living or Business.

Explanation and Reasons

To achieve Objective B4.3.2, any land rezoned for new residential or business development in areas outside the Greater Christchurch area should adjoin an existing township zone along at least one boundary, except in the case of low density residential development located around townships that achieve a compact and consolidated town shape. The new zoning pattern should also avoid leaving a patch of land zoned 'Rural' surrounded by Living or Business zones. Such a land zoning pattern can increase the potential for 'reverse sensitivity' issues between the site and adjoining zones. It also makes the provision of utilities and services more difficult, because it is uncertain whether this land will be rezoned in the future. In turn there are uncertainties about whether pipes and cables installed past the boundary should include capacity to serve the area, and, if so, who pays for it.

'Adjoining' land includes land separated by a road, water race, drain, easement or other vehicular accessway.

Policy B4.3.4

Encourage new residential or business development to occur on vacant land in existing Living or Business zones, if that land is available and appropriate for the proposed activity.

Explanation and Reasons

Many townships in Selwyn District have sites within existing Living or Business zones that may be able to be used for new residential or business activities. The Council encourages use of sites, in existing zones, in the first instance, to encourage a consolidated township area. Consolidated Living or Business areas may have the following benefits:

- Reduced potential 'reverse sensitivity' issues with activities in the Rural zone by reducing the 'interface' of the zones.
- More efficient utilisation of infrastructure, especially reticulated utilities.
- Fostering of a 'village' atmosphere.

Policy B4.3.4 Also recognises that sites in existing zones may not always be available for new activities. In addition they may not be available at an appropriate price, or be suitable for the proposed activity.

Policy B4.3.5

Ensure that land to be rezoned to Business 1 is assessed as to whether it has appropriate dimensions and characteristics to allow for the creation of the type of Business 1 zone environment sought in Policy B3.4.24(a).

Explanation and Reasons

The usability of business land is highly dependent on its shape. If land is rezoned without regard to how it can be used, the result can be a town centre or neighbourhood centre where a high quality built environment is difficult to achieve.

Often, due to the shape of the land rezoned, it is difficult to achieve an improved urban form. It is therefore important that an application for rezoning demonstrates how the land can be used a way that will result in a high quality built environment, as described in Policy 3.4.24(a).

In instances where a high quality built environment is not possible or would depend to a great extent on the form of development chosen, then site specific rules may be required, either to restrict what can be done on the site, or the form of development which occurs.

The Council's *Commercial Design Guide* is a useful reference on how the shape of land may constrain development options.

Policy B4.3.6

Encourage townships to expand in a compact shape where practical.

Explanation and Reasons

New residential or business development, Policy B4.3.6 promotes shapes and situations that foster a compact or consolidated town shape. Compact means zones of similar lengths and widths, rather than long, thin strips of land following a particular road, waterbodies or other feature.

A compact shaped township helps mitigate adverse effects in the following ways:

- Reduction of the number of allotments that share a boundary with the Rural Zone, and therefore the area for potential conflicts between incompatible activities.
- Facilitating of cost-effective provision of services such as reticulated water, sewage, roads and footpaths because more connections are provided, or houses served, per kilometre of pipe or road.
- Reduction in the distance of houses to businesses and community facilities, which may encourage people to walk or cycle rather than use motor vehicles for short trips. It may also help to facilitate the 'village' atmosphere of townships, such that the shopping centre and community facilities are close to all houses.
- Reduction in the impacts on the road network, and more opportunity to impose lower speed limits in the township (refer to Part B, Section 2.1).
- Maintenance of the visual distinction between the rural area and townships (refer to Part B, Section 3.4).

Policy B4.3.6 recognises that a compact shaped zone may not always be practical if there is a constraint to a zone expanding in a particular direction(s). Such constraints may include (but are not limited to) geographical features such as mountains, waterbodies, and transport routes.

Method

- Plan changes to rezone land

NOTE:

See guide in Appendix 14 for information to be included with requests for plan changes.

Policy B4.3.7

Living Z urban growth areas identified in the District Plan shall not be developed for urban purposes until an operative Outline Development Plan for that area has been included within the District Plan. Each Outline Development Plan shall:

- **Be prepared as a single plan for any identified Outline Development Plan area identified on the Planning Maps and Appendices;**

- **Be prepared in accordance with the matters set out in Policy B4.3.8;**
- **Take account of the Medium Density and Subdivision Design Guides.**

Explanation and Reasons

It is important to ensure that any areas identified in the District Plan as being suitable for urban growth are developed in a coordinated manner that achieves good levels of urban design and connectivity. The inclusion of an Outline Development Plan within the District Plan is therefore a key method for guiding development and achieving good environmental outcomes. Relevant urban design and subdivision design guidelines for Selwyn District are to be considered and addressed in the creation of an Outline Development Plan. A singular plan is necessary for each ODP area to maintain good strategic outcomes.

Method

District Plan Rules

- Subdivision

District Plan Maps

- Identify ODP Areas

Medium Density Design Guide

Subdivision Design Guide

Policy B4.3.8

Each Outline Development Plan shall include:

- **Principal through roads, connection and integration with the surrounding road networks, relevant infrastructure services and areas for possible future development;**
- **Any land to be set aside for**
 - **community facilities or schools;**
 - **parks and land required for recreation or reserves;**
 - **any land to be set aside for business activities;**
 - **the distribution of different residential densities;**
 - **land required for the integrated management of water systems, including stormwater treatment, secondary flow paths, retention and drainage paths;**
 - **land reserved or otherwise set aside from development for environmental or landscape protection or enhancement; and**
 - **land reserved or otherwise set aside from development for any other reason, and the reasons for its protection.**

- **Demonstrate how each ODP area will achieve a minimum net density of at least 10 lots or household units per hectare ;**
- **Identify any cultural (including Te Taumutu Runanga values), natural, and historic or heritage features and values and show how they are to be enhanced or maintained;**
- **Indicate how required infrastructure will be provided and how it will be funded;**
- **Set out the phasing and co-ordination of subdivision and development in line with the phasing shown on the Planning Maps and Appendices;**
- **Demonstrate how effective provision is made for a range of transport options, including public transport systems, pedestrian walkways and cycleways, both within and adjoining the ODP area;**
- **Show how other potential adverse effects on and/or from nearby existing or designated strategic infrastructure (including requirements for designations, or planned infrastructure) will be avoided, remedied or appropriately mitigated;**
- **Show how other potential adverse effects on the environment, the protection and enhancement of surface and groundwater quality, are to be avoided, remedied or mitigated;**
- **Include any other information which is relevant to an understanding of the development and its proposed zoning; and**
- **Demonstrate that the design will minimise any reverse sensitivity effects.**

Explanation and Reasons

The preparation of an Outline Development Plan requires consideration and inclusion of many aspects, particularly the location of low and medium density housing areas, layout of infrastructure and compatibility and connectivity with surrounding land uses. The phasing and general co-ordination of development is also an appropriate consideration for detailing how the ODP will be implemented.

Method

District Plan Rules

- Subdivision

District Plan Maps

- Identify ODP Areas

Medium Density Design Guide

Subdivision Design Guide

Policy B4.3.9

The phasing of any Living Z Zone shown on the Planning Maps and Appendices occurs as follows:

- In Rolleston 13 Living Z areas have been identified, and an Outline Development Plan for 12 of these areas has been incorporated into the District Plan. The remaining Living Z ODP Area has been deferred. The deferment for this area shall be lifted once an operative Outline Development Plan for that area has been incorporated into the District Plan.
- In Lincoln six Living Z areas have been identified, and an Outline Development Plan for each area incorporated into the District Plan. A Business 2 Zone has also been identified with an operative ODP included in the District Plan.

Explanation and Reasons

The phasing of development is crucial to ensuring that sufficient land is made available to accommodate the District's predicted household growth, whilst also enabling a consolidated urban form of the Greater Christchurch area that includes both Christchurch City and Waimakariri Districts. The District Plan provides sufficient land at Rolleston to meet the anticipated growth until 2020, however four of these growth areas require an operative Outline Development Plan to be included within the District plan to ensure their integrated development and have therefore been deferred until an ODP is included. Within Lincoln, sufficient land has been made available to accommodate predicted households until 2020. A number of ODP areas in Lincoln however cover land areas that are much larger than necessary for accommodating urban growth to 2020. These ODP areas have therefore been split into two phasing periods, with the land within the second period deferred until 2021 (or 2017 in the case of ODP Area 5) and until adequate infrastructure has been provided. In terms of ODP Area 5, it is considered that due to the limited amount of households that can be achieved within the area, the deferred status can be lifted in 2017 rather than 2021.

The Business 2B zoned area is not subject to a phasing criteria and an ODP has been included into the District Plan.

Method

District Plan Rules

- Subdivision

District Plan Maps

- Identify Phases within ODP areas

Medium Density Design Guide

Subdivision Design Guide

Policy B4.3.10

To ensure that the key principles and outcomes sought in operative Outline Development Plans are achieved and where development is proposed that is not in general accordance with an operative Outline Development Plan in the District Plan, consideration shall be given as to whether:

- the proposed change will better achieve the key principles of the Outline Development Plan, as set out in Policy 4.3.7 and any specific ODP requirements set out in any area-specific ODP policy, than the land use pattern shown in the operative ODP;
- the proposed change will potentially compromise the outcomes sought within the remainder of the Outline Development Plan area. This is especially the case where changes are proposed that only cover a portion of an ODP area and/or have implications for other parts of the ODP area beyond the applicant's control. Where development that is not in general accordance with the ODP is proposed via a subdivision consent application, it is preferable that the application covers the entire ODP area so that the implications of such changes are able to be fully understood and assessed;
- adequate provision has been made to ensure that such changes are aligned with the corresponding land use provisions of the District Plan and that this is transparent to current and future landowners.

Explanation and Reasons

Outline Development Plans are a key method for achieving the integrated, sustainable development of Greenfield urban growth areas. It is therefore anticipated that development will be in general accordance with Outline Development Plans. It is nonetheless recognised that through the detailed preparation of subdivision consent applications or asset design processes there is the potential for alternative solutions or routes to be developed that better achieve the outcomes sought in ODPs than the broad land use pattern shown on the ODP. When assessing applications for development that is not in accordance with an ODP, it is anticipated that such applications will only be granted where they are able to demonstrate that the proposed development better achieves the key principles and outcomes sought in the ODP than the layout shown in the ODP. Such demonstration is made easier where the proposed development encompasses the entire ODP area so that the implications of the changes can be fully understood. Conversely, where the proposed development is for only a portion of an ODP area the applicant will need to demonstrate that the outcomes sought for the entire ODP area will not be compromised.

Development that is not in general accordance with an ODP can also have implications for the rule package that will apply to that development over time. For example the Business 1 zone rules apply to neighbourhood business areas shown on ODPs, however if the final location of the centre changes, then the applicant will need to demonstrate that an appropriate mechanism such as consent notices on individual property titles is in place to provide certainty to future landowners regarding the relevant rule package.

Method

District Plan Rules

- Subdivision

District Plan Maps

- ODP areas

District Plan Appendices

- Operative ODPs

Medium Density Design Guide

Subdivision Design Guide

Policy B4.3.11

Provide Neighbourhood and Local Centres, as shown in operative Outline Development Plans, to satisfy the more localised and convenience needs of people and communities, whilst recognising that neighbourhood and local centres are to complement Key Activity Centres which shall remain the primary focus for commercial, social and community activity within that Township.

Explanation and Reasons

The Town Centres within each township serve an important function as significant physical resources providing for the social, cultural and economic wellbeing of their respective communities of influence. Crucially such Town Centres serve as focal points in terms of providing important public and private services and facilities in the most efficient manner to the wider community, and should remain the focus of commercial, business and retail development in future.

The majority of such Town Centres are comprised of a core business area providing primarily retail, service and limited community activities. It is considered that over time the range and diversity of such functions, including that of office and commercial activity, will increase.

Whilst the Business 1 Zone Objectives, Policies and Rules also apply to neighbourhood and local centres shown on ODPs, the services and facilities provided for such centres are generally to have a more localised area of influence due to their limited range of activities and accessibility, and accordingly need to complement existing Town Centres, and not compete with them in terms of being a substantial business or retail destination at a strategic level.

Accordingly, such neighbourhood centres, as identified by the ODPs should:

- Range in size, but generally comprise 1,000m² – 2,000m² total floorspace and include:
 - up to 15 shops, with a maximum retail tenancy of 350m² GFA; and provide
 - a limited range of community facilities.

Local centres, as identified by the ODPs should:

- Range in size, but generally comprise up to 450m² total floorspace and include:
 - 1 – 5 shops, with a maximum retail tenancy of 350m² GFA; and provide
 - a limited range of community facilities.

Method

District Plan Rules

- Subdivision
- Business 1 Zone Rules

RESIDENTIAL AND BUSINESS DEVELOPMENT – SPECIFIC POLICIES FOR TOWNSHIPS

The policies in this Section apply to the growth of specific townships. The policies apply in addition to any relevant policies in Part B, Sections 1.1 to 4.2 and 4.4 of the Plan; and in addition to the policies B4.3.1 – B4.3.11. The policies in this Section are based on application of the general policies in Sections B1.1 to B4.2 and policies B4.3.1 – B4.3.11 and to the circumstances of specific townships at the time of writing the Plan. Should any policy in this Section conflict with any relevant policy in Sections 1.1 to 4.2 and policies B4.3.1 – B4.3.11, the latter policies shall apply.

The notes and references under each township do not limit the application of the relevant objectives and policies of the Plan.

Preferred Growth Options

In most townships, there may be more than one area that complies with all relevant objectives and policies for growth of the township. There is no preferred choice between these areas.

Some townships have a preferred area or direction for expansion. This direction or area, and the reasons, are identified in the specific policies for the township.

ARTHUR'S PASS

Preferred Growth Option

Arthur's Pass village is surrounded by Arthur's Pass National Park. Options for future expansion of the township are limited to those identified in Policy B4.3.11.

Specific Policies

Policy B4.3.12

Encourage new residential or business development to occur either by:

- **The rezoning of land in the Rural Zone between SH 73 and the Bealey River; or**
- **The redeveloping of sites in the existing Living 1 Zone.**

Explanation and Reasons

Arthur's Pass village is surrounded by Arthur's Pass National Park except for that part of the Rural Zone which adjoins the Living 1 Zone, between SH73 and the Bealey River. This area was designated for railway purposes, but the designation is no longer required. Areas for new residential or business development at Arthur's Pass are limited to either: rezoning and development of this part of the Rural Zone; or redevelopment of sites in the existing Living zone.

Any rezoning and development of land in the Rural Zone should proceed in accordance with policies B4.3.13 and B4.3.14. Further subdivision and development on sites in the Living 1 Zone is restricted by the area of land each activity needs for on-site effluent treatment and disposal. More dense development may be appropriate with reticulated sewage treatment and disposal, depending on effects on natural hazards, SH73, and landscape and amenity values.

Policy B4.3.13

Ensure that any land in the Rural Zone used for residential or business development is not:

- **Unstable or subject to flooding; or**
- **Contaminated.**

Explanation and Reasons

The land zoned Rural between SH 73 and the Bealey River is no longer required for railway purposes. Information about the history of the site is needed before the Council can be certain it is appropriate for residential or business activities. In particular, information is required on past erosion or flooding of the site and any likelihood of contaminated soil, from past uses or storage of goods.

Policy B4.3.14

Require any land rezoned for residential or business development to proceed in accordance with a development plan which provides for all of the following matters:

- **A reticulated sewage treatment and disposal system;**
- **Only one entry/exit point onto SH73;**
- **On-site car parking and bus parking if required;**
- **Any road links within the site;**
- **A pedestrian walkway throughout the site;**
- **Building and sign design and landscaping plans to complement the Alpine surroundings;**
- **Provision for access to the stop-banks along the Bealey River and a building or development set back to allow for their maintenance.**

Explanation and Reasons

Policy B4.3.14 applies largely to the area of land zoned Rural between SH73 and the Bealey River. The matters listed in Policy B4.3.14 need to be addressed to comply with the general policies in Part B, Sections 1.1 to 4.2 and 4.4 of the Plan.

General Policies

General policies that may be particularly relevant to Arthur's Pass, include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policies B1.1.3 and B1.1.7	Contaminated and unstable land
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
1.4 Outstanding Natural Features and Landscapes	Objectives B1.4.1, B1.4.2 and B1.4.3. Policies B1.4.1 – B1.4.5	Protecting the landscape values around Arthur's Pass
2.1 Transport	Policies B2.1.17 and B2.1.18	Townships 'straddling' Strategic Roads
2.2 Utilities	Policy B2.2.4	Community reticulated sewage scheme
3.1 Natural Hazards	Policy B3.1.2	Erosion and Flooding
3.4 Quality of the Environment	Policy B3.4.20 – B3.4.27 and B3.4.39	Signage and building design, Arthur's Pass

CASTLE HILL

Preferred Growth Option

There may be more than one site for expansion of 'Castle Hill' Village which complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.15

Encourage new residential or business activities to use sites in the existing Living 1A or Business 1A Zones if such sites are available and appropriate for the proposed activity.

Explanation and Reasons

Castle Hill Village has been designed and developed as a 'whole village' concept. Large areas of the existing Living 1A and Business 1A Zones have yet to be developed. Using these sites first, provided they are available and appropriate, is consistent with the Town Form Policy B4.3.4.

Policy B4.3.16

Encourage any land rezoned for new residential or business development to be located on the west side of SH73.

Explanation and Reasons

Castle Hill Village is confined to one side of SH73. This policy is consistent with Policy B2.1.17.

Policy B4.3.17

Ensure any new residential or business development does not adversely affect the Thomas River, or wetlands.

Explanation and Reasons

This policy is consistent with Policy B1.2.2.

Policy B4.3.18

Require any land rezoned for new residential or business development to proceed in accordance with a development plan which provides for all of the following matters:

- **Building and sign design to compliment the alpine environment.**
- **The layout of roading and road and utility links, to the existing Castle Hill Village.**
- **Pedestrian links or walkways throughout the area and to the existing Castle Hill Village.**
- **The staging of any development.**

- **Landscaping or buffering of any zone boundary along SH73, to reduce noise effects for residents and visual effects for road users.**

Explanation and Reasons

The conditions are similar to those for the comprehensive development plan for the existing Living 1A and Business 1A Zones at Castle Hill Village. The conditions address potential adverse effects on the environment and are consistent with the policies in Sections 1.1 to 4.2.

General Policies

General policies that may be particularly relevant to residential or business growth at Castle Hill include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
1.4 Outstanding Natural Features and Landscapes	Objectives B1.4.1 and B1.4.2. Policies B1.4.6 – B1.4.9	Protecting the landscape values around Castle Hill
2.1 Transport	Policies B2.1.17	Castle Hill is confined to one side of a Strategic Road
3.4 Quality of the Environment	Policy B3.4.20 – B3.4.29	Signage and building design, Castle Hill

COALGATE

Preferred Growth Option

There may be more than one area for any future expansion of Coalgate that would comply with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.19

Encourage new residential and business activities to use sites in the existing Living and Business zones if such sites are available and appropriate for the proposed activity.

Explanation and Reasons

There are large areas of land in the existing Living zones at Coalgate. This policy is consistent with the Town Form Policy B4.3.4.

Policy B4.3.20

Encourage any land rezoned for residential or business development to be on the south side of Homebush Road.

Explanation and Reasons

Homebush Road is a Strategic Road and Coalgate is currently confined to the south side of Homebush Road. This policy is consistent with Policy B2.1.17.

Policy B4.3.21

Ensure that any land rezoned for residential or business activities between Coaltrack Road and the Selwyn River/Waikirikiri does not create or exacerbate natural hazards.

Explanation and Reasons

The land south of Coaltrack Road forms terraces for the Waikirikiri/Selwyn River. Before this land is zoned for residential or business development, further information is needed on the history of land erosion or flooding on this land. This policy is consistent with Policy B3.1.2.

Policy B4.3.22

Ensure any land rezoned for residential or business developments does not exacerbate 'reverse sensitivity' issues in respect of activities in the Business 2 zone.

General Policies

General policies that may be particularly relevant to Coalgate include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
1.4 Outstanding Natural Features and Landscapes	Objectives B1.4.13 and B1.4.14.	Protecting the values of Waikirikiri/Selwyn River and Malvern Hills
2.1 Transport	Policies B2.1.17	Coalgate is confined to one side of a Strategic Road
3.4 Quality of the Environment	Policy B3.4.36 – B3.4.39	Reverse sensitivity issues in respect of Business 2 Zones

DARFIELD

Preferred Growth Option

The Plan provides for a pattern of development in and around the township which in general terms, provides for development in a concentric pattern with lower rural-residential densities on the periphery (Living 2A and 2A1) and graduated higher densities towards the centre (Living 2, Living X and Living 1).

As at April 2004 township water supply is a constraint that until overcome, will substantially limit the extent of further development possible around the township. With the exception of the Living 2A1 Zone, which is already intensively subdivided, outline development plans will be required for the coordinated development of land in the large Living 2A Zone, the Living X Zone and part of the Living 2 Zone north of Kowhai Drive.

The development of large areas of land on the periphery of the Township will be deferred pending an upgraded water supply, the incorporation of outline development plans, and measures to address reverse sensitivity effects. The ultimate development of land in the deferred zones may ultimately also be subject to review in respect to effluent treatment required.

Specific Policies

Policy B4.3.23

Encourage new residential and business development on sites in existing Living and Business zones if such sites are available and appropriate for the proposed activity.

Explanation and Reasons

There are large areas of land zoned Living at Darfield that have not been subdivided or developed for residential purposes. There are also vacant sites in the existing Business 1 zones along North and South Terrace. This policy is consistent with the Town Form Policy B4.3.4.

Policy B4.3.24

To encourage the provision of large residential allotments within the Living 2 Zones.

Explanation and Reasons

Residential density and allotment sizes average between 0.5 and 1 hectare in the Living 2 Zones at Darfield. These zoned areas cover large blocks of land up to 2 km from the town centre. The zone is intended to allow large residential lots of an average minimum area of 5000m², and some large existing lots are expected to be further subdivided provided this overall density is not exceeded. Further subdivision in the zone is also subject to the availability of the necessary infrastructure, particularly water supply. This policy complements the Policy B4.1.3 and the Town Form Policy B4.3.6.

Policy B4.3.25

Discourage individual property access from new Living or Business zones to State Highway 73 or State Highway 77 (Bangor Road) and manage the number and location of any new subdivisional roads on to these routes.

Explanation and Reasons

Future expansion of Darfield, will straddle two Strategic Roads, State Highway 73 and State Highway 77 (Bangor Road). Subdivision in new Living or Business zones (i.e. zones created after the date of notification of this Plan) will need to be designed so that individual properties do not have direct frontage access to these routes. The number of any new subdivisional roads intersecting with these highways should be minimised (or prevented where necessary), or located such that the efficiency and safety of these highways is not impaired. Policy B4.3.20 complements Policy B2.1.18.

Policy B4.3.26

Encourage any new Business zone to adjoin an existing Business zone of similar character if land for this purpose is available and appropriate.

Explanation and Reasons

Darfield has two Business 1 and 2 Zones. Policy B4.3.26 is to encourage consolidated Business zones in townships rather than in several isolated areas. This policy is consistent with policies B3.4.35 and B3.4.36.

Policy B4.3.27

Ensure any land rezoned for new residential or business development does not create or exacerbate 'reverse sensitivity' issues in respect of activities in the existing Business 2 Zones or the Midland Railway.

Explanation and Reasons

Darfield has a variety of activities located in Business 2 Zones and the Rural Zone around the edge of the township that may not be readily compatible with residential activities. The Council is also aware of complaints about the noise and dust from coal trains using the Midland Railway line.

Policy B4.3.27 is to ensure that the existing activities in the Business 2 Zones and the Midland Railway Line are not affected by residential activities keep established too close to them, which leads to complaints about their nuisance effects. This is consistent with policies B3.4.38 and B3.4.39.

Policy B4.3.28

To provide for mixed densities in the Living X Zone, and rural residential development around the township in the Living 2A (Deferred) Zone to a minimum average area of 1ha, and in the Living 2A1 Zone to a minimum average area of 2ha, subject to the following:

- **That all new allotments are able to be serviced with a reticulated potable water supply:**

- **That outline development plans have been incorporated into the Plan for the coordinated development of four identified areas of land in the Living 2A Zone, the Living X Zone and part of the Living 2 Zone to address roading, reserve, and pedestrian/cycle linkages;**
- **Where applicable, provision has been made to address any reverse sensitivity issues.**

Explanation and Reasons

As of April 2004, the Darfield water supply system was at capacity, and pending the development of a new system, and the obtaining of the necessary resource consents, further subdivision in the Deferred Living X and 2A Zones is unlikely to be possible. The scope for further development, and the likely rate of resubdivision in the Living 2A1 Zone, is such that it is less affected by this constraint.

The Living X Zone provides for a range of allotment sizes as may be nominated by the developer, but not to a lesser area than specified in the Living 1 Zone. Development in the Living X Zone is also subject to deferral pending the incorporation of outline development plans.

The Living 2A1 Zone applies to land already substantially subdivided into lots of between 2 and 4 ha, generally bounded by Clinton, Bangor and Creyke Roads. This degree of fragmentation is such that requiring an outline development plan is unrealistic. However, the zone already has a distinct low density rural residential character and a generally uncoordinated internal roading pattern. Having regard to this, and the expectations of existing residents, the Council does not wish to allow further subdivision below an average area of 2ha without consultation with the resident community. Given the existing subdivision pattern and low density allowed in the zone, deferred status is not considered necessary for the Living 2 A1 Zone.

For the Living 2A Deferred Zone, deferred zoning also applies to enable the incorporation of outline development plans for each of the four areas labelled 1, 2, 4 and 5 in Appendix 25. The purpose of the outline development plans is to ensure the provision of through roading patterns where necessary; preventing frontage access for properties to state highways and managing the location and number of new access roads; staging of development for provision of services; and cycle/pedestrian links and reserves; and to address reverse sensitivity issues.

In some cases, the presence of business zones, utilities, arterial roads (noise) or plantations adjacent to future residential developments will necessitate provisions of setbacks or other methods to mitigate reverse sensitivity effects, and to avoid operation of existing activities being compromised. With the exception of a large block of land north-east of the Township (bounded by Homebush and Kimberley Roads, (Area 4, Appendix 25), outline development plans will have to be added by variation or plan change. However the Living 2A and 2A1 Zonings signal that subject to constraints being addressed, these areas are suitable in principle for low density residential development.

General Policies

General policies that may be particularly relevant to Darfield include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policies B1.2.2, B1.2.3 and B1.2.5	Stormwater disposal, reticulated water supply and reticulated sewage treatment and disposal
2.1 Transport	Policies B2.1.15 – B2.1.18	SH1 and Main South trunk line
2.2 Utilities	Policy B2.2.4	Community reticulated sewage scheme
3.4 Quality of the Environment	Policies B3.4.35 and B3.4.36, B3.4.38 and B3.4.39	Consolidating Business zones and reverse sensitivity effects

DOYLESTON

Preferred Growth Option

There may be more than one area for the future expansion of Doyleston that complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.29

Encourage new business or residential activities to use sites in the existing Living 1 Zone if such sites are available and appropriate for the proposed activity.

Explanation and Reasons

There are vacant sites in the existing Living zone at Doyleston. Policy B4.3.29 is consistent with the Town Form Policy B4.3.4.

Policy B4.3.30

Encourage any land rezoned for new residential or business development to be located on the north side of Drain Road.

Explanation and Reasons

Doyleston is located around a 5 point intersection of Leeston, Beethams and Drain Roads. It is largely confined, at present, to the north side of Drain Road. Policy B4.3.30 minimises adverse effects of the growth of Doyleston on the safe and efficient operation of the road network. It is consistent with Transport Objective B2.1.1, Policy B2.1.3 and Policy B2.1.9.

Policy B4.3.31

Ensure any land rezoned for new residential or business development does not create, or exacerbate, a natural hazard from flooding of Doyleston Drain or Boggy Creek, or from stormwater ponding on-site.

Explanation and Reasons

Doyleston is located in an area where groundwater is close to the ground surface. Stormwater can pond on sites for several days after heavy rain. Doyleston Drain and Boggy Creek flow either side of the township area. Any new residential or business activities should not occur on sites that have a reasonable risk of being flooded downstream as a result of increasing the rate at which stormwater runs off the land into waterbodies. Policy B4.3.31 is consistent with Policy B3.2.1.

Policy B4.3.32

Ensure any land rezoned for new residential or business development does not create ‘reverse sensitivity’ issues in respect of the seed cleaning plant west of King Street, or activities in the Business 2 Zone.

Explanation and Reasons

The seed cleaning factory west of King Street and activities in the Business 2 Zone on Leeston Road are existing activities that may be incompatible with new residential activities or some other business activities. Policy B4.3.32 is consistent with policies B3.4.38 and B3.4.39.

Policy B4.3.33

Promote the rezoning of land for new residential activities on sites ‘behind’ the existing zone fronting Leeston and Drain roads, if such sites are available and appropriate.

Explanation and Reasons

Doyleston Township has developed at the intersection of three roads. In some places, the existing residential development is one section ‘deep’ along these roads. Policy B4.3.33 promotes further town growth by using the land ‘behind’ these existing houses (at right angles to the road) to create a compact residential area, rather than extending the township ‘one section deep’ further along roads. This policy is consistent with the Town Form Policy B4.3.6

General Policies

General policies which may be particularly relevant to Doyleston include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.2, B1.2.3 and B1.2.5	Stormwater disposal, reticulated water supply and reticulated sewage treatment and disposal.
2.2 Utilities	Policy B2.2.1 and B2.2.4	Community reticulated sewage scheme
3.1 Natural Hazards	Policy B3.1.2	Flooding of Doyleston Drain or Boggy Creek or surface ponding on sites.
3.4 Quality of the Environment	Policy B3.4.38 and B3.4.39	Reverse sensitivity effects

DUNSANDEL

Preferred Growth Option

There may be more than one area for the future expansion of Dunsandel that complies with all relevant provisions in the District Plan.

Specific Policies

Policy B4.3.34

Encourage new residential or business activities to use sites in the existing Living or Business zones, if such sites are available and appropriate for the proposed activity.

Explanation and Reasons

There are vacant sites within the existing Living and Business zones at Dunsandel. Policy B4.3.34 is consistent with the Town Form Policy B4.3.4.

Policy B4.3.35

Discourage rezoning of land for new residential or business development along SH1, west of the existing Business 1 Zone or east of the Hotel site.

Explanation and Reasons

SH1 is the busiest Strategic Road in Selwyn District and bisects Dunsandel. Policy B4.3.35 is consistent with Policy B2.1.16.

Policy B4.3.36

Require any land rezoned for new residential or business development to be supplied with reticulated sewerage if on-site effluent disposal may result in groundwater contamination.

Explanation and Reasons

Environment Canterbury staff have indicated (in correspondence dated 19 August 1999) that they have concerns that on-site effluent treatment and disposal at Dunsandel may cause groundwater contamination. However, the Regional Council are, at the time of writing, continuing to issue discharge permits for on-site effluent treatment and disposal at Dunsandel. Policy B4.3.36 is consistent with Policy B1.2.2.

Policy B4.3.37

Encourage any new Business zone to adjoin an existing Business zone of similar character if such sites are available and appropriate.

Explanation and Reasons

Dunsandel has Business 1 and 2 Zones. Policy B4.3.37 is to encourage consolidated Business zones in townships, rather than in several isolated zones. This policy is consistent with policies B3.4.36 and B3.4.37.

Policy B4.3.38

Ensure any land rezoned for new residential or business development does not cause or exacerbate ‘reverse sensitivity’ issues in respect of activities in the existing Business 2 Zone, or the Main South Island Trunk Line.

Explanation and Reasons

Dunsandel is bisected by the Main South Island Trunk Line. A transport depot operates in the Business 2 Zone on Irvines Road. These existing activities should not be adversely affected by new residential or business activities locating next to them, which might lead to complaints about noise, dust or other effects of the existing operations. This policy is consistent with policies B2.1.14, B3.4.38 and B3.4.39.

Policy B4.3.39

Promote rezoning of land for new residential activities on sites ‘behind’ existing Living zones fronting Railway Road, Highfield Avenue, Leeston/Dunsandel Road or Dunsandel/Hororata Road, if such sites are available and appropriate.

Explanation and Reasons

Much residential development in the existing Living 1 Zones at Dunsandel is ‘one section deep’ along the frontage of these roads. Policy B4.3.39 promotes further residential development by using the land ‘behind’ these houses (at right angles to the road) to facilitate a compact shaped residential area, rather than the extension of the township ‘one section deep’ further along these roads. This policy is consistent with Policy B4.3.6.

General Policies

General policies which may be particularly relevant to Dunsandel include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policies B1.2.2 and B1.2.5	Stormwater and sewage disposal
2.1 Transport	Policies B2.1.15 – B2.1.18	SH1 and Main South trunk line
2.2 Utilities	Policy B2.2.4	Community reticulated sewage scheme
3.4 Quality of the Environment	Policies B3.4.35 – B3.4.38	Consolidating Business zones and reverse sensitivity effects.

Sewage Treatment and Disposal

At the time of writing the Plan, Environment Canterbury (the Regional Council) was unable to confirm whether reticulated sewage treatment and disposal will be required for future residential or business development at Dunsandel (letter dated 19 August 1999). The discharge of contaminants is a function of Regional Councils under the Act (section 30). Selwyn District Council's policy is that the District Plan will require reticulated sewage treatment and disposal once Environment Canterbury indicates that it will not issue discharge permits for on-site effluent treatment and disposal – see Policy B4.3.36 above.

GLENTUNNEL

Preferred Growth Options

The preferred area for any expansion of Glentunnel is north towards the Malvern Hills, but not encroaching on to the base of these hills.

Specific Policies

Policy B4.3.40

Encourage new residential or business activities to use sites in the existing Living 1 Zone, if such sites are available and appropriate for the proposed activity.

Explanation and Reasons

There are vacant sites within the existing Living 1 zone at Glentunnel. Policy B4.3.40 is consistent with the Town Form Policy B4.3.4.

Policy B4.3.41

Encourage any land rezoned for new residential or business development to be located north of the existing Living 1 Zone, extending towards, but not on to, the Malvern Hills.

Policy B4.3.42

Discourage any land being rezoned for new residential or business development which is located:

- **East or west of the existing Living 1 Zone along Homebush Road; or**
- **South of Homebush Road.**

Explanation and Reasons

The preferred area for any expansion of Glentunnel Township is north of the existing zone towards, but not onto, slopes of the Malvern Hills. The landscape values of the Malvern Hills are recognised in Policy B1.4.13.

Glentunnel is largely confined to the north side of Homebush Road. The existing Living 1 Zone adjoins the Living 1 Zone at Coalgate. Coalgate is confined to the south side of Homebush Road. Any extension of the Living 1 Zone at Glentunnel on to the south side of Homebush Road, or to the east of the existing Living 1 Zone, is contrary Policy B2.1.17.

The area south of Homebush Road includes the lower terraces and bed of the Waikirikiri/Selwyn River. The area is subject to flooding in heavy rainfall. The plan also seeks to maintain the natural character of the river margins. Extending Glentunnel south of Homebush Road may be inconsistent with Policy B1.4.14 and Policy B3.1.2.

General Policies

General policies that may be particularly relevant to expansion of Glentunnel include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
1.4 Outstanding Natural Features and Landscapes	Objectives B1.4.13 and B1.4.14.	Protecting the values of Waikirikiri/Selwyn River and Malvern Hills
3.1 Natural Hazards	Policy B3.1.2	Flooding of Waikirikiri/Selwyn River

HORORATA

Preferred Growth Option

There may be more than one area for the future expansion of Hororata that complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.43

Encourage new residential and business activities to use sites in the existing Living zones where those sites are available and appropriate for the proposed activity.

Explanation and Reasons

There are many sites within the existing Living zones at Hororata that are not currently used for residential or business activities. Policy B4.3.43 is consistent with the Town Form Policy B4.3.4.

Policy B4.3.44

Discourage rezoning of any land for new residential or business development along Hororata Road, north of Duncan's Road.

Explanation and Reasons

Policy B4.3.44 discourages the growth of Hororata township along Hororata Road north of Duncan's Road, in favour of more consolidated town growth in and around the existing Living zones. This policy is consistent with the Town Form Policy B4.3.6.

Policy B4.3.45

Ensure any land rezoned for new residential or business development does not create or exacerbate a natural hazard from flooding of the Hororata River or Cordy's Stream.

Explanation and Reasons

Parts of Hororata township are situated on the edge of Cordy's Stream or the Hororata River. Land rezoned for new residential or business development should not occur on land which is likely to be flooded or eroded by these waterbodies. New residential or business development should not increase the risk of these waterbodies flooding land 'downstream' as a result of an increase in the rate of rainfall runoff from the site. Policy B4.3.45 is consistent with Policy 3.1.2.

General Policies

General policies that may be particularly relevant to Hororata include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
2.1 Transport	Policy B2.1.6	Additional property access on to Hororata Road
3.1 Natural Hazards	Policy B3.1.2	Hororata River and Cordy's Stream

KIRWEE

Preferred Growth Option

The future growth of Kirwee will be met by the development of the extensive zoned areas north of State Highway 73, generally in a compact pattern with higher densities towards the centre of the township.

Specific Policies

Policy B4.3.46

Encourage new residential and business activities to use sites in the existing Living zones if such sites are available and appropriate for the proposed activity.

Explanation and Reasons

There are many sites within the existing Living zones at Kirwee that are not currently used for residential or business activities. Policy B4.3.46 encourages those sites to be used in accordance with the Town Form Policy B4.3.4.

Policy B4.3.47

Discourage rezoning of land for new residential or business development in areas:

- **South of SH73; or**
- **North of the Living 2A Zone along Courtenay Road.**

Explanation and Reasons

Most of Kirwee Township has developed on the north side of SH73 and the Midland Railway Line. Policy B4.3.47 is consistent with Policy B2.1.17. Along Courtenay Road a large area of land has been rezoned Living 2A by private plan change. Policy B4.3.47 discourages further extension of Kirwee township, in favour of consolidated development of the existing Living zones including large areas of undeveloped land in the Living 1 and Living 2A zones. This policy is consistent with policies B4.3.4 and B4.3.6. It is also consistent with Policy B1.1.8 as the area to the north of Kirwee township contains versatile soils.

General Policies

General policies that may be particularly relevant to Kirwee include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policy B1.1.8	Versatile soils to north
1.2 Water	Policies B1.2.4 and B1.2.5	Protection zone for community water supply bores
2.1 Transport	Policies B2.1.7, B2.1.14, B2.1.15 and B2.1.17	Additional property access on to SH73. Midland Railway line. Township confined to one side of SH73.

LAKE COLERIDGE VILLAGE

Preferred Growth Option

There may be more than one site/area for the future expansion of Lake Coleridge Village, that complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.48

Ensure that rezoning of any land for new residential or business development occurs on sites, and in ways, that maintain the landscape and amenity values of the alpine surrounds, and which include a development plan for the design and siting of buildings and structures.

Explanation and Reasons

Lake Coleridge Village is located in an area with special landscape values and natural features (Lake Coleridge and the Rakaia Gorge). The area has a relatively low level of human modification, especially in terms of structures and facilities, compared with areas around townships on the Plains. Any new residential or business development at Lake Coleridge Village should be sited to minimise the impact of buildings and associated infrastructure on the surroundings. This policy is consistent with policies B1.4.10 – B1.4.12.

Policy B4.3.49

Encourage any land rezoned for new residential or business development at Lake Coleridge Village to include a landscape plan providing for tree planting, walkways and reserve areas similar to those in the existing village.

Explanation and Reasons

Residents at Lake Coleridge Village indicated they value highly the trees, walkways and grass reserves in the Village (Selwyn District Council Residents' Survey 1999). The trees are valued for shelter against the north westerly and south westerly winds, as well as for their aesthetic values. Any expansion of the village should continue this theme, in accordance with Policy B3.4.34.

Policy B4.3.50

Encourage any land rezoned for residential or business development at Lake Coleridge Village to be located in the area between the existing Living zone boundaries at Acheron Avenue and Harper Place, provided land is available and appropriate for the proposed activity.

Explanation and Reasons

Lake Coleridge Village is spread over a reasonably large area relative to the number of households in the Village. Policy B4.3.50 is to encourage the village to develop in a compact form, where practical, in accordance with the Town Form Policy B4.3.6.

General Policies

The following general policies may be particularly relevant to Lake Coleridge Village.

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.5	Reticulated sewage
1.4 Outstanding Natural Features and Landscapes	Policies B1.4.10 – B1.4.12	Lake Coleridge Village
3.4 Quality of the Environment	Policies B3.4.20, B3.4.22 and B3.4.34	Signs and amenity planting

LEESTON

Preferred Growth Option

There may be more than one area that complies with all relevant plan provisions for the future expansion of Leeston.

Specific Policies

Policy B4.3.51

Encourage any new Business zone to adjoin an existing Business zone of similar character, if such sites are available and appropriate.

Explanation and Reasons

Leeston has Business 1 and 2 Zones. Policy B4.3.51 is to encourage the consolidation of Business zones in townships rather than the creation of new business areas.

Policy B4.3.52

Encourage future Business 2 zoning to develop in a southerly direction, adjoining the existing Business 2 zone along Station Street, where land is available and appropriate for the proposed activity.

Explanation and Reasons

Expanding in a southerly direction keeps the Business 2 Zone away from the main living zone at Leeston. This may reduce the potential for 'reverse sensitivity' effects, in accordance with Policy B3.4.38.

Policy B4.3.53

Avoid new residential areas south of Station Street, and east of Leeston/Lake Road, unless any potential adverse effects resulting from:

- **'Reverse Sensitivity' between activities in the Business 2 Zone and any new residential area;**
- **Heavy traffic using the Station Street bypass; or**
- **The sewage treatment and disposal facilities along Beetham's Road, are avoided or mitigated.**

Explanation and Reasons

The south side of Station Street is a Business 2 Zone. Residential areas should not adjoin a Business 2 Zone unless the residential area is designed to mitigate potential reverse sensitivity effects, in accordance with Part B, Section 3.4. The township has a heavy vehicle bypass, (Station Street) to reduce heavy vehicles travelling through the Business 1 and Living 1 Zones. Policy B4.3.53 is also consistent with Policy B2.1.17.

The Leeston and Doyleston sewage treatment and disposal facilities are located south of Leeston township (Beetham’s Road). Avoiding potential ‘reverse sensitivity’ effects is consistent with Policy B2.2.5.

Policy B4.3.54

Ensure any land rezoned for new residential or business development does not cause, or exacerbate, a natural hazard by increasing the rate of stormwater runoff into the Leeston main drain.

Explanation and Reasons

The Leeston main drain overflows during heavy rainfall events. A project is in place to install a flood swale to relieve the existing flooding. However, any further residential or business development should not exacerbate the problem, in accordance with Policy B3.1.2.

Policy B4.3.55

Ensure that land that is zoned for residential development but is presently subject to surface flooding is not developed for its zoned purpose until provision is made for the amelioration of that constraint.

Explanation and Reasons

Some land to the west of Leeston is presently subject to surface flooding at times of heavy rain. The principal reason for this is the presently limited capacity of the Market Street Culvert. From an engineering point of view there are several ways in which this problem can be ameliorated and some of these depend upon development decisions yet to be made. In order to ensure that residential development of the land affected does not proceed before this problem has been remedied the areas affected have been given a ‘deferred’ zoning that brings in to play a restriction on subdivision. It is intended that, once a remedy has been decided upon and implemented, the ‘deferred’ notation and subdivision restriction will be removed by Plan Change.

General Policies

The following general policies may be particularly relevant to Leeston:

Plan Section		Objectives / Policies	Issue
1.2	Water	Policy B1.2.5	Reticulated sewerage
2.1	Transport	Policy B2.1.19	Heavy vehicle bypasses
2.2	Utilities	Policies B2.2.1 and B2.2.4	Interim community reticulated sewerage schemes
3.1	Natural Hazards	Policy B3.1.2	Flooding, Leeston Main Drain
3.4	Quality of the Environment	Policies B3.4.35 – B3.4.39	Consolidating Business zones and reverse sensitivity effects

LINCOLN

Specific Policies

Policy B4.3.56

Ensure that new Greenfield urban growth only occurs within the Outline Development Plan areas identified on the Planning Maps and Appendices, and in accordance with the phasing set out in Policy B4.3.9.

Explanation and Reasons

The future urban growth of Lincoln has been identified through both the Regional Policy Statement and the Lincoln Structure Plan. These two processes have identified the Greenfield areas adjacent to Lincoln that are most suitable for urban growth and where the potential environmental effects of such growth are able to be sustainably managed. These growth areas are identified on the planning maps and in the appendices and will be sufficient to meet the foreseeable needs of the Lincoln community and will enable the efficient provision of infrastructure to service that growth.

Policy B4.3.57

Ensure any land rezoned for new residential development has motor vehicle access from an alternative collector or arterial road other than Gerald Street.

Explanation and Reasons

Residents in Lincoln have expressed concerns about the effects, on pedestrian safety, of traffic along Gerald Street. The resulting 'traffic calming' works mean Gerald Street may not be as efficient for carrying vehicles 'through' the township as an alternative road intersecting directly with Springs Road, Ellesmere Road or Birches Road. This policy is consistent with policies B2.1.8 and B2.1.9.

Policy B4.3.58

Ensure stormwater disposal from any land rezoned for new residential or business development will not adversely affect water quality in the LI or LII waterbodies; or exacerbate potential flooding from the LI or LII waterbodies "downstream".

Explanation and Reasons

Stormwater disposal at Lincoln is commonly disposed of by a reticulated system that drains into the LI or LII waterbodies. These waterbodies flow into Te Waihora/Lake Ellesmere. Stormwater runoff can adversely affect these waterbodies by changing the sediments and contaminants contained in the stormwater, or the rate at which stormwater runs off the land. Policy B4.3.58 is to ensure no adverse effects arise from these changes. It is consistent with Policy B1.2.2.

Policy B4.3.59

Achieve integration between the rezoning of land for new residential development at Lincoln and associated provisions for utilities, community facilities and areas for business development.

Explanation and Reasons

A study prepared for the Council (Barber, 1999: Demand for Land for Commercial and Industrial Uses in Selwyn District) indicates that if projected residential growth occurs at Lincoln, there will be a shortage of space for associated business activities in the current Business 1 Zone.

In submissions on private requests for plan changes to rezone land at Lincoln, residents have expressed concerns about the impacts of additional residents on schools and other community facilities. Policy B4.3.59 is consistent with Policy B2.3.1.

Policy B4.3.60

Ensure rezoning any land for new residential or business development does not create or exacerbate potential “reverse sensitivity” issues in respect of activities in the Business 3 Zone or surrounding Rural Zone.

Explanation and Reasons

Activities in the Business 3 Zones and associated activities in the immediately adjoining Rural Zone may have effects that are incompatible with the amenity values of residential areas. An example is that sewage holding ponds south of the Living 1A Zone. To ensure existing activities in these zones continue relatively freely, residential development should be kept to the east of the Business 3 Zones, unless it is developed under conditions that ensure any potential ‘reverse sensitivity’ effects are minor. Policy B4.3.60 is consistent with policies B3.4.37 and B2.2.5.

Policy B4.3.61

Consider any potential adverse effects of rezoning land for new residential or business development to the north of Lincoln Township on the ‘rural-urban’ landscape contrast of the area with Christchurch City, as identified in the RPS.

Explanation and Reasons

Objective 3 and Policy 5 of Chapter 12 of the RPS identify an area of land between Christchurch City and a line extending from West Melton to Tai Tapu as having important landscape and amenity values. The RPS seeks to maintain this land in “rural and recreational” areas. Policy B1.4.17 of the District Plan addresses this issue.

The area identified by the definition in Chapter 12, Objective 3 and Policy 5 of the RPS is currently to the north of Lincoln so that the present urban area is not constrained by that policy. If, however, Lincoln grows to the north it is likely that such future growth will need to take account of the RPS policy.

Policy B4.3.62

In that part of the Living Z Zone located in Lincoln as depicted within the Outline Development Plan for ODP Area 5, Appendix 37, no subdivision is to occur and no principal buildings are to be erected within 50m of the Landscape Buffer located at the northern end of the Business 2B Zone until appropriate noise attenuation measures are constructed, so as to address potential noise effects from the Business 2B zone on the Living Z zone and to ensure that the noise standards contained in Rule 22.4.1.6 can be achieved.

Explanation and Reasons

Activities in the Business 2B Zone may have noise effects that are incompatible with the amenity values of the adjoining Living Z zone. To ensure activities in these zones develop relatively freely, residential development in the Living Z zone should not occur within 50m of the Landscape Buffer located at the northern end of the Business 2B zone, unless appropriate noise attenuation measures are constructed to ensure any potential 'reverse sensitivity' effects are minor. Policy B4.3.62 is consistent with policies B3.4.37 and B2.2.5.

Policy B4.3.63

Ensure that development within each of the Outline Development Plan areas identified on the Planning Maps and Appendices within Lincoln addresses the specific matters relevant to each ODP Area number listed below:

Lincoln

Outline Development Plan Area 1

- ODP Area 1 to align with ODP Area 5;
- Provision of a main east-west road originating from Weedons Road, linking Springs Road to Moirs Lane in the southern area of ODP Area 1;
- Provision of secondary and tertiary roads connecting to the roading network within the adjoining subdivision to the north of the ODP area;
- Provision of main pedestrian and cycle links to the township and university;
- Provision of a comprehensive stormwater/wetland system, including stormwater wetland areas where required to accommodate necessary flows;
- Provision of wells and water pumping facilities to provide sufficient capacity for all future growth in this area, including main truck connections where necessary;
- Provision of a reticulated wastewater system and pumping stations with capacity to accommodate necessary flows;
- Maintenance of the buffer zone (150m) around the perimeter of the sewerage treatment plant;
- Provision of a building setback and landscape buffer adjacent to Springs Road and between residential properties and the rural land to the south of the ODP area;

- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Plan Area 2

- ODP Area 2 to align with ODP Area 3;
- Provision of main east-west road linking Southfield Drive to Ellesmere Road south of Edward Street;
- Provision of main north-south road linking Edward Street to main east-west road west of Ellesmere Road;
- Provision of Rail Trail route, and main pedestrian and cycle links to the township and university;
- Provision of main pedestrian and cycle links along the eastern side of the Liffey (LI) waterway and both sides of the LII waterway;
- Provision of a comprehensive stormwater/wetland system, including stormwater/wetland areas where required to accommodate necessary flows and secondary flow paths or flood capacity measures away from residential property;
- Provision of a reticulated wastewater system and pumping stations with capacity to accommodate necessary flows;
- Provision of a 20m reserve along the eastern side of the Liffey (LI) waterway and both sides of the LII waterway;
- Provision of a building setback and landscape buffer adjacent to Ellesmere Road;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area;

Outline Development Plan Area 3

- ODP Area 3 to align with ODP Area 2 and ODP Area 4;
- Provision of a main north-south road linking Edward Street (aligning with Southfield Drive) and Birchs Road adjacent to ODP Area 4;
- Provision of a main road link from the main north-south road to link to Edward Street aligning with main road from ODP Area 2;
- Provision of Rail Trail route, and main pedestrian and cycle links to township, including routes via 'Browns Lane' and adjacent to both Ellesmere Road and Edward Street. (**Note:** The 'Browns Lane' route shall be deferred until residential development of the 'Duncan's Block' has occurred.)
- Provision of a comprehensive stormwater conveyance system to accommodate necessary flows within both the northern and southern catchment boundaries;
- Provision of wells and water pumping facilities to provide sufficient capacity for all future growth in this area, including main trunk connections where necessary;
- Provision of a reticulated wastewater system and pumping stations with capacity to accommodate necessary flows;

- Provision for riparian corridor/reserve along stream to Ellesmere Road;
- Provision of a building setback and landscape buffer adjacent to Ellesmere Road and Edward Street;
- Provision of one neighbourhood centre;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Plan Area 4

- ODP Area 4 to align with ODP Area 3;
- Provision for a main road connection between Birchs Road and Boundary Road aligning with main road from ODP Area 3;
- Avoidance of any direct vehicular access onto Tancreds Road and the northern frontage of Birchs Road;
- Provision of main pedestrian and cycle links to the town centre;
- Interface with existing reserve areas;
- Provision for maintenance of capacity and flows of Paparua Water Race.
- The potential for reverse sensitivity with surrounding rural land which includes but is not limited to: dust (during cultivation and harvesting), spray drift, irrigation drift, noise from bird scaring devices, noise and headlight glare from machinery, smoke from “burn off”, and odour;
- Provision of a comprehensive stormwater/wetland system, including stormwater/wetland areas where required to accommodate necessary flows;
- Provision of wells and water pumping facilities to provide sufficient capacity for all future growth in this area, including main trunk connections where necessary;
- Provision of a reticulated wastewater system and pumping stations with capacity to accommodate necessary flows;
- Provision of a building setback and landscape buffer adjacent to Tancreds Road and the northern frontage of Birchs Road;
- Provision of a 20 metre (minimum) building setback and landscaped non-recreational buffer adjacent to 'Smith's Block', with hedging by slow growing, tightly branched evergreen natives;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Plan Area 5

- ODP Area 5 to align with ODP Area 1;
- For the Living Z Zone, provision of one roading connection off Springs Road to service the residential development only;

- For the Business 2B Zone, provision of one roading connection off Springs Road to service the business development only;
- No roading access between the Living Z and Business 2B zones;
- Provision of a 50m buffer between the Living Z and Business 2B zones to be used as a landscape buffer with the potential to become a limited access bypass road (subject to confirmation by the Selwyn District Council)
- Provision of pedestrian and cycle links within the ODP area that could connect with the adjoining urban area to the north and the east;
- Provision of a reticulated wastewater system with capacity to accommodate necessary flows;
- Provision for an integrated stormwater management system;
- Provision of wells and water pumping facilities to provide sufficient capacity for all future growth in this area, including main trunk connections where necessary;
- Provision of a minimum net density of 10 households per hectare averaged over the Living Z zone.

Outline Development Plan Area 6

- Provision for a road extension from North Belt to the northern ODP boundary, aligning with William Street;
- Provision of main pedestrian and cycle links to the town centre;
- Provision for cycle and pedestrian facilities through to the Community Centre and Domain sites;
- Provision of a reticulated wastewater system with capacity to accommodate necessary flows;
- Provision for stormwater management system;
- Provision of a minimum net density of 15 households per hectare averaged over the ODP area.

Explanation and Reasons

A Structure Plan has been prepared to facilitate the integrated growth of Lincoln Township to accommodate an additional 4,015 households by 2041. The Lincoln Structure Plan is based on projected figures from the Urban Development Strategy and Regional Policy Statement, which identify Lincoln as a south-western growth centre.

Due to the large amount of land within the township Urban Limit, the Greenfield growth area has been broken into a number of Outline Development Plan (ODP) areas. Each area is to be developed in accordance with an individual outline development plan while achieving the strategic outcomes sought for the entire township.

Each ODP area has been identified predominately by using significant features that cause severance e.g. major roads or rivers, whilst also taking into consideration the ability to provide for infrastructure. Smaller ODP areas have generally been avoided as they will reduce the potential to achieve a strategic outcome. One exception in Lincoln is ODP Area 6, which due to its location adjacent to the Lincoln Community Centre and its use for medium density purposes only, is suited to a small ODP. Comparatively, providing one ODP for the entire area will create difficulties with multiple land ownership, zoning and staging such that the ability to readily implement future growth, particularly in the short term is likely to be heavily constrained by such difficulties. It is considered therefore that the approach taken with identified ODP areas is both the most practical in terms of maintaining the strategic objective and enabling development to continue in the short term. It is also considered that this approach is consistent with the Regional Policy Statement.

Whilst an ODP is generally conceptual in nature, some specific criteria have been listed which must be addressed in an ODP for any of the identified ODP areas. Each ODP area within Lincoln has specific requirements that have been identified through the Structure Plan process. Where an ODP is not already prepared, important infrastructure requirements have been listed under this specific criteria and these include matters such as roading links, water supply, stormwater management, wastewater treatment and disposal, Rail Trail route, and pedestrian and cycle links to the town centre, university and esplanade reserves. These criteria must be addressed when preparing an ODP within an ODP area in Lincoln. It is also relevant to consider this criteria where a change to an operative ODP is proposed, as noted in Policy B4.3.10.

General Policies

General policies which may be particularly relevant to Lincoln include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policies B1.1.3 and B1.1.8	Possible contaminated soil in areas used for agricultural research in the past. Lincoln is surrounded by “versatile soils” except to the south-west (LUC Class I or II)
1.2 Water	Policy B1.2.2 and B1.2.5	Stormwater disposal to LI and LII. Reticulated sewerage.
2.1 Transport	Policy B2.1.8 and B2.1.9	Community perceptions of traffic on Gerald Street. Impact of growth of Lincoln and road links into Christchurch City
2.2 Utilities	Policies B2.2.1 and B2.2.4	Impacts of rate of residential growth on Lincoln’s sewerage system
2.3 Community Facilities (and Reserves)	Policy B2.3.1	Impact of rate of residential growth at Lincoln on community facilities
3.4 Quality of the Environment	Policy B3.4.37	Reverse sensitivity issues, Business 3 and Rural zones

Reticulated Sewage

Reticulated sewage treatment and disposal is required at Lincoln.

PREBBLETON

Preferred Growth Option

The first preferred areas for expansion of Prebbleton are east and west of Springs Road, between the north and south limits of the existing Living and Business zones as identified in Appendix 31, inclusive of the additional ‘Greenfield’ development sites that are zoned Living Z and identified in the outline Development Plans contained in Appendix 42.

Specific Policies

Policy B4.3.64

Encourage land located to the east and west of the existing Living and Business zones, being those Living and Business zones that adjoin Springs Road, which is located as close as possible to the existing township centre as the first preferred areas to be rezoned for new residential development at Prebbleton, provided sites are available and appropriate for the proposed activity.

Explanation and Reasons

Much land rezoned for residential development at Prebbleton has been to the south of the township, to avoid using land containing ‘versatile soils’ (LUC Class I or II). As a result, Prebbleton is developing in an elongated north-south pattern along Springs Road. The Council’s preferred areas for future residential development are east and west of Springs Road located as close as possible to the existing town centre. This policy is consistent with:

- Creating a compact shaped township; Town Form Policy B4.3.6.
- Minimising effects on Springs Road as a Strategic Road; Policy B2.1.18.
- Minimising the length of “rural-residential” boundaries and potential for “reverse sensitivity” issues; Policy B3.4.39.

Although this area contains LUC Class II soils, there are other resource management effects of continuing residential development on soils that are not “versatile” at Prebbleton.

Policy B4.3.65

Discourage further expansion of Prebbleton township north or south of the existing Living zone boundaries adjoining Springs Road.

Explanation and Reasons

Springs Road is one of the busiest Strategic Roads in Selwyn District. Further elongation of Prebbleton township north-south along Springs Road is inconsistent with Policy B2.1.18 and Town Form Policy B4.3.6.

Policy B4.3.66

Encourage rezoning of any land for new business development to adjoin the existing Business 1 Zone on the east side of Springs Road.

Explanation and Reasons

Confining Business 1 Zones to one side of Springs Road may lessen the number of pedestrian and vehicle movements crossing the road than if Business 1 Zones were to occur on both sides of the road. This policy is consistent with Policy B2.1.3. Consolidating similar Business 1 Zones into one area in a township is consistent with policies B3.4.35 and B3.4.36.

Policy B4.3.67

Consider any potential adverse effects of rezoning land for new residential or business development at Prebbleton on the ‘rural-urban’ landscape contrast of the area with Christchurch City, as identified in the RPS.

Explanation and Reasons

Objective 3 and Policy 5 of Chapter 12 of the RPS identify an area of land between Christchurch City and a line extending from West Melton to Tai Tapu as having important landscape and amenity values. The RPS seeks to maintain this land in “rural and recreational” uses. Policy B1.4.17 of the District Plan addresses this issue.

Policy B4.3.68

Ensure that development within each of the Living Z zone Outline Development Plan areas identified on the Planning maps and Appendices within Prebbleton address the specific matters relevant to each ODP Area number listed below:

Prebbleton

Outline Development Area 1

Provision of a primary loop road linking up to two access points off Blakes Road;

- Provision of a connection to The Paddocks subdivision to the north (Living 2A zone);
- Provision of pedestrian and cycle links through the ODP area to connect with the adjoining urban area to the west and east via Blakes Road;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of a reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of a local neighbourhood park;
- Houses developed along Blakes Road must front this road;

- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Area 2

Provision of a primary north-south road connection through the area linking from Trents Road to the Cairnbrae subdivision (Living 1A6 Zone);

- Provision of pedestrian and cycle link through the ODP area to connect with the adjoining urban area in the Cairnbrae subdivision (Living 1A6 zone) to the north and to secure through connections to any future residential development that may establish on the opposite southern side of Trents Road;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of local neighbourhood park;
- Houses developed along Trents Road must front this road;
- Houses developed along the north-western boundary with the Kingcraft Drive Existing Development Area to be of lower residential densities with appropriate fencing and boundary treatments at the rural residential/urban interface;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Area 3

Provision of a primary north-south road connection through the area linking from Springs Road to Trents Road;

- Provision of a secondary east-west road connection through the area linking from the adjacent Sterling Park subdivision (Living X Zone) to the main north-south primary road connection within this ODP;
- Provision of a further secondary north-south road connection from Hamptons Road;
- Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban areas, including specifically a connection from Trents Road to the Prebbleton Nature Park;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of a local neighbourhood park and green links;
- Houses developed along Springs Road and Trents Road must front these roads;

- Provision of a minimum net density of 10 households per hectare averaged over the ODP area;
- Houses developed along the north-western boundary with the Rural (Inner Plains) Zone to contain appropriate fencing and boundary treatments at the rural/urban interface. Further interfacetreatments will also need to be established along the Hamptons Road frontage to avoid long lengths of close board or solid fencing where housing is likely to be accessed from within the subdivision rather than directly from Hamptons Road.

Outline Development Area 4

Provision of a primary road connection through the area linking from Station masters Way to Tosswill road;

- Provision of a secondary east-west road connection through the area to Prebbleton Central;
- Provision of a local east-west secondary connection through the area to conductors road;
- Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban areas;
- Provision of an integrated stormwater management scheme to service the wider catchment, which shall incorporate wetland and riparian margins that form part of an environmentally sustainable solution that enhances ecological, cultural and Te Taumutu Runanga values;
- Interim stormwater management solutions established in advance of the integrated scheme are to have sufficient capacity for the development area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of an 'open space corridor' through to area to link up with the Prebbleton Central subdivision and Business 1 Zone, including capacity to support stormwater and pedestrian/cycling links;
- Provision of a local neighbourhood park;
- Houses developed along Tosswill Road must front this road;
- Provision of larger lots of at least 1,000m² around the northern and eastern boundaries of the ODP Area, with appropriate perimeter fencing and planting to preserve the rural outlook and Port Hills views;
- Provision of medium density lots along the 'open space corridor', to incorporate appropriate permeable fencing treatments and setbacks to promote passive surveillance and integration of housing with the wider reserve network;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

General Policies

General policies that may be particularly relevant to Prebbleton include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policy B1.1.8	Many areas around Prebbleton contain “versatile soils” (LUC Class I or II)
1.2 Water	Policy B1.2.5	Reticulated sewage (see note below)
2.1 Transport	Policies B2.1.3, B2.1.9, B2.1.10 and B2.1.18	Effects of additional traffic on Springs Road. Growth of a township “straddling” a Strategic Road.
2.2 Utilities	Policy 2.2.1	Impact of rate of town growth on utilities
2.3 Community Facilities (and Reserves)	Policy 2.3.1	Impact of rate of town growth on community facilities
3.4 Quality of the Environment	Policy B3.4.38	Reverse sensitivity issues, Rural zone

Reticulated Sewage

Reticulated sewage treatment and disposal is required at Prebbleton.

RAKAIA HUTS

Preferred Growth Option

There may be more than one site that complies with all relevant provisions in the District Plan for the future expansion of Rakaia Huts.

Specific Policies

Policy B4.3.69

Avoid rezoning any land for new residential or business development on the south-west side of Pacific Drive and restrict further building development on existing Lots 58-108 as shown in Appendix 24.

Explanation and Reasons

Land on the south-west side of Pacific Drive is subject to flooding from the Rakaia River. For this reason the Council intends to discourage further zoning of land for living or business purposes in this area and restrict development on the lower terrace within the existing Living zone.

Policy B4.3.70

Ensure any land rezoned for new residential or business development at Rakaia Huts does not cause damage or disturbance to archaeological sites or sites that are culturally important to tāngata whenua.

Explanation and Reasons

The area around the Rakaia River mouth is a traditional area of occupation and food gathering for local Māori. Remains of a moa hunting ground exist in the area. The Council encourages any person wanting to rezone land for new residential or business development at Rakaia Huts to consult with tāngata whenua and the New Zealand Historic Places Trust Pouhere Taonga about their interests in this area. This policy is consistent with Policy B3.3.2.

NOTE:

If an archaeological site is accidentally uncovered, it has interim protection from further disturbance under the Historic Places Act 1993 – see Part B, Section 3.3.

General Policies

General policies that may be particularly relevant to Rakaia Huts include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
3.1 Natural Hazards	Policies B3.1.2 and B3.1.3	Flooding and coastal erosion
3.3 Culture and Heritage	Policy B3.3.2	Sites of cultural importance to Tāngata Whenua

ROLLESTON

Preferred Growth Option

There may be more than one area that complies with all relevant plan provisions for the future expansion of Rolleston.

Specific Policies

Policy B4.3.71

Avoid rezoning land for new residential or business development (other than Business 2 and 2A Zoning), west of SH1 and the South Island Main Trunk Line (SIMTL).

Explanation and Reasons

Rolleston Township is currently confined to one side of SH1 and the SIMTL except for the Business 2 and 2A Zones. Policy B4.3.70 is consistent with Policy B2.1.17.

Policy B4.3.72

Avoid rezoning land for new residential development in areas shown under the Airport Flightpath Noise Contours for 50 dBA Ldn or greater, on Planning Map 013.

Explanation and Reasons

Land within Rolleston township is under an approach path for aircraft to Christchurch International Airport. Policy B4.3.71 is consistent with Policy B2.1.22.

Policy B4.3.73

Encourage land rezoned for new business development to adjoin an existing Business zone of similar character, where sites are available and appropriate for the proposed activity.

Policy B4.3.74

Encourage additional Business 2 or 2A Zones to locate west of SH1, preferably adjoining the existing Business 2 or 2A Zone.

Explanation and Reasons

Rolleston contains two Business 1 Zones. That part of the Business 1 Zone bounded by Rolleston Drive, State Highway 1, and Dick Roberts Place has site specific rules and it is intended to provide for the Selwyn District Council's district headquarters and for civic and community activities undertaken by the Council. It is not intended that commerce and retailing will locate in this part of the Business 1 Zone.

Policy B4.3.73 encourages any additional business development to adjoin these zones and create consolidated Business zones in the township, rather than the creation of several isolated zones. This policy is consistent with policies B3.4.35 and B3.4.36.

Keeping the Business 2 and 2A Zones west of SH1 provides a “buffer” area between these activities and the township, which may help reduce potential “reverse sensitivity” issues. Policy B4.3.74 is consistent with Policy B3.4.38.

Policy B4.3.75

Encourage integration between rezoning land for new residential development at Rolleston and associated provisions for utilities, community facilities and areas for business development.

Explanation and Reasons

A study prepared for the Council (Barber, 1999: Demand for Land for Commercial and Industrial Uses in Selwyn District) indicates that if projected residential growth occurs at Rolleston, there will be a shortage of space for associated business activities in the land currently zoned Business 1.

Future residential growth at Rolleston will also result in the need for additional or upgraded utilities and community facilities. Any application to rezone land for a new residential area needs to address these effects in the same way as the Council is required to, should it rezone land for additional residential areas. This policy is consistent with policies B2.2.1 and B2.3.1.

Policy B4.3.76

Encourage new residential development by further subdivision in existing Living 2 Zones where it complies with the objectives and policies of the Plan.

Explanation and Reasons

Residential density and allotment sizes in the Living 2 Zones at Rolleston average either 0.5 ha to 1 ha. These zones cover large areas. Policy B4.3.76 allows Rolleston township to grow through closer residential development in the Living 2 zones, provided: there are no adverse effects on infrastructure; and closer density is supported by the residents in the areas affected. This policy is consistent with Policy B4.1.3 and Town Form Policy B4.3.6.

Policy B4.3.77

Ensure that development within each of the Outline Development Plan areas identified on the Planning Maps and Appendices within Rolleston addresses the specific matters relevant to each ODP Area number listed below:

Outline Development Plan Area 1

- Provision of local secondary road connections through the area to Dunns Crossing Road, Brookside Road, and Stonebrook Drive;
- Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban area to the east and south;
- Provision of a reticulated wastewater system with capacity to accommodate necessary flows;
- Potential provision of primary school subject to agreement with Ministry of Education;
- Provision of one Local Centre;

- Provision of a 40m noise abatement zone from State Highway 1;
- Provision of local neighbourhood parks and a key open space corridor along the alignment of the unformed East Maddisons Road. Green pedestrian and cycle linkages are to be provided from the balance of the area to this open space corridor;
- Provision of a mix of housing densities within the area, with medium density housing to be located in close proximity to local parks and the central open space corridor;
- Provision of a minimum net density of 11 households per hectare averaged over the ODP area.

Outline Development Plan Area 2

- Vehicle access to be via a secondary road connection from the Markham Way cul-de-sac with no direct vehicle access onto Norman Kirk Drive or Rolleston Drive;
- Provision of wells and water pumping facilities to provide sufficient capacity for all future growth in this area, including main trunk connections where necessary;
- Provision of a reticulated wastewater system with capacity to accommodate necessary flows;
- The stopping of an unformed portion of road 'Dick Roberts Place' along the area's western boundary will need to be addressed through a separate road stopping procedure;
- Identification of the whole of this ODP area as a medium density housing area, apart from a strip adjacent to the existing dwellings to the west where lower density lots are to be located to provide an area of transition between the existing dwellings and higher density units;
- Provision of pedestrian and cycle link between Rolleston School and Markham Way;
- Provision of a minimum net density of 20 households per hectare averaged over the ODP area.

Outline Development Plan Area 3

- ODP Area 3 to align with ODP Area 8;
- Provision of local east-west secondary road connections through the ODP area to the existing "Park Lane" subdivision;
- No direct vehicle access from State Highway 1 and restricted vehicle access from Levi Road, to maintain the operational status of these primary roads, with lots fronting Levi Road to have an alternative access such as slip lanes;
- Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban area to the west and the rural area to the east;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of local neighbourhood parks, including a gateway reserve on the south eastern corner of the ODP area adjacent to Levi Road;
- Provision of larger lots of at least 1,000m² around the northern, eastern, and southern boundaries of the ODP area;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Plan Area 4

- Provision of a local secondary road connection accessing Lincoln Rolleston Road;
- Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban area to the west;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Plan Area 5

- Provision of District-function recreation and open space facilities;
- Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban area and ODP area 6.

Outline Development Plan Area 6

- ODP Area 6 to align with ODP Area 10 and ODP Area 13;
- Provision of a main east-west primary road connection through the area from near the intersection of Goulds Road and East Maddisons Road to Springston Rolleston Road;
- Provision of two local north-south secondary road connections through the area, to provide connections between ODP area 5 to the north and the primary road noted above and future urban areas to the south;
- Provision of pedestrian and cycle links within and through the ODP area to connect with the adjoining urban area and ODP area 5;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of one neighbourhood centre;
- Provision of local neighbourhood parks;
- Provision of a mix of low and medium density housing areas with a minimum net density of 12 households per hectare averaged over the ODP area.

Outline Development Plan Area 7 (Park Grove)

- Provision of a main east-west primary road connection through the area linking up to two access points off Overbury Crescent;
- Provision of a 40m noise abatement zone from State Highway 1;
- Provision of pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of a minimum net density of 19 households per hectare averaged over the ODP area.

Outline Development Plan Area 8 (Park Lane)

- ODP Area 8 to align with ODP Area 3;
- Provision of main north-south primary road connection from Marlowe Place to Beaumont Drive;
- Provision of three local east-west secondary road connections to ODP Area 3 (including one connect from Shadbolt Drive to ODP Area 3);
- Provision of a 40m building setback from the State Highway 1;
- No direct access off State Highway 1;
- Provision of pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of local neighbourhood parks;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP area.

Outline Development Plan Area 9 (Helpet Park)

- ODP Area 9 to align with ODP Area 11;
- Provision of a north-south primary road connection from Lowes Road to ODP Area 11;
- Provision of a east-west primary road connection from Springston Rolleston Road to Lincoln Rolleston Road;
- Provision of pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of a neighbourhood park;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP Area.

Outline Development Plan Area 10 (Triangle Block)

- ODP Area 10 to align with ODP Area 6 and ODP Area 12;
- Provision of main north-south primary spine road connection;
- Provision of main east-west primary road connection from Goulds Road to primary spine road;
- Provision of main northwest – southeast primary road connection from East Maddisons Road to the primary spine road;
- Provision of main east-west primary road connection from East Maddisons Road to the southern primary road connection between Goulds Road and East Maddisons Road;
- Provision of two secondary road connections from East Maddisons Road to the primary spine road;
- Provision of a secondary road network internal to the ODP area;
- Provision of off-street pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of (at least) four neighbourhood parks;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP Area.

Outline Development Plan Area 11 (Branthwaite Drive)

- ODP Area 11 to align with ODP Area 9 and ODP Area 13;
- Provision of a primary CRETS road along the south eastern boundary of the ODP area;
- Provision of main north-south primary road connection from ODP Area 9 linking up with Branthwaite Drive and to future development to the south of ODP Area 11;
- Provision of east-west primary road connection from Springston Rolleston Road to Lincoln Rolleston Road;
- Provision of main east-west primary road connection from Springston Rolleston Road to Branthwaite Drive;
- Provision of two east-west secondary road connections from Springston Rolleston Road to Lincoln Rolleston Road via Branthwaite Drive;
- Provision of north-south secondary road connections from ODP Area 9 to primary east-west road connections and adjacent future development areas;
- Provision of pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas;

- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Potential provision of one Neighbourhood Centre;
- Provision of (at least seven) neighbourhood parks;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP Area;

Outline Development Plan Area 12 (West Block)

- ODP Area 12 to align with ODP Area 10;
- Part provision of a primary CRETS road along the South eastern boundary of the ODP area;
- Provision of a main north west-south east central spine primary road connection from Dunns Crossing Road to the primary CRETS road on the south eastern boundary of the ODP area;
- Provision of a main north east-south west primary road connection from East Maddisons Road to the central spine primary road of the ODP area;
- Provision of a secondary road network internal to the ODP area and also linking Dunns Crossing Road and East Maddisons Road with the CRETS Road and the primary roads of the ODP area;
- Provision of pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas;
- Retention of water race;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of (at least seven) neighbourhood parks;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP Area;

Outline Development Plan Area 13 (Springston Rolleston Road)

- ODP Area 13 to align with ODP Area 6 and ODP Area 11;
- Provision of main east-west primary CRETS road connection from Springston Rolleston Road linking up with ODP Area 6;
- Provision of a east-west secondary road connection from Springston Rolleston Road linking up with ODP Area 6;
- Partial provision of a north-south secondary road connection (Park Lane) from Broadlands Drive to Dynes Road;
- Provision of a north-south secondary road connection from Dynes Road to the primary CRETS road of the ODP area;
- Provision of a secondary loop road connection from and to Springston Rolleston Road;
- Provision of pedestrian and cycle links within and through the ODP area to connect to adjoining urban areas;
- Provision of reticulated water supply and wastewater systems that have sufficient capacity for the ODP area;
- Provision of a comprehensive stormwater system that has sufficient capacity for the ODP area;
- Provision of (at least three) neighbourhood parks and a green link from the secondary loop road to Foster Recreation Park/Park Lane;
- Provision of a minimum net density of 10 households per hectare averaged over the ODP Area;

Explanation and Reasons

A Structure Plan has been prepared to facilitate the integrated growth of Rolleston Township to accommodate an additional 5,375 households by 2041. The Rolleston Structure Plan is based on projected figures from the Urban Development Strategy and Regional Policy Statement, which identify Rolleston as a south-western growth centre.

Due to the large amount of land within the township Urban Limit, the Greenfield growth area has been broken into a number of Outline Development Plan (ODP) areas. Each area is to be developed in accordance with an individual outline development plan while achieving the strategic outcomes sought for the entire township.

Each ODP area has been identified predominately by using significant features that cause severance e.g. major roads, whilst also taking into consideration the ability to provide for infrastructure. Smaller ODP areas have generally been avoided as they will reduce the potential to achieve a strategic outcome. One exception in Rolleston is ODP Area 2 due to it being the last large vacant lot close to the existing town centre available for comprehensive development. Comparatively, providing one ODP for the entire Township will create difficulties with multiple land ownership, zoning and staging such that the ability to readily implement future growth, particularly in the short term is likely to be heavily constrained by such difficulties. It is considered therefore that the approach taken with identified ODP areas is both the most practical in terms of maintaining the strategic objective and enabling development to continue in the short term. It is also considered that this approach is consistent with the Regional Policy Statement.

Whilst an ODP is generally conceptual in nature, some specific criteria have been listed which must be addressed in an ODP for any of the identified ODP areas. Each ODP area within Rolleston has specific requirements that have been identified through the Structure Plan process. Where an ODP is not already prepared, important infrastructure requirements have been listed under this specific criteria and these include matters such as roading links, water supply, stormwater management, wastewater treatment and disposal, and pedestrian and cycle links. These criteria must be addressed when preparing an ODP within an ODP area in Rolleston. It is also relevant to consider this criteria where a change to an operative ODP is proposed, as noted in Policy B4.3.10.

General Policies

General policies that may be particularly relevant to Rolleston include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policy B1.1.8	'Versatile soils' are located north of the township (LUC Class I or II)
1.2 Water	Policy B1.2.5	Reticulated sewage is required
2.1 Transport	Policies B2.1.17, B2.1.22 and B2.1.23	Confining Rolleston to one side of SH1/SIMTL. Christchurch International Airport
2.2 Utilities	Policy 2.2.1	Impact of rate of town growth on utilities
2.3 Community Facilities (and Reserves)	Policy 2.3.1	Impact of rate of town growth on community facilities
3.4 Quality of the Environment	Policies B3.4.35, B3.4.36 and B3.4.38	Consolidating Business zones and reverse sensitivity effects
4.1 Residential Density	Policies B4.1.2 and B4.1.3	Further subdivision, Living 2 zones

SHEFFIELD/WADDINGTON

Preferred Growth Option

There may be more than one area that complies with all the relevant plan provisions for the future expansion of Sheffield/Waddington.

Policy B4.3.78

Encourage new residential or business activities to use sites in the existing Living 1 Zone, if sites are available and appropriate for the proposed activity.

Explanation and Reasons

There is land not used for residential activities in the existing Living 1 zone at Sheffield and Waddington. Using this land is consistent with Town Form Policy B4.3.4.

Policy B4.3.79

Encourage any land rezoned for new residential or business development to occur north of the existing Living 1 Zone boundaries at Sheffield; north of the existing Living 1 Zone at Waddington; and south of the existing Living 1 Zone at Sheffield, but not on to the base of the Malvern Hills.

Policy B4.3.80

Discourage rezoning land for new residential or business development (other than Business 2) that is located:

- North east or west of the Living 1 Zone at Sheffield; or
- East of the Living 1 Zone at Waddington

Explanation and Reasons

Sheffield Township straddles SH73 and the Midland Railway Line. Waddington Township is confined to one side of SH73 and the Midland Railway Line. Policy B4.3.79 and B4.3.80 are consistent with policies B2.1.17 and B2.1.18. It is also consistent with Policy B1.4.13 which protects the landscape values of the Malvern Hills.

Policy B4.3.81

Encourage any land zoned for business development to be located on one side of SH73 only.

