Selwyn District Plan

(Volume 1: Township and Volume 2: Rural)

Proposed Plan Change 12 – Section 32 Assessment.

Review of the transport provisions with respect to integrated land use and transport, safety and efficiency, future transport networks, parking, road hierarchy and minor changes.

A proposed Plan Change to provide for better urban form, a more sustainable land transport system and also to cater for future transport networks.

Contents

1 Introduction

1.1 Purpose of this report

1. Section 32 of the Resource Management Act (RMA) stipulates a requirement to consider alternatives and assess the benefits and costs of adopting any objective, policy, rule or method in the District Plan. Before publicly notifying a proposed District Plan Change, the Council is required to prepare a Section 32 report summarising these considerations.

2. This report summarises the Section 32 evaluation of the Proposed Transport Plan Change to the Selwyn District Plan (the Plan) as required by the RMA. This document should be read in conjunction with the proposed text of the Plan Change itself. To make this assessment easier to follow, Sections 6 and 7 of this report (the recommended changes to the objectives, policies and rules) include direct extracts from the Plan Change; these are followed by the relevant discussions.

1.2 Background

3. The proposed Plan Change has arisen from internal feedback from Council staff that the existing transport provisions of the District Plan (the Plan) are out of date and inadequate. Further, a number of local, regional and national strategic planning documents that impact upon the content of the District Plan, have recently been published or revised. The Council now needs to align the District Plan with these new strategic policy documents and steer its own course in addressing issues related to transport within Selwyn District. It is noted that matters relating to the Christchurch International Airport do not form part of this plan change and are being separately addressed through Plan Change 23.

1.3 Approach to Plan Change

4. This Plan Change focuses on the transport related provisions of the Plan only. Note that Plan Change 7, which also takes account of the new strategic policy direction from an urban growth perspective, does create some overlap. Plan Change 7 also seeks to implement relevant District Plan provisions in respect to the Councils subdivision design guide for residential subdivision in the urban living zones (refer to section 2.3.6 below).

5. This Plan Change also proposes to address some minor changes such as re-named organisations in the transport sector (e.g. Transit New Zealand to the New Zealand Transport Agency), and aligning terminology to be consistent with legislation, guides and adjoining councils where appropriate (i.e. changing from ‘strategic road’ to ‘State Highway’ to avoid confusion with future national classification of strategic routes). Some provisions have been updated to clarify the meaning or provide context to the effects.

1.4 Consultation Process

6. Statutory consultation is required in accordance with the First Schedule of the RMA 1991.

7. The Plan Change has been prepared in consultation with professional traffic engineers, asset managers, transport planners, planners and urban designers. In addition, initial consultation with the New Zealand Transport Agency (NZTA) has been undertaken. The amended road classification has also been discussed with greater Christchurch and regional transportation officer groups.

8. The draft Plan Change was forwarded to key stakeholders and made available to the public on the Councils website between the 20th August and 3rd September 2010 (with a number of late responses also received) as part of the first stage of public consultation (prior to formal notification of the Plan Change under the Resource Management Act).

9. Feedback from the initial consultation on the draft Plan Change was appreciated and all aspects raised have been re-viewed. Following the review the following key changes have been made:

    - Minor wording and layout changes and additional notes or references.
    - Changes to the Parking Areas and Site Layout rule in *Part B3, Peoples Health, Safety and Values*.
    - Re-instatement and increase in the Crown Research Institute parking standard
    - Updates to reflect recent Plan Changes at Izone Industrial Park becoming operative.
    - A separation rule for crossings serving shared accessways.
    - Extension of Springs Road collector status south of Dairy block in Lincoln.
    - A rule in the Earthworks section relating to the timing of works creating new roads and access ways.
    - Reduced car parking requirement for comprehensive residential developments.
    - Additional access control to some business activities
    - Additional recognition of Public Transport and associated strategies in the proposed policies.

2 The Context and Necessity

10. This section of the report deals with the context and necessity of the Plan Change with respect to the Resource Management Act, relevant statutory documents and relevant non-statutory documents.

2.1 The Resource Management Act (1991)

11. Section 32 of the Resource Management Act (the Act) states that an evaluation of the alternatives, benefits and costs of any plan change must be carried out before publicly notifying any plan change. The evaluation should examine the extent to which each objective is the most appropriate way to achieve the purpose of the Act (s32(a)); and having regard to their efficiency and effectiveness, whether the policies, rules or other methods are the most appropriate for achieving the objectives (s.32(b)). An analysis of the costs and benefits (social, cultural, environmental and economic) of alternative approaches is contained in Section 5 of this report.

12. Appropriateness in the context of the s.32(a) assessment generally includes the relevance, usefulness, achievability and reasonableness.

13. In the context of the s.32(b) assessment, effectiveness generally means how likely it is that a particular option will achieve the objective(s) either outright or relative to other options. Assessment of efficiency in this context requires consideration of the option costs and benefits.

14. This Plan Change has been prepared as a means of achieving the purpose of the Act, which is expressed in section 5 of the Act as follows:

    (1) The purpose of this Act is to promote the sustainable management of natural and physical resources.

    (2) In this Act, "sustainable management" means managing the use, development and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while –

        (a) Sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and

        (b) Safeguarding the life-supporting capacity of air, water, soil and ecosystems; and

        (c) Avoiding, remedying or mitigating any adverse effects of activities on the environment.

15. The Plan Change must therefore ensure that people can continue to provide for their wellbeing through the provision of a range of safe, sustainable transport networks in the District while

ensuring that the adverse effects of both land use and transport networks are managed to avoid adverse effects on physical transport infrastructure resources and amenity values.

16. Section 7 of the Act lists "other matters" that the Council must have particular regard to. The following are considered of particular relevance to this Plan Change:

    (b) The efficient use and development of natural and physical resources;

    (ba) The efficiency of the end use of energy;

    (c) The maintenance and enhancement of amenity values;

    (f) Maintenance and enhancement of quality of the environment;

    (g) Any finite characteristics of natural and physical resources;

    (i) The effects of climate change;

    (j) The benefits to be derived from the use and development of renewable energy.

17. This Plan Change is instrumental in providing the policy framework to enable Selwyn District to encourage and develop safe, efficient and sustainable forms of transport in keeping with the requirements of section 7 with regard to efficient use of energy, acknowledgement of the finite characteristics of resources, the effects of climate change and maintenance and enhancement of amenity values and the quality of the environment.

18. Section 31 of the Act sets out the functions of territorial authorities. This Plan Change relates specifically to Council's functions under section 31(a), which reads:

    (a) The establishment, implementation, and review of objectives, policies, and methods to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources of the district.

19. Section 74 of the Act requires that the Plan Change be in accordance with the Council's functions under section 31, the provisions of Part II, its duty under section 32 and any regulations or bylaws.

2.2 Relevant Statutory Documents

20. The current Plan transport provisions have a historical focus on safety and efficiency of road networks. The following statutory documents have been published and or revised since the current transport provisions of the Selwyn District Plan were drafted and reflect a more holistic approach to the management of the transport system. A summary of the relevant statutory documents as they relate to this Plan Change is outlined below.

21. The outcomes sought by the relevant statutory documents can be influenced by the District Plan. An assessment was made as to whether the influence was direct or indirect and what aspect of the land transport system was relevant. The aspects are aligned with the 'building blocks of a

sustainable land transport system' as identified in the paper published by NZTA in November 2008 titled "*Incorporating Sustainable Land Transport into District Plans: Discussion Document and Best Practice Guidance*". The building blocks are environmental sustainability, accessibility, integrated urban form, functional transport network, safety, public health and economic development.

2.2.1 Land Transport Management Act 2008 (LTMA)

22. The New Zealand Land Transport Management Act requires that planning instruments guide and govern planning for local and district transport infrastructure that is undertaken by local authorities. The Act outlines the five land transport objectives which are then replicated in the New Zealand Transport Strategy's (NZTS) vision: "People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system." The five objectives are assessed under Table 1 below.

Table 1: Land Transport Management Act and the influence on the District Plan.

National policy	Outcomes sought	District plan influence	What the RMA says	Issue/outcome
New Zealand Transport Strategy, LTMA, LTA	Assist economic development	Indirect	The RMA enables the economic development of communities provided they avoid, remedy or mitigate adverse effects.	• Accessibility • Functional transport networks • Integrated urban form
	Assist safety and personal security	Direct	The definition of environment includes people and communities. Adverse safety effects need to be avoided, remedied or mitigated.	• Safety
	Improve access and mobility	Direct	The definition of environment includes people and communities. The community priorities for access and mobility may be promoted through the district plan.	• Accessibility • Functional transport networks • Integrated urban form
	Protect and promote public health	Indirect	The definition of environment includes people and communities. Public health should be improved through active modes of transport and essential qualities of life (air, water) must not be degraded by transport activities.	• Public health
	Ensure environmental sustainability	Direct	Land transport activities should not adversely affect the surrounding environment (including, but not limited to, air and water quality, habitats, noise, vibration, safety, social severance etc.).	• Environmental sustainability • Accessibility • Integrated urban form

2.2.2 Regional Land Transport Strategy (RLTS)

23. The RLTS (currently under review) sets the direction for land transport in the Canterbury Region over the next 10 years. The RLTS is prepared under the requirements of the Land Transport Act 1998, as amended by the Land Transport Management Act 2003. It must contribute to the government's overall vision of achieving an integrated, safe, responsive, and sustainable land transport system. Table 2 below outlines how this relates to the District Plan.

Table 2: Regional Land Transport Strategy and the influence on the District Plan.

Regional Strategy or Policy or Plan	Outcomes sought	District plan influence	Issues/outcome
Regional Land Transport Strategy RLTS (sets direction for land transport over the next 10 years)	Provide equitable access for all sectors of the community	Direct	Accessibility Functional transport networks
	Supports a thriving economy	Indirect	Economic development
	Promotes a social environment which is safe and supportive	Direct	Safety
	Promotes public health outcomes, is pleasant and environmentally sustainable	Indirect	Environmental sustainability Public Health
	Is safe	Direct	Safety
	Involves community participation in land transport decision making	Direct	
	Is part of an integrated planning framework	Direct	Integrated urban form
	Is innovative and responsive to change.	Indirect	

2.2.3 Canterbury Regional Policy Statement (RPS)

24. The Regional Policy Statement (RPS) provides an overview of significant regional resource management issues and the identification of policies and methods to achieve integrated, sustainable management of natural and physical resources within the region. This planning document is currently undergoing its 10 year review.

25. Chapter 15 of the RPS deals specifically with Transport, and identifies two key issues:

- *Effects on transport infrastructure from the use, development or protection of land and associated natural and physical resources;*
- *Adverse effects on the environment from the provision of transport infrastructure and the use of transport.*

26. Relevant objectives and policies essentially seek to enable a safe, efficient and cost-effective transport system to meet regional, inter-regional and national needs for transport, and avoid, remedy or mitigate the adverse effects of transport use and provision, reduce demand for transport, and promote transport modes which have low adverse environmental effects.

Table 3: Regional Policy Statement (RPS) and the influence on the District Plan

Regional Strategy or Policy or Plan	Outcomes sought	District plan influence	Issues/outcome
Regional Policy Statement – Plan Change 1 (provides an overview of significant regional resource management issues and the identification of policies and methods to achieve integrated management of natural and physical resources within the region)	Provide for and manage urban growth in a consolidated, integrated and sustainable manner	Direct	Integrated urban form Environmental sustainability
	Sustainable, efficient, and functional transport networks and provision of infrastructure	Direct	Environmental sustainability Accessibility Functional transport networks
	Maintain urban amenity values, rural amenity values, heritage, health and safety, access to community, educational, social and commercial facilities.	Direct & Indirect	Environmental sustainability Integrated urban form Safety Public health

27. Also of relevance is the proposed Plan Change 1 to the RPS which introduces Chapter 12A: Development of Greater Christchurch. This addresses increased pressure for future urban growth in the Greater Christchurch sub-region, in response to adoption of the Greater Christchurch Urban Development Strategy (see below). PC1 seeks three major outcomes:

    - *Provide for and manage urban growth in a consolidated, integrated and sustainable manner;*
    - *Sustainable, efficient and functional transport networks and provision of infrastructure;*
    - *Maintain urban amenity values, rural amenity values, heritage, health and safety, access to community, educational, social and commercial facilities.*

2.2.4 Selwyn Community Plan (LTCCP)

28. Under the Local Government Act, the Council is required to prepare Long Term Council Community Plans which set out the Council's vision and planning. These Plans include transport planning and works for the provision of infrastructure for the next 10 years,

29. Table 4 below outlines the outcomes sought under the current Selwyn Community Plan and how they relate to the District Plan.

Table 4: Long Term Council Community Plan and the influence on the District Plan.

Local Strategy or Policy or Plan	Outcomes sought	District plan influence	Issues/outcome
Long Term Council Community Plan (The Councils vision and plans for the next 10 years)	Air, land, water and general environment to be kept in a healthy condition	Direct	Public Health Environmental Sustainability
	A safe place in which to live, work and play	Direct	Safety
	Effective and accessible transport system	Direct	Accessibility Functional transport systems Integrated urban form
	A prosperous community	Indirect	Economic development

2.2.5 Summary of relevant Statutory Documents

30. The statutory documents outlined above are all of relevance to the District Plan to varying degrees. The proposed Plan Change therefore considers the outcomes sought in these documents and where of direct relevance considers options to improve and update the transport provisions of the District Plan.

2.3 Relevant Non-Statutory Documents

31. In addition to the statutory documents summarised above the Council has also resolved to take into account the following non-statutory documents in the planning of the transport system within Selwyn District.

32. As with the statutory documents the outcomes sought by the relevant non statutory documents can be influenced by the District Plan. An assessment was made as to whether the influence was direct or indirect and what aspect of the land transport system was relevant. The aspects are aligned with the 'building blocks of a sustainable land transport system' as identified in the paper published by NZTA in November 2008 titled "Incorporating Sustainable Land Transport into District Plans: Discussion Document and Best Practice Guidance". The building blocks are environmental sustainability, accessibility, integrated urban form, functional transport network, safety, public health and economic development.

2.3.1 New Zealand Transport Strategy 2009

33. The New Zealand Transport Strategy (NZTS) provides direction for the transport sector setting out the government's intentions for transport and guidance for road controlling authorities. Whilst a non-statutory tool, the NZTS is prepared in line with the Land Transport Management Act 2008. The Strategy's vision is that "People and freight in New Zealand have access to an affordable, integrated, safe, responsive and sustainable transport system". Table 1 above relates the NZTS objectives to the District Plan.

2.3.2 Greater Christchurch Urban Development Strategy (UDS)

34. The UDS is a multi-authority strategy for managing urban development in the Greater Christchurch area that protects water, enhances open spaces, improves transport links, creates more livable centers and manages population growth in a sustainable way.