Explanation and Reasons

Activities which locate in Business 1 Zones tend to have relatively high numbers of vehicle or pedestrian movements compared with activities in Living zones. Policy B4.3.81 is to discourage these activities from locating on both sides of SH73 and the Midland Railway Line, so as to avoid a potential increase in the number of people and motor vehicles moving across transport routes.

This is consistent with Policy B2.1.17. It is also consistent with policies B3.4.35 and B3.4.36 which encourage Business zones to consolidate in one area of a township.

Policy B4.3.82

Ensure any land rezoned for residential or business development south of Vogel Street does not create or exacerbate a natural hazard.

Explanation and Reasons

The area to the south of the Living zones beyond Vogel Street is terraced. An assessment of the natural hazards and stability affecting the upper terrace (Living 1A) has been undertaken and the area is generally suitable for residential development. However particular sites, including those close to the edge of the upper terrace, may require further investigation at the time that applications for subdivision and/or building consents are made. Before any residential or business development takes place on the lower terrace further investigation will be needed relating to land stability and the risk of flooding, including that caused by the flow of stormwater from the upper terrace.

General Policies

General policies that may be particularly relevant to Sheffield/Waddington include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
1.4 Outstanding Natural Features and Landscapes	Policy B1.4.13	Avoid residential or business development on Malvern Hills
2.1 Transport	Policies B2.1.17, B2.1.18	SH73 and Midland Railway Line
3.1 Natural Hazards	Policy B3.1.2	Terraced area south of Vogel Street

SOUTHBRIDGE

Preferred Growth Option

There may be more than one area for the future expansion of Southbridge that complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.83

Encourage new residential or business areas to locate on sites in the existing Living and Business zones, if sites are available and appropriate for the proposed activity.

Explanation and Reasons

There is land not currently used for residential or business activities in the existing Living and Business 1 Zones at Southbridge. The use of that land for new residential or business activities is consistent with Town Form Policy B4.3.4.

Policy B4.3.84

Ensure that any land rezoned for new residential or business development in the existing Living 1 Zone along Gordon Street and High Street, does not create or exacerbate a flooding hazard.

Explanation and Reasons

The drain in this area tends to overflow in heavy rainfall, therefore flooding the area. Any new residential or business development should not occur on land which has a reasonable risk of flooding. It should not increase the risk of flooding “downstream” by increasing the rate of rainfall runoff into the drain. This policy is consistent with Policy B3.1.2.

Policy B4.3.85

Encourage any new Business zone to adjoin an existing Business zone of similar character, if sites are available and appropriate.

Explanation and Reasons

Southbridge has Business 1 and 2 Zones. Policy B4.3.85 is to encourage consolidated Business zones in townships, rather than the creation of several isolated zones. This policy is consistent with policies B3.4.35 and B3.4.36.

Policy B4.3.86

Ensure any land rezoned for new residential or business development does not create or exacerbate “reverse sensitivity” issues in respect of activities in the existing Business 2 Zone.

Explanation and Reasons

Southbridge has an existing Business 2 Zone that adjoins the Living zone in all areas except west of High Street. Some activities in the Business 2 Zone may have effects that are incompatible with residential activities. Ensuring there are options for the Business 2 areas to continue or expand without creating “reverse sensitivity” issues will promote sustainable management. This policy is consistent with policies B3.4.38 and B3.4.39.

General Policies

General policies which may be particularly relevant to Southbridge include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policy B1.1.8	Southbridge is surrounded by “versatile” soils – LUC Class I or II
1.2 Water	Policy B1.2.5	Reticulated sewage treatment and disposal is required at Southbridge (see note below).
2.2 Utilities	Policies B2.2.1, B2.2.3 and B2.2.4	There is no public reticulated sewerage system available at Southbridge at present (see note below)
3.1 Natural Hazards	Policy B3.1.2	Flooding from the drain in Gordon Street / High Street area
3.4 Quality of the Environment	Policies B3.4.35 – B3.4.39	Reverse sensitivity in Business 2 zones

Sewage Treatment and Disposal

Reticulated sewage treatment and disposal is required at Southbridge – see Policy B1.2.5.

SPRINGFIELD

Preferred Growth Option

There may be more than one area for the future expansion of Springfield that complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.87

Encourage new residential or business activities to use sites in the existing Living 1 Zone, if sites are available and appropriate for the proposed activity.

Explanation and Reasons

There is land not used for residential or business activities in the existing Living 1 zone at Springfield. Using land in the existing zone is consistent with Town Form Policy B4.3.4.

Policy B4.3.88

Encourage any new Living zone to occur on the north side of SH73 and avoid new Living or Business 1 Zones:

- **East of the existing Living 1 zone;**
- **On the south side of SH73; or**
- **North of the Midland Railway Line.**

Explanation and Reasons

Springfield Township is currently confined to one side of a Strategic Road (SH73) and the Midland Railway Line. Policy B4.3.87 is consistent with Policy B2.1.17, in keeping the township confined to one side of both transport routes.

The Russell Range is identified in the Plan as having special landscape values. Confining new residential or business development to the north side of SH73 is consistent with Policy B1.4.13.

Policy B4.3.89

Ensure that any land rezoned for new residential or business development north of Springfield does not create or exacerbate potential “reverse sensitivity” issues in respect of the Midland Railway Line.

Explanation and Reasons

Springfield Township is “sandwiched” between SH73 and the Midland Railway Line. There is some land zoned “Rural” between the Living 1 Zone and the Railway Line. The land was designated for railway purposes but this designation is not now required. This area may be suitable for the expansion of Springfield. However, potential “reverse sensitivity” effects with noise, dust and vibration from trains using the Midland Railway Line would need to be addressed.

General Policies

General policies that may be particularly relevant to Springfield include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
1.4 Outstanding Natural Features and Landscapes	Policy B1.4.13	Landscape values of Russell Range
2.1 Transport	Policies B2.1.17	Confining growth of Springfield to one side of the Midland Railway Line and SH73.

SPRINGSTON

Preferred Growth Option

There may be more than one area for the future expansion of Springston that complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.90

Encourage any land rezoned for new residential or business development at Springston to create compact shaped areas behind the existing Living zones, with frontage on to Leeston, Waterholes or Ellesmere Junction Roads, if sites are available and appropriate.

Explanation and Reasons

Springston Township has developed around the intersections of Ellesmere Junction Road/Waterholes Road and Ellesmere Junction Road/Leeston Road. The Living 1 Zone is often only “one section deep” with houses fronting these roads. The preferred option for future expansion of Springston is by using land behind the existing Living 1 Zone rather than extending it further along these arterial roads. This policy is consistent with Town Form Policy B4.3.6. The use of some of this land for future residential or business development is complicated by its tenure as part of the ‘Gammack Estate’.

Policy B4.3.91

Avoid rezoning land for new residential or business development:

- **Further west along Ellesmere Junction Road than the Domain;**
- **Further east along Ellesmere Junction Road than the Living 1A Zone.**

Policy B4.3.92

Avoid rezoning land for new residential or business development along both sides of Waterholes Road or both sides of Leeston Road.

Explanation and Reasons

Springston Township had developed along the intersection of three main roads, Leeston Road, Ellesmere Junction Road and Waterholes Road. In many parts houses are only one row deep along the road frontage. Policy B4.3.92 is to avoid extending the township further along Ellesmere Junction Road. This policy is consistent with Policy B2.1.18.

Policy B4.3.91 is to avoid creating a township that “straddles” both sides of Leeston or Waterholes Road. The policy contemplates extending the zone boundary along these roads, but preferably on one side only. This policy is consistent with Policy B2.1.17.

Policy B4.3.93

Ensure that any land rezoned for new residential or business development does not create or exacerbate a natural hazard from flooding of the Springston drainage network.

Explanation and Reasons

The land to the east and south east of the existing Living 1 Zone along Leeston Road has a high water table. If it is used for a new residential area, the water ponding in this area will need to be collected and disposed of. That activity should not increase the risk of local drains overflowing and flooding land 'downstream'.

General Policies

General policies that may be particularly relevant to Springston include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policy B1.1.8	Springston is surrounded by "versatile soils" – LUC Class I or II
1.2 Water	Policies B1.2.1 and B1.2.5	The public reticulated water supply at Springston will need upgrading if it is used to supply any new allotments. Reticulated sewage.
2.1 Transport	Policies B2.1.17, B2.1.18	Further growth of townships along Strategic Roads
2.2 Utilities	Policies B2.2.2 and B2.2.5	Upgrades to water supply and sewerage (see notes below). Alternative to public water supply.

Water and Sewage

A reticulated water supply and sewage treatment and disposal is required at Springston – see policy B1.2.3 and B1.2.5.

Gammack Estate

Land held by the Gammack Trust surrounds Springston to the west, north-west and north-east. The Trustees do not have power to sell this land (it has to be done through an Act of Parliament). There is also debate whether the land can be used for purposes other than farming, due to the wording of the Will of the late James Gammack.

TAI TAPU

Preferred Growth Options

There may be more than one area for the future expansion of Tai Tapu that complies with all relevant provisions in the Plan.

Specific Policies

Policy B4.3.94

Encourage new residential or business activities to locate on sites that have the least risk of being subject to flooding.

Explanation and Reasons

Tai Tapu is located in a stormwater ponding area for the surrounding catchment. The township is lower lying than the adjoining Halswell River. Parts of the township are flooded by stormwater ponding during quite regular heavy rainfall events (1 in 5 year storms). Policy B4.3.94 is to encourage new residential or business activities to locate on sites that are least subject to flooding. This may mean avoiding some sites in the existing Living 1A or 2A Zones in favour of rezoning a new area. In this case, the Council considers it better promotes sustainable management to utilise sites that are less prone to natural hazards, even if it results in a less consolidated township. Any new zoning must accord with Policy B4.3.95, and all other relevant District Plan policies.

Policy B4.3.95

Ensure any land rezoned for new residential or business development does not increase potential natural hazards from flooding.

Explanation and Reasons

Any new residential or business development should not increase potential natural hazards from flooding at Tai Tapu. This includes:

- Locating buildings in areas subject to flooding.
- Earthworks or buildings that divert floodwater onto other property; or
- Increasing the risk of flooding downstream by increasing the rate of rainfall runoff into the Halswell River or waterbodies in the catchment. This policy is consistent with policies B3.1.2, B3.1.4 and B3.1.5.

Policy B4.3.96

Avoid rezoning land for new residential or business development along both sides of SH75.

Explanation and Reasons

Tai Tapu township straddles a Strategic Road - SH75. Policy B4.3.96 is to avoid extending this pattern by confining future north-south expansion of the township to one side of SH75. This

policy is consistent with Policy B2.1.18. Future development should also occur in a manner that promotes a compact or consolidated town shape consistent with Town Form Policy B4.3.6.

Policy B4.3.97

Consider any potential adverse effects of rezoning land for new residential or business development at Tai Tapu on the “rural-urban” landscape contrast of the area with Christchurch City, as identified in the RPS.

Explanation and Reasons

Objective 3 and Policy 5 of Chapter 12 of the RPS identify an area of land between Christchurch City and a line extending from West Melton to Tai Tapu as having important landscape and amenity values. The RPS seeks to maintain this area in “rural and recreational” uses. Policy B1.4.17 of the District Plan addresses this issue.

General Policies

General policies that may be particularly relevant to expansion of Tai Tapu include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policy B1.1.8	Land around Tai Tapu contains “versatile soils” – LUC Class I or II
1.2 Water	Policy B1.2.1 and B1.2.5	Effects of stormwater disposal on water quality in Halswell River and other waterbodies. Reticulated sewage treatment and disposal.
1.4 Outstanding Natural Features and Landscapes	Policy B1.4.17	Landscape contrast with Christchurch City
2.1 Transport	Policy B2.1.18	Further expansion of a township which “straddles” a Strategic Road
4.3 Residential and Business Development	Town Form Policy B4.3.6	Expansion of townships in a compact shape.

WEST MELTON

Preferred Growth Option

Substantial growth is expected to take place in and around West Melton. The focal point of this growth will be either side of Weedons Ross Road north of State Highway 73, but not extending north of Halkett Road. A lesser extent of lower density residential development will occur south of State Highway 73. The township is serviced with reticulated sewerage. Any further development will also be expected to be serviced by a reticulated sewerage system.

Specific Policies

Policy B4.3.98

Provide a primary focus for new residential or business development north of State Highway 73 and south of Halkett Road, and to allow only a limited extent of new low density residential development south of State Highway 73.

Explanation and Reasons

West Melton has developed with community facilities on both the northern and southern sides of State Highway 73. Residential development has taken place north of the highway centred on Westview Crescent. The primary focus for future growth of the township is to be provided for north of the State Highway. Limited new residential growth will be enabled south of the highway but will be limited in extent and density to minimise effects on the safety and efficiency of the highway. A pedestrian/cycle link will also be provided under the highway to provide an alternative connection between the two areas. This pattern of growth is consistent with maintaining a consolidated form for the future growth of the township, and with Policy B2.1.18 and Town Form Policy B4.3.6.

Policy B4.3.99

Promote a consolidated pattern of future urban growth in West Melton.

Explanation and Reasons

West Melton's future growth is to adhere to a form of development which maintains a generally compact shape. While allowing a substantial amount of urban growth with higher densities north of State Highway 73, development south of the highway is to be limited in extent and density. This pattern is consistent with Town Form Policy B4.3.6.

Policy B4.3.100

Avoid using Laird Place or Westview Crescent as collector roads to access any significant new residential or business areas, in West Melton.

Explanation and Reasons

Westview Crescent and Laird Place are local roads that provide access to properties in the existing West Melton village. The Council prefers a new collector road off Weedons Ross Road to provide access to any new residential or business area on the west side of Weedons Ross Road, rather than any attempt to upgrade these roads. A small area of additional residential development will be provided for off Laird Place. This policy is consistent with Policy B2.1.8.

Policy B4.3.101

Promote new residential areas in West Melton that maintain the lower residential density of the existing village, where practical, whilst providing for the efficient and effective development of the Living WM zone.

Explanation and Reasons

West Melton village is an area with larger section sizes than those found in most townships in Selwyn District, particularly those close to Christchurch. Policy B4.3.101 recognises the character of the existing village and the support for larger section sizes in the Township survey results for West Melton (November 1998). A wide variety of lot sizes in response to market demand, have been provided for, but recognising the potential for West Melton to provide a lower density alternative living environment near Christchurch. However, the efficient and effective development of the Living WM zone must be provided for to achieve the anticipated residential growth for this zone.

Policy B4.3.102

Require any community reticulated sewage treatment and disposal system at West Melton to be designed so it can be connected to the public system when it becomes available.

Explanation and Reasons

Reticulated sewage treatment and disposal is required at West Melton (see Policy B1.2.5). A reticulated system is now available to cater for planned township growth. The Council prefers any community scheme used in the interim to be able to connect into the public system, so residents can transfer their responsibility for the maintenance and repair of their system to the Council. Any community reticulated scheme used at West Melton shall comply with Policy B2.2.4.

General Policies

General policies which may be particularly relevant to West Melton include:

Plan Section	Objectives / Policies	Issue
1.1 Land and Soil	Policy B1.1.8	Versatile soils are located to the south-west of the existing village, (LUC Class I and II)
1.2 Water	Policy B1.2.5	Protection zone for any new water supply
2.1 Transport	Policy B2.1.18	Township largely confined to one side of a Strategic Road
2.2 Utilities	Policy B2.2.1	An upgraded community water supply will be needed for new residential or business development at West Melton
2.4 Waste Disposal	Policies B2.4.2 and B2.4.5	Reticulated sewage treatment and disposal is needed
4.1 Residential Density	Policies B4.1.3 and B4.1.9	Residential density in new residential areas

WHITECLIFFS

Preferred Growth Option

The preferred option for residential or business development at Whitecliffs is to use sites within the existing Living 1 Zone, provided use of those sites complies with the District Plan policies.

Specific Policies

Policy B4.3.103

Encourage new residential or business activities to use sites in the existing Living 1 Zone, provided the use of any such site complies with Policy 3 and the policies of the District Plan.

Explanation and Reasons

There are many sites within the existing Living 1 Zone at Whitecliffs that are not currently used for residential or business activities. The preferred option for expansion of Whitecliffs is to utilise sites in the Living 1 Zone. This policy is consistent with the Town Form Policy B4.3.4. However, some sites within the Living 1 Zone of Whitecliffs may not be suitable for residential or business activities. Some areas are prone to flooding from stormwater runoff from the Malvern Hills. Some sites south of Whitecliffs Road are subject to erosion from the Selwyn River/Waikirikiri. Conventional on-site effluent treatment and disposal systems will not work on some sites due to ground conditions.

Policy B4.3.104

Ensure any land rezoned for new residential or business development does not create or exacerbate:

- **Inundation from stormwater running off the Malvern Hills;**
- **Landslip from the Malvern Hills; or**
- **Erosion of the Selwyn River/Waikirikiri Terrace on the south side of Whitecliffs Road.**

Explanation and Reasons

Sites within and around the Living 1 Zone at Whitecliffs may be subject to: flooding from stormwater ponding; erosion from slumping land on the Malvern Hills; or erosion by the Waikirikiri/Selwyn River. Any new business or residential development should not result in:

- Buildings being erected on land subject to flooding or erosion; or
- Increases in stormwater runoff on to other sites, including sites “downstream” of the Waikirikiri/Selwyn River; or
- Increases in the rate or risk of erosion on other land through protection works on that site.

This policy is consistent with Policy B3.1.2.

General Policies

General policies that may be particularly relevant to expansion of Whitecliffs, include:

Plan Section	Objectives / Policies	Issue
1.2 Water	Policy B1.2.6	On-site effluent treatment and disposal system
1.4 Outstanding Natural Features and Landscapes	Policies B1.4.13 and B1.4.14	Protect landscape values of Malvern Hills and natural character of Waikirikiri/Selwyn River
3.1 Natural Hazards	Policy B3.1.2	Flooding, landslip and erosion

Policy B4.3.105

Control commercial activities within the Business 2A Zones in Appendix 22 (Precincts 2-4 only) and Appendix 43 in order to avoid individual or cumulative adverse distributional or urban form effects on the viability and function of the Rolleston Key Activity Centre, including the efficient and effective implementation of the Rolleston Town Centre Masterplan.

Policy B4.3.106

In terms of the provision of Key Activity Centres in the Selwyn District, provide for the greatest concentration and scale of buildings within the Rolleston Key Activity Centre.

Policy B4.3.107

Enable a wide range of commercial, leisure, cultural, community and civic services to occur within Key Activity Centres to ensure efficiencies in infrastructure, accessibility and transportation.

Policy B4.3.108

Promote the comprehensive development or redevelopment of sites in Key Activity Centres, where these contribute to the function, amenity and vitality of the centre, and provide for quality urban design.

Policy B4.3.109

Promote the development of vibrant, integrated and coordinated Key Activity Centres by ensuring that appropriate activities are located within predefined precincts that enhance the overall form and functionality of the centre.

Policy B4.3.110

(a) In the Rolleston Key Activity Centre, avoid Small Format Retail activities outside of the primary retail area of Precinct 1 (Core Retail), Precinct 5 (Transitional Living) and Precinct 8 (Community Anchor/Town Square).

(b) In the Lincoln Key Activity Centre, avoid Retail activities outside of the primary retail area of Precinct 1 (Core Retail).

Policy B4.3.111

Enable residential (above ground floor) and visitor accommodation activities within Key Activity Centres, whilst managing any reverse sensitivity effects that may result from the establishment of activities.

Policy B4.3.112

Avoid residential activities at ground floor within Key Activity Centres to enable a range of commercial, leisure, cultural, community and civic opportunities that support the functioning of the town centre.

Policy B4.3.113

In Precinct 8 of the Rolleston Key Activity Centre, ensure that the Community Anchor/Town Square key projects can be achieved as envisaged by the Rolleston Town Centre Masterplan.

B4.4 DEVELOPMENT CONTRIBUTIONS – ISSUES

The distribution of the costs between private parties and general rates for:

- Providing reserves and network and community infrastructure; and
- Mitigating the fiscal effects of providing growth related infrastructure

What are Development Contributions?

The term development contributions, defined in Section 197 of the Local Government Act 2002, means a contribution:

- a) provided for in a development contribution policy included in the long-term council community plan of a territorial authority; and
- b) calculated in accordance with the methodology; and comprising:
 - i) money;
 - ii) land, including a reserve or esplanade reserve (other than in relation to a subdivision consent), but excluding Maori land within the meaning of Te Ture Whenua Maori Act 1993, unless that Act provides otherwise; or
 - iii) both.

Development contributions can be taken to provide for:

- Reserves
- Network infrastructure
- Community infrastructure

In most cases provision for reserves (for open space and recreation), land for esplanade purpose, network infrastructure or community infrastructure is made at the time of subdivision of the land. However, in some instances land use development and activities are undertaken without associated subdivision of land.

Contributions of land and/or cash arising from growth-related development can be required by the Council either under the Resource Management Act by way of the District Plan or under the Local Government Act 2002 by way of a Development Contribution Policy in the Long Term Plan (LTP). The Council has developed a Development Contribution Policy within the requirements of the Local Government Act. Accordingly, the Council's requirements for land and/or cash for the provision of growth-related reserves and for network and community infrastructure are contained within the Development Contribution Policy and such contributions are no longer taken under the District Plan. Requirements for the provision of esplanade reserves/strips and provisions relating to environmental compensation and the form of land contributions are included within the Subdivision provisions of the District Plan, while requirements for the provision of financial contributions to mitigate environmental damage are included as policies in Part B Section 3, Peoples Health, Safety and Values.

Where costs are incurred in relation to maintenance of infrastructure or for improvements in service levels, these costs are met through targeted rates rather than development contributions. Therefore, the purposes for which development contributions are taken and the proportion of costs which are funded through development contributions is an important part of the Council's financial planning.

NOTE:

Esplanade reserves and strips – see Part B, Sections 1.3 and 2.3 and Part C, Sections 12 and 24 respectively.

DEVELOPMENT CONTRIBUTIONS – STRATEGY

The provision to take development contributions under the LTP Development Contribution Policy will be complimentary to the subdivision consent process. Esplanade reserves/strips will be taken under the subdivision consent process, while consideration of the form of land to be provided as reserves will also be considered at the time of subdivision.

The LTP Development Contribution Policy will ensure that those responsible for development and/or subdivision that places additional demands on the Councils provision of reserves and network or community infrastructure will contribute a fair and reasonable contribution towards the expansion of those services.

DEVELOPMENT CONTRIBUTIONS – OBJECTIVES

Objective 4.4.1

The parties creating the need for the expenditure meet the costs of establishing or upgrading reserves and network and community infrastructure and developing and enhancing the recreational and amenity values of the District.

Objective 4.4.2

The Council uses its discretion to take development contributions under the LTCCP Development Contribution Policy in a transparent and consistent manner.

Explanation and Reasons

Development contributions are taken to help address the fiscal effects which a new development may have on the existing ratepayers of an area. If development contributions are not taken, the costs of addressing these effects must be funded from general rates.

DEVELOPMENT CONTRIBUTIONS – POLICIES AND METHODS

Policy 4.4.1

To ensure that subdividers and/or developers meet the costs of any required provision of works and services as a result of land use development and/or subdivision.

Explanation and Reasons

The Council has decided that all development contributions for new or upgraded reserves or network and community infrastructure as a result of development and/or subdivision will be in accordance with the Development Contribution Policy under the LTCCP and the Local Government Act 2002. This Policy will enable the Council to ensure that those responsible for development and/or subdivision that places additional demands on the Council's provision of reserves and network or community infrastructure will contribute a fair and reasonable contribution to the provision and expansion of these services.

Methods

LTP

- Development Contribution Policy

District Plan

- Subdivision

DEVELOPMENT CONTRIBUTIONS — ENVIRONMENTAL RESULTS

The following environmental results should occur from implementing this section:

New developments and subdivisions which increase demand on the Council's reserves and network and community infrastructure contribute towards the cost of provision and expansion of them.

DEVELOPMENT CONTRIBUTIONS — MONITORING

See Appendix 1.

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4 LIVING ZONE RULES — BUILDINGS

4.1 BUILDINGS AND NATURAL HAZARDS

Restricted Discretionary Activities — Buildings and Natural Hazards

- 4.1.1 Erecting any dwelling or other principal building on land located in the Living 1A or 2A zones at Tai Tapu where the minimum floor level is less than 6.93m above mean sea level shall be a restricted discretionary activity.
- 4.1.2 Under Rule 4.1.1 the Council shall restrict the exercise of its discretion to:
- 4.1.2.1 The nature of any flooding or land instability and whether this makes the site unsuitable to erect the proposed building or undertake the proposed earthworks.
 - 4.1.2.2 Any effects of buildings or earthworks in displacing or diverting floodwaters and increasing the potential risk of flooding elsewhere.
 - 4.1.2.3 Any mitigation measures proposed.

Non-Complying Activities — Buildings and Natural Hazards

- 4.1.3 Erecting any new dwelling, or part dwelling thereof, or other principal building, on Lots 58 to 108 shown on the Plan attached as Appendix 24 at Rakaia Huts shall be a non-complying activity.

Prohibited Activities — Buildings and Natural Hazards

- 4.1.4 Erecting any dwelling or other principal building between any waterbody and any stop bank designed to contain flood water from that waterbody shall be a prohibited activity.

4.2 BUILDINGS AND LANDSCAPING

Permitted Activities — Buildings and Landscaping

- 4.2.1 Except for the Living 3 Zone at Rolleston identified in the Outline Development Plan in Appendix 39 and 40, any principal building shall be a permitted activity if the area between the road boundary and the principal building is landscaped with shrubs and:
- Planted in lawn, and/or
 - Paved or sealed, and/or
 - Dressed with bark chips or similar material.

For the Living 3 Zone at Rolleston and Prebbleton identified on the Outline Development Plan in Appendix 19, 39 and 40 the following shall apply:

4.2.2 Any principal building shall be a permitted activity if:

- i. That apart from one vehicle crossing and access not exceeding 100m² in area all land within the setback areas from roads as specified in Rule 4.9.17, excepting State Highway 1, will be devoted to landscaping; including the provision of at least one specimen tree capable of growing to at least 8m high being planted for every 10 metres of frontage and to be spaced at no less than 5 metres and no greater than 15 metres. The area between all road boundaries (other than with State Highway 1) and a line parallel to and 15m back from the road boundary is landscaped with shrubs and specimen trees covering as a minimum the lesser of 30% of the area or 250m²; and
- ii. The number of specimen trees in this area is not less than 1 per 10m of road frontage or part thereof; and
- iii. The trees are selected from the list below planted at a grade of not less than Pb95; and
- iv. Shrubs are planted at 'aa' grade of not less than Pb3 and a spacing of not less than 1 per square metre, typically located within a garden area dressed with bark chips or similar material; and
- v. Any paved surface area within the area does not exceed 100m² in area.
- vi. The list of suitable specimen trees for the purpose of this rule is:
 - Maple, Silk Tree, Alder, Birch, River She Oak, Leyland Cypress, Monterey Cypress, Lacebark, American sweet gum, Magnolia, Pohutukawa, weeping Kowhai, Common Olive, Pine, Lemonwood, Kohuhu, Ribbonwood, Plane, Totara, Poplar, Oak, Elm, Michelia

This list does not apply to the Living 3 zone on the north east corner of Trents Road and Springs Road.
- vii. The Council will require a planting plan to be submitted at building consent stage, prepared by a suitably qualified landscape professional, identifying compliance with the above control.
- viii. The landscaping shall be maintained and if dead, diseased or damaged, shall be removed and replaced.

Note: Rule 4.2.2 shall not apply to allotments of 4ha or greater in the Living 3 Zone identified on the Outline Development Plan in Appendix 39 and 40.

4.2.3 Any Fencing in the Living 3 Zone shall be limited to a maximum height of 1.2m, be at least 50% open, and be post and rail, traditional sheep, deer fencing, solid post and rail or post and wire only;

Except that nothing in the above controls shall preclude:

- (i) the use of other fencing types when located within 10m of the side or rear of the principal building. Such fence types shall not project forward of the line of the front of the building.
- (ii) fencing required by an Outline Development Plan and/or rule in this Plan as a noise barrier.

Note: Except that fences on boundaries adjoining reserve areas, cycleways or pedestrian accessways identified in the Outline Development Plan for Lincoln in Appendix 18 and for the Living 1A6 Zone in Prebbleton shall not exceed 1.2m in height.

Discretionary Activities – Buildings and Landscaping

- 4.2.4 Any activity which does not comply with Rule 4.2.1 or 4.2.2 shall be a discretionary activity.

Restricted Discretionary Activities – Buildings and Landscaping

- 4.2.5 Any activity which does not comply with Rule 4.2.3 shall be a restricted discretionary activity. Council shall restrict the exercise of its discretion to the consideration of:
- 4.2.5.1 The extent to which the proposed fencing achieves high levels of visual transparency;
 - 4.2.5.2 The extent to which the proposed fencing is in keeping with rural character elements;
 - 4.2.5.3 Whether the proposed fencing is necessary as an integral part of a recreational facility such as a swimming pool or tennis court;
 - 4.2.5.4 Whether the proposed fencing is necessary for the care and management of specialist livestock.

4.3 BUILDINGS AND CONTAMINATED LAND

Refer to Rule 10.1 – Activities and Contaminated Land.

4.4 BUILDINGS AND WATER SUPPLY

Permitted Activities – Buildings and Water Supply

- 4.4.1 In all Living zones the erection of any dwelling or principal building connected to a reticulated water supply shall be a permitted activity, provided that it complies with the current New Zealand Drinking Water Standards.
- 4.4.2 In the Living 1 Zone at Lincoln, as shown in Appendix 35, rainwater storage tanks with a minimum capacity of 3000 litres shall be installed for each dwelling for non-potable uses, such as garden irrigation.

Discretionary Activities – Buildings and Water Supply

- 4.4.3 Any activity which does not comply with Rule 4.4.2 shall be a discretionary activity.

Non-Complying Activities — Buildings and Water Supply

- 4.4.4 Any activity which does not comply with Rule 4.4.1 shall be a non-complying activity.

4.5 BUILDINGS AND SEWAGE TREATMENT AND DISPOSAL

Permitted Activities — Buildings and Sewage Treatment and Disposal

- 4.5.1 In the Living zones at Castle Hill, Doyleston, Lake Coleridge Village, Leeston, Lincoln, Prebbleton, Rolleston, Southbridge, Springston, Tai Tapu, and West Melton, the erection of any dwelling or principal building shall be a permitted activity provided that it is connected to a reticulated sewage treatment and disposal system.
- 4.5.2 In all other Living zones in the district dwellings shall be permitted activities provided that they are serviced by on-site effluent treatment and disposal systems.

Non-Complying Activities — Buildings and Sewage Treatment and Disposal

- 4.5.3 Any activity which does not comply with Rules 4.5.1 or 4.5.2 shall be a non-complying activity

Notes

1. A discharge permit is required from Environment Canterbury to dispose of sewage on-site at Kirwee and Darfield.
2. If the Council and the community decide to install a reticulated sewage treatment and disposal system, the Council may require existing dwellings and principal buildings to connect, pursuant to provision in the Local Government Act 1974.

4.6 BUILDINGS AND BUILDING DENSITY

Permitted Activities — Buildings and Building Density

- 4.6.1 The erection on an allotment (other than a site at Castle Hill) of not more than either:
- One dwelling and one family flat up to 70m² in floor area; or
 - One principal building (other than a dwelling) and one dwelling, shall be a permitted activity, except that within a comprehensive residential development within a Living Z Zone, more than one dwelling may be erected on the balance lot prior to any subsequent subdivision consent that occurs after erection of the dwellings (to the extent that the exterior is fully closed in).
- 4.6.2 The erection of not more than one principal building on any site at Castle Hill shall be a permitted activity.
- 4.6.2.1 The erection of any dwellings in the Living WM Zone shall comply with the building densities and locations shown on the Outline Development Plan and associated Layer Plans (appendix 20A) for this zone.

Restricted Discretionary Activities – Buildings and Building Density

- 4.6.3 Except as provided in Rule 4.6.6 the erection of not more than two dwellings on an allotment in a Living 1 zone shall be a restricted discretionary activity.
- 4.6.4 Under Rule 4.6.3 the Council shall restrict the exercise of its discretion to:
- 4.6.4.1 Whether each dwelling has adequate outdoor living space for the exclusive use of that dwelling for residential activities; and
 - 4.6.4.2 Whether each outdoor living space will receive direct sunlight on the shortest day of the year; and
 - 4.6.4.3 Whether there is adequate privacy between the habitable rooms of the two dwellings erected on the same allotment; and
 - 4.6.4.4 The proportion of allotments in the street or subdivision where there is more than one dwelling or principal building; and
 - 4.6.4.5 Any adverse effects, including cumulative effects, on the residential density or sense of spaciousness of the area; and
 - 4.6.4.6 The need for a 'step in plan' to be provided at each 20 metre interval along a continuous building wall in order to mitigate any adverse effects of continuous 'building bulk' being close to the boundary of a neighbouring property. The Step shall be sufficient spacing, depth, and length to provide a well articulated façade that provides visual variety and relief from long monotonous buildings.
 - 4.6.4.7 Within the Lowes Road Outline Development Plan Area, that the siting of the dwelling does not preclude the establishment of any roads or indicative walkways as shown in Appendix 34.

Note: Building density and site coverage rules both apply.

Discretionary Activities – Buildings and Building Density

- 4.6.5 Except as provided in Rule 4.6.6, the erection on any allotment of any building (other than an accessory building) which does not comply with Rule 4.6.1, 4.6.2.1 or Rule 4.6.3 shall be a discretionary activity in Living 1 zones and the Living WM Zone.

Non-Complying Activities – Buildings and Building Density

- 4.6.6 The erection on an allotment of any building (other than an accessory building) which does not comply with Rule 4.6.1 shall be a non-complying activity in the Living Z, 1A, 1A2, 1A3, 1A4 and Living 1A6 Deferred zones at Prebbleton and all Living Z, 2, 2A and Living 3 zones.

Note: There is no maximum number of accessory buildings allowed on an allotment, but Rule 4.7 – Site Coverage – applies to all buildings.

4.7 BUILDINGS AND SITE COVERAGE

Permitted Activities — Buildings and Site Coverage

- 4.7.1 Except as provided in Rule 4.7.2, the erection of any building which complies with the site coverage allowances set out in Table C4.1 below shall be a permitted activity. Site coverage shall be calculated on the net area of any allotment and shall exclude areas used exclusively for access, reserves or to house utility structures or which are subject to a designation.

Table C4.1 Site Coverage Allowances

Zone		Coverage
Living 1	Including garage	40%
	Excluding garage	40% minus 36m ²
	Emergency Services Only	50%
Living 1A	Castle Hill	40%
Living 1A3	Lincoln	45%
Living 1A4	Lincoln	40%
Living Z	Including Garage	40%
	Excluding Garage	40% - 36m ²
	Medium Density	Including garage 40%
	Comprehensive Medium Density	Excluding garage 40% - 18m ² 50% and shall be calculated across the area of the entire comprehensive residential development, excluding any undeveloped balance lot.
Living 1A2	Prebbleton	40%
Living 1A5	Prebbleton	40%
		For <u>comprehensive residential development</u> , site coverage shall be applied over the whole Living 1A5 Zone
Living 1A6	Prebbleton	40%
Living WM	Including garage	40%
	Excluding garage	40% minus 36m ²
	<u>Emergency Services</u> only	50%
Living 2 (all townships not otherwise listed) and Living 2A (Blakes Road, Prebbleton)	Including garage	Lesser of 20% or 500m ²
	Excluding garage	Lesser of 20% minus 36m ² or 500m ² minus 36m ²

Zone		Coverage
	<u>Emergency Services</u> only	40%
Living 2A	Prebbleton and West Melton	10% and a maximum additional area in hardsurfacing of 10%
	<u>Emergency Services</u> only	40%
Living 2A1	Darfield	10% and a maximum additional area in hardsurfacing of 10%
	<u>Emergency Services</u> only	40%
Living 3		Lesser of 10% or 500m ²

Note: the Living 2 requirement in Rule 4.7.1 does not apply to Dunsandel Primary School.

Temporary Activities

4.7.2 Maximum site coverage rules do not apply to:

- 4.7.2.1 Any building, tent, caravan, trailer or marquee erected for a temporary activity, provided the structure is removed within 2 days after the activity ceases; or
- 4.7.2.2 Any building erected for temporary accommodation associated with a construction project on the site, provided the building is removed within 12 months or when construction ceases, whichever is the shorter time.

Restricted Discretionary Activities — Buildings and Site Coverage

4.7.3 Any activity which does not comply with Rule 4.7.1 shall be a restricted discretionary activity if it complies with all of the following standards and terms:

- 4.7.3.1 The site is located in a Small Lot Medium Density area located within an Outline Development Plan and the maximum area of the site occupied by a building(s) is:
 - (a) 45% - including a garage; or
 - (b) 45% - 18m² - excluding a garage; or
- 4.7.3.2 Where a site forms part of a comprehensive residential development the maximum site coverage shall be 55% and shall be calculated across the area of the entire comprehensive residential development, excluding any undeveloped balance lot.

4.7.3.3 The site is located in a Living Z Medium Density area located within an Outline Development Plan and the maximum area of the site occupied by a building(s) is:

- (a) 45% - including a garage; or
- (b) 45% - 18m² - excluding a garage; or
- (c) part of a comprehensive residential development of four or more adjoining lots under 350m² in size, in which case the maximum site coverage shall be 50% and shall be calculated across the area of the entire comprehensive residential development, excluding any undeveloped balance lot.

4.7.4 Under Rule 4.7.3, any resource consent application shall not be notified and shall not require the written approval of affected parties, and the Council shall restrict the exercise of its discretion to consideration of:

4.7.4.1 The number of sites in the street or subdivision where the site coverage already exceeds

- (a) 40% for Small Lot Medium Density
- (b) 50% for Comprehensive Medium Density.

4.7.4.2 Any adverse effects, singularly or cumulatively, on the residential density or 'spaciousness' of the area, including:

- (a) the extent to which a complying outdoor living area and opportunities for tree planting and garden landscaping are to be provided;
- (b) whether there are any areas of communal or public open space in the immediate vicinity of the site;
- (c) the extent to which a balance is achieved between buildings and hardsurfacing, and landscaping and open space;
- (d) the avoidance of an appearance of cramped development that is out of keeping with an open and spacious streetscene; and
- (e) whether the visual effects of increased site coverage are offset by the provision of an attractive, well designed street frontage with good levels of architectural detailing and articulation and the siting of garaging and parking areas to the rear of the site.

Non-Complying Activities — Buildings and Site Coverage

4.7.5 Any activity which does not comply with Rule 4.7.3 shall be a non-complying activity.

4.8 BUILDINGS AND BUILDING HEIGHT

Permitted Activities — Buildings and Building Height

- 4.8.1 The erection of any building which has a height of not more than 8 metres shall be a permitted activity.

Restricted Discretionary Activities — Buildings and Building Height

- 4.8.2 The erection of any building within the area shown as “Medium Density (potential 11m height area)” within Lincoln ODP 7 which has a height of between 8m and 11m shall be a restricted discretionary activity.
- 4.8.3 Under Rule 4.8.2 the Council shall restrict the exercise of its discretion to consideration of:
- 4.8.3.1 The scale and bulk of the building in relation to adjacent sites, the street and the surrounding area.
 - 4.8.3.2 The extent to which the height would have any adverse effect on other sites in the surrounding area in terms of loss of privacy through being over-looked from neighbouring buildings.
 - 4.8.3.3 The extent to which the additional height will shade or physically dominate adjacent sites.
 - 4.8.3.4 The extent to which the non-compliance leads to a better or more efficient use of the site and/or creates a higher level of on-site amenity.

Discretionary Activities — Buildings and Building Height

- 4.8.4 Any activity which does not comply with Rule 4.8.1 or 4.8.2 shall be a discretionary activity.

Note

1. Any structure erected in the Living zones at Arthur’s Pass or Castle Hill is also subject to Rule 11.1.

4.9 BUILDINGS AND BUILDING POSITION

Permitted Activities — Buildings and Building Position

The following shall be permitted activities:

Recession Planes

- 4.9.1 Except in Rule 4.9.1.1 and 4.9.1.2, the construction of any building which complies with the Recession Plane A requirements set out in Appendix 11;
- 4.9.1.1 In a Living Z medium density area located within an Outline Development Plan (ODP) on any internal boundary which is:
 - a) not a boundary of a lot in a low density area; and

- b) which is not a boundary of the ODP area as a whole – the construction of any building which complies with a recession plan angle of 45 degrees, with the starting point for the recession plane to be 4m above ground level; and

4.9.1.2 Where buildings on adjoining sites have a common wall along an internal boundary, the recession plane shall not apply along that part of the boundary covered by such a wall.

Setbacks from Boundaries

4.9.2 Except as provided in Rules 4.9.3 to 4.9.33, any building which complies with the setback distances from internal boundaries and road boundaries, as set out in Table C4.2 below.

Table C4.2 - Minimum Setbacks for Buildings

<u>Building Type</u>	<u>Metres from Boundary</u>	
	<u>Internal</u>	<u>Road (or shared access where specified)</u>
<u>Dwelling</u> or <u>principal building</u>	2 m	4 m
Garage: Wall length 7m or less and vehicle door faces <u>road</u> or shared access	1 m	5.5 m
Garage: Wall length 7m or less and vehicle door faces <u>internal boundary</u>	1 m	2 m
Garage: Wall length greater than 7m and Vehicle door faces <u>road</u> or shared access	2 m	5.5 m
Garage: Wall length greater than 7m and Vehicle door faces <u>internal boundary</u>	2 m	4 m
<u>Accessory Building</u> with wall length not more than 7m	1 m	2 m
<u>Accessory Building</u> with wall length greater than 7m	2 m	4 m
<u>Utility Structures</u>	0 m	0 m

Note: Where a garage is proposed on a corner site i.e. has two road frontages, only one wall may be located up to 2m from a road boundary, provided that that wall does not contain a vehicle door and is less than 7m in length. All other walls are to be set back at least 4m from the road boundary, with walls containing a vehicle door set back 5.5m from the road boundary.

Setbacks from State Highways and internal noise levels

4.9.3 Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40, and ODP Area 3 and ODP Area 8 in Rolleston, any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes shall be located no closer than 40m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater.

- 4.9.4 Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40, and ODP Area 3 and ODP area 8 in Rolleston, any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes within 100m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater shall have internal noise levels from road traffic that do not exceed the limits set out below with all windows and doors closed.

24 hours	
Within Bedrooms	35 dBA (Leq 24 hour)
Within Living Area Rooms	40 dBA (Leq 24 hour)

Note: Living Area rooms means any room in a dwelling other than a room used principally as a bedroom, laundry, bathroom, or toilet.

Common Wall

- 4.9.5 Buildings may be sited along an internal boundary of the site if the building shares a common wall with another building.

Castle Hill

- 4.9.6 Buildings or structures shall be setback not less than 6m from the south eastern boundaries of Lots 1 and 2 DP 22544 in the Living 1A Zone at Castle Hill Village.
- 4.9.7 Buildings or structures shall be setback not less than 1.5 metres from all internal and road boundaries within the Living 1A Zone at Castle Hill, except that:
- 4.9.7.1 Along the Living 1A Zone boundaries the minimum setback shall be 3 metres; and
- 4.9.7.2 Where an internal boundary is also the boundary of a reserve (other than a road reserve) exceeding 1 metre in width or of an access lot or right of way there shall be no minimum setback.

Prebbleton

- 4.9.8 Any building in the Living 1A Zone at Prebbleton shall be setback from the road boundary of Trices Road by not less than 10 metres. The 10 metre area shall be landscaped.
- 4.9.9 Any building shall be setback not less than 6 metres from the north east or north west zone boundaries of the Living 1A2 Zone at Prebbleton.
- 4.9.10 Any dwelling shall be setback not less than 3 metres from an internal boundary in the Living 1A2, 1A3 and 1A4 Zones in Prebbleton.
- 4.9.11 For the Living 1A6 Zone in Prebbleton, no dwelling shall be sited within 5m of the north western common boundary with the Kingcraft Drive Existing Development Area, as identified in the ODP contained in Appendix 19.

- 4.9.12 Any dwelling in the Living 2A Zone in Prebbleton shall have:
- 4.9.12.1 A setback from any internal boundary other than the southern zone boundary of not less than 6 metres.
- 4.9.12.2 A setback from the southern zone boundary of not less than 20 metres.
- 4.9.13 Any dwelling shall be set back not less than 15 metres from the north eastern boundary of the Living 2A (Blakes Road) Zone.
- 4.9.14 Any dwelling shall be set back not less than 48.2m from the north eastern zone boundary of the Living 2A Zone in Prebbleton, as identified in Appendix 19.
- 4.9.15 Any building in the Living 3 Zone (Hamptons Road) at Prebbleton shall be set back at least:
- (i) 20 metres from any road boundary except on corner lots a minimum setback of 15m applies to one boundary.
 - (ii) 15 metres from any other boundary.
- 4.9.16 Any building in the Living 3 zone (Trents Road), Prebbleton (as shown on the Outline Development Plan in Appendix 19) shall be set back at least:
- (i) 15 metres from any road boundary except on corner lots a minimum setback of 10m applies to one road boundary.
 - (ii) 5 metres from any other boundary.

Living 3 Rural Residential – Shands Road, Noise Mitigation

- 4.9.17 For the purpose of protection against traffic noise intrusion from Shands Road any dwelling, family flat and any rooms within accessory buildings used for sleeping or living shall be located at least 25 metres from Shands Road and physical acoustic barriers shall be established in the locations indicated on the Outline Development Plan, Trents Road, Prebbleton in Appendix 19. The finished height of any acoustic barrier shall be no less than 3 metres above the adjacent ground level of any residential lot. The mass of any acoustic barrier shall be 8-10 kg/m² and shall be constructed and maintained with no gaps in the barrier construction or at ground level.

West Melton

- 4.9.18 Any dwelling within the area shown in Appendix 20 (Living 1B and Living 2 zones) or Appendix 20A (Living WM Zone) shall be set back at least 40 metres from State Highway 73.
- 4.9.19 Any dwelling in the Living 2A Zone at West Melton shall have:
- 4.9.19.1 A setback from any internal boundary of not less than 6 metres.
- 4.9.19.2 A setback from any road boundary of not less than 10 metres.

Leeston

- 4.9.20 Any dwelling in the Living 2A Zone at Leeston shall have a setback from any Business Zone boundary of not less than 20 metres.

Small Lot Medium Density areas located within an Outline Development Plan

- 4.9.21 Any dwelling or principal building shall be set back a minimum of 3m from any road boundary, with the exception of any comprehensive development within the Medium Density area of Lincoln ODP 7 where any dwelling or principal building shall be set back a minimum of 2m from any road boundary.
- 4.9.22 Where an allotment has legal access to a private Right of Way or shared access, any dwelling or principal building on that allotment shall be set back a minimum of 3m along the entire length of the boundary with that private Right of Way or shared access, with the exception of Medium Density area of Lincoln ODP 7 where any dwelling or principal building on that allotment shall be set back a minimum of 2m.
- 4.9.23 Any garage where a vehicle door faces the road, a private Right of Way or shared access shall be set back a minimum of 5.5m from the road boundary, private Right of Way, or shared access.
- 4.9.24(a) No garage or accessory building is to be located between the front façade of the dwelling and the road boundary, or the rear service lane by which the allotment is accessed, where the lot does not have any other frontage to a public road.
- 4.9.24(b) If the site has a net area of less than 430m², garages with a total vehicle door width greater than 3m are to be accessed off a rear service lane only. (This rule does not apply to lots that gained subdivision consent prior to 30th June 2014).

Please refer to the Medium Density guide for examples on garaging.

- 4.9.25 Any dwelling or principal building, excluding garages or accessory buildings, shall be set back a minimum of 2m from any internal boundary. Buildings may however be sited along an internal boundary if the building shares a common wall with another building on an adjoining site.
- 4.9.26 No set back is required for any garage or accessory building from an internal boundary, provided that the total length of garages or accessory buildings adjacent to the internal boundary do not exceed 7m and provided those garages or accessory buildings comply with a 45 degree recession plane measured from 2.5m above ground level at the boundary, except when the site is on the boundary of a low density area or another Living zone, in which case Rule 4.9.2 applies.
- 4.9.27 All balconies at first floor level and above may only be located in a façade that faces a road boundary or an internal boundary shared with land vested or designated with Council for stormwater, recreation or esplanade reserve/ strip purposes.
- 4.9.27.1 Any windows at first floor level or above must:
- face a road boundary, or an internal boundary shared with land vested or designated with Council for stormwater, recreation or esplanade reserve/ strip purposes; or
 - Be set back a minimum of 10m from an internal boundary; or
 - Have a sill height of at least 1.6m above internal floor level; or

- Be obscure glazed, and either non-opening or top- hinged, and be associated with a bathroom, toilet, or hallway.

Temporary Activities

- 4.9.28 Rule 4.9.2 does not apply to the siting of any building, tent, caravan or trailer on a site if:
- 4.9.28.1 The building, tent, caravan or trailer is erected for a temporary activity; and
- 4.9.28.2 The building, tent, caravan or trailer is removed within 2 days of the activity ceasing.
- 4.9.29 Rule 4.9.2 does not apply to the siting of any building on a site which is for temporary accommodation associated with a construction project on the site if:
- 4.9.29.1 The building is removed within 12 months or when construction ceases, whichever is the shorter time.

Setback from Lincoln Sewerage Treatment Plant

- 4.9.30 Any dwelling in the Living 1A and Living Z Zone at Lincoln shall be setback not less than 150 metres from the boundary of the area designated for the Lincoln Sewage Treatment Plant, as identified on Planning Maps 122 and 123.

Lincoln

- 4.9.31 Within the Living Z zone at Lincoln, ODP Area 5, Appendix 37, no dwelling or principal building shall be constructed within 50m of the Landscape Buffer located at the northern end of the Business 2B zone until appropriate noise attenuation measures, as determined by a suitably qualified noise expert and designed to achieve the noise standards contained in Rule 22.4.1.6 have been constructed.
- 4.9.32 Within the Living 3 Zone at Lincoln shown on ODP Area 8, Appendix 37, no dwelling or principal building shall be constructed within 50m of the Business 2B Zone boundary.

Rolleston

- 4.9.33 In ODP Area 3 and ODP Area 8 in Rolleston, no dwellings shall be located closer than 40m (measured from the nearest painted edge of the carriageway) from State Highway 1.
- 4.9.34 In ODP Area 3 and ODP Area 8 in Rolleston, for any dwelling constructed between 40m and 100m (measured from the nearest painted edge of the carriageway) from State Highway 1:
- Appropriate noise control must be designed, constructed and maintained to ensure noise levels within the dwelling meet the internal design levels in AS/NZS2107:2000 (or its successor) – 'Recommended design and sound levels and reverberation times for building interiors';
 - Prior to the construction of any dwelling an acoustic design certificate from a suitable qualified and experienced consultant is to be provided to Council to ensure that the above internal sound levels can be achieved.

- 4.9.35 Any building in the Living 3 Zone at Rolleston (as shown on the Outline Development Plan in Appendix 39 and 40) shall be set back at least:
- i) 15 metres from any road boundary except that on corner lots a minimum setback of 10m applies to one road boundary;
 - ii) 5 metres from any other boundary
- 4.9.36 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes, and any internal areas associated with noise sensitive activities in the Living 3 Zone at Rolleston (as shown on the Outline Development in Appendix 39) shall be setback at least 80m from State Highway 1.
- For the purposes of this rule, noise sensitive activities means any residential activity, travellers accommodation, educational facility, medical facility or hospital, or other land use activity, where the occupants or persons using such facilities may be likely to be susceptible to adverse environmental effects or annoyances as a result of traffic noise from State Highway 1 over its location.
- 4.9.37 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes in the Living 3 Zone at Rolleston (as shown on the Outline Development Plan in Appendix 39 (Holmes Block) located outside the 'Odour Constrained Area' as shown in Appendix 40 (Skellerup Block)).

Special Character Low Density Areas (Living 1C zoning)

- 4.9.38 In Living 1C zoned areas, buildings shall have a setback from the road boundary of not less than 6m.
- 4.9.39 Dwellings and family flats shall be positioned at least 6m from any existing dwelling or family flat (or footprint of a planned dwelling or family flat for which a building consent has been granted within the previous 2 years).

An exception is where family flats are attached to the principal dwelling.

Living 3 Rural Residential densities located within an operative Outline Development Plan

- 4.9.40 Any building in the Living 3 Zone shall have:
- (i) A setback from any road boundary of not less than 20m, except that for areas located within an urban growth path identified in an adopted Township Structure Plan and where the subdivision layout and associated methods have been established to facilitate future intensification to urban densities, a minimum setback from any road boundary of not less than 7m shall apply.
 - (ii) A setback from any other boundary of not less than 15m.
- 4.9.40(a) Any building in the Living 3 Zone at East Rolleston (as shown on the Outline Development Plan in Appendix 46) shall be set back at least:
- 20 metres from any road boundary except that on corner lots a minimum setback of 15m applies to one road boundary;
 - 40 metres from any boundary with a state highway;
 - 15 metres from any other boundary

Restricted Discretionary Activities – Buildings and Building Position

4.9.41 Any activity which does not comply with Rule 4.9.1, 4.9.23 or 4.9.24 shall be a restricted discretionary activity.

4.9.42 Under Rule 4.9.41 the Council shall restrict the exercise of its discretion to consideration of:

4.9.42.1 Any adverse effects of shading on any adjoining property owner; or on any road or footpath during winter.

4.9.43 Any activity which does not comply with Rule 4.9.2 and Rules 4.9.4 to 4.9.28 and 4.9.30 to 4.9.31 shall be a restricted discretionary activity.

4.9.44 Under Rule 4.9.43 the Council shall restrict the exercise of its discretion to consideration of:

4.9.44.1 Internal Boundary

Any adverse effects on the:

- (a) privacy
- (b) outlook
- (c) shading; or
- (d) amenity values

of the adjoining property, its occupiers and their activities; and

4.9.44.2 Road Boundary

Any adverse effects on:

- (a) the character of the street
- (b) safety and visibility of pedestrians, cyclists and motorists, and
- (c) shading of the road or footpath in winter;
- (d) methods to mitigate any adverse effects of traffic noise on the occupants of a dwelling; and

4.9.44.3 Any reverse sensitivity issues at the southern zone boundary of the Living 2A zone at Prebbleton.

4.9.44.4 In the Living 3 Zone at Rolleston as shown in Appendix 39, whether the building development meets the internal sound levels listed in the table below:

Type of Occupancy/Activity	Recommended Internal Design Sound Level (dBA Leq (24hr))
Dwelling/Family Flat/Accessory buildings – bedroom Within Bedrooms	35

All other habitable spaces	40
Noise Sensitive Activities	35

- 4.9.45 Any activity which does not comply with 4.9.32 shall be a restricted discretionary activity.
- 4.9.46 Under Rule 4.9.45 the Council shall restrict the use of its discretion to consideration of any reverse sensitivity issues at the eastern zone boundary with the Business 2B Zone.
- 4.9.47 Any activity which does not comply with 4.9.38 or 4.9.39 shall be a restricted discretionary activity.
- 4.9.48 Under rule 4.9.47 the Council shall restrict the use of its discretion to consideration of the unique spacious character of the area and its sensitivity to incongruous or closely spaced buildings.

Discretionary Activities – Buildings and Building Position

- 4.9.49 Any activity which does not comply with Rule 4.9.3 and Rule 4.9.33 to 4.9.37 and Rule 4.9.40 and Rule 4.9.40(a) shall be a discretionary activity.

Non-Complying Activities – Buildings and Building Position

- 4.9.50 Any dwelling which does not comply with Rule 4.9.28 shall be a non-complying activity.
- 4.9.51 Erecting any new dwelling in the Countryside Area or the 'Odour Constrained Area' identified on the Outline Development Plan in Appendix 39 and 40.

4.10 RELOCATED BUILDINGS

Note: Any relocated building in the Living zones at Arthur's Pass or Castle Hill is also subject to Rule 11.1.

Permitted Activities – Relocated Buildings

- 4.10.1 The erection of any relocated building shall be a permitted activity if one or more of the following conditions are met:
- 4.10.1.1 The relocated building is a garage or accessory building; or
 - 4.10.1.2 The building is moved from one position to another within the same site; or
 - 4.10.1.3 The building is relocated on to a site for a temporary activity and is removed from the site within 2 days of the activity ceasing; or
 - 4.10.1.4 The building is relocated on to a site to provide temporary accommodation during a construction project on the site, and the

building is removed from the site within the lesser of a 12 month period or when the construction work ceases.

- 4.10.1.5 The building is being relocated within or between schools.

Controlled Activities — Relocated Buildings

- 4.10.2 Any activity which does not comply with Rule 4.10.1 shall be a controlled activity which shall not be notified and shall not require the written approval of affected parties. The matters the Council has reserved control over are:

- 4.10.2.1 The time period within which the building is to have its new foundations established and covered; and
- 4.10.2.2 The time period within which any repair work to the exterior of the building is to be repaired; and
- 4.10.2.3 The standard to which the exterior of the building is to be finished; and
- 4.10.2.4 Whether any bond is required to cover the cost of reinstatement works in relation to matters listed under Rules 4.10.2.1 to 4.10.2.3, and the type of bond.

4.11 COMPREHENSIVE RESIDENTIAL DEVELOPMENT IN PREBBLETON

Discretionary Activities — Comprehensive Residential Development in Prebbleton

- 4.11.1 In the Living 1A5 Zone in Prebbleton, comprehensive residential development shall be a discretionary activity where Council shall take into account, but not be limited to, the following:
- 4.11.1.1 Effects associated with the width, location, form and layout of accesses and roads on the amenity of the area;
- 4.11.1.2 Effects of vehicle parking and garaging on the amenity of the area or the enjoyment of neighbouring properties;
- 4.11.1.3 The ability to provide adequate vehicle parking and manoeuvring on the site;
- 4.11.1.4 Impacts on the road network in traffic generation and traffic safety;
- 4.11.1.5 The extent to which levels of traffic generation or pedestrian activity will result that are incompatible with the character of the surrounding living environment;
- 4.11.1.6 Effects on the sense and spaciousness of the immediate area and wider neighbourhood;
- 4.11.1.7 The extent to which the scale, form, modulation, design, colours and materials of buildings will be compatible with other buildings in the surrounding area and will not result in visual dominance or incongruency;

- 4.11.1.8 The extent to which site layout and buildings have been designed to avoid adverse effects on the privacy, outlook, access to sunlight and daylight and other amenity values of neighbouring properties;
- 4.11.1.9 The amount of variety in design and size of dwellings on the site, in order to provide a choice of living accommodation;
- 4.11.1.10 Whether the dwellings are clustered in larger or smaller groups and the extent to which the grouping or spacing of dwelling units on the site leads to an attractive and varied development rather than a monotonous one;
- 4.11.1.11 The need for a 'step in plan' to be provided at 20 metre intervals along a continuous building wall in order to mitigate adverse effects of continuous 'building bulk' being close to the boundary of a neighbouring property;
- 4.11.1.12 The attractiveness of the street frontages of the site;
- 4.11.1.13 The extent to which mature vegetation is retained and the character of the site remains dominated by tree and garden plantings;
- 4.11.1.14 Privacy between habitable rooms of neighbouring dwellings;
- 4.11.1.15 The quality of landscaping and its effectiveness in mitigating adverse effects;
- 4.11.1.16 Impacts on the sense of spaciousness of the immediate area and wider neighbourhood;
- 4.11.1.17 The extent to which outdoor living space remains open and not contained or partitioned by fencing;
- 4.11.1.18 Whether the amount of outdoor living space is accessible to, and adequate for, the occupants of all dwellings and whether it will receive direct sunlight on the shortest day of the year.

4.12 COMPREHENSIVE RESIDENTIAL DEVELOPMENT IN MEDIUM DENSITY AREAS COVERED BY AN OUTLINE DEVELOPMENT PLAN

Restricted Discretionary Activities — Comprehensive Residential Development in Medium Density areas covered by an Outline Development Plan

- 4.12.1 Within any comprehensive residential development shall be a restricted discretionary activity where there is at least one gap of a minimum of 6m between units for every 8 road-fronting residential units.

Please refer to the Medium Density guide for examples of the use of this gap and the design of short terraces

- 4.12.2 Any comprehensive residential development which comply with rule 4.12.1 shall not be notified and shall not require the written approval of affected parties. Under Rule 4.12.2 the Council shall restrict the exercise of its discretion to consideration of:

4.12.2.1 Context and Spaciousness

The extent to which medium density development responds to the existing context through:

- (a) Providing compatibility in scale between the new development and any neighbouring buildings;
- (b) Being oriented towards adjoining public spaces such as roads, parks, or reserves and presents a front façade with a good level of glazing. Visible pedestrian front entrances and low front fencing;
- (c) Providing dwellings which relate to each other and surroundings in terms of regularity of features such as window height and detailing and a consistency in roof slope and form.
- (d) Provide visual breaks by varying the alignment of dwellings and variation in dwelling type and form. In general the same design should not be used for more than 6 adjacent dwellings where they are an attached terrace, or more than 4 dwellings where they are detached or semi-detached townhouses.
- (e) Avoid long terraces or rows of dwellings in order to provide both visual separation and to facilitate if appropriate mid-block pedestrian access and/or vehicle access to rear service lanes.

4.12.2.2 Attractive street scene, Public Interface and External Appearance

The extent to which the street scene, public interface and external appearance of buildings in medium density developments:

- (a) Provides dwellings with visual interest when viewed from any public spaces through articulation, roof form, openings and window location. In particular there should be regular steps-in-plan in the front façade along road frontages to support the individualisation and differentiation between dwellings;
- (b) Provides visible entry to the dwelling when viewed from the road or the main public access to the development;
- (c) Provides a good level of glazing and overlooking from habitable rooms towards the road and any adjacent public open spaces;
- (d) Building design provides a balance of consistency and variety in the street scene;
- (e) Provides open frontages which will not be enclosed by fences over 1m in height.

4.12.2.3 Dwelling design, position and orientation

The extent to which the dwelling design, position and orientation of buildings in medium density developments:

- (a) Locates and orientates dwellings to define external spaces, to allow adequate sunlight and daylight into main living rooms and private outdoor spaces;
- (b) Positions dwellings to ensure that dwellings front on to, and are accessed from, the road, private Right of Way, or shared accessways;
- (c) Positions dwellings to capitalise on any views or natural features;
- (d) Minimises the visual dominance of garaging and vehicle parking areas, especially as viewed from the street or public open spaces. The use of rear courtyards for parking is encouraged;
- (e) Incorporates attractive detailed design including provision of mailboxes and space for bin storage and collection;
- (f) Provides attractive and efficient shared parking where required.
- (g) Windows of Living rooms and kitchens should be set back a minimum of 2m from internal boundaries.

4.12.2.4 Visual and acoustic privacy

The extent to which buildings in comprehensive developments achieve visual and acoustic privacy through:

- (a) Avoiding or minimising direct views from the windows of one dwelling into another at distances less than 20m through the use of the following design devices:
 - The shape and position of the buildings
 - The location of windows e.g. offset windows and high sill windows
 - Intervening screening e.g. 1.8 metre high fences (not on road boundary or frontage with accessways), hedges, trees
 - Screening devices on balconies to ensure that they do not overlook windows or private spaces
- (b) The provision of acoustic treatment between dwellings through enhancing separation between openings, effective solid acoustic screening and by locating noise sensitive spaces from noisy activities (e.g. separation of bedrooms from service areas and garages).

4.12.2.5 Private outdoor living spaces

The extent to which comprehensive developments provide private outdoor living spaces that:

- (a) Have the primary outdoor living space directly accessible from an internal living room;
- (b) Have any secondary outdoor living spaces such as balconies directly accessible from living rooms or bedrooms;
- (c) Are located so that the principal private outdoor living space will receive sunshine for a reasonable portion of the day in winter;
- (d) Are located so that the principal outdoor living space is not directly overlooked by windows or balconies of neighbouring dwellings;
- (e) The extent to which communal outdoor living space is provided within a comprehensively designed development and the functionality of that space for meeting the likely needs of future occupants;
- (f) Are located to the side or rear of the dwelling and not adjacent to the road boundary.

4.12.2.6 Safety and security

The extent to which comprehensive developments are designed to reduce the fear and incidence of crime through:

- (a) The avoidance of narrow alleyways and places of entrapment;
- (b) A clear definition between public and private spaces;
- (c) The ability to provide casual surveillance of public space from private property and vice versa.

4.12.2.7 Accessibility and connectivity

The extent to which comprehensive developments are designed for accessibility and connectivity through:

- (a) Providing for the safe and efficient movement of pedestrians, cyclists and motorised vehicles within and through the development and to surrounding residential areas and commercial and community facilities;
- (b) Providing direct pedestrian and cycle linkages from developments to and between any adjoining reserves and open spaces.

Discretionary Activities — Comprehensive Residential Development in Medium Density areas covered by an Outline Development Plan

4.12.3 Any activity which does not comply with Rule 4.12.1 shall be a discretionary activity.

4.13 BUILDINGS AND STREETSCENE

Permitted Activities — Buildings and Streetscene

For all residential development located within the Lowes Road Outline Development Plan area (Appendix 34) or the High Street, Southbridge Outline Development Plan area (Appendix E45) or a Living Z zone

4.13.1 That any fence between the front façade of the dwelling and the street boundary or Private Right of Way or shared access over which an allotment has legal access which is parallel or generally parallel to that boundary shall be a maximum height of 1m. For allotments with frontage to more than one road, any fencing on the secondary road boundary is to be no higher than 1.8m.

4.13.2 Any other fence shall be a maximum height of 1m if it is located within 3m of the street boundary or Private right of Way or shared access over which allotment has legal access.

Restricted Discretionary Activities - Buildings and Streetscene

4.13.3 Any activity which does not comply with Rule 4.13.1 shall be a restricted discretionary activity.

4.13.4 Under Rule 4.13.1 the Council shall restrict the exercise of its discretion to consideration of:

4.13.4.1 The degree to which an open streetscene is maintained and views between the dwelling and the public space, private Right of Way or shared access are retained.

4.13.4.2 The extent to which the visual appearance of the site from the street, or private Right of Way or shared access over which the lot has legal use of any part, is dominated by garden planting and the dwelling, rather than front fencing.

4.13.4.3 The extent to which the proposed fence is constructed out of the same materials as the dwelling and incorporates steps in plan, landscaping, and see-through materials such as railings or trellis.

4.14 BUILDINGS AND PRIVATE OUTDOOR LIVING SPACE

Permitted Activities — Buildings and Private Outdoor Living Space

Living Z Medium Density areas located within an Outline Development Plan

- 4.14.1 (a) In Living Z Medium Density areas located within an Outline Development Plan, each dwelling shall be provided with a private outdoor living space with a minimum area of 50m² and a minimum dimension of 4m.
- (b) Any area provided by balconies with a minimum dimension of 1.5m counts towards the minimum required area of outdoor living space.
- (c) The outdoor living space (excluding balconies) is not to be located between the front building façade and the road boundary.

Restricted Discretionary Activities – Buildings and Private Outdoor Living Space

- 4.14.2 Any activity which does not comply with Rule 4.14.1 shall be a restricted discretionary activity which shall not be notified and shall not require the written approval of affected parties. Under Rule 4.14.1 the Council shall restrict the exercise of its discretion to consideration of:
- 4.14.2.1 The degree to which any reduction in outdoor living space will adversely affect the ability of the site to provide for the outdoor living needs of residents of the site.
- 4.14.2.2 The extent to which any outdoor living space intrudes in front of any residential unit such that it would be likely to give rise to pressure to erect high fences between the dwelling and the street, to the detriment of an open street scene.
- 4.14.2.3 The degree to which large areas of public open space are provided within very close proximity to the site.
- 4.14.2.4 The degree to which any communal outdoor living areas are proposed where individual dwellings form part of a comprehensive residential development.
- 4.14.2.5 The degree to which a reduction in outdoor living space would contribute to a visual perception of cramped development or over-development of the site.

4.15 SETBACKS FROM WATERBODIES

Permitted Activities – Setbacks from Waterbodies

- 4.15.1 The siting of any dwelling or principal building or any other structure shall be a permitted activity if it is setback not less than either:
- 4.15.1.1 20m from the edge of any waterbody listed in Appendix 12; or
- 4.15.1.2 10m from the edge of any other waterbody (excluding aquifers).

Discretionary Activities – Setbacks from Waterbodies

- 4.15.2 Any activity which does not comply with Rule 4.15.1 shall be a discretionary activity.

Notes

1. Rule 4.15 does not apply to walkway facilities; utility structures attached to existing buildings or structures; or signs which are permitted activities under Rule 7.
2. The edge of any waterbody is measured from the edge of the bed of the river. The bed is defined in section 2 of the Act as “the space of land which the waters of the river cover at its fullest flow, without overtopping its banks”.
3. Rule 4.15 shall not apply on any allotment adjoining an esplanade reserve or strip along a waterbody where the reserve or strip has previously been vested in the Council.

4.16 BUILDINGS AND SITES OF SIGNIFICANCE TO TĀNGATA WHENUA (WĀHI TAONGA MANAGEMENT AREAS)

Permitted Activities — Buildings and Sites of Significance to Tāngata Whenua (Wāhi Taonga Management Areas)

- 4.16.1 Erecting any building or any additions or alterations to, or modification or demolition of, any building shall be a permitted activity if all of the following conditions are met:
- 4.16.1.1 In the area listed in Appendix 5 and shown on the Planning Maps as Wāhi Taonga Management Area C39(b), any earthworks associated with the building are limited to the disturbance of soil over areas where that soil has been previously disturbed by cultivation, planting (trees, pasture or crops), building or earthworks. Any disturbance within those areas shall be limited to a maximum depth of 20cm
 - 4.16.1.2 For the part of Wāhi Taonga Management Area C48 zoned Living 1 at Rakaia Huts, any earthworks does not involve the disturbance, damage to, removal of or destruction of any object, artefact or other symbol of pre-European settlement, occupation or use of that site.

Controlled Activities — Buildings and Sites of Significance to Tangata Whenua (Wāhi Taonga Management Areas)

- 4.16.2 Any activity which does not comply with Rules 4.16.1.1 and 4.16.1.2 shall be a controlled activity if the written consent of the local rūnanga has been obtained; and in the case of Wāhi Taonga Management Area C39(b), the written consent of the New Zealand Historic Places Trust Pouhere Taonga, has also been obtained.
- 4.16.3 In assessing any application made under Rule 4.16.2, Council shall restrict its control to consideration of the following matters:
- 4.16.3.1 For the part of Wāhi Taonga Management Area C48 zoned Living 1 at Rakaia Huts any damage to, destruction or removal of any object, remnant or artefact contained within Wāhi Taonga Management Area C48, as advised by local rūnanga; and
 - 4.16.3.2 In Wāhi Taonga Management Area C39(b), any inappropriate disturbance or other potential adverse effects on any site of significance, object, remnant or artefact, as advised by local rūnanga and the New Zealand Historic Places Trust Pouhere Taonga; and
 - 4.16.3.2 Any monitoring or review conditions.

Restricted Discretionary Activities – Buildings and Sites of Significance to Tangata Whenua (Wāhi Taonga Management Areas)

- 4.16.4 Any activity which does not comply with Rule 4.16.2 shall be a restricted discretionary activity.
- 4.16.5 Under Rule 2.1.6 the Council shall restrict the exercise of its discretion to all of the following matters:
- 4.16.5.1 Any inappropriate disturbance or other potential adverse effects on any site of significance within a Silent File area, as advised by local rūnanga;
 - 4.16.5.2 Any damage to, destruction or removal of any object, remnant or artefact contained within a Wāhi Taonga Site or Wāhi Taonga Management Area as advised by local rūnanga, and in the case of Wāhi Taonga Management Area C39(b), the New Zealand Historic Places Trust Pouhere Taonga;
 - 4.16.5.3 Any potential costs to the landholder of not being able to undertake the proposed activity on that site;
 - 4.16.5.4 Any alternative options available to undertake the activity in another form or on another site and the costs and practicality of these options;
 - 4.16.5.5 Any positive effects which may offset any adverse effects; and
 - 4.16.5.6 Any monitoring or review of conditions.

4.17 FENCES ADJOINING RESERVES

Permitted Activities – Fences Adjoining Reserves

- 4.17.1 All development located within the Living Z zone or the High Street, Southbridge Outline Development Plan area (Appendix E45) that shares a boundary with a reserve or walkway shall be limited to a single fence erected within 5m of any Council reserve that is at least 50% visually transparent where it exceeds 1.2m in height (which shall be applied to the whole fence in its entirety).

Restricted Discretionary Activities – Fences Adjoining Reserves

- 4.17.2 Any activity which does not comply with Rule 4.17.1 shall be a restricted discretionary activity. Council shall restrict the exercise of its discretion to the following:
- 4.17.2.1 The extent to which the proposed fencing promotes passive surveillance to reduce the fear and incidence of crime;
 - 4.17.2.2 The extent to which the fencing design and materials complement the open space amenity of the reserve;
 - 4.17.2.3 The extent to which the orientation of the section and aspect of the outdoor living areas within the section is able to reduce the effects of the non-complying fence on the open space amenity of the adjoining reserve; and

- 4.17.2.4 The need to avoid adverse cumulative effects arising from the number of non-complying fences being established along a reserve boundary and the extent to which the incremental reduction of the open space amenity of the reserve is mitigated through appropriate fencing design and construction materials and the layout of future dwellings and yard space.

4.18 BUILDINGS AND URBAN DESIGN

Notes:

1. The Council has developed a Commercial Design Guide addressing the design of new developments. However, resource consents are only assessed against the matters of control listed in these rules.
2. Rule 4.18.1 does not apply to a Utility.

Controlled Activities – Buildings and Urban Design

- 4.18.1 In Key Activity Centre Precinct 5, as identified in Appendices 29A or 29B, the following activities shall be a controlled activity.
- 4.18.1.1 Any development comprising:
- (i) one or more new buildings; and/or
 - (ii) building additions for commercial purposes; and/or
 - (iii) conversion of all or part of an existing dwelling for commercial use.
- 4.18.2 Under Rule 4.18.1, the Council shall reserve its control to the following matters:
- 4.18.2.1 The extent to which the development;
- (a) contributes to visual variety, including in relation to the architectural modulation and detailing proposed, and
 - (b) visually integrates or disguises roof mounted servicing equipment.
- 4.18.2.2 The extent to which the design and layout of the site provides for and addresses attractive pedestrian areas, either public streets or spaces with an equivalent amenity to public streets, where practicable.
- 4.18.2.3 For new buildings, identified in Appendix 29C(i) and Appendix 29C(ii) as requiring an active frontage and building line, the extent to which the development maintains and/or provides continuous building lines, active frontage and verandahs along street boundaries and main pedestrian routes.
- 4.18.2.4 For building additions between an existing building and a street identified in Appendix 29C(i) and Appendix 29C(ii) as requiring an active frontage and building line, the extent to which the development maintains and/or provides continuous building lines, active frontage and verandahs along street boundaries and main pedestrian routes.

- 4.18.2.5 The extent to which any proposed car parking areas are enhanced and/or screened from the street by landscaping.
 - 4.18.2.6 The extent to which the design and location of landscaping will contribute to a high quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.
 - 4.18.2.7 The extent to which the design and location of landscaping and fencing will mitigate any adverse visual and amenity effects of development to adjoining sites containing residential activities.
 - 4.18.2.8 Whether the site layout and location of storage and waste areas minimises the potential for disturbance and a loss of amenity for residential neighbours.
 - 4.18.2.9 The degree to which the reflectivity proposed for the exterior of buildings, including roofs, will contribute to pleasant and attractive streets and public areas.
- 4.18.3 Any application arising from Rule 4.18.1 will not require the written approval of other persons and shall be non-notified.

Reasons for Rules

Natural Hazards

Rules 4.1.1 and 4.1.2 identify Tai Tapu as a township where there is a significant known risk of damage to people or property from flooding and ponding. Rule 4.1.1 does not necessarily prevent earthworks and building in the township of Tai Tapu; rather, the rule requires a resource consent application for a restricted discretionary activity for larger scale activities, so the nature and level of any risk of hazard, and any mitigation measures proposed, can be assessed.

Rule 4.1.4 prohibits dwellings and principal buildings from being erected between a waterbody and its stopbank. This is due to the high risk in this area of the flooding or ponding of water occurring. Other townships will be affected by this rule if they contain certain land between a waterbody and an associated stopbank.

Rule 4.1.3 restricts dwellings, parts of dwellings and other principal buildings in an area known to be subject to flooding from the Rakaia River.

It is known by the Council that other townships in Selwyn District are likely to be affected by natural hazards. While information is lacking, these include Whitecliffs and Hororata. The objectives and policies section for Natural Hazards (Part B, Section 3.1) identify that the preferred methods to address this issue in such townships is through reliance on the Building Act and section 106 of the Resource Management Act, and by relevant hazard information held by the Council being provided as part of a request for Land Information Memoranda.

Landscaping

A common feature of residential areas is a tidy area between the house and road frontage. There is a 'market' incentive for home owners to keep this area tidy, as it can add value to the house and property. There is not, however, such a direct market incentive for other activities, such as businesses and community facilities, to retain a tidy 'front yard'. The objective of Rule 4.2 is to ensure non-residential activities locating in Living zones maintain this feature of residential areas.

Water Supply

Every house is required to have a potable water supply and effluent disposal, in order to be 'habitable' under the Building Act 2004. The rules in the District Plan set out additional conditions, such as whether the service must be reticulated, to avoid effects on natural and physical resources such as groundwater and amenity values.

Sewage Treatment and Disposal

The townships listed in Rule 4.5.1 either have a reticulated sewerage treatment and disposal system, or need such a system to avoid adverse effects on groundwater.

A reticulated sewerage scheme for West Melton Township to cater for the anticipated township growth is now available. It was considered that this was necessary given the position of Environment Canterbury in relation to the rezoning of land at West Melton for residential development.

Rule 4.5 should not be interpreted as an indication that reticulated sewerage will not be needed in other townships in the future, such as Darfield or Kirwee. Environment Canterbury (the Regional Council) is responsible for issuing discharge permits to allow on-site effluent treatment and disposal. If, in the future, permits are no longer issued for a particular township, a reticulated sewerage system may be required.

Building Density

The site coverage rules only apply to the proportion of an allotment at ground level, that is covered in building. Site coverage rules therefore are unable to control the effects on amenity values of higher density forms of residential development above ground level. Rule 4.6 is intended to manage the effects of such developments as multi-storey block of flats and apartments.

The District Plan recognises that there may be a demand of higher density forms of residential development in townships of the District, particularly in the form of student accommodation at Lincoln. The Plan provides for this is a permitted activity in Business 1 zones, where higher building density is more compatible with commercial amenity values.

The District Plan is not intended to preclude, in Living 1 zones, the erection of medium density housing developments such as small blocks of flats or townhouses. Rule 4.6 therefore provides for this intensity of development as restricted discretionary or discretionary activities, subject to the relevant assessment matters and objectives and policies of the Plan, and the mitigation of any adverse effects on the environment.

In some Living 1 zones, however, the provision of more than one dwelling on an allotment is a non-complying activity. This is because these zones were created as a result of plan changes to the former District Plan. An outcome of the plan change process in those cases was the decision that residential density should be limited to one dwelling per allotment. The new District Plan carries over these decisions.

Due to the lower density environments of the Living 2 zones, it is generally considered inappropriate for there to be more than one dwelling per allotment.

Site Coverage

Rule 4.7 is designed to maintain ‘spaciousness’ in the Living zones of Selwyn District. It does this by controlling the ratio of land to building rules. The rule does not affect the size of an allotment (only the extent of the lot that can be covered in buildings), therefore a variety of allotment sizes may be provided for. An exemption has been made for Dunsandel Primary School from the maximum building floor space requirement of the Living 2 Zone to bring it into line with other schools which are subject to a percentage of site covered, rather than a maximum floor area figure.

Rule 4.7.3 provides for some allotments to have higher site coverages, as restricted discretionary activities. This enables the Council to meet the demand for small, easy care sections while managing the number of such allotments, so as to maintain overall spaciousness. The rule only applies in Living 1, 1A, Living WM zones and Living Z Medium Density areas located within an Outline Development Plan, because Living 2 zones are distinguished from Living 1 zones by their lower residential density.

Higher levels of site coverage have also been provided for emergency services recognising their importance to the community. Their general one-off locations throughout the district’s townships will ensure any impact of increased density on the overall character of an area is minimal.

Significant new development in West Melton will adjoin State Highway 73. The volume of traffic using this road, mainly at “open road” speed limits, requires a degree of physical separation which (in combination with noise bunding) is intended to partly mitigate the effects of traffic noise.

Building Height

Rule 4.8 sets maximum height requirements for buildings and structures, to ensure they are in keeping with the visual character of the Living zones.

Part of the amenity values of townships in Selwyn District is relatively low density of buildings and views across the townships to rural areas, the Southern Alps/Kā Tiritiri o te Moana and the Port Hills. Rule 4.8 helps to maintain those values by limiting the height of buildings and structures.

In consultation on the district plan (township surveys and public workshops), residents and ratepayers identified that ‘sky scrapers’, ‘office towers’ and other multi-storey buildings are not part of the landscape and amenity values of the District. However it was identified that some tall structures, such as power poles and grain silos, are. To that end, Rule 4.8 differentiates between the height of buildings and the height of other structures.

Buildings or structures that cannot comply with Rule 4.8 may be able to be erected in Living zones under an application for a discretionary activity if potential adverse effects on visual character and amenity values are able to be adequately mitigated, remedied or avoided.

Building Position

Rule 4.9 is intended to give property owners maximum flexibility over the use of space on their properties, while affording neighbours adequate protection in relation to sunlight, privacy and outlook. Setback distances are not used to maintain ‘spaciousness’. This is done by site coverage while recession planes control shading, and setback distances control privacy and outlook.

In the Living Z Medium Density areas included within an Outline Development Plan, buildings are required to be set back a minimum of 3m from the road boundary, or shared Rights of Way and shared accessways by which the site is accessed. The road boundary setback is smaller than that required for sites in the lower density Living zones in recognition of the higher density character anticipated in the Medium Density areas and the need to enable smaller sites to be used in an efficient manner. Some setback is however still necessary to provide the opportunity for some landscaping and tree planting along the road frontage, Rights of Way, and shared accessways and will help to maintain an open and pleasant street scene and to provide adequate levels of amenity and the opportunity for landscaping along shared driveways. The need for buildings to be set back from private Rights of Way and shared accessways is in recognition that these areas function as private lanes and as such there is a need to maintain adequate levels of amenity along such areas and to ensure that they are not overly dominated by buildings and blank high boundary fencing.

Garages are required to be set no further forward than the front façade of the dwelling so that they are not visually dominant from the street, private Rights of Way, and shared accessways. Front facing garage doors are required to be set back at least 5.5m from road boundaries, private Rights of Way, and shared accessways to enable vehicles to be parked in front of the doors without intruding over footpaths, road reserve, or shared driveways, and to provide a second informal car parking space for occupants or visitors.

In the Medium Density areas, provision is also made for dwellings and primary buildings to be setback a minimum of 2m from internal boundaries to ensure a degree of daylight is available to ground floor windows. Garages are however able to be erected along the internal boundary in recognition that they are inherently single storey structures and do not contain habitable space, with a tighter recession plane control in place to ensure that they are single storey where they adjoin the boundary. Buildings are able to be built to an internal boundary where they will share a wall with a neighbouring building, in order to facilitate more intensive forms of housing such as semi-detached or terraced typologies. No recession planes apply over that portion of the boundary where a common wall has been built as there will be no shading effects where buildings share the same wall. To facilitate more intensive forms of housing and to enable two storey

dwelling to be designed on relatively small sites, the recession plane requirements start at 4m rather than 2.5m, with a standard 45 degree angle required from all boundaries. This will encourage buildings to be oriented towards the street and rear garden, rather than towards side boundaries.

In the Medium Density areas, balconies at first floor level and above are only permitted in facades that face road or reserve boundaries due to the potential for balconies to have a significant adverse effect on privacy if they are located overlooking internal boundaries. In more intensive residential areas where dwellings are in closer proximity to one another than low density zones and where there is a much greater likelihood of dwellings being higher than single storey, there is an increased need to maintain acceptable levels of privacy. Windows at first floor level or above are therefore only permitted if they either face a road or reserve boundary, are set back a minimum of 10m from an internal boundary (typically the rear garden boundary), or have a high level internal sill or are obscure glazed and are associated with bathrooms or hallways (thereby providing light but preventing overlooking).

Controls on side and front yard spaces apply to sites in the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39· 40 or 46 in order to retain views between residences and to assist in retaining elements of rural character and provide visual integration and visual attractiveness.

Building within the Countryside Area identified on the Outline Development Plan in Appendix 39 and 40 is a non-complying activity. The purpose of the Countryside Areas is to provide open space and a visual link to the surrounding rural landscape. These corridors bisect the residential activity and are to be managed in productive rural use.

Setbacks do not apply to utility structures because these structures have small bulk and are not occupied by people. However, they do apply to utility buildings which have a larger floor area, as such buildings have the potential to cause shading and loss of outlook. They are more likely to be occupied by people and, therefore, can affect privacy.

If the conditions for permitted activities are unable to be met, the proposed building may be able to proceed by application for a discretionary or restricted discretionary activity. The assessment matters for restricted discretionary activities are listed. A reverse sensitivity issue may arise if the 20 metre setback in Rule 4.9.9 for the Living 2A zone at Prebbleton is not met, due to the nature of adjoining rural land uses at the southern zone boundary. This rule was adopted in the decision on a plan change under the previous District Plan. Similarly, Rules 4.9.6, to 4.9.8 were adopted as a consequence of plan changes made operative under the previous District Plan, and those provisions have been carried over.

The siting of a dwelling less than 150m from the Lincoln Sewage Treatment Plant is a non-complying activity, and is therefore not generally considered appropriate. This rule was also adopted as a consequence of a plan change made operative under the previous District Plan.

In the case of Rolleston Sewage Treatment Plant and Resource Recovery Park an “Odour Control Setback Area” has been imposed on the Holmes Block (as shown on the Outline Development Plan in Appendix 39). Building within this area is a Non-Complying Activity as reverse sensitivity issues may arise if this setback area is not applied.

In regard to the Poultry Farm identified on Lot 3 DP 20007 at Rolleston a 300m setback has been imposed in relation to the northern boundary of the Skellerup Block (as shown on the Outline Development Plan in Appendix 40). Building within this area is a non-complying activity as reverse sensitivity issues may arise if this setback area is not applied.

The requirement in the Living 3 Zone, Trents Road, Prebbleton, for a larger building setback from Shands Road and a noise attenuation structure near the Shands Road boundary and 25m along the adjoining side boundaries, has the purpose of reducing adverse noise impacts of Shands Road traffic on residents and any consequential reverse sensitivity effects.

In the Living 3 Zone in Lincoln shown on ODP Area 7 in Appendix 37, a building setback from the acoustic and landscape area adjoining the Business 2B zone on the site's eastern boundary will assist to manage reverse sensitivity effects with this zone and maintain open space and semi-rural character.

Relocated Buildings

Generally, the district plan does not control the design and standard of buildings, except for in the alpine villages at Arthur's Pass and Castle Hill (refer to Part B, Section 1.4). Buildings which are relocated as a whole, or in parts, on to a site have to be set on a building pad or foundations and often require restoration work to repair minor damage. If relocated buildings are left sitting on blocks or unrepaired for long periods of time, they can detract from the amenity values of Living zones.

Rule 4.10 identifies minor activities involving relocated buildings for which resource consent is not required. Also set out are the matters the Council will consider for relocated buildings of a large scale or of a permanent nature. The matters include the nature of reinstatement works, the time needed to complete them, and the mechanism to give Council the surety they will be completed.

A controlled activity may not be declined by the Council. It may be approved subject to conditions relating to the matters over which the Council has reserved control.

Note: Rule 4.10 does not affect the ability of a subdivider to impose any private covenant on the new Certificate of Titles related to the style and age of buildings able to be established, or the relocation of existing buildings into their subdivision.

Comprehensive Residential Development in Living Z Medium Density areas located within an Outline Development Plan

Within comprehensive residential developments in Medium Density areas covered by an Outline Development Plan, the Plan enables higher density forms of development to occur. Due to their higher density, such developments need to be planned in a comprehensive manner to ensure that adequate levels of urban design and amenity are achieved. The Plan therefore requires resource consent as a restricted discretionary activity with the Council's discretion limited to the urban design, appearance, and amenity of the development. This provision has been inserted to ensure that the widespread community concerns that have been voiced in other Districts regarding poor quality high density developments are able to be avoided in Selwyn, whilst still enabling the provision of a wide range of housing choice for residents. This provision includes an extensive set of assessment matters to ensure that higher density development provides a good level of amenity for residents, neighbours and views from public places including streets.

Buildings and Streetscene

In the Living Z zones, solid, high screening structures such as fences and walls that are erected on road boundaries of properties have the potential to cause adverse visual impacts on a pleasant and open streetscene along with other associated effects such as disconnection and reduction in the potential for passive security between dwellings and the street. The rule acknowledges that where sites have frontage to more than one road, the rule only applies to the façade that includes the front entrance to the allotment so that a reasonable degree of privacy is able to be achieved for corner sites or allotments that back onto a second road. On other sites, it is expected that subdivisions will be designed to ensure that privacy can be achieved on the lot and that buildings will have been positioned with the need for private outdoor space in mind.

Another key element in maintaining a pleasant and attractive streetscene is to ensure that developments are not visually dominated by garaging when viewed from the road, private Rights of Way, or shared accessways. The rule therefore limits the width of garages to no more than 50%

of the front façade of the dwelling to ensure that front facades contain visual interest, and the opportunities for glazing and passive surveillance. In medium density areas this provision works in tandem with the requirement that garages not project forward of the front building façade to further minimise the visual impact of garaging.

Buildings and Private Outdoor Living Space

A minimum area and dimension of outdoor living space has been required for dwellings in Living Z Medium Density areas located within an Outline Development Plan to ensure that an area of each site is set aside which is sufficient to meet the outdoor living needs of current and future residents of the site. The rule only applies to Medium Density areas as smaller allotment sizes could result in relatively narrow strips of unbuilt land around dwellings that do not provide a useable outdoor living area, unlike larger allotments in the other living zones. The provision of an outdoor area also means that sites retain the opportunity for tree and garden planting which helps to balance the built appearance of higher density areas and visually soften the built environment.

A smaller area of outdoor living area is required for dwellings that form part of a comprehensive residential development due to such units generally being smaller than stand alone dwellings and in recognition that comprehensive residential developments require detailed plans to be assessed as part of a design and appearance consent where the location and functionality of outdoor living spaces can be assessed. Balconies can be counted towards the required outdoor living area in recognition of the positive role that well-located balconies can play in meeting the amenity needs of occupants and providing an alternative outdoor living area that may receive sun at a different time of the day. Balconies can also be a positive design element and are encouraged where they provide passive surveillance of the street or public open spaces without resulting in subsequent pressure from landowners to fence these boundaries to ensure privacy which can happen with ground level outdoor living areas.

Setbacks from Waterbodies

Locating structures close to waterbodies (excluding aquifers) may:

- Cause bank erosion: either on the site; or elsewhere if works have been undertaken on the site to prevent bank erosion;
- Create a potential natural hazard, should the bank be unstable or the waterbody overflow;
- Affect habitat values, and the natural character of the edge of waterbodies; and
- Restrict public access, where public access is provided for.

Rule 4.15 sets the distances for structures from waterbodies (excluding aquifers) as a permitted activity. The distance varies with the type of waterbody, its flood potential and its ecological and recreational values. Structures may be able to locate closer to the waterbody with a resource consent. However, the closer siting (less than 20 metres) of dwellings and principal buildings is generally recognised as inappropriate.

Note: An additional consent may need to be obtained from Environment Canterbury.

Sites of Significance to Tāngata Whenua (Wāhi Taonga Management Areas)

Rule 4.16 manages the effects of erecting buildings in Wāhi Taonga Management Areas at Rakaia Huts. Activities which may disturb this area and sites require a resource consent, so the Council can assess whether the activity will affect any culturally important site, as advised by local rūnanga and in the case of Wāhi Taonga Management Area C39(b), the New Zealand Historic Places Trust Pouhere Taonga.

The Council has a policy to consider reducing or waiving resource consent processing fees for activities in such areas (see Part B, Section 3.3). For further information on these areas and sites, refer to the Reasons for the Earthworks Rules.

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7 LIVING ZONE RULES — OUTDOOR SIGNS AND NOTICEBOARDS

Note

1. Any sign located in the Living zones at Arthur's Pass or Castle Hill Villages is also required to comply with Rule 11.1.1.5.

7.1 OUTDOOR SIGNS — GENERAL

Permitted Activities — Outdoor Signs – General

- 7.1.1 Where any sign is not covered by Rules 7.2, 7.3 and 7.4, it shall be a permitted activity if the following conditions are met:
- 7.1.1.1 The sign relates to products or services sold on the site or includes information about the site on which it is located.
 - 7.1.1.2 The total number of signs on any site does not exceed 2, inclusive of any freestanding sign located on a footpath or grass berm outside the site but adjoining the site. This rule does not apply to signs associated with service stations or shops; and
 - 7.1.1.3 The sign does not have flashing or revolving lights, sound effects, balloons or blimps, and
 - 7.1.1.4 The sign does not obstruct or impair the view for any motorist or pedestrian of any traffic signal, intersection, vehicle crossing, bend or corner, and
 - 7.1.1.5 The sign does not exceed the height of:
 - (a) The building to which it is attached, or
 - (b) 2 metres if the sign is not attached to a building, and
 - 7.1.1.6 The sign does not exceed 1m² in size, and
 - 7.1.1.7 The sign is not of a colour or design which resembles a traffic sign or signal.
 - 7.1.1.8 The sign is not less than 2.5m above the ground, if it is an overhanging attached sign.
 - 7.1.1.9 The sign complies with the relevant rules for building size, design or siting if it is attached to a building.

Notes

1. Rule 7.1.1.1 does not apply to any temporary sign or freestanding sign.

2. Any sign located on a site adjoining a Strategic Road (listed in Appendix 7) is also required to comply with Rule 7.5.
3. Rule 7.1 does not apply to Precinct 5 (Transitional Living) as identified in Appendix 29A or 29B. In these Precincts, the Business 1 Zone Outdoor Sign General Rule 19.1 shall apply instead.

Discretionary Activities — Outdoor Signs – General

- 7.1.2 Any activity which does not comply with Rule 7.1.1 shall be a discretionary activity.

7.2 OUTDOOR SIGNS — DIRECTIONAL

Permitted Activities — Outdoor Signs – Directional

- 7.2.1 Any sign to direct pedestrians, cyclists or motorists shall be a permitted activity if the following conditions are met:
- 7.2.1.1 The sign does not exceed a height of 3 metres above the ground; and
 - 7.2.1.2 The display area of the sign does not exceed 0.6m²; and
 - 7.2.1.3 The message on the sign is limited to arrows or the word 'entry' or 'exit'.

Discretionary Activities — Outdoor Signs – Directional

- 7.2.2 Any activity which does not comply with Rule 7.2.1 shall be a discretionary activity.

7.3 OUTDOOR SIGNS — HEALTH AND SAFETY

Permitted Activities — Outdoor Signs – Health and Safety

- 7.3.1 Any sign required for operational, warning, health or safety reasons shall be a permitted activity if the following conditions are met:
- 7.3.1.1 The sign advertises only the name of the organisation carrying out any construction work or activity and any relevant safety information; and
 - 7.3.1.2 The sign is located on the site to which it relates; and
 - 7.3.1.3 The sign is removed from the site when it is no longer required.

Discretionary Activities — Outdoor Signs – Health and Safety

- 7.3.2 Any activity which does not comply with Rule 7.3.1 shall be a discretionary activity.

7.4 OUTDOOR SIGNS — PROPERTY SALES

Permitted Activities — Outdoor Signs – Property Sales

- 7.4.1 Any sign advertising the sale of property shall be a permitted activity if all of the following conditions are met:
- 7.4.1.1 The sign is erected on the site that is for sale.
 - 7.4.1.2 No more than three signs are erected on the site, inclusive of both attached signs and free standing signs.
 - 7.4.1.3 The maximum size of each sign is 3m².
 - 7.4.1.4 The sign does not have any of the following features:
 - (a) Illumination;
 - (b) Sound effects;
 - (c) Balloons or blimps;
 - (d) Moving parts; or
 - (e) Resemblance to a traffic sign or signal.
 - 7.4.1.5 The sign does not obscure traffic movements onto, or out of, the site.
 - 7.4.1.6 The sign does not protrude beyond the edge of the building if it is attached to a building.
 - 7.4.1.7 The sign is removed from the site within one month of the property being sold.

Discretionary Activities – Outdoor Signs – Property Sales

- 7.4.2 Any activity which does not comply with Rule 7.4.1 shall be a discretionary activity.

7.5 OUTDOOR SIGNS AND STRATEGIC ROADS

Permitted Activities – Outdoor Signs and Strategic Roads

- 7.5.1 Any sign on any land adjoining a road listed in Appendix 7 as a Strategic Road where the speed limit is 70km/hr or greater shall be a permitted activity if Rules 7.1 to 7.4 inclusive and all of the following conditions are met:
- 7.5.1.1 It is to be located on the site to which it relates;
 - 7.5.1.2 There shall be only one advertising sign directed at the Strategic Road;
 - 7.5.1.3 It is to have a minimum lettering height of 160mm;
 - 7.5.1.4 It shall not have more than six words or symbols and no more than 40 characters;
 - 7.5.1.5 It is to be located so as to provide an unrestricted view to the motorist for a minimum distance of 180 m;
 - 7.5.1.6 Any sign is illuminated only when the premises is open for business; and

- 7.5.1.7 The sign is positioned at right angles to the frontage roadway but angled off the direction of traffic by 5°.

Notes

1. If the conditions in Rule 7.5 conflict with those in Rules 7.1, 7.2., 7.3 and 7.4 then the conditions in Rule 7.5. take precedence.
2. Rules 7.1. to 7.4. also apply to signs on Strategic Roads.

Restricted Discretionary Activities — Outdoor Signs and Strategic Roads

- 7.5.2 Any activity which does not comply with Rule 7.5.1 shall be a restricted discretionary activity.
- 7.5.3 Under Rule 7.5.2 the Council shall restrict its discretion to consideration of:
- 7.5.3.1 Any adverse effects, singularly or cumulatively, of the proposed sign on the safety of motorists, pedestrians or cyclists.
 - 7.5.3.2 Any effects on reduced visibility for people moving in and out of properties along the Strategic Road.
 - 7.5.3.3 Any potential effects on traffic speed, manoeuvring or general flow of traffic along the Strategic Road.
 - 7.5.3.4 The cost and feasibility of making the sign comply with the rules.
 - 7.5.3.5 The adequacy of any methods proposed to mitigate effects of the sign on traffic safety and the efficient functioning of the Strategic Road.

7.6 OUTDOOR NOTICEBOARDS

Permitted Activities — Outdoor Noticeboards

- 7.6.1 Any outdoor noticeboard shall be a permitted activity if the following conditions are met:
- 7.6.1.1 The noticeboard is not located within a road reserve, and
 - 7.6.1.2 Any paper or other detachable notices are protected from damage from wind or rain, and
 - 7.6.1.3 The noticeboard is located on a site where the speed limit on the adjoining road is 70 km/hr or less, and
 - 7.6.1.4 There is provision for motor vehicles to stop and park alongside the noticeboard (on or off the road), and
 - 7.6.1.5 Only one noticeboard is erected on a site.

Restricted Discretionary Activities — Outdoor Noticeboards

- 7.6.2 Any activity which does not comply with Rule 7.6.1.3 shall be a restricted discretionary activity.

7.6.3 Under Rule 7.6.2 the Council shall restrict its discretion to consideration of:

7.6.3.1 Any provision to allow a vehicle to pull completely off the carriageway to stop return to the carriageway without reversing.

7.6.3.2 The appropriateness of installing traffic directional signs on either approach to the noticeboard.

Discretionary Activities – Outdoor Noticeboards

7.6.4 Any activity which does not comply with Rules 7.6.1.1, 7.6.1.2, 7.6.1.4 or 7.6.1.5 shall be a discretionary activity.

Note

1. Any noticeboard erected in any Living zone at Arthur's Pass or Castle Hill is required to comply with Rule 11.1.1.5.

Reasons for Rules

Signage is a feature of the environment and important to the health, safety and well-being of people and communities. Excessive signage, signs that are too large, or that have lighting and sound effects, may conflict with the amenity values of residential areas. Additional controls are provided over signs adjoining strategic roads where traffic speeds are higher, in order to promote traffic safety. While greater flexibility is provided for signs which contain only information or identify properties, or which are moveable (freestanding). Commercial signage is required to be related to the premises to which it is associated.

Rules 7.1.1, 7.2.1, 7.3.1 and 7.4.1 outline the conditions to give maximum flexibility for signage, while maintaining residential amenity values in Living zones. If any of these rules are not able to be met, a resource consent for a discretionary activity may be able to be granted under Rules 7.1.2, 7.2.2, 7.3.2 or 7.4.2 if potential adverse effects are minor and consistency with the relevant objectives and policies of the plan is achieved.

The primary function of Strategic Roads is to ensure the safe and efficient management of traffic. Road signs which are inappropriately designed or positioned can have adverse effects on the road safety of Strategic Roads by distracting motorists for too long or at dangerous times, or by reducing visibility at intersections and corners.

Rule 7.5 provides additional conditions for erecting signs along Strategic Roads in Living zones where the speed limit is more than 70 km/hr.

Noticeboards are an important source of information for people and communities. However, they need to be designed and sited to avoid any adverse effects on traffic safety and any nuisance effects from notices becoming detached and blown around.

Rule 7.6.1 provides conditions to ensure noticeboards do not have any adverse effects on the environment. If this rule is not able to be met, then resource consent may be granted for either a restricted discretionary or discretionary activity. Application for resource consents will allow for a comprehensive assessment of effects on the environment and consistency with the relevant objectives and policies of the Plan.

Noticeboards hold information designed to be read by people stopping, whereas signs are designed to be read by people as they are passing by.

10 LIVING ZONE RULES — ACTIVITIES

Notes:

1. Activities affecting any archaeological site including Wāhi Taonga Management Area C39(b) may require an Archaeological Authority from the New Zealand Historic Places Trust Pouhere Taonga (refer to Part B, Section 3.3 Archaeological Sites).
2. Refer to Appendix 6 “Protocols on Accidental Discovery of Archaeological Sites” when any activities occur in any Silent File, Wāhi Taonga Site or Wāhi Taonga Management Area.

10.1 ACTIVITIES AND CONTAMINATED LAND

Permitted Activities — Activities and Contaminated Land

- 10.1.1 Any activity shall be a permitted activity on any site which contains contaminated land or where past activities on that site include those listed in Appendix 10 except for the following:
- 10.1.1.1 Erecting any dwelling;
 - 10.1.1.2 Educational facilities;
 - 10.1.1.3 Outdoor recreation activities; and
 - 10.1.1.4 Growing commercial food crops or rearing animals.

Restricted Discretionary Activities — Activities and Contaminated Land

- 10.1.2 Any dwellings, educational facilities, outdoor recreation activities, and growing commercial food crops or rearing animals on any site which contains contaminated land, or when past activities on that site include those listed in Appendix 10, shall be a restricted discretionary activity.
- 10.1.3 Under Rule 10.1.2 the Council shall restrict the exercise of its discretion to:
- 10.1.3.1 The adequacy of any methods proposed to reduce any potential adverse effects on people or animals.
 - 10.1.3.2 If the soil is to be removed from the site, where it is to be disposed to, the level of risk to human health and the environment and how it is to be disposed of.
 - 10.1.3.3 Where the site is not confirmed as contaminated, but has been used for one or more of the activities listed in Appendix 10, further investigation to determine whether the site is contaminated and the extent of that contamination.

10.2 ACTIVITIES ON THE SURFACE OF WATERBODIES

Permitted Activities — Activities on the Surface of Waterbodies

- 10.2.1 Any structure or mooring which passes over or through the surface of any waterbody or which is attached to the bank of any waterbody shall be a permitted activity if the following conditions are met:
- 10.2.1.1 The structure is a fence made of post and wire netting construction and is not more than 1m in height above ground level at the edge of the waterbody; or
 - 10.2.1.2 The structure is a floodgate installed where an existing fence crosses a waterbody; or
 - 10.2.1.3 The structure or mooring is a temporary device and is removed when it is not being used; or
 - 10.2.1.4 The structure is a bridge or culvert for crossing a water race, drain or stream with a bed not more than 3 metres in width.
 - 10.2.1.5 The structure is a sign or navigation aid erected by or on behalf of Environment Canterbury or the Maritime Safety Authority.
 - 10.2.1.6 The structure is a line, conductor or cable owned by a network utility operator and complies with the relevant height standards for electrical lines crossing waterbodies.
- 10.2.2 Any overnight accommodation on a craft on the surface of a waterbody shall be a permitted activity provided that it is associated with recreational use of the craft; and limited to not more than one night on any one mooring in any one month period.

Discretionary Activities: Activities on the Surface of Waterbodies

- 10.2.3 Any activity which does not comply with Rule 10.2.1 shall be a discretionary activity.

Non-Complying Activities: Activities on the Surface of Waterbodies

- 10.2.4 Any activity which does not comply with Rule 10.2.2 shall be a non-complying activity.

Notes

1. Any diversion of water or discharge into water as a result of constructing any structure over a waterbody may require a resource consent from Environment Canterbury, even if it is a permitted activity in the District Plan.
2. Rule 10.2.2 does not exempt activities on the surface of water from complying with any by-laws made under the Local Government Amendment No. 2 Act 1999, including the transitional Water Recreation Regulations 1979.
3. Rule 10.2.2 does not apply to overnight accommodation in the event of inclement weather, the breakdown of a watercraft, or other emergency.

4. The erection of a structure on the surface of a river or lake and attached to the bed may require resource consent from Environment Canterbury even if it is a permitted activity in the District Plan.

10.3 ACTIVITIES AND THE KEEPING OF ANIMALS

Permitted Activities — Activities and the Keeping of Animals

- 10.3.1 The keeping of domestic pets shall be a permitted activity.

Notes

1. The keeping of domestic pets in the Living Zones does not require a resource consent. However, the keeping of domestic pets may be subject to a Council Bylaw. As an example, the Council has a bylaw for the keeping of dogs.
2. The definition of domestic pets in this plan excludes donkeys, pigs, roosters and peacocks.

Discretionary Activities — Activities and the Keeping of Animals

- 10.3.2 The keeping of animals other than domestic pets except as provided under Rules 10.3.3 to 10.3.5 shall be a discretionary activity, except
- (a) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 provided that such activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35; and
 - (b) within the Living 3 Zone Lower Density Area identified on Outline Development Plan at Appendix 39 and 40 provided that this shall not include intensive livestock production or the keeping of roosters, peacocks, pigs or donkeys.
- 10.3.3 Commercial rearing of animals for sale of progeny, meat, skins, wool or other products shall be a discretionary activity.

Non-Complying Activities — Activities and the Keeping of Animals

- 10.3.4 Boarding of animals shall be a non-complying activity.
- 10.3.5 Intensive livestock production shall be a non-complying activity.

10.4 ACTIVITIES AND SITES OF SIGNIFICANCE TO TĀNGATA WHENUA (WĀHI TAONGA MANAGEMENT AREAS)

Permitted Activities — Activities and Sites of Significance to Tāngata Whenua (Wāhi Taonga Management Areas)

- 10.4.1 The following activities shall be permitted activities:
- 10.4.1.1 In any areas listed in Appendix 5 and shown on the Planning Maps as a Silent File Area, any disturbance of soil which is limited to disturbance of soil over areas and to depths where that soil has been previously

disturbed by cultivation, planting (trees, pasture or crops), buildings or earthworks.

- 10.4.1.2 In the area listed in Appendix 5 and shown on the Planning Maps as Wāhi Taonga Management Area C39(b), any earthworks associated with any proposed activity are limited to the disturbance of soil over areas where that soil has been previously disturbed by cultivation, planting (trees, pasture or crops), building or earthworks. Any disturbance within those areas shall be limited to a maximum depth of 20cm;
- 10.4.1.3 For the part of Wāhi Taonga Management Area C48 zoned Living 1 at Rakaia Huts, any earthworks does not involve the disturbance, damage to, removal of or destruction of any object, artefact or other symbol of pre-European settlement, occupation or use of that site;
- 10.4.1.4 In any area listed in Appendix 5 and shown on the Planning Maps as a Wāhi Taonga Site or any Wāhi Taonga Management Area not listed in 10.4.1.2 or 10.4.1.3, any proposed activity which does not involve the disturbance, damage to, removal of or destruction of any object, artefact or other symbol of pre-European settlement, occupation or use of that site;
- 10.4.1.5 In any area listed in Appendix 5 and shown on the Planning Maps as a Mahinga Kai site, any damage to or removal of indigenous vegetation which is limited to that undertaken by tāngata whenua for mahinga kai purposes.

Controlled Activities – Activities and Sites of Significance to Tangata Whenua (Wāhi Taonga Management Areas)

- 10.4.2 Any activity which does not comply with Rule 10.4.1.2 or 10.4.1.3 shall be a controlled activity if the written consent of the local rūnanga has been obtained; and in the case of Wāhi Taonga Management Area C39(b), the written consent of the New Zealand Historic Places Trust Pouhere Taonga, has also been obtained.
- 10.4.3 In assessing any application made under Rule 10.4.2 Council shall restrict its control to consideration of the following matters:
 - 10.4.3.1 For the part of Wāhi Taonga Management Area C48 zoned Living 1 at Rakaia Huts any damage to, destruction or removal of any object, remnant or artefact contained within Wāhi Taonga Management Area C48, as advised by local rūnanga; and
 - 10.4.3.2 In Wāhi Taonga Management Area C39(b), any inappropriate disturbance or other potential adverse effects on any site of significance, object, remnant or artefact, as advised by local rūnanga and the New Zealand Historic Places Trust Pouhere Taonga; and
 - 10.4.3.3 Any monitoring or review conditions.

Restricted Discretionary Activities — Activities and Sites of Significance to Tāngata Whenua (Wāhi Taonga Management Areas)

- 10.4.4 Any activity which does not comply with Rules 10.4.1.1, 10.4.1.4, 10.4.1.5 or 10.4.2 shall be a restricted discretionary activity.
- 10.4.5 Under Rule 10.4.4 the Council shall restrict the exercise of its discretion to all of the following matters:
- 10.4.5.1 Any inappropriate disturbance or other potential adverse effects on any site of significance within a Silent File area, as advised by local rūnanga;
 - 10.4.5.2 Any damage to, destruction or removal of any object, remnant or artefact contained within a Wāhi Taonga Site or Wāhi Taonga Management Area, as advised by local rūnanga and the case of Wāhi Taonga Management Area C39(b), the New Zealand Historic Places Trust Pouhere Taonga;
 - 10.4.5.3 Other than in Wāhi Taonga Management Area C39(b), any potential costs to the landholder of not being able to undertake the proposed activity on that site;
 - 10.4.5.4 Any alternative options available to undertake the activity in another form or on another site and the costs and practicality of these options;
 - 10.4.5.5 Any positive effects which may offset any adverse effects; and
 - 10.4.5.6 Any monitoring or review of conditions.

10.5 ACTIVITIES AND AIRCRAFT MOVEMENTS

Permitted Activities — Activities and Aircraft Movements

- 10.5.1 Any taking off and/or landing of any aircraft shall be a permitted activity if the following conditions are met:
- 10.5.1.1 The activity is part of emergency, search and rescue, or law enforcement work; or
 - 10.5.1.2 The activity does not occur on more than two days in any six month period on the same site; and
 - 10.5.1.3 The aircraft movement occurs only between the hours of 7:00am and 7:00pm.

Discretionary Activities — Activities and Aircraft Movements

- 10.5.2 Any activity which does not comply with Rule 10.5.1 shall be a discretionary activity, if it complies with the following standard and term:
- 10.5.2.1 The take off and/or landing of aircraft shall be an ancillary use of the land and any facilities on the site and shall not be a main or predominant use of the land or any facilities on the site.

Non-Complying Activities — Activities and Aircraft Movements

- 10.5.3 Any activity which does not comply with Rule 10.5.2.1 shall be a non-complying activity.

10.6 ACTIVITIES AND NOISE

Permitted Activities — Activities and Noise

- 10.6.1 Any activity which is not a residential activity, spiritual activity or educational activity, shall be a permitted activity if the following noise limits are not exceeded within the time-frames stated.

7.30am – 8.00pm	50 dBA L ₁₀
8.00pm – 7.30am	35 dBA L ₁₀
7.30am – 8.00pm	85 dBA L _{max}
8.00pm – 7.30am	70 dBA L _{max}

- 10.6.2 Rule 10.6.1 does not apply to the use of sirens or warning devices associated with emergency service facilities.

Discretionary Activities — Activities and Noise

- 10.6.3 Any activity which is not residential, spiritual or educational which does not comply with Rule 10.6.1 shall be a discretionary activity.

Note: Sound levels shall be assessed at any point beyond the boundary of the site from which the source of any noise of interest is situated.

10.7 ACTIVITIES AND LIGHT SPILL

Permitted Activities — Activities and Light Spill

- 10.7.1 The following activities shall be permitted activities:
- 10.7.1.1 Any fixed, exterior lighting if it is directed away from adjacent properties and roads.
 - 10.7.1.2 Any lighting if it does not have a lux spill (horizontal or vertical) of more than 3 on to any part of any adjoining properties.

Discretionary Activities — Activities and Light Spill

- 10.7.2 Any activity which does not comply with Rules 10.7.1 shall be a discretionary activity.

10.8 ACTIVITIES AND SCALE OF ACTIVITIES

Notes:

1. Rule 10.8 does not apply to any temporary activities; however, temporary activities are subject to all other applicable rules in the Plan.
2. In Rolleston, Rule 10.8.1 does not apply to Commercial Services, Small Format Retail or Office Activities in Precinct 5 (Transitional Living) of the Key Activity Centre, as identified in Appendix 29A. Rule 10.8.2 shall apply instead.
3. In Lincoln, Rule 10.8.1 does not apply to Commercial Services or Office Activities in Precinct 5 (Transitional Living) of the Key Activity Centre, as identified in Appendix 29B. Rule 10.8.2 shall apply instead.

Permitted Activities — Activities and Scale of Activities

10.8.1 Any activity, which is not a residential activity, shall be a permitted activity if the following conditions are met:

- 10.8.1.1 No more than two full time equivalent staff employed on the site live off site, and
- 10.8.1.2 The gross floor area of any building(s) other than a dwelling does not exceed 300m², or in the case of any building used for spiritual activities does not exceed 500m², and
- 10.8.1.3 Vehicle movements do not exceed:
 - State Highways, Arterial Roads and Collector Roads: 40 per day plus 4 heavy vehicle movements per day
 - Local Roads: 20 per day plus 2 heavy vehicle movements per day. ^(PC42)

Except that a public Parking Area is a permitted activity in Precinct 6 (Rolleston Reserve) of the Rolleston Key Activity Centre.

Note:

1. Rule 10.8.1.1 does not apply to existing schools and Police stations.
2. Subclause (c) of Rule 10.8.1.1 shall not apply to emergency service vehicles.
3. The Selwyn District Council Traffic and Parking Bylaw (and subsequent versions) applies to both permanent and temporary activities and may require the preparation of a Traffic Management plan in certain circumstances. Please refer to the Bylaw for further details. ^(PC42)

10.8.2 Any Commercial Services, Small Format Retail or Office Activities in Rolleston Precinct 5 (Transitional Living) within the Key Activity Centre identified in Appendix 29A and any Commercial Services or Office Activities in Lincoln Precinct 5 (Transitional Living) within the Key Activity Centre identified in Appendix 29B, if the following conditions are met:

- 10.8.2.1 (a) No more than six full time equivalent staff employed on the site live off the site; and
- (b) The gross floor area of any building(s) does not exceed 300m².

Discretionary Activities — Activities and Scale of Activities

- 10.8.3 Any activity which is not a residential activity, and which does not comply with Rule 10.8.1 shall be a discretionary activity.

10.9 ACTIVITIES AND HOURS OF OPERATION

Permitted Activities — Activities and Hours of Operation

- 10.9.1 Any activity, which is not a residential activity, shall be a permitted activity if the following conditions are met:

10.9.1.1 The employment of staff who are not resident on the site; and

10.9.1.2 Visits by customers, patrons, clients or other people to the site, who are not resident on the site shall only occur between the hours of 7:00am and 10:00pm on any day.

Note: Rule 10.9.1 does not apply to spiritual and educational activities, or a public car park in Precinct 6 of the Rolleston Key Activity Centre. .

Discretionary Activities — Activities and Hours of Operation

- 10.9.2 Any activity which is not a residential activity, and which does not comply with Rule 10.9.1 shall be a discretionary activity.

10.10 ACTIVITIES AND THE OUTDOOR STORAGE OF MATERIALS AND GOODS

Permitted Activities — Activities and the Outdoor Storage of Materials and Goods

- 10.10.1 The outdoor storage of any materials or goods shall be a permitted activity if the following conditions are met:

Vehicles

10.10.1.1 The outdoor storage of motor vehicles, caravans or campervans, trailers, or watercraft shall be associated with residential activities on the site.

Note: For the purpose of this rule the storage of wrecked vehicles or vehicle bodies is excluded from the definition of residential activities.

Construction Materials

10.10.1.2 The outdoor storage of materials for construction, repair or landscaping work on the same site shall be limited to up to 4 months in any 12 month period.

Other Storage

- 10.10.1.3 The outdoor storage of any other goods or materials if the following conditions are met:
- (a) The outdoor storage space is shall be screened from any road boundary of the site by a fence, wall, or vegetation of at least 1.8m in height, and
 - (b) The outdoor storage area is shall be screened from any internal boundary of the site which adjoins another site in a Living Zone or a site in a Business 1 Zone, by a fence, wall, or vegetation of at least 1.8 m in height; and
 - (c) Any stockpile of soil, coal, sawdust, powdered fertiliser, or any other unconsolidated materials, is shall be covered or otherwise secured from being blown by the wind.

Discretionary Activities – Activities and the Outdoor Storage of Materials and Goods

10.10.2 Any activity which does not comply with Rule 10.11.1 shall be a discretionary activity.

Note: Rule 8 also applies to the storage of hazardous substances or goods treated with hazardous substances.

10.11 ACTIVITIES AND TEMPORARY MILITARY TRAINING

Permitted Activities – Activities and Temporary Military Training

10.11.1 Temporary Military Training Activities shall be permitted activities provided that the following conditions are met:

- 10.11.1.1 No permanent structures shall be constructed;
- 10.11.1.2 No mechanical excavation shall be carried out, unless provided for in this Plan;
- 10.11.1.3 The activity shall not exceed a period of 31 days;
- 10.11.1.4 All ground disturbed by any military activity shall be restored to its previous state;
- 10.11.1.5 No Temporary Military Training Activities shall occur in any areas identified on the Planning Maps as Wāhi taonga, Silent file areas, or Mahinga kai sites;
- 10.11.1.6 Noise emissions occurring as a result of any Temporary Military Training Activity, when measured at the property boundary shall not exceed:

Time	Limits(dBA)	
(Any Day)	L ₁₀	L _{max}
0630-0730	60	70
0730-1800	75	90

Time	Limits(dBA)	
1800-2000	70	85
2000-0630	55	65

Controlled Activities — Activities and Temporary Military Training

- 10.11.2 Any activity which does not comply with Rule 10.11.1 shall be a controlled activity.
- 10.11.3 Under Rule 10.11.2 the Council shall restrict the exercise of its discretion to consideration of:
- 10.11.3.1 Any disturbance caused by structures or earthworks;
 - 10.11.3.2 Any noise effects, with regard to the location and noise sensitivity of nearby activities;
 - 10.11.3.3 Any visual or traffic effects;
 - 10.11.3.4 The effect of activities over an extended period of time, having regard to 10.11.3.1 to 10.11.3.3 above.

10.12 SCHEDULED ACTIVITY: ALEX MCDONALD MERCHANTS LTD, DARFIELD

Permitted Activities — Scheduled Activity – Alex McDonald Merchants Ltd, Darfield

- 10.12.1 The use of land and buildings zoned Living 1 on Lot 2 DP 79972 (26 McLaughlins Road, with an area of 1.1696 ha) for the purpose of grading, processing, storing, loading and unloading of seed potatoes shall be a permitted activity subject to compliance with all applicable rules of the Business 2 zone as if the site were part of that zone.

Note: Lot 2 DP 79972 is, notwithstanding the above provisions, otherwise subject to the rules applicable to activities in the Living 1 zone.

Non-Complying Activities — Scheduled Activity – Alex McDonald Merchants Ltd, Darfield

- 10.12.2 Any activity specified in Rule 10.12.1 which does not comply with the requirements of Rule 10.12.1 shall be a non-complying activity.

Note: Lot 2 DP 79972 is, notwithstanding the above provisions, otherwise subject to the rules applicable to activities in the Living 1 zone.

10.13 ELDERLY RESIDENTIAL CARE — LIVING 1A ZONE, LINCOLN

Permitted Activities — Elderly Residential Care – Living 1A Zone, Lincoln

- 10.13.1 Elderly residential care in the Living 1A Zone at Lincoln shall be a permitted activity if the following conditions are met:
- 10.13.1.1 Elderly residential care is limited to one site in the location shown on concept plan C1 in Appendix 18 as ‘site for proposed rest home’;
 - 10.13.1.2 The site has an area no smaller than 8000m²; and
 - 10.13.1.3 Elderly residential care is limited to 80 residents in residential care beds, single bedroom units or separate apartments, provided that residential care beds are limited to a maximum of 30; and
 - 10.13.1.4 Parking and outdoor storage areas are screened from adjoining sites by landscaping, fence(s), or a combination thereof, to at least 1.8m in height along the length of the parking or storage area. The minimum depth of the screening is 1.5m if it is in the form of landscaping; and
 - 10.13.1.5 The maximum height of any building is 7.0m; and
 - 10.13.1.6 Staff and visitor parking spaces are provided within the site at the following rates:
 - (a) 1 space per 6 care beds
 - (b) 1 space per 4 single bedroom units
 - (c) 1 space per apartment unit; and
 - 10.13.1.7 No elderly residential care facility is erected on a site that adjoins the boundary of the zone.
- 10.13.2 Rules 10.8 – Scale of Activities; 10.9 – Hours of Operation; 5.4 – Car Parking; 4.8 – Building height; and 4.7 – Buildings and Site Coverage do not apply to elderly residential care as described in Rule 10.13.1.
- 10.13.3 Rule 10.13.1.4 is a screening requirement additional to any screening required under Rule 10.11 – Outdoor Storage of Materials and Goods.

Restricted Discretionary Activities — Elderly Residential Care – Living 1A Zone, Lincoln

- 10.13.4 Any elderly residential care in the Living 1A Zone at Lincoln which does not comply with Rule 10.13.1.2 shall be a restricted discretionary activity.
- 10.13.5 Under Rule 10.13.4, the Council shall restrict the exercise of its discretion to:
- 10.13.5.1 The number of residents that can be accommodated within the facility.

Non-Complying Activities: Elderly Residential Care — Living 1A Zone, Lincoln

- 10.13.6 Any elderly residential care facility in the Living 1A Zone at Lincoln which does not comply with Rules 10.13.1.1, 10.13.1.3, 10.13.1.4, 10.13.1.5 10.13.1.6 or 10.13.1.7 shall be a non-complying activity.

10.14 COUNTRYSIDE AREAS – LIVING 3 ZONE, ROLLESTON

Permitted Activities – Countryside Areas – Living 3 Zone, Rolleston

- 10.14.1 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 shall be a permitted activity provided that such rural activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.

Restricted Discretionary Activities – Countryside Areas – Living 3 Zone, Rolleston

- 10.14.2 Rural activities (excluding forestry, intensive livestock production and dwellings) within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40 shall be a discretionary activity except where such rural activities are identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35.
- 10.14.3 Under Rule 10.14.2, the Council shall restrict the exercise of its discretion to:
- 10.14.3.1 the degree to which the proposed rural activities maintain open space and/or rural character and rural amenity of the Countryside Area(s);
 - 10.14.3.2 the extent to which potential adverse nuisance effects on occupiers of adjacent rural residential allotments will be internalised within the Countryside Area(s).

Reasons for Rules

Contaminated Sites

The activities listed in Rule 10.1.1 are activities which are most likely to expose people to either direct or indirect exposure to contaminated land. The Building Act 2004 can require certain mitigation measures to be put in place before a building is erected on contaminated land. However, this Act does not apply to activities that do not involve erecting a building (such as growing food crops) or activities ancillary to buildings, such as outdoor recreation.

Contaminated Site Register

The Council has a register of sites which may have contaminated land, because of past activities on the site. These sites should be tested prior to the activities listed in Rule 10.1.1 taking place. If a site is on the Council register, it will be noted on any LIM (Land Information Memorandum) issued for the site.

PLEASE NOTE – the register is not a comprehensive list. There are likely to be additional contaminated sites in the District which are not on the register, particularly if the activity in the past did not require to obtain any permit or licence.

Surface of Waterbodies

Erecting permanent structures or moorings over or through waterbodies may: prevent public access along the waterbody; disturb wildlife; or impede or divert the flow of water, thereby potentially flooding properties elsewhere. While any diversion of water requires a resource consent from Environment Canterbury, it may not be readily apparent that a structure will divert or impeded water flow, until a flood occurs. In addition, structures and moorings passing over waterbodies may reduce the aesthetic or amenity values of a waterbody.

Rule 10.2.1 allows activities that the Council thinks will have only minor effects to be established as permitted activities. Other structures or moorings may be able to be established as discretionary activities if potential adverse effects are considered minor.

The use of craft on the surface of water as a dwelling or accommodation facility may adversely affect water quality if the craft does not have appropriate effluent and waste containment facilities. The use of craft for this purpose may also disturb wildlife and reduce the amenity and recreational values of the waterbody for other users

Rule 10.2.2 sets out the conditions for overnight accommodation on watercraft. The rule does not apply to emergency situations where people are forced to stay at one mooring due to bad weather or problems with a boat. It is, however, intended to prevent house boats or similar use of craft on waterbodies as a permitted activity. Under Rule 10.2.4 such activity is generally regarded as inappropriate.

Keeping of Animals

Selwyn District is principally a rural area and many residents come to live in townships in the District to be close to a 'rural' lifestyle. Domestic pets, including a pet sheep or horse, are common features of the Living zones in the District. As noted above, the keeping of domestic pets may be subject to a Council bylaw. Under the Local Government Act 2002, the Council may make bylaws relating to the keeping of animals.

Resource consent for a discretionary activity is required for: commercial rearing of animals for sale of progeny, meat, skins, wool or other products; the keeping of animals other than domestic pets (except within the Living 3 Zone Countryside Areas identified on the Outline Development Plan at Appendix 39 and 40). Those activities may be granted resource consent, depending on whether adverse effects can be adequately mitigated, and if there is consistency with the relevant objectives and policies of the plan. The exception provided for the Living 3 Zone Countryside Areas regarding keeping of animals recognises that rural activities (subject to some specific exceptions) are anticipated and intended to occur within the designated Countryside Areas, and also within the large lot Lower Density Areas. The potential adverse effects associated with the keeping of animals other than domestic pets (e.g. horse grazing) within the Countryside Areas is managed through the requirement for a management plan to be in place prior to such activities occurring, and as such, are deemed appropriate for the Zone. A further exception is provided to enable limited grazing of the Lower Density Areas within the Living 3 Zone.

Resource consent for a non-complying activity is required for boarding of animals, and for intensive livestock production. These activities are generally regarded as having effects inappropriate to Living zones and the rural areas of the District are considered more suitable locations to receive their respective effects.

Sites of Significance to Tāngata Whenua (Wāhi Taonga Management Areas)

Rule 10.4 manages activities in areas which contain sites of special significance to tāngata whenua. Protecting these sites is part of the duty under section 6(e) of the Act "to provide for the relationship of Maori and their customs and traditions with their ancestral lands, water, sites,

wāhi tapu and other taonga and to “recognise and provide for the protection of historic heritage from inappropriate subdivision, use and development” (Section 6(f)).

Tāngata whenua have identified three types of sites in the plan. Silent File Areas may contain sites which are of immense cultural importance to tāngata whenua. The exact location of the site is not disclosed. Any disturbance of these sites may be inappropriate. The rule allows earthworks to occur on soil which has already been disturbed, but requires a resource consent for earthworks which will disturb soil in areas which had not been previously worked, or if the earthworks involve excavating soil to depths where it has not been disturbed by other activities. The Council restricts its discretion to whether the earthworks will disturb the special site within the Silent File area and whether that disturbance is inappropriate (as advised by local rūnanga).

Wāhi Taonga Sites and Wāhi Taonga Management Areas contain sites of past settlement or occupation by tāngata whenua. Wāhi Taonga Sites are based on the grid reference of the original site and are extended for a 20m radius, in case there is other material around the site which has not been uncovered. The rules in the Plan do not prevent the soil in this 20m radius from being disturbed. If an object is uncovered in that area, it cannot be further damaged, removed or destroyed without obtaining a resource consent.

Wāhi Taonga Management Areas are areas which contain many Wāhi Taonga sites. The rules in the Plan for most Wāhi Taonga Management Areas in the District do not prevent the soil in the area from being disturbed. If an object is uncovered in that area, it cannot be further damaged, removed or destroyed without obtaining a resource consent. The rules for the Wāhi Taonga Management Area which make up the Rakaia River Moa Hunter Site (C39(a) and C39(b) at Rakaia Huts are more restrictive due to the significant cultural and archaeological values which have been identified in that area.

The rule allows earthworks to occur on soil which has already been disturbed (to a maximum depth of 20cm), but requires a resource consent for earthworks which will disturb soil in areas which had not been previously worked, or if the earthworks involve excavating soil to depths greater than 20cm where the soil has been previously disturbed. In assessing any application for resource consent made under Rule 10.4.2, the Council will consider whether the earthworks will disturb the special site within Wāhi Taonga Management area C39(b) and whether that disturbance is inappropriate, as advised by local rūnanga and the Historic Places Trust Pouhere Taonga.

Many Wāhi Taonga Sites and Wāhi Taonga Management Areas in the District have been uncovered by archaeologists and their location and what they contain is recorded. Earthworks in and around these sites are appropriate, provided that the artefacts and remnants which are contained within the sites are not removed, damaged or destroyed. Appendix 5 lists the artefacts, remnants or objects discovered so far within each site, though there may be more material located around the area. Wāhi Taonga Management Areas are areas which contain many Wāhi Taonga sites. The Council is encouraging land owners or managers and local rūnanga to develop joint protocols for activities within these areas.

Silent File Areas, Wāhi Taonga Sites and Wāhi Taonga Management Areas may also be considered as archaeological sites. Any activity affecting any archaeological site requires the consent of the New Zealand Historic Places Trust Pouhere Taonga (refer to Part B, Section 3.3, “Archaeological Sites”).

Mahinga Kai sites are sites used for traditional food gathering by tāngata whenua. The sites identified within this Plan are valued for their vegetation. A resource consent is required for this vegetation to be damaged or removed, except for mahinga kai purposes.

Aircraft Movements

An airport or other facilities for regular take off and landing of aircraft or helicopters is considered incompatible with the amenity values of Living zones activities, due to the effects of aircraft noise, vibration and night lighting. For that reason, airports, in Living zones, are non-complying.

There are some instances, however, where the effects of aircraft taking off or landing can be tolerated for a short period of time. For example, if a helicopter is used to assist in construction work on a building, or helicopter rides occurring at a local fair. Rule 10.5 is designed to accommodate these 'one off' events without requiring a resource consent.

The rule also provides for the take off and landing of aircraft in Living zones for emergency purposes or law enforcement. Section 342 of the Resource Management Act provides for emergency work but not law enforcement. The temporary and (hopefully) infrequent nature of this work and the importance it has to the health, safety and well-being of people and communities is considered to mitigate and outweigh any adverse effects on residential amenity values.

More frequent take off and landing of aircraft is a discretionary activity in Living Zones to enable effects on residential amenity values to be assessed. Living zones are not generally considered appropriate areas for the establishment of Airports.

Noise

One of the characteristics of the Living zones is relatively low sound levels, especially relatively low background sound levels. Residents expect to be able to undertake activities on their properties without being disturbed by noise from activities on other sites.

Rule 10.6 sets the maximum noise limits for permitted activities in Living zones (no resource consent needed). The rules are based on the rules of the former District Plan and, therefore, maintain the 'status quo'.

The noise rules do not apply to residential activities in Living zones, as such activities are an integral part of the environment of these zones. Irrespective of any rules in the plan, there is a duty on all persons to avoid 'unreasonable noise' under section 16 of the Act.

Emergency services may be located in living areas close to the communities they serve. In these situations it may be impractical from an operational sense for emergency sirens to comply with noise standards and still achieve their function in alerting the community of an emergency and they have therefore been given an exemption. The fact that such sirens operate on an infrequent rather than continuous basis in part mitigates potential noise effects. In all other aspects of the emergency service operation must still comply with Rule 10.6.1.

Vibration

Blasting and vibration are considered adverse effects on the environment, particularly in residential areas.

Vibration limits are based on New Zealand Standards.

Light Spill

Light spill from activities onto adjoining properties in Living zones may disturb sleeping residents and reduce privacy. Rule 10.8 sets conditions for light spill for permitted activities, to avoid these effects. Activities which have greater light spill may be allowed in Living zones through granting of a resource consent for a discretionary activity, provided the effects of the additional light spill are adequately mitigated.

Scale of Activities and Hours of Operation

Rules 10.8 and 10.9 ensure non-residential activities in Living zones operate at a scale and in a way which are compatible with residential activities. The rules set maximum limits for permitted activities. Activities which do not comply with the rules may still be able to occur in Living zones, through a resource consent for a discretionary activity, if the effects are compatible with residential areas and consistency is achieved with the relevant objectives and policies of the Plan

The numbers listed in Rules 10.8 and 10.9 are not ‘magic’ numbers. Rather, they are based on the scale and nature of effects normally associated with households and residential activities.

The rules do not apply to residential activities. Residential activities are an integral part of Living zones so, by nature, are compatible with the amenity values of residential areas or Living zones. It is not the consent authority’s intention, for example, to require people to obtain a resource consent for a party generating more than 20 (Local Road) or 40 (Arterial Road) vehicle movements over the course of an evening, beyond 10.00 pm. Special provisions and exemptions have been made for spiritual activities, Police stations and educational activities, including schools, recognising the reality in size of buildings associated with such activities, their role within the community and the times of the days they can be utilised.

Outdoor Storage

Rule 10.10 manages the potential adverse effects of outdoor storage on the amenity values of Living zones. These effects include visual effects and dust nuisance from stockpiling unconsolidated material.

Rule 10.10.1 applies to the storage of motor vehicles, provided the vehicles are associated with residential activities and are not wrecks. Such storage is a usual feature in many residential areas. The rule, does not cover the storage of vehicles for commercial repair works, or salesyards.

Rule 10.10.1.2 applies to the temporary storage of material for on-site construction works. This is similarly a regular feature in residential areas. The four month time limit is to ensure materials stored for construction work on the site are temporary. If storage is for longer than four months, the screening conditions in Rule 10.10.1.3 apply. Alternatively, a resource consent for a discretionary activity may be applied for, so that potential visual and dust effects can be assessed.

Temporary Military Training

Rule 10.11 provides for Temporary Military Training Activities. Such activities have some potential to create adverse environmental effects, but the nature of the activity is unique in terms of other land uses and is temporary in nature. The accompanying restrictions on duration, building, excavation, sensitive sites and noise are expected to mitigate any significant adverse effects on the environment.

Scheduled Activity

Rule 10.12 has been incorporated in the plan to provide for a scheduled activity on Lot 2 DP 79972. This site is occupied by a long established business which is now surrounded by residential development. Existing use rights would not in this case provide sufficient certainty and security for the business. Scheduling the site provides only for the current activity (and any which could pass the existing use rights test) but excludes the broader range of industrial activities which could otherwise occur if a “spot” business zoning were applied.

Elderly Residential Care

The plan change to the former District Plan that created the Living 1A Zone at Lincoln made provision for an elderly residential care facility as a permitted activity. These provisions are incorporated in the new District Plan. Elderly residential care in the Living 1A Zone at Lincoln is exempted from compliance with some of the other Living zone rules. Any other elderly residential care in a Living zone will be assessed for full compliance against all the relevant effects based rules of the Living zones.

Countryside Areas – Living 3 Zone

Rule 10.14 provides for rural activities (subject to some specific exceptions) to occur within the designated Countryside Areas within the Living 3 Zone identified on the Outline Development Plans at Appendices 39 and 40 as a means of achieving and maintaining rural character within the Living 3 Zone. While such activities have the potential to create adverse environmental effects, the requirement for those activities to be identified by and undertaken consistent with the Countryside Area Management Plan required by Rule 12.1.3.35 will ensure that any adverse effects are appropriately managed over time.

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13 BUSINESS ZONE RULES — STATUS OF ACTIVITIES

13.1 STATUS OF ACTIVITIES

Note: Development contributions under the LTP Development Contribution Policy will be taken where network infrastructure, community infrastructure or reserves have to be constructed or expanded as a direct result of growth from development. Refer to Section B4.4 for further information on development contributions.

In the Living Z zones, any area shown within an Outline Development Plan as a Neighbourhood or Local Centre is subject to the provisions of the Business 1 Zone, with a consent notice or similar mechanism to be registered on the Certificate of Title for these lots advising owners that the lot is subject to the Business 1 rule package.

Permitted Activities — Status of Activities

13.1.1 The following activities shall be permitted activities in Business 1, 1A, 1B, 2 and 2A Zones:

13.1.1.1 Any activity which complies with all of the provisions of Rules 14 to 23 inclusive relating to permitted activities, and which is not listed in Rule 13.1.3, 13.1.4 or 13.1.5 as a controlled, discretionary or non-complying activity.

13.1.2 The following activities shall be permitted activities in the Business 2B Zone:

13.1.2.1 Any of the activities listed in (a) to (h) below subject to compliance with the conditions for permitted activities in Rules 14 to 23.

- (a) Any industry or goods storage which does not require an Offensive Trade Licence under the Health Act 1956
- (b) Retailing of: goods produced on the site, building or plumbing supplies, automotive parts, electrical parts, mechanical parts, gardening supplies, vehicles, boats, caravans, machinery sales, farm supplies, vehicle servicing premises, service trade premises, builders yards and cafes/lunchbars
- (c) Public utilities
- (d) Car Parking.
- (e) Hire of Equipment
- (f) Emergency Services Facilities
- (g) Meteorological Activities
- (h) Offices which are ancillary to permitted activities.

13.1.3 The following activities shall be permitted activities in the Business 3 Zone:

13.1.3.1 Any of the activities listed in (a) to (e) below subject to compliance with the conditions for permitted activities in Rules 14 to 23.

- (a) Tertiary education
- (b) Research
- (c) Support services ancillary to the operation of any education and/or research facility.
- (d) Quarantine facilities
- (e) Residential facilities limited to those existing at the time of public notification of this plan or limited to the operation of, or associated with any education and/or research facility.

Controlled Activities – Status of Activities

13.1.4 Within the Business 2A Zone the following activities shall be controlled activities, irrespective of whether they comply with the conditions for permitted activities in Rules 14 to 23.

- (a) Meat processing
- (b) Cement manufacture
- (c) Hot mix, asphalt paving manufacture
- (d) Glass or fibreglass manufacture
- (e) Foundry processes, electroplating works, melting of metal, steel manufacture and galvanising
- (f) Natural gas, oil or petroleum distillation or refining
- (g) Manufacture of hardboard, chipboard or particle board
- (h) Timber treatment
- (i) Thermal power generation
- (j) Any other industry using the combustion of coal, wood or any other bio-mass for space heating or as a source of energy.

13.1.5 Under Rule 13.1.4 the Council shall restrict the exercise of its discretion to:

13.1.5.1 The conditions for permitted activities in Rules 14 to 23.

13.1.5.2 Any potential nuisance effects arising from dust, odour, smoke and noise.

Discretionary Activities — Status of Activities

- 13.1.6 The following activities shall be discretionary activities in Business 1 and 1A Zones:
- 13.1.6.1 Any activity which is specified in Rules 14 to 23 as a discretionary activity.
 - 13.1.6.2 Any of the activities listed in (a) to (c) below, irrespective of whether they comply with the conditions for permitted activities in Rules 14 to 23.
 - (a) Generation of energy for distribution.
 - (b) Mineral exploration.
 - (c) Temporary storage of solid or liquid waste delivered or conveyed onto the site.
- 13.1.7 The following activities shall be discretionary activities in Business 2 and 2A Zones:
- 13.1.7.1 Any activity which is specified in Rules 14 to 23, as a discretionary activity.
 - 13.1.7.2 Any of the activities listed in (a) to (g) below, irrespective of whether they comply with the conditions for permitted activities in Rules 14 to 23.
 - (a) Any activity that requires an offensive trade licence issued under the Health Act 1956.
 - (b) Audible bird-scaring devices
 - (c) Forestry
 - (d) Mineral exploration
 - (e) Composting or disposal on to land of any organic matter
(This rule does not apply to the application of compost or organic fertilizers to fertilise gardens or land).
 - (f) Visitor accommodation
 - (g) Hospitality activities
 - (h) Tannery, fellmongering or hide curing, wool scouring or washing in the Business 2A Zone
 - (i) Scrap yards – including automotive dismantling or wrecking yard or scrap metal yard in the Business 2A Zone.
- 13.1.8 The following activities shall be discretionary activities in the Business 3 Zone:
- 13.1.8.1 Any activity which is specified in Rules 14 to 23 as a discretionary activity.
 - 13.1.8.2 Any activity which is not listed as either:
 - (a) A non-complying activity under Rule 13.1.12; or
 - (b) A permitted activity under Rule 13.1.2.1.

- 13.1.9 The following activities shall be discretionary activities in the Business 2B Zone:
- 13.1.9.1 Any activity which is specified in Rules 14 to 23 as a discretionary activity.
- 13.1.9.2 Any activity which is not listed as either:
- (a) A non-complying activity under Rule 13.1.1.11; or
 - (b) A permitted activity under Rule 13.1.2.

Non-Complying Activities – Status of Activities

- 13.1.10 The following activities shall be non-complying activities in Business 1 and 1A Zones:
- 13.1.10.1 Any activity which is specified in Rules 14 to 23 as being a non-complying activity.
- 13.1.10.2 Any of the activities listed in (a) to (i) below, irrespective of whether they comply with the conditions for permitted activities in Rules 14 to 23.
- (a) Any activity that requires an offensive trade licence issued under the Health Act 1956
 - (b) Plantations
 - (c) Manufacture and/or disposal of any hazardous substance
 - (d) Mining or quarrying
 - (e) Correction facility
 - (f) Treatment and/or disposal of solid or liquid waste delivered or conveyed onto the site
 - (g) Industrial activity
 - (h) Transport depots
 - (i) Residential activity in the Business 1 Zone at Prebbleton occupying more than 50% of the gross floor area of all buildings on the site (excluding underground car parking).
- 13.1.11 The following activities shall be non-complying activities in Business 2, 2A and 2B Zones:
- 13.1.11.1 Any activity which is specified in Rules 14 to 23 as being a non-complying activity.
- 13.1.11.2 Any of the activities listed in (a) to (c) below, irrespective of whether they comply with the conditions for permitted or discretionary activities in Rules 14 to 23.
- (a) Mining or quarrying
 - (b) Correction facility
 - (c) Treatment or disposal of solid or liquid waste delivered or conveyed onto the site.

- 13.1.12 The following activities shall be non-complying activities in the Business 3 Zone:
- 13.1.12.1 Any activity which is specified in Rules 14 to 23 as being a non-complying activity.
- 13.1.12.2 Any of the activities listed in (a) to (d) below, irrespective of whether they comply with the conditions for permitted activities in Rules 14 to 23.
- (a) Any activity that requires an offensive trade licence under the Health Act 1956
 - (b) Mining or quarrying
 - (c) Correction facility
 - (d) Treatment or disposal of solid or liquid waste delivered or conveyed onto the site.

Note: Most of the Part C Business Zone Rules do not apply to dwellings in the West Melton Business 1 Zone – see Rule 22.9.4.

13.2 STATUS OF ACTIVITIES – KEY ACTIVITY CENTRES

Permitted Activities – Status of Activities – Key Activity Centres

- 13.2.1 The following activities shall be permitted activities in those Business 1 Zones located in Key Activity Centres, as identified in Appendices 29A and 29B:
- 13.2.1.1 Any activity which complies with all of the provisions of Rules 14 to 23 inclusive relating to permitted activities, and which is not listed in in Table 13.1 or Rule 13.2.2 as a controlled, restricted discretionary, discretionary or non-complying activity.

Table 13.1 Activity Status in Key Activity Centres

Notes:

- The Precincts relate to those areas identified in Appendices 29A and 29B.
- The shaded boxes indicate that the activity in the corresponding Precinct is permitted subject to meeting all applicable standards. To be clear, if an activity is not listed at all in Table 13.1, it is a permitted activity subject to meeting all applicable standards.
- A number of the activities listed in this table have KAC-specific definitions (refer Part D – Definitions). Where there is any conflict between the Key Activity Centre specific definitions and the general definitions, the Key Activity Centre definitions shall apply.

Key:

C – Controlled Activity

D – Discretionary Activity

GFA – Gross Floor Area

RD – Restricted Discretionary Activity

NC – Non-Complying Activity

	<u>Precinct 1 (Core Retail)</u>	<u>Precinct 2 (Retail Fringe)</u>	<u>Precinct 3 (Office)</u> <u>Precinct 7 (Community)</u>	<u>Precinct 4 (Commercial Fringe)</u>	<u>Precinct 8 (Community Anchor/Town Square)</u> <u>(Refer Rule 13.2.2 also)</u>
<u>Small Format Retail</u> <u>(refer definition – Part D)</u>		<u>NC</u>	<u>NC</u>	<u>NC</u>	
<u>Large Format Retail</u> <u>Excluding Supermarkets and</u> <u>Department Stores</u> <u>(refer definitions – Part D)</u>					
<u>Supermarkets and</u> <u>Department Stores</u>		<u>D</u>	<u>NC</u>	<u>NC</u>	
<u>Offices</u>				<u>D</u> <u>Except</u> <u>Ancillary</u> <u>Offices are</u> <u>permitted</u>	
<u>Food and beverage</u>					
<u>Drive through facilities</u>					<u>NC</u>
<u>Commercial Services</u>		<u>D</u>	<u>D</u>	<u>D</u>	
<u>Service Stations, Garages</u> <u>and Workshops</u> <u>(refer definition – Part D)</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>Trade Suppliers</u>					<u>D</u>
<u>Furniture and Lighting</u> <u>Outlets:</u> <u>Small Format</u>		<u>D</u>	<u>NC</u>	<u>NC</u>	
<u>Furniture and Lighting</u> <u>Outlets:</u> <u>Large Format</u>					

	<u>Precinct 1 (Core Retail)</u>	<u>Precinct 2 (Retail Fringe)</u>	<u>Precinct 3 (Office)</u> <u>Precinct 7 (Community)</u>	<u>Precinct 4 (Commercial Fringe)</u>	<u>Precinct 8 (Community Anchor/Town Square)</u> <u>(Refer Rule 13.2.2 also)</u>
<u>Industrial Activity</u> <u>(refer definition – Part D)</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>D</u>	<u>NC</u>
<u>Visitor Accommodation</u> <u>Located on the ground floor</u>	<u>D</u> <u>Except that</u> <u>associated</u> <u>pedestrian</u> <u>access,</u> <u>reception/</u> <u>foyer,</u> <u>administration</u> <u>and food and</u> <u>beverage are</u> <u>permitted</u> <u>(see Rule</u> <u>22.8.12)</u>				<u>D</u> <u>Except that</u> <u>associated</u> <u>pedestrian</u> <u>access,</u> <u>reception/</u> <u>foyer,</u> <u>administration</u> <u>and food and</u> <u>beverage are</u> <u>permitted</u> <u>(see Rule</u> <u>22.8.12)</u>
<u>Visitor Accommodation</u> <u>Located above the ground</u> <u>floor</u>	<u>C</u> <u>(see Rule</u> <u>22.8.4)</u>				<u>C</u> <u>(see Rule</u> <u>22.8.4)</u>
<u>Public Transport Facility and</u> <u>Parking Buildings</u>		<u>D</u>			<u>NC</u> <u>Except for</u> <u>those ancillary</u> <u>activities</u> <u>permitted</u> <u>under</u> <u>Community</u> <u>Facilities</u> <u>(refer</u> <u>definition –</u> <u>Part D)</u>
<u>Community Facilities</u>				<u>D</u>	
<u>Education facilities</u> <u>Located on the ground floor</u>	<u>D</u> <u>Except that</u> <u>associated</u> <u>access and</u> <u>foyer are</u>				<u>D</u> <u>Except that</u> <u>associated</u> <u>access and</u> <u>foyer are</u>

	<u>Precinct 1 (Core Retail)</u>	<u>Precinct 2 (Retail Fringe)</u>	<u>Precinct 3 (Office)</u> <u>Precinct 7 (Community)</u>	<u>Precinct 4 (Commercial Fringe)</u>	<u>Precinct 8 (Community Anchor/Town Square)</u> <u>(Refer Rule 13.2.2 also)</u>
	<u>permitted</u>				<u>permitted</u>
<u>Emergency services</u>	<u>D</u>				<u>D</u>
<u>Residential Activities Located on the ground floor</u>	<u>NC</u> <u>Except that associated pedestrian entrance and foyer are permitted</u> <u>(see Rule 22.8.13)</u>	<u>NC</u> <u>Except that associated pedestrian entrance and foyer are permitted</u> <u>(see Rule 22.8.13)</u>	<u>NC</u> <u>Except that associated pedestrian entrance and foyer are permitted</u> <u>(see Rule 22.8.13)</u>	<u>NC</u> <u>Except that associated pedestrian entrance and foyer are permitted</u> <u>(see Rule 22.8.13)</u>	<u>NC</u> <u>Except that associated pedestrian entrance and foyer are permitted</u> <u>(see Rule 22.8.13)</u>
<u>Residential Activities Located above the ground floor</u>	<u>RD</u> <u>(see Rule 22.8.9)</u>	<u>RD</u> <u>(see Rule 22.8.9)</u>	<u>RD</u> <u>(see Rule 22.8.9)</u>	<u>RD</u> <u>(see Rule 22.8.9)</u>	<u>RD</u> <u>(see Rule 22.8.9)</u>
<u>Mineral exploration</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>Temporary storage of solid or liquid waste delivered or conveyed onto the site</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>	<u>D</u>
<u>Any activity that requires an offensive trade licence issued under the Health Act 1956</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>
<u>Plantations</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>
<u>Manufacture and/or disposal of any hazardous substance</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>
<u>Mining or quarrying</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>
<u>Correction facility</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>
<u>Treatment and/or disposal of solid or liquid waste delivered or conveyed onto the site</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>	<u>NC</u>

Discretionary Activities — Status of Activities – Key Activity Centres – Precinct 8

13.2.2 In Precinct 8 of the Rolleston Key Activity Centre, as identified in Appendix 29A, the following shall also apply:

13.2.2.1 Any activity that does not either:

1. include a Community Facility building/s of 4,500m² GFA in total and a Town Square of 30m x 20m in area, or
2. result in adequate land remaining within Precinct 8 to allow for the establishment of a Community Facility building/s of 4,500m² GFA in total and a Town Square of 30m x 20m in area,

shall be a discretionary activity.

13.2.3 Once both the Community Facility building/s of 4,500m² in total and the Town Square have been established, Rule 13.2.2 no longer applies.

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16 BUSINESS ZONE RULES — BUILDINGS

16.1 BUILDINGS AND LANDSCAPING

Permitted Activities — Buildings and Landscaping

16.1.1 Except as provided in Rules 16.1.2 to 16.1.6 any principal building shall be a permitted activity if the area between the road boundary and the principal building is:

16.1.1.1 Paved or sealed; or

16.1.1.2 Planted in lawn; or

16.1.1.3 Landscaped with shrubs, bark chips or similar materials; or

16.1.1.4 For the purpose of screening in the Business 2 and 3 zones, landscaping methods listed in 16.1.1.1 to 16.1.1.3 are employed.

Note: landscaping requirements apply to new activities established in a zone. The rules do not apply to existing activities which meet the criteria for existing users under section 10 of the Act.

16.1.2 Any principal building in the Business 2A Zone shall be a permitted activity if the following standard is met:

16.1.2.1 A landscaping strip of at least 3 metres width shall be provided along every road frontage, except along:

- the frontage with Railway Road; or

- that part of Hoskyns Road abutting Precinct 4 as outlined in Appendix 22; or

- along the frontage of Jones Road identified within the Outline Development Plan at Appendix 43 where the provision of sightlines from rail crossings are required under Rule 17.4.1.2 and vehicle accessways required under Appendix E13.

The Landscaping shall meet the following standards:

(a) The landscaping shall consist of only those species listed in Appendix 21. Planting for each allotment shall include:

- A minimum of two trees from Group A for every 10 metres of road frontage. For boulevard roads the species selected shall match any Group A species in the adjacent road reserve.

- At least 35% of the required area shall be planted in species from Group C.

- At least 10% of the required area shall be planted in species from Group D.

- Group B and C species shall be used when screening tall blank walls and vehicle courts.

- (b) All plants shall be of the following maximum spacings:
 - Group B – 1.5 metre centres;
 - Group C – 1.5 metre centres;
 - Group D – 700mm centres.
- (c) The landscaping planted shall be maintained and if dead, diseased or damaged shall be removed and replaced.
- (d) No fences or structures shall be erected within the 3 metre landscaping strip. Footpaths of up to 1.5m in width and generally at right angles to the road frontage may be provided in the landscape strip.
- (e) All new planting areas shall be mulched.

16.1.3 Any principal building in that part of the Business 2 Zone located south of Jones Road, Rolleston, as shown on the Landscape Development Plan at Appendix 28 shall be a permitted activity if the following standards are met:

16.1.3.1 The area between the common boundary of the Business 2 Zone and the railway reserve, as depicted on the Landscape Development Plan at Appendix 28, and the principal building shall be landscaped to the following standards:

- (a) A landscaping strip shall be established along the Business 2 Zone side of the common boundary to a depth of 10 metres.
- (b) Landscape planting, an irrigation system, and boundary fencing shall be undertaken in accordance with the Landscape Development Plan at Appendix 28.
- (c) The Cupressus hedge on the inner part of the landscape strip shall achieve, once matured, a minimum height of 2.5 metres.
- (d) The landscaping planted shall be maintained, and if dead, diseased, or damaged, shall be removed and replaced.
- (e) No accessory buildings, fences, or structures shall be erected within the 10 metre landscape strip, except in accordance with the Landscape Development Plan at Appendix 28.

16.1.3.2 Before any principal building is erected on any parcel of land subject to Rule 16.1.3.1, all of the landscape planting, irrigation system, and fencing shown on the Landscape Development Plan at Appendix 28 on that allotment shall be completed.

16.1.4 Any principal building in that part of the Business 2 Zone located south of Jones Road and adjoining Hoskyns Road, Rolleston, as shown on the Business 2 Outline Development Plan (Hoskyns Road) Rolleston at Appendix 32 if the following standards are met:

16.1.4.1 The area between the common boundary of the Business 2 Zone and the railway reserve, as depicted on the Outline Development Plan at Appendix 32, and the principal building shall be landscaped to the following standards:

- A landscaping strip shall be established along the Business 2 Zone side of the common boundary to a depth of 5 metres.
- Landscape planting, an irrigation system and boundary (chain link and stock) fencing shall be undertaken in accordance with the

Outline Development Plan at Appendix 32. Irrigation is to be provided for a minimum of 2 years following the establishment of the landscaping.

- The Lemonwood (*Pittosporum eugenoides*) hedge on the landscaping strip shall achieve, once matured, a minimum height of 3 metres
- The landscaping planted shall be maintained and if dead or diseased or damaged, shall be removed and replaced.
- Specimen trees shall be a minimum height of 2 metres at planting.
- The existing English Oaks (*Quercus robur*) at the eastern end of the site to be retained, maintained and secured within a fenced 5 metre wide compound extending from the end of the proposed landscape strip.
- No accessory buildings, fences, or structures shall be erected within the 5 metre landscape strip, except in accordance with the Outline Development Plan at Appendix 32.

16.1.4.2 Before any principal building is erected on any parcel of land subject to Rule 16.1.4, all of the landscape planting, irrigation system and fencing shown on the Outline Development Plan at Appendix 32 on that allotment shall be completed.

16.1.5 Any principal building within the Business 2B Zone shall be a permitted activity if the following standards are met:

16.1.5.1 A landscape strip of at least 5m width shall be established and maintained along the Springs Road frontage of every site, comprising one *Podocarpus totara* tree for every 5m of the road frontage, 1.5m high (when planted), which is capable of growing to at least 15m height at maturity.

16.1.5.2 A landscape strip of at least 3m width shall be established and maintained along all other boundaries of the Business 2B and Outer Plains zone, comprising one *Podocarpus totara* tree for every 10m, 1.5m high (when planted), which is capable of growing to at least 15m height at maturity, with spacing of no less than 5m and no greater than 15m.

16.1.5.3 Before any principal building is erected on any parcel of land subject to rule 16.1.5.1 to 16.1.5.2, all of the required landscape planting on that allotment shall be completed.

16.1.5.4 The landscaping planted shall be maintained, and if dead, diseased or damaged, shall be removed and replaced.

16.1.6 Any principal building within the Precinct 2, Retail Fringe, as identified on the Key Activity Centre ODP at Appendix 29A shall be a permitted activity if a 3 metre wide landscape strip is established and maintained along the Rolleston Drive frontage of every site in the landscape strip areas identified in Appendix 29C(i). The landscaping shall meet the following standards:

16.1.6.1 Planting of the landscaping strip shall be in general accordance with the Landscape Plan as shown in Appendix 29D;

16.1.6.2 No fences or structures shall be erected within the 3 metre landscaping strip, except for any footpath permitted by Rule 16.1.6.3.

- 16.1.6.3 Any footpaths constructed between the principal building and the road frontage shall be a minimum of 1.5m in width and generally at right angles to the road frontage.
- 16.1.6.4 Before any principal building is erected on any parcel of land subject to Rule 16.1.6 all of the required landscape planting on that allotment shall be completed.
- 16.1.6.5 The landscaping planted shall be maintained, and if dead, diseased or damaged, shall be removed and replaced.

Restricted Discretionary Activities – Buildings and Landscaping

- 16.1.7 Any principal building within the West Melton Business 1 Zone site shall be a restricted discretionary activity. The exercise of Council's discretion shall be limited to the consideration of:
 - 16.1.6.1 The effects of landscaping on the function and amenity of the adjacent reserve and water race.

Discretionary Activities – Buildings and Landscaping

- 16.1.8 Any principal building which does not comply with Rule 16.1.1 shall be a discretionary activity.

Non-Complying Activities – Buildings and Landscaping

- 16.1.9 Any principal building which does not comply with Rule 16.1.2, 16.1.3, 16.1.4 or 16.1.5 shall be a non-complying activity.

16.2 BUILDINGS AND CONTAMINATED LAND

Refer to Rule 22.1 – Activities and Contaminated Land.

16.3 BUILDINGS AND WATER SUPPLY

Permitted Activities – Buildings and Water Supply

- 16.3.1 In all Business zones the erection of any dwelling or principal building connected to a reticulated water supply shall be a permitted activity, provided that it complies with the current New Zealand Drinking Water Standards, except where it can be demonstrated that the use of the principal building in the Business 3 Zone does not require such a supply.