35. Table 5 below summarises the outcomes sought and the relevance to the District Plan

Table 5: Influence of the Greater Christchurch Urban Development Strategy on the District Plan.

Regional Strategy or Policy or Plan	Outcomes sought	District plan influence	Issues/outcome
Greater Christchurch Urban Development Strategy **UDS** (a plan for managing urban development that protects water, enhances open spaces, improves transport links, creates more liveable centres and manages population growth in a sustainable way)	Enrich lifestyles – health and wellbeing, education, housing, open space, sports, leisure and recreation, community development, Tangata Whenua, cultural heritage, urban design, urban revitalisation.	Direct & Indirect	Environmental sustainability Integrated urban form Public health Accessibility
	Enhance environments – biodiversity and ecosystems, fresh water estuaries and the coast, outstanding landscapes, air quality, natural hazards and climate change.	Direct & Indirect	Environmental sustainability Public health Safety
	Encourage prosperous economies – population and labour force, business land, activity centres and corridors, business infrastructure.	Direct & Indirect	Environmental sustainability Integrated urban form Accessibility Functional transport networks
	Manage growth – integrated land use structure and funding, infrastructure, waste minimisation, rural-residential impacts, transport, energy and telecommunications.	Direct & Indirect	Integrated urban form Environmental sustainability Accessibility
	Effective governance and leadership – governance, collaboration, partnership and community engagement, funding, resourcing and implementation, monitoring and review.	Indirect	Integrated urban form Accessibility

2.3.3 Greater Christchurch Travel Demand Management Strategy and Action Plan

36. The Greater Christchurch Travel Demand Management Strategy and Action Plan (GCTDMS) has been developed by the Urban Development Strategy (UDS) partners with four key goals:

    - *A reduction in the current number of motor vehicle trips made, particularly by private car.*
    - *An increase in proportion of trips made using sustainable travel options.*
    - *A reduction in the distance travelled for regular and local trips.*
    - *A change in the time of travel from peak periods to off-peak periods.*

37. In supporting reduced need for travel by car and providing multi-modal access to destinations, the GCTDMS requires that UDS partners incorporate the following policies into their district plans by 2012:

    - *Integration*
        - *UDS partners will integrate transport and land use planning so that the distance between origin and destination of trips is smaller, public transport and active travel options are given priority, and these options are made accessible and convenient in new and re-developed areas.*
    - *Supply linkages*
        - *UDS partners will ensure travel demand management is incorporated with any changes to transport infrastructure.*
    - *Collaboration*
        - *UDS partners will work collaboratively with each other, with other stakeholders, and the wider community to co-ordinate travel demand management initiatives; with particular regard to improving the relative affordability and accessibility of sustainable travel options.*

38. This Plan Change contributes to the policies above through the integration of transport and land use planning.

2.3.4 Christchurch Rolleston Environs Transportation Study (CRETS)

39. CRETS is a study that was undertaken by the Christchurch City Council, Selwyn District Council, Environment Canterbury, Christchurch International Airport and the New Zealand Transport Agency into the transportation requirements in the Christchurch to Rolleston broad area for the ensuing 25 year period. The study was completed in 2007 and is seen as a key component in the planning for the development of the transport network to the west and south of Christchurch.

40. The key output of the study is the identification, justification and reporting of a strategy that details the most appropriate stages for the progression of improvement projects that will achieve an ideal transport network to satisfy projected demands. Table 6 below summarises the outcomes of relevance to the District Plan.

Table 6: Relevance of the Christchurch to Rolleston Environs Transport Study to the Plan.

Regional Strategy or Policy or Plan	Outcomes	District plan influence	Issues/outcome
Christchurch Rolleston Environs Transport Study CRETS (identifies the future transportation needs to the south west and south of Chch)	A road hierarchy was developed for the study area.	Direct	Functional transport networks
	A number of major road projects were identified for the short, medium and long term.	Direct	Accessibility Functional transport networks
	A desire to utilise existing rail for moving freight.	Indirect	Functional transport networks
	Protecting the rail corridor from Rolleston to Chch (via Hornby) for possible commuter rail.	Indirect	Functional transport networks
	Key bus corridors were identified including Park and Ride.	Direct Indirect	Functional transport networks Environmental sustainability Public Health

2.3.5 Selwyn District Council Walking and Cycling Strategy 2009

41. The Selwyn District Walking and Cycling Strategy establishes key outcomes, the relevance of these to the District Plan is summarised in Table 7 below.

Table 7: Relevant outcomes of the Selwyn District Council Walking and Cycling Strategy

Local Strategy or Policy or Plan	Outcomes sought	District plan influence	Issues/outcome
Walking and Cycling Strategy (provides an over-arching framework for walking and cycling in the Selwyn District)	Improved Safety for Pedestrians and Cyclists	Direct	Safety
	More People Choosing to Walk and Cycle More Often	Indirect	All
	Convenient and Safe Community Environments and Transport Systems that Encourage and Support Walking and Cycling	Direct	Safety Accessibility Functional transport network Integrated urban form
	A Transport System that is More Sustainable in the Long Term	Direct	Environmental sustainability

42. The Selwyn District Walking and Cycling Strategy not only establishes the goals above, it also sets out an 'action plan' of how to achieve and monitor the goals. The actions relevant to the District Plan include:

- *Ensuring the strategy is recognised in the Plan,*
- *Defining types of cycle/pedestrian access ways and their corresponding corridor widths (there is potential to include this on road hierarchy table,)*
- *Ensuring the design of roads caters for cyclists (again through the road hierarchy),*

- *Address issues associated with Esplanade Reserves and Strips (i.e. detailing appropriate access provisions),*
- *Adopt crime prevention through environmental design (*CPTED*) through subdivision design guide.*

2.3.6 Metro Strategy 2010-2016

The Selwyn District Council and Canterbury Regional Council have recently adopted the Metro Strategy 2010-2016. This document provides the strategic direction for and formal commitment to objectives to improve the provision and operation of public transport within the Greater Christchurch area.

2.3.7 New Zealand Urban Design Protocol

43. The Council signed the NZ Urban Design Protocol in September 2008. The Protocol has been produced by the Ministry for the Environment and aims to make New Zealand's towns and cities more successful through quality urban design.

44. The protocol identifies seven essential design elements for quality urban design (the "7Cs"). These are:

    - *Context: seeing buildings, places and spaces as part of whole towns and cities*
    - *Character: reflecting and enhancing the distinctive character, heritage and identity of our urban environment*
    - *Choice: ensuring diversity and choice for people*
    - *Connections: enhancing how different networks link together for people*
    - *Creativity: encouraging innovative and imaginative solutions*
    - *Custodianship: ensuring design is environmentally sustainable, safe and healthy*
    - *Collaboration: communicating and sharing knowledge across sectors, professions and with communities.*

45. The plan change has been designed to ensure that the transport requirements of the Plan will enable good urban design outcomes to be achieved and is therefore consistent with the protocol.

2.3.8 Subdivision Design Guide for residential subdivision in the urban Living zones

46. The recently developed design guide for subdivision in the urban living zones provides developers, designers and landowners with direction on what SDC is seeking for its new subdivisions. In particular they are seeking 'good subdivisions' which satisfy technical and engineering requirements and has a good balance of a number of social, cultural, environmental and economic qualities.

47. A key transport aspect of the design guide is the desire for a well connected transport network (for all modes) which increases accessibility for residents. This can be achieved through various means; relevant to the District Plan is the need for well defined road hierarchies and increased permeability.

2.3.9 Selwyn District Council Engineering Code of Practice

48. SDC currently rely on engineering guides from neighbouring authorities, particularly Christchurch City Council documents such as the Infrastructure Design Standard (IDS) and the Construction Standard Specification (CSS). SDC are now preparing an engineering code of practice (COP) that will act as a supplement to the IDS and CSS to reflect any Selwyn District specific design. The COP will support the District Plan and the Subdivision Design Guide. This COP will provide details on road layout (lane widths, cycle lane widths etc), design vehicles, construction depths etc and also reference the best practice guidelines and NZ standards they have adopted.

2.3.10 Summary of relevant Non-Statutory Documents

49. The non statutory documents outlined above are all of relevance to the District Plan to varying degrees. The proposed Plan Change therefore considers the outcomes sought in these documents and where of direct relevance considers options to improve and update the transport provisions of the District Plan.

3 The Issues

3.1 Summary

50. The Selwyn District Council (SDC) proposes to revise the District Plan's transport provisions to ensure they reflect the strategic direction of Council, and national and regional policy documents. The development of the proposed changes is influenced by the adoption of the local and regional strategies and studies such as; Christchurch, Rolleston and Environs Transportation Study (CRETS), the Greater Christchurch Urban Development Strategy (UDS), the Greater Christchurch Travel Demand Management Strategy, the Selwyn District Walking and Cycling Strategy and also the recognition of the importance of good urban design and Selwyn District Councils role as a signatory to the Urban Design Protocol.

51. Selwyn District Council's urban design direction is evident in the recently adopted and released, "SDC Subdivision Design Guide for Residential Subdivision in the Urban Living Zones", which aims to reflect Council's desire to create "good subdivisions". The Growth of Townships Plan Change (PC7) was then prepared to address the issues of urban design and township growth. PC7 focuses on land use patterns and this review of the transport plan provisions will consider the supporting, transport components of urban design and growth.

52. A review and update to the existing District Plan transport sections (both in the Township and Rural Volumes) has been undertaken to reflect the directions discussed above. In addition, Selwyn District Council staff have identified a number of operational issues, for example, out of date design standards, within the transport provisions of the current District Plan; these were incorporated in the review and include site access, parking, vehicle crossings and accessways, road standards and activity status.

53. The key issues can be broadly categorised as:

    1. The need to integrate land use and transport.
    2. The need to provide for and protect future transport networks to enable people to meet their environmental, social, economic and cultural wellbeing.
    3. The need to provide for sustainable transport modes.
    4. Enhancing the provision of a safe and efficient transport network.
    5. Recognising the important role of transport networks to achieve good urban form.
    6. Managing the effects of transport systems on land uses and the surrounding environment such as air pollution, noise, dust, visual amenity and vibration from traffic.
    7. Managing the environmental effects land uses can generate and the potential for land uses to constrain the operation of transport systems.
    8. The need to update the Plan provisions to align with best practice standards; and consistently reflect other policy documents as required under the Act.

4 Gap Analysis

4.1 Summary

54. In order to assess the performance of the current Plan provisions, six aspects (sustainability, accessibility, efficiency, integrated urban form, safety and operational Issues) have been identified to be the important contributors to the achievement of the issues outlined in section 3 above. This is an adaptation of building blocks approach advocated in the 2008 New Zealand Transport Agency research paper titled '*Incorporating Sustainable Land Transport into District Plans: Discussion Document and Best Practice Guidance*[1]'.

55. The relevance of each issue to each of the aspects is shown in Table 8 below. Where the aspect is directly relevant this has been shown as three ticks (√) and partially relevant by one tick (√).

Table 8: Showing how each of six key components relates to the Issues

Issue	Environmental sustainability	Accessibility	Efficiency	Integrated Urban Form	Safety	Operational
1	√√√	√√√	√√	√√√	√	√
2	√√√	√√√	√√√	√√	√	√
3	√√√	√√√	√√√	√	√√√	√√√
4	√√√	√√	√√√	√√	√√√	√√√
5	√√√	√√√	√√√	√√√	√√	√√
6	√√√	-	√	√	√√	√√
7	√√√	√√	√√√	√√√	√√	√√√
8	√√√	√√√	√√√	√√√	√√√	√√√

56. Table 9 below documents the findings of a gap analysis on the existing District Plan provisions in the context of the five building blocks and operational matters.

[1] Incorporating Sustainable Land Transport into District Plans: Discussion Document and Best Practice Guidance, Research Report 362', Tonkin and Taylor Ltd

Table 9: Analysis of District Plan performance against key transport related building blocks

Environmental Sustainability	**Findings**
Issues	**Township** - Issue 4 discusses environmental effects, there is no mention of sustainability in terms of the transport system itself. **Rural** – Issue 2 discusses effects on the environment, no mention of sustainability.
Objectives	**Township** – Ob. B2.1.5 discusses environmental effects. **Rural** – Ob B2.1.2 discusses adverse effects.
Policy	**Township** – Pol. B2.1.10 is related to promoting land use patterns to reduce the demand for transport but does not directly mention sustainability. **Rural** – Pol. B2.1.14 discourages adverse effects.
Other Methods	Rules and plan requirements only focus on vehicle access and transport methods, with a cursory mention of pedestrian and cycle options.
Accessibility	**Findings**
Issues	**Township** – No issue related to this outcome. **Rural** – No issue related to this outcome.
Objectives	**Township** – Ob. B2.1.5 discusses people requiring access to transport networks but no detail on moving within the network. **Rural** – No objectives in relation to network accessibility, this may be acceptable for the rural areas.
Policy	**Township** – Pol. B2.1.11 encouraging people to walk and cycle within and between townships. **Rural –** Pol. B2.1.4 only talks about property access.
Other Methods	Asset management plans and engineering standards which require a minimum level of service for network linkages; and Zone rules setting minimum requirements for physical site access, but only for vehicles.
Functional Transport Networks (Efficiency)	**Findings**
Issues	**Township** - Issues 1-3 cover this with regard to efficiency, reverse sensitivity and protection of strategic routes. **Rural** – Issues 1-3 cover this with regard to efficiency, reverse sensitivity and protection of strategic routes.
Objectives	**Township** – Obs B2.1.1-4 cover this with regard to efficiency, reverse sensitivity and protection of strategic routes. **Rural** – Ob B2.1.1-3 cover this with regard to efficiency, reverse sensitivity and protection of strategic routes.
Policy	**Township** – Pols B2.1.1-4, 8-12, 15, 17-20 all related. **Rural** – Pols B2.1.1-4, 8, 11, 12, 13, 18 all related.
Other Methods	Access rules, Road hierarchy, Designations, Zoning / anticipated land uses.

Integrated Urban Form	**Findings**
Issues	**Township** – no issues in the transport section cover this. **Rural** – no issues in the transport section cover this.
Objectives	**Township** – no objectives in the transport section cover this. **Rural –** no objectives in the transport section cover this.
Policy	**Township** – no policies in the transport section cover this. **Rural –** no policies in the transport section cover this.
Other Methods	SDC have adopted the New Zealand Urban Design protocol (MfE 2005) Subdivision design guide, ODPs, Structure plans, Zoning.
Safety	**Findings**
Issues	**Township** - Issue 1 relates to a safe transport network. **Rural** – Issue 1 relates to a safe transport network.
Objectives	**Township** – Ob. B2.1.1 talks about a safe operation transport network not being impeded by effects from surrounding land use or residential growth. **Rural –** Ob. B2.1.1 talks about a safe operation transport network not being impeded by effects from surrounding land use.
Policy	**Township** – Pols B2.1.5-8, 12, 13, 16 all related to safety. **Rural –** Pols B2.1.5-10, 13, 15-17 all related to safety.
Other Methods	Rules exist to ensure safety requirements are included in the design of transport infrastructure and connections, for example: – standards for visibility from access ways, intersections and rail crossings. – standards for vehicle crossings, and – standards for maneuvering.
Operational Matters	**Findings**
Policy	A number of policies did not provide adequate direction for the consideration of effects.
Other Methods	Rules relating to access, sightlines, road and crossing spacing's, vehicle crossings, parking, road hierarchy, and diagrams were out of date, did not represent best practice or were not achieving good environmental outcomes (avoidance of adverse effects).