Non-Complying Activities – Buildings and Water Supply

- 16.3.2 Any activity which does not comply with Rule 16.3.1 shall be a non-complying activity.

16.4 BUILDINGS AND SEWAGE TREATMENT AND DISPOSAL

Permitted Activities — Buildings and Sewage Treatment and Disposal

- 16.4.1 In the Business zones at Castle Hill, Doyleston, Leeston, Lincoln, Prebbleton, Rolleston and Southbridge, the erection of any dwelling or principal building shall be a permitted activity provided that it is connected to a reticulated sewage treatment and disposal system, unless, in the case of a principal building other than a dwelling within the Business 3 Zone, the intended use of that building does not generate sewage.
- 16.4.2 In all other Business zones in the District, dwellings shall be permitted activities provided that they are serviced by on-site effluent treatment and disposal systems.

Non-Complying Activities — Buildings and Sewage Treatment and Disposal

- 16.4.3 Any activity which does not comply with Rules 16.4.1 or 16.4.2 shall be a non-complying activity

Notes

1. A discharge permit is required from Environment Canterbury to dispose of sewage on-site at Darfield.
2. If the Council and the community decide to install a reticulated sewage treatment and disposal system in an area presently unserved, under the Local Government Act 1974, the Council may require existing principal buildings to connect.

16.5 BUILDINGS AND SITE COVERAGE

Permitted Activities — Buildings and Site Coverage

- 16.5.1 The erection of any building in the Business 1A Zone at Castle Hill shall be a permitted activity if the site coverage does not exceed 50%.
- 16.5.2 In the Business 1 Zone at Rolleston bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place, the following shall be permitted activities:
- 16.5.2.1 The erection of any building, or redevelopment, involving more than 2,500 square metres of gross leaseable floor area where the site coverage does not exceed 35%.
- 16.5.2.2 The erection of any building or redevelopment involving less than 2,500 square metres of gross leaseable floor area where the site coverage does not exceed 50%.

Restricted Discretionary Activities — Buildings and Site Coverage

- 16.5.3 Any activity that does not comply with Rule 16.5.2.1 shall be a restricted discretionary activity. The exercise of the discretion shall be limited to consideration of:
- 16.5.3.1 Any adverse effects of the building or redevelopment on the amenity of adjoining or nearby Living areas;
- 16.5.3.2 Any adverse effects from the visual appearance of the building or redevelopment, the extent and effectiveness of the proposed planting of trees in screening car parking areas and the visual appearance of the building/redevelopment from adjoining or nearby residences.

Non-Complying Activities — Buildings and Site Coverage

- 16.5.4 Any activity that does not comply with Rule 16.5.1 and 16.5.2.2 shall be a non-complying activity.

16.6 BUILDINGS AND BUILDING HEIGHT AND REFLECTIVITY

Permitted Activities — Buildings and Building Height and Reflectivity

16.6.1 Any building or structure which complies with the maximum height standards set out in Table C16.1 shall be a permitted activity.

Table C16.1 – Maximum Heights of Buildings and Structures

Zone	Building	Structure
Business 1 Zone (except where listed separately below)	10 metres	25 metres
Rolleston Business 1 Zone – Precincts 1 and 8, as identified in Appendix 29A	15 metres	25 metres
Rolleston Business 1 Zone – Precincts 2, 3, 4 and 7, as identified in Appendix 29A	10 metres	25 metres
Lincoln Business Zone 1 – Precinct 1 (Core Retail), as identified in Appendix 29B	12 metres	25 metres
Business 1 Zone in Prebbleton (except Lots 1 and 2 DP 17591 and Lot 1 DP 13679)	8 metres (plus roof allowance)	25 metres
Lots 1 and 2, DP 17591 and Lot 1 DP 13679 in the Business 1 Zone at Prebbleton	10 metres (plus roof allowance)	25 metres
Business 1A Zone	8 metres	20 metres
Business 2 Zone	15 metres	25 metres
Business 3 Zone	30 metres	30 metres

For the purpose of Rule 16.6.1 structure shall have the definition outlined in section 2 of the Resource Management Act 1991 provided the structure does not exceed 10m² in area.

Notes:

Height for either a building(s) or structure(s) is measured vertically from the ground surface to the highest point of the building or structure, including any attachments.

The roof allowance permitted in the Business 1 Zone at Prebbleton provides for an additional 2 metres of building height where a pitched roof form is provided (see diagrams in Appendix 30).

16.6.2 Any building or structure which complies with the maximum height standards set out in Table C16.2 shall be a permitted activity.

Table C16.2 – Maximum Heights of Buildings and Structures

Zone	Building	Structure
Business 2A and 2B Zone	15 metres	25 metres

For the purpose of Rule 16.6.2 structure shall have the definition outlined in section 2 of the Resource Management Act 1991 provided the structure does not exceed 10m² in area.

Notes:

Height for either a building(s) or structure(s) is measured vertically from the ground surface to the highest point of the building or structure, including any attachments.

Restricted Discretionary Activities – Buildings and Building Height and Reflectivity

16.6.3 Any building which does not comply with Rule 16.6.2 shall be a restricted discretionary activity if the following conditions are met:

16.6.3.1 The building does not exceed 20m in height; and

16.6.3.2 The exterior building materials on all parts of the building above 15m in height do not exceed a reflectivity value of 40%.

Note:

Rule 16.6.3.2 does not apply to windows, window frames, stormwater guttering, downpipes or doors.

16.6.4 Any resource consent application for a building which is a restricted discretionary activity under Rule 16.6.3 and is setback at least 150m from Railway Road or Hoskyns Road shall not be notified and shall not require the written approval of affected parties.

16.6.5 Under Rule 16.6.3, the Council shall restrict the exercise of its discretion to consideration of:

16.6.5.1 The extent to which the additional building height may enable the more efficient and/or practical use of the remainder of the site;

16.6.5.2 The extent to which the additional building height is necessary in order to undertake the proposed activities on site;

16.6.5.3 The design, appearance and location of the building, and the quality and scale of any mitigation that can be implemented to reduce its visual impact particularly as viewed from land or roads outside the Business 2A Zone;

16.6.5.4 The extent to which the exterior building surfaces exceed the reflectivity value;

16.6.5.5 The proportion and overall dimensions of the external surface of the building which exceeds the reflectivity value;

- 16.6.5.6 Whether the effect of the reflectivity can be reduced or mitigated by shadows from eaves, surface texturing, panels or proximity to surfaces with lower reflectivity values.

Discretionary Activities — Buildings and Building Height

- 16.6.6 Any activity which does not comply with Rule 16.6.1 or Rule 16.6.3 shall be a discretionary activity.

16.7 BUILDINGS AND BUILDING POSITION

Permitted Activities — Buildings and Building Position

Recession Planes

- 16.7.1 Any building which complies with the relevant recession plane requirements set out in Appendix 11 shall be a permitted activity.

Note:

1. Recession Plane A – applies along any internal boundary adjoining any Living Zone or Rural Zone and along the common boundary of the Business 2A Zone and the Rural Zone, as depicted on the Outline Development Plans at Appendix 22, except that it shall not apply along the eastern external boundary of the Business 2A Zone depicted on the Outline Development Plan at Appendix 43.
2. Recession Plane B – applies along any internal boundary NOT adjoining any Living Zone or Rural Zone.
3. Recession Plane B – applies to the road boundary of Railway Road where it directly adjoins the Business 2A Zone.

- 16.7.1.1 Notwithstanding Rule 16.7.1 above, Recession Plane B shall not apply to the internal boundaries of the Business 2A Zone or at the eastern external boundary of the Business 2A Zone depicted on the Outline Development Plan at Appendix 43.

Setbacks from Boundaries

- 16.7.2 Any building which complies with the minimum setback distances from site boundaries as set out below shall be a permitted activity.

- 16.7.2.1 In Precinct 2 (Retail Fringe) at Rolleston as identified in Appendix 29:

- Rolleston Drive – 3 metres
- Boundaries where Precinct 2 adjoins any Living Zone – 12 metres (the 12 metre setback shall be measured from the Living Zone boundary, except where that boundary is a road boundary.)

- 16.7.2.2 In Precinct 3 (Office) at Rolleston as identified in Appendix 29A, a 10 metre setback from Rolleston Drive applies.

- 16.7.2.3 In Precinct 4 (Commercial Fringe) at Rolleston as identified in Appendix 29A, a 3 metre setback from Rolleston Drive applies.

- 16.7.2.4 Any building on the West Melton Business 1 Zone shall be located a minimum of three metres from any Living zone boundary.

- 16.7.2.5 Business 1A Zone

- Road Boundaries: 6 metres
- Internal Boundaries: 6 metres (only where adjoining Lots 1 & 2 DP 22544)

- 16.7.2.6 Business 2 Zone (excluding area at Rolleston that is depicted on the Outline Development Plan at Appendix 22 and 32 and that part which is depicted on the Landscape Development Plan at Appendix 28)
- Road Boundaries: 2 metres
 - Internal Boundaries: 2 metres (where adjoining a Living Zone)
- 16.7.2.7 Business 2A Zone
- Road Boundaries: 10 metres
 - Internal Boundaries: adjoining a rural zoned property: 10metres, except that this requirement shall be 15 metres in the locations identified on the Outline Development Plan at Appendix 22.
- 16.7.2.8 Business 2B Zone
- Road boundaries: 5 metres
 - Internal Boundaries: (adjoining a rural zoned property: 3 metres), (adjoining the Living Z zone: 50metres as identified on the Outline Development Plan Area 5 at Appendix 37).
- 16.7.2.9 In that part of the Business 2 Zone located south of Jones Road, Rolleston, as depicted on the Landscape Development Plan at Appendix 28:
- Road boundaries: 2 metres
 - Internal boundaries: 10 metres (only along the common boundary of the Business 2 Zone and the railway reserve).
- 16.7.2.10 In that part of the Business 2 Zone located south of Jones Road and adjoining Hoskyns Road, Rolleston, as depicted on the Outline Development Plan at Appendix 32:
- Road boundaries: 2 metres
 - Internal boundaries: 5 metres (only along the common boundary of the Business 2 Zone and the railway reserve).
- 16.7.2.11 Business 3 Zone
- Road Boundaries: 10 metres
 - Internal Boundaries: 10 metres, (only where they adjoin a Living zone).

Restricted Discretionary Activities — Buildings and Building Position

- 16.7.3 Any activity which does not comply with Rule 16.7.1 shall be a restricted discretionary activity.
- 16.7.4 Under Rule 16.7.3 the Council shall restrict the exercise of its discretion to consideration of:
- 16.7.4.1 Any adverse effects of shading on any adjoining property owner, or on any road or footpath during winter.
- 16.7.5 Any activity which does not comply with Rules 16.7.2.1 to 16.7.2.3 and 16.7.2.5 to 16.7.2.11 shall be a restricted discretionary activity.

16.7.6 Under Rule 16.7.5 the Council shall restrict the exercise of its discretion to consideration of:

16.7.6.1 Road Boundaries

Any adverse effects on:

- (a) Roadscape; and
- (b) Landscaping potential; and
- (c) Shading of the adjoining road.

16.7.6.2 Internal Boundaries

Any adverse effects on:

- (a) Privacy; and
- (b) Outlook; and
- (c) Shading; and
- (d) Any other amenity values of the adjoining property.

Discretionary Activities – Buildings and Building Position

16.7.7 Any activity which does not comply with Rule 16.7.2.4 shall be a discretionary activity.

Notes

1. There are no building setback requirements for the Business 1 Zone, except as specified in above rules 16.7.2.1-3 (Rolleston) and 16.7.2.4 (West Melton).
2. There are no boundary setback requirements for structures in any of the Business Zones.

16.8 RELOCATED BUILDINGS

Permitted Activities – Relocated Buildings

16.8.1 The erection of any relocated building in the Business 1 Zone shall be a permitted activity if one or more of the following conditions are met:

16.8.1.1 The relocated building is an accessory building; or

16.8.1.2 The building is relocated from one position to another within the same site; or

16.8.1.3 The building is relocated on to a site for a temporary activity and is removed from the site within 2 days of the activity ceasing; or

16.8.1.4 The building is relocated on to a site to provide temporary accommodation during a construction project on the site, and the building is removed from the site within the lesser time of 12 months; or when the construction work ceases.

16.8.1.5 The building is being relocated within or between schools.

Note: Any relocated building at Castle Hill is also subject to the provisions of Rule 23.

Controlled Activities – Relocated Buildings

- 16.8.2 The erection of a relocated building which does not comply with Rule 16.8.1 shall be a controlled activity which shall not be notified and shall not require the written approval of affected parties.
- 16.8.3 The matters the Council has reserved control over are:
- 16.8.3.1 The timeframe proposed for having the building established on its new foundations; and
 - 16.8.3.2 The timeframe proposed for any exterior repair and upgrading works to be undertaken; and
 - 16.8.3.3 The standard to which the exterior of the building is to be finished; and
 - 16.8.3.4 Whether any bond is required to cover the cost of reinstatement works in relation to matters listed under Rules 16.8.3.1 to 16.8.3.3, and the type of bond.

16.9 SMALL SCALE COMMERCIAL DEVELOPMENTS (LESS THAN 450m²)

Note: Rule 16.9 does not apply to Key Activity Centre Precincts 1-4, 7 and 8, as identified in Appendices 29A and 29B. For those areas, Rule 16.12 shall apply.

Permitted Activities

- 16.9.1 In the Business 1 zone, developments comprising:
- (a) one or more new commercial buildings, and/or
 - (b) commercial building additions, and/or
 - (c) conversion of all or part of an existing dwelling for commercial use
- with a total gross floor area of less than 450m² shall be a permitted activity provided that:
- 16.9.1.1 Except in Southbridge, Coalgate and Dunsandel, no car parking or vehicular access is provided between the frontage of any building and a legal road (or any accessway from which the public will access the site if it does not have access to a legal road); and
 - 16.9.1.2 Except for c) above, at least 50% (by length) of each building frontage which fronts or directly faces on-site public space, or a road or other area where the public have a legal right of access, shall be installed and maintained as active commercial frontage; and
 - 16.9.1.3 The maximum height of any fence between any building façade and the street or a private Right of Way or shared access over which the allotment has legal access, shall be 1m; and
 - 16.9.1.4 Except for c) above, every building adjoining or within 3m of a road boundary shall be provided with a verandah to the following standards:

- (a) Verandahs shall be set at least 0.5m behind the kerb face; and
- (b) Verandahs shall have a minimum depth 3m except where this would entail a breach of rule a, above; and
- (c) Verandahs shall extend along the entire frontage of the building facing the road boundary, and shall adjoin verandahs on adjacent buildings

Restricted Discretionary Activities

- 16.9.2 Any building or structure which does not comply with rule 16.9.1 shall be a restricted discretionary activity. The exercise of the discretion shall be limited to consideration of effects on the amenity of public spaces and pedestrian movement.
- 16.9.3 Any application arising from Rule 16.9.2 will not require the written approval of other persons and shall be non-notified.

16.10 LARGE SCALE COMMERCIAL DEVELOPMENTS (450m² OR MORE)

Note: Rule 16.10 does not apply to Key Activity Centre Precincts 1-4, 7 and 8, as identified in Appendices 29A and 29B. For those areas, Rule 16.12 shall apply.

Restricted Discretionary Activities

- 16.10.1 In the Business 1 zone, developments comprising:

- (a) one or more new commercial buildings; and/or
- (b) commercial building additions

Where the new building and/or addition has a total gross floor area of 450m² or more shall be a restricted discretionary activity.

- 16.10.2 Under rule 16.10.1, Council has restricted the exercise of its discretion to:

- 16.10.2.1 The extent to which the development:

- (a) contributes to visual variety, including in relation to the architectural modulation and detailing proposed, and
- (b) visually integrates or disguises roof mounted servicing equipment.

- 16.10.2.2 The extent to which the design and layout of the site provides and addresses (for instance through active frontage) attractive pedestrian areas; either public streets or spaces with an equivalent amenity to public streets, where practicable.

- 16.10.2.3 The extent to which the site layout provides direct, logical and attractive pedestrian routes of sufficient width within and through the site as part of a comprehensive walking network for the wider area.

16.10.2.4 The extent to which the development maintains and/or provides continuous building lines, active frontage and verandahs along street boundaries and main pedestrian routes where practicable.

16.10.2.5 Whether car parking areas contribute to the provision of high quality public space, and are not located between buildings and a road where practicable.

16.10.2.6 The extent to which the design and location of landscaping will contribute to a high quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.

16.10.2.7 The degree to which the reflectivities proposed for the exterior of buildings, including rooves, will contribute to pleasant and attractive streets and public areas.

16.10.3 Any application arising from Rule 16.10.1 will not require the written approval of other persons and shall be non-notified.

In Rule 16.10.2.3, examples of space with street like amenity might include (but are not limited to):

- legal roads and public reserves;
- “Private Streets”: areas of private land where buildings with a majority of active frontage are directly opposite each other with pedestrian facilities on both sides of an accessway.
- “Pedestrian Precincts”: traffic-free street or lanes faced by active frontage on both sides
- “Pedestrian Parades”: wide footpaths in front of shops, providing space for pedestrian activities, separated from car parking by landscaping.
- “Nooks and Corners”: Making use of larger areas of leftover space, separated from car parking by landscaping.
- “Pedestrian Squares”: generally enclosed on two or more sides by active frontage, and where vehicles are not permitted.

Illustrations of these concepts are provided in the Council’s Commercial Design Guide.

16.11 BUILDINGS AND SECURITY SHUTTERS

Non-Complying Activities

16.11.1 In the Business 1 zone, except those Business 1 zones located in Key Activity Centres as identified in Appendices 29A and 29B, the installation of exterior security shutters shall be a non-complying activity.

Reasons for Rules

Landscaping

A common feature of urban areas is a tidy area between the house and road frontage. There is a 'market' incentive for property owners to keep this area tidy, as it can add value to their property. There is not, however, such a direct market incentive for some businesses and community facilities, to retain a tidy 'front yard'. The objective of Rule 16.1 is to ensure that activities locating in the Business 1A, 2 and 3 Zones maintain at least a minimum standard of street appeal.

A landscaping plan for the West Melton Business 1 Zone is necessary to address the impact landscaping may have on the function and amenity of the Council administered reserve and water race located to the west between the Business 1 Zone and Weedons Ross Road. Given the broad definition of 'landscaping', all planting and interface treatments (built and/or surface treatments) adjoining the boundary between the Business 1 Zone and the reserve will be subject to assessment.

In the case of the Business 2A Zone a higher level of landscaping is required so as to contribute to the higher level of amenity to be provided within this zone.

For the Business 2B Zone, landscaping strips along the Springs Road frontage and internal Zone boundaries are required to ensure that appropriate levels of amenity are achieved along the zone boundaries. Along the Springs Road frontage, higher density planting is required to enable effective screening of buildings and to avoid building domination. Along the internal Business 2B Zone boundaries, the objective is to achieve consistency of substantial planting throughout the full length of these boundaries to reduce building domination (including on the Living Z zone) and to soften the presence of buildings.

Water Supply

Every principal building, which may include a dwelling, is required to have a potable water supply for health reasons.

(**Note:** Permits to drill bores and take water are issued by Environment Canterbury.)

Sewage Treatment and Disposal

The townships listed in Rule 16.4.1 either have a reticulated sewerage treatment and disposal system, or need such a system, to avoid adverse effects on groundwater and the environment. The Council is currently pursuing options for public reticulated sewerage treatment and disposal at Southbridge.

Rule 16.4 should not be interpreted as an indication that reticulated sewerage will not be needed in other townships in the future, such as Darfield. Environment Canterbury is responsible for issuing discharge permits to allow on-site effluent treatment and disposal. If, in the future, permits are no longer issued, reticulated sewerage may need to be provided.

Site Coverage

The site coverage rule is designed to establish and maintain a character of relative openness in the Business 1A Zone at Castle Hill, and at the Business 1 Zone at Rolleston bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place as the primary entrance into Rolleston township.

Building Height and Reflectivity

Rule 16.6 sets maximum height and bulk requirements for buildings and structures, to ensure they are in keeping with the visual character of townships. The permitted maximum height of buildings and structures is greater than that allowed for in the Living zones. This acknowledges that issues associated with the protection of sunlight and privacy to adjoining properties is less of an issue in industrial areas in comparison with residential areas. This rule differentiates between the height of buildings and other structures because of the differences in effects they will create on these urban areas.

For Castle Hill the maximum building height is the same as for the Living Zone. This is to recognise that the landscape qualities of this high location dictate that the maximum height of any buildings needs to be strictly controlled so to ensure that they do not become dominant landscape features.

Part of the amenity values of townships in Selwyn District is relatively low density of buildings and views across townships to rural areas, the Southern Alps/Kā Tiritiri o te Moana and Port Hills. Rule 16.6 helps to maintain those values by limiting the height of buildings and structures.

Within the Business 2A Zone at Rolleston there is the ability for buildings to be established up to 20m as a restricted discretionary activity. Given the scale of activities establishing within the Business 2A Zone, and its location (which is well separated from any Living Zone and State Highway 1), there is provision within the rules to provide for additional building height which reflects in part the modern trend in warehouse building design. A 20m height will enable the installation of modern racking systems, fire fighting installation, and provide some clearance under the ceiling. Given the warehousing nature of buildings provided for within the Business 2A Zone it has been necessary to provide the ability to increase the height limit over the 15m control which applies in the Business 2 Zone. A resource consent is required for a breach of this height, where any effects of the same can be assessed at that time.

The Business 3 Zone at Lincoln provides for multi-storied building which is a distinctive character of the existing development in the area and therefore this scale of development should continue to be provided for. Accordingly a 10 metre height control (except for Castle Hill) will permit the construction of a 2-3 storey building, depending on the roof pitch and any structures installed on the roof.

Within the Business 2A Zone at Rolleston there is an additional control on buildings above 15m in height in terms of the maximum reflectivity value of the exterior building surfaces. Rule 16.6.3.2 requires exterior building surfaces above 15m in height to have a maximum reflectivity value of 40%. This rule is proposed to reduce the potential visual impact of buildings within the Business 2A Zone on account of the additional height (up to 20m) allowable as a restricted discretionary activity in that Zone. This rule will ensure that the potential visual impact of these larger buildings in the Business 2A Zone is mitigated.

It is considered that buildings that are setback from Hoskyns Road and Railway Road will have lesser adverse visual effects than those buildings established in close proximity to those public roads. Accordingly, providing for buildings that are between 15 and 20m in height (and setback 150m from Railway Road and Hoskyns Road) to be assessed on a non-notified basis is considered appropriate on account of the reduced visual dominance created by such buildings.

Building Position

Rule 16.7 is intended to give property owners maximum flexibility over the use of space on their properties while still providing protection for sunlight, privacy and outlook for any neighbouring properties in a Living or Rural zone. These requirements acknowledge that adjoining residential and rural properties have the potential to be adversely affected by developments undertaken within Business zones. Those effects are most suitably managed by ensuring that new buildings comply with the recession plane that is applicable to the Living and Rural zones.

A minimum building setback of 3m is necessary within the West Melton Business 1 Zone in recognition that this site directly adjoins residential sections and established dwellings. The 3m setback ensures that sufficient outlook and amenity is retained within the neighbouring Living 1 Zone.

For that part of the Business 1 Zone at Rolleston bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place, a 10m setback from other zone boundaries and from the Rolleston Drive road frontage is required to encourage the establishment of landscaping and to maintain amenity. The setback (in conjunction with the site coverage requirement for the zone) is also to ensure a degree of openness, as the zone is located at the primary entrance into Rolleston Township, and is intended to provide for the Selwyn District Council's district headquarters, and for civic and community activities undertaken by the Council.

In the Business 1A Zone at Castle Hill, a setback from any road frontage is to encourage the establishing of landscaping so as to assist in blending any development into the natural landscape of the area. A similar concept also applies at the Business 2 zone and the Business 3 zone to encourage a planted strip being created or maintained, along the road frontage.

For the Business 2B Zone in Lincoln, appropriate building setbacks apply along all of the Zone boundaries. The setbacks are intended to provide sufficient space to establish landscaping, and in particular large trees; to avoid or reduce building domination; and to provide along the Springs Road frontage higher density planting so as to enable effective screening of buildings.

Utility structures are exempt from these requirements as they tend to be less bulky than buildings and therefore will not adversely affect adjoining properties or the road and any footpath.

Relocated Buildings

Generally, the district plan does not control the design and standard of buildings, except at Castle Hill. Buildings which are relocated in whole, or in parts, on new foundations and often require restoration work to repair minor damage. If relocated buildings are left sitting on blocks or unrepaired for long periods of time, they can detract from the amenity values of the area in which they have located. The rule does not apply to the Business 2 and 3 zones. The environment in the former is less sensitive in respect to visual effects, while the latter has expansive areas containing a large number of substantial buildings where visual affects are also likely to be less significant.

Rule 16.8 identifies minor activities involving relocated buildings for which resource consent is not required. Also set out are the matters the Council will consider for relocated buildings of a larger scale or of a permanent nature. The matters include the nature of reinstatement works, the time needed to complete them, and the mechanism to give Council the surety they will be completed.

The Council may not decline a controlled activity. It may be approved subject to conditions relating to the matters over which the Council has reserved control.

Note: The rule does not affect the ability of a subdivider to impose covenants on Certificate of Titles related to the style and age of buildings, or the relocation of buildings into their subdivision.

Design and Layout of Business 1 development

Rule 16.9 manages the effects of smaller commercial developments. It is intended to ensure that there is a positive interface between commercial development and the adjacent public space. The quality of a centre is in part defined by the appearance of buildings and their relationship with the street so it is important that commercial buildings make a positive contribution to this environment. Key to this is that they have active frontage adjacent to pedestrian areas and that they are not separated from these areas by car-parking. In

Southbridge, Coalgate and Dunsandel, a lesser degree of control is considered appropriate due to the particular character and circumstances of these towns.

Rule 6.10 manages larger commercial developments which have a greater scale of effects and which usually create substantial areas of on-site public space which may become the place where people experience the public life of the town. It is important that this space is a high quality area in line with the expectations for the Business 1 zone. It is also important that the development maintains a good quality interface with public space. Rule 16.10 allows for the consideration of the effects of the development on the quality of the town centre environment in line with policy B3.4.23a.

16.12 BUILDINGS AND URBAN DESIGN

Notes:

1. The Council has developed a Commercial Design Guide addressing the design of new developments and applicants are encouraged to consider the matters discussed within this as a useful reference. However, resource consent applications will be assessed only against the matters of control listed in these rules.
2. Rule 16.12.1 does not apply to a Utility.

Controlled Activities – Buildings and Urban Design

16.12.1 In Key Activity Centre Precincts 1 to 4, 7 and 8 as identified in Appendix 29A or 29B, the following activities shall be a controlled activity.

16.12.1.1 Any development comprising:

- (i) one or more new buildings; and/or
- (ii) building additions for commercial purposes; and/or
- (iii) conversion of all or part of an existing dwelling for commercial use.

16.12.2 Under Rule 16.12.1, the Council shall reserve its control to the following matters:

16.12.2.1 The extent to which the development;

- (a) contributes to visual variety, including in relation to the architectural modulation and detailing proposed, and
- (b) visually integrates or disguises roof mounted servicing equipment.

16.12.2.2 The extent to which the design and layout of the site provides for and addresses attractive pedestrian areas, either public streets or spaces with an equivalent amenity to public streets, where practicable.

16.12.2.3 In those areas identified in Appendix 29C(i) and 29C(ii) as being subject to a “proposed pedestrian route”, the extent to which the site layout provides direct, logical and attractive pedestrian routes of sufficient width within and through the site as part of a comprehensive walking network for the wider area.

- 16.12.2.4 (a) In those Precincts identified in Appendix 29C(i) and Appendix 29C(ii) as being subject to an active frontage and building line, the extent to which the development maintains and/or provides continuous building lines, active frontage and verandahs along street boundaries and main pedestrian routes.
- (b) In those Precincts identified in Appendix 29C(i) and Appendix 29C(ii) as requiring an active frontage only, the extent to which the development maintains and/or provides active frontage and verandahs facing towards street boundaries and along main pedestrian routes.
- 16.12.2.5 In those Precincts identified in Appendix 29C(i) and Appendix 29C(ii) as requiring an active frontage only, where the building is an addition or extension to an existing commercial development, the extent to which the proposed design integrates with the adjacent commercial frontages and parking areas.
- 16.12.2.6 The extent to which car parking areas are enhanced and/or screened from the street by landscaping.
- 16.12.2.7 The extent to which the design and location of landscaping will contribute to a high quality pedestrian experience by mitigating any adverse visual effects of development and defining the edges of streets and other space accessible to the public.
- 16.12.2.8 The extent to which the building design and location relates to Crime Prevention through Environmental Design (CPTED) principles.
- 16.12.2.9 The degree to which the reflectivity proposed for the exterior of buildings, including roofs, will contribute to pleasant and attractive streets and public areas.
- 16.12.2.10 For large format retail and shopping centres, the extent to which the design and layout of the site takes into account the functioning of and the practical requirements of those activities.
- 16.12.2.11 For large format retail and shopping centres, the extent to which the design and layout of the site provides for an integrated and comprehensive development.
- 16.12.2.12 The extent to which the design and location of landscaping and fencing will mitigate any adverse visual and amenity effects of development to adjoining sites containing residential activities.
- 16.12.2.13 Whether the site layout and location of storage and waste areas minimises the potential for disturbance and a loss of amenity for residential neighbours.

16.12.3 Any application arising from Rule 16.12.1 will not require the written approval of other persons and shall be non-notified.

17 BUSINESS ZONE RULES — ROADS AND TRANSPORT

Notes

1. All underlined terms are defined in Part D.
2. In assessing a discretionary activity under Rule 17, the consent authority will refer to the Council's Engineering Code of Practice where appropriate, as well as to the relevant objectives and policies of the District Plan.
3. Rule 17 may not affect existing property access onto State Highways which comply with section 10 of the Act as an "Existing Use".
4. Existing activities may not need to comply with Rule 17 if they comply with section 10 of the Act as an "Existing Use".

17.1 ROAD AND ENGINEERING STANDARDS

Permitted Activities — Road and Engineering Standards

- 17.1.1 The forming of any road shall be a permitted activity if the following conditions are met:
- 17.1.1.1 The road is formed on land which has an average slope of less than 20°; and
 - 17.1.1.2 The road does not have a gradient greater than:
 - (a) 1:6 vertical; or
 - (b) 1:20 horizontal; and
 - 17.1.1.3 The road is formed to the relevant standards in Appendix E13.3.1, except that:
 - (a) E13.3.1.1 shall not apply where roads within the B2A zone are formed in accordance with the recommended road cross sections in Appendix E22;
 - (b) E13.3.1 shall not apply to works to existing roads undertaken by Council pursuant to the Local Government Act; and
 - 17.1.1.4 The road complies with the relevant intersection spacing requirements in Appendix E13.3.2, except that E13.3.2.1 shall not apply where roads within the B2 and B2A zone are located as shown in appendix E22 or E32. for distance from intersections.

Discretionary Activities — Road and Engineering Standards

- 17.1.2 Any activity which does not comply with Rule 17.1.1 shall be a discretionary activity.

17.2 VEHICLE ACCESSWAYS

Permitted Activities — Vehicle Accessways

17.2.1 The forming of any vehicle accessway shall be a permitted activity if the following conditions are met:

17.2.1.1 The site within which the vehicle accessway is formed has legal access to a formed, legal road; and

17.2.1.2 The site within which the vehicle accessway is formed does not have access directly on to:

- i) Railway Road, Rolleston from that part of the Business 2A Zones as is depicted on the Outline Development Plan at Appendix 22; or
- ii) Hoskyns Road, Rolleston from that part of the Business 2A Zones identified as Precinct 4 as is depicted on the Outline Development Plan at Appendix 22.

Note: Rule 17.2.1.2(i) does not prevent individual rail crossings from the Midland Line into the Business 2A Zone, or prevent a legal road extension to Railway Road.

17.2.1.3 The vehicle accessway is formed on land which has an average slope of less than 20°; and

17.2.1.4 The vehicle accessway does not have a gradient greater than:

- (a) 1:6 vertical; or
- (b) 1:20 horizontal; and

17.2.1.5 The vehicle accessway is formed to the relevant standards in Appendix 13.2.1; and

17.2.1.6 Shared access to more than six sites shall be by formed and vested legal road and not by a private accessway.

17.2.1.7 Any site with more than one road frontage to a road that is formed and maintained by Council shall have access to the formed and maintained (and legal) road with the lowest classification.

Note: For example, where a site has frontage to both an arterial road and a local road access shall be to the local road.

Refer also to Rules 17.3.6 and 17.3.7.5 where applicable.

Restricted Discretionary Activities — Vehicle Accessways

- 17.2.2 Any activity which does not comply with any of Rules 17.2.1.2 (ii) shall be a restricted discretionary activity.
- 17.2.3 Under Rule 17.2.2 the Council shall restrict its discretion to consideration of:
- 17.2.3.1 The potential impact on amenity of the removal or non-establishment of a portion of the landscape treatment strip required by Rule 24.1.3.13, including:
 - a. The likely impact on the health of the adjoining sections of the landscape treatment strip;
 - b. The extent to which sites and industrial activities within the Business 2A Zone will become visible from sites outside of the Business 2A Zone;
 - c. The extent and nature of any other planting on site and its potential to mitigate the impact on visual amenity;
 - d. Any cumulative effects of multiple breaks in the landscape treatment strip.
 - 17.2.3.2 In relation to Precinct 4 the impacts of an increase in heavy vehicle volumes on the safe operation of Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection and the Weedons Primary School from an increase in heavy vehicle volumes.
 - 17.2.3.3 In relation to Precinct 4 the necessity, extent and cost of upgrades to those roads, i.e. Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection.

Discretionary Activities — Vehicle Accessways

- 17.2.4 Any activity which does not comply with any of Rules 17.2.1.3 to 17.2.1.5 inclusive and 17.2.1.7 shall be a discretionary activity.

Non-Complying Activities — Vehicle Accessways

- 17.2.5 Any activity which does not comply with Rules 17.2.1.1, 17.2.1.2 or 17.2.1.6 shall be a non-complying activity.

17.3 VEHICLE CROSSINGS

Permitted Activities — Vehicle Crossings

Note: Vehicle Crossings are defined in Part D.

- 17.3.1 The forming of any vehicle crossing shall be a permitted activity if the following conditions are met:
- 17.3.1.1 The vehicle crossing is to be formed and sited to comply with the relevant requirements in Appendix 13.2.2, 13.2.4, 13.2.5; and
 - 17.3.1.2 The vehicle crossing is to be sealed if the adjoining road is sealed; the crossing shall be sealed for the full length between the site boundary and sealed carriageway; and
 - 17.3.1.3 The vehicle crossing is to comply with the relevant standards in Appendix 13.2.3.
 - 17.3.1.4 Notwithstanding Rule 17.3.1.1 and Appendix 13, any vehicle crossing onto Hoskyns Road, Rolleston, is to be designed and sited to comply with the details depicted on the Business 2 Outline Development Plan (Hoskyns Road) at Appendix 32.
 - 17.3.1.5 The site does not have access directly on to a State Highway or arterial road listed in Appendix 7; unless:
 - (a) The speed limit on that part of the road to which access is gained is 70km/hr or less, except for the creation and use of a road or a vehicle access or crossing identified on the Outline Development Plan at Appendix 43;
 - (b) The site is used solely to house a utility structure; and
 - (c) The site generates less than 100 equivalent car movements per day.
 - 17.3.1.6 The site does not have access directly on to Hoskyns Road, Rolleston from that part of the Business 2A Zones identified as Precinct 4 as is depicted on the Outline Development Plan at Appendix 22.

Restricted Discretionary Activities — Vehicle Crossings

- 17.3.2 Any activity which does not comply with Rule 17.3.1.1, 17.3.1.2 and 17.3.1.4 shall be a restricted discretionary activity.
- 17.3.3 Under Rule 17.3.2 the Council shall restrict its discretion to consideration of:
- 17.3.3.1 Any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists.
 - 17.3.3.2 Any potential increase in the cost or difficulty of maintaining the road and vehicle crossings, including transporting of mud and chip on to any sealed road, if the vehicle crossing or vehicle accessway is not sealed.

- 17.3.3.3 Any visual effects on street design and residential amenity values from not forming the vehicle crossing or vehicle accessway to the specified standards.
- 17.3.4 Any activity which does not comply with Rule 17.3.1.5 shall be a restricted discretionary activity.
- 17.3.5 Under Rule 17.3.4 the Council shall restrict its discretion to consideration of:
- 17.3.5.1 Whether the site has alternative access options from another road.
- 17.3.5.2 The design and location of the vehicle crossing.
- 17.3.5.3 The number and type of vehicles or pedestrians or stock using the access.
- 17.3.5.4 Any adverse effects, including cumulative effects, on traffic safety or flow on the State Highway or Arterial Road.
- 17.3.6 Any vehicle crossing to a site which generates more than 250 vehicle movements per day, or any vehicle crossing providing shared access to sites which cumulatively generate more than 250 vehicle movements per day, shall be a restricted discretionary activity, except that this rule shall not apply to any site located within the Business 2A zone (Izone).
- 17.3.7 Under rule 17.3.6 the Council shall restrict its discretion to consideration of:
- 17.3.7.1 The proximity to other vehicle crossings on the same or opposite side of the road, particularly those to sites which also generate more than 250 vehicle movements per day.
- 17.3.7.2 The proximity to road intersections.
- 17.3.7.3 The location of the vehicle crossing(s) and the impacts on the frontage road(s) including safety and efficiency for all road users (i.e. including pedestrians).
- 17.3.7.4 Whether any adverse effects on the frontage road (all road users) or location relative to other access points can be mitigated by the provision of physical works to the frontage roads or installation of traffic controls.
- 17.3.7.5 Where a site has more than one road frontage, whether access to the higher classification road would be more appropriate in this case, with respect to effects on residential amenity and the traffic network.
- 17.3.8 Any activity which does not comply with Rule 17.3.1.6 shall be a restricted discretionary activity.

- 17.3.9 Under Rule 17.3.8 the Council shall restrict its discretion to consideration of:
- 17.3.9.1 The potential impact on amenity of the removal or non-establishment of a portion of the landscape treatment strip required by Rule 24.1.3.13, including:
- a. The likely impact on the health of the adjoining sections of the landscape treatment strip;
 - b. The extent to which sites and industrial activities within the Business 2A Zone will become visible from sites outside of the Business 2A Zone;
 - c. The extent and nature of any other planting on site and its potential to mitigate the impact on visual amenity;
 - d. Any cumulative effects of multiple breaks in the landscape treatment strip.
- 17.3.9.2 In relation to Precinct 4 the impacts of an increase in heavy vehicle volumes on the safe operation of Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection and the Weedons Primary School from an increase in heavy vehicle volumes.
- 17.3.9.3 In relation to Precinct 4 the necessity, extent and cost of upgrades to those roads, i.e. Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection.

Discretionary Activities – Vehicle Crossings

- 17.3.10 Any activity which does not comply with Rule 17.3.1.3 shall be a discretionary activity.

17.4 TRAFFIC SIGHT LINES – ROAD/RAIL CROSSINGS

Permitted Activities – Traffic Sight Lines Road/Rail Crossings

- 17.4.1 The following shall be permitted activities:
- 17.4.1.1 Any building if the building is positioned so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3.
- 17.4.1.2 Any tree if the tree is planted so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3.

Non-Complying Activities – Traffic Sight Lines Road/Rail Crossings

- 17.4.2 Any building or tree which does not comply with Rules 17.4.1 shall be a non-complying activity.

17.5 VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

- 17.5.1 Any activity which provides for car parking, cycle parking, vehicle loading and parking access in accordance with the following conditions shall be a permitted activity:
- 17.5.1.1 The number of car parks provided complies with the relevant requirements for the activity as listed in Appendix E13.1.1, E13.1.2 and E13.1.3; and
 - 17.5.1.2 All car parking spaces and vehicle manoeuvring areas are designed to meet the criteria set out in Appendix E13.1.5.2, E13.1.6 (if applicable), E13.1.7, E13.1.8, E13.1.9, E13.1.10, E13.1.11 and E13.1.12 for all activities; and
 - 17.5.1.3 Each site that is used for an activity which is not a residential activity and which generates more than 4 heavy vehicle movements per day has one on-site loading space which complies with the requirements set out in Appendix E13.1.5. The loading space does not count as a car parking space for the purpose of Rule 17.5.1.1; and
- Note:** Rule 17.5.1.3 does not apply to emergency services facilities.
- 17.5.1.4 Each site that is used for an activity other than a residential activity has one car park space for mobility impaired persons for up to 10 car parking spaces provided, and one additional car park space for a mobility impaired person for every additional 50 car parking spaces provided or part thereof; and
 - 17.5.1.5 Car parking spaces for mobility impaired persons are:
 - (a) Sited as close to the entrance to the building or to the site of the activity as practical; and
 - (b) Sited on a level surface; and
 - (c) Clearly marked for exclusive use by mobility impaired persons; and
 - 17.5.1.6 Cycle parking spaces are provided in accordance with the standards in Appendix 13.1.4.

Restricted Discretionary Activities – Vehicle Parking and Cycle Parking

- 17.5.2 Any activity on a site located only within the Business 2A zone (Izone), which does not comply with Rule 17.5.1.1, shall be a restricted discretionary activity and shall not require the written approval of other persons and shall be non-notified.
- 17.5.3 Under Rule 17.5.2, the Council will restrict the exercise of its discretion to the current and future parking demand of the activity or activities proposed or likely to establish on the site.

- 17.5.4 Any activity on a site located within Lincoln Precinct 1 (West) identified on Appendix 29B, which does not comply with Rule 17.5.1.1, shall be a restricted discretionary activity and shall not require the written approval of other persons and shall be non-notified.
- 17.5.5 Under Rule 17.5.4, the Council shall restrict its discretion to consideration of:
- 17.5.5.1 The proportion of parking demand that can be met by the provision of on-site parking spaces, including staff parking.
 - 17.5.5.2 The ability for car park leases or formal sharing arrangements, to make efficient use of parking resource available on alternative sites where peak operating periods of activities do not coincide.
 - 17.5.5.3 The availability of public parking supply, for example on nearby roads, and any transport or amenity related effects associated with off-site parking.
 - 17.5.5.4 The benefits achieved in respect of improvements in urban design as a result of reducing on-site parking supply and the potential to encourage mode-shift towards walking and cycling

Discretionary Activities — Vehicle Parking and Cycle Parking

- 17.5.6 Any activity which does not comply with Rule 17.5.1 (except as applicable to Rules 17.5.2 and 17.5.4) shall be a discretionary activity.

17.6 ROAD/RAIL CROSSINGS IN THE BUSINESS 2A ZONE

Permitted Activities – Road/Rail Crossings in the Business 2A Zone

- 17.6.1 The establishment of a rail crossing into the area identified on the Outline Development Plan at Appendix 43 is a permitted activity.

Restricted Discretionary Activities – Road/Rail Crossings in the Business 2A Zone

- 17.6.2 The establishment of a road or rail crossing requiring a break in the existing primary shelter belt or future secondary planting strip required by Landscape Treatment 3 in Rule 24.1.3.14 along the Railway Road frontage of the Business 2A Zone, or the establishment of a road crossing requiring a break in the future planting strip required by Landscape Treatment 2, shall be a restricted discretionary activity.
- 17.6.3 Under Rule 17.6.2, the exercise of discretion shall be restricted to consideration of:
- 17.6.3.1 The likely impact on the health of the adjoining sections of the existing primary shelterbelt or future secondary planting strip or landscape treatment strip;
 - 17.6.3.2 The extent and nature of any other planting to mitigate the potential impact on amenity of the removal of a portion of the existing primary shelterbelt or future secondary planting strip or landscape treatment strip;
 - 17.6.3.3 The extent to which sites and industrial activities within the Business 2A Zone become visible from sites outside of the Business 2A Zone;
 - 17.6.3.4 Any cumulative effects of multiple breaks in the existing primary shelterbelt or future secondary planting strip or landscape treatment strip.
 - 17.6.3.5 In relation to Precinct 4 the impacts of an increase in heavy vehicle volumes on the safe operation of Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection and the Weedons Primary School from an increase in heavy vehicle volumes.
 - 17.6.3.6 In relation to Precinct 4 the necessity, extent and cost of upgrades to those roads, i.e. Maddisons Road, Maddisons Road/Hoskyns Road intersection, Maddisons Road/Weedons Ross Road intersection.

Discretionary Activities – Road/Rail Crossings in the Business 2A Zone

- 17.6.4 The establishment of a road or rail crossing requiring a break in the existing primary shelter belt along the Railway Road frontage of the Business 2A Zone or the planting strip required by Landscape Treatment Two in Rule 24.1.3.1 along the Hoskyns Road frontage in Precinct 4 that exceeds 30m in length shall be a discretionary activity.

17.7 PARKING AREAS

Permitted Activities

- 17.7.1 For all activities in the Business 1 Zone and for all activities except industrial in the Business 2 zone, new car parking areas shall be a permitted activity if they comply with the following:
- 17.7.1.1 A continuous landscaping strip is provided between any legal road and an adjacent parking area, except across vehicle crossings and pedestrian accesses, which complies with the following:
- a) A depth of at least 3m with plants that will grow to a height of 60cm within three years over the entire area; or
 - b) A depth of at least 1.5m that will reach a continuous height of 1m (visually impermeable) within three years.
- 17.7.1.2 A minimum of 1 tree is provided for each 10m of road frontage, set in a planting bed with minimum dimensions 1.5m x 1.5m.

Note: For car parking areas resulting in more than 20 parking spaces, Rule 17.7.2 will apply in addition to Rule 17.7.1.

Controlled Activities

- 17.7.2 For all activities in the Business 1 zone and for all activities except industrial in the Business 2 zone, new car parking areas resulting in more than 20 parking spaces shall be a controlled activity.
- 17.7.3 In the Business 3 zone, new car parking areas resulting in more than 40 spaces shall be a controlled activity.
- 17.7.4 Under Rules 17.7.2 and 17.7.3, the exercise of Council's discretion shall be limited to the following:
- a) The degree to which low level landscaping has been provided in order to break up the appearances of hardsurfacing, particularly between the car park and pedestrian areas.
 - b) Whether an adequate number of trees, within suitably sized planting beds, have been provided in appropriate locations within the car parking area in order to mitigate any adverse visual effects.
 - c) Safety, circulation and access considerations for pedestrians within the site and moving past vehicle crossings.

Restricted Discretionary Activities

- 17.7.5 Any car parking area which does not comply with Rule 17.7.1 shall be a restricted discretionary activity. The exercise of the discretion shall be limited to consideration of effects on visual amenity.

17.8 ACCESS ARRANGEMENTS FOR THE WEST MELTON BUSINESS 1 ZONE

Restricted Discretionary Activities

- 17.8.1 Access arrangements for the West Melton Business 1 Zone shall be a restricted discretionary activity.
- 17.8.2 Under Rule 17.8.1, the applicant shall provide a Transport Management Plan and the Council shall restrict the exercise of its discretion to the consideration of:
- 17.8.2.1 The main vehicular and pedestrian access arrangements to and through the site where they interact with existing public roads, including in relation to effects on the safety and efficiency of the transport network.
 - 17.8.2.2 All other necessary infrastructure upgrades to rationalise transport connectivity, access arrangements and pedestrian facilities, including safe crossing points, arising as a direct result of the proposed development of the West Melton Business 1 Zone.

Reasons for Rules

Roads and vehicle accessways need to be designed and formed to a standard appropriate for the number and type of vehicles they are likely to carry. The standards help manage: the safety of motorists and pedestrians; efficient flow of traffic; adequate construction standards, and the upgrading of any existing road or vehicle accessway.

All sites need legal access which is suitable for vehicular use. This is usually secured at the time of subdivision, but there are existing allotments in the District which have access only on to unformed roads or access over other land which has never been formally legalised.

The State Highway and Arterial Roads listed in Appendix 7 are the only roads in Selwyn District where the safety of traffic travelling along the routes is given primacy over the other uses of roads, such as property access. This is because of the volume of traffic using those routes and the speed. Access to allotments on State Highways may be granted, as a restricted discretionary activity, where there is no alternative road access and the consent authority is satisfied the access can be designed, sited and managed to reduce traffic safety hazards.

Rights of way (ROW) have historically been problematic in the Selwyn District. In some instances further development of sites has resulted in a large number of sites with a shared access. Whilst limited shared access can be useful such as where houses front a reserve or waterway the potential number of users needs to be limited. The provision of long ROWs is conducive to achieving a high degree of connectivity, permeability and accessibility for vehicular and non-vehicular access. Where access to a larger number of sites (or potential sites) is required this should be by way of local roads.

A lack of visibility for road/rail level crossings raises implications for road users and traffic safety.

For that reason, buildings and tree plantings are not permitted if they encroach within the line of sight of a railway crossing as shown in Appendix 13 (Diagram E13.3). This rule reflects the importance of maintaining lines of sight for traffic safety.

The Business 2A Zone is screened from the land to the west through the existing primary shelterbelt along Railway Road. In time, this screening will be supplemented by a secondary planting strip required by Landscape Treatment Three in Rule 24.1.3.14, which will form a second shelterbelt. The creation of breaks within these shelterbelts for road or rail crossings are

identified to occur on the Outline Development Plan at Appendix 22 of the District Plan. Rule 17.6.1 recognises that whilst such breaks in the existing primary shelterbelt and future secondary planting strip are appropriate to create access for road and rail linkages, such breaks will allow views into the Business 2A Zone from that land to the west to a limited extent, and as such, the potential adverse effects of such breaks in this screening need to be considered.

On-site carparking is desirable to reduce potential adverse effects on traffic flow and safety on some roads. The need to provide off street parking acknowledges that commercial and public activities generate levels of vehicle parking which need to be satisfied without relying solely on the street to provide it. This will also assist in preventing the over spill of on-street parking into the adjacent Living zone areas.

Specially provided mobility impaired car parking spaces are required, to make access to activities and facilities easier for people with reduced mobility.

Parking rates below anticipated demand have however been specified for the Business 1 zone Town Centres of:

- Lincoln (area shown on the Planning maps generally fronting Gerald Street between West Belt and Kildare Terrace and extending south partway along West Belt, Maurice Street, Robert Street and Kildare Terrace.
- Rolleston (area shown on the Planning maps generally along Tennyson Street, Masefield Drive and Rolleston Drive
- Darfield (area shown on the Planning maps generally fronting SH 73 (West Coast Road / South Terrace) between Cardale Street and McLaughlins Road).
- Prebbleton (area shown on the Planning maps generally on the northern corner of Springs Road and Tosswill Road).
- Leeston (area shown on the Planning maps generally along High Street between Messines Street and just west of Leeston and Lake Road).
- Southbridge (area shown on the Planning maps fronting High Street between Hastings Street and Gordon Street / Taumutu Road).

The rates have been set considering the existing and future on-street parking supply and demand in each township and recognise a number of factors including: the slightly lower parking demand rate when a large conglomeration of retail activities occurs within a defined area, the acceptability of on-street parking use within these town centres, the desire to encourage business growth in the town centre business 1 zone and the need to reduce on-site parking provision in order to facilitate improved urban design outcomes within these business zoned sites.

The applicability of the lower rates is therefore limited to retail and Food and Beverage activities within the main Business 1 zone in each township. It is not considered appropriate to apply these rates to isolated pockets of Business 1 zoned land or areas of Business 1 zone which are outside of the main town centre.

Minimum on-site staff parking levels have also been specified for these Town Centre activities areas given that on-site parking provision will not cater for all staff and visitor demand. The minimum staff requirement reflects the more efficient use of on-street parking by visitors whom can then walk between several shops / activities rather than having to move their car between private parking areas which generates additional traffic and has associated adverse effects. The rate has however been set below total staff parking demand so as to minimise any disincentives for staff to consider use of non-private motor vehicle travel.

Reductions from the required township rates may result in an overflow of parking into residential zones. Whilst this may not occur upon commencement of the activity, the additional on-street demand generated by the activity displaces on-street parking anticipated for use by other sites yet to be developed for business activities. Cumulatively and over time this could result in parking overflowing into adjoining residential zones. This may result in adverse effects on the availability of on-street parking for residents and their visitors and impact on the amenity and character of the residential area. As such where the required level of on-site parking cannot be provided within these townships consideration should be given to reducing the parking demand of the activity.

To ensure that non-industrial business areas maintain the environmental quality, aesthetic and amenity values which make them attractive places to work and visit, it is necessary to integrate the design and layout of parking areas with the other components of the site. Integrated design should avoid visual dominance of large parking areas and achieve a level of amenity consistent with the anticipated character and amenity of the surrounding area. For example, landscaping can screen large parking areas and improve amenity however this needs to be balanced against security of users within the parking area and building layout.

Activities with larger parking areas require the consideration of pedestrian and cyclist safety, security, circulation and access within parking areas to be balanced against vehicle access and circulation in order to encourage people to walk and cycle within townships and provide for safe movement of pedestrians and cyclists within the site, to and from motor vehicles and cycle parking areas.

Significant improvements for pedestrian circulation within a site can be achieved through consideration of the location of vehicular access and manoeuvring areas relative to: pedestrian and cyclist entrances to sites, parking areas and the building entrance, and does not always require provision of separate pedestrian facilities.

Rule 17.7 is intended to allow an integrated consideration of factors associated with and adjacent to parking areas. It recognises the need to balance the various components of a site or area to achieve business zones that maintain environmental quality, aesthetic and amenity values and are permeable and provide good circulation for both motor-vehicles, pedestrians and cyclists.

The controlled activity status recognises that the physical size and shape of some sites, the particular needs of some activities and outside processes such as stormwater discharge consents, may constrain the extent to which improvements or alternative options are achievable.

Industrial activities within the B2 zone and any activity within the B2A zone (Izone) are exempt however other activities in the Business 2 zone have not been made exempt as the higher parking turn-over and potential for a greater number of visitors to the car park associated with these activities warrants consideration of effects particularly in respect to matters relating to vehicles and pedestrians.

A higher threshold has been set in the Business 3 zone reflecting the particular nature and characteristics of the activities occurring in this zone and the reasonably high proportion of frequent users (low proportion of visitors) associated with these activities.

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22 BUSINESS ZONE RULES — ACTIVITIES

22.1 ACTIVITIES AND CONTAMINATED LAND

Permitted Activities — Activities and Contaminated Land

- 22.1.1 Any activity shall be a permitted activity on any site which contains contaminated land or when past activities on that site include those listed in Appendix 10, except for the following:
- 22.1.1.1 Erecting any dwelling;
 - 22.1.1.2 Educational facilities;
 - 22.1.1.3 Outdoor recreation activities; and
 - 22.1.1.4 Growing commercial food crops or rearing animals.

Restricted Discretionary Activities — Activities and Contaminated Land

- 22.1.2 Any dwellings, educational facilities, outdoor recreation activities, and growing commercial food crops or rearing animals on any site which contains contaminated land, or when past activities on that site include those listed in Appendix 10, shall be a restricted discretionary activity.
- 22.1.3 Under Rule 22.1.2 the Council shall restrict the exercise of its discretion to:
- 22.1.3.1 The adequacy of any methods proposed to reduce any potential adverse effects on people or animals.
 - 22.1.3.2 If the contaminated material is to be removed from the site, where and how it is to be disposed of, the level of risk to human health and the environment.
 - 22.1.3.3 Where the site is not confirmed as contaminated, but has been used for one or more of the activities listed in Appendix 10, further investigation to determine whether the site is contaminated and the extent of that contamination.

22.2 ACTIVITIES AND THE KEEPING OF ANIMALS

Permitted Activities — Activities and the Keeping of Animals

- 22.2.1 The keeping of animals for education and research purposes in the Business 3 Zone shall be a permitted activity.

Notes:

1. The keeping of domestic pets in the Business zones does not require a resource consent. However, the keeping of domestic pets may be subject to a Council bylaw. As an example, the Council has a bylaw for the keeping of dogs.
2. The definition of domestic pets in this Plan excludes donkeys, pigs, roosters and peacocks.

Discretionary Activities — Activities and the Keeping of Animals

- 22.2.2 The keeping of animals other than domestic pets in Business 1, 1A & 3 Zones except as provided under Rule 22.2.4 shall be a discretionary activity.
- 22.2.3 In Business 2, 2A and 2B Zones, the following shall be discretionary activities:
- 22.2.3.1 Commercial rearing of animals for sale of progeny, meat, skins, wool or other products
 - 22.2.3.2 Boarding of animals.
 - 22.2.3.3 Intensive livestock production

Non-Complying Activities — Activities and the Keeping of Animals

- 22.2.4 In Business 1, 1A & 3 Zones, the following shall be non-complying activities:
- 22.2.4.1 Commercial rearing of animals for sale of progeny, meat, skins, wool or other products
 - 22.2.4.2 Boarding of animals.
 - 22.2.4.3 Intensive livestock production

22.3 ACTIVITIES AND AIRCRAFT MOVEMENTS**Permitted Activities — Activities and Aircraft Movements**

- 22.3.1 Any taking off and/or landing of any aircraft shall be a permitted activity if the following conditions are met:
- 22.3.1.1 The activity is part of emergency, search and rescue, or law enforcement work; or
 - 22.3.1.2 The activity does not occur on more than two days in any six month period on the same site; and
 - 22.3.1.3 The aircraft movement occurs only between the hours of 7:00am and 9:00pm.

Discretionary Activities — Activities and Aircraft Movements

22.3.2 Any activity which does not comply with Rule 22.2.1 shall be a discretionary activity, if it complies with the following standard and term:

22.3.2.1 The take off and/or landing of aircraft shall be an ancillary use of the land and any facilities on the site and shall not be a main or predominant use of the land or any facilities on the site.

Non-Complying Activities — Activities and Aircraft Movements

22.3.3 Any take off and/or landing of aircraft which does not comply with Rule 22.3.2 shall be a non-complying activity.

Note: Airport is a defined term. Please refer to Part D.

22.4 ACTIVITIES AND NOISE

Permitted Activities — Activities and Noise

22.4.1 Any activity conducted on any day, except any residential activity, shall be a permitted activity, provided that the following noise limits are not exceeded with the time-frames stated.

Business 1, 1A & 3 Zones (with the exception of the West Melton Business 1 Zone):

22.4.1.1 Noise assessed within the boundary of any other site NOT within a Living zone or within the notional boundary of any dwelling within any Rural zone:

7.30am – 8.00pm	60 dBA L10
8.00pm – 7.30am	45 dBA L10
7.30am – 8.00pm	85 dBA Lmax
8.00pm – 7.30am	70 dBA Lmax

22.4.1.2 Noise assessed within a Living zone or within the notional boundary of any dwelling within any Rural zone:

7.30am – 8.00pm	55 dBA L10
8.00pm – 7.30am	40 dBA L10
7.30am – 8.00pm	85 dBA Lmax
8.00pm – 7.30am	70 dBA Lmax

Business 2 Zone:

22.4.1.3 Noise assessed within the boundary of any other Business 1, 1A or 3 Zone site:

7.30am – 8.00pm	65 dBA L10
8.00pm – 7.30am	45 dBA L10
7.30am – 8.00pm	85 dBA Lmax
8.00pm – 7.30am	70 dBA Lmax

22.4.1.4 Noise assessed within a Living zone or within the notional boundary of any dwelling within any Rural zone:

7.30am – 8.00pm	55 dBA L10
8.00pm – 7.30am	40 dBA L10
7.30am – 8.00pm	85 dBA Lmax
8.00pm – 7.30am	70 dBA Lmax

Business 2A Zone:

22.4.1.5 Applying at any point within the boundary of any site in the rural zone, excluding road, waterway and railway reserves:

7.30 am – 8.00 pm	60dBA L10
8.00 pm – 7.30am	40dBA L10
7.30 am – 8.00pm	80dBA Lmax
8.00 pm – 7.30 am	65dBA Lmax

Business 2B Zone:

22.4.1.6 Noise assessed within a Living zone or within the notional boundary of any dwelling within any Rural zone:

7.30am – 8.00pm	55 dBA L10
8.00pm – 7.30am	40 dBA L10
7.30am – 8.00pm	85 dBA Lmax
8.00pm – 7.30am	70 dBA Lmax

Business 1 Zone, West Melton

22.4.2 Any activity conducted on any day shall be a permitted activity, provided that the following standards are complied with:

22.4.2.1 Hours of opening to the public, clients or deliveries shall be within 7.30am to 11.00pm.

22.4.2.2 Outdoor areas intended for the consumption of food or beverages and/or smoking shall be located no less than 20 metres from the zone boundary.

22.4.2.3 Noise assessed within the Living zone or within the notional boundary of any dwelling within any Rural zone shall not exceed the following:

7.30am – 8.00pm 50dBA L₁₀ and 85dBA L_{max}

8.00pm – 7.30am 35dBA L₁₀ and 70dBA L_{max}

Except that Rule 22.4.2.2 shall not apply to the western boundary with the gazetted recreation reserve, and the noise standards of rule 22.4.2.3 shall not apply within that reserve.

22.4.3 Rules 22.4.1 and 22.4.2 do not apply to the use of sirens or warning devices associated with emergency service facilities.

Restricted Discretionary Activities – Activities and Noise

22.4.4 Any activity within the West Melton Business 1 Zone that does not comply with Rule 22.4.2.1 shall be a restricted discretionary activity.

22.4.5 Under Rule 22.4.4, the Council shall restrict the exercise of its discretion to the consideration of:

22.4.5.1 The hours of operation proposed,

22.4.5.2 The degree to which the activity meets the Living zone night time noise standards within any Living zone or within the notional boundary of any dwelling within any Rural zone.

22.4.5.3 Amenity effects in relation to noise and disturbance on the residential neighbourhood, including in relation to effects resulting from servicing, outdoor areas, car parking areas and people leaving the activity.

22.4.6 Any activity within the West Melton Business 1 Zone that does not comply with Rule 22.4.2.2 shall be a restricted discretionary activity.

22.4.7 Under Rule 22.4.6, the Council shall restrict the exercise of its discretion to the consideration of:

22.4.7.1 Amenity effects in relation to noise and disturbance.

Discretionary Activities – Activities and Noise

22.4.8 Any activity that is not residential which does not comply with Rule 22.4.1 shall be a discretionary activity.

22.4.9 Any activity within the West Melton Business 1 Zone that does not comply with Rule 22.4.2.3 shall be a discretionary activity.

22.5 ACTIVITIES AND LIGHT SPILL

Permitted Activities — Activities and Light Spill

22.5.1 The following activities shall be permitted activities:

- 22.5.1.1 Any fixed, exterior lighting if it is directed away from adjacent properties and roads.
- 22.5.1.2 Any other lighting if it does not exceed:
 - (a) 3 lux spill (horizontal or vertical) on to any part of any adjoining property in a Living zone or within the notional boundary of any dwelling within any Rural zone; and
 - (b) 10 lux spill (horizontal or vertical) on to any part of any adjoining property within the same Business zone.
 - (c) 3 lux spill (horizontal or vertical) on to any part of any adjoining property in the Rural zone which has a common boundary with either the Business 2A Zone as depicted on the Outline Development Plan at Appendix 22, or the Business 2B Zone as depicted on the Outline Development Plan for ODP Area 5 at Appendix 37.
- 22.5.1.3 Lighting in the Business 2A Zone which is designed so that:
 - (a) All outdoor lighting is shielded from above outside of the Business 2A Zone.
 - (b) All fixed outdoor lighting is directed away from adjacent roads outside of the Business 2A Zone.
 - (c) In the Business 2A Zone covered by the Outline Development Plan in Appendix 43, all outdoor lighting is shielded from above and is directed away from adjacent properties outside of the Business 2A Zone. All fixed outdoor lighting is directed away from adjacent roads outside of the Business 2A Zone.

Discretionary Activities — Activities and Light Spill

22.5.2 Any activity which does not comply with Rules 22.5.1 shall be a discretionary activity.

22.6 ACTIVITIES AND THE OUTDOOR STORAGE OF MATERIALS AND GOODS

Permitted Activities — Activities and the Outdoor Storage of Materials and Goods

Screening and Dust

- 22.6.1 The outdoor storage of any materials or goods shall be a permitted activity if the following conditions are met:
- 22.6.1.1 Any outdoor storage area in a Business 1 Zone shall be screened from any road boundary of the site by a fence, wall or vegetation of at least 1.8m in height; and
 - 22.6.1.2 Any outdoor storage area in a Business 1 Zone shall be screened from any internal boundary of the site which adjoins a site in another Business 1 Zone or a site in a Living zone, by a fence, wall, or vegetation of at least 1.8m in height; and
 - 22.6.1.3 Any outdoor storage area in a Business 2 or 3 Zone shall be screened from any road boundary or internal boundary of the site which adjoins a site in a Living or Business 1 Zone, by a fence, wall or vegetation of at least 1.8m in height.
 - 22.6.1.4 The screening referred to in Rules 22.6.1.1 to 22.6.1.3 shall be for the full length that the storage area is visible from the road.
 - 22.6.1.5 Unconsolidated materials such as soil, coal, sawdust, powdered fertiliser are to be covered or otherwise secured from being blown by the wind.

Exemptions

- 22.6.2 Rules 22.6.1.1 to 22.6.1.4 shall not apply to:
- 22.6.2.1 The storage of motor vehicles, caravans or campervans, trailers, or watercraft associated with residential activities on the site; or
 - 22.6.2.2 The display of merchandise for sale to the public, but does not include vehicles or other machinery intended for dismantling or scrapping; or
 - 22.6.2.3 The storage of materials for construction, repair or landscaping work on the same site, for up to 4 months in any 12 month period.

Discretionary Activities – Activities and the Outdoor Storage of Materials and Goods

- 22.6.3 Any activity which does not comply with Rule 22.6.1 shall be a discretionary activity.

22.7 ACTIVITIES AND TEMPORARY MILITARY TRAINING

Permitted Activities — Activities and Temporary Military Training

22.7.1 Temporary Military Training Activities shall be permitted activities provided that the following conditions are met:

- 22.7.1.1 No permanent structures shall be constructed;
- 22.7.1.2 No mechanical excavation shall be carried out, unless provided for in this Plan;
- 22.7.1.3 The activity shall not exceed a period of 31 days;
- 22.7.1.4 All ground disturbed by any military activity shall be restored to its previous state;
- 22.7.1.5 No Temporary Military Training Activities shall occur in any areas identified on the Planning Maps as wāhi taonga, silent file areas, or mahinga kai sites;
- 22.7.1.6 Noise emissions occurring as a result of any Temporary Military Training Activity, when measured at the property boundary shall not exceed:

Time (Any Day)	Limits(dBA)	
	L ₁₀	L _{max}
0630-0730	60	70
0730-1800	75	90
1800-2000	70	85
2000-0630	55	65

Controlled Activities — Activities and Temporary Military Training

22.7.2 Any Temporary Military Training Activity which does not comply with Rule 22.7.1 shall be a controlled activity.

22.7.3 Under Rule 22.7.2 the Council shall restrict the exercise of its discretion to consideration of:

- 22.7.3.1 Any disturbance caused by structures or earthworks;
- 22.7.3.2 Any noise effects, with regard to the location and noise sensitivity of nearby activities;
- 22.7.3.3 Any visual or traffic effects;
- 22.7.3.4 The effect of activities over an extended period of time, having regard to 22.7.3.1 to 22.7.3.3 above.

22.8 DWELLINGS AND VISITOR ACCOMODATION

Controlled Activities — Dwellings and Visitor Accomodation

- 22.8.1 The erection of any dwelling in a Business 2 or 2A Zone shall be a controlled activity if the following standard and term is met:
- 22.8.1.1 The dwelling is to be necessary for custodial or security purposes.
- 22.8.2 Any resource consent application made under Rule 22.8.1 shall not be notified and shall not require the written approval of affected parties.
- 22.8.3 Under Rule 22.8.1, the Council shall reserve control over the following matter:
- 22.8.3.1 The removal of, or other method to be used to dispose of, the dwelling in the event of it no longer being required for custodial or security purposes.
- 22.8.4 Visitor accommodation in Key Activity Centre Precincts 1 (Core Retail) and 8 (Community Anchor/Town Square) located above the ground floor level (except for pedestrian access, reception/foyer areas, administration and/or food and beverage activities associated with the visitor accommodation, which may be located at ground floor level) shall be a controlled activity.
- 22.8.5 Under Rule 22.8.4, the Council shall reserve control over the following matter:
- 22.8.5.1 The degree to which acoustic design of the visitor accommodation facility will minimise the potential for reverse sensitivity effects on existing and permitted activities within Key Activity Centre Precincts 1 and 8.

Restricted Discretionary Activities — Dwellings – West Melton

- 22.8.6 The West Melton Business 1 Zone rules shall not apply to dwellings, with the exception of Rules 22.8.7 to 22.8.8 and 22.8.11 (Dwellings) below, and Rule 24.1.3.21 (Subdivision).
- 22.8.7 The erection of any dwelling in the West Melton Business 1 Zone shall be a restricted discretionary activity if the dwelling complies with the West Melton Living 1 Zone Rules.
- 22.8.8 Under Rule 22.8.5, the Council shall restrict its discretion to consideration of:
- 22.8.8.1 Effects of the residential density proposed on adjoining residential land uses.
- 22.8.8.2 Effects of the residential density proposed on the character of West Melton.
- 22.8.8.3 Reverse sensitivity effects on existing or future activities within the business zone.
- 22.8.8.4 Effects on the future amenity of business zone residents, including relation to noise.

Restricted Discretionary Activities — Dwellings – Key Activity Centres

22.8.9 For Key Activity Centre Precincts 1- 4, 7 and 8, as identified in Appendices 29A and 29B, any residential activity located above the ground floor level, (except for a pedestrian entrance and any foyer area associated with the residential activity, which may be located at ground floor level) shall be a restricted discretionary activity.

22.8.10 Under Rule 22.8.9, the Council shall restrict the exercise of its discretion to consideration of the following matters:

- (a) Any cumulative effects resulting from a loss of retail, office and community facilities and reduced diversity within the Precinct;
- (b) The extent to which outdoor living areas or balconies relate with the internal living areas;
- (c) The extent to which the design, size and location of private or communal open space, parking, loading spaces and driveways on the site achieves a high standard of amenity and acoustic and visual privacy for residents and business activities in the Precinct;
- (d) The extent to which service areas and parking are located close to, and are conveniently accessible from, each residential activity;
- (e) The degree to which the acoustic design of the dwelling will minimise the potential for reverse sensitivity effects on existing and permitted activities.
- (f) The extent to which the proposed design provides or continues to provide for:
 - i. Lighting designs to provide security for buildings and enhance the safety of public spaces;
 - ii. Locating balconies in a manner that may provide passive surveillance of the street.
 - iii. Locating doors, windows and other openings associated with living and working areas, so that they overlook and interact with public spaces
 - iv. Access to any residential activity being visible and in a safe, well-lit location.
 - v. Service forecourts, parking areas and service lanes that will promote pedestrian safety.
 - vi. Primary entrances to buildings face the transport corridor frontage, with the main entrance located adjacent to the frontage with the most pedestrian traffic.

Discretionary Activities — Dwellings

- 22.8.11 Any dwelling which does not comply with Rules 22.8.1 and 22.8.7 shall be a discretionary activity.
- 22.8.12 Any visitor accommodation in Key Activity Centre Precincts 1 (Core Retail) or 8 (Community Anchor/Town Square), as identified in Appendices 29A or 29B, located on the ground floor level, except for areas exclusively used for pedestrian access, reception/foyer areas, administration and/or food and beverage activities associated with the visitor accommodation.

Non-Complying Activities — Dwellings

- 22.8.13. Any residential activities in Key Activity Centre Precincts 1-4, 7 or 8 located on the ground floor level, except for any pedestrian entrance and any foyer area associated with the residential activity.

22.9 DEVELOPMENT WITHIN THE BUSINESS 2A ZONE, ROLLESTON

Permitted Activities — Development within the Business 2A Zone, Rolleston

- 22.9.1 Development in the Business 2A Zone shall be a permitted activity provided that the following condition is met:
- 22.9.1.1 The area along the common boundary of the Business 2A Zone and the Rural Zone, as depicted in the respective landscape treatment areas identified on the Outline Development Plans at Appendix 22 and Appendix 43, and the principal building, shall be landscaped in accordance with the requirements of Rule 24.1.3.13.
- 22.9.1.2 In the Business 2A Zone identified on the Outline Development Plan in Appendix 43, landscaping, road connections, railway crossings, sidings and pedestrian links shall be provided generally in accordance with those locations identified on the Outline Development Plan at Appendix 43. The roads shall be constructed in general accordance with the road reserve widths specified in Appendix 43.

Controlled Activities — Development within the Business 2A Zone, Rolleston

- 22.9.2 Any outdoor storage of materials within 5m of the centreline of the existing primary shelterbelt as required by Landscape Treatment 3 in Rule 24.1.3.13 shall be a controlled activity.
- 22.9.3 The matters the Council has reserved control over are:

- 22.9.3.1 Any actual or potential effects on the health of the existing primary shelterbelt and the effectiveness of any measures to mitigate any such effects.

Restricted Discretionary Activities – Development within the Business 2A Zone, Rolleston

- 22.9.4 The creation of impermeable surfaces within 5m of the centreline of the existing primary shelterbelt as required by Landscape Treatment 3 in Rule 24.1.3.13 shall be a restricted discretionary activity.
- 22.9.5 Under Rule 22.9.4 the Council shall restrict the exercise of its discretion to consideration of:
- 22.9.5.1 Any actual or potential effects to the health of the existing primary shelterbelt and the effectiveness of any measures to mitigate any such effects.

Discretionary Activities – Development within the Business 2A Zone, Rolleston

- 22.9.6 Any activity which does not comply with Rule 22.9.1 shall be a discretionary activity.

22.10 RETAILING WITHIN THE BUSINESS 2A ZONE, ROLLESTON

Permitted Activities – Retailing and Related Activities within the Business 2A Zone, Rolleston

- 22.10.1 The following shall be a permitted activity:
- 22.10.1.1 In Precinct 1 of the Business 2A Zone at Rolleston as depicted on the Outline Development Plan at Appendix 22 any retail activity undertaken from an allotment in the Business 2A Zone at Rolleston as depicted on the Outline Development Plans at Appendix 22 provided that it only occupies up to 20% of the gross floor area of building on that allotment or 2,000m², whichever is the lesser.
- 22.10.1.2 In Precincts 2, 3 and 4 of the Business 2A Zone at Rolleston as depicted on the Outline Development Plan at Appendix 22:
- (a) Any ancillary retail activity undertaken from an allotment provided that it only occupies up to 20% of the gross floor area of building on that allotment or 2,000m², whichever is the lesser;
 - (b) Service stations;
 - (c) Trade Suppliers;

- (d) Food and beverage outlets, up to a maximum gross floor area of 150m²;
- (e) Ancillary offices.

22.10.1.3 In the Business 2A Zone at Rolleston as depicted on the Outline Development Plan at Appendix 43:

- (a) Any ancillary retail activity undertaken from an allotment provided that it only occupies up to 20% of the gross floor area of building on that allotment or 2,000m², whichever is the lesser;
- (b) Service stations;
- (c) Trade Suppliers;
- (d) Large Format Retail activities up to 17,000m² (GFA) and Trade Retail activities up to 10,000m² (GFA) in the location as stated in Appendix 43, excluding Supermarkets and/or Department Stores.
- (e) Food and beverage outlets, up to a maximum gross floor area of 150m², except that in the Large Format Retail area as shown in Appendix 43 a tenancy limit shall not apply for up to a maximum total area of 1,000m² GFA.
- (f) Ancillary offices.

Discretionary Activities – Retailing and Related Activities within the Business 2A Zone, Rolleston

22.10.2 Any activity which does not comply with Rule 22.10.1.1 shall be a discretionary activity.

Non-complying Activities – Retailing and Related Activities within the Business 2A Zone, Rolleston

22.10.3 Any activity which does not comply with Rule 22.10.1.2 or 22.10.1.3 shall be a non-complying activity.

22.11 RETAILING IN ODP NEIGHBOURHOOD AND LOCAL CENTRES WITHIN THE BUSINESS 1 ZONE

22.11.1 Any retailing activity within a neighbourhood centre as identified on an ODP contained in Appendices 37 and 38 within either Rolleston or Lincoln with a total retail floor space in excess of 2000m² or individual retail tenancy area greater than 350m² GFA shall be a non-complying activity.

- 22.11.2 Any retailing activity within a local centre as identified on ODP contained in Appendices 37 and 38 within either Rolleston or Lincoln with a total retail floor space in excess of 450m² or individual retail tenancy area greater than 350m² GFA, shall be a non-complying activity.

Note: Rule 22.11 does not apply to the Neighbourhood Centre identified in Appendix 37 – Outline Development Plan Area 7, as it is located within the Lincoln Key Activity Centre – refer Rule C13.2 also.

22.12 CAFES AND LUNCHBARS WITHIN THE BUSINESS 2B ZONE IN LINCOLN

Permitted Activities – Café and Lunchbars within the Business 2B Zone in Lincoln

- 22.12.1 The following shall be a permitted activity provided that the following conditions are met:
- 22.12.1.1 Any cafes/lunchbars located within the Business 2B zone with a gross floor area of less than 150m²

Discretionary Activities – Café and Lunchbars within the Business 2B Zone in Lincoln

- 22.12.2 Any activity which does not comply with Rule 22.12.1.1 shall be a discretionary activity.

22.13 DEVELOPMENT WITHIN THE BUSINESS 1 ZONE, WEST MELTON

Permitted Activities – Development within the Business 1 Zone, West Melton

- 22.13.1 Development within the Business 1 zone at West Melton shall be a permitted activity provided that the following conditions are met:
- 22.13.1.1 Any group of commercial or retail activities shall not exceed a total combined maximum Gross Floor Area of 3,000m²;
- 22.13.1.2 Any retail or commercial tenancy, excluding restaurant or café activities, shall not exceed a Gross Floor Area of 350m²;

Discretionary Activities – Development within the Business 1 Zone, West Melton

- 22.13.2 Any activity which does not comply with Rules 22.13.1.1 or 22.13.1.2 shall be a discretionary activity.

Reasons for Rules

Contaminated Sites

Contaminated land contains certain substances at concentrations which may affect people's health or well-being. Effects may be through direct exposure, e.g. touching contaminated soil, or indirect exposure by being absorbed in drinking water or food grown on contaminated soil.

The activities listed in Rule 22.1.1 are activities which are most likely to expose people to either direct or indirect exposure to contaminated land. The Building Act 2004 can require certain mitigation measures to be put in place before a building is erected on contaminated land. However, this Act does not apply to activities that do not involve erecting a building (such as growing food crops) or activities ancillary to buildings, such as outdoor recreation.

Contaminated Site Register

The Council has a register of sites which may have contaminated land, because of past activities on the site. These sites should be tested prior to the activities listed in Rule 22.1.1 taking place. If a site is on the Council register, it will be noted on any LIM (Land Information Memorandum) issued for the site.

PLEASE NOTE – the register is not a comprehensive list. There are likely to be additional contaminated sites in the District which are not on the register, particularly if the activity in the past did not require to obtain any permit or licence.

Keeping of Animals

Some control over animals (excepting domestic pets) in the Business zones is needed because of the potential of being in close proximity of residential neighbours in the adjoining Living zone(s) and to protect the prevailing amenity values of Business zones.

The undertaking of intensive livestock production (factory farms) and the boarding, rearing and breeding of animals do, in most cases, have adverse environmental effects which are incompatible with anticipated environmental outcomes for business areas. They will also largely be incompatible with the range of activities that may be undertaken in the Business 1 and 1A zones, which tend to be more retail or commercial in nature. It is on this basis that any activity involving the boarding, rearing and breeding of animals is required to be assessed as a non complying activity. These activities may be allowed, depending on the scale of the particular activity and conditions upon which it is undertaken.

However for the Business 2 Zone, which is more industrial in nature, such activities need approval only as a discretionary activity. The need for a Resource Consent is on the basis that significant areas of this zone are in close proximity to a Living zone.

Special provision is made for the Business 3 Zone in Lincoln which focuses on the primary activities of education and research.

Aircraft Movements

An airport or other facilities for regular take off and landing of aircraft or helicopters is not compatible with the amenity values of the adjoining or nearby Living zones due to effects of aircraft noise, vibration and night lighting. It is therefore appropriate that any proposal to establish an airport (for example a helipad) be a non complying activity so controls can be imposed on establishing such facilities in the Business zones.

There are some instances, however, where the effects of aircraft taking off or landing can be tolerated for a short period of time. For example, if a helicopter is used to assist in construction work on a building. Rule 22.3 is designed to accommodate these ‘one off’ events without requiring a resource consent.

The rule also provides for the take off and landing of aircraft for emergency purposes or law enforcement. Section 342 of the Resource Management Act provides for emergency work but not law enforcement. The temporary and (hopefully) infrequent nature of this work and the importance it has to the health, safety and well-being of people and communities is considered to mitigate and outweigh any adverse effects on residential amenity values.

Noise

One of the general characteristics of the Business zones is their close proximity to residential areas (Living zones). In most situations there is a shared common boundary with a Living Zone. Residents in the Living zones expect to be able to enjoy a relatively quiet noise environment without being disturbed by constant and excessive noise from commercial and industrial-type activities within the Business zone areas. Also, the owners and/or workers within the Business zones should not be subjected to excessive outdoor noise levels arising from activities undertaken on adjoining or nearby properties also in the same zone.

Rule 22.4 sets the noise limits for permitted activities in the Business zones. The rules are largely based on existing sound levels generally being experienced in these industrial areas so the “noise environment” will not differ markedly with the implementation of these noise limits.

The lower day time noise limit for the Business 1 & Living zones (50 dba) as opposed to that for the Business 2 Zone (55 dba) acknowledges that the former zone is the commercial centre of the settlement where people tend to congregate and becomes the focus of public life. It is therefore appropriate that a lower noise limit applies to this zone so to ensure that the amenity levels are not unduly compromised. The same issues do not apply to the Business 2 Zone which are more industrial in nature and therefore do not engender themselves to be places where the public would want to congregate other than for business purposes.

In respect of the Business 3 Zone at Lincoln, the overall ambience of these education and research facilities means that the noise levels being the same as the Business 1 & 1A Zones is appropriate. The Business 3 Zone also shares a common boundary with a Living zone.

Noise effects within the West Melton Business 1 Zone are managed in a manner that is consistent with the adjoining Living 1 Zone in order to avoid adverse nuisance effects. Activities within the zone that operate during the stated hours and satisfy the outdoor area setback and prescribed noise standards are provided as a permitted activity. Failure to accord with the noise performance standards will generate a discretionary activity resource consent. Any activity seeking to operate after 11pm is also a restricted discretionary activity, recognising that night time activity may be appropriate in certain circumstances. Smaller scale activities seeking to operate after 11pm or certain development configurations may result in insignificant or no adverse effects on neighbours, depending on the particular circumstances, whereas larger scale activities or certain other development configurations may result in potential adverse effects on residential neighbours. The requirement for resource consent will enable a case by case assessment of activities that may seek to operate at night in the West Melton Business 1 Zone.

Irrespective of any rules in the Plan, there is a duty (under Section 16 of the Act) on all persons not to make ‘unreasonable noise’.

Emergency services may be located in business areas close to the communities they serve. In these situations it may be impractical from an operational sense for emergency sirens to comply with noise standards and still achieve their function in alerting the community of an emergency and they have therefore been given an exemption. The fact that such sirens operate on an

infrequent rather than continuous basis in part mitigates potential noise effects. In all other aspects of the emergency service operation must still comply with Rule 22.3.

Vibration

Vibration is an adverse effect on the environment, especially in residential areas. Activities likely to have regular vibration effects such as quarrying, mining or airports are not permitted activities in the Business zones, therefore they need a resource consent.

Vibration limits are based on New Zealand Standards.

Light Spill

Light spill from activities into adjoining properties can disturb the sleep patterns of nearby residents and reduce their privacy. Activities undertaken on adjoining properties within the same Business zone could likewise be adversely affected. However any such effects would likely be of a lesser consequence due to the expected predominance of non residential activities undertaken in these zones. Rule 22.6 sets a maximum amount of light spill for permitted activities to avoid these effects.

Activities which have greater light spill may be allowed with the granting of a resource consent, if the light spill will not adversely affect adjoining properties.

Outdoor Storage

Rule 22.7 manages adverse effects on the amenity values from the outdoor storing goods and materials. These effects also include dust nuisance from the stockpiling unconsolidated excavated material. The visual effects in the Business zones pertain primarily when the property is viewed from the road rather than between neighbours.

With the internal boundaries of adjoining properties, whether they be residential or non residential, any issues associated with the shielding of outdoor storage areas is best dealt with by neighbours arriving at a solution that suits best both parties. Issues involving boundary fences between adjoining properties is dealt with in the Fencing Act which does not involve Council at the regulatory level.

However for the Business 2 Zone the Council believes that screening of storage areas is required only on sites located along Strategic Roads, Arterial Roads and where they are opposite a Living zone. These three situations are the more sensitive areas in terms of visual considerations for passing motorists and local residents respectively.

Temporary Military Training

Rule 22.8 provides for Temporary Military Training Activities. Such activities have some potential to create adverse environmental effects, but the nature of the activity is unique in terms of other land uses and is temporary in nature. The accompanying restrictions on duration, building, excavation, sensitive sites and noise are expected to mitigate any significant adverse effects on the environment.

Dwellings

Additional controls within the West Melton Business 1 Zone are provided to ensure that any effects associated with dwellings within this environment are managed appropriately. Rule 22.9.5 requires any dwelling within the zone to be subject to the Living 1 Zone rules and assessment to ensure that the density of development is appropriate with respect to the adjoining residential land uses and the character of West Melton, to ensure the avoidance of adverse reverse sensitivity effects and to ensure a level of amenity for future business zone residents. Failure to

accord with the restricted discretionary activity Living 1 Zone rules for dwellings within the West Melton Business 1 Zone requires a discretionary activity resource consent to enable a full assessment to be undertaken.

One cause of potential reverse sensitivity effects is the location of dwellings in industrial areas of the District. Often these houses are originally established for custodial or security purposes but are subdivided and sold off when no longer required for that purpose. A problem arises if the new owner complains about the nature of existing operations in the area. To avoid the potential for reverse sensitivity effects, the Council shall provide for custodial accommodation in the Business 2 Zone as a controlled activity and for other houses as a discretionary activity. In terms of custodial houses, the Council shall reserve control over methods to remove or decommission the dwelling in the event of it no longer being required for custodial or security purposes.

Retailing within the Business 1 Zone at Rolleston bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place

At the present point in time it is considered neither necessary nor appropriate to have additional retailing activities in that Business 1 Zone bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place in Rolleston, given that the existing Business 1 Zone within central Rolleston is not yet at capacity.

Development within the Business 1 Zone at Rolleston bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place

The reasons for the Outline Development Plan, and the access restriction rule, are to establish and place restrictions on legal access for vehicles to the zone, and to identify those areas where access restrictions are imposed. This is to address any potential adverse traffic effects of the zone by limiting access to the zone to one point on Rolleston Drive, located approximately 300 metres, and not less than 260 metres, from the legal State Highway boundary.

Development within the Business 2A Zone at Rolleston

The reasons for the restriction on activities (outdoor storage of materials and the establishment of impermeable surfaces) occurring within 5m of the existing primary shelterbelt is to ensure appropriate mechanisms are in place to maintain the health of the existing primary shelterbelt in instances where development occurs in close proximity to the existing primary shelterbelt.

Retail Floor Areas within Business 1 Zoned Neighbourhood and Local Centres identified on ODPs

Whilst the Business 1 Zone rules also apply to Neighbourhood and Local Centres shown on ODPs, the services and facilities provided for such centres are generally to have a more localised area of influence due to their limited range of activities and accessibility, and accordingly need to complement the existing Town Centres, and not compete with them in terms of being a substantial business or retail destination at a strategic level. Accordingly, such Neighbourhood Centres, as identified by the ODPs should:

Range in size, but generally be 1,000m² – 2,000m² total floorspace and include:

- Up to 15 shops, with a maximum retail tenancy of 350m² GFA; and provide
- A limited range of community facilities.

Local centres, as identified by the ODPs, should range in size, but generally be up to 450m² total floorspace and include:

- 1 – 5 shops, with a maximum retail tenancy of 350m² GFA; and provide

- A limited range of community facilities.

Café and Lunchbars within the Business 2B Zone at Lincoln

The reason for the restriction on retail floor space for café and lunchbars within this zone is to make sure that these type of stores cater for the needs of the Business 2B zone and not the whole of Lincoln, so that it complements the existing Town Centre and Neighbourhood Centre hierarchy that has been created in Lincoln.

Development within the Business 1 Zone, West Melton

A maximum Gross Floor Area for individual tenancies within the West Melton Business 1 Zone has been restricted to 350m² to ensure the scale and function of any future developments within the zone is consistent with the size of the town it is serving. An exemption to this restriction is provided for restaurants and cafes in recognition that these activities will not undermine the viability of other town centres, commercial nodes or Business 1 zones. A maximum Gross Floor Area of 3,000m² also applies to the West Melton Business 1 Zone to ensure the size and function of the centre is commensurate to West Melton and does not contribute to any adverse retail distribution effects.

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24 BUSINESS ZONE RULES - SUBDIVISION

Notes

1. The subdivision of any land is not a permitted activity. (This means that subdivision requires a resource consent).
2. If a subdivision is a controlled or restricted discretionary activity, the Council will restrict its discretion to the matters listed in the relevant rule under the heading “Matters over which the Council has restricted the exercise of its discretion”.
3. If subdivision is a discretionary or a non-complying activity, the Council is required to consider all relevant matters under sections 104, 104B and 104D of the Act.
4. Rule 11 applies to the subdivision of land, within the meaning of section 218 of the Act.
5. The design of any road, vehicle accessway, right of way or vehicle crossing must comply with Rule 17: Roads and Transport.
6. Any earthworks associated with subdivision of land must comply with Rule 14: Earthworks.
7. Erecting any dwelling or other building on any land must comply with Rule 16: Buildings, Rule 18: Utilities or Rule 22: Activities.
8. Attention is drawn to the provisions of any other relevant zone/activity rules for land use activities that may be associated with subdivisions. Should an activity not meet any one or more of those rules, then application for consent will also need to be made in respect to those rules.
9. Underlined words are defined in Part D of the Plan.
10. The subdivision of any land adjoining a State Highway which is a Limited Access Road (LAR) firstly requires consent obtainable from Transit New Zealand. This is in addition to the subdivision application that is made with the Selwyn District Council. For any other LAR the consent is required from the Selwyn District Council in addition to the subdivision application.
11. Development contributions under the LTP Development Contribution Policy will be taken where network infrastructure, community infrastructure or reserves have to be constructed or expanded as a direct result of growth from development. Refer to Section B.4 for further information on development contributions.

24.1 SUBDIVISION – GENERAL

Restricted Discretionary Activities – Subdivision – General

- 24.1.1 A subdivision of land, which is not a subdivision under Rules 24.2 or 24.3, shall be a restricted discretionary activity if it complies with the standards and terms set out in Rule 24.1.3.
- 24.1.2 Any subdivision subject to Rule 24.1.1, and which complies with 24.1.3, shall not be notified and shall not require the written approval of affected parties. The Council shall restrict the exercise of its discretion to consideration of the matters listed in Rule 24.1.4 following Table C24.1.

24.1.3 Standards and Terms

Access

- 24.1.3.1 Any allotment created, including a balance allotment, has legal access to a legal, formed road; and

Corner Splays

- 24.1.3.2 The corner of any allotment at any road intersection within a Business zone shall be splayed with a rounded minimum radius of 6m.

Water

- 24.1.3.3 Any allotment created is supplied with a reticulated water supply which complies with the current New Zealand Drinking Water Standard; and

Effluent Disposal

- 24.1.3.4 Any allotment created in: Castle Hill, Doyleston, Leeston, Lincoln, Prebbleton, Rolleston or Southbridge is supplied with reticulated effluent treatment and disposal facilities; and

Solid Waste Disposal

- 24.1.3.5 Any allotment created is supplied with a facility or service to dispose of solid waste off the site; and

Size and Shape

- 24.1.3.6 Any allotment created, including a balance allotment, contains a building area of not less than 15m x 15m; and
- 24.1.3.7 Any allotment created, including any balance allotment, complies with the relevant allotment size requirements set out in Table C24.1; and

Outline Development Plan

- 24.1.3.8 Any subdivision within an area that is subject to an operative Outline Development Plan within the District Plan shall be in general compliance with that Outline Development Plan. Any subdivision to create a Neighbourhood or Local Centre shall have a consent notice registered on the titles indicating that the District Plan controls relating to those sites are to be those applying to the Business 1 zone.

Prebbleton

- 24.1.3.9 In the Business 1 zone at Prebbleton, any subdivision is in general accordance with the respective concept and/or Outline Development Plans in Appendix 19.

Rolleston

- 24.1.3.10 In that part of the Business 2 Zone located south of Jones Road, Rolleston, as depicted on the Landscape Development Plan at Appendix 28, no subdivision of land shall take place until all of the landscape

planting, irrigation system, and fencing shown on the Landscape Development Plan on that allotment is completed.

24.1.3.11 In the Business 2A Zone road connections and pedestrian links shall be provided generally in accordance with those locations identified on the Outline Development Plans at Appendix 22 and Appendix 43. The roads shall be constructed in general accordance with the road cross section examples also included in Appendix 22 (and where any conflict occurs with rule E13.3.1 these cross sections shall take precedence) or the road reserve widths specified in Appendix 43. Furthermore, lots created which abut Hoskyns Road in Precinct 2 as shown on the Outline Development Plan at Appendix 22 should be designed in such a way that buildings will likely be encouraged to front onto and access onto Hoskyns Road.

24.1.3.12 In the Business 2A Zone street plantings shall be planted in new roads in accordance with the following requirements:

- A planting strip of not less than 1 metre in width shall be established within the roadside berm on each side of the road;
- A planting strip shall be established occupying the full width of any median within a boulevard road;
- Planting shall consist of the species listed in Groups A, C and D in Appendix 21;
- Planting in any service berm shall consist of grass and/or Group D plantings only;
- Group A trees shall be planted in the outer berm at a provision of not less than one tree for every 20 metres of road length;
- Grassed breaks in the planting of the outer berm shall be provided to enable crossing between a parked car and the footpath;
- All plants shall be of the following maximum spacings:
 - Group C – 1.5 metre centres;
 - Group D – 700mm centres.

24.1.3.13 The area along the common boundary of the Business 2A Zone and the Rural Zone, as depicted in the respective landscape treatment areas identified on the Outline Development Plans at Appendix 22 and Appendix 43, and the principal building shall be landscaped to the following standards:

Landscape Treatment One

- (a) The landscaping shall be planted along the Business 2A Zone side of the common boundary.
- (b) The landscaping shall achieve, once matured, a minimum width of 2.5 metres and a minimum height of 6.5 metres.
- (c) The landscaping planted shall be maintained, and if dead, diseased, or damaged, shall be removed and replaced.
- (d) The landscaping shall consist of one or more of the following species:
 - Macrocarpa

- Leyland cypress
- Radiata pine
- Kahikatea
- Totara

- (e) At the time of planting trees shall be a minimum height of 1 metre and at a maximum spacing of 3 metres.

Landscape Treatment Two

- (a) The landscaping shall be planted along the Business 2A Zone side of the common boundary.
- (b) The landscaping shall achieve, once matured, a minimum width of 5 metres and a minimum height of 6.5 metres.
- (c) The landscaping planted shall be maintained, and if dead, diseased, or damaged, shall be removed and replaced.
- (d) The landscaping shall consist of one or more of the following species:
 - Macrocarpa
 - Leyland cypress
 - Radiata pine
 - Kahikatea
 - Totara
- (e) At the time of planting trees shall be a minimum height of 1 metre and at a maximum spacing of 3 metres.

Landscape Treatment Three

- (a) The existing primary shelter belt along Railway Road shall be retained along the full extent of the Business 2A Zone boundary in this location
- (b) The existing primary shelterbelt shall be maintained, and if dead, diseased or damaged, shall be removed and replaced.
- (c) A secondary planting strip consisting of the species Leyland cypress shall be located to the west of the existing primary shelterbelt on the opposite side of Railway Road in generally that location as identified in the Outline Development Plan at Appendix 22.
- (d) The secondary planting strip shall achieve, once matured, a minimum width of 2.5 metres and a minimum height of 8 metres.
- (e) The secondary planting strip shall be maintained, and if dead, diseased, or damaged, shall be removed and replaced.

Landscape Treatment Four

- (a) Trees shall be planted along the Business 2A Zone side of the common boundary.
- (b) The landscaping shall achieve, once matured, a minimum width of 5 metres and a minimum height of 8 metres.
- (c) At the time of planting, trees shall be a minimum height of 2 metres, and at a maximum spacing of 3 metres.
- (d) Trees shall be maintained, and if dead, diseased, or damaged, shall be removed and replaced.
- (e) The trees planted shall consist of one or more of the following species:
 - Macrocarpa
 - Leyland cypress
 - Radiata pine
 - Kahikatea
 - Totara
 - Pittosporum

Note: Common boundary landscaping is required along the full extent of the relevant boundaries as depicted on the Outline Development Plans at Appendix 22 and Appendix 43 except across vehicle, rail, or pedestrian crossings. Refer to Rule 17.6.1 in respect of road or rail crossings that require breaks in the existing primary shelterbelt or future secondary planting strip along Railway Road, and breaks in the proposed screening treatment along the Hoskyns Road frontage identified as Precinct 4, and Rule 17.2.2 in respect of vehicle accessways which require breaks in the proposed screening treatment along the Hoskyns Road frontage identified as Precinct 4.

- 24.1.3.14 (i) Existing established hedgerows and vegetation located within the area indicated on the Outline Development Plan at Appendix 22 within Precinct 3 shall be retained until such time as the new planting required by Rule 24.1.3.13 achieves a minimum height of 3 metres in that identified location.
 - (ii) Existing established hedgerows and vegetation located within the area indicated on the Outline Development Plan at Appendix 22 between Precinct 2 and 4 shall be retained until the new planting required along the Hoskyns Road boundary of Precinct 4 by Rule 24.1.3.13 achieves a minimum height of 3 metres in that identified location.
- 24.1.3.15 In the Business 2A Zone at the time subdivision consent is sought for the creation of the 'Boulevard Road' within Precinct 2 as depicted on the Outline Development Plan at Appendix 22, the upgrading of Hoskyns Road as depicted on the 'Hoskyns Road Upgrade Plan' included at Appendix 22, which includes an off-road shared cycleway/pedestrian link, must be provided for as part of the works associated with that subdivision.

Note: The detailing of the intersection between Hoskyns Road and the proposed 'boulevard road' should be designed with regard to integrating the external cycle/pedestrian link with pedestrian and cycle routes on the internal road system.

- 24.1.3.16 In the Business 2A Zone at the time that the first subdivision consent is sought within Precincts 2 or 3, each application must include an allotment that is to be set aside for the purposes of an Amenity Hub. This allotment is to be a minimum of 1000m² and is to be located generally in accordance with one of the locations identified on the Outline Development Plan at Appendix 22. The allotment shall be bounded on at least 50% of the length of its boundaries by public roads. The use of the allotment for the purpose of an Amenity Hub is to be secured by way of a consent notice being registered on the Certificate of Title for the allotment identified as the Amenity Hub site.
- 24.1.3.17 In the Business 2A Zone at the time subdivision consent is sought for any allotment that is to gain access to Hoskyns Road north of the proposed 'Boulevard Road' the upgrading of Hoskyns Road beyond that required by Rule 24.1.3.14 to the intersection with Maddisons Road as depicted on the 'Hoskyns Road Stage 2 Upgrade Plan' included at Appendix 22 must be provided for.
- 24.1.3.18 Any subdivision of land within Precinct 2 of the Business 2A Zone as depicted on the Outline Development Plan at Appendix 22 shall provide for the upgrading of the Hoskyns Road/Maddisons Road intersection in accordance with the Traffic Design Group drawing 7030-3-5A dated 02/12/2008 "Proposed Intersection" as included at Appendix 22 prior to any new certificates of title being issued for land within this area.
- 24.1.3.19 In the Business 2A Zone at the time that the first subdivision consent is sought for land contained within Precinct 3, the secondary landscaping strip required by Landscape Treatment 3 must be planted prior to the commencement of works associated with the above subdivisions consent.
- 24.1.3.20 In Precincts 2 and/or 3 in the Business 2A Zone, before Certificates of Title can be issued for any subdivision that creates allotments that in total exceed 57ha, the upgrade of the Hoskyns Road / Jones Road intersection shall be provided in accordance with the 'Proposed Roundabout Jones Road and Hoskyns Road' Plan included at Appendix 22.
- 24.1.3.21 In the Business 2A Zone, at the time subdivision consent is sought for the creation of the new road within precinct 3 as depicted on the Outline Development Plan at Appendix 22, Railway Road shall be sealed to a point 50m north west of the zone boundary and 10m to the south east of the new access road.

Note: Rule 24.1.3.21 only applies to allotments used for business purposes, and excludes balance, utility or roading allotments.

West Melton Business 1 Zone

- 24.1.3.22 In the West Melton Business 1 Zone, any subdivision to create allotments to be utilised for residential purposes shall comply with the Living zone

subdivision performance standards and accord with the minimum average allotment size of 1,000m² prescribed in Table C12.1 – Allotment Sizes.

Table C24.1 - Allotment Sizes

Township	Zone	Allotment Size Not Less Than
All <u>Townships</u>	All Business Zones	No average <u>allotment</u> size.
All <u>Townships</u>	Heritage Buildings listed in Appendix 3	Listed in Appendix 3. The <u>building</u> , curtilage and any other area needed to: - mitigate adverse effects; or - maintain the heritage values of the site
All <u>Townships</u>	Community Reserves, Community Facilities and <u>Point Strips</u>	No minimum area

24.1.4 Matters over which the Council has restricted the exercise of its discretion:

Access

24.1.4.1 If any allotment has access on to a State Highway or Arterial Road listed in Appendix 7:

- Any adverse effects, including cumulative effects, on traffic safety and traffic flow on the State Highway or Arterial Road; and
- The design and location of the vehicle accessway and vehicle crossing; and
- Whether access to the allotment(s) can be obtained off another road which is not a State Highway or Arterial Road either directly or by an easement across other land.

Corner Splays

24.1.4.2 Under Rule 24.1.3.2 the Council shall restrict its discretion to consideration of:

- Effects on the efficient functioning of any road, and the safety of road users; and
- The effect on the amenity of surrounding allotments.

Water

24.1.4.3 The provision of water for fire fighting; and

24.1.4.4 In relation to any new bore to provide a potable water supply:

- Whether the protection zone is located outside of the plume of influence of any sewage treatment and/or disposal system; and

- (b) The need for the protection zone to be confined to within the boundaries of an allotment; and
- (c) Any measures proposed to mitigate the potential for any adverse effects on the quality of the water supply.

Solid Waste Disposal

- 24.1.4.5 The appropriateness of the proposed facilities for solid waste collection or disposal, considering:
- (a) The number of allotments; and
 - (b) The type of accommodation (permanent or holiday); and
 - (c) The distance to a public solid waste collection service or disposal facility.

Utility Cables

- 24.1.4.6 Whether any utility cables shall be laid underground.

Telephone and Power

- 24.1.4.7 Whether telecommunication and electricity connections shall be made available to any allotment; and, if not, the mechanism(s) used to alert prospective buyers of an allotment that these connections are not installed to.

Stormwater Disposal

- 24.1.4.8 The method(s) for disposing of stormwater; and
- 24.1.4.9 Any adverse effects of stormwater disposal on any land drainage scheme which is administered by Selwyn District Council; and
- 24.1.4.10 The quantity and rate of stormwater disposed into any land drainage scheme which is administered by Selwyn District Council.

On-Site Effluent Disposal

- 24.1.4.11 In the Business Zones at Coalgate, Dunsandel and Darfield:
- (a) Whether any allotment is of an appropriate size and shape, and has appropriate ground conditions, to enable satisfactory on-site effluent treatment and disposal.

Note: The consent authority shall use the requirements of the relevant regional plan and the New Zealand Building Code to measure when on-site effluent treatment and disposal is satisfactory.

Roads, Reserves and Walkways/Cycleways

- 24.1.4.12 The provision, location, co-ordination, layout and formation of all roads and vehicular accessways and walkways/cycleways; and

- 24.1.4.13 The provision, location, co-ordination, layout and formation of any land required for reserves, which is to comply with the “Criteria for Taking Land Instead of Cash” clause of the “Reserves Specific Issues regarding Development Contributions Assessment” in the Development Contribution Policy of the 2006-2016 LTCCP; and
- 24.1.4.14 The provision of footpaths, lighting and street furniture; and
- 24.1.4.15 Any landscaping and tree planting required in the road reserve, recreational reserves, and the margins of cycleways/walkways.

Note: *The consent authority shall consider any relevant provisions in the district plan or the Council’s Engineering Code of Practice where appropriate, in using its discretion under Rules 24.1.4.12 to 24.1.4.15.*

Point Strips

- 24.1.4.16 Where in the course of subdivision a new road, cycle way or pedestrian link is constructed and vested that will or could provide frontage to other land, that other land (with subdivision potential) can be separated from the new road, cycle way or pedestrian link by a point strip, and an agreement will be entered into by the first subdivider with the Council, to ensure the benefiting owner pays a fair share towards the cost of providing the frontage road, cycle way or pedestrian link.

The point strip(s) will transfer to Council on the deposit of the Plan for each stage of the subdivision.

The point strip agreement sets the amount to be paid, which will be updated from the date of signature of the agreement by the Consumers Price Index. Such agreements will be held by the Council and can be identified by the link strip separating the subsequent property from frontage to the road, cycle way or pedestrian link.

Point Strips may also be required to prevent access to any road. See Rule 24.3.2.8.

Special Sites

- 24.1.4.17 For the subdivision of land which contains or adjoins any waterbody (excluding aquifers) any mitigation to protect the hydrological characteristics and any ecological values of the waterbody (excluding aquifers).
- 24.1.4.18 If the land to be subdivided contains an ecological site or any place or item which is listed in Appendix 2 as a Designation, Appendix 3 as a Heritage Item, Appendix 4 as Protected Tree, Appendix 5 as a Site of Significance to Tāngata Whenua:
- (a) Any effects (adverse or beneficial) which subdividing the land may have on the values of the site, which are identified in the District Plan; and
 - (b) Any proposed mitigation measures to lessen any adverse effects on the site; and
 - (c) Whether public access to the site is desirable and, if so, how this may be improved as part of the subdivision; and

- (d) Whether the size and shape of the allotment area is appropriate to maintain the values and features of the site and enable ready access to and maintenance of the site or features on the site.

Size and Shape

- 24.1.4.19 The size and shape of allotments in accordance with Rules 24.1.3.6 and 24.1.3.7; and
- 24.1.4.20 The size and shape of allotments for the subdivision of a heritage building or site listed in Appendix 3.
- 24.1.4.21 Whether subdivision in the Business 2A Zone creates a lot or lots which are of a suitable size and dimension to facilitate the development of an Amenity Hub to serve the day to day needs of employees and is generally in one of those locations in each precinct shown on the Outline Development Plan attached at Appendix 22.

Utilities and Facilities

- 24.1.4.22 The design, siting, layout and construction of any roads, reserves, or other utilities or facilities which shall either:
 - (a) Vest in Selwyn District Council as owner or manager; or
 - (b) Connect to any road, reserve or other utility which is owned, managed by or otherwise vested in Selwyn District Council; and
- 24.1.4.23 For other utilities and facilities:
 - (a) The method(s) by which the operation, maintenance, repaired and any upgrades to those systems shall be managed; and
 - (b) The method(s) by which prospective purchasers of allotments are to be informed of any fiscal or managerial responsibilities they have for those services and facilities.

Note: The consent authority shall consider any relevant provisions in the district plan or the Council's Engineering Code of Practice where appropriate, in using its discretion under Rule 24.1.4.22.

Construction of any Works

- 24.1.4.24 Any measures to mitigate potential adverse effects on people or other parts of the environment from all engineering works associated with preparing land, creating allotments, and installing associated utilities.

Fencing

- 24.1.4.25 Any measures to avoid or mitigate the potential adverse visual effects of 1.8 metre high (or higher) solid fencing being erected along road boundaries where subdivisions "back onto" roads.

Easements

- 24.1.4.26 Any easements or other mechanism(s) needed to obtain or maintain legal access to land or utilities.

High Voltage Transmission Lines

- 24.1.4.27 Where any part of any proposed allotment lies within a corridor 20 metres from the centreline of transmission lines indicated in the Planning Maps or within 20 metres of any support structure for those lines, the means by which compliance with the New Zealand Code of Electrical Practice (NZCEP:34) may be achieved by likely activities on any such allotment.

Esplanade Reserves

- 24.1.4.28 Whether esplanade reserve will be created on any allotment which adjoins a river, lake or stream listed in Appendix 12;
- 24.1.4.29 Whether any esplanade reserve will be created on any allotment to protect the natural character of the margins of any river, lake or stream listed in Appendix 12.

Prebbleton

- 24.1.4.30 In the Business 1B zone at Prebbleton, no allotment has vehicular access directly onto Springs Road, except for:
- (a) a road or indicative road identified on an Outline Development Plan in Appendix 19; or
 - (b) any allotment(s) that are wholly contained within the Banham and Tapp Outline Development Plan in Appendix 19, and containing an existing dwelling that utilises an existing vehicular access onto Springs Road.

Rolleston

- 24.1.4.31 The extent to which failure to provide a pedestrian linkage identified in Appendix 23 will result in increased use of private motor vehicles within Rolleston;
- 24.1.4.32 The degree to which pedestrian and cycle access throughout Rolleston may be enhanced from an efficiency and amenity perspective through the provision of cycleways and walkways;
- 24.1.4.33 The need to provide linkages (road, cycle, walkways) to schools, business areas, community facilities and reserves to ensure that the town develops in an integrated manner;
- 24.1.4.34 The need to provide for pedestrian and cycle movement within the road reserve;
- 24.1.4.35 The extent to which failure to provide walkways/cycleways may result in a loss of opportunity to enable non-vehicular access by children to and between residential areas, schools and community facilities;
- 24.1.4.36 The need for local reserves;
- 24.1.4.37 The extent to which failure to provide walkways/cycleways may result in a loss of pedestrian safety and amenity;
- 24.1.4.38 The design guidelines contained in Appendix 23;

- 24.1.4.39 The extent to which a failure to conform with the roading pattern identified in Appendix 23 will adversely affect:
- (a) ease of access within and an efficient road network throughout Rolleston
 - (b) bus routes
 - (c) the ability of nearby landowners also to conform with the indicative roading layout and the degree to which access (actual or potential) to nearby properties may be changed or compromised.
- 24.1.4.40 The extent to which a failure to provide a linkage will adversely affect the future integration of Rolleston in terms of ease of vehicular and non-vehicular access to and between residential areas, business and community facilities.

Discretionary Activities – Subdivision – General

West Melton Business 1 Zone

- 24.1.5 Any subdivision which is subject to Rule 24.1.1 which complies with all standards and terms in Rule 24.1.3, except Rule 24.1.3.22 shall be a discretionary activity.

Non-Complying Activities – Subdivision – General

- 24.1.6 The following activities shall be non-complying activities:
- 24.1.6.1 Any subdivision which is subject to Rule 24.1.1 and does not comply with 24.1.3, except as provided for in Rule 24.1.5.

24.2 SUBDIVISION – BOUNDARY ADJUSTMENTS

Note: If a boundary adjustment completed under 24.2 creates a land use activity which no longer complies with the district plan provisions for a permitted activity, a separate land use consent may be required for the land use activity.

Restricted Discretionary Activities – Subdivision – Boundary Adjustments

- 24.2.1 Any subdivision to adjust the boundaries between existing allotments shall be a restricted discretionary activity if it complies with the following standards and terms:
- 24.2.1.1 All allotments subject to the boundary adjustment are adjoining or separated by a road, railway line, vehicular accessway or waterbody (excluding aquifers); and
 - 24.2.1.2 No additional allotments are created as a result of the boundary adjustment; and
 - 24.2.1.3 The area of any allotment after the boundary adjustment has not decreased the smallest allotment existing after the boundary adjustment by an area greater than 15% of that of the smallest allotment prior to the boundary adjustment (except where any such allotment is for the purpose of corner rounding or access to a road); and

24.2.1.4 Each allotment has legal access to a formed, legal road.

24.2.1.5 The corner of any allotment at any road intersection within a Business zone shall be splayed with a rounded minimum radius of 6m.

Note: If the subdivision complies with Rules 24.2.1.1 to 24.2.1.5, it shall not be notified and shall not require the written approval of affected parties. The exercise of discretion shall be restricted to consideration of the matters listed in Rule 24.2.2.

24.2.2 Matters over which the Council has restricted the exercise of its discretion:

Access

24.2.2.1 If any allotment has access on to a State Highway or Arterial Road listed in Appendix 7

- (a) Any adverse effects, including cumulative effects, on traffic safety or traffic flow on the State Highway or Arterial Road; and
- (b) Any alternative roads that may be used for access; and
- (c) The design and siting of the vehicle accessway or vehicle crossing.

Corner Splays

24.2.2.2 Under Rule 24.2.1.5 the Council shall restrict its discretion to consideration of:

- (a) Effects on the efficient functioning of any road, and the safety of road users; and
- (b) The effect on the amenity of surrounding allotments.

Water

24.2.2.3 In relation to any new bore to provide a potable water supply:

- (a) Whether the protection zone is located outside of the plume of influence of any sewage treatment and/or disposal system; and
- (b) The need for the protection zone to be confined to within the boundaries of an allotment; and
- (c) Any measures proposed to mitigate the potential for any adverse effects on the quality of the water supply.

Size and Shape

24.2.2.4 The proposed size and shape of the allotments altered by the boundary adjustment considering:

- (a) The actual or proposed use of the site; and
- (b) The effects of adjoining land uses on the site; and
- (c) Whether, as a result of the boundary adjustment, an allotment may be created which is too small to enable a dwelling to be erected on it as a permitted activity in the district plan and, if so, the mechanism used to inform any prospective purchaser of any such allotment.

Note: *In using its discretion under Rule 24.2.2.4(c), the consent authority shall consider a dwelling of 150m² in gross floor area for compliance with District Plan rules.*

Stormwater Disposal

- 24.2.2.5 The methods for disposing of stormwater;
- 24.2.2.6 Any adverse effects of stormwater disposal on any land drainage scheme administered by the Selwyn District Council; and
- 24.2.2.7 The quantity and rate of stormwater discharged in to any land drainage scheme administered by the Selwyn District Council.

Special Sites

- 24.2.2.8 If any allotment subject to the boundary adjustment contains or adjoins:
 - (a) Any waterbody (excluding aquifers); or
 - (b) Any site listed in Appendix 2 as a Designation, Appendix 3 as a Heritage Item, Appendix 4 as a Protected Tree, Appendix 5 as a Site of Significance to Tāngata Whenua:
 - Any effects (adverse or beneficial) which the boundary adjustment may have on these values of the site, as identified in the District Plan; and
 - Any proposed mitigation measures to lessen any adverse effects on these values; and
 - Whether public access to the site is desirable and, if so, where and how this may be improved as part of the boundary adjustment; and
 - Whether the proposed size and shape of the allotments are appropriate to maintain the values and features of the site and enable ready access to and maintenance of the site.

Utilities

- 24.2.2.9 Any new or upgraded utilities required to any allotment as a result of the boundary adjustment; and
- 24.2.2.10 Whether any utility cables shall be laid underground; and
- 24.2.2.11 The location, design, layout and construction of any utilities or facilities which are to vest in Selwyn District Council; or which are to connect into or work in conjunction with, utilities or facilities which are owned or managed by Selwyn District Council; and
- 24.2.2.12 For services and facilities which are not to vest in Selwyn District Council:
 - (a) The method(s) by which the operation, maintenance, repair and any upgrades to those systems shall be managed; and
 - (b) The method(s) by which prospective purchasers of any allotment are to be informed of any fiscal or managerial responsibilities they have for those utilities or facilities; and
- 24.2.2.13 Measures to avoid, remedy or mitigate any adverse effects of constructing or upgrading utilities or facilities on surrounding residents or other parts of the environment.

Easements

- 24.2.2.14 Any easements or other mechanisms needed to obtain legal access to land or utilities.

High Voltage Transmission Lines

- 24.2.2.15 Where any part of the lands in respect of which boundary adjustments are proposed lies within a corridor 20 metres from the centreline of transmission lines indicated in the Planning Maps or within 20 metres of any support structure for those lines, the means by which compliance with the New Zealand Code of Electrical Practice (NZCEP:34) may be achieved by likely activities on any allotment all or part of which will lie within that corridor or distance.

Esplanade Reserves and Strips

- 24.2.2.16 Whether any esplanade reserve will be created on any allotment which adjoins a river, lake or stream listed in Appendix 12.

Non-Complying Activities — Subdivision – Boundary Adjustments

- 24.2.3 The following activities shall be non-complying activities:

- 24.2.3.1 Any subdivision to adjust boundaries which does not comply with Rule 24.2.1 shall be a non-complying activity.

24.3 SUBDIVISION — ACCESS, RESERVE AND UTILITY ALLOTMENTS

Controlled Activities — Subdivision – Access, Reserve and Utility Allotments

- 24.3.1 Subdivision of land to create allotments used solely for:

- Access (including roads and esplanade reserves); or
- Esplanade strips; or
- Protection of sites with special ecological, cultural or heritage values, archaeological sites, or outstanding landscapes; or
- Utility structures and utility buildings;
- Stopbanks

shall be a controlled activity which need not be notified or served on the persons prescribed in regulations (except where any part on an allotment intended to be used for utility structures lies within a corridor 20 metres from the centreline of transmission lines indicated in the Planning Maps or within 20 metres of any support structure for those lines. In that case, and subject to s94(2) of the Act, notice of the application shall be served on the appropriate network utility operator). The exercise of discretion shall be restricted to consideration of the matters listed in Rule 24.3.2.

Subdivision of land to create allotments used solely for utility buildings and utility structures shall be a controlled activity, which shall not be notified and shall not

require the written approval of affected parties. The exercise of discretion shall be restricted to consideration of the matters listed in Rule 24.3.2.

24.3.2 Matters over which the Council has restricted the exercise of its discretion:

Access

- 24.3.2.1 Whether any allotment(s) created by the subdivision require(s) legal access to a legal, formed road; and
- 24.3.2.2 If legal access is to be to a State Highway or Arterial Road listed in Appendix 7:
- (a) Any adverse effects, including cumulative effects, on traffic safety and flow; and
 - (b) Whether access can be obtained of an alternative road; and
 - (c) The design and siting of any vehicle accessway or vehicle crossing.

Size and Shape

- 24.3.2.3 The size and shape of any allotment created by the subdivision considering:
- (a) The proposed use of the site; and
 - (b) Any adverse effects of surrounding land uses on the site.

Special Sites

- 24.3.2.4 For the subdivision of land which contains or adjoins any waterbody (excluding aquifers) the setting aside of esplanade strips or other methods to protect the hydrological characteristics and any ecological values of the waterbody (excluding aquifers).
- 24.3.2.5 If the land to be subdivided contains an ecological site or any place or item which is listed in Appendix 2 as a Designation, Appendix 3 as a Heritage Item, Appendix 4 as a Protected Tree, Appendix 5 as a Site of Significance to Tāngata Whenua:
- (a) Any effects (adverse or beneficial) which subdividing the land may have on the values of the site identified in the District Plan; and
 - (b) Any proposed mitigation measures to lessen any adverse effects on these values; and
 - (c) Whether public access to the site is desirable and, if so, how this may be improved as part of the subdivision;
 - (d) Whether the size and shape of the allotment area is appropriate to maintain the values and features of the site and enable ready access to and maintenance of the site.
 - (e) The results of any consultation with the New Zealand Historic Places Trust Pouhere Taonga and the local rūnanga.

Utilities

- 24.3.2.6 Whether any allotment created by the subdivision needs to be supplied with any utilities or services and, if so:
- (a) The standard of each utility service provided; and

- (b) Whether any utility cables shall be laid underground; and
- (c) The location, design, layout and construction of any utilities or facilities which are to vest in Selwyn District Council; or which are to connect into, or work in conjunction with utilities or facilities which are owned or managed by Selwyn District Council, and
- (d) For services and facilities which are not to vest in Selwyn District Council:
 - The method(s) by which the operation, maintenance, repair and any upgrades to those systems shall be managed; and
 - The method(s) by which prospective purchasers of allotments are to be informed of any fiscal or managerial responsibilities they have for those services and facilities.

Easements

- 24.3.2.7 Any easements or other mechanisms needed to obtain legal access to land or other utilities.

Point Strips

- 24.3.2.8 The creation of any 200mm wide allotment to deny access onto a particular road for traffic safety purposes.

High Voltage Transmission Lines

- 24.3.2.9 Where any part of any proposed allotment lies within a corridor 20 metres from the centreline of transmission lines indicated in the Planning Maps or within 20 metres of any support structure for those lines, the means by which compliance with the New Zealand Code of Electrical Practice (NZCEP:34) may be achieved by likely activities on any such allotment.

Esplanade Reserves and Strips

- 24.3.2.10 Whether any esplanade reserve will be created on any allotment which adjoins a river, lake or stream listed in Appendix 12;
- 24.3.2.11 Whether any esplanade strip will be created on any allotment to protect the natural character of the margins of any river, lake or stream listed in Appendix 12.

Reasons for Rules

Land is usually subdivided, in townships, to create new allotments to be sold as sites for new residential or business development. Subdivision has been the process used in New Zealand to ensure new allotments have appropriate facilities and features to house new buildings. The district plan continues to manage these effects at subdivision stage because:

- (a) The ‘public’ expectation is that if an allotment is purchased, it can be built on – especially in townships.
- (b) It is usually more efficient and effective to ensure utilities and facilities are installed when land is subdivided, rather than when each allotment is sold and built on, particularly reticulated services, roads and reserves.

Rule 24.1 identifies the facilities and other conditions necessary to ensure allotments in each township are suitable for building on. The plan recognises, in Rules 24.2 and 24.3 that some allotments are not subdivided to house new buildings. Rule 24.2 provides separate, less stringent conditions, for the alternation of boundaries between adjoining allotments, where no new allotments are created. The subdivisions provided for in Rules 24.1 and 24.2 are recognised as having more potential effects on the environment than those in Rule 24.3.

Rule 24.1.3.22 requires any subdivision within the West Melton Business 1 Zone to accord with the Living Zone subdivision performance standards, including the minimum average allotment size of 1,000m². This is to ensure that the density of sections to accommodate dwellings is consistent with the scale of residential development within the township. Failure to accord with the Living Zone subdivision rules necessitates a discretionary activity resource consent to enable a full assessment to be undertaken to consider the effects of any sections being created to accommodate dwellings on existing activities established within the zone as well as adjoining Living zones.

Rules 24.1 and 24.2 make subdivision a restricted discretionary activity if the activity complies with all relevant standards and terms. The resource consent application is not notified and does not require the written approval of affected parties. These rules are slightly different from the more common controlled activity for two reasons:

- (a) The consent authority has the discretion to decline 'inappropriate' proposals. Given that the subdivision rules offer increased flexibility for developers in the design and servicing of their subdivisions than was previously the case, this is considered necessary and reasonable.
- (b) A controlled activity is required, under the Act, to be approved. This sometimes resulted in an 'inappropriate' proposal being approved with conditions imposed that, in effect, meant the consent could not be given effect to in terms of the original application (that is, the consent authority was actually declining the application). A restricted discretionary classification avoids this situation.

Outline Development Plans are required in a number of circumstances where the area to be developed is large, or is in multiple ownership. The purpose of Outline Development Plans is to ensure coordinated development, particularly in terms of roading, pedestrian and cycle links; to improve subdivision design; to assist with staging of subdivision; identifying the location of green space and reserves and access points to the adjoining road network; avoidance of adverse effects; and the retention of any key natural features or physical infrastructure.

As urban growth pressures increase, the integration of land use and transport planning to ensure that new developments are accessible, permeable and connected to adjoining land and transport networks is paramount for sustainable and efficient development. Point strips are a method of ensuring that development of land that is in one ownership is able to be connected to adjoining land that also has subdivision potential. Point strips are commonly utilised for road connections, but can also be applied to cycle ways and pedestrian links. Point strips are also a method of restricting access for safety reasons.

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DEFINITIONS

INTRODUCTION

This section lists the meaning of underlined words used in this plan, in alphabetical order. Where reference is made to an interpretation provided in a particular Act, and is marked with an asterisk (*), the meaning is provided at the end of this section to assist readers.

Words and phrases defined in section 2 of the Act take the same meaning for the purposes of this Plan.

Any singular definition includes the plural and vice versa.

KEY ACTIVITY CENTRES AND SPECIFICALLY IDENTIFIED BUSINESS 2A ZONES/PRECINCTS:

This Definitions section contains some definitions that apply to the Key Activity Centres (“KACs”) identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43.

(It should be noted that the general definitions apply to Precinct 1 of the Appendix 22 Business 2A Zone.)

Where there are two different definitions applying, e.g. a retail definition general and a retail definition specifically for the KACs and the identified B2As/Precincts, both definitions appear with explanatory notes as to which definition applies where.

A

Access: means that area of land over which lawful vehicular and pedestrian access is obtained to a legal road.

Accessway: see Vehicle accessway.

Accessory building: means any building which is separate from the principal building or buildings on the site, the use of which is incidental to the use of the principal building or buildings on the site or to the use of a site. In respect of land used for a residential activity “accessory building” extends to include a sleepout (but not a family flat), garage or carport (whether freestanding or attached to any other building) shed, glasshouse, fence over 2 metres in height, swimming pool or similar structure. Accessory buildings also include implement sheds, storage sheds, and commercial glasshouses and packing facilities which generate less than 15 equivalent car movements/day (refer to the definition of Equivalent Car Movements Per Day).

Act: means the Resource Management Act 1991.

Active Frontage: means buildings where the ground floor level features glazing, windows or doors which allow views into the premises. It refers to that part of the building with glazing occupying the entire area between 1m and 2m in height, as a minimum.

Agrichemical: means any substance or mixtures of substances, whether inorganic or organic, biological, man-made or naturally occurring, modified or in its original state, that is prepared or manufactured and used to eradicate or control flora and fauna. This includes any pesticide, herbicide, fungicide, insecticide, piscicide, vertebrate pest control chemical, or other biocide, or any genetically modified organism or animal remedy classified under the Hazardous Substances and New Organisms Act 1996 and the Agricultural Compounds and Veterinary Medicines Act 1997. For the avoidance of doubt, it does not include fertilisers or lime and other soil conditioners, or animal effluent.

Airport: means any land intended or designed, to be used, whether wholly or partly, for the landing, departure and movement of aircraft.

Allotment: has the same meaning as in section 218 of the Act. *

Amenity Hub: in relation to the Business 2A Zone means a recreation reserve and potentially associated development intended to serve the day to day recreation and convenience needs of employees. An Amenity Hub shall include a recreation reserve with a minimum area of 1000m². It may also include retail/service activities (such as but not limited to a bakery, café, dairy, takeaway bar, child care and learning centre, or fitness centre) that serve the day to day needs of employees within the surrounding area. Any such associated retail/service activity shall be located adjacent to or opposite, if separated by a road, the recreation reserve required.

Amenity Planting: means any tree or trees planted in the immediate vicinity of a house or principal building, primarily to provide shelter or aesthetic appeal. Amenity plantings include any woodlot, orchard or vineyard planted in close proximity to a house or principal building, primarily to supply the residents on-site. The total area of any woodlot, orchard or vineyard which is classed as amenity planting shall not exceed 4 ha.

Amenity Values: has the same meaning as defined in section 2 of the Act.

Ancillary Offices: means any office activity forming part of and being incidental to a principal permitted or consented activity on the same allotment, and which forms an inseparable part of the business occupying the allotment and which occupies no more than 25% of the principal activity.

Ancillary Retail: means any retail activity forming part of and being incidental to a principal permitted or consented activity on the same allotment.

Antenna: means that part of a communication facility used for the transmission or reception of signals including the antenna mounting but not including any supporting mast, pole or similar structure. This definition includes any dish antenna.

Archaeological site: has the same meaning as in section 2 of the Historic Places Act 1993. *

Arterial Road: means any road identified as an arterial road in the road hierarchy classification as listed in Appendix 7. They connect areas of district importance not already provided by State Highways. Arterial roads connect the districts townships and other important places and activities together, including across district boundaries. Arterial roads are subject to tighter access controls than collector and local roads to promote efficient traffic flow.

Automotive and Marine Suppliers: means a business primarily engaged in selling automotive vehicles, marine craft, accessories to and parts for such vehicles and craft, and without limiting the generality of this term, includes suppliers of:

- boats and boating accessories;
- cars and motor cycles;

- auto parts and accessories;
- trailers and caravans;
- tyres and batteries; and
- any other goods allowed by any other definition under 'trade supplier'.

B

Boarding of Animals: includes the use of any land or building for the boarding or care of animals which do not permanently reside on the site. It includes veterinary hospitals or clinics which provide overnight accommodation for ill or recuperating animals.

Boundary: includes any legally defined boundary of a site, allotment or property.

- **Internal boundary:** means any boundary of a site other than a road boundary
- **Road boundary:** means any boundary of a site with a legal road (formed or unformed) or any boundary which is contiguous to a boundary of a road designation.

Building: means any structure or part of any structure whether permanent, moveable or immoveable, but does not include any of the following:

- Any scaffolding or falsework erected temporarily for maintenance or construction purposes.
- Any fence or wall of up to 2m in height.
- Any structure which is less than 10m² in area and 2m in height.
- Any vehicle, trailer, tent, caravan or boat which is moveable and is not used as a place of storage, permanent accommodation or business (other than the business of hiring the facility for its intended use).
- Any utility structure.

Building Line: means an identified line which requires new buildings to be placed along a boundary to determine a clear front and back. Building lines apply to any new development within the Outline Development Plans in Appendix 29C(i) and Appendix 29C(ii).

Building Suppliers: means a business primarily engaged in selling goods for consumption or use in the construction, modification, cladding, fixed decoration or outfitting of buildings and without limiting the generality of this term, includes:

- glaziers;
- locksmiths; and
- suppliers of:
 - awnings and window coverings;
 - bathroom, toilet and sauna installations;
 - electrical materials and plumbing supplies;
 - heating, cooling and ventilation installations;
 - kitchen and laundry installations, excluding standalone appliances;
 - paint, varnish and wall coverings;
 - permanent floor coverings;
 - power tools and equipment;
 - safes and security installations;

- timber and building materials; and
- any other goods allowed by any other definition under 'trade supplier'.

C

Carehome: an old people's home or home for the care of people with special needs excluding a hospital.

Catering Equipment Suppliers: means a business primarily engaged in the selling or supplying of catering, foodservice and hospitality equipment.

Collector Road: means any road identified as a collector road in the road hierarchy classification as listed in Appendix 7. Their prime role is to distribute and collect local traffic within and between neighbourhood areas. In some situations they may link smaller rural communities to the arterial road network. Collector roads are required to balance the necessary traffic movement function against the property access function that they also need to provide.

Commercial Service: means a business providing personal, property, financial, household, private or business services to the general public as a commercial activity and includes, but is not limited to:

- airline and entertainment booking services;
- betting shops;
- copy and quick printing services;
- customer banking facilities;
- customer postal services;
- counter insurance services;
- credit unions, building societies and investment co-operatives;
- drycleaning and laundrette services;
- electrical goods repair services;
- footwear and leather goods repair services;
- hairdressing and beauty salons and barbers;
- key cutting services;
- money lenders;
- real estate agents and valuers; and
- travel agency services.

Community Facilities: means places available to the public for the purpose of community activities and includes but is not limited to public playgrounds, recreational halls, community centres, libraries, conference centres, community halls, information centres and public swimming pools.

In Precinct 8 of the Rolleston Key Activity Centre only, the following activities are also permitted with a Community Facility buildings/s, in addition to those listed above:

- Movie theatre/s
- Meeting and training facilities and business support services
- Food and Beverage

Commercial rearing: in relation to livestock means the breeding and/or rearing and sale of animals and birds for financial gain.

Community Infrastructure: has the same meaning as in section 197 of the Local Government Act 2002. *

Community Market: means a market which is community based, and run by a non profit organisation. This organisation shall have a committee consisting of the usual office holders, including but not limited to a chair, secretary and treasurer and shall hold an annual general meeting. A Community Market shall be no larger than 500m² with no more than 35 stalls.

Comprehensive Residential Development: shall only apply to the Living L15 zone in Prebbleton. In Prebbleton it means 8 or more residential units clustered, planned and designed in an integrated and comprehensive manner. Comprehensive residential development applies where all required land use and subdivision consents are submitted concurrently or where the required landuse consent for comprehensive residential development is submitted and approved prior to a subdivision consent being submitted for the same.

Comprehensive Medium Density - See Medium Density definition

Contaminated Land: includes any land which contains hazardous substances at concentrations above recognised guidelines which pose or are likely to pose an immediate or long term risk to human health and/or the environment.

Cycleway: See Pedestrian-cyclist link

D

dBA: means A-frequency-weighted sound pressure level in decibels relative to a reference sound pressure of 20 micropascals. See NZS 6801:1999 Acoustics – Measurement of Environmental Sound.

Decibel (dB): is the term used to identify 10 times the logarithm to base 10 of the ratio of two like quantities proportional to intensity, power or energy. See NZS 6801:1999 Acoustics – Measurement of Environmental Sound.

Department Store: means that which is defined in ANZSIC code 4260.

Design speed in respect to roads is the speed used for the design of geometric features of a road carriageway that influence vehicle operation. Design speed should not be less than the 85th percentile speed (which is known as the operating speed).

Detention Centre or Prison: means land or buildings used in whole or in part for the assembly, corrective training, housing or incarceration of persons convicted of offences or on remand and includes (without limitation):

- A prison, corrective training institution or police jail establishment under the Penal Institutions Act 1952
- A “Habilitation Centre” as defined in section 2 of the Criminal Justice Act 1985;
- A periodic detention centre established under section 126 (I) of the Criminal Justice Act 1985; or of, any like facility.

Development: for the purpose of determining development contributions, development means any subdivision or other development that generates a demand for reserves, network infrastructure, or community infrastructure but does not include the pipes or lines of a network utility operator.

Development Contribution: has the same meaning as in section 197 of the Local Government Act 2002. *

Disposal: includes any activity associated with the permanent discarding of material which is spent, worthless or in excess. For the purposes of the land use rules for hazardous substances,

disposal does not include the application of hazardous substances in accordance with the manufacturer's instructions. For the purposes of the land use rules for waste generation, storage and disposal, disposal does not include: the deposition of inert fill on to land from another site, for the purposes of landscaping, levelling or recontouring land, filling holes or depressions, preparing building sites or other construction work.

Domestic pets: means any domesticated bird or animal bred, reared and/or kept on a site for the purposes of a pet or security; other than any donkey, pig, rooster or peacock.

Drive through facility: means a retail activity where goods are sold to customers whom remain within their vehicle and for the purpose of determining car parking the queue length shall be provided from the first point of contact, usually where orders are placed. **Note:** In the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43, a drive through facility is not a retail activity – see applicable Retail Activity definition.

Dwelling: means any building or buildings or any part of a building or buildings which is used as a self-contained area for accommodation or residence by one or more persons; where that area collectively contains: bathroom facilities, kitchen facilities and a sleeping/living area. The term dwelling includes a family flat up to 70m², except where the Plan has separate provisions that apply specifically to family flats.

A dwelling does not include any part of a farm building, business building or accessory building which contains bathroom or kitchen facilities which are used solely for the convenience of staff, or contract workers who reside off-site, or day visitors to the site; unless that building or part of a building is being used for overnight accommodation.

Where any buildings, building or part of a building on a site contains more than one set of bathroom facilities, kitchen facilities and a sleeping/living area such that they can be used as self-contained residences by different households, then each separate set of facilities shall be deemed to be one dwelling.

E

Earthworks: include any disturbance to, or excavation, removal or deposition of, soil, earth, or any other mineral derived from the ground.

Educational Facility: includes any land, building or structure which is/are used for the provision of regular instruction or training of students by suitably qualified instructors and any ancillary activities, and includes any pre-school.

Elderly Residential Care: means any facility and associated ancillary services providing care for the elderly. For the purposes of Rule 10.14 (Elderly Residential Care – Living 1A Zone at Lincoln) it does not include hospital care, or similar, in a full nursing care licensed rest home.

Emergency Services: means facilities and activities utilised for the protection and safety of people and property in times of an emergency and shall include New Zealand Fire Service, New Zealand Police and St Johns Ambulance.

Engineering Code of Practice: means the Selwyn District Council Engineering Code of Practice dated 20 February 2012, and includes any amendment to, or replacement of the Code of Practice, which shall have legal effect as part of the plan.

Equivalent Car Movements Per Day:

1 car to and from the property	= 2 equivalent car movements

1 truck to and from the property = 6 equivalent car movements
1 truck and trailer to and from the property = 12 equivalent car movements

Esplanade Strip: means a strip of land created by the registration of an instrument in accordance with section 232 of the Act for a purpose or purposes set out in section 229 of the Act.

F

Family Flat: means any dwelling up to 70m² in gross floor area, excluding garaging, which is located on the same site as an existing dwelling and the family flat is occupied by a member of the same immediate family as a person residing in the main dwelling on the site. A family flat may be attached to either the dwelling or an accessory building, or be free-standing.

Farming and Agricultural Suppliers: means a business primarily engaged in selling goods for consumption or use in the business operations of primary producers or in animal husbandry and without limiting the generality of this term, includes:

- equestrian and veterinary suppliers;
- farming and horticultural equipment suppliers;
- seed and grain merchants;
- stock and station outlets; and
- suppliers of any other goods allowed by any other definition under 'trade supplier'.

Food and Beverage: means a retail activity involving the sale of food and, or beverages prepared for immediate consumption on or off the premises including restaurants, taverns, cafes and takeaway bars but does not include supermarkets, dairies or bottle stores. **Note:** In the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43, Food and Beverage is not a retail activity – see applicable Retail Activity definition.

Freestanding Sign: includes any sign which stands upright without having to be attached to any building, post or other structure and which can be readily moved.

Front Building Façade: applies to a dwelling and refers to the elevation which most directly faces the road or right of way from which the site is accessed.

Furniture and Lighting Outlets: means the use of land or building primarily for the sale of furniture and/or lighting equipment. Small Format means less than 450m² GFA. Large Format means 450m² GFA or more.

G

Garden and Patio Suppliers: means a business primarily engaged in selling goods for permanent exterior installation or planting and without limiting the generality of this term, includes:

- garden centres;
- landscape suppliers; and
- suppliers of:
 - bark and compost;
 - clothes hoists and lines;
 - conservatories, sheds and other outbuildings;

- fencing, gates and trellises;
- firewood;
- garden machinery;
- outdoor recreational fixtures and installations;
- monumental masonry;
- patio furniture and appliances;
- paving and paving aggregates;
- statuary and ornamental garden features;
- swimming and spa pools; and
- any other goods allowed by any other definition under 'trade supplier'.

Green Waste: includes any compostable vegetative material, including but not limited to: weeds and garden waste, spoiled crops and tree prunings.

Gross Floor Area (GFA): means the sum of the total area of all floors of any building. It shall be measured from the exterior faces of the exterior walls or from the centre line of any wall separating adjoining buildings. For the purpose of calculating parking requirements GFA shall exclude any required parking and loading areas provided within a building.

Ground Level: means the level of the ground existing when works associated with any prior subdivision of the land were completed, but before filling or excavation for new building work on the land has commenced.

H

Hazardous Substance: includes, but is not limited to, any substance as defined in section 2 of the Hazardous Substances and New Organisms Act 1996 as a hazardous substance. *

Health Care Services: means land and or buildings used for the provision of services relating to the physical and mental health of people and or animals including: vets, general practices, medical centres, and dentists, in addition for the purposes of calculating car parking requirements, includes a hospital.

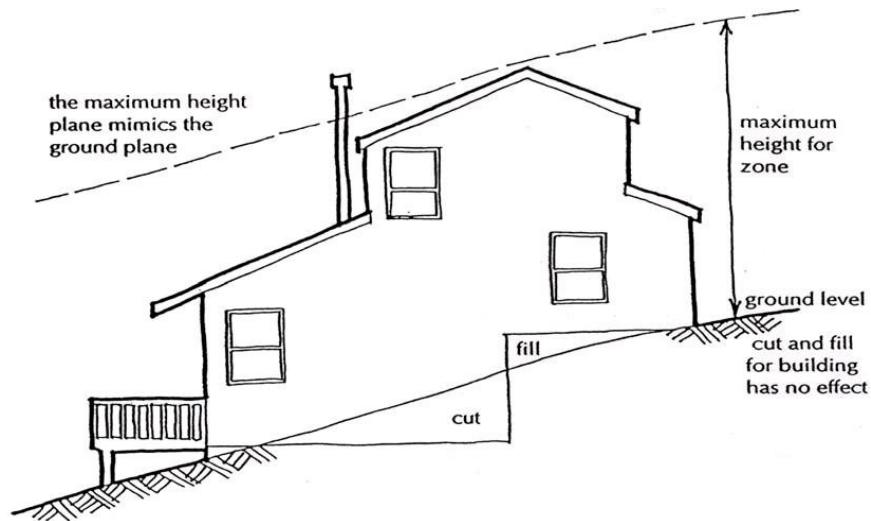
Height: in relation to any building or structure means the vertical distance between the ground level at any point and the highest part of the building or structure immediately above that point.

For the purpose of calculating height in any zone, no account shall be taken of any:

- Radio or television aerial provided that the maximum height normally permitted by the rules for the zone is not exceeded by more than 2.5m.
- Chimney or flue not exceeding 1m in any direction.
- Utility, or part of a utility with a horizontal dimension less than 25mm.
- Lift shaft, plant room, water tank, air conditioning unit, ventilation duct and similar architectural features on any building in the Business zones (except the Business 2A Zone) provided that the maximum height normally permitted by the rules for the zone is not exceeded by more than 2m.
- Lift shafts, plant rooms, water tanks, air conditioning units, ventilation ducts, cooling towers, chimney stacks, water tanks and similar architectural features on any building in the Business 2A Zone provided that the maximum height normally permitted by the rules is not exceeded by more than 5m and no more than 10% of the plan area of a building.

Measurement of Height:

For the purpose of applying rules in relation to height, the following diagram may be used to understand the application of the height rule.



Hire Services: means a business primarily engaged in the hiring of machinery and equipment and includes:

- servicing and maintenance of hire equipment
- storing of hire equipment.

But excludes:

- premises for the hire or loan of books, video, DVD, and other similar home entertainment items.

Historic Heritage: means those natural and physical resources that contribute to an understanding and appreciation of New Zealand's history and cultures, deriving from any of the following qualities:

- archaeological:
- architectural:
- cultural:
- historic:
- scientific:
- technological; and

Includes-

- historic sites, structures, places, and areas; and
- archaeological sites; and
- sites of significance to Maori, including Wāhi tapu; and
- surroundings associated with the natural and physical resources.

I

Improved Pasture: for the purposes of administering indigenous vegetation clearance rules, improved pasture shall mean an area of pasture where species composition and growth has clearly been modified and enhanced for livestock grazing by cultivation or topdressing and over-sowing, or direct drilling, and where exotic pasture species are obvious.

Indigenous Vegetation: means a plant community in which species indigenous to that part of New Zealand are important in terms of coverage, structure and/or species diversity. For these purposes, coverage by indigenous species or number of indigenous species shall exceed 30% of the total area or total number of species present, where structural dominance is not attained. Where structural dominance occurs (that is indigenous species are the tallest stratum and are visually conspicuous) coverage by indigenous species shall exceed 20% of the total area.

Industrial Activity: means any activity involving the manufacturing, production, processing, assembly, disassembly, packaging, servicing, testing, repair and/or warehousing of any materials, goods, products, machinery or vehicles, but excludes mining, mineral exploration and quarrying. **Note:** This definition does not apply in the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43 – see definition below.

Industrial Activity (in the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43): means any activity involving the manufacturing, production, processing, assembly, disassembly, packaging, servicing, testing, repair and/or warehousing of any materials, goods, products, machinery or vehicles, but excludes Service Stations, Garages and Workshops.

Industrial Clothing and Safety Equipment Suppliers: means a business primarily engaged in the sale or supply of personal protective equipment, workwear and related safety products and services.

Intensive Livestock Production: means the use of land and buildings for the commercial rearing and management of livestock where the viability of that activity is not dependant upon the soil fertility of the land on which that activity is undertaken.

Internal Boundary: refer to Boundary.

K

Kitchen: means a room or indoor area, the principal purpose of which is the preparation and cooking of food. A kitchen will generally include a sink bench, and a means of cooking food such as a stove, gas or electric cooker, or microwave (or have the facilities for the installation of these).

L

L₁₀: means the L₁₀ exceedence level, in A-frequency-weighted decibels, which is equalled or exceeded ten percent of the total measurement time.

Lake: has the same meaning as defined in section 2 of the Act.

Landscaping: means the visual improvement of an area through designed live planting of trees, shrubs and ground cover for amenity purposes and may include provision of physical features such as paving, art and seating. For the purposes of this definition, landscaping does not include the re-contouring of land by removing or displacement of earth or soil, or any earthworks associated with the erection or installation of a wall.

Large Format Retail: means any individual retail tenancy with a gross floor area (GFA) of 450m² or more – refer to applicable definition of Retail Activity.

L_{dn}: means the night-weighted sound exposure level in dBA also known as the day-night average sound level and is the 24 hour sound exposure level in A-frequency weighted decibels (dBA) for any day with the period 10pm to 7am the following day “weighted” by 10 dB to represent the increased sensitivity of people to night-time noise. See NZS 6801:1999 Acoustics – Measurement of Environmental Sound.

Leq: means the sound level averaged over a stated time period which has the same A-weighted sound energy as the time varying sound during the same period. See NZS 6801:1999 Acoustics – Measurement of Environmental Sound.

L_{max}: means the maximum A-frequency-weighted sound level (dBA L_{max}) during a stated time period. See NZS 6801:1999 Acoustics – Measurement of Environmental Sound.

Local Centre: is a small grouping of convenience stores (in the order of 1-5 stores) servicing residents’ day-to-day retailing requirements and predominantly draws people from a localised area.

Local Road: means a road that is not intended to act as a main through route for motorised vehicle traffic as their primary network function is to provide property access, and they generally have lower traffic volumes. Any road in the district that is not specifically identified in this Plan as a State Highway, Arterial or Collector road is a ‘local road’. New Local roads are further classified into the following sub categories.

- **Local Business Road (includes cul de sacs):** means a local road that serves a commercial or industrial area within a business zone in the district. These roads can be different in nature and of a higher standard, compared to a residential local road, as they need to cater for larger and heavier vehicles with their increased demands on vehicle manoeuvring, parking and property access.
- **Local Major Road:** means a local road that connects to collector and arterial roads (and other local roads). They are likely to form part of a wider network of connected roads of a similar standard that extends over an urban area. Council’s urban design terminology refers to these roads as “local area Streets”
- **Local Intermediate Road (includes cul de sacs):** means a local road with low traffic volumes and speeds and primarily provides only for property access in urban areas, while maintaining some degree of connectivity best suited for walking and cycling between streets. The Councils urban design terminology refers to these as “neighbourhood streets”,
- **Local Minor (includes cul de sacs):** means a local road that primarily provides for property access. Local minor roads are referred to as “resident’s streets” Local minor roads are required to maximize street amenity in a space shared by all road users and have a low speed environment (less than 50km/hr).

M

Maintenance of gardens lawns or public spaces: means carrying out any work to preserve existing gardens lawns or public spaces in such a way that the scale or nature of the gardens lawns or public spaces is not altered. Maintenance does not include upgrading.

Medium Density: means residential development at a higher density than standard low-density residential development of detached dwellings on sections typically larger than 550m². Medium Density Development has to be located within a medium density area identified on an operative Outline Development Plan in a Living Z zone, or within the Business 1 Zone.

The Selwyn District Plan distinguishes between the two Medium Density types: 1. 'Small-lot' Medium Density housing and 2. 'Comprehensive' Medium Density dwelling.

1. Small-lot Medium Density

Small -lot Medium Density dwellings means smaller, individually designed houses built on small sections that are a minimum of 400m². Small-lot Medium Density typologies include standalone units, semi-detached and/or duplex units.

2. Comprehensive Medium Density

Comprehensive Medium Density housing means four or more semi-detached or attached dwellings that are designed, clustered, and built in an integrated manner and built on a block of land identified for medium density housing on a Living Z Outline Development Plan or zoned Business 1.

Note: Please refer to the Medium Density Guide for illustrations of typologies anticipated in the Selwyn District.

Mineral Exploration: has the same meaning as “exploration” in section 2 of the Crown Minerals Act 1991. *

Mining: has the same meaning as “mining” in section 2 of the Crown Minerals Act 1991. *

Monofill: Includes any landfill which is designed and operated to accept waste associated with one specific activity or form of waste. For the purposes of Rule VII, a monofill does not include any landfill which accepts hazardous waste.

N

Neighbourhood Centre: is a grouping of principally convenience stores (in the order of 6-15 stores) predominantly servicing the local communities weekly and day-to-day retail requirements.

Net Density: is the number of lots of household units per hectare (whichever is the greater). The area (ha) includes land for:

- Residential purposes, including all open space and on-site parking associated with residential development;
- Local roads and roading corridors, including pedestrian and cycle ways, but excluding State Highways and major arterial roads;
- Local (neighbourhood) reserves.

The area (ha) that excludes land that is:

- Stormwater retention and treatment areas;
- Geotechnically constrained (such as land subject to subsidence or inundation);

- Set aside to protect significant ecological, cultural, heritage, or landscape values;
- Set aside for esplanade reserves or access strips that form part of a larger regional or sub-regional reserve network;
- For local community services and retail facilities, or for schools, hospitals or other district, regional or sub-regional facilities.

Network Infrastructure: has the same meaning as in section 197 of the Local Government Act 2002.

Noise Limit: means a L10, Leq or Lmax sound level in A-frequency-weighted decibels that is not to be exceeded during a measurement sample time in a specific time-frame. See NZS 6801:1999 Acoustics – Measurement of Environmental Sound.

Noise Sensitive Activities:

- Residential activities other than those in conjunction with rural activities that comply with the rules in the plan;
- Educational activities including pre-school places or premises;
- Travellers' accommodation except that which is designed, constructed and operated to a standard that mitigates the effects of noise on occupants;
- Hospitals, healthcare facilities and elderly persons housing or complex.

Noticeboard: means a structure or device upon which notices can be placed or attached that are of community interest, which are intended to be read by people stopping at the noticeboard rather than by people passing by.

Notional Boundary: means a line 20m from any side of a rural dwelling or the legal boundary where this is closer to the dwelling.

NZTA: the New Zealand Transport Agency

O

Office: a place where administrative, business, clerical or professional and, or management activities are conducted.

Office Furniture, Equipment and Systems Supplies: means a business primarily engaged in selling goods for office-type use or consumption, and includes suppliers of computers, copiers, printers, office furniture and other related equipment.

On-site Public Space: means de-facto public space occurring on private sites. This includes all places where the public may be present including visitor car parking areas, private lanes and accessways to buildings. It excludes areas such as service lanes for the delivery of goods.

Operating Speed: The speed at which motor vehicles generally operate (85th percentile speed) on a particular road. Where operating speeds are unknown they are assumed to be the posted speed limit plus 10km/hr.

Outdoor Display Area: For the purpose of calculating car parking requirements, outdoor display area shall include the area of any land within a site where goods are on display for sale.

P

Parking Areas: means a continuous portion of a site, sites, allotment, allotments or part of any site or allotment on which parking for motor vehicles is provided and includes associated access.

Parking Buildings: means buildings used specifically for the lease or hire of car parking or for public car parking as the primary activity on the site, and which are not provided to fulfil the parking requirements of the Plan for any other on-site activity (other than in accordance with Appendix E13, Rules E13.1.2 and E13.1.3). Parking buildings are facilities that have multiple storeys.

Pathway: means a formed path for pedestrians and, or cyclists.

Pedestrian-cyclist link: means a green transport corridor for pedestrians and, or cyclists that for example links a road to a road, or a road to a reserve or facility. They are also known as 'walkway/cycleway links'. There is generally a pathway provided within the corridor for pedestrians and cyclists to share.

Pedestrian routes: means pathways physically separate from car movements that are exclusively for pedestrian usage.

Place of Assembly: means any land and building used for gathering of people. It does not include residential accommodation or places of work.

Plantation: means any group of trees planted on a site, whether intended to be harvested or not, which are not classed as amenity plantings or shelterbelts. A plantation may be comprised of exotic or indigenous species and includes but is not limited to: forests planted for harvesting, conservation, soil erosion control, pest or wilding tree management, and any orchard, vineyard or woodlot which does not comply with the definition of amenity planting.

Point Strip: means a strip of land adjoining the side or end of a road, the purpose of which is to prevent access to that road from land adjoining the point strip. Point strips may also be for the purpose of protecting the opportunity to achieve future transport links between adjoining blocks of land. Such a strip is usually (although not necessarily) about 200mm in width.

Posted Speed Limit: the legal and sign posted speed limit that applies to the road as per the Selwyn District Council Speed Limits Bylaw.

Preschool: means land or buildings used for care and/or education of more than 3 children who do not reside on-site and are under the age of 6 years.

Principal Building: includes any building or buildings which is/are used as part of the primary activity or activities on the site. Principal buildings include dwellings but do not include accessory buildings.

Professional Staff: includes registered medical practitioners, dentists, veterinary surgeons, physiotherapists, practice nurses or any other specialist employed at a health facility who patients may consult for medical advice.

Project: for the purpose of the land use rules for earthworks, the term 'project' includes all earthworks undertaken as part of, or ancillary to, the completion of one particular activity of the construction of a building or structure, whether that activity is undertaken or the building or structure is erected continuously or in discrete stages, and whether it occurs in one continuous area or is separated by land which is not disturbed by earthworks. For example: the construction of one road or track from destination (a) to (b) is one project, as is the disturbance of soil for geological surveys over an identified area.

Protected Tree: a tree or group of trees, which are of significance to the District, and are listed in the protected tree schedule in Appendix 4.

These trees fall into two categories:

- Category A: trees that have particularly high levels of significance, particularly in relation to heritage values, and score the highest under the evaluation criteria.
- Category B: trees that have significance for a range of reasons (e.g. landscape importance) and have a moderate score under the evaluation criteria.

Public Floor Area (PFA): means the sum of all floor areas or outdoor area available for the use of the general public in association with an activity, but excludes lift wells, stairwells, toilets, bathrooms and parking areas.

Public Transport Facility: means land and buildings, used for, or ancillary to, scheduled passenger transport services. This may include a public transport interchange, bus bays, taxi ranks, drop-off and pick-up points, park and ride facilities, cycle parking, shelters, waiting rooms, ticket office, information centre, luggage lockers, public toilets, showers, changing rooms and ancillary activities.

Q

Quarrying: means to take, mine or extract, by whatever means any rock, stone, gravel or sand existing in its natural state in land. "To quarry" has a corresponding meaning.

R

Radio Communication Facility: means any transmitting or receiving devices such as aerials, dishes, antenna, cables, lines, wires and associated equipment/apparatus, as well as support structures such as towers, masts and poles, and ancillary buildings.

Rear service lane: means in medium density areas identified on an Outline Development Plan a rear service lane that provides vehicle access to a lot or dwelling that has a primary frontage to a public road. Rear service lanes can either be held as private Rights of Way or may be vested in Council as legal road and are to be formed in accordance with Table E13.4.

Recreational Facility or Recreational Activity: includes the use of any land, building or structure for the primary purpose of recreation or entertainment and is available to be used by members of more than one household.

Relocated Building: includes any building that is removed from one site and relocated to another site, in whole or in parts. It does not include any new building which is designed for, or intended to be used on, a site but which is erected off the site, in whole or in parts, and transported to the site.

Research: means the use of land and buildings for the purpose of scientific research, inquiry or investigation, product development and testing, and consultancy and marketing of research information; and includes laboratories, quarantines, pilot plant facilities, workshops and ancillary administrative, commercial, conferencing, accommodation and retail facilities.

Residential Activity: means the use of land and buildings for the purpose of living accommodation and ancillary activities. For the purpose of this definition, residential activity shall include:

- a) Accommodation offered to not more than five guests for reward or payment where the registered proprietor resides on-site
- b) Emergency and/or refuge accommodation
- c) Supervised living accommodation and any associated caregivers where the residents are not detained on the site

Residential Activity does not include:

- a) Travelling accommodation activities (other than those specified above)
- b) Custodial and/or supervised living accommodation where the residents are detained on site.

Retail Activity: the use of land or buildings for displaying or offering goods for sale or hire to the public, including service stations. For the purposes of calculating car parking requirements, slow trade and bulk goods retail shall mean large goods which typically have a low turn-over such as building supplies, white wares, furniture and vehicles. **Note:** This definition does not apply in the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43 – see definition below.

Retail Activity (in the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43): means the use of land and/or buildings for displaying or offering goods for sale to the public, including Small and Large Format Retail. It excludes food and beverage, drive through facilities, commercial services, service stations, garages and workshops, trade suppliers, and furniture and lighting outlets.

River: has the same meaning as defined in section 2 of the Act.

Road: shall have the same meaning as defined in section 315 of the Local Government Act 1974. * and shall include roads to be vested.

Road Boundary: refer to Boundary.

Rural Residential Activity: means residential units within the Living 3 Zone at an average density of between one and two households per hectare.

S

Secure: with respect to cycle parking, means that cyclists and their bicycles are not exposed to danger or harm; for example cycle parking is not located where manoeuvring vehicles could collide with a cyclist and or their parked bicycle; also that the cycle parks are not located where there is no visibility from a public space (i.e. a road or car parking area).

Service Station: means any site where the dominant activity is the retail sale of motor vehicle fuels (including petrol, LPG, CNG and diesel) and may also include any one or more of the following:

- The sale of kerosene, alcohol based fuels, lubricating oils, tyres, batteries, vehicle spare parts and other accessories normally associated with motor vehicles;
- Mechanical repair and servicing of motors (including motor cycles, caravans, motor boats, trailers);
- Warrant of fitness testing;
- The sale of other merchandise where this is an ancillary activity to the sale of the motor fuel and vehicle accessories;

- Truck stops.

Except that for the purposes of calculating car parking requirements, the following may be separately assessed: Mechanical repair and servicing of motors (including motor cycles, caravans, motor boats, trailers), Warrant of fitness testing and or the sale of other merchandise where this is an ancillary activity to the sale of the motor fuel and vehicle accessories.

Note: This Service Station definition does not apply in the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43 – see definition below.

Service Stations, Garages and Workshops (in the Key Activity Centres identified in Appendices 29A and 29B and the Business 2A Zones identified in Appendix 22 (Precincts 2-4 only) and Appendix 43): means any site which may include any one or more of the following activities:

- a) retail sale of motor vehicle fuels, including petrol, LPG, CNG and diesel;
- b) the sale or hire of kerosene, alcohol based fuels, lubricating oils, tyres, batteries, vehicle spare parts, trailers and other accessories normally associated with motor vehicles;
- c) the mechanical repair/maintenance, servicing and cleaning of motor vehicles (other than heavy vehicles) and domestic garden equipment but not panel beating, spray painting and heavy engineering such as engine reboring and crankshaft grinding;
- d) truck stops;
- e) inspection and certification of motor vehicles;
- f) the ancillary sale of other goods for the convenience and comfort of service station customers;

but shall not include any industrial activity.

Setback: means the minimum prescribed distance between the exterior face of the building and the boundaries of its site. The following intrusions are permitted into any setback area:

- a) Eaves being no more than 600mm wide.
- b) Any porch, windbreak, chimney, external stairway or landing being no more than 1.8m long and extending no more than 800mm into the setback area.
- c) Any utility structure attached to an existing building or structure located in a setback from a waterbody provided that it does not protrude more than 1.5m from that existing building or structure.