4.2 Conclusion of Gap Analysis

57. The gap analysis shows that a number of transport issues are not adequately addressed or reflected in the Plan objectives, policies or other methods. Overall in respect to each of the six aspects the following conclusions have been drawn:

- **Environmental sustainability** is recognised through the focus on reducing adverse effects of the transport network and surrounding land uses however there is no recognition of the way in which sustainability can result from a transport system that is well planned, operated and maintained.

- **Accessibility** is not covered in the Plan in relation to accessibility within transport networks for all road users. The Plan generally focuses on accessing the network primarily by private motor vehicle.

- Transport networks have traditionally been focused on efficiency and hence **functional transport networks** appear to be covered sufficiently with the exception of some specific amendments relating to arterial roads and operational issues discussed below.

- **Integrated urban form** is not covered in the existing Plan provisions in relation to transport networks.

- **Safety** appears to be covered throughout the Plan although some detailed standards need to be updated.

- **Operational:** There were a number of provisions that were not reflective of best or current practice standards and or required clarification or amendments to ensure operational efficiency.

58. It is noted that Plan Change 7 to the Selwyn District Plan also proposes some improvements in respect to the above building blocks and generally seeks to incorporate the Councils subdivision design guide for residential subdivision in urban living zones.

5 Consideration of Alternatives

5.1 Broad Alternatives

59. The following broad alternatives have been considered in relation to the inadequacies identified above on the basis of the issues and subsequent gap analysis:

    - **Status Quo:** Make no changes the District Plan, encourage best practice where Plan provisions are inadequate, grant exemptions where warranted through the resource consent process.
    - **Market Led Approach:** Remove Transport related provisions from the District Plan and allow the market to determine the most efficient transport systems.
    - **Amend Transport Provisions:** Provide updated and additional provisions where necessary to address the issues and inadequacies identified with the current provisions.
    - **Reduce / Minimise Transport provisions:** Minimise transport related plan provisions and provide reference to, or require compliance with, industry and best practice standards and guidelines for technical details and higher policy documents for other aspects.

60. The appropriateness of each broad alternative has been considered in Table 10 on the following page.

Table 10: Analysis of broad alternatives

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 1 - Status Quo	No cost to Council or community in terms of time and resources required to process a plan change. Would not constrain developments already in the planning phase. No costs for potential submitters who would otherwise become involved in the plan change process. No requirement for District Plan practitioners or developers to become familiar with new provisions. Provides certainty to the community. Provides opportunity for continued community involvement (including learning) via the resource consent process. Provides for consideration of effects on a case by case basis.	Plan provisions inadequately reflect other policy documents and strategic direction and result in a number of operational issues as identified in the gap analysis. Adverse effects likely to continue to increase if no action is taken to address current issues. Potential loss of transport corridors for future uses. Requires continual reassessment of effects through resource consent process this can result in consultation fatigue. Time and costs for developers to obtain resource consent where limited adverse effects. Achievement of good environmental outcomes limited due to lack of direction or support from plan provisions. The Transport section of the Plan does not	Approach reasonably efficient in the short term as benefits and costs are generally well balanced however over time would become increasingly less efficient as the magnitude of the adverse effects associated with current issues increases. Current provisions ineffective as identified through the gap analysis.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	Developers maximize use of land.	provide a link to the Growth section of the Plan in terms of integration and sustainability. Plan does not give effect to the Subdivision Design Guide in terms of better urban design which facilitates more sustainable transport networks.	
Option 2 – Market Led Approach	Council / NZTA still responsible for management of transport network as road controlling authority. Limited cost in terms of time and resources required to process a plan change – no need to specify additional or amended plan provisions only to remove existing provisions. No costs for potential submitters who would otherwise become involved in the plan change process. Would not affect developments already in the planning phase. Low administrative or implementation	Onus is on developers and owners however costs impact on community. Risk that users would not account for environmental effects. Lack of controls on use of land adjoining road networks may inhibit effective management of road network and could result in adverse safety and efficiency effects and Increased cost to ratepayers for mitigation treatments. Uncertainty over whether this approach would fulfill the Councils obligations under the RMA. Developers may provide minimum	This option may be reasonably efficient for developers and however is likely to be inefficient for community as potential for significant cost for the community and difficult for community action to achieve better results. May be ineffective in avoiding, remedying or mitigating adverse effects, limits the ability to achieve sustainability and impacts on people's environmental, social and cultural wellbeing.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	costs for Council. Low likelihood of compliance costs. Where developers provide inadequate infrastructure to meet the needs of their activity or face community refute (and reduced local demand or continual complaints to developer), cost and onus would be on developer to remedy the situation such that it meets its needs and the local community use the development / cost of dealing with complaints is reduced.	transport infrastructure to provide for their site but do not reflect the community's preferred outcomes and as a result adverse effects occur. Experience to date is that market led approach results in disjointed and inappropriate development patterns. Inconsistent with Council direction towards a community-led approach. No certainty for wider community. Bylaws are not most appropriate method to protect future transport networks.	
Option 3 – Amend Transport Provisions	General structure of Transport provisions and approach to administration of provisions remains consistent with rest of Plan. Guidance documents and best practice standards can be considered and most applicable for Selwyn District adopted.	Guidance and best practice documents may be revised such that Plan provisions require amendment in future. Time and cost for applicants and Council staff to learn and administer new provisions. May provide lack of certainty for	Relatively efficient in that potential benefits outweigh potential costs. Likely to be an effective approach to better achieving the purpose of the Act and other policy documents and addressing operational issues. **Preferred Option**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	All standards needed to determine compliance contained within the Plan. Plan provisions support strategic direction of Council and other policy documents. Environmental, social and cultural benefits (reduction in effects) as a result of more sustainable transport networks and better integration of land use and transport. More up to date standards reduce potential to need resource consent for a development which represents more recent practices. Community involvement through submission process to determine what provisions are suitable. Adoption of suitable provisions should reduce need for continual involvement in resource consent processes for similar situations.	developments in pre-lodgment phase.	

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 4 - Reduce / Minimise the Transport Provisions	Industry led approach –best practice guides and standards enable consistency between regions and potentially provides flexibility in design alternatives. Limited costs for Council to implement and no costs for future updating of provisions. When standards are updated there is no need to amend District Plan. Regional and national policies do not have to be duplicated at local level.	Range of guidance documents with varying standards, potential that developer does not implement most appropriate standard. Different guidance documents may give conflicting recommendations. Standards may be updated without notice; revised standards may not be suitable for Selwyn District. Time and Cost for applicants, Council Staff and submitters referring to variety of external documents. Difficult to ensure availability of documents to determine compliance. Lack of ability to achieve strategic direction for development of transport within the District.	Reasonably efficient to adopt in that there is relatively low implementation costs however the need to source and consider multiple reference documents is likely to result in administrative inefficiencies. Limited effectiveness due to lack of controls on future direction of documents relied upon and potential that the most appropriate solution is not chosen.

6 Objectives

6.1 Proposed changes

61. The purpose of the RMA has been outlined in section 2.1 above and generally seeks to promote the sustainable management of natural and physical resources. Section 32(3)(a) of the RMA requires an evaluation to examine the extent to which each objective is the most appropriate way to achieve the purpose of the Act.

62. The Township Volume of the District Plan contains five existing objectives which relate to transport networks, their continued safe and efficient operation, consideration of adverse effects of their use on adjoining land uses, the avoidance of land uses where they may result in 'reverse sensitivity' effects on the operation of transport networks, minimisation of adverse effects of transport networks on natural and physical resources and amenity values, and the protection of the operation of Christchurch International Airport.

63. Within the Township Volume, one additional objective is proposed, objective B2.1.3, specifically to provide for and protect future road and transport networks and encourage the provision of sustainable forms of transport and freight movement. Amended wording is proposed for the existing objectives to focus on the integration of land use and transport planning, and the existing objectives B2.1.1, B2.1.2 and B2.1.3 are re-worded and merged into two replacement objectives.

64. The Rural Volume of the District Plan contains three existing objectives which relate to transport networks, their continued safe and efficient operation, and the mitigation of adverse effects associated with their use. Objectives B2.1.1 and B2.1.2 are re-worded to specifically seek the integration of land use and transport planning to minimise adverse effects that road networks and adjoining land uses have on each other. Two additional objectives proposed, objective B2.1.3 seeks to provide for and protect future road and transport networks and encourage the provision of sustainable forms of transport and freight movement and objective B2.14 relates remedying or mitigating adverse effects on the environment.

65. This Plan Change amends and adds to the existing objectives to better reflect the paradigm shift towards integrated land use and transport planning sought in other relevant national, regional and local level policy documents. It is considered that the amended objectives will better achieve the purpose of the Act 'to promote the sustainable management of natural and physical resources' through greater integration of land use and transport and acknowledgement of the impact that each has on the other.

66. The identification of issues, gap analysis and consideration of broad alternatives has shown that amendments to the current objectives are necessary to better achieve the purpose of the Act. The proposed amendments meet the obligations under the Act to take into account the changes

to the national and regional policies and will better achieve the purpose of the Act in respect to the peoples social, environmental and cultural well being, health and safety and sustainability.

67. The proposed changes to the objectives relate directly to the key issues identified in. The consideration of broad alternatives showed that the proposed amendments would have a number of benefits such as reduction in adverse environmental, social or cultural effects despite initial implementation costs.

68. The proposed objectives result in closer alignment of the transport provisions in the two volumes of the Plan. This is considered necessary in achieving the purpose of the Act as roads and transport systems by their nature pass through both rural and urban environments and thus to assist in their sustainable management, the two volumes of the Plan should be consistent. Overall, it is considered that these new and amended objectives focus on the sustainable management of resources and are therefore appropriate to achieve the purpose of the Act.

PROPOSED OBJECTIVES – TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Objective B2.1.1

An integrated approach to land use and transport planning to ensure ~~T~~ the safe and efficient operation of the District's roads, pathways, railway lines and airfields ~~transport networks~~ is not ~~impeded~~ compromised by adverse effects from activities on surrounding land or by residential growth.

Objective B2.1.2

~~**Adverse effects of transport networks on adjoining land uses.**~~

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 and provide for: sustainable transport modes; and alternatives to road movement of freight such as rail.

~~**The establishment of land uses is to be avoided where they may give rise to "reverse sensitivity" effects on the operation of transport networks.**~~

Objective B2.1.~~5~~4

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

Objective B2.1.45

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

PROPOSED OBJECTIVES – RURAL VOLUME, PART B2 PHYSICAL RESOURCES

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.

~~**The safe and efficient operation of roads, railway lines and airfields is not compromised by effects of new land uses.**~~

Objective B2.1.2

An integrated approach to land use and transport planning to manage and minimise ~~**A**~~ **adverse effects** ~~**on the**~~ **of transport networks on adjoining land uses, and to avoid "reverse sensitivity" effects on the operation of transport networks.** ~~**environment from constructing and maintaining roads and rail links are mitigated.**~~

Objective B2.1.3

Future road networks and transport corridors are designed, located and protected, to promote and provide for: 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 remedied or mitigated, including adverse effects on the environment from construction, operation and maintenance.

Objective B2.1.35

Continued operation of existing airfields without adverse noise effects on land uses near airfields or under flight-paths to airfields including Christchurch International Airport while ensuring such resources are not compromised by inappropriate development of noise-sensitive land use activities.

7 Policies and Rules

7.1 Proposed changes

69. Having identified that there are a number of inadequacies with the existing transport provisions of the Plan, and outlining the proposed changes to the objectives above it is necessary to consider what policies, rules and methods are the most appropriate to achieve these objectives.

70. This assessment considers how the proposed options are the most appropriate through an analysis of the effectiveness and efficiency of the policies, rules or other methods to achieve the objectives relative to the other options available to the Council. For ease of assessment, related topics have been grouped together into the following broad categories:

Integration of transport and land use

- Integrated assessments
- Road and path standards
- Increasing permeability
- Catering for sustainable modes
- Point strips to protect link between adjacent blocks of land

Safe and efficient transport network

- Sight distance and corner splays
- Access provisions

Future transport network

- Future proofing transport networks / corridors
- Reverse sensitivity: traffic Noise

Parking

- Parking rates
- Alternatives to on-site parking provision
- Consideration of parking layout

Road hierarchy changes

- Updated Appendix 7 (Township Volume) and Appendix 9 (Rural Volume)

Minor changes

- Renamed organisations
- Updated terminology

71. A summary of the relevant proposed and existing objectives has been provided at the start of each section. The proposed wording of additional or amended policies and rules is then discussed in the context of achieving the relevant objectives.

7.2 Integration of transport and land use

72. Achieving environmental sustainability, accessibility and integrated urban form necessitates better integration of land use and transport planning. Historically the planning of some developments, including associated changes to the transport system, has been undertaken with a narrow focus rather than integrating the development with the surrounding area to achieve desirable community outcomes. The Plan has also been focused on the narrow issues of safety and efficiency particularly associated with access to and from a site (with the heavier emphasis on motor vehicles) and issues such as reverse sensitivity. The Plan has very limited provisions relating to the promotion of sustainable transport modes.

7.2.1 Relevant objectives (existing and proposed)

73. The relevant objectives generally seek to ensure that land use and transport planning are integrated within the Selwyn District and that the transport system is developed sustainably.

74. Objective 2.1.1 and 2.1.2 have been updated to encourage an integrated approach to land use and transport planning, this seeks to ensure the operation of the District's transport networks is not impeded by adverse effects from activities on surrounding land or by residential growth and vice versa. To reduce demand for transport, and hence dependency on the private motor vehicle, a network that facilitates more sustainable transport systems is required. This necessitates good connectivity[2] and permeability[3] through and between urban areas in the District as well as to destinations in surrounding districts. Objective 2.1.3 has been proposed to provide direction for the design and location of new road networks and transport corridors to provide for sustainable transport.

75. The analysis below in Table 11 considers the appropriateness of the proposed changes to the policies and rules to achieve the objectives of the Plan. The key changes to support the objectives in general relate to a more integrated approach to transport assessments, road hierarchy, increasing permeability (minimum intersection spacing and accessway lengths), catering for sustainable modes and creation of point strips[4].