Shelterbelt: means any trees planted primarily to provide shelter for stock, crops or buildings from the prevailing wind(s). Shelterbelts are not more than 20 metres in width and are not clearfelled.

Sign: means any device or structure which is visible from any public space and is used to: identify any site or building; provide directions or information; or promote any goods, services, or forthcoming event. A sign does not include any window display, or property identification signs which do not exceed an area of 0.2 m² (including rural numbers, dairy company numbers, street/road numbers/property names and property owners' names as long as those property identifiers do not include any advertising).

Silent File Area: includes any land which is listed in Appendix 5 and shown on the Planning Maps as a Silent File Area.

Site: means an area of land or volume of space:

- Held in a single certificate of title, or
- Comprised of two or more adjoining certificates of title held together in such a way that they cannot be dealt with separately without the prior consent of the Council; or
- For which a separate certificate of title could be issued without further consent of the Council.

Small Format Retail: means any individual retail tenancy with a gross floor area (GFA) of less than 450m² – refer to applicable definition of Retail Activity.

Small-lot Medium Density: see Medium Density definition.

Solid Waste: includes any material which is discarded as being spent, useless, worthless or in excess, and includes liquid or gaseous waste which is stored in containers.

Sound Exposure Level: means the A-frequency weighted sound pressure level in decibels which, if maintained consistent for a period of 1 second, would convey the same sound energy to the receiver as is actually received from a given noise event over the same period. See NZS 6801:1999 Acoustics – Measurement of Environmental Sound.

Spiritual Activity: means land and/or buildings used for the public and/or private assembly of people primarily for worship, meditation, spiritual deliberation and ancillary community facilities of a non-commercial nature.

State Highway: means any road that is identified as a State Highway in the road hierarchy classification as listed in Appendix 7 and managed by the New Zealand Transport Agency. They are high capacity roads of national importance providing inter-district and regional links between significant transport destinations such as towns, cities, ports and other places of significance. State Highways are maintained to high standards to ensure they operate efficiently, including managing both road and property access to them through the New Zealand Transport Agency's powers under the Government Roadway Powers Act. They are also subject to access controls in this Plan.

Subdivision Consent has the meaning set out in section 87(b) of the Act.

Subdivision of Land and **to subdivide land** have the meanings set out in section 218 of the Act.

Supermarket: means that which is defined in ANZSIC code 4110.

T

Telecommunication Facility: means any telecommunication line, telephone exchange, telephone booth, telephone cabinet or pay phone, or any other structure, facility or apparatus intended for the purpose of effecting telecommunication.

Telecommunication Line: means a wire or wires or a conductor of any other kind (including a fibre optic cable) used or intended to be used for the transmission or reception of signs, signals, impulses, writing, images, sounds, or intelligence of any nature by means of any electromagnetic system; and includes any pole, insulator, casing, fixture, tunnel or other equipment or material used or intended to be used for supporting, enclosing, surrounding, or protecting any such wire or conductor and also includes any part of a line.

Temporary Accommodation: includes the use of any building to house any person for residential or business activities on a site, while construction work is being undertaken on the site. Temporary accommodation may be provided for persons occupying the site on which construction work occurs, or for persons involved in the construction work.

Temporary Activity: (including any associated buildings) means:

- Buildings, structures and activities ancillary to a construction project for a period of up to 12 months or the duration of the construction project, whichever is the lesser.
- A community market, provided that it does not occur on any site for more than one day per week.
- Any other activity provided that it does not occur:
 - o On any site for a period of not more than 15 consecutive hours in any 24 hour period and no more than twice per month, with a total of 12 occurrences in a 12 month period; or
 - o On any site for a period which does not last longer than a total of 7 consecutive days at any one time and occurs on not more than 3 times at any one site in any 12 month period.

Temporary Military Training Activity: means a temporary activity undertaken for Defence Purposes. Defence purposes are those in accordance with the Defence Act 1990.

Temporary Sign: includes any sign erected to advertise an upcoming event of interest to the community, or any sign which advertises the products or services of a business or organisation which is associated with an activity on these sites on which the sign is erected. Any temporary sign shall not be erected on any site for more than 6 consecutive calendar months at any one time, or for a collective period of more than 6 calendar months in any 2 year period, except that for any school or church anniversary event the temporary sign may be displayed for up to 12 months prior to the event.

Tertiary Education: means the use of land and buildings for the purpose of facilitating tertiary education, training, development and instruction and/or related research and laboratories; and includes ancillary and accessory administrative, cultural, commercial, communal, conferencing, accommodation, retail and recreational facilities.

Township: means an urban area within the District that comprise a Living zone(s) and in some situations a Business zone(s).

Trade Retail: means those activities falling within Division G, Group 391 (Motor Vehicle Retailing), Group 392 (Motor Vehicle Parts and Tyre Retailing), Group 400 (Fuel Retailing), Class 4212 (Floor Coverings Retailing), Class 4214 (Manchester and Other Textile Goods Retailing) and Group 423 (Hardware, Building and Garden Supplies Retailing) of the Australian and New Zealand Standard Industrial Classification (ANZSIC) 2006 (cat no. 1292.0) ("ANZSIC").

Trade Supplier: means a business engaged in sales to businesses and institutional customers and may also include sales to the general public, and wholly consists of suppliers of goods in one or more of the following categories:

- automotive and marine suppliers;
- building suppliers;
- catering equipment suppliers;
- farming and agricultural suppliers;

- garden and patio suppliers;
- hire services (except hire or loan of books, video, DVD and other similar home entertainment items);
- industrial clothing and safety equipment suppliers; and
- office furniture, equipment and systems suppliers.

Tree: any woody perennial plant, typically with a distinct trunk (but sometimes multi-stemmed) from which branches arise well above ground level to form a crown, and includes other plants of a tree-like size and form such as palms.

U

Utility: includes the use of any structure, building or land for any of the following purposes;

- (a) The generation, transformation and/or transmission of energy;
- (b) Any telecommunication facility or telecommunication line;
- (c) Any radio communication facility;
- (d) The conveyance, storage, treatment or distribution of water for supply, including (but not limited to) irrigation and stockwater;
- (e) The drainage, reticulation or treatment of stormwater, waste water or sewage;
- (f) Transport infrastructure, including (but not limited to) roads, accessway, railways, airports and navigational aids;
- (g) Work to mitigate potential natural hazards, including (but not limited to) stopbanks, groynes and gabions;
- (h) Meteorological facilities for the observation, recording and communication of weather information.

Utility Building: includes any building or part of any building which is a utility or which is used principally to house or support a utility; and that building is 10m² or more in gross floor area, and greater than 2.5m in height.

Utility Structure: includes any device, equipment or other facility which is used principally to house or support a utility including any antenna, mast, pole or pylon; or any structure housing a utility which is less than 10m² in gross floor area, or less than 2.5m in height.

V

Vehicle Accessway: means any area of land, the primary purpose of which is to provide access between the body of any allotment(s) or site(s) and any road reserve. Accessway includes any rights of way, access lot, access leg or private road.

Vehicle Crossing: means the area within the road reserve over which vehicles move from the carriageway to a site. The width of a vehicle crossing shall be defined as the formed width at the property boundary. The length of the crossing is the distance from the edge of the carriageway to the property boundary.

Vehicle Crossing: includes any formed vehicle entrance or exit point from any site on to any road, and includes that part of the road boundary across which the vehicle access is obtained and any culvert, bridge or kerbing.

Vehicle Movement: means a single motor vehicle journey to or from a particular site. “Vehicle trip” has the same meaning.

Visitor Accommodation: means the use of land and buildings for transient accommodation offered on a daily tariff, except as provided for under the definition of a residential activity. Visitor accommodation may involve the sale of food and liquor to in-house guests.

W

Wāhi Taonga Management Area: includes any land, building or structure which is listed in Appendix 5 and shown on the Planning Maps as a Wāhi Taonga Management Area.

Wāhi Taonga Site: includes any land, building or structure which is listed in Appendix 5 and shown on the Planning Maps as a Wāhi Taonga Site.

Walkway: See Pedestrian-cyclist Link

Waterbody: means fresh water or geothermal water in a river, lake, stream, pond (but excluding any artificial pond), wetland, or aquifer, or any part thereof that is not located within the coastal marine area.

Wetland: has the same meaning as defined in section 2 of the Act. *

Workbay: for the purposes of calculating parking requirements, shall be the area required for each motor vehicle in a space where it can be serviced and any area immediately surrounding the vehicle required for lifts / hoists that enable the vehicle to be worked upon. It is noted that any other floor area within the building surrounding the work bay shall be considered as retail, office or industrial as appropriate.

LEGISLATION REFERRED TO IN THE DEFINITIONS SECTION

Following are the sections of legislation referred to in the Definitions Section and marked by the asterisks (*). They do not form part of the Plan but have been included to be of assistance to readers.

Allotment: in section 218 of the Act.

“Means—

- (a) Any parcel of land under the Land Transfer Act 1952 that is a continuous area and whose boundaries are shown separately on a survey plan, whether or not—
 - (i) The subdivision shown on the survey plan has been allowed, or subdivision approval has been granted, under another Act; or
 - (ii) A subdivision consent for the subdivision shown on the survey plan has been granted under this Act; or
 - (b) Any parcel of land or building or part of a building that is shown or identified separately—
 - (i) On a survey plan; or
 - (ii) On a licence within the meaning of Part I of the Companies Amendment Act 1964; or
 - (c) Any unit on a unit plan; or
 - (d) Any parcel of land not subject to the Land Transfer Act 1952.
- (3) For the purposes of subsection (2), an allotment that is—
- (a) Subject to the Land Transfer Act 1952 and is comprised in one certificate of title or for which one certificate of title could be issued under that Act; or
 - (b) Not subject to that Act and was acquired by its owner under one instrument of conveyance—

shall be deemed to be a continuous area of land notwithstanding that part of it is physically separated from any other part by a road or in any other manner whatsoever, unless the division of the allotment into such parts has been allowed by a subdivision consent granted under this Act or by a subdivisional approval under any former enactment relating to the subdivision of land.

- [(4) For the purposes of subsection (2), the balance of any land from which any allotment is being or has been subdivided is deemed to be an allotment.]

Archaeological site: in section 2 of the Historic Places Act 1993.

“Means any place in New Zealand that—

- (a) Either—
 - (i) Was associated with human activity that occurred before 1900; or
 - (ii) Is the site of the wreck of any vessel where that wreck occurred before 1900; and
- (b) Is or may be able through investigation by archaeological methods to provide evidence relating to the history of New Zealand.

Community Infrastructure: in section 197 of the Local Government Act 2002 means:

- (a) land, or development assets on land, owned or controlled by the territorial authority to provide public amenities; and
- (b) includes land that the territorial authority will acquire for that purpose.

Development Contribution: in section 197 of the Local Government Act 2002 means a contribution:

- (a) provided for in a development contribution policy included in the long-term council community plan of a territorial authority; and
- (b) calculated in accordance with the methodology; and
- (c) comprising—

money; or

land, including a reserve or esplanade reserve (other than in relation to a subdivision consent), but excluding Maori land within the meaning of Te Ture Whenua Maori Act 1993, unless that Act provides otherwise; or

both.

Hazardous Substance: in section 2 of the Hazardous Substances and New Organisms Act 1996.

“Means, unless expressly provided otherwise by regulations, any substance -

- a) with one or more of the following intrusive properties:
 - i) Explosiveness
 - ii) Flammability
 - iii) A capacity to oxidise
 - iv) Corrosiveness
 - v) Toxicity (including chronic toxicity)
 - vi) Ecotoxicity, with or without bioaccumulation; or
- b) Which on contact with air or water (other than air or water where the temperature or pressure has been artificially increased or decreased) generates a substance with any one or more of the properties specified in paragraph (a) of this definition.”

Mineral Exploration: as “exploration” in section 2 of the Crown Minerals Act 1991.

“Means any activity undertaken for the purpose of identifying mineral deposits or occurrences and evaluating the feasibility of mining particular deposits or occurrences of one or more minerals; and includes any drilling, dredging, or excavations (whether surface or sub-surface) that are reasonably necessary to determine the nature and size of a mineral deposit or occurrence; and ‘to explore’ has a corresponding meaning.”

Mining: as “mining” in section 2 of the Crown Minerals Act 1991.

“Means to take, win, or extract, by whatever means, a mineral existing in its natural state in land, or a chemical substance from that mineral, for the purpose of obtaining the mineral or chemical substance; but does not include prospecting or exploration; and ‘to mine’ has a corresponding meaning.”

Network Infrastructure: in section 197 of the Local Government Act 2002 means:

“The provision of roads and other transport, water, wastewater, and stormwater collection and management.”

Road: in section 315 of the Local Government Act 1974.

“Means the whole of any land which is within a district, and which—

- (a) Immediately before the commencement of this Part of this Act was a road or street or public highway; or
- (b) Immediately before the inclusion of any area in the district was a public highway within that area; or
- (c) Is laid out by the council as a road or street after the commencement of this Part of this Act; or
- (d) Is vested in the council for the purpose of a road as shown on a deposited survey plan; or
- (e) Is vested in the council as a road or street pursuant to any other enactment;—

and includes—

- (f) Except where elsewhere provided in this Part of this Act, any access way or service lane which before the commencement of this Part of this Act was under the control of any council [[or is laid out or constructed by or vested in any council as an access way or service lane]] or is declared . . . by the Minister of Works and Development as an access way or service lane after the commencement of this Part of this Act [[or is declared by the Minister of Lands as an access way or service lane on or after the 1st day of April 1988]]:
- (g) Every square or place intended for use of the public generally, and every bridge, culvert, drain, ford, gate, building, or other thing belonging thereto or lying upon the line or within the limits thereof;—

but, except as provided in [[the Public Works Act 1981]] or in any regulations under that Act, does not include a motorway within the meaning of that Act:

Wetland: in section 2 of the Act:

"Includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions."

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APPENDIX 13

ROADS AND TRANSPORT

E13.1 Parking requirements

E13.2 Vehicle accessways and crossing standards

E13.3 Road standards

E13.1 Parking Requirements

E13.1.1 Parking Spaces to be Provided

- E13.1.1.1 For any new activity, or any increase in an existing activity not complying with Section 10 of the Act (Certain Existing Land Uses in Relation to Land Protected), provision shall be made for on-site vehicle parking, for use by staff and visitors, in accordance with Table E13.1(a), E13.1(b) and E13.1(c), and in compliance with the car park dimensions in Table E13.2 and Diagram E13.1.
- E13.1.1.2 If an activity is not listed in Table E13.1, the activity closest in parking demand to the new activity shall be used.
- E13.1.1.3 Where there are two or more similar activities in Table E13.1 and there is uncertainty over which rate is most applicable, the activity with the higher parking rate shall apply.
- E13.1.1.4 Where there are two or more different activities listed in Table E13.1 occurring on the site, the total requirement for the site shall be the sum of the parking requirements for each activity.
- E13.1.1.5 Where a parking requirement results in a fractional space, any fraction of one half or over shall be rounded up to the nearest whole number and any fraction under one half shall be disregarded except that there must be a minimum of one space for each activity.
- E13.1.1.6 Parking spaces for persons with impaired mobility shall be provided at the required rate (refer to Rules 5.5.1.5 and 17.5.1.4) and shall be included within the total requirement specified in Table E13.1.
- E13.1.1.7 Where an application includes two or more activities, and the nature of activities is unknown, the activity with the highest parking rate shall apply.
- E13.1.1.8 The parking requirement for Food and Beverage activities is based on PFA. Where PFA is not specified or is unknown, the parking requirement shall be calculated based on GFA.

Table E13.1(a) — Minimum Parking Spaces to be Provided

Except as provided in Table E13.1(b) Rolleston Key Activity Centre (Business and Living Zones) and Table E13.1(c) Town Centres and Local Neighbourhood Centres, the following parking rates shall apply:

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Residential	2 spaces per residential dwelling, except that no spaces are required for residential dwellings in the Living Z Medium Density areas identified on an Outline Development Plan.
Industrial activities	1.5 spaces per 100m ² GFA
Places of Assembly and/or Recreational Activities	10 spaces per 100m ² public area or 1 space per 10 seats, whichever is greater
Drive-throughs, excluding service stations	5 stacked parking spaces per booth or facility
Service stations	1 space beside each booth or facility except car wash facilities which shall be provided with 5 stacked parking spaces per facility
Retail activities generally (including Commercial)	4.5 spaces per 100m ² GFA and/or outdoor display area
Slow trade and bulk goods retail	2.5 spaces per 100m ² GFA and/or outdoor display area
Food and Beverage	4.5 spaces per 100m ² PFA for the first 150m ² then 19 spaces per 100m ² PFA thereafter. Where there is no public floor area, for example a drive through only, one space shall be provided per staff member employed on the site at any one time.
Sports grounds and playing fields	15 spaces per hectare of playing fields
Carehomes	1 space per 3 clients
Health care services	3 spaces per professional staff member employed on-site at any one time
Offices	2.5 spaces per 100m ² GFA
Research facilities	1 space per 2 full time equivalent staff

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Educational (excluding Preschools)	1 space per full time equivalent staff member, plus 1 space per 8 students over 16 years of age, and Visitor/set down parking at: Primary schools: 1 space per 6 students All other education facilities: 1 space per 20 students under 16 years of age except that in respect to student parking, any required on site parking provision can be deferred until a minimum of 5 spaces are required. At such time that the 5th space is required, the car parks shall be formed and sealed on site within 6 months of that time.
Preschool	0.26 spaces per child (including drop-off and staff parking)
Visitor Accommodation	1 space per bed plus 1 space per 2 staff
Activities providing automotive servicing	3 parking spaces per work bay ¹

Table E13.1(b) – Parking spaces to be provided for Rolleston Key Activity Centre (Business and Living Zones)

Note: A number of the activities listed in this table have KAC-specific definitions (refer Part D – Definitions).

ROLLESTON PRECINCTS 1 AND 8:

Note: For Precinct 8, also refer to Rule E13.1.3 of this Appendix E13 for specific provisions in relation to the location of car parking.

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Retail	3.5 spaces per 100m ² PFA or GFA, whichever is the greater.
Food and beverage	
Commerical services	
Trade suppliers	
Furniture and lighting outlets	

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Drive through facility	3.5 spaces per 100m ² PFA Where there is no public floor area, one space shall be provided per staff member employed on the site at any one time and 5 stacked parking spaces shall be provided per booth or facility.
Offices	2.5 spaces per 100m ² GFA
Residential Activities	0.8 spaces per 100m ² GFA
Any other Activities	The number of car parks provided is to comply with the relevant requirements of Table 13.1(a).

ROLLESTON PRECINCTS 2, 3, 4 AND 7:

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Retail	3.3 spaces per 100m ² PFA or GFA, whichever is the greater.
Food and beverage	
Commerical services	
Trade suppliers	
Furniture and lighting outlets	
Drive through facility	3.3 spaces per 100m ² PFA Where there is no public floor area, one space shall be provided per staff member employed on the site at any one time and 5 stacked parking spaces shall be provided per booth or facility.
Offices	2.5 spaces per 100m ² GFA
Residential Activities	0.8 spaces per 100m ² GFA
Any other Activities	The number of car parks provided is to comply with the relevant requirements of Table 13.1(a).

ROLLESTON PRECINCT 5:

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Retail	Nil spaces – no car parking required
Commerical services	
Offices	
Any other Activities	The number of car parks provided is to comply with the relevant requirements of Table 13.1(a).

Table E13.1 (c) – Parking spaces to be provided for Town Centres, and Local and Neighbourhood Centres

The following requirements shall apply to:

- Retail and Food and beverage activities in Lincoln Key Activity Centre Precinct 1 (including the Neighbourhood Centre identified in Appendix 37 – Outline Development Area 7), as identified in Appendix 29B. For Precinct 5, Table E13.1(a) will apply.
- Retail and Food and beverage activities located within the main Business 1 zone within the town centres of Darfield, Prebbleton, Leeston or Southbridge, as shown on the respective Planning maps
- Local and Neighbourhood Centres as identified on an approved Outline Development Plan (excluding the Neighbourhood Centre identified in Appendix 37 – Outline Development Area 7).

For the avoidance of doubt, the following requirements shall not apply to isolated pockets of Business 1 zoned land or areas of Business 1 zone land which are outside of the main town centre or outside of the Rolleston Key Activity Centre (as identified in Appendix 29A).

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Food and Beverage (Lincoln KAC Precinct 1, Darfield, Leeston and Southbridge except as specified below)	3.5 spaces per 100m ² PFA for the first 150m ² then 15 spaces per 100m ² PFA thereafter. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking. Where there is no public floor area, for example a drive through only, one space shall be provided per staff member employed on the site at any one time.
Retail activities generally (including Commercial) (Lincoln KAC Precinct 1, Darfield, Leeston and Southbridge except as specified below)	3.5spaces per 100m ² GFA and/or outdoor display area. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking.

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Food and Beverage (Neighbourhood centres (activities under 450m ²) and Prebbleton) (Note: this does not apply to the Appendix 37, ODP Area 7 Neighbourhood Centre – refer Lincoln KAC Precinct 1 requirements above instead.)	4.0 spaces per 100m ² PFA for the first 150m ² then 17 spaces per 100m ² PFA thereafter. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking. Where there is no public floor area for example a drive through only, one space shall be provided per staff member employed on the site at any one time.
Retail activities generally (including Commercial) (Neighbourhood centres (activities under 450m ²) and Prebbleton) (Note: this does not apply to the Appendix 37, ODP Area 7 Neighbourhood Centre – refer Lincoln KAC Precinct 1 requirements above instead.)	4.0 spaces per 100m ² GFA and/or outdoor display area. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking.
Food and Beverage Local centres and Southbridge (activities under 200m ² GFA)	2 spaces per 100m ² PFA for the first 150m ² then 15 spaces per 100m ² PFA thereafter. Of which the greater of 1 space or 15% of the total spaces required for the activity shall be marked on-site to provide a minimum level of staff parking. Where there is no public floor area, for example a drive through only, one space shall be provided per staff member employed on the site at any one time.
Retail activities generally (including Commercial) Local centres and Southbridge (activities under 200m ² GFA)	2 spaces per 100m ² GFA and/or outdoor display area. Of which the greater of 1 space or 15% of the total spaces required for the activity shall be marked on-site to provide a minimum level of staff parking.

Table E13.2 – Minimum Car Park Dimensions

Type of User	Parking Angle (°)	Stall Width (m)	Aisle	Stall Depth (m)
		To be increased by 300mm where they abut a permanent obstruction (e.g. wall)	(Specified for one way, forward entry. Two way aisles shall be 5.5m minimum)	(5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas)
Long Term	90 (Perpendicular)	2.4	6.2	5.4
(Tenant, employee and commuter parking, universities – generally all day parking)	60	2.4	4.9	5.4
	45	2.4	3.9	5.4
	30	2.1	3.1	5.4
Medium Term	90	2.5	5.8	5.4
(Town centre parking, sports facilities, entertainment centres, hotels, motels, - generally medium term parking)	60	2.5	4.6	5.4
	45	2.5	3.7	5.4
	30	2.3	3.0	5.4

Type of User	Parking Angle (°)	Stall Width (m)	Aisle	Stall Depth (m)
		To be increased by 300mm where they abut a permanent obstruction (e.g. wall)	(Specified for one way, forward entry. Two way aisles shall be 5.5m minimum)	(5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas)
Short Term	90	2.6	5.4	5.4
(Short-term town centre parking, shopping centres, supermarkets, hospitals and medical centres (generally where children and goods can be expected to be loaded into vehicles))	60	2.6	4.3	5.4
	45	2.6	3.5	5.4
	30	2.5	2.9	5.4
			8.0	5.4
Disabled Parking	As above	3.2	As above	5.4
All Users	Parallel	2.5	5.5 (two way)	5.4

NOTE:

Refer to Diagram E13.1(a) for car parking space layout.

Notes:

1. Car parking spaces for people with disabilities are subject to requirements under the current New Zealand Building Code including being located as close as practicable to the building entrance. The spaces shall be on a level surface and be clearly signed.
2. For further design guidance for parking areas in buildings refer to the New Zealand Building Code D1: Access Routes or Australian Standard Off-street Parking, Part 1: Car Parking Facilities, ASNZ 2890.1-2004 and subsequent amendments.

E13.1.2 Availability of Parking Spaces

E13.1.2.1 Any area required for on-site parking or loading, other than for a residential activity, shall be available at all times for staff and visitors during the hours of operation of the activity and shall not be diminished by any subsequent erection of any structure, storage of goods, or any other use, except as required in the Rolleston Key Activity Centre in Rule E13.1.3.4 below.

E13.1.3 Parking Area Location

E13.1.3.1 All parking required in Table E13.1 above and all loading (including unloading) areas shall be located on the same site as the activity for which the parking is required. This rule shall not apply to any required parking which complies with Rules E13.1.3.3 and E13.1.3.4 below.

E13.1.3.2 Any parking or loading area for any activity in a Business zone shall not have its access across land in any Living zone, except for any parking provided in Rolleston Reserve pursuant to Rule E13.1.3.4.

- E13.1.3.3 Within a Business 1, 2 or 2A Zone, parking required in table E13.1 above may be provided on a physically adjoining site, or on a site within 100m of the site on which the activity is undertaken, provided that it meets the conditions of E13.1.3.5 in either of these situations.
- E13.1.3.4 For Precinct 8 of the Rolleston Key Activity Centre, all car parking (required and/or provided) shall be provided in Precincts 1 and/or 6 in a public car park or public car parks, shall be available for general public use and shall meet conditions (c), (d) and (e) of Rule E13.1.3.5.
- E13.1.3.5
- (a) the parking shall be clearly associated with the activity by way of signage on both sites, or alternatively be available for general public use, and
 - (b) the parking is located on the same side of any road as the activity, and
 - (c) the most direct route provided or available for pedestrians from the parking area to the activity is not more than 200m and,
 - (d) if disabled parking cannot be physically accommodated on the same site as the activity, shall be provided at the closest point to the entrance to the activity with which they are associated and, the most direct route from the disabled parking spaces to the activity shall be accessible for mobility impaired persons and
 - (e) Parking on a separate site by an activity must be protected for the use of that activity (and any future activity on the activity site), or for the use of the general public, by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to Selwyn District Council for their records.
Note: Precinct 8 parking shall be protected for the use of the general public only.

E13.1.4 Cycle Parking

- E13.1.4.1 Any activity, other than residential activities, temporary activities, activities listed in E13.1.4.2 and activities permitted under Part C, Living Zone Rules - Activities 10.9.1. is to provide cycle parking at a minimum of 2 spaces and then at a rate of 1 cycle space for every 5 car parking spaces required, to a maximum of 10 cycle spaces.
- E13.1.4.2 Any Place of assembly, recreation or education activity shall provide cycle parking at a minimum of 2 spaces and then at a rate of 1 cycle space for every 5 car parking spaces required.
- E13.1.4.3 All cycle parking required by rule E13.1.4.1 or E13.1.4.2 shall be provided on the same site as the activity and located as close as practicable to the building main entrance and shall be clearly visible to cyclists entering the site, be well lit and secure. The type of stand must comply with the Engineering Code of Practice requirements for cycle parking rack systems.

E13.1.5 Loading and Manoeuvring

- E13.1.5.1 All loading and manoeuvring shall be carried out on-site. The manoeuvring area to and from the loading zone shall be designed to

accommodate at least the design truck as detailed in the Council's Engineering Code of Practice.

- E13.1.5.2 No loading zone shall obstruct any on-site car parking space or any vehicle or pedestrian access. For clarification any loading spaces shall be in addition to parking spaces required in Table E13.1.

E13.1.6 Parking Spaces for Residential Activities

- E13.1.6.1 Garageable parking spaces for any residential activity in any zone shall have the following minimum internal dimensions:

	Width	Depth
Single	3.1m	5.5m
Double	5.6m	5.5m

- E13.1.6.2 The minimum width of the entrance to a single garage shall be 2.4 metres.

- E13.1.6.3 Any other parking space for any residential activity shall have the following minimum dimensions:

Width	2.5m
Depth	5m

- E13.1.6.4 The manoeuvring area to and from the site access to the parking space shall be designed to accommodate at least the design motor car as set out in the Council's Engineering Code of Practice.

- E13.1.6.5 Where two parking spaces are required by for any residential activity (other than visitor spaces), they may be provided in tandem where on-site manoeuvring is provided.

E13.1.7 Gradient of Parking Areas

- E13.1.7.1 The gradient for any on-site parking surface for any non-residential activity, shall be no more than:

- (a) At 90° to the angle of parking - 1:16
- (b) Parallel to the angle of parking - 1:20

E13.1.8 Maximum Gradients for Access to any Parking Space(s)

- E13.1.8.1 The maximum average gradient of any access shall be 1 in 6.
- E13.1.8.2 The maximum gradient shall be 1 in 4 on any straight section and 1 in 6 around curves, the gradient being measured on the inside line of the curve.
- E13.1.8.3 The maximum change in gradient without a transition shall be no greater than 8°.

E13.1.9 On-site Manoeuvring

E13.1.9.1 On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

- (a) Any site has access to a State Highway or arterial road (refer Appendix 7); or
- (b) Any site has access to a collector road and required 3 or more parking spaces; or
- (c) Any site containing a non-residential activity having access to a collector road; or
- (d) Any access to a site that serves 6 or more parking spaces; or
- (e) Any residential activity providing tandem parking.

Note: Required design vehicles for manoeuvring are included in the Council's Engineering Code of Practice.

E13.1.9.2 Parking spaces shall be located so as to ensure that no vehicle is required to carry out any reverse manoeuvring when entering any required parking space.

E13.1.9.3 Vehicles shall not be required to undertake more than one reverse manoeuvre when manoeuvring out of any required parking or loading space.

E13.1.10 Queuing Spaces

E13.1.10.1 A queuing space shall be provided on-site for all vehicles entering or exiting a parking or loading area. The length of such queuing spaces shall be in accordance with Table E13.3 below. Where the parking area has more than one access the number of parking spaces may be apportioned between the accesses in accordance with their potential usage.

E13.1.10.2 The queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles or pedestrians on established pathways already on the site may arise.

Table E13.3 – Queuing Space Lengths

Number Of Parking Spaces On-Site	Minimum Queuing Space Length (m)
1-20	5.5
21-50	10.5
51-100	15.5
101-150	20.5
151 or over	25.5

Note: The discharge of storm water from a large sealed area may require a discharge consent from Environment Canterbury.

E13.1.11 Illumination

E13.1.11.1 Any parking and loading areas, (excluding those for any residential activity), which are required at night shall be illuminated to a minimum maintained level of 2 lux, with high uniformity, during the hours of operation.

E13.1.12 Surface of Parking and Loading Areas

E13.1.12.1 The surface of any parking, loading, and associated access areas (except parking areas for any residential activity) shall be formed, sealed and drained with the parking spaces permanently marked.

E13.2 Vehicle Accessway and Crossing Standards

E13.2.1 Private Vehicle Accessway

E13.2.1.1 The minimum requirements for any private vehicle accessway for a site(s) shall be in accordance with Table E13.4.

Table E13.4 – Minimum Requirements for any Shared Private Vehicular Accessway

Zone	Potential No of Sites	Length (m)	Legal Width (m)	Carriageway Width (m)	Turning Area	Passing Bay
Living Zones	2-3	Any length	4.5	3.0	Optional	Optional
Living Zones	4-6	0-50	5.0	3.5	Optional	Required
Living Zones	4-6	Over 50	6.5	4.5	Required	Required
Business Zones	1-6	All lengths	7.0	5.0	Required	Optional

E13.2.1.2 The minimum height clearance for any private vehicle access shall be 4.5m.

E13.2.1.3 Where a private vehicle access serves more than two allotments, in any zone, it shall be formed and sealed.

E13.2.1.4 Where turning areas are required in Table E13.4, this may be facilitated through the use of a hammerhead arrangement. **Note:** refer to the Council's Code of Practice for the design standard required.

E13.2.1.5 The minimum width of an accessway serving a single site in the Living Zones shall be 3.5m.

Notes: Access to allotments with the potential to accommodate more than 6 dwellings in any Living zone or more than 6 sites in any Business zone shall be provided by way of a road, not a private way or access lot (refer to rules C5.2.1.7 and C17.2.1.7). The legal width is greater than the carriageway width to ensure that there is space for suitable on-site stormwater management and landscaping.

E13.2.2 Distances of Vehicle Crossings from Road Intersections

E13.2.2.1 No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table E13.5 except that where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with Table E13.5, a single vehicle crossing may be constructed in the position which most nearly complies. (Note that the Road Hierarchy for the District is set out in Appendix 7).

E13.2.2.2 In applying E13.2.2.1 the distances specified in Table E13.5 shall be measured along the road boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed edge, of the intersecting road – refer to Diagram E13.5.

E13.2.2.3 No part of any vehicle crossing shall be located closer than 30 metres to the intersection of any railway line measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.

Table E13.5 – Minimum Distances of any Vehicle Crossing from Intersections

Vehicle Crossing Joins to	Posted speed Km/hr	Intersecting Road Type Distances in Metres			
		State Highway	Arterial	Collector	Local
Strategic State Highway	> 50	100	100	100	100
	≤50	30	30	30	30
Arterial	> 50	100	100	100	100
	≤50	30	30	30	30
Collector	> 50	75	75	60	60
	≤50	30	30	30	25
Local	> 50	75	75	60	60
	≤50	25	25	25	10

E13.2.3 Sight Distances From Vehicle Crossings

E13.2.3.1 Any access on any road shall have minimum unobstructed sight distances that comply with Tables E13.6 below and measured in accordance with Diagram E13.2.

Table E13.6 – Minimum Sight Distances

Posted (Legal) Speed Limit (km/h)	State Highways and Arterials Required Sight Distances (m)	Collector and local roads	
		Living Zones Sight Distances (m)	Business Zones Sight Distances (m)
50	113	45	113
60	140	65	140
70	170	85	170
80	203	115	203
90	240	140	240
100	282	250	282

E13.2.4 Vehicle Crossing Design and Siting

- E13.2.4.1 Vehicle access to any site from any road or service lane shall be by way of a vehicle crossing constructed at the owner's or developer's expense.
- E13.2.4.2 For all sites in a Living Zone there shall be a maximum of one vehicle crossing per site.
- E13.2.4.3 For sites in the Business 2A Zone with frontage to roads other than State Highway and Arterial roads, there shall be a maximum of two vehicle crossings per site except that:
- (a) There may be a maximum of three vehicle crossings per site where the road frontage is more than 100 metres in length.
- E13.2.4.4 For sites in all other Business zones (excluding B2A zone) there shall be a maximum of one vehicle crossing per site, except where:
- (a) the site has frontage to roads other than State Highway and Arterial roads, where there may be a maximum of two vehicle crossings per site if each crossing is a single exit or entry (one way flow), or
 - (b) The site has a road frontage of more than 100m in length where there may be a maximum of three vehicle crossings per site.
- E13.2.4.5 The maximum spacing and width any vehicle crossing shall comply with Table E13.7.
- E13.2.4.6 For the purposes of measuring the distance between crossings specified in table E13.7, the distance between two vehicle crossings shall be measured along the edge of the carriageway parallel to the road centre line, between the full height kerb or edge of crossing seal and the full height kerb or seal edge of the adjoining crossing.

E13.2.4.7 For the purposes of measuring crossing widths as specified in Table E13.7, the width of a vehicle crossing shall be measured at the property boundary (parallel with the road reserve).

Table E13.7 – Vehicle Crossing Requirements

Zone	Distance Between Crossings (m) on Same Side of Road	Width (m)	
		Minimum	Maximum
Living zones	Vehicle crossing to a shared accessway	Residential activities – 3.5m	Residential activities – 6m
	Greater than 7m;	Non-residential activities – 4m	Non-residential activities – 7m
	All other vehicle crossings;		
	Less than 1m or greater than 7m		
All Business zones except the B2A Zone (Izone)	Less than 1m or greater than 7m	5m	7m or 8m for shared crossings
B2A Zone (Izone)	Less than 1m or greater than 7m	5m	12m

E13.2.4.8 Notwithstanding E13.2.4.5 above, for vehicle crossings onto a State Highway or Arterial road with a posted speed limit of 70km/h or greater the distances between crossings shall be taken from Diagram E13.4.

E13.2.5 Standard of Vehicle Crossings

E13.2.5.1 Vehicle crossings shall be constructed to the following minimum standards:

- Standard vehicle crossings shall be provided to sites capable of containing no more than 6 dwellings or which generate no more than 100 vehicle movements per day.
- Heavy-duty vehicle crossings shall be provided for all other sites.

E13.3 Road Standards

E13.3.1 New Roads

E13.3.1.1 Any new road shall be laid out and vested in the Council in accordance with the standards contained in Table E13.8. Where stipulated that one parking lane is required the placement of this can alternate between respective sides of the road in the form of parking base.

E13.3.1.2 When determining the carriageway width as shown in Table E13.8 in accordance with E13.3.1.1, the carriageway widths shall be measured kerb face to kerb face.

Commented [CS1]: Was listed as E19.8 – clause 20A amendment when next updated.

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Table E13.8 – Road Standards

Type of Road	Legal Width (m)		Carriageway Width (m)		Traffic lanes	Parking lanes	Specific provision for cycles (on road or off road)	Pedestrian Provision
	Min	Max	Min	Max	Min. No. of	Min No. Of		Minimum
State Highways	20	25	NA refer to NZTA	NA refer to NZTA	2	2	Yes	Both sides
Arterial	20	25	13	14	2	2	Yes	Both sides
Collector (except in Business 1 zone)	20	25	11	12	2	1	Yes	Both sides
Collector (Business 1 Zone)	20	25	13	14	2	2	Yes	Both sides
Local – Business	20	25	12	13	2	2-Both sides	Optional	Both sides
Local roads – Living								
Local Roads – Living 3 Zones at Rolleston (as shown within the Outline Development Plans at Appendices 39-40 and 46)	18m	20m	6m	6.5m		Nil		One side only (Holmes) Nil, other than informal on both sides of road within berms (East Rolleston)
Local – Living 2 zone only	18	20	6	6.5	2	NA	NA	Optional but no more than one side.
Local - Major	16	20	8.5	9	2	1	Optional	One side
Local - Intermediate	13	15	7	8	2	1	NA	One side
Local - Minor	10	12	5	6	1	NA	NA	NA
Cycle/Pedestrian Accessway	6	10	2.5	3.0	NA	NA	Yes	Yes

Notes: The Engineering Code of Practice (COP) includes more detail on the design requirements of roads and cycle/pedestrian accessways.

Approval must be sought from NZTA before any work is carried out within the State Highway road reserve.

Table E13.8 does not apply to roads within the B2A zone formed in accordance with the recommended road cross sections in appendix E22 (refer to rule 17.1.1.3).

Where cycling provision is made on street on Collector Roads in the Business 1 Zone, a 14m carriageway must be provided.

E13.3.1.3 Any footpath shall be constructed as a sealed strip within the berm. All areas of berms not sealed in footpath are to be formed in grass, except in the Business zones where the full width of the berm shall be formed.

E13.3.1.4 Cul-de-sacs are permitted on local business roads. Cul-de-sacs are also permitted for local intermediate or local minor roads but shall be restricted to a maximum length of 150 metres.

E13.3.1.5 Any cul-de-sac road must connect to a through road and shall not only connect to another cul-de-sac.

E13.3.1.6 Any local road (living) cul-de-sac shall be constructed with a turning head having a minimum diameter of 22m measured from kerb to kerb.

E13.3.1.7 Any local road cul-de-sac (business) shall be constructed with a turning head having a minimum diameter of 30m measured from kerb to kerb.

E13.3.1.8 Any local road in the Living 3 Zone at Rolleston shall be constructed in substantial accordance with the recommended road cross section shown in the Outline Development Plan in Appendix 39 and 40.

E13.3.2 Road Intersection Spacing (all roads)

E13.3.2.1 The spacing between road intersections shall comply with Table E13.10 below.

E13.3.2.2 In determining intersection spacing from Table E13.9 in accordance with E13.3.2.1, where new roads are proposed as part of any Outline Development Plan, the intersection spacing can be designed for the proposed (future) speed limit (typically 50km/hr) within the Outline Development Plan area and on immediately adjoining roads.

E13.3.2.3 The distance between any two road intersections shall be measured along the centre line of the road which has both the intersections:

- (a) From the point where the centre lines of two of the roads intersect;
- (b) To the point where the centre lines of the other two roads intersect.

Table E13.9 – Minimum Distance Between Intersections

Posted (Legal) Speed Limit (km/hr)	Road types	Distance (m)
100	All	800
90	All	248
80	All	214
70	All	181

Posted (Legal) Speed Limit (km/hr)	Road types	Distance (m)
60	All	151
50	State Highways, Arterials, Collector and Local Business Roads	123
50 (or less)	Local roads only	75

Note: Table E13.9 does not apply to roads within the B2 and B2A zone that are located as shown within Appendix E22 or E32 (refer to rule 17.1.1.4).

DIAGRAMS

Diagram E13.1 – Car Parking

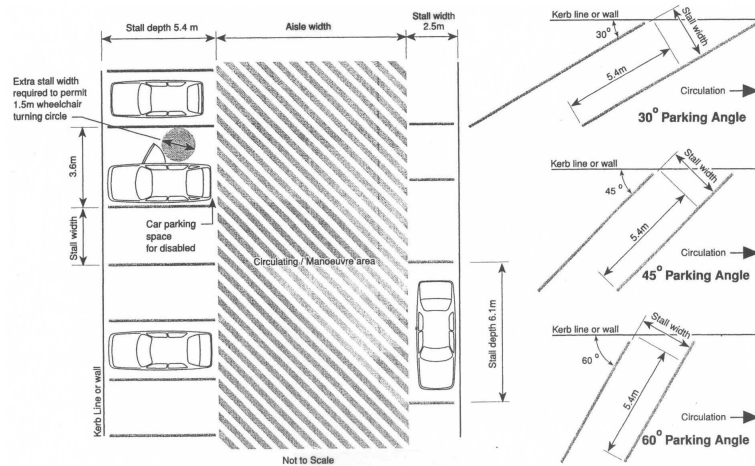
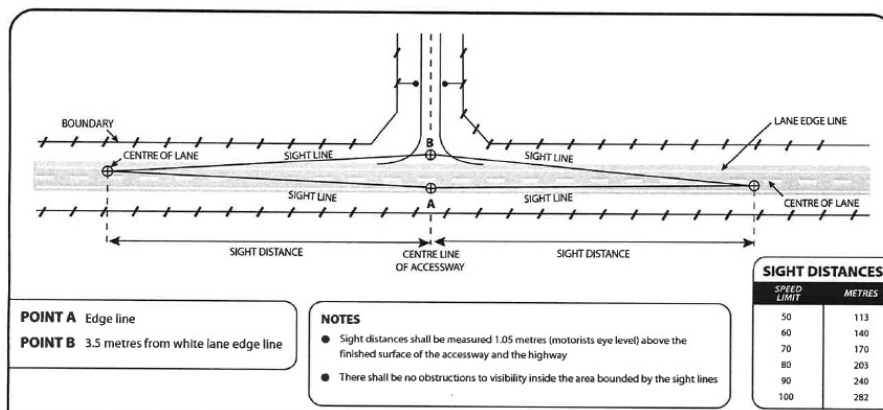
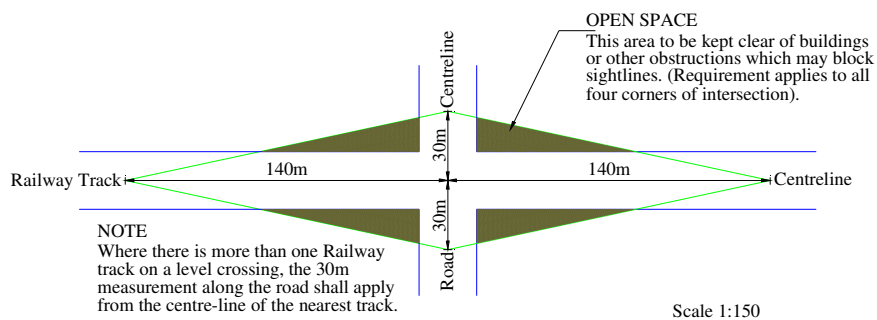


Diagram E13.2 – Sight Distance Measurement and State Highway/Arterial Sight Distance Values



E13.3 Traffic Sight Lines at Railway Crossings



Note: E13.3 relates to Rule C5.4 and C17.4

Diagram E13.4 - State Highways and Arterial Roads - Access Separation From Other Accesses

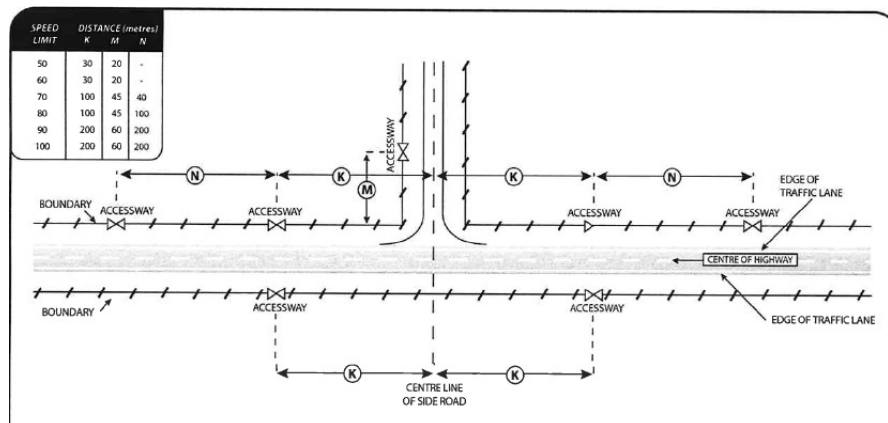
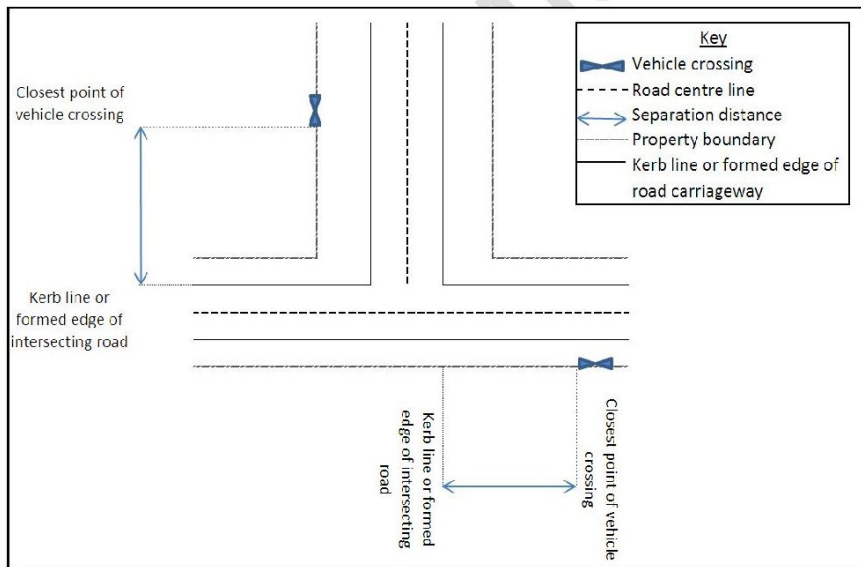
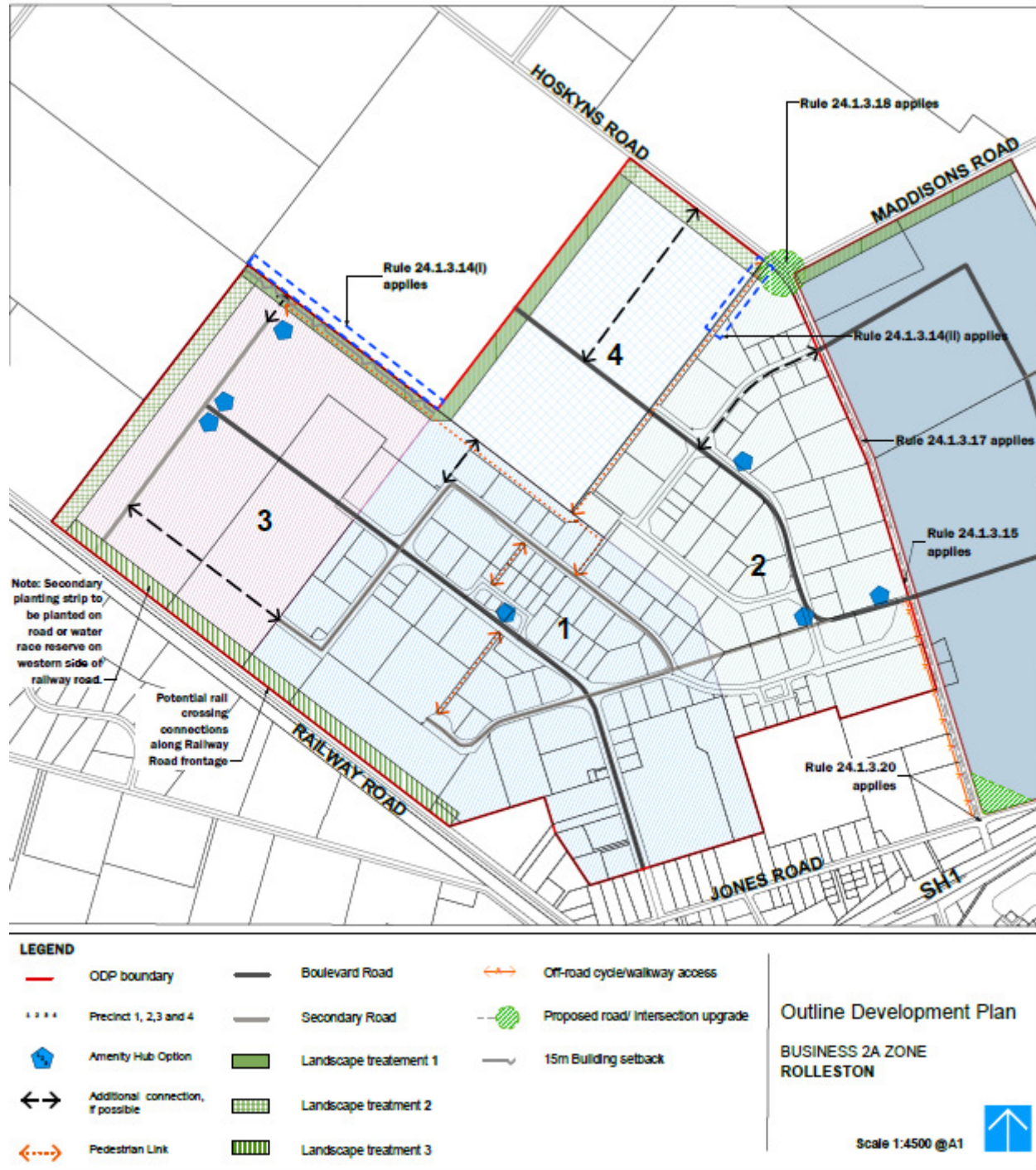


Diagram E13.5 – Access Separation From Intersections



OUTLINE DEVELOPMENT PLAN – BUSINESS 2A ZONE, ROLLESTON



[illegible]





Proposed Intersection

Existing Intersection

5

Traffic Design Group

DRAWN: DKN
DATE: 30-10-2009
SCALE: 1:750 @ A3
DWG NO: HOSKYN5-MADDISON

Business 2A Zone
Hoskyns / Maddisons Roads Intersection Upgrade

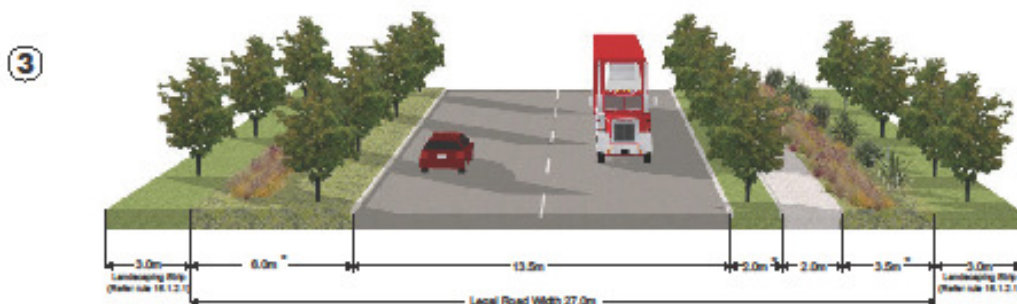
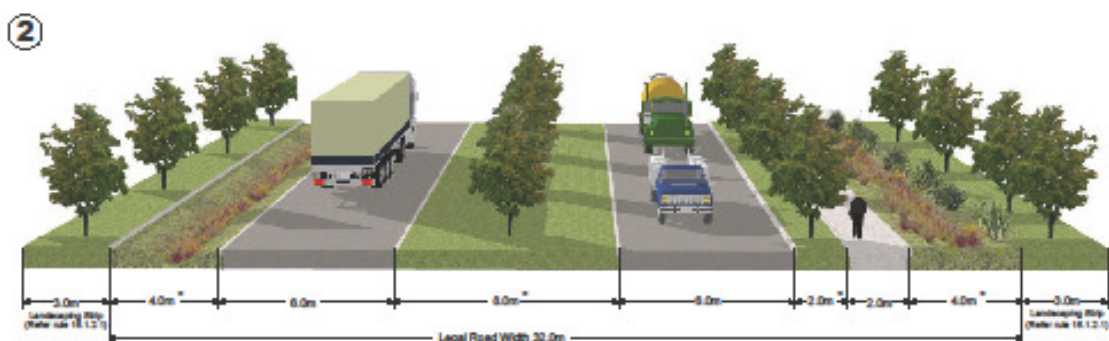
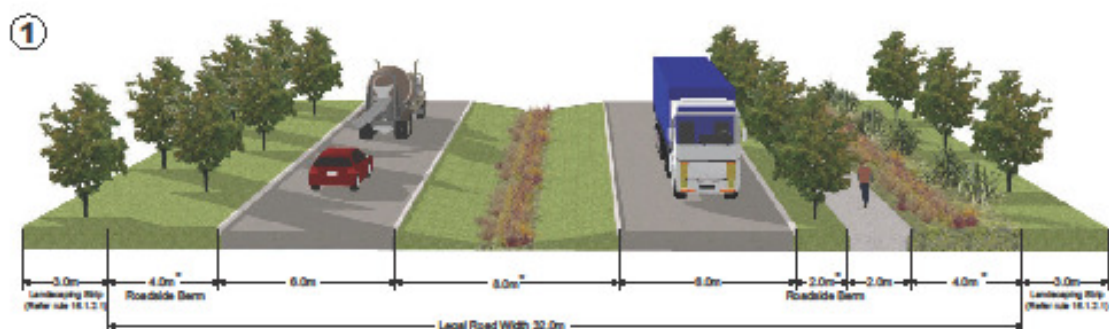
REVISION	DATE	DESCRIPTION
A	11.02.2011	Drawn & 3D Modelled

C:\Users\pmp\Documents\Hoskyns\3D\Zone 2009\A3\Hoskyns_Maddison.dwg

Tuesday, 12 May 2011

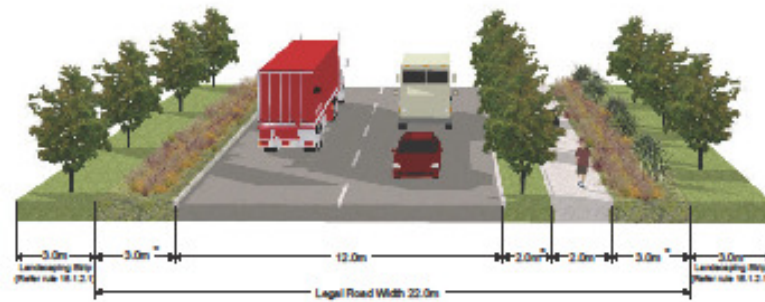
Recommended Road Cross Sections for the Business 2A Zone Rolleston (Refer Rule 24.1.3.12) - Boulevard Roads

Boulevard Road Options:



* - Includes planting strip planting (Refer Rule 24.1.3.13)

Recommended Road Cross Sections for the Business 2A Zone Rolleston (Refer Rule 24.1.3.12) - Secondary Roads

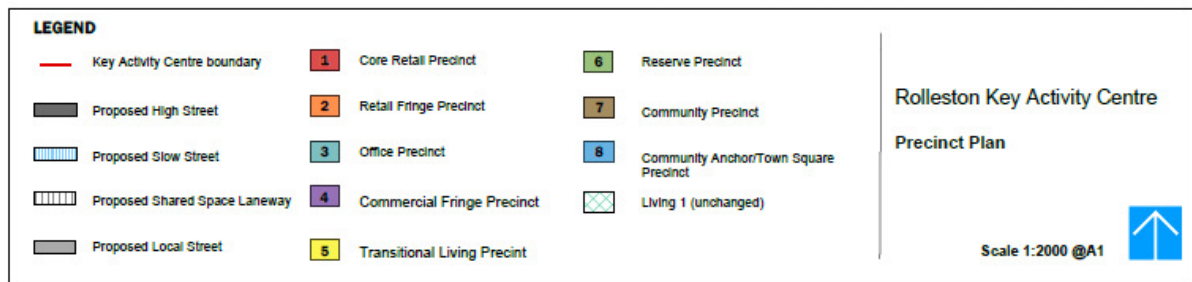


Note: Secondary Road treatment to be applied to any roads additional to those shown on the Outline Development Plan

* - Includes planting strip planting (Refer Rule 24.1.3.13)

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APPENDIX 29A

ROLLESTON KEY ACTIVITY CENTRE (KAC) – Precinct Plan

LINCOLN KEY ACTIVITY CENTRE (KAC) – Precinct Plan



LEGEND

- KAC boundary
- Proposed High Street
- 1 Core Retail Precinct
- 5 Transitional Living Precinct

Lincoln Town Centre

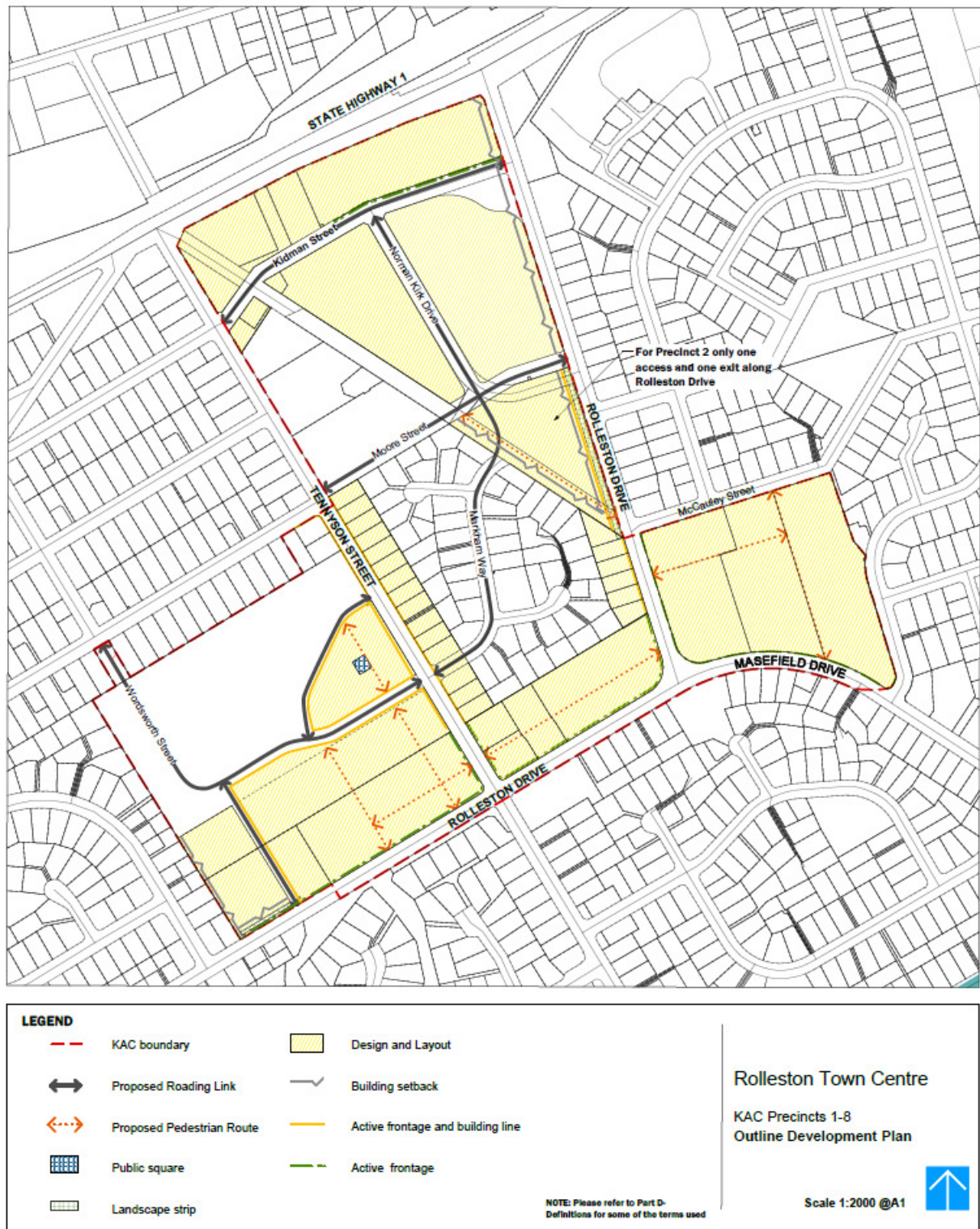
Precinct Plan

Scale 1:2000 @A1



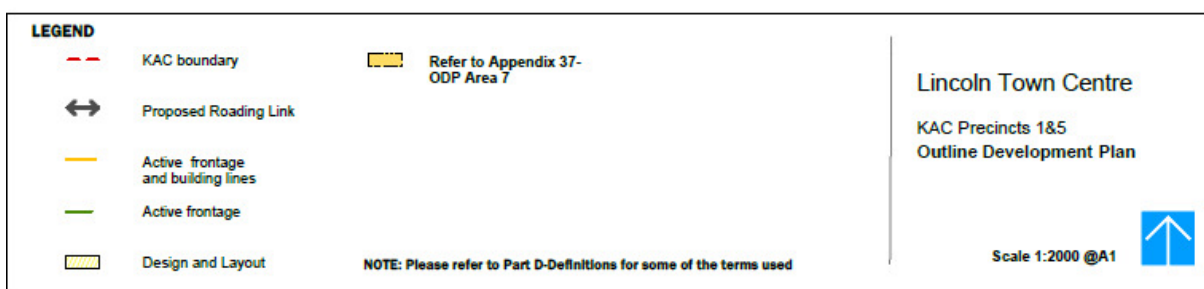
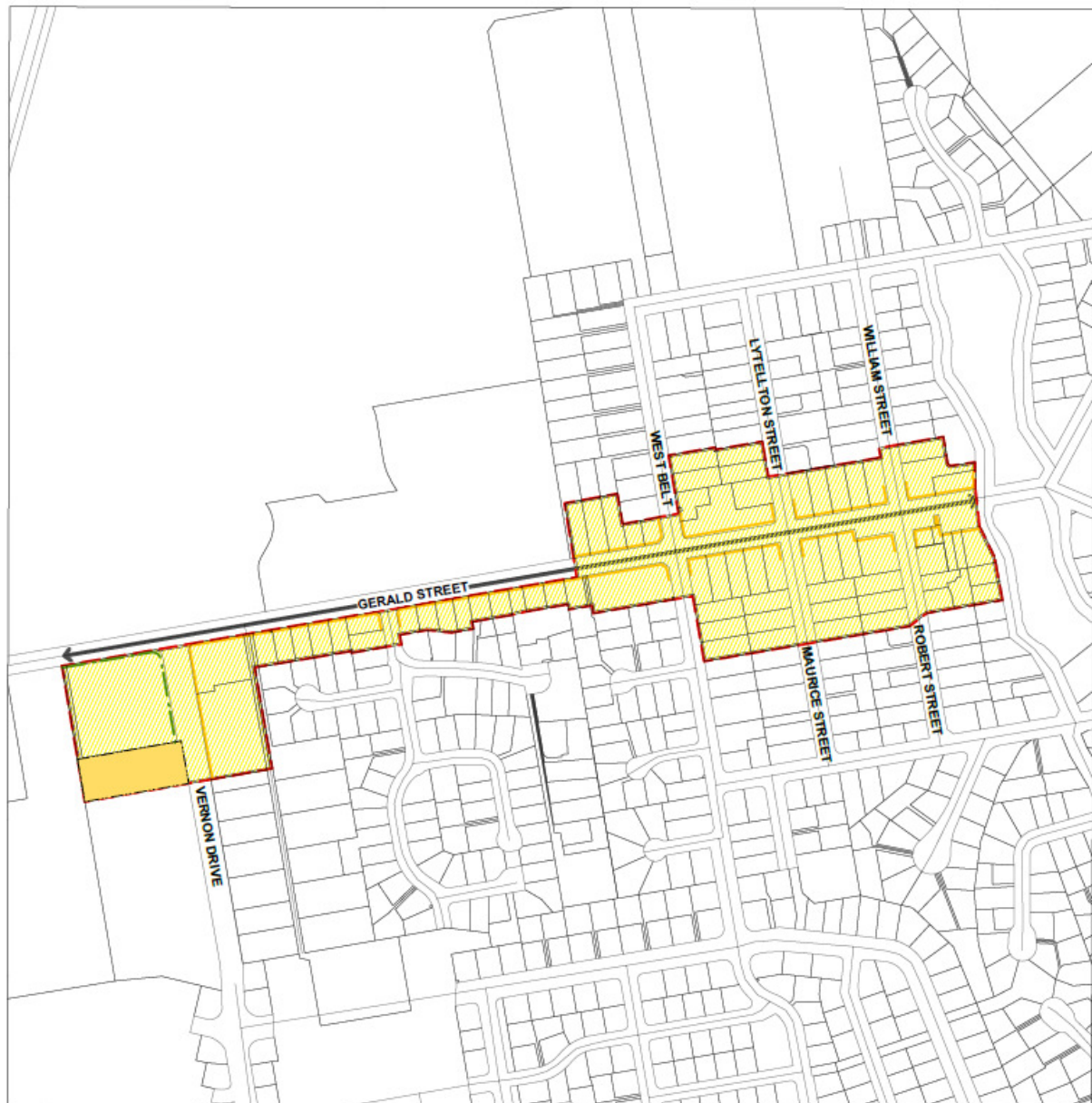
APPENDIX 29C(i)

Key Activity Centres OUTLINE DEVELOPMENT PLAN (ODP) – PRECINCTS 1 - 8



APPENDIX 29C(ii)

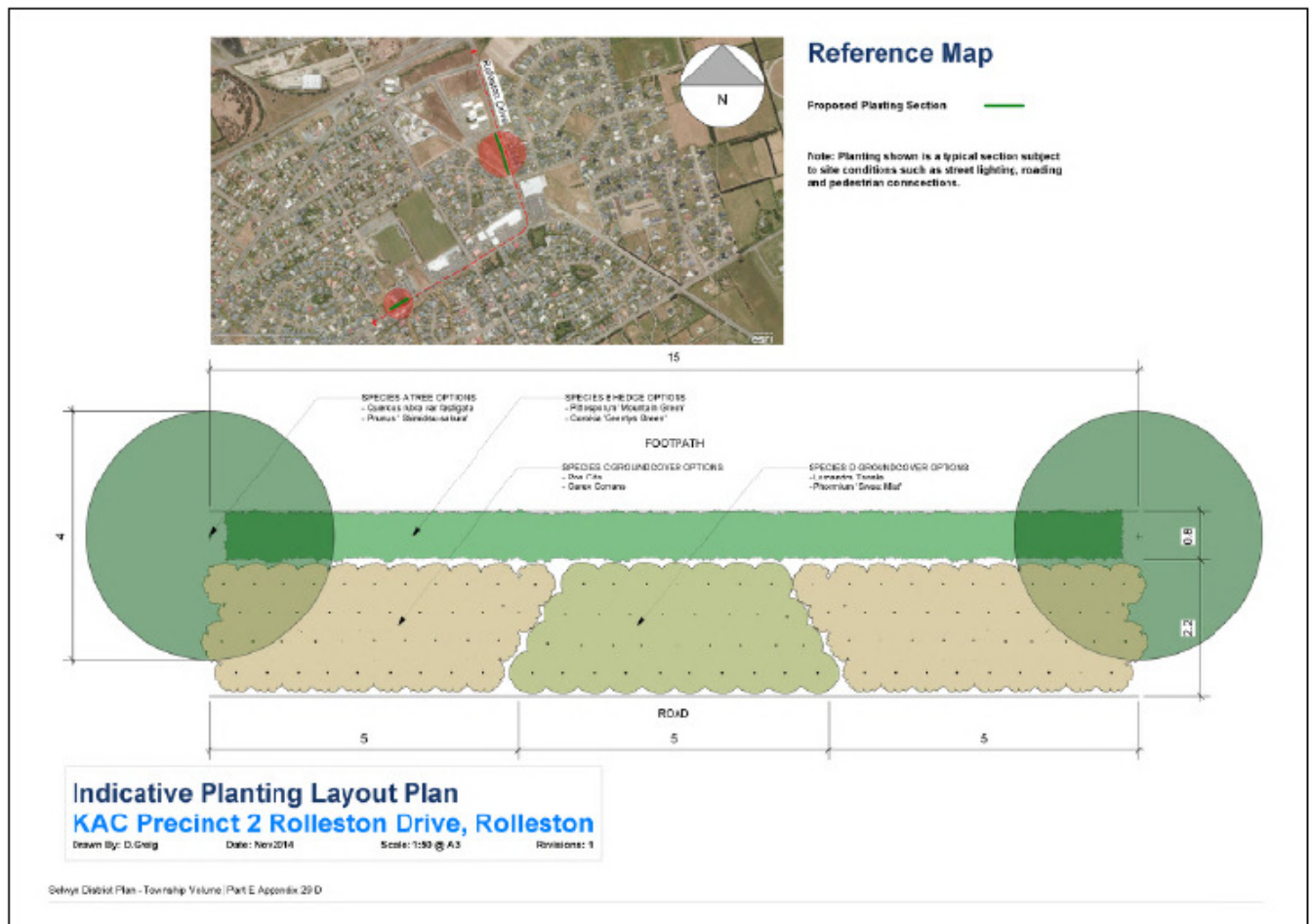
Key Activity Centres OUTLINE DEVELOPMENT PLAN (ODP) – PRECINCTS 1 & 5



PART E

APPENDIX 29D

LANDSCAPE PLAN – KEY ACTIVITY CENTRE – PRECINCT 2



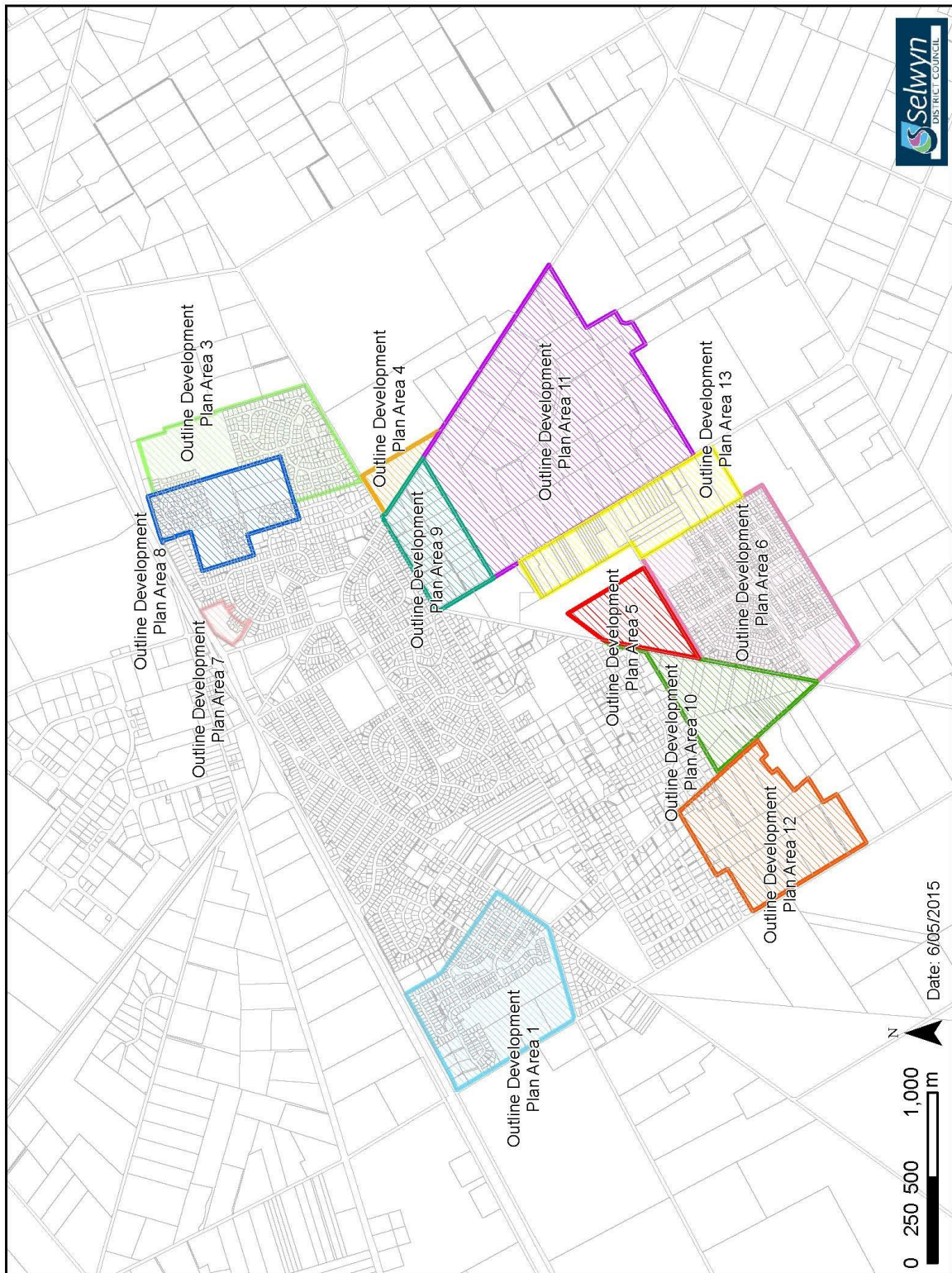
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APPENDIX 38

OUTLINE DEVELOPMENT PLAN - ROLLESTON

- for locations of these ODP's see overleaf
- ODP Area 1
- ODP Area 2 - Removed due to LURP Action 27 - Please refer to <http://www.selwyn.govt.nz/services/planning/land-use-recovery-plan>
- ODP Area 3
- ODP Area 4
- ODP Area 6
- ODP Area 7
- ODP Area 8
- ODP Area 9
- ODP Area 10
- ODP Area 11
- ODP Area 12
- ODP Area 13

Outline Development Areas for Rolleston



OUTLINE DEVELOPMENT PLAN AREA 1

INTRODUCTION

This Outline Development Plan (ODP) is for that area of land in Rolleston situated generally to the north of Burnham School Road and Brookside Road between Dunns Crossing Road and the recently developed Stonebrook Drive subdivision to the east of Stonebrook Drive.

This ODP is known as the Stonebrook Drive ODP and uses urban design principles to set the pattern of development over the area to guide future development, and provide a degree of certainty for all parties in the establishment of land uses across the site. It provides a design rationale for the key structuring elements, including the road network, cycle and pedestrian network, open space network, development pattern and utilities to service the area.

Consistent with the Greater Christchurch Urban Development Strategy and Proposed Change Number 1 to the Regional Policy Statement, the ODP provides an opportunity for the creation of an integrated development which meets the objectives of those planning documents, as well as being in keeping with the strategy set out in the Rolleston Structure Plan.

The ODP has been broken down into four plans. (Density, Movement Network, Green Network and Blue Network).

URBAN DESIGN

The design principles that underpin this ODP are in line with the New Zealand Urban Design Protocol, and promote the following environmental outcomes:

- An urban form which creates a distinguishable sense of place and encourages a community to develop.
- A safe, comfortable and healthy living environment (CPTED - Crime Prevention through Environmental Design – principles applied).
- Integration of the roads within the neighbourhood area with existing state highway and arterial roads and public transport routes.
- An integrated roading hierarchy that supports effective and efficient public transport.
- Installation of all the necessary services within the zone, and the connection of those services to all external infrastructure networks.
- Provision of a network of open spaces integrated with cycle and pedestrian routes.
- Dual purpose reserve areas, used for recreation and amenity purposes as well as for stormwater management.
- Opportunities for a wide variety of residential development at low, medium and high residential densities in order to attract a wide range of people from different economic and social groups as future residents.
- Medium density development including elderly persons housing located in conjunction with a core of community facilities and having ready access to public transport.
- Opportunity for high density buildings which relate well to each other and are strategically located in relation to open space and amenities.

- A development that meets District Plan policies to achieve an overall increase in residential density, urban consolidation and a compact urban form.
- Provisions to enable neighbourhood retail, community, or medical facilities to be located within walkable distance (400 - 800m) of any part of the zone, and be within walkable distance of a bus stop within the zone (400 - 800m).
- Provision of local shopping and small business facilities.
- A sustainable stormwater disposal system integrated with open space and reserves.
- The establishment of a master planned concept that provides a defined basis for integrated future development.
- Protection of groundwater resources from contamination.

DENSITY PLAN

The ODP provides for a variety of allotment sizes, with medium density development located close to open space areas and local business centres. More intense development concentrated around the key open space locations will provide greater amenity and encourage high quality urban design features in these areas.

The Local Centre is located with frontage to the main through road. A primary school could be located within this ODP, subject to confirmation by the Minister of Education/Ministry of Education and the landowners.

The ODP area shall achieve a net density of 11 households per hectare, based on a net area of approximately 57.5 hectares. The inclusion of medium density housing areas within the ODP covering some 5.5 hectares means that the entire area will accommodate approximately 633 households.

MOVEMENT NETWORK

A specific transport assessment completed by Traffic Design Group Ltd (TDG), May 2009, has been carried out, which describes the existing transport environment, provides an assessment of the traffic generation associated with the proposed ODP, considers the development in terms of the local, regional and national planning documents, and assesses the potential traffic effects. The assessment also takes into account the Christchurch Rolleston and Environs Transportation Study (CRETS) formalised within the Canterbury Transportation Regional Implementation Plan (CTRIP).

Access to the area is from four locations: an existing connection to Dunns Crossing Road via Newmans Road, a new road connection to Dunns Crossing Road, a new road connection to Brookside Road and a connection to Stonebrook Drive.

The internal road network includes a main road through the site that will link the southern most access point on Dunns Crossing Road through to Brookside Road, in accordance with the Rolleston Structure Plan. This will be designed in accordance with the principles of new urbanism to promote reduced vehicle speeds and increased safety to other street users. Some form of intersection treatment is appropriate at the main intersections on the main through road to reduce traffic speeds, such as roundabouts or raised tables.

Noise attenuation will be required along the boundary with SH1 to mitigate the effects of traffic noise from that route.

Pedestrian footpaths will be provided on at least one side of each internal road. A number of pedestrian and cyclist links will be provided through the site following road and green linkages.

A significant cycle/pedestrian route will run through reserve areas north to south along the redirected water race. A formal road crossing facility will be provided where this pedestrian/cycle link crosses the main road through the site.

The low speed traffic environment will create pedestrian and cycle friendly public spaces, and provide direct and convenient access within 400m walking distance to open space areas from any dwelling within the site, in accordance with the Rolleston Structure Plan.

GREEN NETWORK

An existing water race runs through part of the site. This is shown on the ODP realigned and incorporated into the reserve and open space network.

The ODP indicates three key open space locations as well as a green network throughout the site. A significant reserve linkage incorporating two of the key open space locations is envisaged that will generally follow the realigned water race through the eastern portion of the site to Burnham School Road.

The other key open space location is shown within the western portion of the site providing green areas at either ends of one of the east-west green linkages.

All key open space locations are adjacent to local business areas, in general accordance with the Rolleston Structure Plan for the positioning of neighbourhood and local centres in this area of Rolleston.

Other areas of open space will be developed as neighbourhood reserves in terms of the overall subdivision design. These will be integrated throughout the area by the green linkages shown on the ODP, and will provide a maximum walking distance of 400m from any dwelling in accordance with the Rolleston Structure Plan.

BLUE NETWORK

All services, including water, sewer, power, and phone are available to the site via the existing road network. There is a sewer pumping station at the corner of Burnham School Road and Brookside Road and there is an existing electricity substation at the corner of Burnham School Road and Dunns Crossing Road.

Water will be supplied from the Council's existing reticulation by connecting to the water main on Brookside Road. Water pressures for the site have been calculated as meeting the requirements of NZS 4404:2004 Land Development and Subdivision Engineering and The New Zealand Fire Service Fire Fighting Water Supplies Code of Practice NZS PAS 4509:2008.

Sewage will be disposed of to the Rolleston Sewage Treatment Plan via new and existing reticulation. Two sewer main connections will be made from the site to the existing sewer mains. The first connection will service approximately 400 lots and connect to an existing manhole on Burnham School Road. Due to the increase flows, the existing pipe through to the pump station will require upgrading for a length of no more than 50m. The second connection will service approximately 150 lots and will connect to an existing manhole on Brookside Road. The remaining lots will connect to the existing sewer mains running along Burnham School Road and Brookside Road. The existing pump station will not require upgrading to service development in accordance with the ODP.

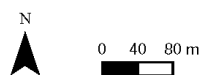
The servicing assessment has been carried out with the Selwyn District Council Five Waters Strategy in mind, and the possibility for recycled water to be made available from the Rolleston

Waste Water Treatment Plant to Burnham School Road. If this is available the development may be double plumbed to allow for outdoors irrigation, laundry and irrigation of public areas with recycled water. This would reduce the potable water input of the development by as much as 40%.

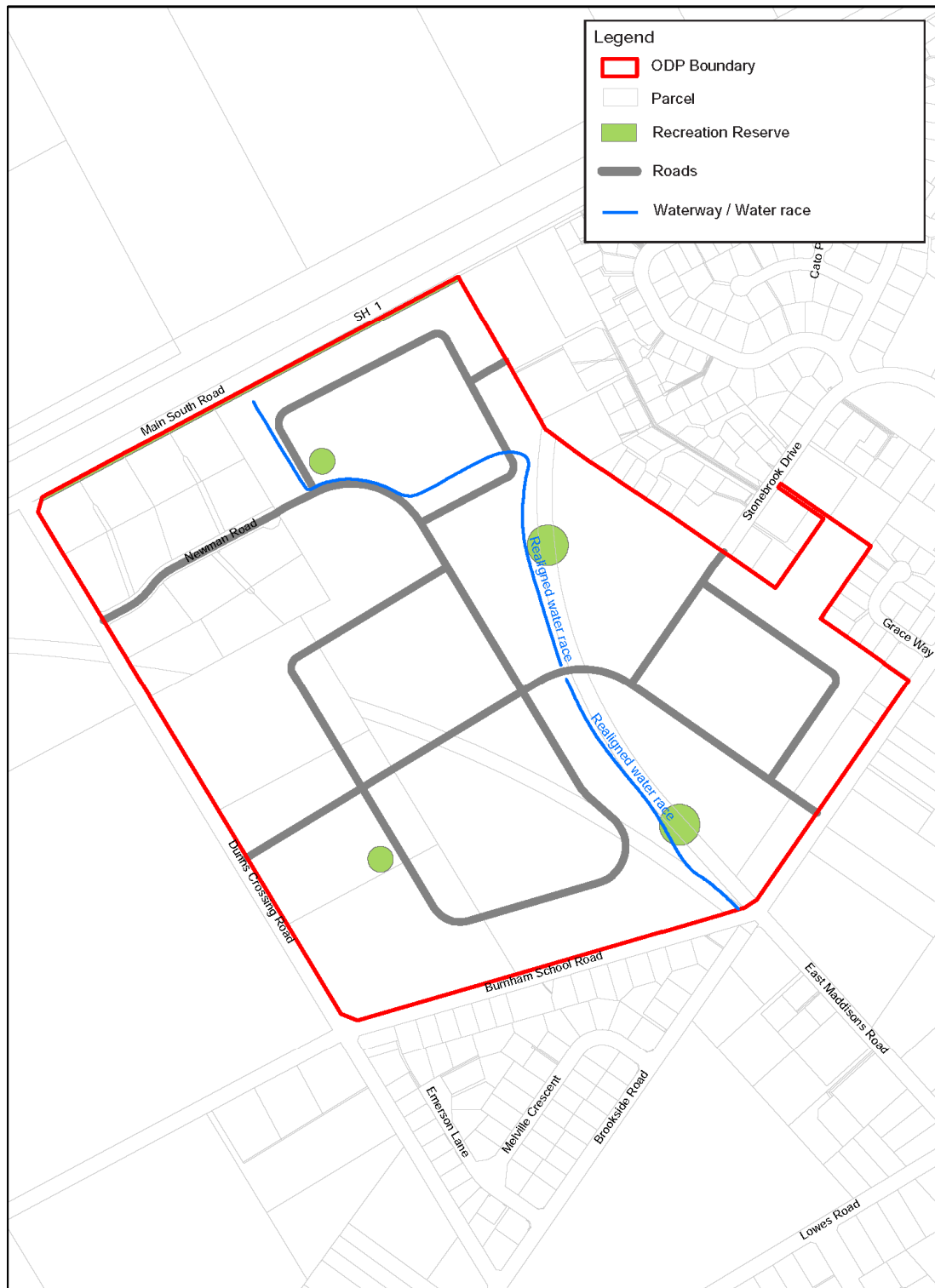
Network operators for both electrical and telecommunications supplies have confirmed that the existing networks have sufficient capacity to reticulate the development area.

Stormwater will be treated in a variety of ways depending upon its origin within the development. Stormwater runoff from house roofs will be disposed of via onsite soak pits, sized to ensure that flow from a roof in a 1 in 10 year storm event will not exceed the infiltration rate.

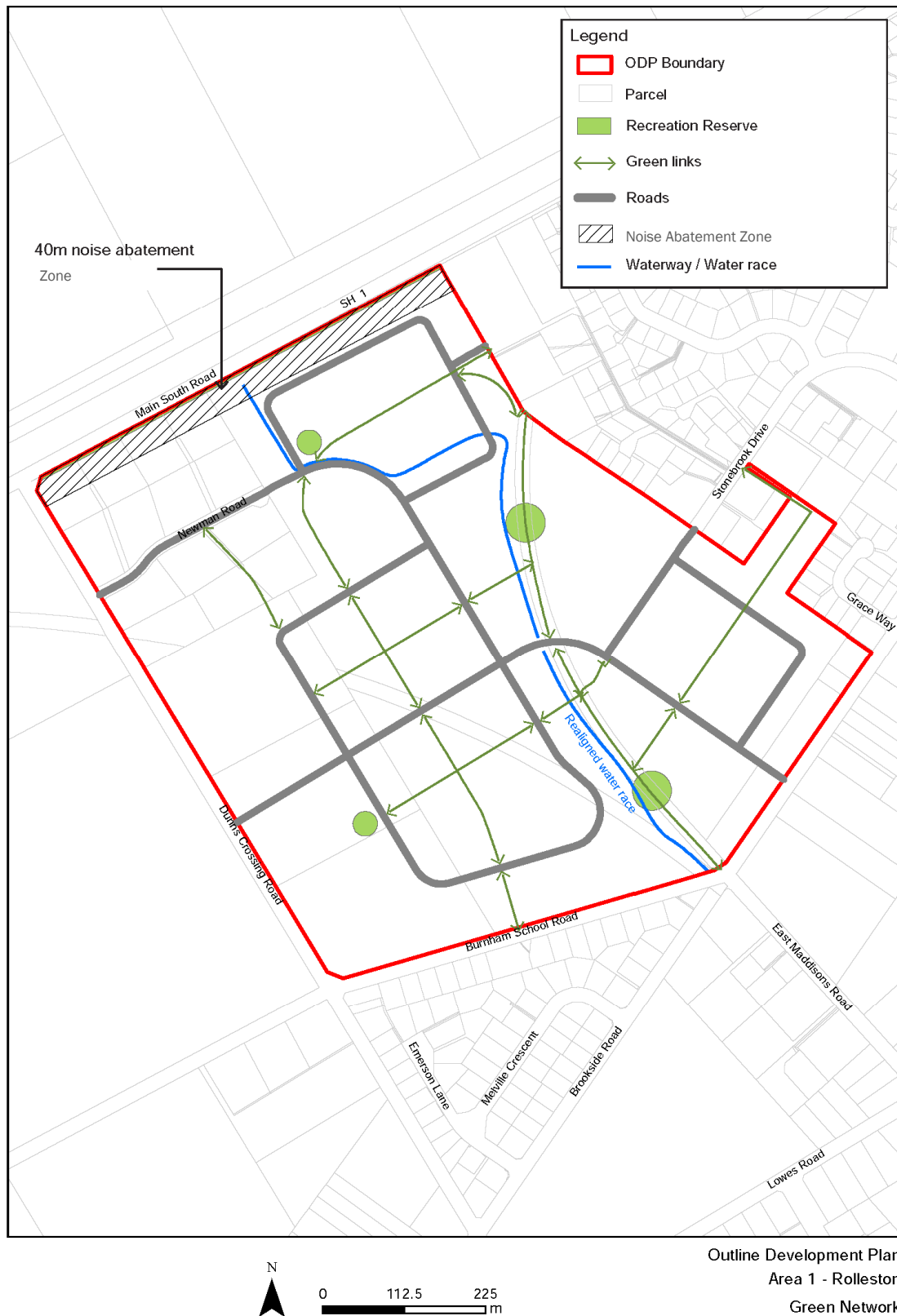
Soakage basins located within reserve areas will collect stormwater from the roads via low profile kerb and channel before providing treatment and detention and discharging to ground. Stormwater may also be treated at source using rain gardens and passive infiltration areas on each allotment to capture stormwater from hardstand areas. In addition carriageway discharges may be transported and treated using swales and vegetated areas. Wherever possible, areas for stormwater treatment and disposal will be incorporated into the overall green network for the site, adding value to its amenity and character.

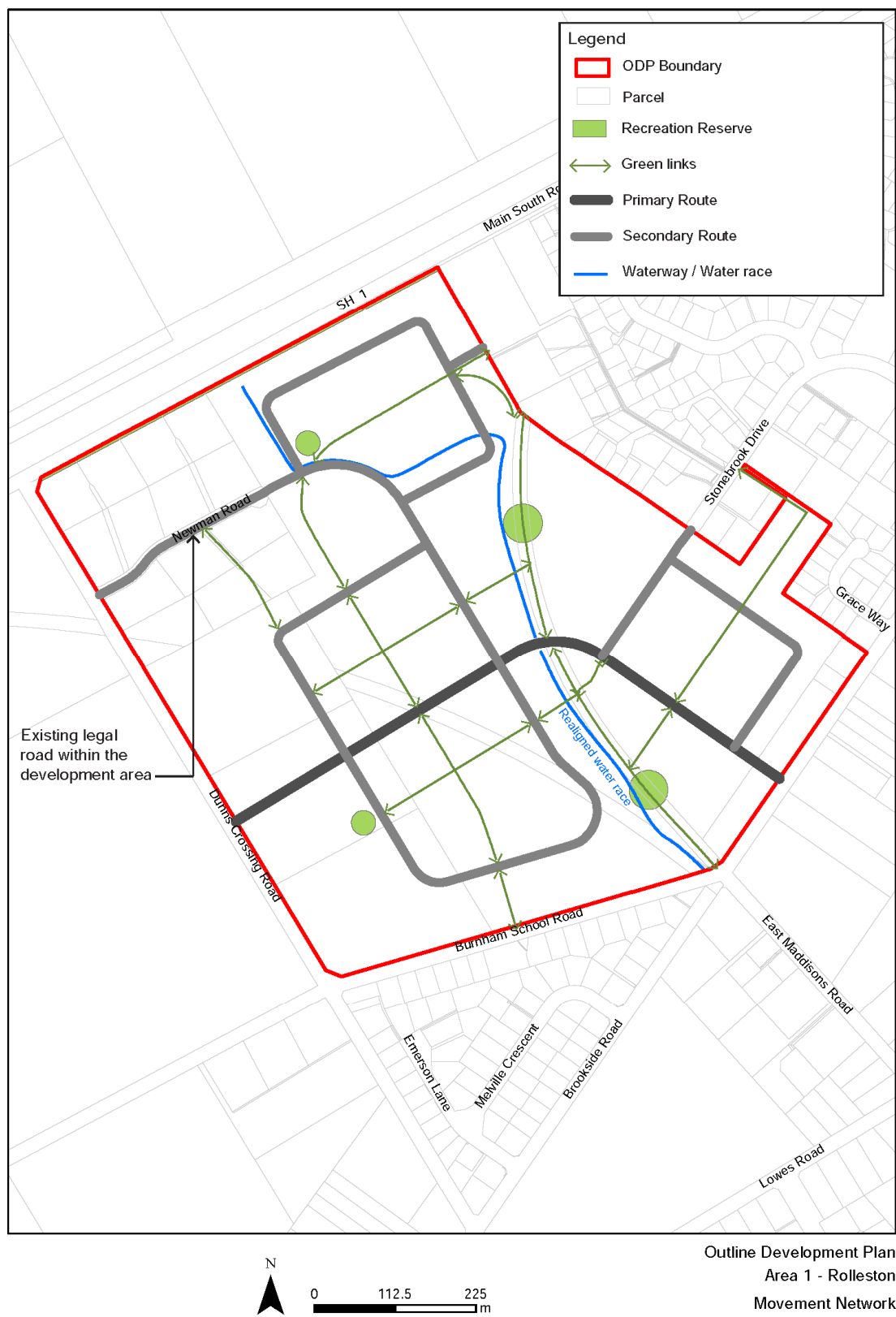


Outline Development Plan
Area 1 - Rolleston
Density Plan



Outline Development Plan
Area 1 - Rolleston
Blue Network





OUTLINE DEVELOPMENT PLAN AREA 2

Please note, the Outline Development Area Plan 2 has been removed due to LURP Action 27 –

Please refer to <http://www.selwyn.govt.nz/services/planning/land-use-recovery-plan>

OUTLINE DEVELOPMENT PLAN AREA 3

INTRODUCTION

This Outline Development Plan (ODP) is for the SR3 area as identified in Rolleston Structure Plan. It provides the design principles that will underpin development of the area. Development applications will need to demonstrate consistency with the final ODP that is formulated for the area.

The design principles that underpin this ODP are in line with Policy 7 (Development Form and Design and Policy 8 (Outline Development Plans and Changes of Zoning in District Plan) of Plan Change1 to the Regional Policy Statement and the Development Principles of the Rolleston Structure Plan. Subdivision development of SR3 will need to provide a contextual analysis of this area as outlined in Section 3 of the SDC Subdivision Design Guide.

The ODP has been broken down into four plans. (Density, Movement Network, Green Network and Blue Network).

DENSITY PLAN

The ODP area shall achieve a minimum net density of 10 households per hectare (with a minimum of 484 households). Lots along the rural periphery and Levi Road have an area greater than 1,000m² and in total, the average lot size shown on the ODP is 750m².

MOVEMENT NETWORK

A legible road hierarchy providing integrated connections throughout SR3 and to existing subdivisions in Rolleston is to be achieved, as follows.

Primary access to SR3 from Levi Road through planted wide “Avenues”. The avenues provide a connection between the local roads and main collector/arterial roads, eg Levi Road. The proposed treatment of these avenues will accommodate swales and tree planting in a central reserve and generous berms to provide an attractive landscaped entry to the area.

“Local Area Streets” will structure the subdivision area and connect it to the adjacent residential area to the west. These roads are able to accommodate on street car parking and tree planting on both sides. The carriageway width is sufficient to accommodate swales where required and a bus route.

“Neighbourhood Streets” provide access to the remaining pattern of neighbourhood and residents streets. In addition, where necessary, private right of ways are used to access up to 6 lots.

A potential bus route can be accommodated along the large local roads and connect through to the adjacent residential subdivisions. The vast majority of the proposed residential lots would be within 200m of a potential bus route. Dedicated cycleways have been included along the avenues and cyclists can be accommodated within the carriageways of other large local and local roads. The principle of walkability has been incorporated through the use of a connected road pattern, additional pedestrian links and the location of open spaces.

GREEN NETWORK

A number of neighbourhood parks are included within SR3. These are located to ensure open space is provided irrespective of the sequencing of development and the pattern of land ownership. All properties within SR3 will be within five minutes walk or 400m radius of a neighbourhood park.

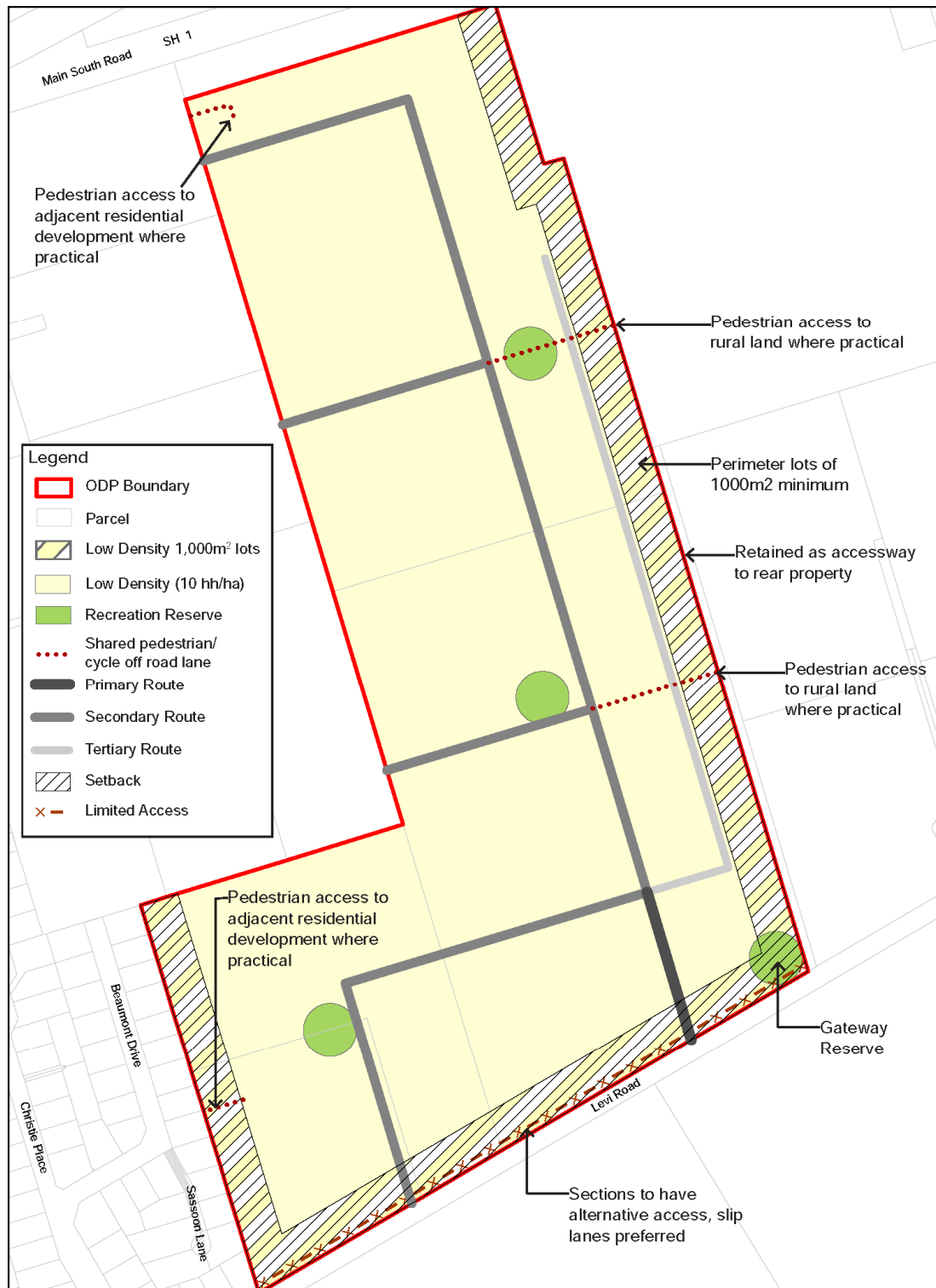
The neighbourhood parks are located such that pedestrian links can be made to the potential future greenbelt along the eastern side of SR3 and/or the surrounding rural area. These neighbourhood parks measure just over 2000m² each in area, are overlooked by adjacent housing and are appropriate for children's playgrounds and passive recreation.

The location of the reserves is such that they are surrounded by active fronts, namely the front boundaries of residential properties. This ensures passive surveillance and increased security.

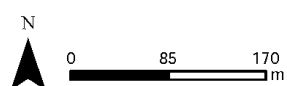
BLUE NETWORK

Water connections will be supplied through the existing water supply in Rolleston. All water mains will follow the road network or pedestrian routes. Within SR3, stormwater is to be accommodated through a combination of swales and below ground management and treatment devices, accommodated within the road reserves.

Sewer connections will require an extension of the existing sewer main in Levi Road into SR3. This will enable sewage for these properties to connect in to the existing sewer network via gravity. A new pump station will be required to collect the follow and pump it into the existing sewer network.



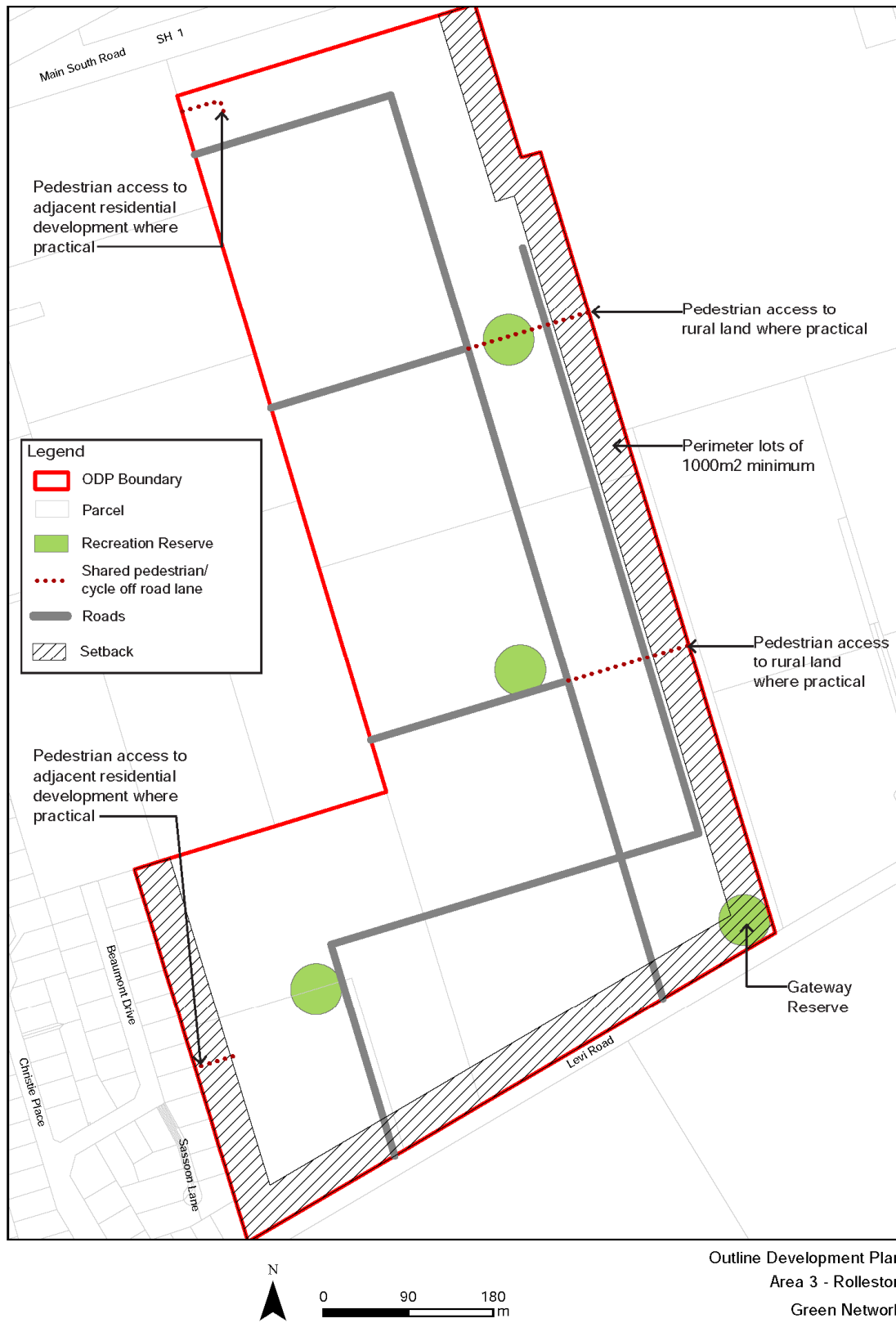
Outline Development Plan
Area 3 - Rolleston
Density Plan

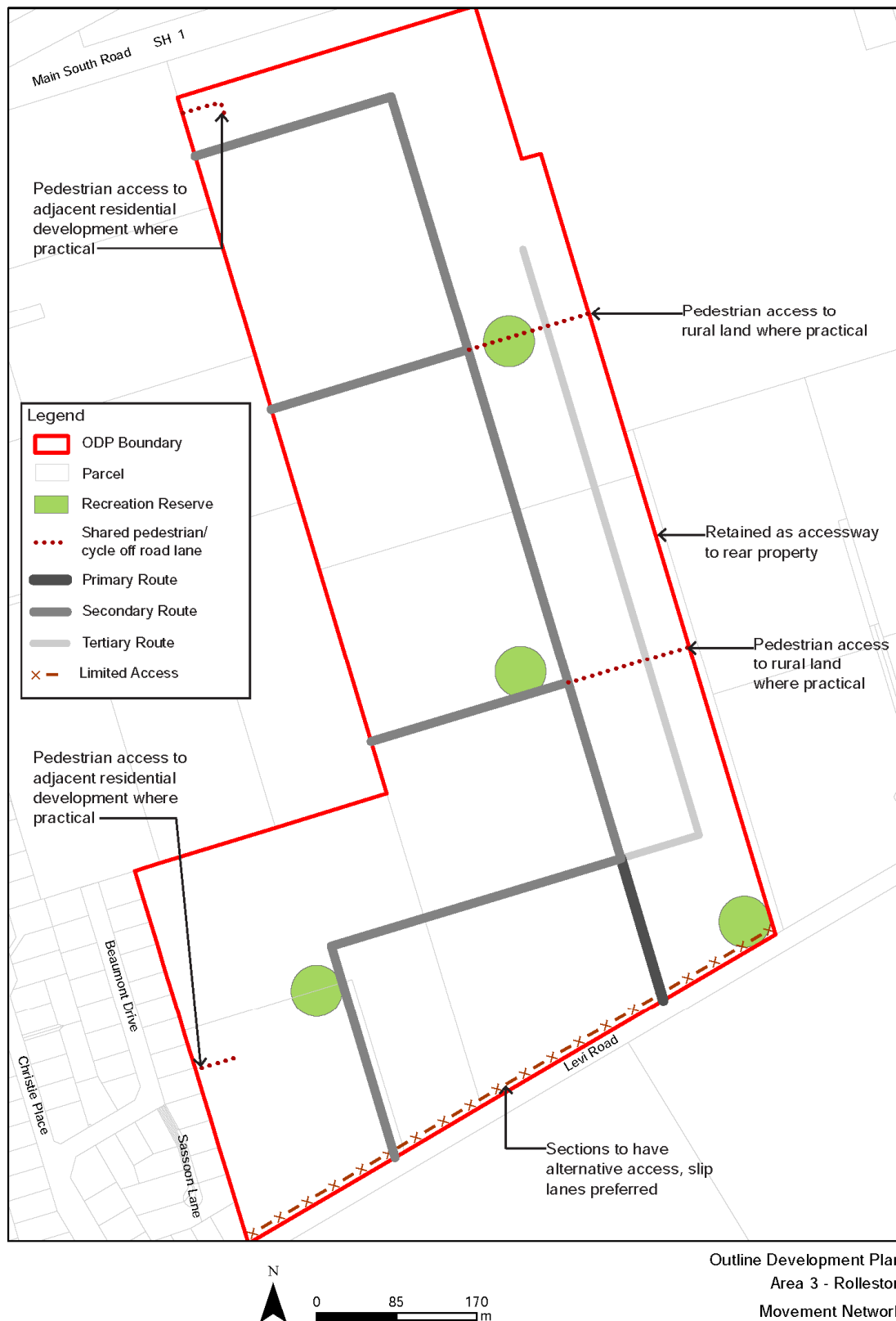


Outline Development Plan

Area 3 - Rolleston

Blue Network





OUTLINE DEVELOPMENT PLAN AREA 4

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 4. ODP Area 4 comprises approximately 7.2ha and is bound by Levi Road to the north-west and Lincoln Rolleston Road to the south-west. The area is identified by the Land Use Recovery Plan (LURP) as a greenfield priority area.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

A single Overall ODP is accompanied by three more specific plans that reference the Density, Movement Network, Green and Blue Networks.

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. ODP Area 4 supports a variety of allotment sizes within the Living Z framework to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum density of 10hh/ha for the overall ODP can be achieved, will be required.

Lower density allotments with a minimum lot size of 1,000m² are necessary on the eastern boundary to integrate the site with the adjoining rural properties that are subject to the Rural (Inner Plains) zone and to achieve a progressive transition between residential and rural densities. Appropriate interface treatments at the boundary between residential and rural activities, and methods to protect these treatments in the long term such as private covenants, consent notices or LIM notes, shall be established. Treatments could include appropriate fencing, landscaping and/or building setbacks.

The area's proximity to the town centre of Rolleston, and the associated services and facilities contained within it, supports some Medium Density Housing within the centre of ODP Area 4 and in proximity to the identified Neighbourhood Park.

Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/ or green spaces;

- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;
- Distribution within blocks to achieve a mix of section sizes and housing typologies;
- To meet the minimum 10hh/ha density requirement and development yield.
- Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a —Primary Roadll will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a —Secondary Roadll will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road.

The ODP provides for an integrated transport network incorporating a secondary loop road that includes two primary connections to access the development area from Lincoln-Rolleston Road, which have been offset from the primary route required in the adjoining ODP Area 9. The secondary loop road could either be developed to the District Plan standards of a Primary or Secondary Road.

Primary connections into the development block from Levi Road have been restricted to reflect Levi Roads arterial function, to minimise the number of new intersections and connection points and to maintain appropriate spacing between intersections. The secondary route focuses on providing ample access throughout the site to deliver a residential streetscape.

The remaining internal roading layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term inter-connectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

The transport network for ODP Area 4 shall integrate into the overall pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be contained within the road carriageway and incorporated in the roading design of the secondary and (future) tertiary roads. Adequate space must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements.

Lincoln-Rolleston Road forms part of the wider arterial network connecting to the south of Christchurch and is proposed to include a future cycleway between Rolleston and Lincoln. The intersection of Lowes, Levi and Lincoln-Rolleston Roads and Masfield Drive is planned to be upgraded with a larger roundabout.

It is anticipated that roads with a current speed limit over 70km/h will be reduced to support urban development by delivering a safe and efficient transport network.

GREEN NETWORK

A single Neighbourhood Park is to be established within ODP Area 4. In addition, a range of local reserves that vary in size and function are also required. The location of the neighbourhood park has been determined based on the amount of reserves established in the wider area and to ensure people living within the development block have access to open space reserves within a 500m walking radius of their homes. The neighbourhood park and provision of local reserves will

provide passive recreation opportunities, with the Foster Recreation Park providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths will also be required to integrate into the open space reserves and green links to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

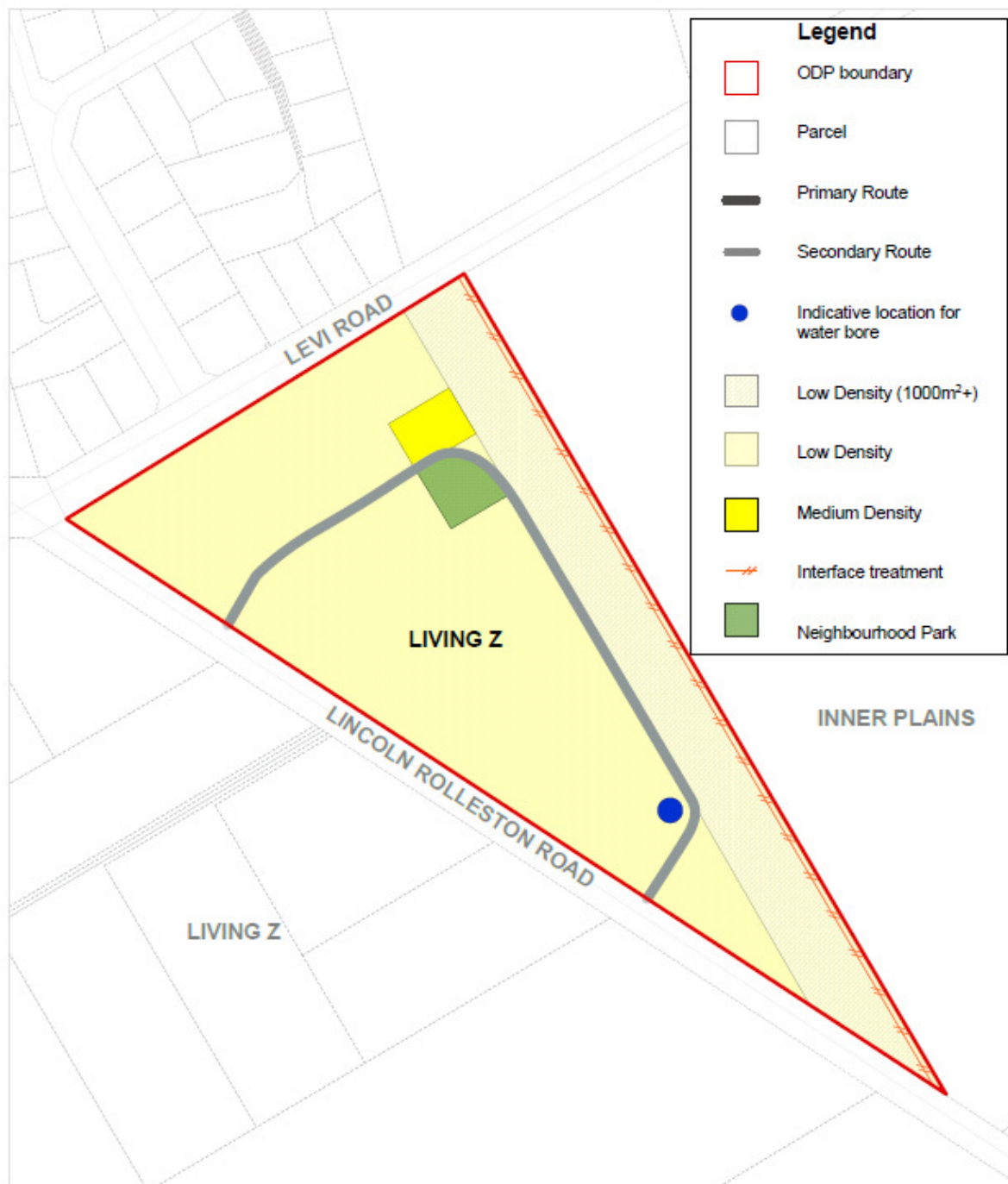
BLUE NETWORK

Stormwater - The underlying soils are relatively free-draining that generally support the discharge of stormwater via infiltration to ground. There are a range of options available for the collection, treatment and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the road and reserve networks where practicable. The public stormwater system will only be required to manage runoff generated from within the road reserve.

Sewer – A gravity sewer connection will be required through an extension to the existing sewer network to the boundary of the ODP area. Sewage from this ODP area will be reticulated to the existing Helpet sewage pumping station.

Water - The water reticulation will be an extension of the existing water supply in Rolleston. The ODP indicates the requirement for an additional water bore to be commissioned in accordance with the upgrades identified for the township,

The provision of infrastructure to service ODP Area 4 shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.



Note:

All sections adjacent to Inner Plains zoned land will have a notice on their LIM referring to any potential reverse sensitivity issues between Residential and Rural landuses.

Interface treatment includes having larger residential sections as perimeter blocks along the boundary with Inner Plains.

Provisions for additional bores might be determined at the time of subdivision.

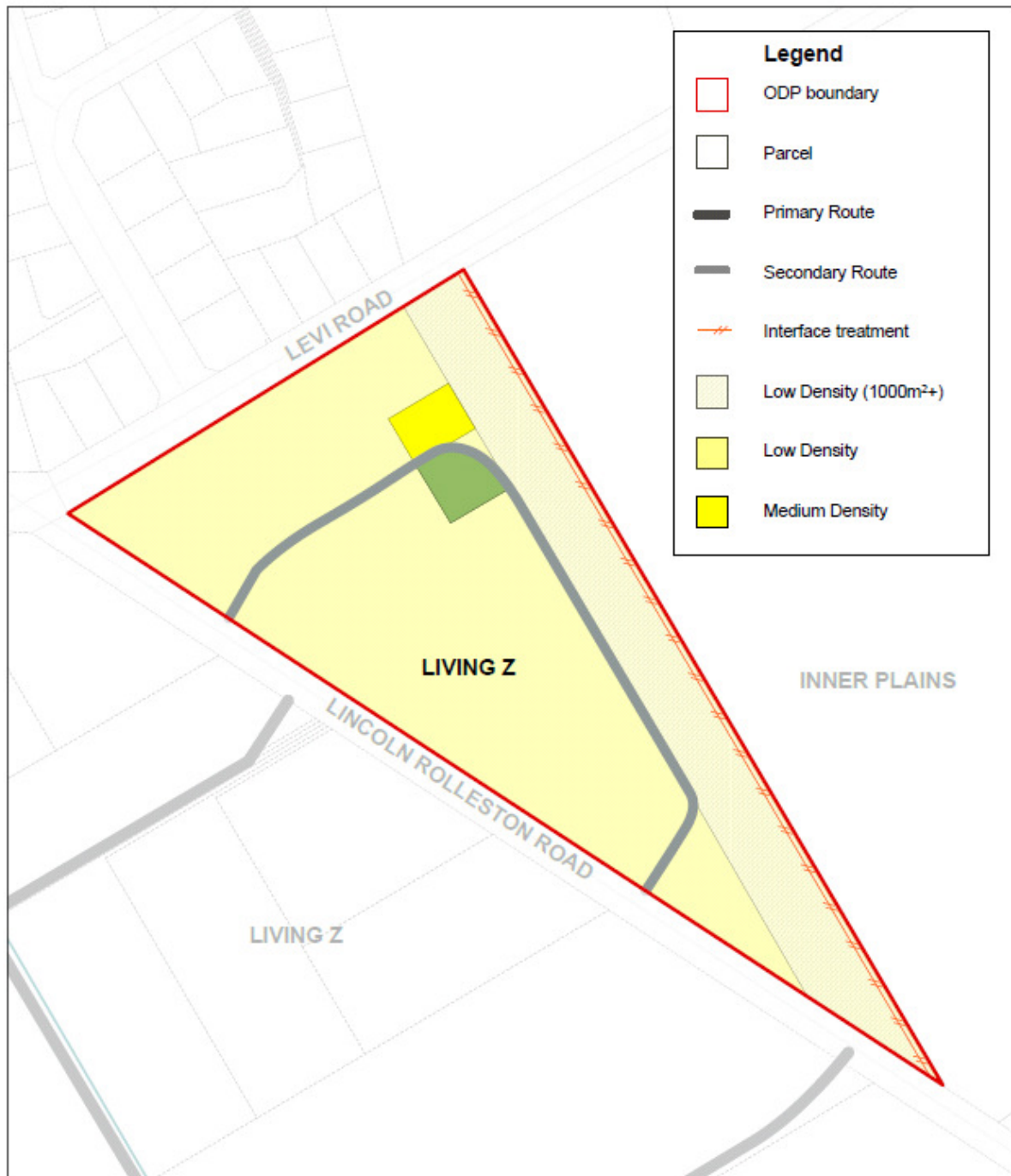
**Outline Development Plan
OVERALL Plan**

Area 4- Rolleston

Scale 1:1000 @A1



W:\Proposals to Address Regional Page 10



Note:

All sections adjacent to Inner Plains zoned land will have a notice on their LIM referring to any potential reverse sensitivity issues between Residential and Rural landuses.
Interface treatment includes having larger residential sections as perimeter blocks along the boundary with Inner Plains.

**Outline Development Plan
LANDUSE Plan**

Area 4- Rolleston

Scale 1:1000 @A1



W:\Proposals to Address Regional Page 48



W4: Proposed to Address Project Page 48



OUTLINE DEVELOPMENT PLAN AREA 6

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 6. Area 6 comprises 83ha and is bound by Dynes Road to the North, Goulds and East Maddisons Roads to the West and areas recognised by Council as future residential growth areas to the south and east.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- Policy B4.3.7 and B4.3.68 of PC7
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol

The ODP has been broken down into four plans. (Density, Movement Network, Green Network and Blue Network).

DENSITY PLAN

The ODP provides for a variety of allotment sizes from density residential areas of 15 to 20 households/ha through to larger 'standard' residential properties. Generally the density is higher within the central areas of the ODP around key amenity areas and decreases towards the periphery. The highest density housing is to be located in direct proximity to the proposed neighbourhood centre and larger open spaces such as green corridors and neighbourhood parks. The ODP Area shall achieve a minimum net density of 12 households/ per hectare. Given the mix of densities and the likelihood of a staged approach to development, the 12 households per hectare minimum density need not apply to each individual stage. However at the time of subdivision of each stage, assessment and confirmation as to how the minimum density of 12 households per hectare for the overall ODP can be achieved will be required.

A neighbourhood centre will be located in the centre of the ODP adjacent to the central reserve area where the green corridors converge. The Centre will make provision for approximately 1000m² gross retail floor area to cater to local weekly and day-to-day retail requirements, though other non-retail uses (such as other business and/or community facilities) may also be appropriately located in the Centre. Additional land is also required for surrounding roads, associated car parking and landscaping to service the eventual activities established in the Centre.

MOVEMENT NETWORK

The ODP provides for a range of transport options, including:

- vehicular connections linking to Goulds Road, East Maddisons Road, Dynes Road and Springston-Rolleston Road;
- active transport connections at the site boundaries to adjacent areas and internal pedestrian and cycle corridors to encourage viable alternatives to individual motor vehicles; and
- roads which will enable the provision of public transport routes through the site should such services be deemed appropriate;

Roading connections have been designed so as to balance the permeability of the site against the requirements to minimise the number of new intersections and maintain appropriate intersection spacing. The ODP employs a roading hierarchy that allows for Primary, Secondary and Tertiary Roads; however only the more significant roads (Primary and Secondary) have been shown on the ODP. As the Tertiary Roads' primary function will be to service the residential areas, their eventual layout will respond to the detailed subdivision design of those areas.

Goulds Road and East Maddisons Road provide primary road corridors on the Area's western periphery. Internally, the site contains one primary collector road which links the Neighbourhood Centres envisaged by the Rolleston Structure Plan at East Maddisons and Springston-Rolleston Roads. Though the collector is envisaged to cater for a large portion of through vehicle movements, it is not a high-speed corridor and rather, should provide direct access to adjoining sites. To this end, it is envisaged that the collector will interact with the adjacent neighbourhoods, rather than creating severance between them.

The proposed north-south and east-west secondary road connections perform similar functions to the primary roads, providing ample access throughout the site as well as good external links and connections to the immediate neighbours. Notwithstanding this similarity in function, secondary roads will assume a form which is of a more residential nature, and cater less to through vehicle traffic. In addition to the proposed internal secondary routes, Dynes Road will perform a secondary function along the site's northern boundary.

An integrated network of tertiary roads will facilitate internal distribution of traffic, provide access to properties, connect open spaces within the site and offer future links to the immediate neighbours. The tertiary roads will provide a narrower carriageway to encourage slower speeds and to maintain a residential character.

The overall aim of the pedestrian and cycle network is to encourage active transport use within the site and to enable good connections to the wider Rolleston area. Primary and Secondary Roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Tertiary Roads will also provide adequate space for cyclists and convenient pedestrian movements. Shared off-road pedestrian and cycle connections will be provided to achieve safe, attractive active transport corridors and recreational amenity.

GREEN NETWORK

The ODP reflects and adds to the green network anticipated in the Rolleston Structure Plan. A range of reserve types and sizes are proposed to create a connected open space network, whereby parks will be linked via green corridors formed along existing stockwater races and along new roading corridors.

Incorporating new structural vegetation, stormwater swales and 'green' streets, four green corridors and green links will contribute generously to the area's sense of place and overall amenity. The green corridors, as well as the proposed neighbourhood parks, are located immediately adjacent to higher density residences to compensate for reduced private open space on individual allotments. In addition, co-locating green spaces alongside residential sites will allow passive surveillance for enhanced safety and security.

Neighbourhood parks will be located to ensure that an open space is within 400m walking distance from any new dwelling. The parks will be of varying sizes to reflect both their purpose and their neighbourhood's character and will include both active and passive functions.

Portions of the green network will also perform a stormwater conveyance and treatment function, particularly for runoff from roads and hardstand in public spaces. Opportunities for pedestrian and cycle paths will also be realised in the design of future reserves and green links to ensure a high level of connectivity is afforded to residents and visitors, and to maximise the utility of the public space.

Council's open space requirements cited in the LTP and Activity Management Plans should be referred to during subdivision design. Where any additional reserve areas may be proposed at subdivision stage over and above the requirements of Council, alternative arrangements may be made for any additional open space land that the Council does not take towards reserve contributions. These arrangements may include purchase by the Council with a corresponding targeted rate, gifting the land to the Council, or other mechanisms as may be agreed at subdivision stage.

No specific mitigation treatment is required for Area 6 to address potential reverse sensitivity effects. Adjoining land uses to the south and east are not of a nature that would require specific effects management at the rural/residential interface over and above the decreased residential density in this portion of the ODP Area.

Moreover, as these adjoining areas are anticipated by Council strategic planning policy for future urban use, ODP Area 6 makes provision to integrate with them, rather than become isolated from them.

BLUE NETWORK

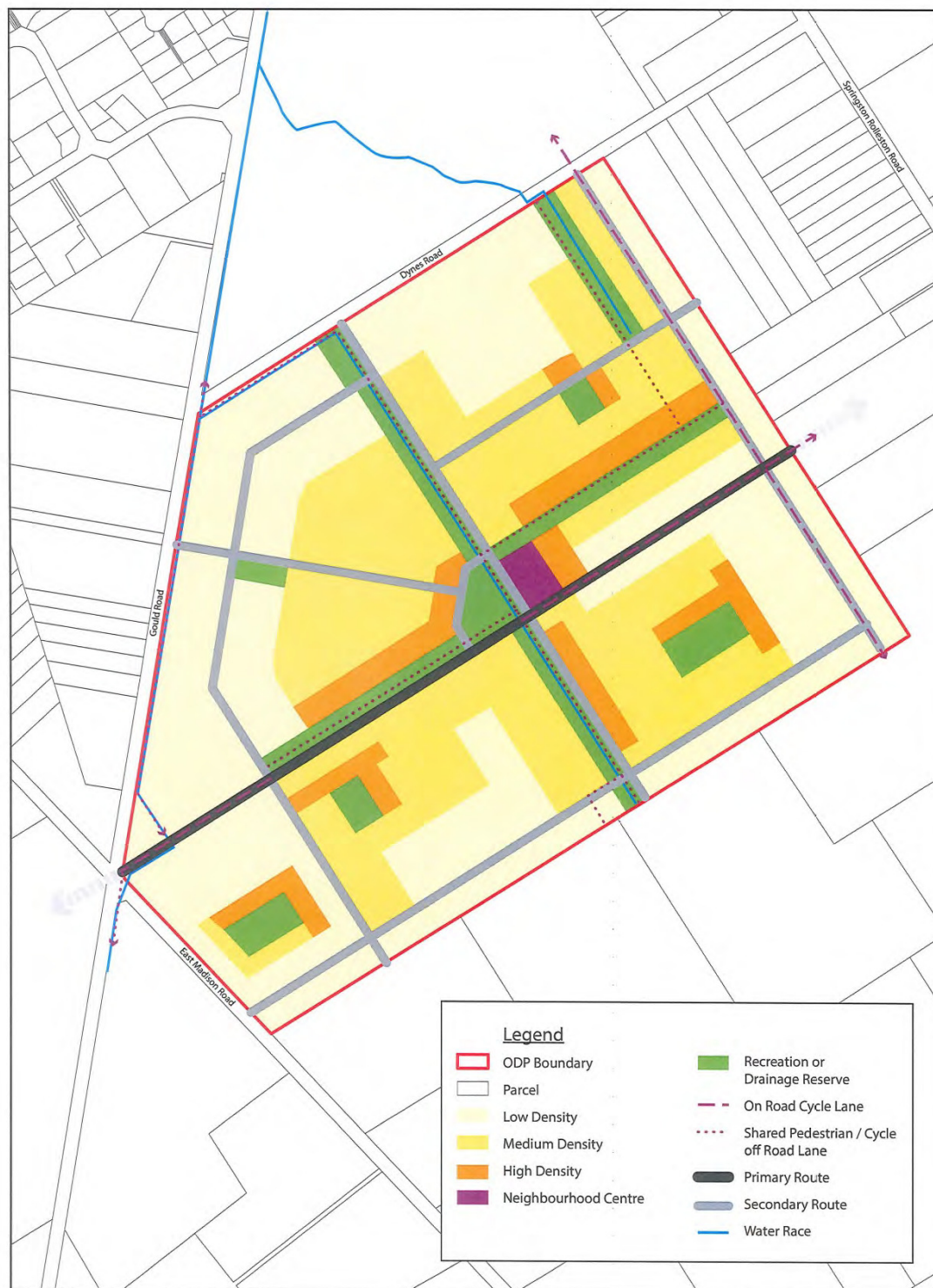
The underlying soils are relatively free-draining (mostly gravels) and infiltration to ground is generally the most appropriate means of stormwater disposal. The public stormwater system will primarily only be required for runoff generated from within the road reserve, as individual buildings will be able to dispose roof water directly to ground within private properties. Where there is potential for the stormwater to be contaminated (e.g. road runoff), treatment will be incorporated in the stormwater system prior to disposal.

There are a range of options available for the collection, treatment and disposal of stormwater. Final treatment solutions will be determined through detailed site investigations during subdivision stages; however, common themes will be achieved throughout the area, including that systems will be designed to integrate into both the roadway and reserve environments. The ability to add amenity value, beyond a pure stormwater function, will also be key component to the overall design.

The stormwater conveyance and disposal systems proposed for this site will be consistent with other effective stormwater systems commonly used within Rolleston. The relatively flat nature of the site necessitates the management of stormwater treatment and disposal to be undertaken as a number of discrete catchments, rather than conveying stormwater from the entire site to one central treatment location. However, to minimise on-going maintenance costs and maximise integration potential, the number of these treatment areas will be minimised and main stormwater treatment areas will be located within the major open spaces.

Ground levels slope naturally to the south, making a primarily gravity wastewater network entirely feasible. The area immediately adjacent to Dynes/Goulds Road intersection is currently able to connect, via gravity, to the existing pump station on Goulds Road. However the vast majority of the ODP Area will need to gravitate to the new East Selwyn Sewer Scheme pump station on Selwyn Road. This will be achieved via a route extending south of the ODP area to Selwyn Road and then east to connect with the East Selwyn Sewer Scheme pump station on Selwyn Road.

The water reticulation will be an extension of the existing water supply in Rolleston. Selwyn District Council currently has plans to commission additional water bores, to match the expected increase in water demand from the identified growth areas. If required, an additional bore field could be incorporated within the development of this site to assist servicing requirements for the southern development areas.



20 February 2013



Outline Development Plan
Area 6 - Rolleston
Density Plan



20 February 2013



Outline Development Plan
Area 6 - Rolleston
Movement Network



20 February 2013



Outline Development Plan
Area 6 - Rolleston
Green Network



20 February 2013



Outline Development Plan
Area 6 - Rolleston
Blue Network

OUTLINE DEVELOPMENT PLAN AREA 7

INTRODUCTION

The Outline Development Plan (ODP) is for an area of land located in Rolleston situated at the intersection of SH1 and Rolleston Drive with the only access being from dual entry points on Overbury Crescent.

This ODP (known as Park Grove Mews) uses urban design principles to set the general patterns of development over the area to guide future development and provide a degree of certainty for all parties in the establishment of land uses across the site. It provides a design rationale for the key structure elements including the roading network, cycle and pedestrian network, and access to open space of the area.

Consistent with the Greater Christchurch Urban Development Strategy and Proposed Change 1 to the Regional Policy Statement, the ODP provides an opportunity for the creation of an integrated high density development which meets the objectives of those planning documents as well as being in keeping with the strategy set out in the Rolleston Structure Plan.

The ODP has been broken down into three plans. (Density, Movement Network and Green Network).

URBAN DESIGN

Design principles that underpin this ODP are in line in the New Zealand Urban Design Protocol and promote the following environmental outcomes:

- An urban form which creates a distinguishable sense of place and encourages a community to develop.
- A safe, comfortable and healthy living environment (CPTED - Crime Prevention through Environmental Design - principles applied).
- Integration of the roads within the neighbourhood area with existing state highway and arterial roads and public transport routes.
- Installation of all the necessary services within the zone, and the connection of those services to all external infrastructure networks.
- Provision of a network of cycle and pedestrian routes.
- Access to an existing recreational reserve for recreational and amenity purposes (located around Dryden Avenue and McCauley Street).
- Opportunity for high density buildings which relate well to each other and are strategically located in relation to open space and amenities.
- Opportunities for a higher density residential development which will provide a use not currently provided for in the immediate surrounding area and offer a living opportunity from difference economic and social groups of future residents.
- Master Planned development integrating house design, colour palette, façade, and front yard landscaping integrated with the street scene.
- A development that meets District Plan policies to achieve an overall increase in residential density, urban consolidation and a compact urban form.

- Protection of groundwater resources from contamination.

DENSITY PLAN

The ODP provides for a Master Planned high density development with individual allotments averaging approximately 400 m² per lot.

Each individual site will have a house specifically designed which will form part of the Resource Consent process to enable the site to comply with all required set backs, recession planes and site coverage provided in the District Plan. The ODP area shall achieve a net density of 19.19 households per hectare on a total area of 3.596 ha.

MOVEMENT NETWORK

A specific transport assessment completed by Traffic Design Group Ltd (TDG) has been carried out, which describes the existing transport environment, provides an assessment of the traffic generation associated with the proposed ODP, considers the development in terms of the local, regional and national planning documents, and assesses the potential traffic effects. The assessment also takes into account the Christchurch Rolleston and Environs Transportation Study (CRETS) formalised within the Canterbury Transportation Regional Implementation Plan (CTRIP).

Access into the site is from two existing frontages from Overbury Crescent. The internal road links will use these frontages as the entry points to create the primary spinal traffic road. This primary road will give direct access to the property at the north eastern and south western sections of the property.

A secondary “Living Street” services the majority of the lots to the northern part of the property and will provide for slow two way traffic with a higher level of landscaping linking the street landscaping with that associated with the front yard of individual sites. A pedestrian linkage will be created between the primary and secondary road.

Noise attenuation has been achieved with an established bund along the SH1 boundary which complies with the relevant noise control rules, with any houses constructed within a 40m set back of the highway being required to have noise attenuation.

Pedestrian footpaths will be provided on at least one side of each internal road with a linkage incorporated between the main internal road and the secondary road.

A low speed traffic environment will create pedestrian cycle public friendly spaces.

All lots as a result of the cycle and pedestrian network will have direct access to the existing adjacent reserve to the west linking through to Rolleston Drive.

GREEN NETWORK

The south western access is adjacent to an existing reserve with which the property has a common legal boundary. This reserve also links through to a main open space area (containing a playground) around Dryden Avenue and McCauley Street.

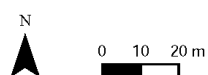
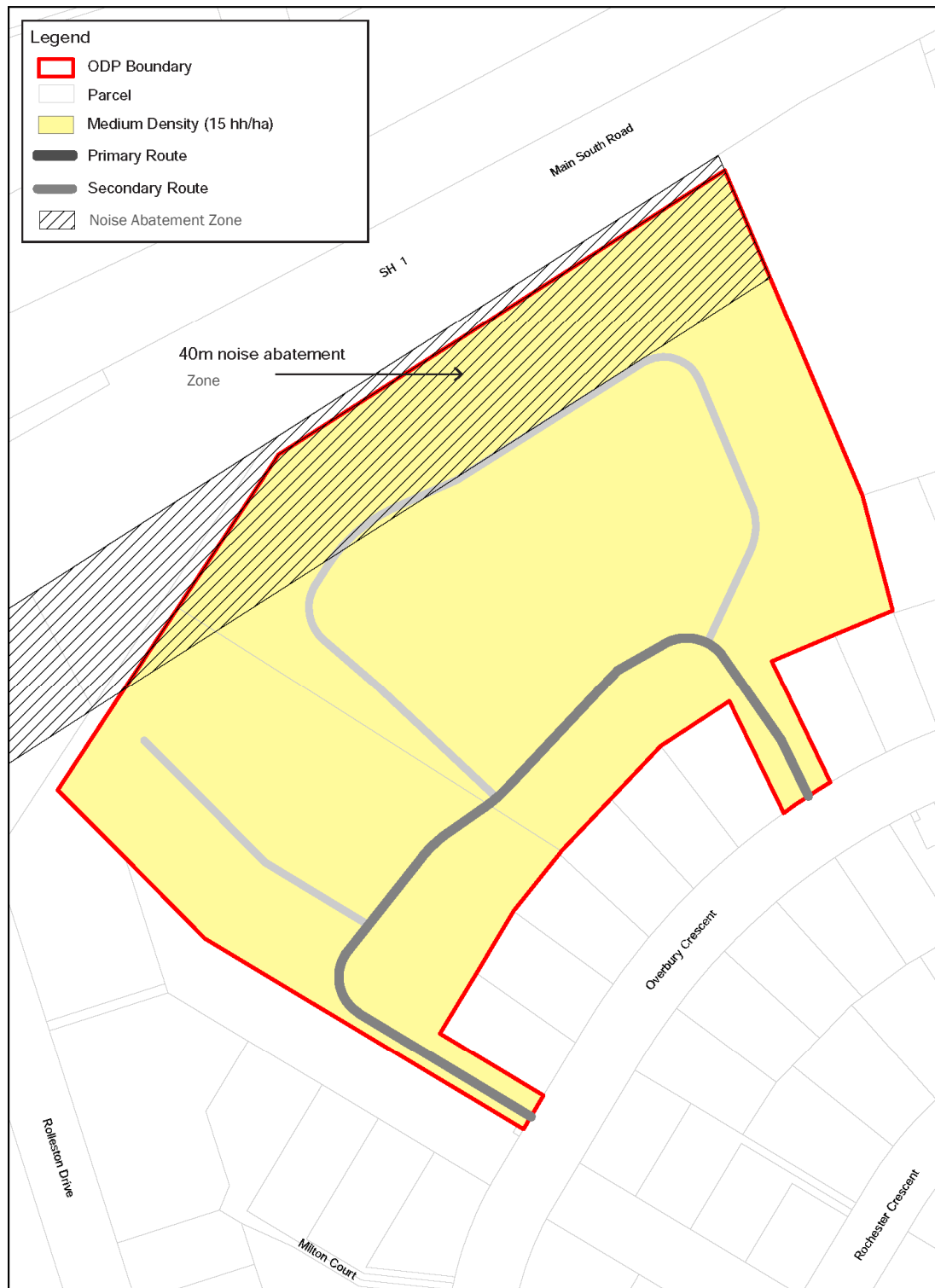
BLUE NETWORK (no ODP plan)

All services including water, sewer, power, and telephone are available to the boundary of the site via the existing roading network. These will be extended into the site via the proposed roading network to provide those services to all individual allotments.

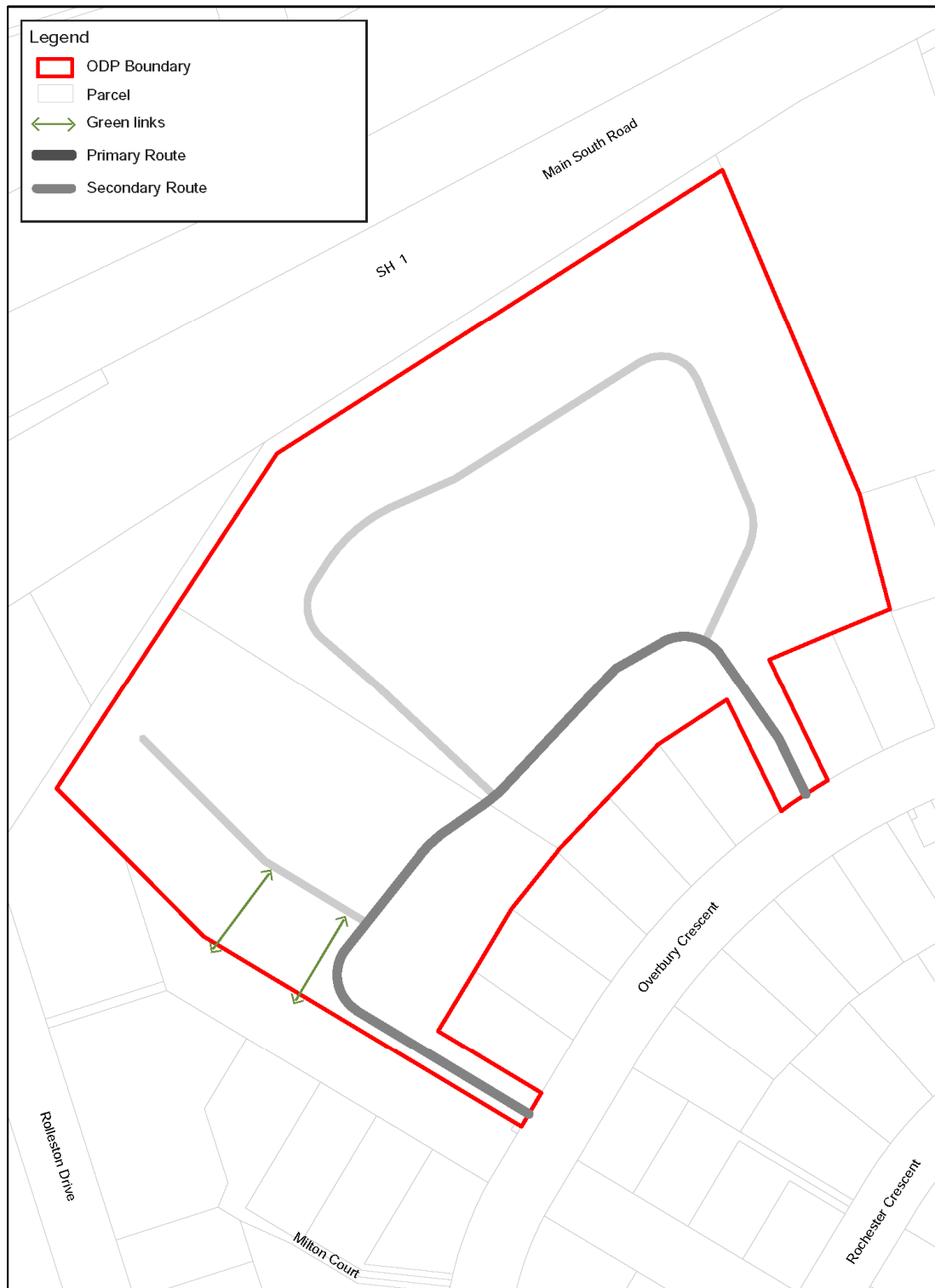
Sewerage capacity is available at the Rolleston Sewerage Treatment Plan via the existing reticulation.

Potable water capacity is available from the existing Rolleston water supply.

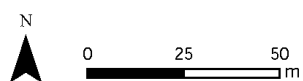
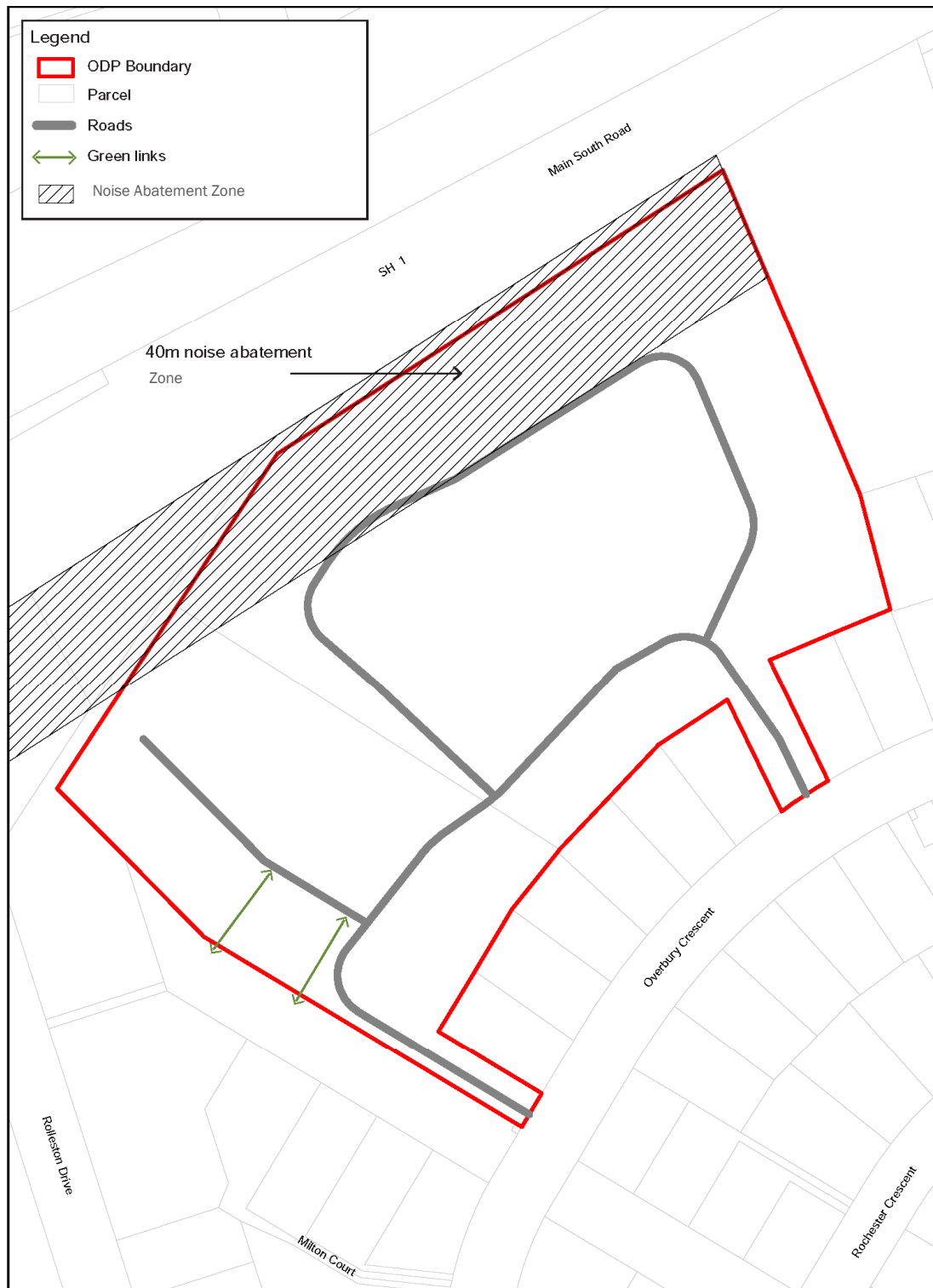
Stormwater will be treated through stormwater systems complying with the Canterbury Regional Council requirements.



Outline Development Plan
Area 7 - Rolleston
Density Plan



Outline Development Plan
Area 7 - Rolleston
Movement Network



Outline Development Plan
Area 7 - Rolleston
Green Network

OUTLINE DEVELOPMENT PLAN AREA 8

INTRODUCTION

The Outline Development Plan (ODP) is for an area of land located in Rolleston currently being serviced by a current Right of Way known as Park Lane which has access from SH1.

This ODP (known as Park Lane) and uses urban design principles to set the general patterns of development over the area to guide future development and provide a degree of certainty for all parties in the establishment of land uses across the site. It provides a design rationale for the key structure elements including the roading network, cycle and pedestrian network, and access to open space of the area.

Consistent with the Greater Christchurch Urban Development Strategy and Proposed Change 1 to the Regional Policy Statement, the ODP provides an opportunity for the creation of an integrated development which meets the objectives of those planning documents as well as being in keeping with the strategy set out in the Rolleston Structure Plan.

The ODP has been broken down into four plans. (Density, Movement Network, Green Network and Blue Network).

URBAN DESIGN

Design principles that underpin this ODP are in line in the New Zealand Design Protocol and promote the following environmental outcomes:

- An urban form which creates a distinguishable sense of place and encourages a community to develop.
- A safe, comfortable and healthy living environment (CPTED - Crime Prevention through Environmental Design - principles applied).
- Integration of the roads within the neighbourhood area with existing state highway and arterial roads and public transport routes.
- Installation of all the necessary services within the zone, and the connection of those services to all external infrastructure networks.
- Provision of a network of cycle and pedestrian routes.
- Access to the existing recreational reserve and provision for recreational and amenity purposes.
- Opportunities for the provision of residential development at a density of a minimum of 10 lots per hectare for which there is current strong demand in the general Rolleston area.
- A Master Planned residential development integrating the roading network with the existing environment and connecting with proposed sub-divisions linking roading, pedestrian, and walking access and linkages to the main local arterial roads.
- A development that meets District Plan policies to achieve an overall increase in residential density, urban consolidation and a compact urban form.
- Protection of groundwater resources from contamination.

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. The density plan has been calculated taking into account the multiple ownership that currently exists throughout the total ODP area.

MOVEMENT NETWORK

The ODP provides numerous transport options including:

- Restricting access to SH1 as required by NZTA.
- Linkage from Park Lane through to Beaumont Drive through to Levi Road to link with the arterial roads into and out of Rolleston.
- Provide secondary roads that link to the adjacent rezoned land to the east as zoned on ODP Area 3.
- Linkage integral to provide pedestrian, cycle and green linkages within the multiple ownership.

The ODP sets out the roading pattern taking into account the development in terms of the local, regional and national planning documents and assesses the potential traffic effects. The network takes into account the Christchurch Rolleston Environs Transportation Study (CRETS) formalised with the Canterbury Transportation Implementation Plan (CTIP).

The roading network is also in accordance with existing Resource Consents issued by the Selwyn District Council and provides for no alteration to the current traffic network as approved by the Council, other than a minor addition in the north eastern corner of the property.

Access to the site will be from the currently formed and legalised Marlowe Road to the north through Park Lane to Beaumont Drive and Shadbolt Lane to the south. Access to SH1 will be formally stopped both legally and physically once the extension of Marlowe Road is formed, the latter being required to be constructed firstly to enable the balance of the land in the ODP area to be sub-divided.

The roading network provides three connections into ODP Area 3. The secondary and tertiary roading connections are also shown on the ODP.

Legalised pedestrian linkages are shown to coincide with the ODP for ODP Area 3 noting that the location of the pedestrian linkage will be site specific once Resource Consent applications are made for land in and around this area. Servicing the areas of land in between the neighbours and local area streets will be undertaken by small neighbourhood roads or cul-de-sacs complying with the Council's sub-divisional design rules for such roads.

Noise attenuation will be achieved by extending the bund adjacent to the present Park Lane entrance to SH1 to the eastern boundary of the property outlined in blue on the ODP. Landscaping of the bund will be consistent with that already planted and established with the balance of the bund from this point up into Rolleston Drive.

There will be no dwelling erected in a 40 metre set back from the edge of the present seal on SH1.

Pedestrian footpaths will be provided on at least one side of each neighbourhood and local street. The road designed will provide for a cycleway on to the main neighbourhood and local roads as shown on the ODP.

GREEN NETWORK

The ODP identifies the general locality of some small local neighbourhood open space areas which will be site specific upon the lodgement of a Resource Consent. The size and location will be agreed with the land owner and the SDC at Resource Consent stage.

Green linkages are incorporated in the ODP to provide connection between streets and areas within the ODP.

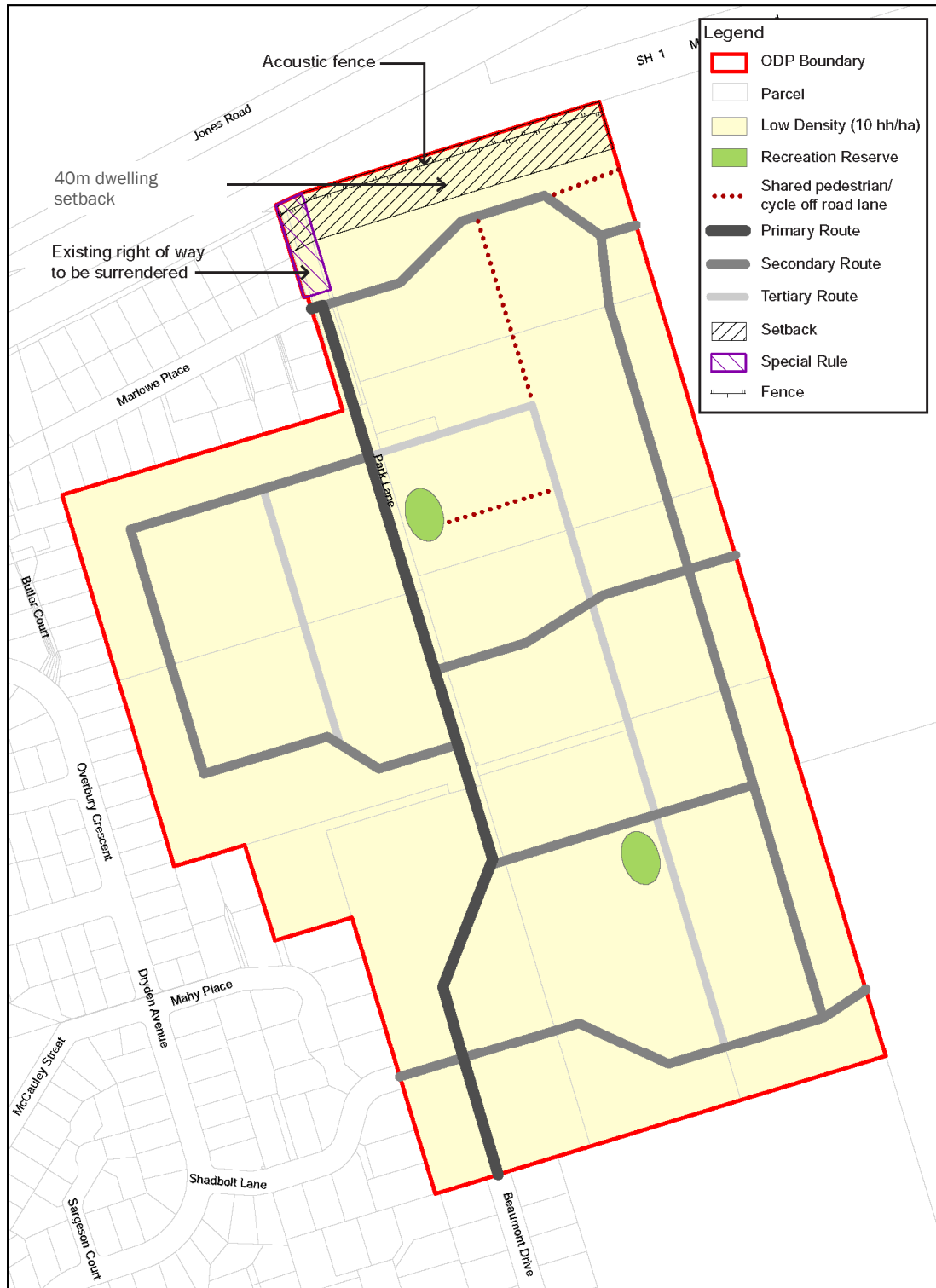
BLUE NETWORK

All services including water, sewer, power, and telephone are available to the boundary of the site by the existing roading network. These will be extended into the site via the proposed roading network to provide those services to all individual allotments.

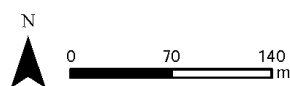
Sewerage capacity is available at the Rolleston Sewerage Treatment Plan via the existing reticulation.

Potable water capacity is available from the existing Rolleston Water Supply and there is available if the SDC desire, connection to a suitable additional potable water supply well located on the site.

Storm water will be treated through storm water systems complying with the Canterbury Regional Council requirements.



Outline Development Plan
Area 8 - Rolleston
Density Plan

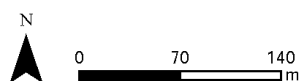
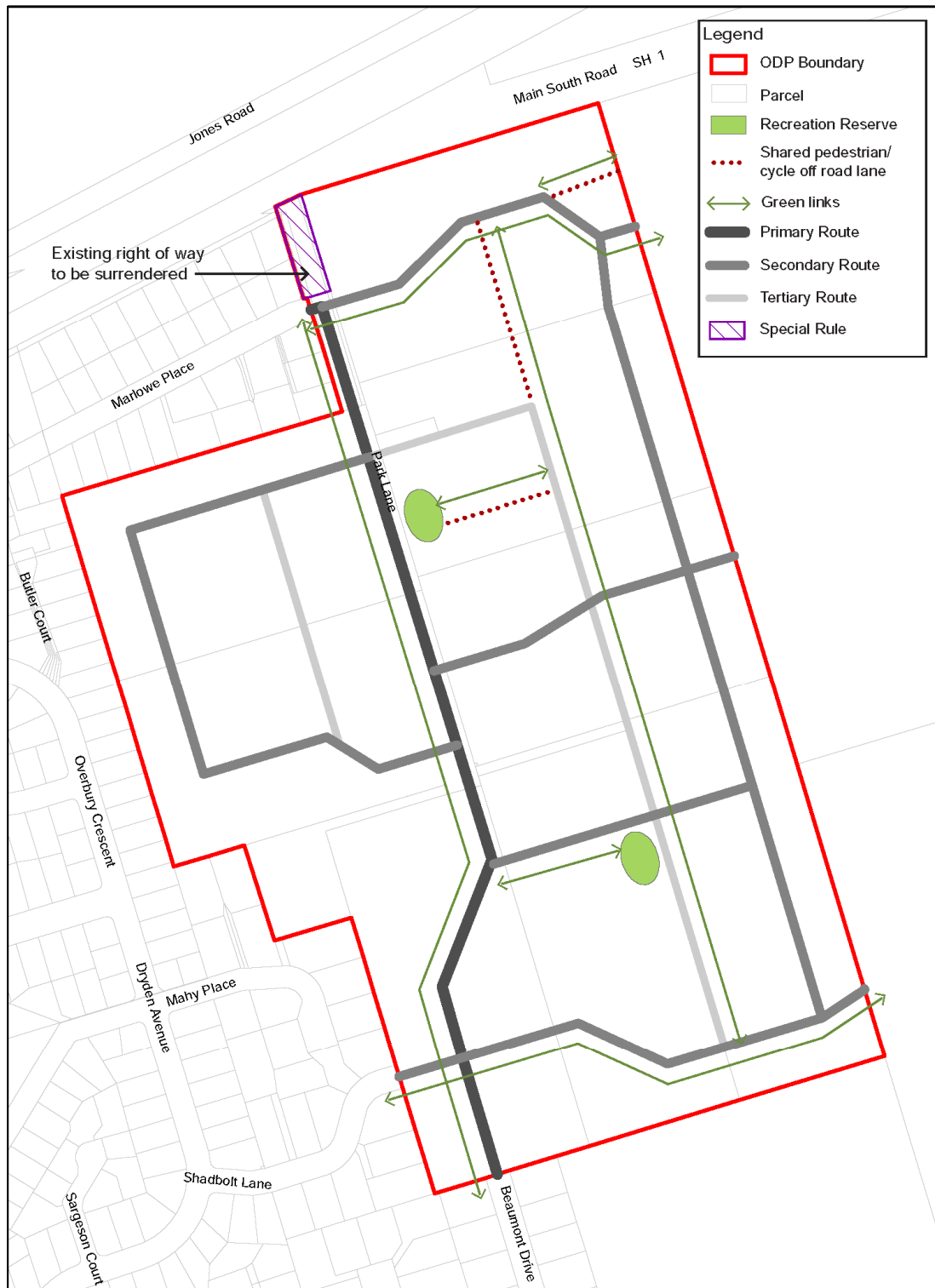


Outline Development Plan
Area 8 - Rolleston
Blue Network



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Outline Development Plan
Area 8 - Rolleston
Green Network



Outline Development Plan
Area 8 - Rolleston
Movement Network

OUTLINE DEVELOPMENT PLAN AREA 9

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 9. ODP Area 9 comprises 25ha and is bound by Lowes Road to the north, Lincoln Rolleston Road to the north-east and Springston Rolleston Road to the south-west. The area is identified in the Land Use Recovery Plan (LURP) as a greenfield priority area.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

A single Overall ODP is accompanied by four more specific plans that reference the Density, Movement Network, Green and Blue Networks.