[2] The linking of local facilities, adjoining land and surrounding neighbourhoods through connected transport networks

[3] Providing choice and ease of movement through the network

[4] A 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.

7.2.2 Integration of transport and land use – Consideration of Alternative Policies and Rules to achieve the objectives

Table 11: Analysis of specific policy and rule options proposed

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
INTEGRATED ASSESSMENTS			
Option 1: Status Quo- Rely on traffic assessments where resource consents are required or plan changes proposed.	Allows some certainty for developers and does not impact on projects in planning phase. Low administrative cost to Council – Council officers familiar with rules. No costs associated with the Plan Change process	Lack of policy / strategic direction for consideration of appropriate location of proposed developments. Some recent developments have a lack of connectivity and permeability and little consideration has been given to sustainable modes of travel. Potential for land uses being established without consideration or integration with the existing and planned transport network. Costly for Council to improve transport networks in poor quality developments. Potential for increased travel distances and reduced accessibility of community services and decreased ability to travel	Limits effectiveness to achieve good land use outcomes as assessments of limited scope. Inefficient as lack of policies for assessing traffic effects in a strategic and integrated manner.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
		efficiently by either car or active travel modes.	
Option 2: Specific requirements for integrated transport assessment (ITA) to be provided in association with activities such as developments over floor area threshold; Plan Changes; Outline Development Plans and high traffic generating activities.	Integrated assessments provided for all developments / proposals deemed necessary by the Plan. Wider consideration of effects, alternatives and appropriateness of location and impacts on urban development and the transport system. Enhanced focus on sustainability on a project by project basis. Consistent with RPS and UDS direction for use of ITA's.	Despite integrated assessment there may be little difference in outcomes due to RMA focus on ensuring adverse effects avoided, remedied or mitigated and limitations of current plan provisions to direct importance of integration and travel by sustainable modes. District Plans do not have rules for procedural type requirements – controlled through RMA therefore not generally appropriate to have generic rule requiring an ITA – the scale of assessment should correlate to the nature and scale of effects. May set a precedent that if a particular type of assessment is required this would be stated in the Plan – implications for noise, heritage	Inefficient as costs outweigh benefits at this time (when national guidelines become available the costs may be reduced). Ineffective to have procedural matters in District Plans and may set a precedent for other assessment types.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
		assessments. May limit ability to get integrated assessments (under S88/92 of RMA) for those activities which were not specifically identified. Lack of guidelines on what an integrated assessment should cover.	
Option 3: Improve objectives and policies in the District Plan to guide assessments of an integrated nature.	Allows assessments appropriate to the level of effects and to include all or some of the components for an ITA as necessary based on effects therefore consistent with RMA. Objectives and policies guide what effects should be considered and how decision making should occur in the Selwyn District. Assessments which do not cover matters in the relevant objectives and policies can be refused as	Requires Council staff to be aware of and proactive regarding what level of assessment is appropriate and when further consideration is necessary. Differing understandings of how to undertake and what to include in an integrated assessment – may require guidelines for applicants/practice notes.	Efficient as allows scope for assessment to be tailored to level of effects / scale of proposal. Relatively effective as the policies allow for a more integrated assessment. **Preferred Option**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	incomplete or additional information requested. Improves Plan consistency with direction of RPS / UDS and ensures some appropriate provisions in place to support ITA outcomes associated with these planning documents. Amendments to objectives and policies already identified as necessary to be consistent with current higher level policy documents and strategic direction towards transport systems and network planning.		
ROAD AND PATH STANDARDS			
Option 1 – Maintain status quo: Retain the current District Plan provisions relating to road standards. Specific road standards (e.g.	Provides certainty for developers and guidance for assessing applications. Approach consistent with other	There is no alignment to the Subdivision Design Guide. To reflect the desired road hierarchy in the guide a resource consent may be required due to non-compliance with minimum standard	Effectiveness limited by including only one local road category in townships, lack of definitions for road types and limited policy to support decision makers, however does generally

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
widths) required, activities permitted if required width provided otherwise discretionary activity. Policies generally aim to reflect the function of the different road types.	District Plans. Deviations from the road standards can be considered on merits of actual effects on a case by case basis. Low administrative / implementation cost to Council – Council officers familiar with rules.	rules in the Plan. Road widths for local roads inflexible and do not encourage good urban design or innovation. Inefficient use of land associated with wide road reserves for local roads.	achieve provision of a higher level hierarchy. Efficiency is reasonable in that there is certainty over requirements for developers and low administrative costs for Council.
Option 2- Amend policy and road hierarchy rules to reflect desired outcomes with respect to urban form. Policies and rules more specifically aimed to reflect the function of the different road types and directly influence better urban form.	Consistent with desires outlined in the Subdivision Design Guide and that of developers who already demonstrate good urban design practice. Improved safety and amenity for residential areas through appropriate layout of roads and lower speeds, including the use of roads by sustainable modes. Less land is required for roads due to narrower road reserves for	Time and costs to developers and Council staff learning how to administer new provisions. Requires more time for Council to consider proposed networks to ensure alignment with Plan, in particular to assess the intended speed environments. Local road hierarchy in urban areas may differ from neighbouring authorities; however impact is minimal due to the separation of urban areas by rural areas.	Generally effective at ensuring a better urban form is achieved, wider benefits outweigh short term costs. Efficiency is reasonable in that there is certainty over requirements for developers. **Preferred option**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	some local roads. Less long term maintenance costs for local roads due to reduced width of formed carriageway.		
INCREASING PERMEABILTY (MINIMUM INTERSECTION SPACING AND ACCESSWAY LENGTHS)			
Option 1 – Maintain status quo: Retain the current District Plan provisions relating to road intersection spacing and private accessways (right of ways).	Allows certainty for developers and guidance for assessing applications. Approach consistent with other District Plans. Deviations from the specified intersection spacing can be considered on merits of actual effects in situation. Low administrative cost to Council – Council officers familiar with rules. Still relevant to the rural volume as the desire for better urban	There is no alignment to the Subdivision Design Guide to reflect the desired collector and local road intersection spacing to create more permeable networks and regular shaped blocks reducing the need for rear sections. If a developer wishes to reduce intersection spacing in local networks a resource consent may be required. Overly conservative minimum intersection spacing for low speed roads due to use of 'entering sight distance' (Austroads)- that may result in an unsustainable and inefficient layout of urban areas.	Effectiveness limited by conservative intersection spacing and limited policy to support decision makers however does generally achieve provision of a permeable network. Efficiency is reasonable in that there is certainty over requirements for developers and low administrative costs for Council.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	design is not so important.	Right of ways can be created for up to 10 lots however a local road may be more appropriate to increase permeability. Inability to create regular blocks where sections back onto each other increasing the number of rear sections (poor urban design outcomes).	
Option 2 - Amend policy and road intersection spacing rules to reflect desired outcomes. Reduce minimum intersection spacing for collector and local roads in urban areas based on sight distance design and reduce the maximum number of lots accessed by a right of way to six.	Policies and rules more specifically aim to reflect the desire for more permeable networks and will directly influence better urban form. Therefore consistent with objectives of the Subdivision Design Guide and that of developers who already demonstrate good urban design practice. Improved amenity for residential areas through appropriate layout of roads.	Time and cost for developers and Council staff learning how to implement new provisions. More land may be required for roads due to closer spacing of local roads. Requires more time for Council to consider proposed networks to ensure alignment with Plan, in particular to assess the permeability. Different minimum intersection spacing to neighbouring authorities, however this is minimal due to the urban nature	Generally effective at ensuring a better urban form is achieved. Wider benefits outweigh short term costs. Efficiency is reasonable in that there is certainty over requirements for developers. **Preferred option**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	Continues to provide for a safe and efficient road network while ensuring urban design outcomes are achieved.	of the revision and that urban areas are separated by rural areas. Less conservative spacing for collector and local roads in urban areas but still in accordance with best practice (Austroads).	
CATERING FOR SUSTAINABLE MODES			
Option 1 – Maintain status quo: Retain the current District Plan provisions.	Allows some certainty for developers and guidance for assessing applications. Low administrative cost to Council – Council officers familiar with rules.	There is no alignment to the Subdivision Design Guide and Walking and Cycling Strategy. Roading standards in Plan make no provision for cycles in association with roads and limit footpaths to one side of the road on all roads. Lack of low speed and permeable networks do not encourage walking and cycling.	Effectiveness limited by lack of provision for cycles and pedestrians with respect to each road type. Efficiency is reasonable in that there is certainty over requirements for developers and low administrative costs for Council.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 2 - Amend policy and road standards to reflect desired outcomes. Policies and rules more specifically allow for cycles, pedestrians and public transport.	Consistent with outcomes sought in the Subdivision Design Guide and that of developers who already demonstrate good urban design practice. Improved safety and amenity for residential areas through appropriate provision for sustainable modes. Improved safety on arterials and collectors through appropriate provision for sustainable modes. Flexibility to design lower speed environments (less 50km/hr) on some local roads.	Council staff / Developers need to learn how to implement new provisions. Requires more time for Council to consider proposed networks to ensure alignment with Plan, in particular to assess how the sustainable modes are provided for. Requires developer buy-in for pedestrian and cycle linkages with local transport networks.	Generally effective at ensuring provision for sustainable modes but does require developer buy-in. Efficiency is reasonable in that there is certainty over requirements for developers. **Preferred option**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
POINT STRIPS (TO ALLOW FOR LINKS BETWEEN ADJACENT DEVELOPMENTS)			
Option 1: Maintain status quo: Retain the current District Plan provisions which do not specify point strips as a method for integrating/ linking developments.	Council can still require the linking of adjoining developments via non-legal agreements through the Outline Development Plan (ODP) process. No legal or administration costs for Council.	Lack of appropriate mechanisms potentially inhibits integrated development. Uncertainty for Council, developers and adjoining land owners in terms of who is responsible for maintenance, and how links (point strips) are to be obtained. Potential for inequitable spread of costs between adjoining developers and Council. Risk of inconsistent and uncoordinated administration.	Overall, existing plan provisions are not considered to provide effective or efficient mechanisms to ensure integration of developments – both in terms of land uses and transport networks.
Option 2 - Amend Policies and subdivision rules to include point strips as a mechanism to achieve integration between adjoining developments, land uses and transport networks.	Ensures that development of land that is in one ownership is able to be connected to adjoining land that also has subdivision potential. Provides an appropriate, certain, and binding mechanism for	Associated Legal and administration costs. Additional maintenance costs for Council or the developer (depending on who will be responsible for upkeep of these strips).	Provides an effective method for Council to implement ODPs, integrate existing and proposed developments and associated infrastructure needs, and requires less financial commitment from Council than if land

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	integrating development and transport networks – including roads, cycle ways and pedestrian links. Certainty and equitable share of costs, between adjoining developers, and Council. Requires less commitment from Council than if land were to be vested for future road, etc. Certainty in links allows for efficient development of infrastructure, including transport and service provision.		were to be vested in Council initially. Efficiency is reasonable in that there is certainty over requirements for developers and allows for efficient planning and provision of infrastructure and services. **Preferred option**

7.2.3 Integration of transport and land use: Recommended Provisions

76. Table 11 above showed a comparison of a number of alternative policies and methods to achieve the relevant objectives of the Plan. The appropriateness of each alternative has been assessed on the basis of the effectiveness of the option to achieve the objectives of the Plan and the relative efficiency. Where there was uncertainty, consideration was also given to the risk of acting or not acting. The selected options are identified in Table 11 above and in some cases two or more options have been selected for different circumstances or where they are considered to work in conjunction.

77. Based on the selected options policies, rules and other methods have been drafted. The sections below briefly outline the relevant proposed policies and rules from the complete amended versions of the Plan, followed by a discussion on the detail of the proposed provisions. As in the table above, the proposed changes that facilitate better integration of land use and transport have been addressed in five sections: achieving a more integrated approach to transport assessments, road hierarchy (and associated standards), increased permeability (minimum intersection spacing and accessway limits), catering for sustainable modes, and creation of point strips.

7.2.4 Integration of transport and land use: Integrated transport assessments

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.~~10~~13

~~Assess~~ Minimise the effects of increasing ~~of allowing or disallowing residential growth in townships in Selwyn District on~~ transport demand associated with areas identified for urban growth by promoteing efficient and consolidated land use patterns that will reduce the demand for transport.

TOWNSHIP VOLUME, PART B3 PEOPLE'S HEALTH, SAFETY AND VALUES

Policy B3.4.17

Ensure non-residential activities in Living zones generate vehicle and pedestrian movements on a scale compatible with the quality of the environment in Living zones and the local receiving environment.

TOWNSHIP VOLUME, PART C2, EARTHWORKS

2.1 EARTHWORKS

Permitted Activities — Earthworks

2.1.1 Any disturbance, deposition or removal of any soil, rock, or other mineral shall be a permitted activity if the following conditions are met:

2.1.1.5 On land located within the Living 1A or 2A Zones at Tai Tapu, earthworks are limited to the forming of any accessway to a site or the preparation of any site to erect a building, provided that these earthworks do not alter or impede the land drainage pattern.

2.1.1.7 Except where Rule 2.1.1.5 applies, any earthworks are not for the purposes of creating or forming; a road, or access to serve any future allotment(s), unless the road or access forms part of an approved subdivision consent or is provided for within a designation.

TOWNSHIP VOLUME, PART C14, EARTHWORKS

14.1 EARTHWORKS

Permitted Activities — Earthworks

14.1.1 Any disturbance, deposition or removal of any soil, rock, or other mineral shall be a permitted activity if the following conditions are met:

14.1.1.6 Any earthworks are not for the purposes of creating or forming; a road, or access to serve any future allotment(s), unless the road or access forms part of an approved subdivision consent or is provided for within a designation.

RURAL VOLUME, PART C1 EARTHWORKS

1.1 EARTHWORKS AND CONTAMINATED LAND

Discretionary Activities — Earthworks and Road and Access Formation

1.1.1 Any earthworks for the purposes of creating or forming; a road, or access to serve any future allotment(s), shall be a discretionary activity unless the road or access forms part of an approved subdivision consent or is provided for within a designation.

RURAL VOLUME, PART C9 RURAL RULES – ACTIVITIES

9.13 ACTIVITIES AND VEHICLE MOVEMENTS

Permitted Activities — Activities and Vehicle Movements

9.13.1 Any activity which does not exceed the following maximum number of vehicle movements shall be a permitted activity:

9.13.1.1 Road Unformed and, or not maintained by Council:

(a) For any commercial or industrial related activity where access is required off an unformed and un-maintained road, excluding normal farming activities: Nil.

(b) For any individual property access off an unformed and un-maintained road: 15 equivalent car movements per day (ecm/d) per site.