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. ODP Area 9 predominantly provides for low density sections. Specific areas for Medium Density housing have however been allocated to areas that are suited for comprehensive Medium Density housing, such as senior living and retirement villages.

Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes will meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities ;
- Proximity to Neighbourhood Parks and/ or green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;
- Distribution within blocks to achieve a mix of section sizes and housing typologies; and

- To meet the minimum 10hh/ha density requirement and development yield.

The ODP Area shall achieve a minimum net density of 10hh/ha. Given the mix of densities and the likelihood of a staged approach to development, the 10hh/ha minimum density need not apply to each individual stage. However at the time of subdivision of each stage, assessment and confirmation as to how the minimum density of 10hh/ha for the overall ODP can be achieved will be required.

Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a —Primary RoadII will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a —Secondary RoadIII will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road.

The ODP employs a roading hierarchy based around Primary and Secondary Roads and possible tertiary roads that deliver a range of integrated transport options, including:

- primary road connections linking ODP Area 9 to Lowes, Lincoln-Rolleston and Springston-Rolleston Roads;
- active transport connections at the boundary of the development area to adjacent neighbourhoods, including ODP Area 11, that facilitate the use of existing and future public transport routes.

Roading connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The ODP requires two secondary and one primary route to facilitate an internal north-south orientated subdivision layout. The east-west connection utilises the alignment of an existing right of way. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development. Roads have been off-set to avoid a straight through 'run' coming from Lowes Road to assist in achieving the desired road hierarchy and to manage the distribution and speed of vehicles through the subdivision.

Lowes Road is an arterial road that provides the primary East-West connection into the development block. This road will cater for a large proportion of the through traffic within a corridor that will manage vehicle speeds and provide a clear hierarchy of roads to direct traffic through the subdivision to adjoining neighbourhoods. This includes through traffic from ODP Area 9 to the north-east of Lincoln-Rolleston Road.

Two Secondary Roads provide southerly connections to the planned extension of Broadlands Drive and into ODP Area 11 and Branthwaite Drive. A green link that incorporates a minimum 6m formed width is required to be off-set and running parallel to the proposed Primary Road, to provide additional permeability for pedestrians and cyclists.

An integrated network of tertiary roads will assist the primary road network to facilitate the safe and efficient distribution of internal traffic, provide access to properties, assist in connecting the open space reserves network both within and beyond the site and provide future links to adjoining neighbourhoods.

The transport network for ODP Area 9 shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Cycling and walking will be

contained within the road carriageway and incorporated into the roading design of the overall road network. Adequate space must be provided to accommodate cyclists and to facilitate safe and convenient pedestrian movements.

The intersection of Lowes, Levi and Lincoln-Rolleston Roads and Masefield Drive is planned to be upgraded with a larger roundabout. A shared pedestrian and cycling pathway along the southern side of Lowes Road between Springston-Rolleston Road and Lincoln-Rolleston Road will continue to extend from the existing facility from the west as part of the ODP Area 9 development.

It is anticipated that roads with a current speed limit over 70km/h will be reduced to support urban development by delivering a safe and efficient transport network.

GREEN NETWORK

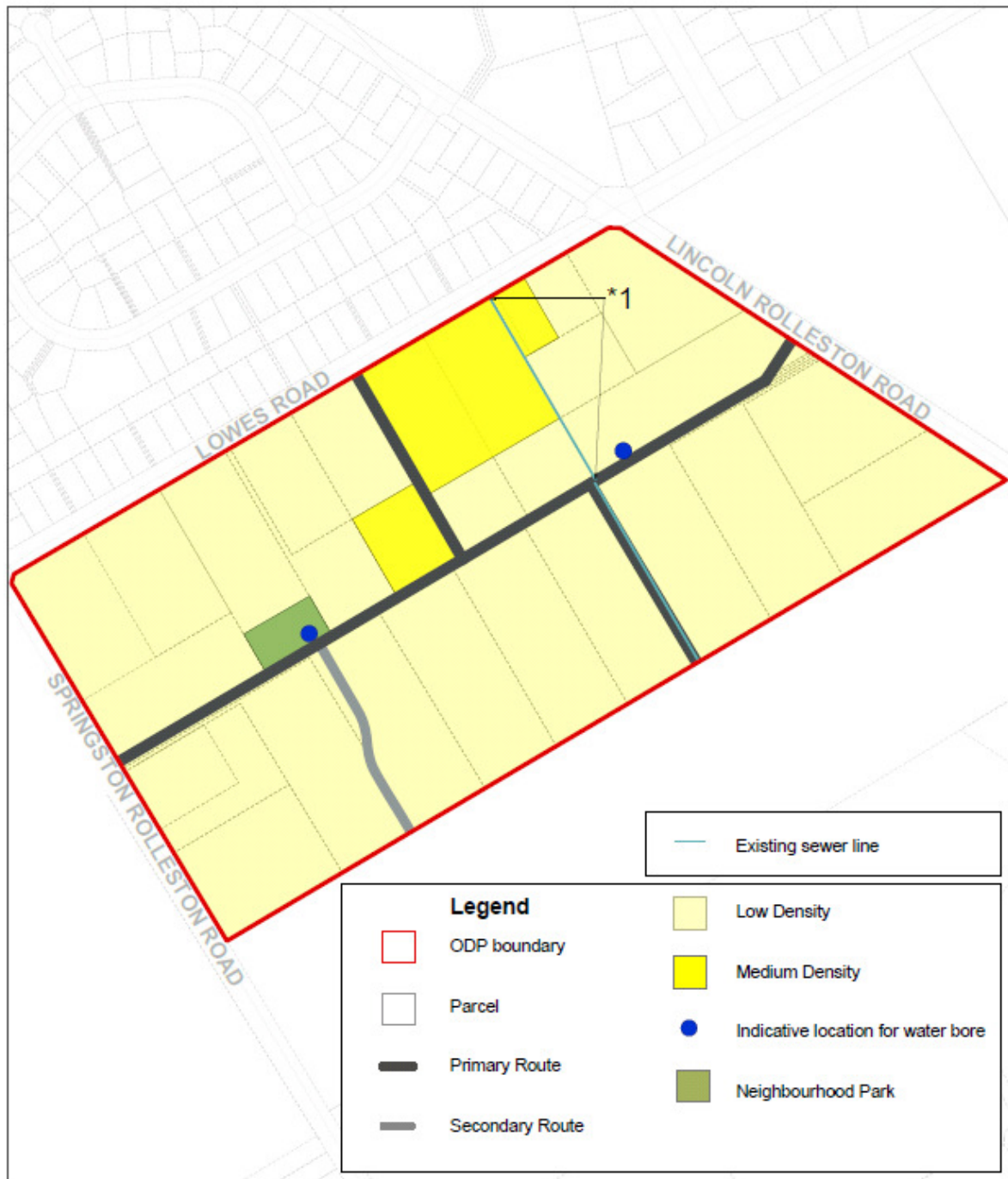
A single neighbourhood park is to be established within ODP Area 9. The location of this reserve has been determined based on the amount of reserves established in the wider area and to ensure people living within the development block have access to open space reserve is within a 500m walking radius of their homes. This neighbourhood park will provide passive recreation opportunities, with the Foster Recreation Park providing access to active recreation opportunities.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths, including specifically the green link between Lowes Road and the central Primary Road, are required to integrate into the green network to ensure a high level of connectivity is achieved, and to maximise the utility of the public space.

Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be adhered to during subdivision design.

BLUE NETWORK

Stormwater -	The underlying soils are relatively free-draining that generally support the discharge of stormwater via infiltration to ground. There are a range of options available for the collection, treatment and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable. The public stormwater system will only be required to manage runoff generated from within the road reserve.
Sewer -	A gravity sewer connection will be required through an extension to the existing sewer network to the proposed allotments. Sewage from this ODP area will be reticulated to the existing Helpet sewage pump station.
Water -	The water reticulation will be an extension of the existing water supply in Rolleston. Two water bores are required to be established within ODP Area 9, one within the Neighbourhood Park and the other north of the secondary roading connection from Branthwaite Drive. These infrastructure upgrades will be commissioned in accordance with the upgrades identified for the township. The provision of infrastructure to service ODP Area 9 shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.





W:\Appendix 9-Outline Report Page 38







OUTLINE DEVELOPMENT PLAN AREA 10

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 10. ODP Area 10 comprises 31ha and is bound by Goulds Road to the east and East Maddisons Road to the west. The Land Use Recovery Plan (LURP) identifies this area as a greenfield priority area.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

A single Overall ODP is accompanied by three more specific plans that reference the Density, Movement Network, Green and Blue Networks.

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. ODP Area 10 supports a variety of allotment sizes within the Living Z framework to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum density of 10hh/ha for the overall ODP can be achieved, will be required.

ODP Area 10 provides for both low density and medium density medium density housing options. Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/ or green spaces;
- North-West orientation, where possible, for outdoor areas and access off southern and south-east boundaries is preferred;

- Distribution within blocks to achieve a mix of section sizes and housing typologies; and
- To meet the minimum 10hh/ha density requirement and development yield.

Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a “Primary Road” will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a “Secondary Road” will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road.

The ODP provides for an integrated transport network incorporating:

- A primary route that follows a north-south alignment that is supported by two eastwest orientated connections onto Goulds and East Maddisons Roads;
- active transport connections at the boundary of the development area from East Maddisons and Goulds Roads to adjacent neighbourhoods that facilitate the use of existing and future public transport options;
- pedestrian and cycle corridors and connections to encourage viable alternative modes of transport to private motor vehicles.

Roading connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.

Three connections from the internal Primary Road integrate the transport network for ODP Area 10 with Goulds and East Maddisons Roads. This Primary Road provides a “spine road” that provides primary connections onto East Maddisons and Goulds Roads respectively. The position of the intersection of this Primary Road with Goulds Road must be located directly opposite the entrance road into the Faringdon subdivision to align with the wider transport network.

The southern portion of East Maddisons Road will be realigned to reduce the number of roads that are served by the Goulds Road intersection. This will assist in delivering a safe and efficient intersection that integrates into the proposed CRETS Collector Road and supports Goulds Road as having primacy in the roading hierarchy over East Maddisons Road. Goulds Road will be closed to vehicular traffic south of Lowes Road and a walking and cycling link will be established to provide the necessary connections to the nearby community facilities. These improvement works are being progressed as part of the Foster Recreation Park development works.

Two secondary routes provide a link between the primary “spine road” and East Maddisons Road, which support access throughout the site and provide external links and connections to adjoining neighbourhoods, including ODP Area 12 to the west. The alignment and status of these roads establishes essential connections without creating through routes that could potentially be used as short cuts. The alignment and position of the intersections associated with these two Secondary Roads support the internal roading network within the adjoining ODP Area 12, which primarily directs traffic to East Maddisons and Goulds Roads. A North East secondary loop road provides connectivity and access to future development in an area that cannot be accessed off Goulds Road.

The remaining internal roading layout must be able to respond to the possibility that this area

may be developed progressively over time. Road alignments must be arranged in such a way that long term interconnectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

The transport network for ODP Area 10 shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. The primary and secondary roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements.

Two shared off-road green link pedestrian and cycle connections to Goulds Road to connect to Faringdon and the Recreation Precinct are required to provide safe and attractive active transport corridors.

It is anticipated that roads with a current speed limit over 70km/h will be reduced to support urban development by delivering a safe and efficient transport network.

GREEN NETWORK

Four Neighbourhood Parks are required to be established throughout the development block. The location of these reserves has been determined based on the amount of reserves established in the wider area and to ensure people living within the development block have access to open space reserve is within a 500m walking radius of their homes. The Neighbourhood Parks will provide passive recreation opportunities and will each be of a size that reflects both the reserve's purpose and the neighbourhood's character. The alignment of these open spaces along primary routes will create a connected open space network. The adjoining Foster Recreation Park provides access to active recreation opportunities.

Where possible, Medium Density Housing is located immediately adjacent to Neighbourhood Parks to compensate for the reduced private open space available for each of the individual allotments. In addition, co-locating green space reserves alongside residential housing supports passive surveillance and assists in promoting enhanced safety and security for local residents and people using the green space network.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths, including specifically the two green links between the secondary loop road and Goulds Road to the east are required to integrate the road network into the green network, to ensure a high level of connectivity is achieved, and to maximise the utility of the public space.

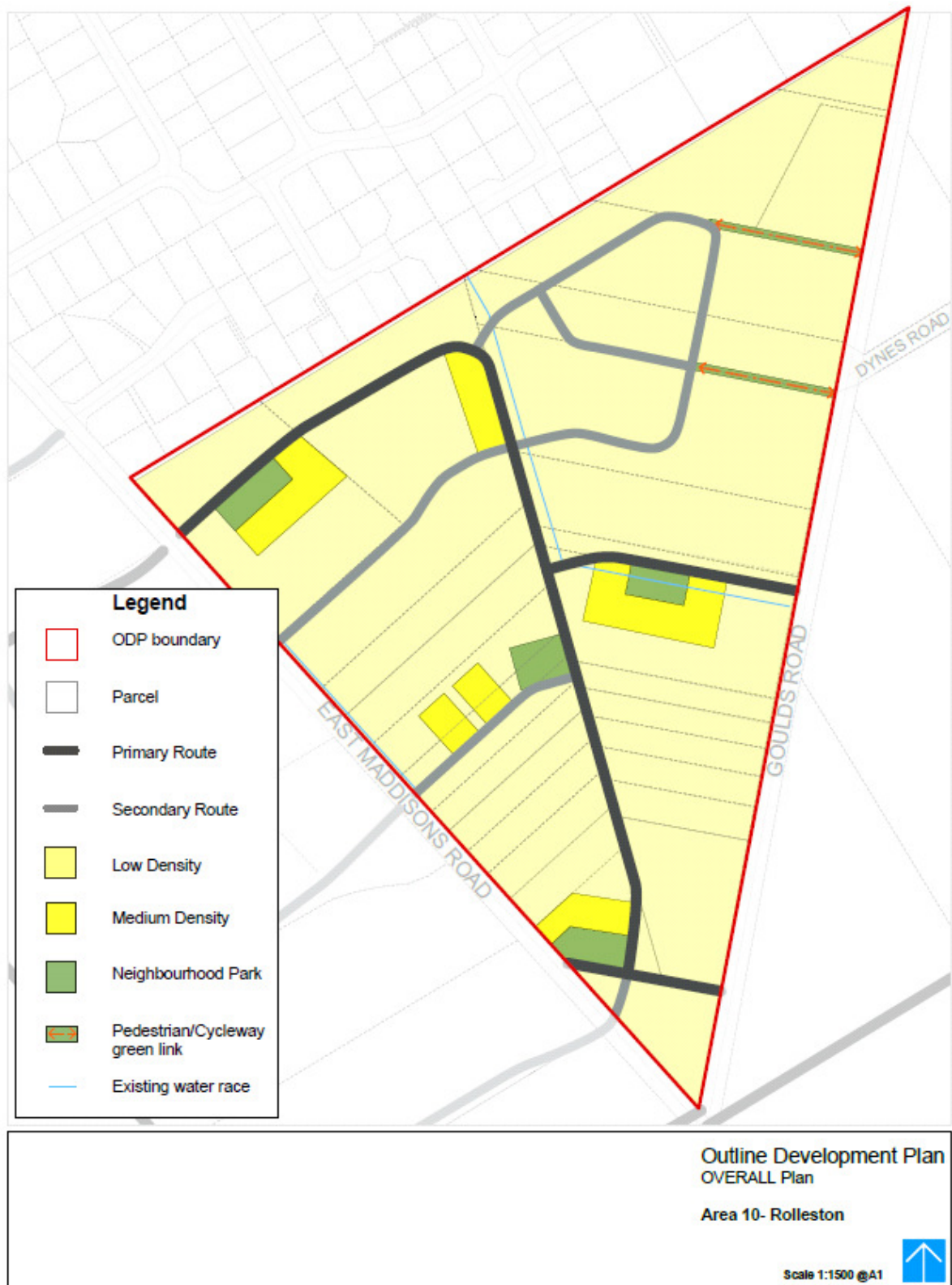
Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be referred to during subdivision design.

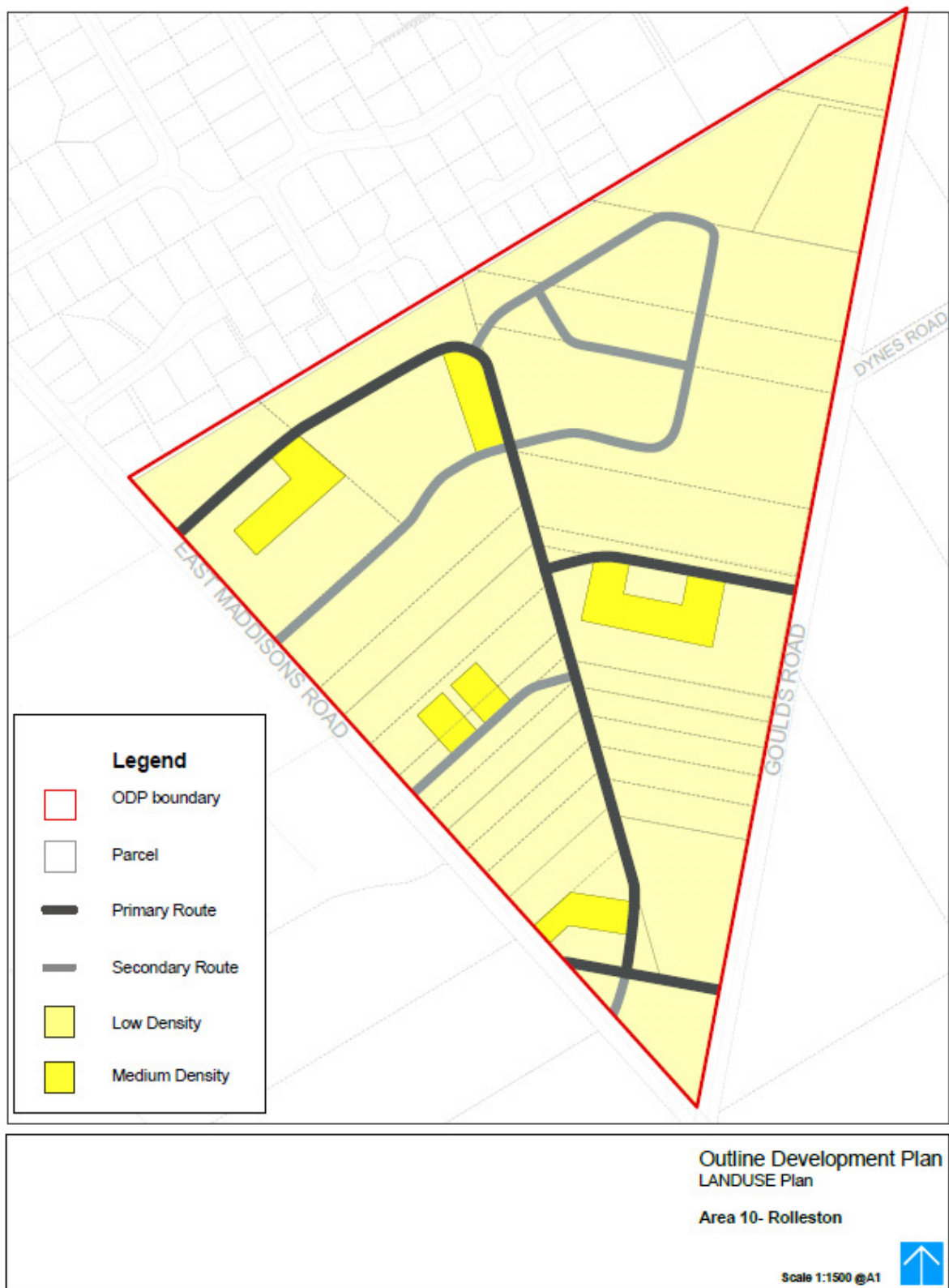
BLUE NETWORK

Stormwater - The underlying soils are relatively free-draining that generally support the discharge of stormwater via infiltration to ground. There are a range of options available for the collection, treatment and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable. The public stormwater system will only be required for runoff generated from within the road reserve.

- Water race - An existing water race generally follows a portion of the primary road in a north-south and then east-west alignment where it reaches Gould Road. There is an opportunity to incorporate the water race into the road design by enhancing its appearance and establishing it as a feature.
- Sewer – A gravity sewer connection will be required through an extension to the existing sewer network to the boundary of the ODP area. The area immediately adjacent to the Dynes and Goulds Road intersection is currently able to connect, via gravity, to the existing pumping station on Goulds Road. However, the vast majority of the ODP Area will need to reticulate to the new Eastern Selwyn Sewerage Scheme pump station on Selwyn Road via a sewer connection through the adjoining Faringdon subdivision.
- Water - The water reticulation will be an extension of the existing water supply along East Maddison and Goulds Roads. If required, an additional bore could be established within the site to assist in servicing the southern development areas in Rolleston in accordance with the upgrades identified for the township.

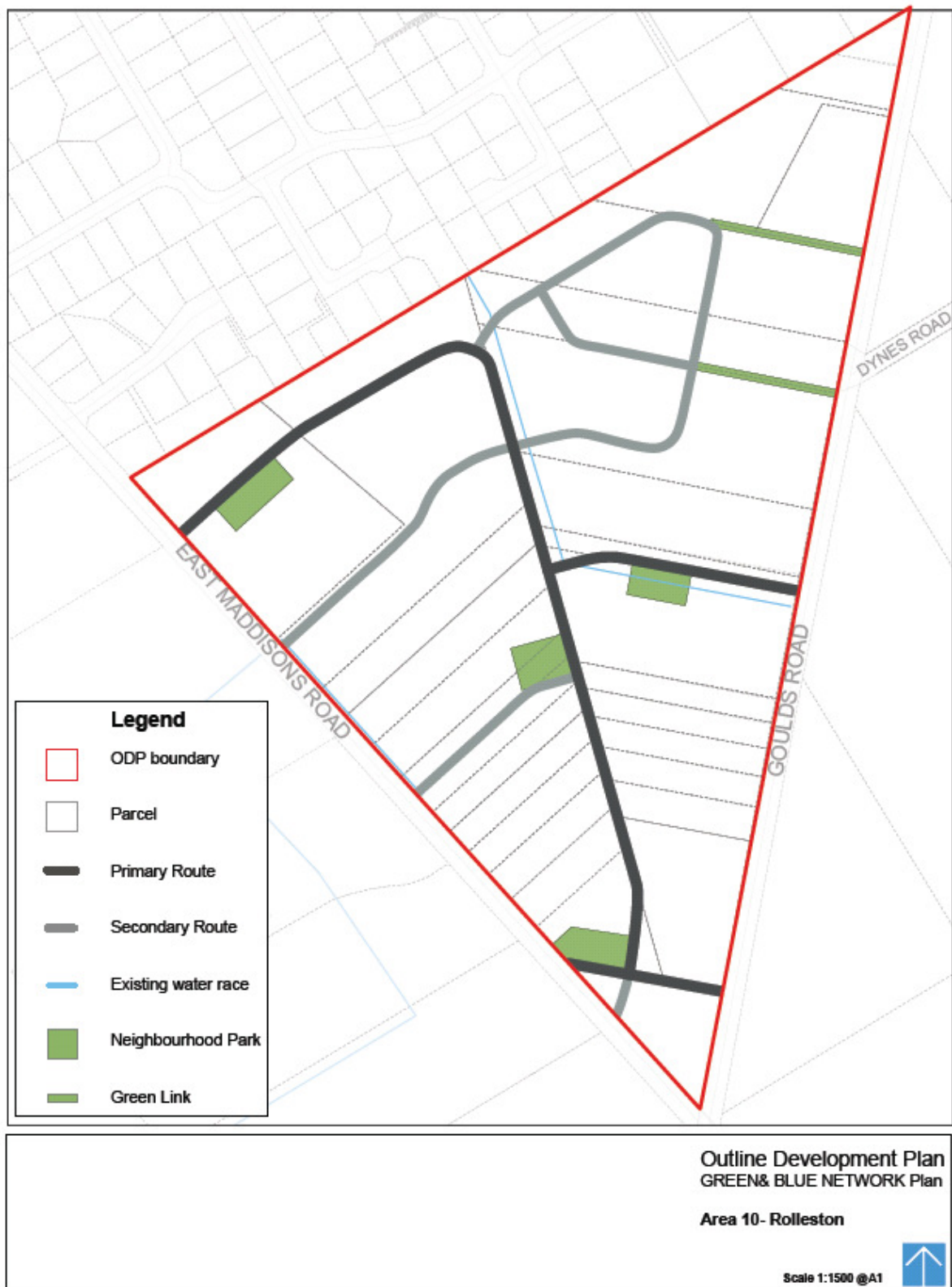
The provision of infrastructure to service ODP Area 10 shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.







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OUTLINE DEVELOPMENT PLAN AREA 11

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 11. ODP Area 11 comprises 151ha and is bound by Lincoln Rolleston Road to the north-east, Goulds and Springston Rolleston Roads to the north-west. The area is identified in the Land Use Recovery Plan (LURP) as a greenfield priority area.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

A single Overall ODP is accompanied by four more specific plans that reference the Density, Movement Network, Green and Blue Networks.

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. ODP Area 11 supports a variety of allotment sizes within the Living Z framework to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum density of 10hh/ha for the overall ODP can be achieved, will be required.

The ODP predominantly provides for low density sections. Specific areas for Medium Density housing options have however been allocated to areas along the identified Primary and Secondary Roads. Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/or green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;

- Distribution within blocks to achieve a mix of section sizes and housing typologies; and
- To meet the minimum 10hh/ha density requirement and development yield.
Existing dwellings and buildings need to be taken into consideration when subdividing and doing the density calculations.

A Neighbourhood Centre is required in a centralised location of ODP Area 11 adjacent to the identified Neighbourhood Park. The Neighbourhood Centre will provide for approximately 2,000m² of gross retail floor area to cater for local weekly and day-to-day retail requirements. Additional land is also required to accommodate the necessary access arrangements, car parking, landscaping and utilities to service the Neighbourhood Centre.

Appropriate interface treatments at the boundary between residential and rural activities, and the methods to protect these treatments in the long term, shall be established. Treatments could include appropriate fencing, landscaping and/or building setbacks.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a —Primary Road will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a —Secondary Road will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road.

The ODP provides for an integrated transport network incorporating:

- Three Primary Road and eight Secondary Road connections providing transport connections to Springston-Rolleston Road to the south-west, Lincoln-Rolleston Road to the north-east, the CRETS Road to the south-east and the Broadlands Drive Collector Road to the north-west
- active transport connections at the boundary of the development area to adjacent neighbourhoods that facilitate the use of existing and future public transport routes
- pedestrian and cycle corridors and connections encourage viable alternative modes of transport to private motor vehicles. Road connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.

A Collector Road, identified as part of CRETS (2007 Christchurch, Rolleston and Environs Transportation Study) is proposed along the south-western boundary of the site that is accessed from ODP Area 11 from the internal Primary Road and three Secondary Road connections. This Collector Road spans across several neighbourhoods and ODP areas on the southern boundary of the township. It is significant in supporting an east-west network function that forms part of an expanded ring road system for Rolleston. Although this Collector Road is envisaged to cater for a large proportion of vehicle movements going through ODP Area 11, it is not a high-speed corridor and is intended foremost to provide direct access to adjoining sites. To this end, it is envisaged that the Collector Road will interact with the adjacent neighbourhoods, rather than creating severance between them. Its function, streetscape and speed environment will be similar to Lowes Road in how it serves the northern portion of Rolleston.

Lincoln-Rolleston Road and Springston-Rolleston Road provide primary roading corridors on the periphery of ODP Area 11, which form part of the district's wider arterial roading network that connects the township to Prebbleton and Christchurch to the south and Lincoln to the east.

The extension and upgrading of Branthwaite Drive provides a primary loop road that establishes access and connectivity to the future subdivision of the land that currently accommodates the decommissioned Helpet treatment plant. This Primary Road will in turn integrate ODP Area 11 with ODP Area 9 to the north, in conjunction with the east-west extension of Broadlands Drive Collector Road. A second primary north-south aligned road connects Branthwaite Drive with the proposed CRETS Collector Road. An extension of Dynes Road is required to facilitate connectivity along the east-western alignment. This Primary Road enables vehicular, cycle and pedestrian permeability between ODP Area 11 and adjacent neighbourhoods.

The Secondary Road connections perform similar but important functions by supporting the Primary Roads, by providing access throughout the site, and the necessary external links and connections to adjoining neighbourhoods. The alignment and status of these roads establish essential connections, without creating through routes that could potentially be used as short cuts. The alignment and position of the intersections associated with the Secondary Roads primarily support the internal roading network and the mixed density residential development sites, catering less to through vehicle traffic.

The remaining internal roading layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term connectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

The transport network for ODP Area 10 shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. The Primary and Secondary Roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements.

It is anticipated that roads with a current speed limit over 70km/h will be reduced to support urban development by delivering a safe and efficient transport network.

GREEN NETWORK

Seven Neighbourhood Parks are required to be established throughout the 151ha development block. The location of these reserves has been determined based on the amount of reserves established in the wider area and to ensure that an open space is within a 500m walking radius of their homes. The Neighbourhood Parks will provide passive recreation opportunities and will each be of a size that reflects both the reserves purpose and the neighbourhood's character. A single larger Neighbourhood Park of approximately 4,000-5,000m² in size located adjacent to the proposed water reservoir will provide for a wider range of recreational activities to cater for the needs of the wider area.

The alignment of these open spaces along primary routes will create a connected open space network. The Foster Recreation Park provides, and to a lesser extent the larger Neighbourhood Park, provides access to active recreation opportunities.

Where possible, Medium Density Housing is located immediately adjacent to Neighbourhood Parks to compensate for the reduced private open space available for each of the individual allotments. In addition, co-locating green space reserves alongside residential housing support passive surveillance and assists in promoting enhanced safety and security for local residents and people using the green space network.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate the

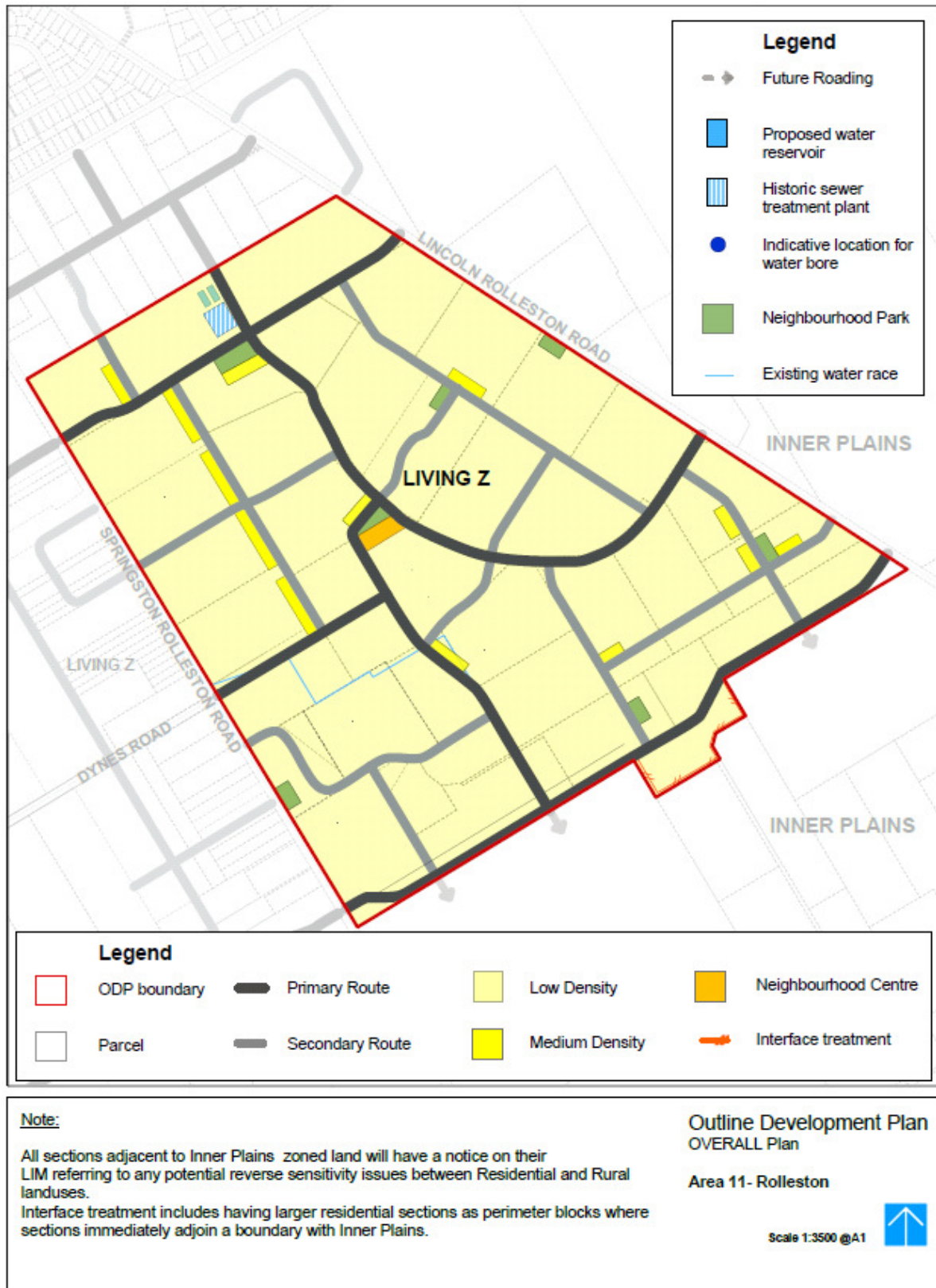
road network into the green network, to ensure a high level of connectivity is achieved, and to maximise the utility of the public space.

Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be referred to during subdivision design.

BLUE NETWORK

Stormwater -	The underlying soils are relatively free-draining that generally support the discharge of stormwater via infiltration to ground. There are a range of options available for the collection, treatment and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve environments where practicable. The public stormwater system will only be required for runoff generated from within the road reserve.
Water race -	An existing water race runs through the southern portion of ODP Area 11. There is an opportunity to incorporate the water race into the road design by enhancing its appearance and establishing it as a feature.
Sewer -	A sewer connection will be required through a new gravity main along Springston-Rolleston Road to the Eastern Selwyn Sewerage Scheme pump station on Selwyn Road. The majority of this ODP area will need to reticulate to a new sewer pump station to the proposed gravity sewer line on Springston-Rolleston Road.
Water -	The water reticulation will be an extension of the existing Rolleston water supply. If required, an additional bore could be established within the site to assist servicing requirements for the southern development areas in Rolleston in accordance with the upgrades identified for the township.

The provision of infrastructure to service ODP Area 11 shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.





Legend			
	ODP boundary		Primary Route
	Parcel		Secondary Route
	Low Density		Neighbourhood Centre
	Medium Density		Interface treatment

Note:

All sections adjacent to Inner Plains zoned land will have a notice on their LIM referring to any potential reverse sensitivity issues between Residential and Rural landuses.
Interface treatment includes having larger residential sections as perimeter blocks where sections immediately adjoin a boundary with Inner Plains.

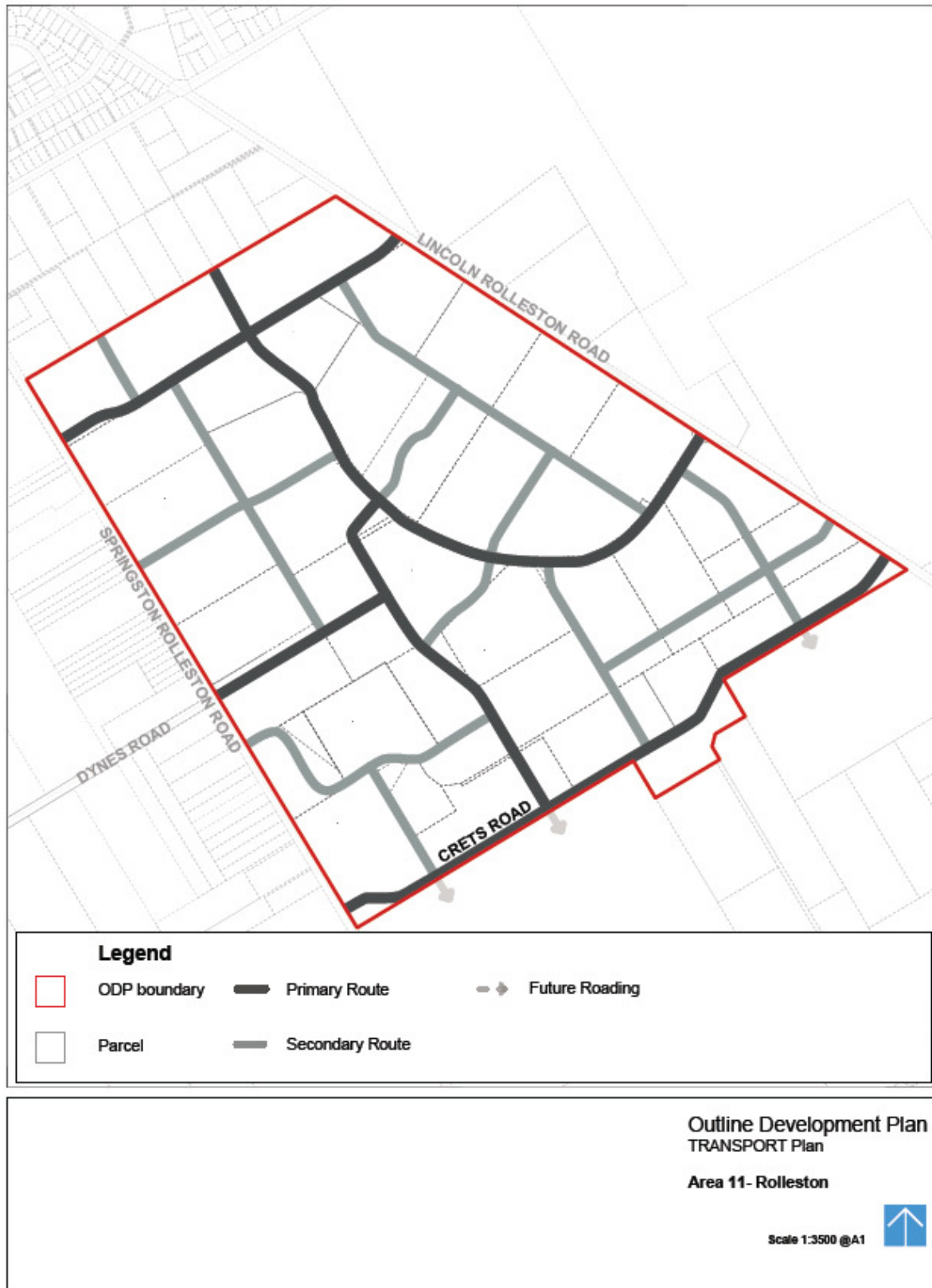
**Outline Development Plan
LANDUSE Plan**

Area 11 - Rolleston

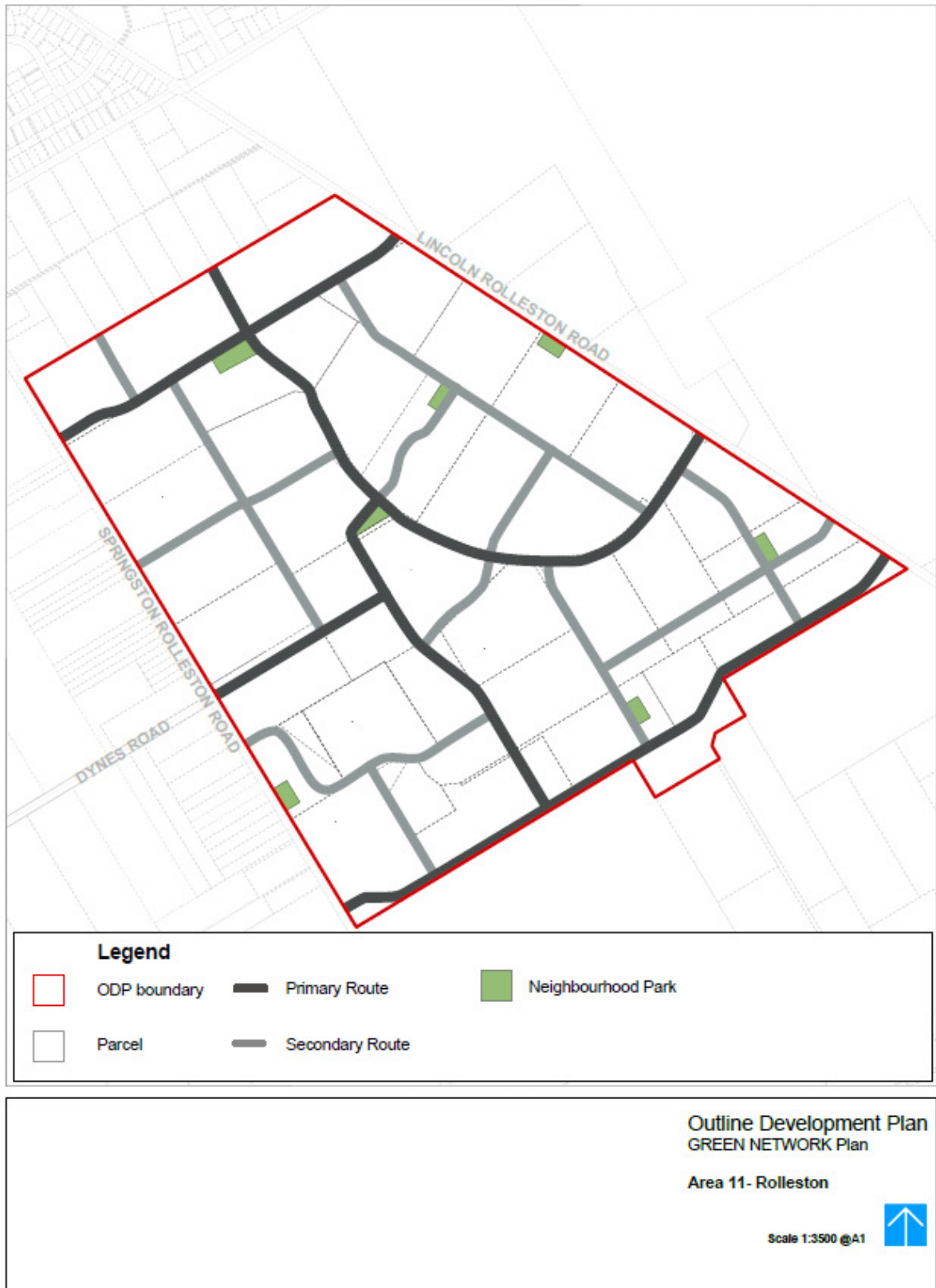
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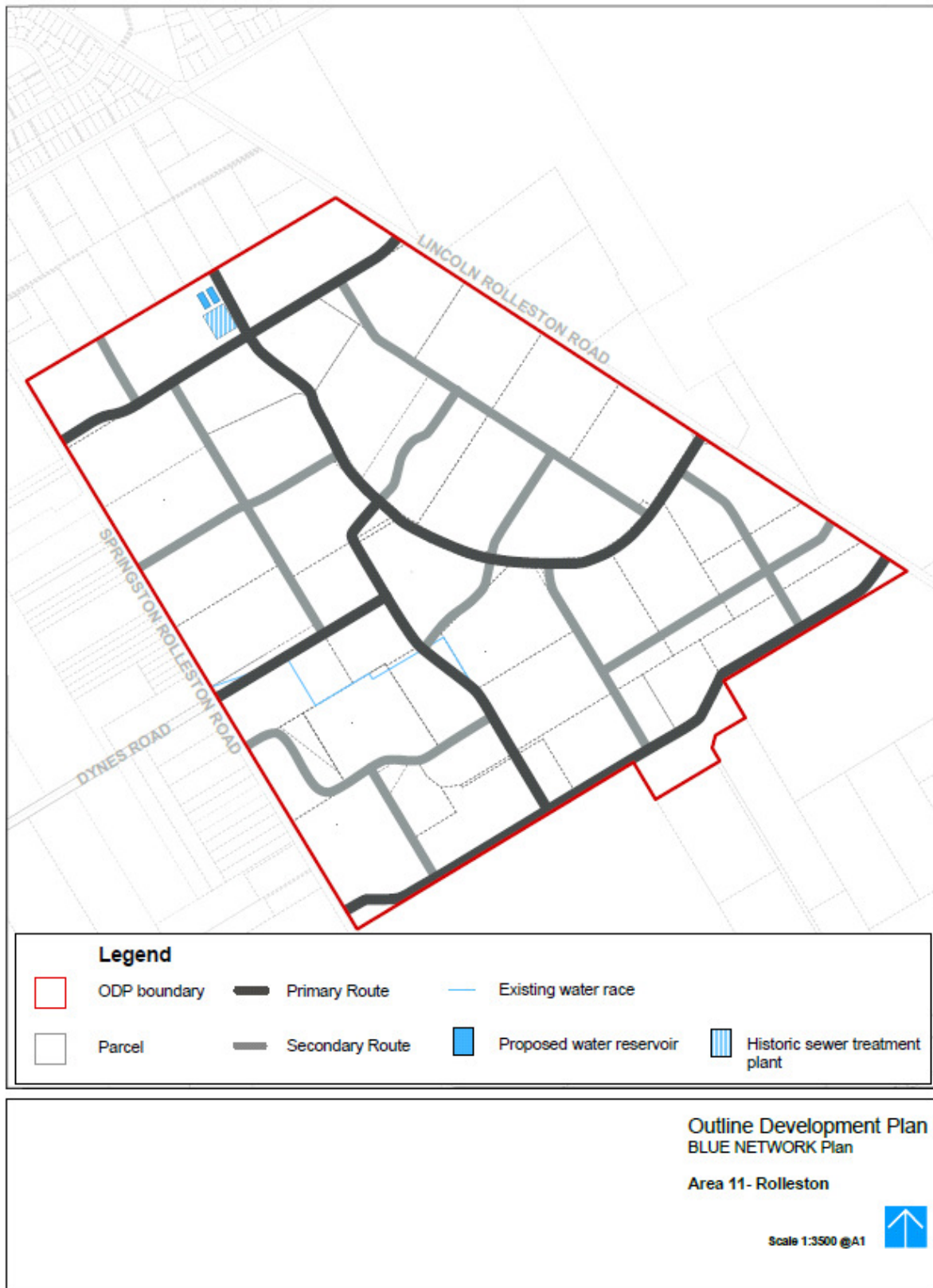
6013 Proposed to be a Project Page 10



6013 Proposed Infrastructure Project Page 60



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OUTLINE DEVELOPMENT PLAN AREA 12

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 12. ODP Area 12 comprises 56ha and is bound by East Maddisons Road to the north-east and Dunns Crossings Road the north-west. The area is identified in the Land Use Recovery Plan (LURP) as a greenfield priority area.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

A single Overall ODP is accompanied by three more specific plans that reference the Density, Movement Network and Green/Blue Networks.

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. ODP Area 12 supports a variety of allotment sizes within the Living Z framework to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum density of 10hh/ha for the overall ODP can be achieved, will be required.

ODP Area 12 predominantly provides for low density sections, although some medium density housing options have been supported along the Primary and Secondary Roads. Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/or green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;

- Distribution within blocks to achieve a mix of section sizes and housing typologies; and
- To meet the minimum 10hh/ha density requirement and development yield.

Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

Lower density allotments with an average lot size of 1000m² are necessary on the north-western boundary to integrate the site with the adjoining Living 1B zone to achieve a progressive transition between residential and lower density residential densities. Appropriate interface treatments at the boundary between residential and low density residential activities, and the methods to protect these treatments in the long term, could include fencing and landscaping.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a “Primary Road” will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a “Secondary Road” will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road. The ODP provides for an integrated transport network incorporating:

- Primary and Secondary Roads linking the East Maddisons Collector Road to the east, and the Dunns Crossing Collector Road to the west;
- active transport connections at the boundary of the development area from the Dunns Crossing Collector Road to the south-west and the East Maddisons Collector Road to the north-east to adjacent neighbourhoods that facilitate the use of existing and future public transport options;
- pedestrian and cycle corridors and connections to encourage viable alternatives modes of transport to private motor vehicles.

Roading connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.

Three connections from the internal Primary Roads integrate the transport network for ODP Area 12 with the East Maddisons Collector Road to the north-east and the Dunns Crossing Collector Road to the south-west. The Primary Roads provide essential connections to the wider Rolleston transport network, including specifically to the surrounding Collector Roads and integration with ODP Area 10 to the east. The Primary Road connection to Dunns Crossings Road, which runs through the centre of the site, links to a future CRETS Collector Road. Dunns Crossing Road is to be sealed and upgraded as part of the wider development requirements.

The transport network for ODP Area 12 shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. The Primary and Secondary Roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements. Two walking and cycling links that are a minimum width of 6m are proposed between the Secondary Roads in the north-eastern corner of the development block to achieve the necessary level of connectivity through the subdivision and integration with East Maddisons Road.

The proposed north-south and east-west aligned Secondary Road connections perform similar functions to the Primary Roads, providing discernible and easily navigable access arrangements throughout the site as well as good external links and connections to adjoining neighbourhoods.

The alignment and position of the intersections associated with the Secondary Roads primarily support the internal roading network and the mixed density residential development sites, catering less to through vehicle traffic.

The remaining internal roading layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term interconnectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional access to properties. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

It is anticipated that roads with a current speed limit over 70km/h will be reduced to support urban development by delivering a safe and efficient transport network.

GREEN NETWORK

Five Neighbourhood Parks are required to be established throughout the 56ha development block. The location of these reserves has been determined based on the amount of reserves established in the wider area and to ensure that an open space is provided within 500m walking radius of their homes.

The Neighbourhood Parks will provide passive recreation opportunities and will each be of a size that reflects both the reserve's purpose and the neighbourhood's character. The alignment of these open spaces along primary routes will create a connected open space network. The Foster Recreation Park provides access to active recreation opportunities.

Where possible, Medium Density Housing is located immediately adjacent to Neighbourhood Parks to compensate for the reduced private open space available for each of the individual allotments. In addition, co-locating green space reserves alongside residential housing support passive surveillance and assist in promoting enhanced safety and security for local residents and people using the green space network.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate the road network into the green network, to ensure a high level of connectivity is achieved, and to maximise the utility of the public space.

Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be referred to during subdivision design.

BLUE NETWORK

Stormwater - The underlying soils are relatively free-draining that generally support the discharge of stormwater disposal via infiltration to ground. There are a range of options available for the collection, treatment and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable. The public stormwater system will only be required for runoff generated from within the road reserve.

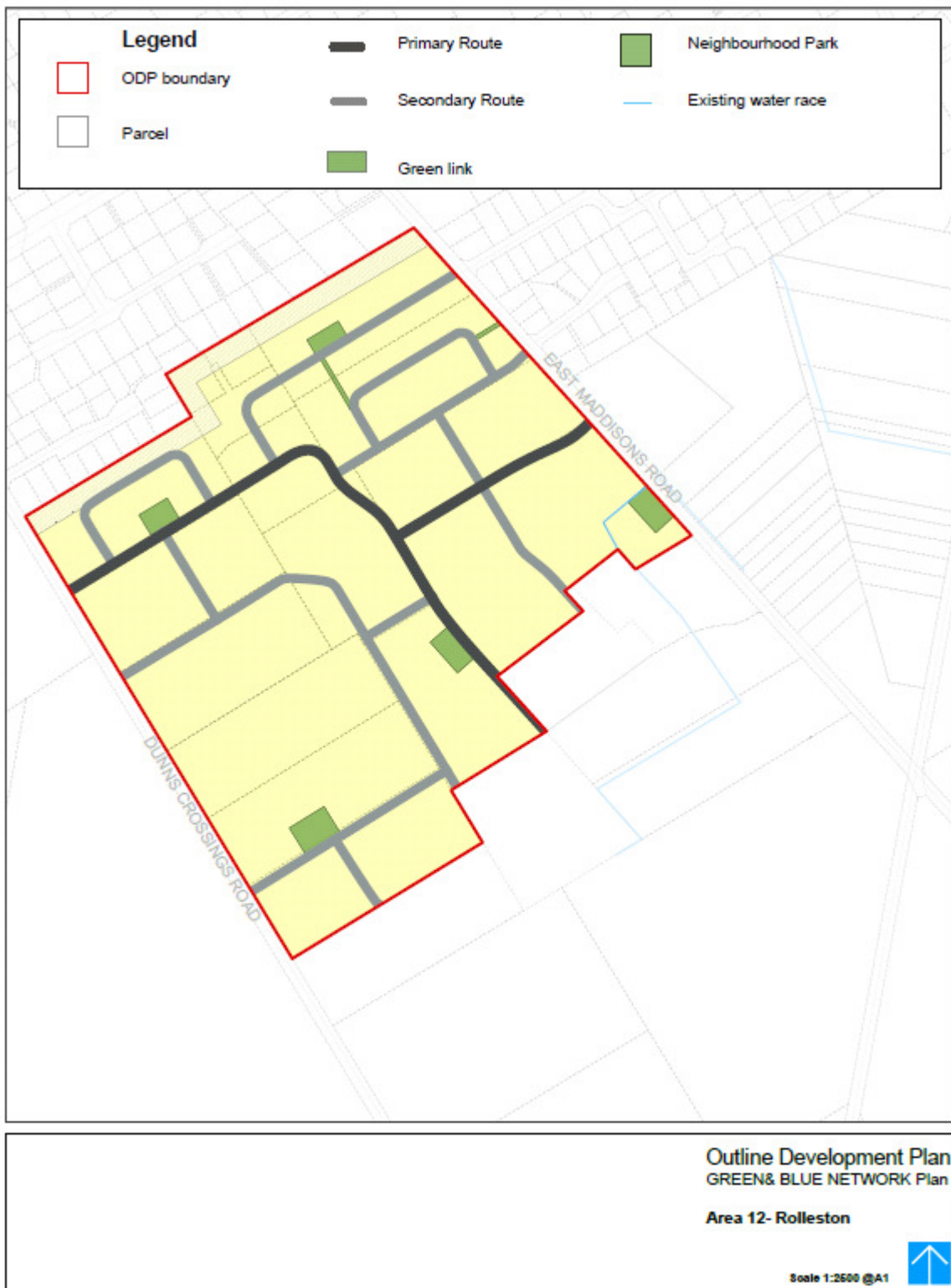
Sewer - A gravity sewer connection will be required through an extension to the existing sewer network to the boundary of the ODP area. A gravity sewer connection to the new Eastern Selwyn Sewerage Scheme pump station on Selwyn Road will required via a sewer connection through the adjoining Faringdon subdivision.

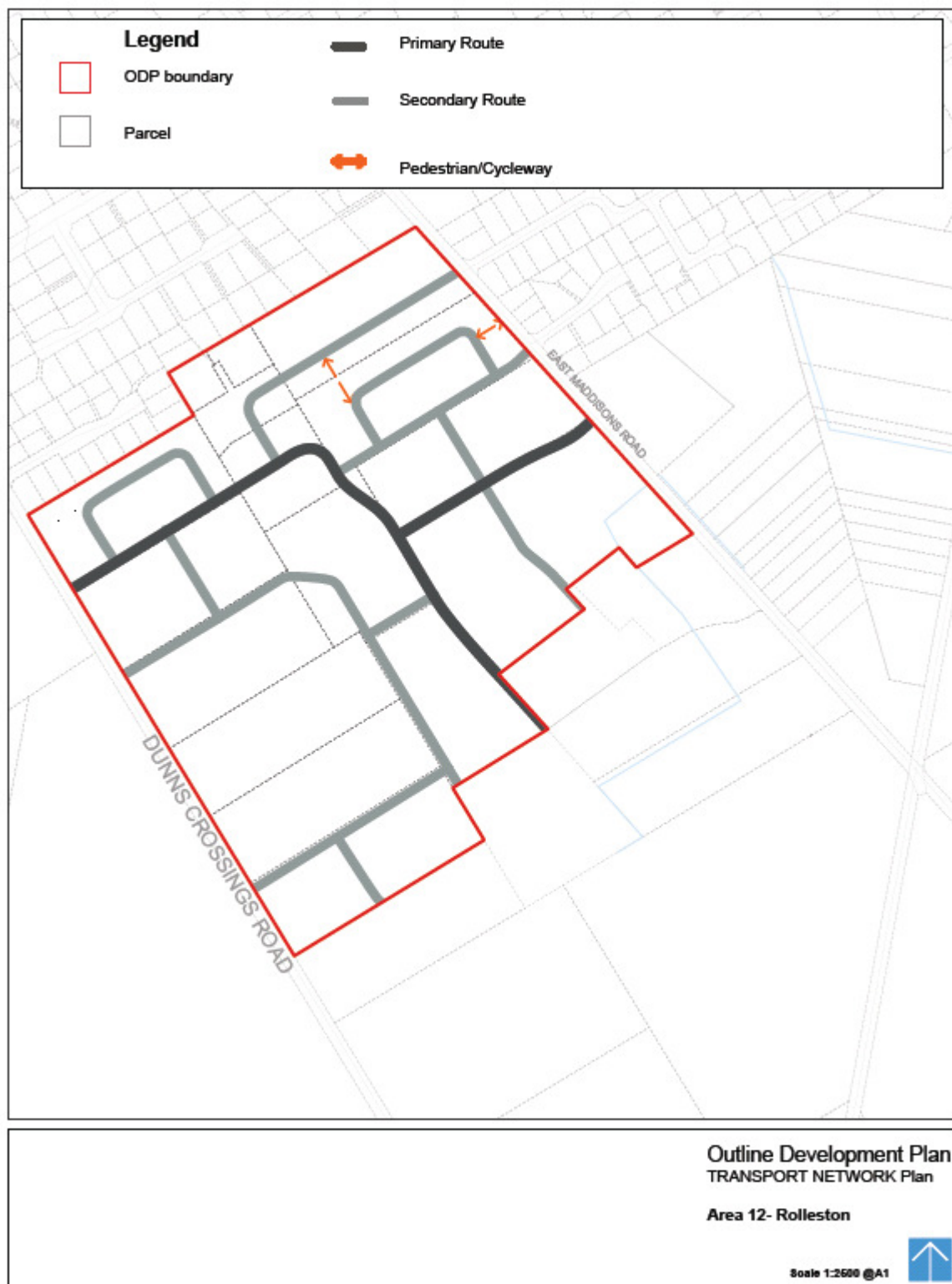
Water - The water reticulation will be an extension of the existing Rolleston water supply. If required, an additional bore could be established within the site to assist servicing for the

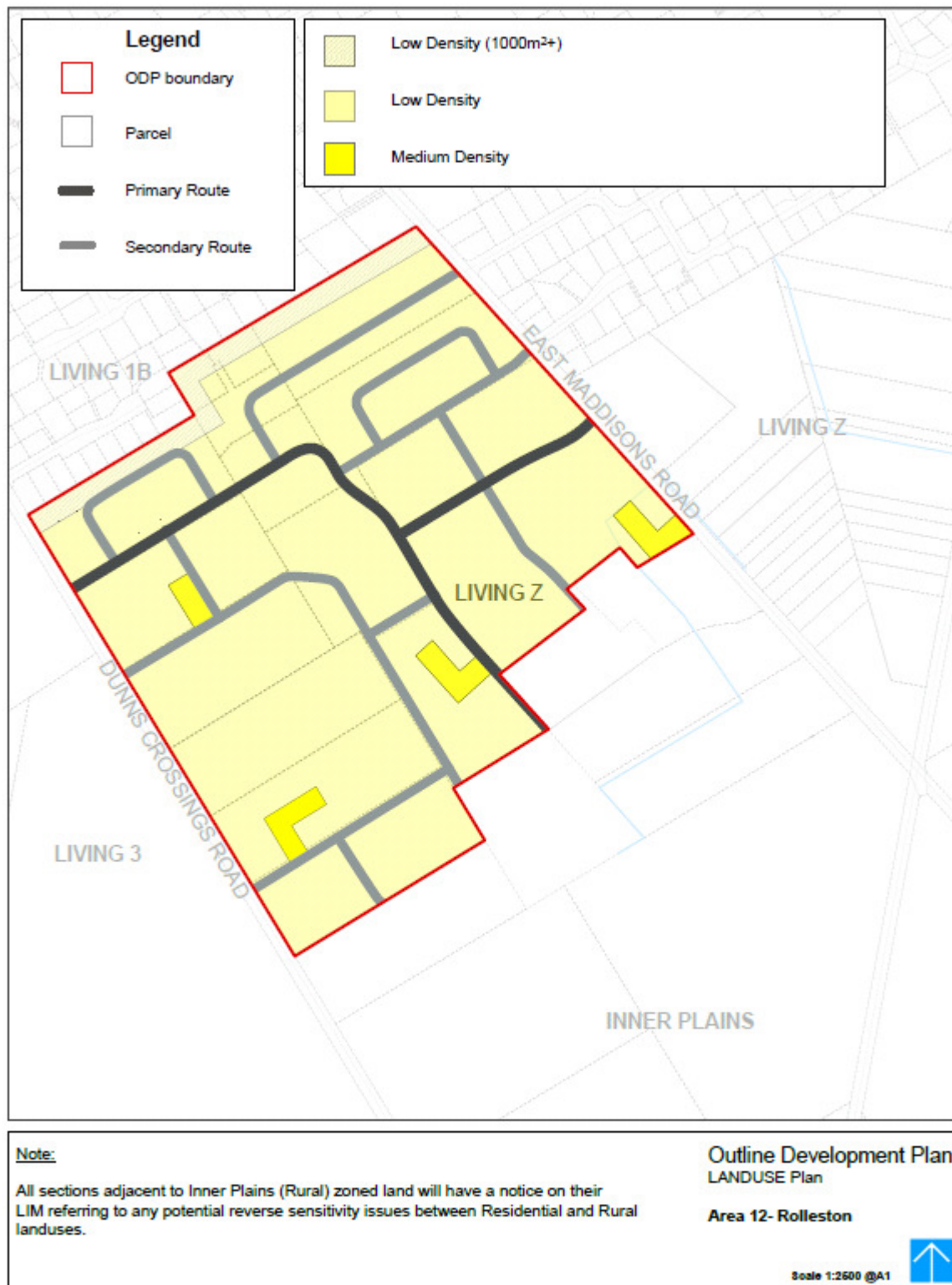
southern development areas in Rolleston in accordance with the upgrades identified for the township.

The provision of infrastructure to service ODP Area 12 shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.









OUTLINE DEVELOPMENT PLAN AREA 13

INTRODUCTION

This Outline Development Plan (ODP) is for Development Area 13. ODP Area 13 comprises 36ha and is bound by Springston Rolleston Road to the north-east, the Foster Recreation Park and Faringdon subdivision to the west. The area is identified in the Land Use Recovery Plan (LURP) as a greenfield priority area.

The ODP embodies a development framework and utilises design concepts that are in accordance with:

- The Land Use Recovery Plan (LURP)
- Policy B4.3.7 and B4.3.77 of the District Plan
- Canterbury Regional Policy Statement
- The Rolleston Structure Plan
- The Greater Christchurch Urban Development Strategy (UDS)
- The Ministry for the Environment's Urban Design Protocol
- 2007 Christchurch, Rolleston and Environs Transportation Study (CRETS)
- 2009 Subdivision Design Guide

A single Overall ODP is accompanied by two more specific plans that reference the Density/Movement Network and Green/Blue Networks.

DENSITY PLAN

The ODP area shall achieve a minimum of 10 household lots per hectare. ODP Area 13 supports a variety of allotment sizes within the Living Z framework to achieve this minimum density requirement. Should this area be developed in stages, confirmation at the time of subdivision of each stage, and an assessment as to how the minimum density of 10hh/ha for the overall ODP can be achieved, will be required.

ODP Area 13 predominantly provides for low density sections, although some medium density housing options have been supported along the Secondary Roads. Medium Density areas have been identified in accordance with the design principles of Policy B3.4.3. Minor changes to the boundaries of medium density areas will remain in general accordance with the ODP provided such changes meet the criteria below and the Medium Density lots created have a consent notice registered on the title stating that they are subject to the medium density provisions:

- Ability to access future public transport provisions, such as bus routes;
- Access to community and neighbourhood facilities;
- Proximity to Neighbourhood Parks and/ or green spaces;
- North-west orientation, where possible, for outdoor areas and access off southern and south-eastern boundaries is preferred;

- Distribution within blocks to achieve a mix of section sizes and housing typologies; and
- To meet the minimum 10hh/ha density requirement and development yield.

Existing dwellings and buildings will have to be taken into account when investigating subdivision layout and design.

MOVEMENT NETWORK

For the purposes of this ODP, it is anticipated that the built standard for a —Primary Road will be the equivalent to the District Plan standards for a Collector Road or Local-Major Road standards, and a “Secondary Road” will be the equivalent to the District Plan standards for a Local-Major or Local-Intermediate Road.

The ODP provides for an integrated transport network incorporating:

- Secondary Roads follow a north-western to southern-eastern alignment linking with a Collector Road to the north-west, the Springston Rolleston Arterial Road to the northwest and CRETS Collector Road to the south-east
- active transport connections at the boundary of the development area to adjacent neighbourhoods that facilitate the use of existing and future public transport connections
- pedestrian and cycle corridors and connections to encourage viable alternatives modes of transport to private motor vehicles;

Roading connections have been designed to achieve permeability, whilst minimising the number of new intersections and maintaining appropriate intersection spacing. The proposed roading hierarchy will deliver an accessible and coherent neighbourhood that provides safe and efficient access to the new development.

A Collector Road, identified as part of the CRETS (2007 Christchurch, Rolleston and Environs Transportation Study) is proposed near the southern boundary of the ODP Area and further supports the integration of the site with the wider transport network. The Collector Road spans across several neighbourhoods and ODP areas on the southern boundary of the township. It is significant in supporting an east-west network function and it is part of an expanded ring road system for Rolleston. Although the CRETS Collector Road is envisaged to cater for a large proportion of vehicle movements going through ODP Area 13, it is not a high-speed corridor and is intended foremost to provide direct access to adjoining sites. To this end, it is envisaged that the CRETS Collector Road will interact with the adjacent neighbourhoods, rather than creating severance between them. Its streetscape and speed environment is expected to be similar to that of Lowes Road, which serves an important transport function for the northern portion of Rolleston.

Springston-Rolleston Road also forms part of the wider arterial roading network that connect Rolleston to Lincoln. The number, location and formation of intersections and connections must therefore be managed to achieve integration between ODP Area 13 and Springston-Rolleston Road, whilst contributing to a safe and efficient sub-regional transport link.

The transport network for ODP Area 13 shall integrate into the pedestrian and cycle network established in adjoining neighbourhoods and the wider township. Secondary Roads will provide footpaths and cycle routes, including designated cycle lanes where appropriate. Adequate space must be provided within the tertiary road network for cyclists and to facilitate safe and convenient pedestrian movements.

ODP Area 13 incorporates a Secondary Road that runs from the Broadlands Drive Collector Road through to Dynes Road, which then connects to the CRETS Collector Road on the south-eastern portion of the site. This Secondary Road shares a boundary with the Foster Recreation Park, serving this significant recreation precinct with access arrangements and car parking, together with access to the adjoining residential housing to the east. The proposed Medium Density allotments could utilise rear service lanes to provide vehicular access, which would limit the number of access points and utilise the outlook onto the Foster Park. While this road provides an important through connection, its formation and design is that of a slow road, with there being a clear preference for a high amenity residential streetscape amenity.

A secondary loop road supports connectivity for pedestrians and cyclists between adjoining Area 11, Area 13 and the Foster Recreation Park. Rooding connections to the adjoining Faringdon subdivision are provided via the proposed CRETS Collector Road and a Secondary Road.

The remaining rooding layout must be able to respond to the possibility that this area may be developed progressively over time. Road alignments must be arranged in such a way that long term interconnectivity is achieved once the block is fully developed. An integrated network of tertiary roads must facilitate the internal distribution of traffic, and if necessary, provide additional property access. Any tertiary roads are to adopt a narrow carriageway width to encourage slow speeds and to achieve a residential streetscape.

A single shared pedestrian cycle way comprising a minimum 6m wide green link connects the Foster Recreation Park to the Secondary Road that connects onto Springston-Rolleston Road to the north-east of ODP Area 13. This non-vehicular green link supports for connectivity between ODP Area 13, ODP Area 11 and the Foster Recreation Park.

It is anticipated that roads with a current speed limit over 70km/h will be reduced to support urban development by delivering a safe and efficient transport network.

GREEN NETWORK

Three Neighbourhood Parks are required to be established throughout the development block. The location of these reserves has been determined based on the amount of reserve established in the wider area and to ensure people living within the development block have access to open space reserves within a 500m walking radius of their homes. The alignment of these open spaces along the Secondary Roads will facilitate a well-connected open space network. The Foster Recreation Park provides access to active recreation opportunities.

Where possible, Medium Density Housing is located adjacent or in proximity to Neighbourhood Parks to compensate for the reduced private open space available for each of the individual allotments. In addition, co-locating open space reserves alongside residential housing supports passive surveillance and assists in promoting enhanced safety and security for local residents and people using the green space network.

There is an opportunity to integrate the collection, treatment and disposal of stormwater with open space reserves where appropriate. Pedestrian and cycle paths are required to integrate the road network into the green network, to ensure a high level of connectivity is achieved, and to maximise the utility of the public space. A 6m wide walking and cycling connection is specifically required between the main Secondary Road and the secondary loop road off Springston-Rolleston Road.

Council's open space requirements cited in the Long Term Plan and Activity Management Plans should be referred to during subdivision design.

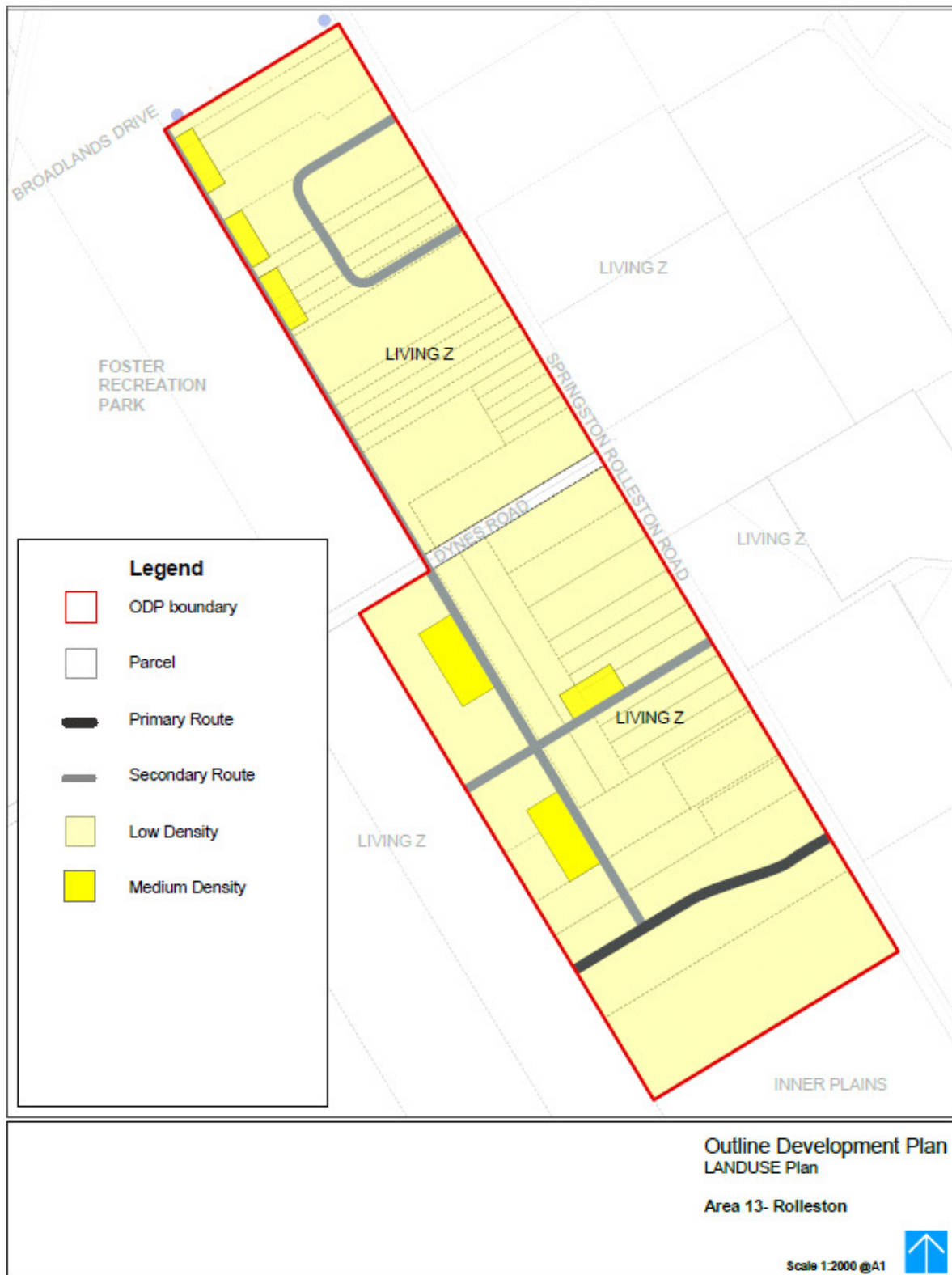
BLUE NETWORK

- Stormwater - The underlying soils are relatively free-draining that generally support the discharge of stormwater via infiltration to ground. There are a range of options available for the collection, treatment and disposal of stormwater. Detailed stormwater solutions are to be determined by the developer in collaboration with Council at subdivision stage and in accordance with Environment Canterbury requirements. Systems will be designed to integrate into both the transport and reserve networks where practicable. The public stormwater system will only be required for runoff generated from within the road reserve.
- Sewer - A gravity sewer connection will be required through an extension to a new gravity main along Springston-Rolleston Road to the pump station on Selwyn Road, where it will be reticulated to the Eastern Selwyn Sewer Scheme.
- Water - The water reticulation will be an extension of the existing Rolleston water supply. Two bores situated within Council owned land north of ODP Area 13 will be used for water supply. If required, an additional bore could be established within the site to assist in servicing the southern development areas in Rolleston in accordance with the upgrades identified for the township.

The provision of infrastructure to service ODP Area 13 shall align with the Council's indicative infrastructure staging plan, unless an alternative arrangement is made by the landowner/developer and approved by Council.



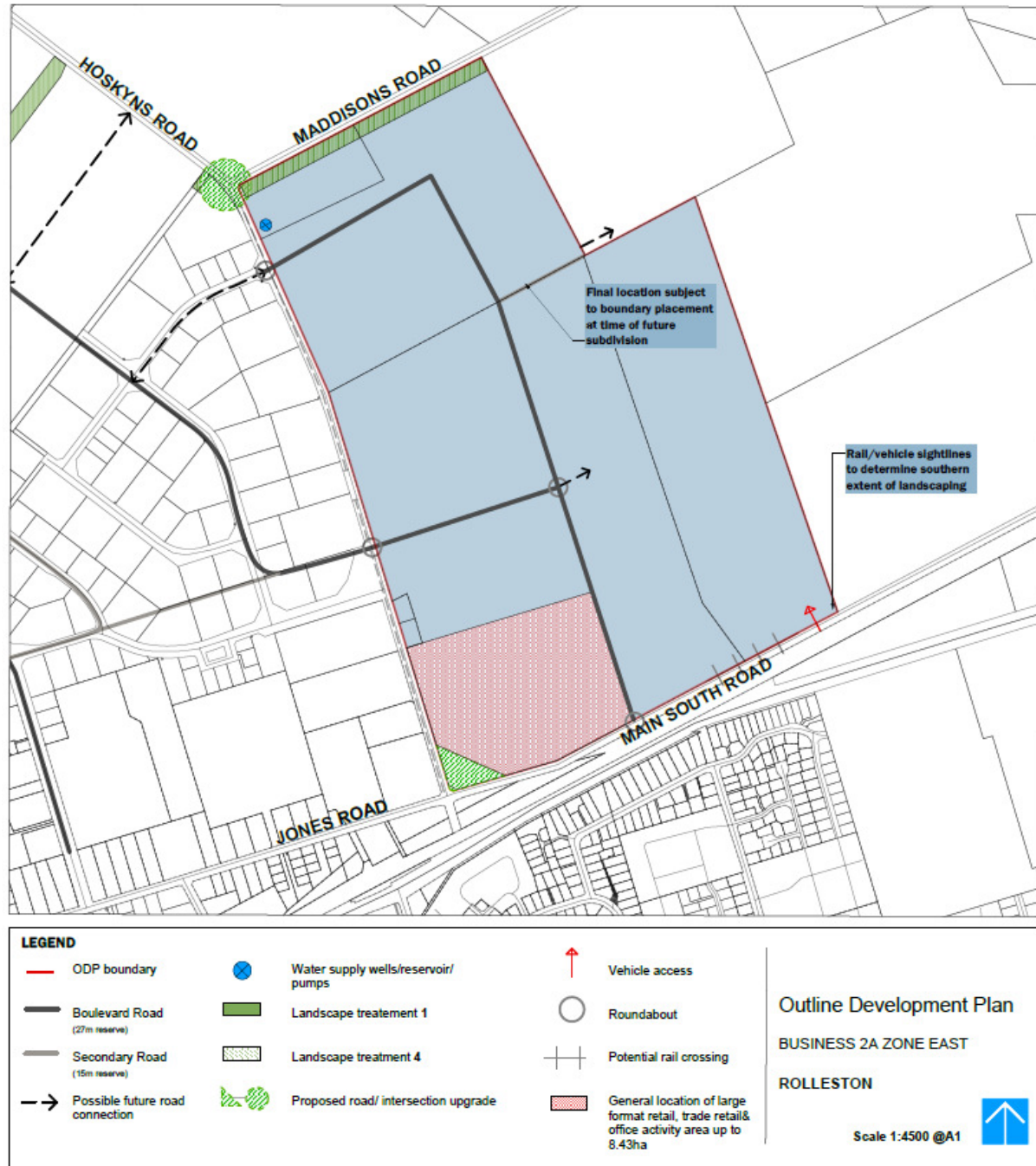
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APPENDIX 43

OUTLINE DEVELOPMENT PLAN – BUSINESS 2A ZONE EAST, ROLLESTON



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