9.13.1.2 Road Formed**, ~~and~~** Sealed **and maintained by Council:**

(a) **State Highway and** Arterial **~~and~~ ~~Strategic~~ Roads** (as identified in Appendix 9): 30 ecm/d per site averaged over any one week period).

(b) Local and Collector Roads: 60 ecm/d per site (averaged over any one week period).

9.13.1.3 Road Formed**, ~~and~~** Unsealed **and maintained by Council:**

(a) 60 ecm/d per site (averaged over any one week period).

~~Restricted~~ Discretionary Activities — Activities and Vehicle Movements

9.13.2 Any activity which does not comply with Rule 9.13.1 shall be a ~~restricted~~ discretionary activity. **The Council's discretion may include but shall not be limited to:**

~~9.13.3 Under Rule 9.13.2, the Council shall restrict its discretion to consideration of:~~

9.13.~~3~~2.1 Any works required to the road to upgrade it to the standards set out in the Council's ~~Engineering Design Guidelines 2001~~Code of Practice;

9.13.~~3~~2.2 Any potential adverse effects of traffic on the amenity values of surrounding residents and on other uses of the road, including (but not limited to) stock droving;

9.13.2.3 In respect to the integration of land use and transport, the appropriateness of the location within the existing and planned road network.

9.13.~~3~~2.~~3~~4 The position and design of any vehicle crossing or vehicle access and egress;

9.13.~~3~~2.~~4~~5 Any positive effects which may offset any adverse effects; and

9.13.2.6 Any other relevant matters including relevant objectives and policies.

9.13.~~3~~2.~~5~~7 Any monitoring or review conditions.

7.2.5 Discussion on recommended changes

78. Policy B2.1.13 (formerly B2.1.10) has been amended to support the various regional and local strategies that have identified where urban growth can best be located and that the level of resultant transport related effects is influenced by the establishment of land use patterns within these areas. Efficient and consolidated land use patterns rely on permeability and connectivity to reduce the need to travel by private motor vehicle. As a result this policy is considered the most appropriate means of achieving objective 2.1.1.

79. Consideration of effects of transport on the "local receiving environment" was added to Policy B3.4.17. This recognises that effects of transport systems, whilst not significant on the wider living zone, may be noticeable for localised environments. It also provides for heightened traffic movements in less sensitive environments. In order to fully consider the integration of land use and transport it is necessary to assess the effects at all scales, and as such this policy is the most appropriate means for achieving objective 2.1.1.

80. Earthworks for the purposes of creating or forming, a road, or access to future allotment(s), prior to subdivision approval, have the potential to undermine the potential to achieve an integrated transport network. Consideration needs to be given to the location, form, safety, efficiency connectivity and permeability of the transport network and the relationship with other infrastructure. The rules therefore exempt earthworks associated with road or access formation where such works are covered by approved subdivision consent or form part of a designation. The exemptions recognise that the necessary considerations have been undertaken during respective the approval processes.

81. It is proposed that the activity status of Rule 9.13.1 (activities and vehicle movements in rural zone) as specified in 9.13.2 be changed from restricted discretionary to discretionary recognising the need for more integrated traffic assessments and the consideration of a variety of factors that are not adequately addressed through a restricted discretionary activity status. The matters for which Councils discretion was reserved have been amended and retained for guidance; however discretion is not limited to these matters. This rule is considered to be the most appropriate means to achieve objective 2.1.1 by enabling greater consideration of integration of land use and transport.

7.2.6 Integration of transport and land use: Road and path standards

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.1

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

TOWNSHIP VOLUME, PART C17 ROADS AND TRANSPORT

17.1 ROAD~~ING~~ AND ENGINEERING STANDARDS

Permitted Activities — Road~~ing~~ and Engineering Standards

17.1.1 The forming of any road ~~or vehicular accessway~~ shall be a permitted activity if the following conditions are met:

17.1.1.1 The road ~~or vehicular accessway~~ is formed on land which has an average slope of less than 20°; and

17.1.1.2 The road ~~or vehicular accessway~~ does not have a gradient greater than:

(a) 1:6 vertical; or

(b) 1:20 horizontal; and

17.1.1.3 The road ~~or vehicular accessway~~ is formed to the relevant standards in Appendix E13.3.1; except that 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 E33 and

17.1.1.4 The road ~~or vehicular accessway~~ complies with the relevant ~~standards in~~ intersection spacing requirements in Appendix E13.3.2. and E13.3.3, except that E13.3.2.1 shall not apply where roads within the B2A zone are located as shown in appendix E22, E32 or E33. ~~for distance from intersections.~~

Except that rules 17.1.1.1, 17.1.1.2, 17.1.1.3, and 17.1.1.4 shall not apply to works undertaken by Council within the Road Reserve in Councils capacity as Road Controlling Authority.

Discretionary Activities — Roading and Engineering Standards

17.1.2 Any activity which does not comply with Rule 17.1.1 shall be a discretionary activity.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

E13.3 Road~~ing~~ 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.~~9~~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 bays.

E13.3.1.2 When determining the carriageway width as shown in Table E19.8 in accordance with 13.3.1.1, the carriageway widths shall be measured kerb face to kerb face.

Table E13.~~9~~8 — Road~~ing~~ Standards

Type of Road	**Legal Width (m)**		**~~Carriageway~~ Formed Width (m)**		**Traffic lanes**	**Parking lanes ~~Kerb and Channel~~**	**Specific provision for cycles (on road or off road)**	**Pedestrian Provision ~~Footpath(s)~~**
	Min	**Max**	**Min**	**Max**	Min. No. of	Min No. Of		Minimum
State Highways ~~Strategic Roads~~	20	~~20~~ 25	~~12~~ NA refer to NZTA	~~14~~NA refer to NZTA	2	2 ~~Both sides~~	Yes	Both sides ~~One side only~~
Arterial ~~and Collector Roads - Any~~	20	~~20~~ 25	~~11~~ 13	~~13~~14	2	2~~Both sides~~	Yes	Both sides ~~One side only~~
Collector	20	25	11	12	2	1	Yes	Both sides
Local – Business ~~Local roads – any other~~	~~15~~ 20	~~20~~ 25	~~8~~ 12	~~8.5~~ 13	2	2-Both sides	Optional	Both sides ~~One side only~~
Local roads – Living ~~Local Roads – Living 2 and 2A zones where allotments have an average area . 5000m2~~	~~15~~	~~20~~	~~7~~	~~8~~				
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
~~Cul-de-sac (<100m long)~~	~~14~~	~~20~~	~~8~~	~~8~~		~~Both sides~~		~~One side only~~
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 E33, (see rule 17.1.1.3).

E13.3.1.2 The carriageway of any new road laid out and vested in accordance with the above shall be formed and sealed.

E13.3.1.3 Any footpath shall be constructed as a sealed strip ~~of 1.5m width~~ 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.

E13.3.1.4~~6~~ Any local road (living) cul-de-sac shall be constructed with a turning head having a minimum ~~radius~~ diameter of ~~11m~~ 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.

TOWNSHIP VOLUME, PART D, DEFINITIONS

State Highway: means any road that is identified as a State Highway in the road hierarchy classification as listed in Appendix 7. State Highways are under the control of the New Zealand Transport Agency. They are high capacity and high speed roads of national importance providing inter-district and regional links between towns, cities, ports and other places of significance. State Highways are constructed and managed to high standards to ensure they operate correctly, including managing both road and property access to them. They are subject to access controls in this Plan.

~~**Strategic Road:** means any road listed as a Strategic Road in Appendix 7.~~

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.

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.

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).

RURAL VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.1

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

~~**Manage the Districts road network based on the function of each road and the volume of traffic it carries.**~~

RURAL VOLUME, PART C4 ROADS AND TRANSPORT

4.4 ROADING AND ENGINEERING STANDARDS

Permitted Activities — Roading and Engineering Standards

4.4.1 The forming, installation, upgrading, maintenance or replacement of any road shall be a permitted activity if the following standards are met:

4.4.1.1 Any part of any road does not have a gradient greater than:

(a) 1:6 vertical; or

(b) 1:20 horizontal.

4.4.1.2 Any road is formed to the relevant ~~design and formation~~ standards set out in Appendix E10.3;

~~4.4.1.3 Any road complies with the relevant separation and sight distance standards set out in Appendix 10;~~

Except that rule 4.4 shall not apply to works undertaken by Council within the Road Reserve in Councils capacity as Road Controlling Authority.

Discretionary Activities — Roading and Engineering Standards

4.4.2 Any activity which does not comply with Rule 4.4.1 shall be a discretionary activity.

Notes: *The Council may refer to its ~~Engineering Design Standards 2001~~ Engineering Code of Practice to assist it in deciding on any resource consent application made under Rule 4.4.2, where appropriate.*

Rule 4.4.1.1 does not apply to private roads, ~~vehicular~~ vehicle accessways or tracks which are intended to be used solely by persons owning or occupying the property and are not located within the road reserve. The rules do apply to ~~vehicular~~ vehicle accessways or private roads which are shared between properties, or which are used to provide public access (with landholder's consent).

RURAL VOLUME, PART E10 ROADS AND TRANSPORT

E10.3 Road Standards

E10.3.1 Roads

E10.3.1.1 Any new road shall be laid out and vested in the Council in accordance with the standards contained in Table E10.5.

E10.3.1.2 For determining the carriageway width in Table E10.5, the minimum carriageway widths shall be measured from the edge of seal to edge of seal.

Table E10.5 – Road Standards

Type of Road	Road Reserve Width (m)		Carriageway Width (m)	
	Min	Max	Min	Max
State Highways	20	-	-	-
Arterial and Collector Roads	20	20	7.5	9
Local Roads (including cul de sacs up to 150m long)	15	20	6.7	7

E10.3.1.3 The carriageway of any new road laid out and vested in accordance with the above shall be formed and sealed.

E10.3.1.4 Any cul-de-sac shall be constructed with a turning head of 26m diameter measured kerb face to kerb face.

Notes

The Engineering Code of Practice includes more detail on the design requirements of roads and vehicle accessways.

Approval must be sought from New Zealand Transport Agency (NZTA) before any work is carried out within the State Highway reserve in relation to road construction.

RURAL VOLUME, PART D DEFINITIONS

~~**Strategic Road**: includes any road listed as a Strategic Road in Appendix 9.~~

State Highway: means any road that is identified as a State Highway in the road hierarchy classification as listed in Appendix 9. State Highways are under the control of the New Zealand Transport Agency. They are high capacity and high speed roads of national importance providing inter-district and regional links between towns, cities, ports and other places of significance. State Highways are constructed and managed to high standards to ensure they operate correctly, including managing both road and property access to them. They are subject to access controls in this Plan.

Arterial Road: means any road identified as an arterial road in the road hierarchy classification as listed in Appendix 9. 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 required to minimize, and control local road and property access to ensure they operate efficiently. They are subject to access controls in this Plan.

Collector Road: means any road identified as a collector road in the road hierarchy classification as listed in Appendix 9. 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.

Local Road: (includes cul de sacs): means a road that is not intended to act as main through routes for traffic as their primary function is to provide property access, and they generally have lower traffic volumes. Any road in the district that is not a State Highway, Arterial or Collector road is a 'local road and not specifically identified in this Plan.

7.2.7 Discussion on recommended changes

82. The proposed changes to Policy B2.1.1 (township and rural) adds context to the reason for classifying roads and the importance of the classification in respect to the anticipated functioning and role of the roads within the hierarchy. The explanation and reasons provide more detail on the functionality.

83. The road hierarchy needs to be updated to reflect the Selwyn Districts urban design objectives and to achieve more sustainable road networks. The following classifications are proposed as part of the Plan Change:

- **State Highway roads**– the existing plan provisions refer to 'strategic' roads,
- **Arterial roads –** no change

- **Collector roads** – no change
- **Local roads:** no change in rural but further categorised as below for the township volume.
    - **Local Major**- also known as a 'local area' street
    - **Local Intermediate** – also known as a 'neighbourhood' street
    - **Local Minor** – also known as 'residents' street (includes cul de sacs)

84. Unlike State Highways, arterial and collector roads, it is not considered necessary or appropriate to classify the existing or new local road network in the Plan. Any changes to the classification of specific roads in the District are discussed in section 7.6.

85. 'Cul de sacs' have been removed from the standards as they can be either a local business road, local intermediate road or local minor road in Townships or a local road in Rural.

86. A number of the road standards in the Township Volume Appendix 13 and Rural Volume Appendix 10 have been re-ordered to achieve consistency between the rural and township volumes and to separate road and accessway controls. Clarification is also provided to ensure that these rules are not applicable to works undertaken as road controlling authority. For example safety projects to existing roads may result in changes to roads or sections of roads which require different standards from that typically necessary for the construction of new roads.

87. The existing Plan 'roading' standards for new roads specify legal widths, carriageway widths and whether kerb and channel and footpaths are required in Townships. The proposed standards reflect a need to better provide for parking and cyclists through appropriate carriageway widths and pedestrians through provision of footpaths on both sides of State Highways, Arterial, Collector and Local business roads. The minimum number of traffic lanes has also been added to the table. The kerb and channel requirement has been removed as it is considered alternative designs including swales need to be allowed for. Supporting information will be provided in the Councils Code of Practice.

88. The existing Plan also provides no definition of the various road classifications; however it does contain a definition of 'road' in Part D. It is proposed to include definitions in the Plan to clarify the different road classifications, their function and how they relate to the descriptions in the subdivision guide. This is appropriate in that it provides greater certainty and understanding for plan users, and is also appropriate in that it assists with achieving the outcomes promoted by objective 2.1.1.

TOWNSHIP VOLUME, PART C12 LIVING ZONE RULES - SUBDIVSION

12.1 SUBDIVISION — GENERAL

Restricted Discretionary Activities — Subdivision – General

12.1.1 A subdivision of land, which is not a subdivision under Rules 12.2 or 12.3, shall be a restricted discretionary activity if it complies with the standards and terms set out in Rule 12.1.3.

12.1.2 Any subdivision subject to Rule 12.1.1, and which complies with 12.1.3, 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 12.1.4 following Table C12.1.

12.1.3 Standards and Terms

12.1.4 Matters over which the Council has restricted the exercise of its discretion:

Roads, Reserves and Walkways/Cycleways

12.1.4.~~11~~12 The provision, location, co-ordination, layout and formation of all roads and vehicular accessways, reserves and walkways/cycleways; and

12.1.4.13 **The design and layout of any new road shall ensure the desired design speed is achieved with to respect to the classification of road (including the subsets of local roads) and surrounding environment.**

TOWNSHIP AND RURAL VOLUMES, PART D, DEFINITIONS

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 that the 85th percentile speed (which is known as the operating speed).

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.

7.2.8 Discussion on recommended changes

89. This rule has been added to the matters over which the Council has restricted the exercise of its discretion through subdivision with respect to roads, reserves and walkways/cycleways as it supports the facilitation of the new local road sub-hierarchy. This is considered appropriate as this rule will ensure an assessment is made to support the design of the road. It is intended that local intermediate and minor roads will be designed with design speeds less than 60km/hr. A design speed of 40km/hr would facilitate a 30km/hr posted speed limit. Lower speeds will contribute to an environment more conducive to walking and cycling. All other roads will generally be designed for speeds 10km/hr above the posted speed limit. Supporting definitions have also been provided to ensure clear administration. The new rule will contribute to achieving objective 2.1.1.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

E13.3.2 Road Intersection Spacing (all roads)

E13.3.2.1 The spacing between road intersections shall comply with Table E13.~~9~~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.

~~E13.3.2.2 Distances between intersections shall be the distance measured parallel to the road boundary from the two boundaries of the sites at the respective road intersections except where any corner splay has been taken the distance is to be measured as though the corner splay had not been taken.~~

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~~10 – Minimum Distance between Intersections

Posted (Legal) Speed Limit (km/hr)	Road types	Distance (m)
100	All	800
90	All	500
80	All	400 ~~550~~
70	All	305 ~~220~~
60	All	220 ~~160~~
50	State Highways, Arterials and Local Business Roads	160 ~~125~~
50	Collector roads only	125
50 (or less)	Local roads only	75[1]

Notes

Table E13.9 shall not apply to roads within the B2A zone that are located as shown within Appendix E22, E32 or E33 (see rule 17.1.1.4).

E10.3.2 Road Intersection Spacing (all roads)

E10.3.2.1 The spacing between road intersections shall comply with Table E10.6 below.

E10.3.2.2 In determining intersection spacing's from Table E10.6 in accordance with E10.3.2.1, where new roads are proposed as part of any Outline Development Plan, the intersection spacing's can be designed for the proposed (future) speed limit (typically 50km/hr if within the urban limits) within the Outline Development Plan area and on immediately adjoining roads.

E10.3.2.~~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 E10.6– Minimum Distance between Intersections

Posted (Legal) Speed Limit (km/hr)	Distance (m)
100	800
90	500
80	400
70	305
60	220
50	160

7.2.10 Discussion on recommended changes

90. The existing minimum distance between intersections in the District Plan replicates the New Zealand Transport Agencies Planning and Policy Manual values. These values are based on sight distance principles in Austroads. This Plan Change updates the values for roads with a speed limit over 50km/hr. In most cases the values in the Plan increase as the current version of the Plan contains spacing values based on the relevant operating speeds which was incorrectly taken to mean posted speed limits. An intersection spacing value has also been added for roads with a posted speed limit of 90km/hr.

91. For collector and local roads in townships it is considered desirable to reduce minimum distances between intersections to allow the creation of more permeable networks (as

supported and described in the Subdivision Design Guide and PC7). Currently the Township Volume of the Plan specifies minimum intersection spacings in Table E13.10. The distance specified for a road with a 50 km/h speed limit is 125m; this restricts the permeability of new urban areas and has other unintended consequences such as necessitating the use of rear sections. The reduction of this spacing in the township volume is based on sight distance principles as discussed below.

92. Austroads outlines that entering sight distance (ESD) is the sight distance required for drivers on minor roads to enter a major road via a left or right turn, such that traffic on the major road is unimpeded. It defines the most desirable set of circumstances to be provided. The ESD should be used on all high speed roads to ensure the highest level of safety. The ESD values in Austroads (Guide to Road Design- Part 3: Geometric Design) are based on the entering requirements for passenger cars and assume no deceleration or other evasive action on the part of vehicles on the major road.

93. The Safe Intersection Sight Distance (SISD) is the minimum standard which should be provided on the major road at any intersection. It provides sufficient distance for a driver of a vehicle on the major road to observe a vehicle on the minor road approach moving into a collision situation and to decelerate to a stop before reaching the collision point.

94. Approach sight distance (ASD) is the minimum level of sight distance which should be available at all intersections. ASD is numerically equal to normal car stopping sight distance (SSD), which is defined as the distance traveled by a vehicle between the time when the driver receives a stimulus signifying a need to stop and the time the vehicle comes to rest. This sight distance can be used as the minimum intersection spacing based on the premise that it is acceptable that the traffic on the major road is impeded should a driver turning onto the major road select a gap that is too small. It is noted that some disruption associated with access is generally acceptable in terms of the anticipated function of urban collector and local roads.

95. For the Selwyn District, ESD is considered appropriate for all the roads operating at, or above 50km/h. However there are some local roads that intersect with other local roads or collector roads that operate at 50km/h, in these cases the SISD (collector roads) and ASD (local roads) values can be considered appropriate for intersection spacing.

96. It was concluded that to cater for low design speeds and hence closer spacing's than those based on a 60km/h design speed, a note to the table of minimum intersection spacing allows some flexibility for low design speeds.

97. The basis of measuring the intersection spacing has been changed in the Township volume (see E13.3.2.2 above) to be consistent with the Rural Volume.

98. The inclusion of these provisions enables the maintenance of acceptable safety and efficiency standards, while ensuring that the Plan provisions are appropriate for achieving the outcomes set out in objective 2.1.1.

TOWNSHIP VOLUME, PART C5 LIVING ZONE RULES – ROADS AND TRANSPORT

Permitted Activities — ~~Vehicular~~ Vehicle Accessways

5.2.1 The forming of any ~~vehicular~~ vehicle accessway shall be a permitted activity if the following conditions are met:

5.2.1.7 Shared access to more than 6 sites (or potential sites) shall be by road and not by a private access way.

TOWNSHIP VOLUME, PART C17 BUSINESS ZONE RULES– ROADS AND TRANPSORT

Permitted Activities — ~~Vehicular~~ Vehicle Accessways

17.2.1 The forming of any ~~vehicular~~ vehicle accessway shall be a permitted activity if the following conditions are met:

17.2.1.6 Shared access to more than 6 sites (or potential sites) shall be by formed and vested legal road and not by a private accessway.

Discretionary Activities — ~~Vehicular~~ Vehicle Accessways

5.2.4 Any activity which does not comply with any of Rules 5.2.1.~~3~~2 to 5.2.1.~~7~~6 inclusive shall be a discretionary activity.

Non-Complying Activities — ~~vehicular~~ Vehicle Accessways

5.2.5 Any activity which does not comply with Rule 5.2.1.1 or 5.2.1.7 shall be a non-complying activity.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

E13.2 Vehicle Accessway and crossing standards ~~Access~~

E13.2.1 Private ~~Vehicular~~ Vehicle Accessway

E13.2.1.1 The minimum requirements for any private shared ~~vehicular~~ vehicle accessway for a site(s) shall be in accordance with Table E13.4.

Table E13.4 – Minimum Requirements for any Shared Private Vehicle Accessway

Zone	Potential No of Sites	Length (m)	Legal Width (m)	Carriageway Width (m)	Turning Area	Passing Bay	~~Footpaths~~
Living Zones	~~1~~ 2~~-3~~	Any length	~~3~~4.5	3.0	Optional	Optional	~~Optional~~
Living Zones	~~3~~4~~-~~6	0-50	~~4~~ 5.0	3.5	Required	~~Required~~ Optional	~~Optional~~
Living Zones	~~3~~4~~-~~6	Over 50	6.5 ~~0~~	4.5	Required	Required	~~Optional~~
~~Living Zones~~	~~7-10~~	~~Any length~~	~~6.0~~	~~5.0~~	~~Required~~	~~Required~~	~~Optional~~
Business Zones	1~~-10~~6	All lengths	~~6~~7.0	~~4~~5.0	Required	Optional	~~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.

E13.2.1.3 Where turning areas are required in Table E13.4, this may be facilitated through the use of a hammerhead arrangement.

Notes:

~~1. Minimum height clearance for any private vehicular access shall be 4.5m.~~

~~2. Where a private vehicular~~ vehicle ~~access serves more than two allotments, it shall be formed and sealed within any zone. All access points to strategic roads shall be designed and formed in accordance with Figures 5-10 in correspondence to the use to which the access is put.~~

Access to allotments with the potential to accommodate more than ~~10~~ 6 dwellings in any Living zone or more than ~~10~~ 6 sites in any Business zone shall be provided by way of a road, not a private way or access lot.

The legal width is greater than the carriageway width to ensure that there is space for suitable on-site stormwater management and landscaping.

E13.2.5 Standard of Vehicle Crossings

E13.2.5.1 Vehicle crossings shall be constructed to the following minimum standards:

(a) Standard vehicle crossings shall be provided to sites capable of containing no more than ~~10~~ 6 dwellings or which generate no more than 100 vehicle movements per day.

(b) Heavy-duty vehicle crossings shall be provided for all other sites.

4.5 ~~VEHICULAR~~VEHICLE ACCESSWAYS AND VEHICLE CROSSINGS

Permitted Activities — ~~Vehicular~~Vehicle Accessways and Vehicle Crossings

4.5.1 The forming, installation, upgrading, maintenance or replacement of any ~~vehicular~~ vehicle accessway or vehicle crossing shall be a permitted activity if the following conditions are met:

4.5.1.6 Shared access to more than 6 sites (or potential sites) shall be formed and vested legal road and not by a private accessway.

~~E10.1 ROADS AND VEHICULAR ACCESSWAYS – DESIGN AND FORMATION~~

~~E10.1.1 Vehicular Accessways~~

~~E10.1.1.1 The minimum requirements for any new vehicular accessway to a site shall be in accordance with Table E10.1.~~

~~Table E10.1 – Minimum Requirements for any Vehicular Accessway~~

~~Potential No. of Sites~~	~~Length (m)~~	~~Legal Width (m)~~	~~Carriageway Width (m)~~	~~Turning Area~~	~~Passing Bay~~	~~Footpaths~~
~~1-2~~	~~Any length~~	~~3.5~~	~~3.0~~	~~Required~~	~~Optional~~	~~Optional~~
~~3-6~~	~~0-50~~	~~4~~	~~3.5~~	~~Required~~	~~Optional~~	~~Optional~~
~~3-6~~	~~Over 50~~	~~4.5~~	~~4.0~~	~~Required~~	~~Required~~	~~Optional~~
~~1-10~~	~~All lengths~~	~~6.0~~	~~4.0~~	~~Required~~	~~Optional~~	~~Optional~~

~~E10.1.1.2 Minimum height clearance for any vehicular accessway shall be 4.5m.~~

E10.2 – Vehicle Accessways and Crossings

E10.2.1 Private Vehicle Accessways

E10.2.1.1 The minimum requirements for any shared private vehicle accessway for a site(s) shall be in accordance with Table E10.2.

E10. 2.1.2 Minimum height clearance for any vehicular accessway shall be 4.5m.

Table E10.2 – Minimum Requirements for any Shared Private Vehicle Accessway

Potential No. of Sites	Length (m)	Legal Width (m)	Carriageway Width (m)	Turning Area	Passing Bay
2-3	Any length	4.5	3.0	Required	Optional
4-6	0-50	5.0	3.5	Required	Optional
4-6	Over 50	6.5	5.0	Required	Required

Notes

The legal width is greater than the carriageway width to ensure that there is space for suitable on-site stormwater management.

E10.2.1.3 Where Table E10.2 requires turning areas, turning within the shared accessway may be facilitated through the use of a hammerhead arrangement.

7.2.11 Discussion on recommended changes

99. Rights of way (ROW) or shared accessways have historically been problematic in the Selwyn District. In some instances further subdivision of sites has resulted in a large number of sites served by a single 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 many long ROWs is not 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. Subcategories of local roads with lesser legal and formed widths have been included for use instead of ROW's in such circumstances; these have the benefit of Council ownership.

100. Therefore the inclusion of the provision for accessways for 7-10 lots has been deleted from the Plan to reflect Councils desire to avoid long right of ways and improve network permeability and accessibility. As an alternative to longer ROW's subsets of local roads have been created to fulfill such functions, this supports the desire of the new Subdivision Design Guide to create better urban form and achieves the outcomes sought in objectives 2.1.1 to 2.1.3 with regard to integrated networks. The legal accessway widths have been increased to ensure that they are

greater than the carriageway width by sufficient margin to allow space for suitable on-site storm water management. This reduces the impact on the road storm water system and reduces discharge to waterbodies.

101. The footpath provision in accesways has been deleted as these formations are very low speed, low volume areas and suitable for pedestrians and motor vehicles to share the space.

102. Overall the proposed updates to the accessway tables reflect requirements to improve sustainability of the transport network, in this case permeability of the transport network and reduction of impact on the road storm water network, and therefore contributes to achieving objective 2.1.1 to 2.1.4.

7.2.12 Integration of transport and land use: Catering for sustainable modes

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

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 ~~stock~~ access required by the activity.**

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.

Policy B2.1.6~~10~~

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

Policy B2.1.~~11~~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.~~20~~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. ~~In the township.~~

Policy B2.1.~~12~~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; ~~and~~**
- **activities on adjoining land including access; and**
- **amenity**

TOWNSHIP VOLUME, PART D DEFINITIONS

Cycleway: See Pedestrian - cyclist link

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.

Walkway: See Pedestrian - cyclist Link

RURAL VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.5

Promote the strategic planning of transport networks to achieve a high level of connectivity and provision for sustainable transport including public transport, cycling and walking.

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 and between car and cycle parks, and building entrances.

Policy B2.1.610

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

Policy B2.1.~~13~~18

Encourage network utility operators to ~~co-ordinate~~, install and maintain and repair utilities located in the road reserve, at times and in ways which ~~reduce~~ minimise any potential effects on traffic (all road users) flow, traffic safety, amenity ~~or~~ and activities on adjoining land including access to properties.

Policy B2.1.~~15~~20

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

Policy B2.1.22

Ensure any new development is designed and located to minimise the need for pedestrians, cyclists, motorists or other road users (including stock) to cross railway lines.

RURAL VOLUME, PART C4 ROADS AND TRANSPORT

4.1 ROADING AND OUTSTANDING NATURAL LANDSCAPE AND PORT HILLS AREAS

Permitted Activities — Roads~~ing~~ and Outstanding Landscape and Port Hills Areas

4.1.1 The forming, installation, upgrading, maintenance or replacement of any road shall be a permitted activity if the following condition is met:

4.1.1.1 In any area shown on the Planning Maps as an Outstanding Landscape Area or the Port Hills Area, the formation of any road, pathway, road bridge or ~~vehicular~~ vehicle accessway is limited to the maintenance of existing roads, pathways, road bridges or ~~vehicular~~ vehicle accessways.

7.2.13 Discussion on recommended changes

103. The current policies include some reference to providing for pedestrians, cyclists and public transport however these have been amended or new policies added to ensure these modes are considered with regard to all aspects of the transport network. This reflects the desires outlined in the Selwyn District Walking and Cycling Strategy and the new Subdivision Design Guide for residential subdivision in the Urban Living zones with respect to providing for sustainable modes, increased accessibility and environmental sustainability. The proposed policy amendments are considered the most appropriate means of achieving the outcomes identified in objectives B2.1.1 to B2.1.4.

104. Additional words have been added to Policy B2.1.16 (formerly 2.1.12) in the township volume and the equivalent in the rural volume (B2.1.18 – formerly B2.1.13) to provide clarification and recognise that the greater demand for utilities within the road corridor necessitates co-

ordination and the need to minimise amenity effects and disruption. Clarification that work on utilities within the road corridor may affect pedestrians and cyclists as components of traffic, has also been noted.

105. Reference to pathways has been added to Policy 2.1.10 (rural) and reference to specific road users replaced with the words "all road users" recognising the applicability to all users of the road corridor. Vehicular access ways necessitate a vehicle crossing therefore reference to both was un-necessary. Road side stalls are not specifically controlled by rules in the Plan and it is envisaged that these are best controlled by bylaws.

7.2.14 Integration of land use and transport: Point Strips

TOWNSHIP VOLUME, PART C12 LIVING ZONES RULES - SUBDIVISION

12.1.4 Matters over which the Council has restricted the exercise of its discretion:

Point Strips

12.1.4.23 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 point strip separating the subsequent property from frontage to the road, cycle way or pedestrian link.

Note: Point Strips may also be required to prevent access to any road. See. Rule 12.3.2.8.

TOWNSHIP VOLUME, PART C24 BUSINESS ZONE RULES - SUBDIVISION

24.1.4 Matters over which the Council has restricted the exercise of its discretion:

Point Strips

24.1.4.15 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

RURAL VOLUME, PART C10 SUBDIVISION

10.1 SUBDIVISION GENERAL

Controlled Activities — Subdivision General

10.1.1 Any subdivision of land shall be a controlled activity if all of the following standards and terms are met:

[*Refer to plan change documents for full text*]

10.1.2 Under Rule 10.1.1, the Council shall reserve control over all of the following matters:

Point Strips

10.1.2.9 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 point strip separating the subsequent property from frontage to the road, cycle way or pedestrian link.

Note: Point Strips may also be required to prevent access to any road. See. Rule 10.1.2.10.

TOWNSHIP AND RURAL VOLUME, PART D DEFINITIONS

Point Strip: includes any strip of land adjoining the site or end of a road, the purpose of which is to prevent access on 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. A point strip is usually (though not exclusively) up to 200mm wide.

7.2.15 Discussion on recommended changes

106. Point strips (also known as links 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.

107. 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.

108. A current issue for developments in Selwyn District is that often during the course of the subdivision it is necessary to make provision for future roads, cycle ways or pedestrian links that cannot be formed or vested immediately, until other land becomes available. Currently there is a lack of formalised requirement to enter into agreements regarding the future linkage costs. Also, point strips being created along development boundaries need to be transferred to Council once the road or accessway is vested. The proposed rules are considered the most appropriate means of achieving the outcomes identified in objectives B2.1.1 to B2.1.4.

7.3 Safe and Efficient Transport Network

109. 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.

7.3.1 Relevant objectives (existing and proposed)

110. The relevant objectives (predominantly objective B2.1.1) generally seek to ensure the transport network is safe and efficient for all users.

111. The analysis below considers the appropriateness of the proposed changes to the policies and rules to achieve the objectives of the Plan. The key changes to support the objectives in general relate to sight distances, corner splays and access provisions. There are also some changes with respect to general provisions for safety and efficiency, these are related to wording and do not impact the intentions or requirements of the rules and are discussed in section 7.2.2.

7.3.2 Safe and Efficient Transport Network – Consideration of Policies and Methods to achieve the objectives

Table 12: Analysis of specific policy and rule options proposed

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
SIGHT DISTANCE PROVISION AND CORNER SPLAYS			
Option 1 – Maintain status quo: Retain the current District Plan provisions. Specific tables for sight distance differ from current standards, no provision for corner splays.	Deviations from the tables can be considered on the merits of the actual effects of the situation through the resource consent process. Low administrative cost to Council Plan users familiar with existing provisions.	Many of the road standards intended to align with the NZTA Planning Policy Manual do not reflect the latest version of the PPM particularly due to historical errors relating to the transfer of operating speeds to posted speed limits. No requirement for corner splays in the plan which decreases protection of sight distances and space for future construction.	Effectiveness limited by accuracy of the information in the tables. Efficiency is reasonable in that there is certainty over requirements for developers and low administrative costs for Council.
Option 2 - Amend rules to improve safety and efficiency. Amend in line with NZTA guidelines, corner splay rules to facilitate appropriate sight distances for on road vehicles and pedestrians and cyclists on paths.	Consistent with NZTA documents. Improved safety and efficiency through appropriate sight distances being provided and protection of space for potential off-road paths.	Time and cost for plan users to become familiar with new provisions. Loss of additional productive land for road reserve due to corner spays.	Generally effective at ensuring safety is enhanced. Efficiency is reasonable in that there is certainty over requirements for developers. **Preferred option**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
ACCESS PROVISIONS			
Option 1 – Maintain status quo: Retain the current District Plan provisions relating to access provision. Plan allows access to a corner site from each road frontage and specifies minimum separation distances between adjacent accesses (crossings).	Deviations from the rules can be considered on merits of actual effects in each site specific situation through the resource consent process. No time and costs associated for Plan users to become familiar with new provisions.	Safety enhancement within in the network may not be achieved if values not updated in line with latest standards. Limited consideration of safety for modes other than motor vehicles particularly within townships where pedestrian and cycle volumes are higher.	Effectiveness reasonable as no adverse safety records due to current provisions. Efficiency limited as the safety benefits of increased may not be achieved.
Option 2 - Amend rules related to access. Setback of garages from shared accesses, controls on access to corner sites, updates to vehicle access and crossing sections, separation of accesses from intersections.	Update provisions to reflect more current access controls particularly given increasing traffic volumes and urbanisation of townships. Potential to achieve improved safety within the network. Align access - intersection separation distance with the NZTA Planning Policy Manual. Greater protection for shared accesses from vehicles queuing.	Costs of plan change for the council, community and developers. Possible reduction of site access options / flexibility. Additional use of land associated with garage door setbacks.	Effectiveness increased due to potential to improve safety and efficiency. Efficiency greater as the safety and environmental benefits of increased widths, limiting access etc can be achieved. **Preferred option**

7.3.3 Recommended Provisions

112. Table 12 above undertakes a comparison of a number of alternative policies and methods to achieve the relevant objectives of the Plan.

113. Based on the preferred options, relevant policies and rules have been drafted. The sections below outline the proposed policies and rules followed by a discussion on the detail of the policy or rule. As in Table 12 above the proposed changes to the safety and efficiency related standards have been addressed in two sections: sight distances and access provisions. A number of provisions generally related to safety and efficiency have also been updated.

7.3.4 General provisions to enhance safety and efficiency

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.~~5(a)~~8

Ensure road side signs, ~~stalls~~ and other roadside activities do not distract drivers or cause or contribute to sudden or dangerous driving manoeuvres.

Policy B2.1.~~5(b)~~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.

Policy B2.1.811

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

Policy B2.1.~~13~~18

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

Policy B2.1.~~15~~20

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

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 or stock 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 or activities which generate a high level of traffic movements.

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.

Policy B2.1.812

~~Discourage~~ Avoid new property access directly on to **~~Strategic~~ the State Highway or Arterial** Roads, unless there is no alternative legal access available, or effects on the safe and efficient flow of traffic along the road will be minor.

Policy B2.1.~~11~~15

Promote stock droving practices that **are safe, controlled and** alert motorists that stock are ahead and which minimise disruption to traffic flow **~~along Strategic and Arterial Roads~~**.

Policy B2.1.~~16~~21

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

Policy B2.1.22

Ensure any new development is designed and located to minimise the need for pedestrians, cyclists, motorists or other road users (including stock) to cross railway lines.

10.1 SUBDIVISION GENERAL

Controlled Activities — Subdivision General

10.1.1 Any subdivision of land shall be a controlled activity if all of the following standards and terms are met:

10.1.1.5 Any allotment created has legal access to a formed and maintained legal road, other than a road listed in Appendix 9 as a ~~Strategic Road~~ State Highway, or listed as an Arterial Road and the speed limit is70km/hr or greater,~~in Appendix 9~~;

10.6 SUBDIVISION AND ROAD ACCESS

Restricted Discretionary Activities — Subdivision and Road Access

10.6.2 Under Rule 10.6.1, the Council shall restrict its discretion to consideration of:

10.6.2.1 All of the matters listed in Rule 10.1.2.

10.6.2.2 For access on to a ~~Strategic Road~~ State Highway or Arterial Road:

(a) Whether the access will adversely affect the safe and efficient flow of traffic along the ~~Strategic Road~~ State Highway or Arterial Road, including any cumulative effects of multiple vehicular accessways on to the ~~Strategic Road~~ State Highway or Arterial Road;

(b) The number, design and siting of any ~~vehicular~~vehicle accessway(s) or vehicle crossing(s);

(c) Whether the allotments created can be designed to have legal access on to an alternative legal road of lower classification ~~other than a Strategic Road~~, and whether this alternative access is appropriate;

7.3.5 Discussion on recommended changes

114. The proposed changes to the existing policies in the township volume and the addition of new policies to the rural volume ensure that assessment is broadened so that all road users are considered in terms of safety and efficiency consistently throughout the District. The updates also ensure that where appropriate a consistent approach is taken throughout the transport network. The proposed policies are considered the most appropriate means of achieving the outcomes identified in objectives B2.1.1 to B2.1.4 (both rural and township volumes).

115. The subdivision rules seek to reduce the number of access points onto State Highways and Arterial roads protecting their primary function of carrying through traffic. For Arterial Roads where the speed limit is less than 70km/hr the rule does not apply. This recognises that some arterial roads pass through townships where lower speed limits apply. In these situations access onto the arterial road is often appropriate particularly where this may be necessary to achieve other outcomes sought within the township (e.g. urban design outcomes).

7.3.6 Safety and efficiency: Sight distance provisions and corner splays

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.6~~1~~0

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.

~~**Ensure the siting and design of vehicular accessways and road intersections avoids impairing the visibility of motorists or pedestrians to minimise traffic conflicts.**~~

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

E13.2.3 Sight Distances from Vehicle Crossings ~~Access Point and Minimum Spacing Between Adjacent Property Accesses.~~

E13.2.3.1 Any access on any ~~Strategic Road or any Arterial Collector~~ Road shall have minimum unobstructed sight distances that comply with Table E13.6 ~~and E13.7~~ below and measured in accordance with Diagram E13.2.

~~Table E13.6 – Minimum Sight Distances and Spacing Between Adjacent Property Accesses~~

~~Posted (Legal) Speed Limit (km/h)~~	~~Required Sight Distances (m)~~	~~Minimum Spacing Between Adjacent Property Accesses (m)~~
~~50~~	~~140~~	-
~~60~~	~~175~~	-
~~70~~	~~210~~	~~40~~
~~80~~	~~250~~	~~100~~
~~100~~	~~330~~	~~200~~

~~Table E13.7 – Minimum Sight Distances on Roads other than State Highways~~

~~Posted(Legal) Speed Limit (km/hr)~~	~~Sight Distances in Metres – Living Zones~~	~~Sight Distances in Metres – Business Zones~~
~~50~~	~~45~~	~~80~~
~~70~~	~~85~~	~~140~~
~~80~~	~~115~~	~~175~~
~~100~~	~~250~~	~~250~~

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

~~NOTE~~

~~1. Any sight distance measurement or minimum spacing between intersections shall be in accordance with Diagram E13.5.~~

~~E13.3.3 Traffic Sight Lines at Railway Crossings~~

~~E13.3.3.1 Any use of land (including structures or vegetation) on a site abutting a railway shall comply with traffic sight lines at railway crossings in accordance with requirements in the below.~~

RURAL VOLUME, PART C4 ROADS AND TRANSPORT

4.7 TRAFFIC SIGHT LINES — ROAD/RAIL CROSSINGS

Permitted Activities — Traffic Sight Lines Road/Rail Crossings

4.7.1 The following shall be permitted activities:

4.7.1.1 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

10;Diagram E10.E

4.7.1.2 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 10, Diagram E10.E

Note: ***The NZTA Traffic Control Devices Manual provides further guidance on level crossings.***

Non-Complying Activities — Traffic Sight Lines Road/Rail Crossings

4.7.2 Any building or tree which does not comply with Rules 4.7.1 shall be a non-complying activity.

RURAL VOLUME, PART E10 ROADS AND TRANSPORT

E10.2.3 Sight distances from Vehicle Crossings

E10.2.3.1 Vehicle crossings onto roads must provide the required minimum sight distance in Table E10.4 and Diagram E10.A1.

Table E10.4 – Minimum Sight Distances

Posted (Legal) Speed Limit (km/h)	State Highway, Arterial and Collector roads Required Sight Distances (m)
50	113
60	140
70	170
80	203
90	240
100	282

Notes:

1. Any sight distance measurement shall be undertaken in accordance with Diagram E10.A1.
2. There shall be no more than 5 individual crossings along any 1 km section of State Highway and Arterial Road (on both sides), measured 500m either side of a proposed access. Refer to the NZTA Planning and Policy Manual and the Selwyn District Council Code of Practice.
3. Note that where traffic generation exceeds 100 ecm/d on a State Highway or Arterial road the activity is a restricted discretionary activity (refer Rule 4.5.2).
4. Consent must be sought from NZTA before any work is carried out within the State Highway reserve in relation to access construction.

RURAL AND TOWNSHIP VOLUME, PART D DEFINITIONS

Posted Speed Limit: the legal and sign posted speed limit that applies to the road as per the Selwyn District Council Speed Limits Bylaw.

7.2.8 Discussion on recommended changes

116. The existing sight distance values in the Plan are based on an older, out-of-date version of the NZTA Planning and Policy Manual (PPM). The tables above reflect the latest version of the PPM (which in turn reflects the values in safe intersection sight distances in Austroads) and therefore contribute to enhancing road safety and the desired outcomes of objectives B2.1.1 to B2.1.3. The provisions relating to railways have been relocated from the roads and transport appendices (E10 and E13) to the relevant transport rules for clarity.

TOWNSHIP VOLUME – PART C12 LIVING ZONE RULES – SUBDIVISION

Restricted Discretionary Activities — Subdivision – General

12.1.2 Any subdivision subject to Rule 12.1.1, and which complies with 12.1.3, 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 12.1.4 following Table C12.1.

12.1.3 Standards and Terms

Corner Splays

12.1.3.2 The corner of any allotment at any road intersection shall be splayed with a rounded minimum radius of 3 metres.

12.1.4 Matters over which the Council has restricted the exercise of its discretion:

Corner Splays

12.1.4.2 Under Rule 12.1.3.2 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.

Restricted Discretionary Activities — Subdivision – Boundary Adjustments

12.2.1 Any subdivision to adjust the boundaries between existing allotments shall be a restricted discretionary activity if it complies with the following standards and terms:

12.2.1.5 The corner of any allotment at any road intersection shall be splayed with a rounded minimum radius of 3 metres.

12.2.2 Matters over which the Council has restricted the exercise of its discretion:

Corner Splays

12.2.2.2 Under Rule 12.2.1.5 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.

TOWNSHIP VOLUME – PART C24 BUSINESS ZONE RULE – SUBDIVISION

24.1 SUBDIVISION – GENERAL

Restricted Discretionary Activities — Subdivision – General

24.1.3 Standards and Terms

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.

24.1.4 Matters over which the Council has restricted the exercise of its discretion:

Corner Splays

24.1.4.2 Under Rule 24.1.3.2 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.

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:

24.2.1.5 The corner of any allotment at any road intersection within a Business zone shall be splayed with a rounded minimum radius of 6m.

24.2.2 Matters over which the Council has restricted the exercise of its discretion:

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.

10.1 SUBDIVISION GENERAL

Controlled Activities — Subdivision General

10.1.1 Any subdivision of land shall be a controlled activity if all of the following standards and terms are met:

10.1.1.7 The corner of any allotment at any road intersection shall be splayed with a diagonal line reducing each boundary by a minimum of:

(a) 6m x 6m for local roads

(b) 10m x 10m for collector roads

(c) 15m x 15m for arterial and State Highway roads.

Note: Where roads of different classifications intersect, the splay applied to both road boundaries shall be that required for the higher classification (State Highways are the highest in the classification hierarchy then arterial, collector and local roads are lowest), so for example where a local road and a collector road intersect the corner splays shall be 10mx10m.

10.1.2 Under Rule 10.1.1, the Council shall reserve control over all of the following matters:

Corner Splays

10.1.2.3 Any new allotment that does not comply with the corner splay standard of Rule 10.1.1.7 is a restricted discretionary activity.

10.1.2.4 Under Rule 10.1.2.3, the Council shall restrict its discretion to consideration of effects on the efficient functioning of any road, and the safety of road users.

Controlled Activities — Subdivision and Boundary Adjustments

10.11.1 The subdivision of land by the altering of boundaries between allotments shall be a controlled activity provided all of the following standards and terms are met:

10.11.1.5 The corner of any allotment at any road intersection shall be splayed with a diagonal line reducing each boundary by a minimum of:

(a) 6m x 6m for local roads

(b) 10m x 10m for collector roads

(c) 15m x 15m for arterial and State Highway roads.

Note: Where roads of different classifications intersect, the splay applied to both road boundaries shall be that required for the higher classification (State Highways are the highest in the classification hierarchy and local roads are lowest), so for example where a local road and a collector road intersect the corner splays shall be 10mx10m.

7.2.9 Discussion on recommended changes

117. There are currently no rules with respect to corner splays; however there are a number of benefits from requiring corner splays at intersections. In the rural area this can improve sightlines, particularly due to being able to step back and trim encroaching vegetation which in rural areas can be a common problem, decreasing visibility. In addition it can allow the upgrading of intersections to improve safety through minor realignments and smoothing of corners and the installation of kerbing. This is particularly important where carriageways are not located in the centre of the road reserve and any realignment around intersections may otherwise need to encroach on private property within the area of a typical corner splay. A diagonal splay is considered appropriate for the rural zone as the urban design aspects of footpaths are less important than in living zones.

118. In urban areas a corner splay can also improve traffic sightlines, allow space for footpaths and allow for better pedestrian and cyclist inter-visibility on shared paths. A radius is generally the form specified for an urban corner splay in NZ as it requires less land to form. In living zones a minimum 3m radius has been specified to ensure adequate space for pedestrian facilities and visibility whilst minimising the amount of land required for splays and enabling strong interaction between houses and the adjoining road.

119. In rural areas the larger splays required on higher classification roads commensurate with the likely higher design standards e.g. design speeds, sight lines and alignments needed to support a wider range of vehicles, in a particularly large vehicles such as truck and trailer units. Similarly the same logic applies to the 6m radium splay required for roads within Business zones. The proposed rules for the provision of corner splays are considered appropriate to enhance safety and contribute to the outcomes identified in objectives 2.1.1 to 2.1.3 (both rural and township volumes).

TOWNSHIP VOLUME, PART C4 LIVING ZONE RULES — BUILDINGS

4.9 BUILDINGS AND BUILDING POSITION

Permitted Activities — Buildings and Building Position

The following shall be permitted activities:

Setbacks from Boundaries

4.9.2 Except as provided in Rules 4.9.3 to 4.9.18, 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

Building Type	**Metres from Boundary**	
	Internal	**Road (or shared access where specified)**
Dwelling or principal building	2 m	4 m
Garage: Wall length 7m or less and vehicle door faces road **or shared access**	1 m	5.5 m
Garage: Wall length 7m or less and vehicle door faces internal boundary	1 m	2 m
Garage: Wall length greater than 7m and Vehicle door faces road **or shared access**	2 m	5.5 m
Garage: Wall length greater than 7m and Vehicle door faces internal boundary	2 m	4 m
Accessory Building with wall length not more than 7m	1 m	2 m
Accessory Building with wall length greater than 7m	2 m	4 m
Utility Structures	0 m	0 m

TOWNSHIP VOLUME, PART 17 BUSINESS ZONES - ROADS AND TRANSPORT

17.2 ~~VEHICULAR~~ VEHICLE ACCESSWAYS

Permitted Activities — ~~Vehicular~~ Vehicle Accessways

17.2.1 The forming of any ~~vehicular~~ vehicle accessway shall be a permitted activity if the following conditions are met:

17.2.1.1 The site within which the ~~vehicular~~ vehicle accessway is formed has legal access to a formed, legal road; and

17.2.1.2 The site within which the ~~vehicular~~ vehicle accessway is formed does not have access directly on to Railway Road, Rolleston from that part of the Business 2A Zone as is depicted on the Outline Development Plan at Appendix 22.

Note Rule 17.2.1.2 does not prevent the 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 site does not have access directly on to a State Highway strategic Road or arterial road listed in Appendix 7; unless:~~

~~(a) The speed limit on that part of the road to which access is gained is 70 km/hr or less; or~~

~~(b) The site is used solely to house a utility structure; and~~

~~(c) The site generates less than 100 equivalent car movements per day.~~

17.2.1.~~4~~3 The ~~vehicular~~ vehicle accessway is formed on land which has an average slope of less than 20°; and

17.2.1.~~5~~4 The ~~vehicular~~ vehicle accessway does not have a gradient greater than:

(a) 1:6 vertical; or

(b) 1:20 horizontal; and

17.2.1.~~6~~5 The ~~vehicular~~ vehicle accessway is formed to the relevant standards in Appendix 13.2.1; and

~~17.2.1.7 The vehicular accessway complies with the relevant standards in Appendix 13 for distance from intersections.~~

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.

~~Restricted Discretionary Activities — Vehicular Accessways~~

~~17.2.2 Any activity which does not comply with Rule 17.2.1.3 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 Whether the site has alternative access options from another road.~~

~~17.2.3.2 The design and location of the vehicle crossing.~~

~~17.2.3.3 The number and type of vehicles or pedestrians or stock using the access.~~

~~17.2.3.4 Any adverse effects, including cumulative effects, on traffic safety or flow on the Strategic Road or arterial road.~~

Discretionary Activities — Vehicular Accessways

17.2.~~4~~2 Any activity which does not comply with any of Rules 17.2.1.~~4~~3 to 17.2.1.~~7~~5 inclusive shall be a discretionary activity.

Non-Complying Activities — Vehicular Accessways

17.2.~~5~~3 Any activity which does not comply with Rules 17.2.1.1, ~~or~~17.2.1.2 or 17.2.1.6 shall be a non-complying activity.

17.3 VEHICLE CROSSINGS

Permitted Activities — Vehicle Crossings

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 ~~designed~~ 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 vehicular accessway from the allotment to the vehicle crossing is to be sealed for the first 5.5m if the vehicle crossing adjoins a road which is sealed. This distance shall be measured from the boundary of the road as shown in Appendix 13; and~~

17.3.1.~~4~~3 The vehicle crossing is to comply with the relevant standards in Appendix 13.2.3 ~~for distance from intersections and other vehicle crossings~~.

Restricted Discretionary Activities — Vehicle Crossings

17.3.2 Any activity which does not comply with Rules 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 ~~vehicular~~ 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 ~~vehicular~~ accessway to the specified standards.

17.~~2.2~~3.4 Any activity which does not comply with Rule ~~17.2.1.3~~17.3.1.5 shall be a restricted discretionary activity.

17.~~2.3~~3.5 Under Rule ~~17.2.2~~17.3.4 the Council shall restrict its discretion to consideration of:

17.~~2.3~~3.5.1 Whether the site has alternative access options from another road.

17.~~2.3~~3.5.2 The design and location of the vehicle crossing.

17.~~2.3~~3.5.3 The number and type of vehicles or pedestrians or stock using the access.

17.~~2.3~~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 trips per day, or any vehicle crossing providing shared access to sites which cumulatively generate more than 250 vehicle trips 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 trips 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.

Discretionary Activities — Vehicle Crossings

17.3.~~2~~8 Any activity which does not comply with Rules 17.3.1.3 shall be a discretionary activity.

TOWNSHIP VOLUME, PART C5 LIVING ZONE RULES — ROADS AND TRANSPORT

Permitted Activities — ~~Vehicular~~Vehicle Accessways

5.2.1 The forming of any ~~vehicular~~ vehicle accessway shall be a permitted activity if the following conditions are met:

5.2.1.2 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, except that where a site has frontage to a collector and a local road frontage may be obtained to either road.

Note: For example, where a state highway and arterial road intersect the access shall be to the arterial road or in the case of an arterial road and collector road access shall be to the collector road.

Permitted Activities — Vehicle Crossings

5.3.1 The forming of any vehicle crossing shall be a permitted activity if the following conditions are met:

5.3.1.1 The vehicle crossing is **formed and** ~~designed and~~ sited to comply with the relevant requirements in Appendix **E** 13**.2.2, E13.2.4, E13.2.5**; and

5.3.1.2 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

~~5.3.1.3 The vehicular accessway from the allotment to the vehicle crossing is sealed for the first 5.5m in accordance with Appendix 13 if the vehicle crossing adjoins a road which is sealed; and~~

5.3.1.~~4~~3 The vehicle crossing complies with the relevant standards in Appendix **E**13**.2.3** ~~for distance from intersections and other vehicle crossings~~**.**

5.3**.1.4**~~2.1.2~~ The site does not have access directly on to a ~~Strategic Road~~**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 70 km/hr or less; or

(b) The site is used solely to house a utility structure; and

(c) The site generates less than 100 equivalent car movements per day; and

Restricted Discretionary Activities — Vehicle Crossings

5.3.2 Any activity which does not comply with Rule**s** 5.3.1**.1 and 5.3.1.2** shall be a restricted discretionary activity.

5.**3.4**~~2.2~~ Any activity which does not comply with Rule 5**.3.1.4** ~~2.1.2~~ shall be a restricted discretionary activity.

Discretionary Activities — Vehicle Crossings

5.3.6 Any activity which does not comply with Rule 5.3.1.3 shall be a discretionary activity.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

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~~ing~~ 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.

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

~~**Intersecting Road Type Distances in Metres**~~

~~**Vehicle Crossing Joins to**~~	~~**State Highway**~~		~~**Arterial**~~		~~**Collector**~~		~~**Local**~~	
~~**Posted speed Km/hr**~~	~~**≤50**~~	~~**> 50**~~	~~**≤50**~~	~~**> 50**~~	~~**≤50**~~	~~**> 50**~~	~~**≤50**~~	~~**> 50**~~
~~**Strategic State Highway**~~	~~70~~	~~180~~	~~70~~	~~180~~	~~55~~	~~180~~	~~35~~	~~90~~
~~**Arterial**~~	~~70~~	~~180~~	~~70~~	~~180~~	~~55~~	~~180~~	~~35~~	~~90~~
~~**Collector**~~	~~50~~	~~75~~	~~40~~	~~75~~	~~40~~	~~60~~	~~20~~	~~60~~
~~**Local**~~	~~25~~	~~75~~	~~25~~	~~75~~	~~25~~	~~60~~	~~10~~	~~60~~

		Intersecting Road Type Distances in Metres			
Vehicle Crossing Joins to	**Posted speed Km/hr**	**State Highway**	**Arterial**	**Collector**	**Local**
Strategic State Highway	**> 50**	100	100	75	75
	≤50	30	30	50	25
Arterial	**> 50**	100	100	75	75
	≤50	30	30	50	25
Collector	**> 50**	100	100	60	60
	≤50	30	30	40	25
Local	**> 50**	100	100	60	60
	≤50	30	30	40	10

Notes:

1. ~~Distances shall be measured along the boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed edge, of the intersecting road.~~

~~2.~~ ~~Where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed in the position which most nearly complies. with the provisions of Table E13.5.~~

~~Any reference to roads having a speed limit of 50km/hr in Table E13.5 also includes any roads having a lesser speed limit than 50 km/hr.~~

The vehicle crossing to the Business 1 Zone at Rolleston bounded by Rolleston Drive, State Highway 1 and Dick Roberts Place shall be located approximately 300 metres from the strategic intersection of State Highway 1 and Rolleston Drive. Refer to Rule 22.

E13.2.4 Vehicle Crossings - 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 ~~with~~ 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.

E13.2.4.2~~5~~ The maximum number, spacing and width any vehicle crossing shall comply with Table E13.~~8~~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 Not withstanding of E13.2.4.2 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.

Table E13.~~8~~7 – Vehicle Crossing Requirements

Zone	~~Max No. of Crossing per Site Road Frontage~~	Distance Between Crossings (m) on Same Side of Road	Width (m)	
			Minimum	Maximum
Living zones	~~1~~	Vehicle crossing to a shared accessway: Greater than 7m All other vehicle crossings: Less than 1m or greater than 7m	Residential activities – 3.5m Non-residential activities ~~Other~~ – 4m	Residential activities – 6m Non-residential activities 7m ~~– Other 9m~~
All Business zones except the B2A zone (Izone)	~~2~~	Less than 1m or greater than 7m	5m	7m or 8m for shared crossings
B2A zone (Izone)	~~2~~	Less than 1m or greater than 7m	5m	12m

~~Notes on Table E13.8:~~

1. ~~The width of a vehicle crossing shall be measured as the actual length of channel covers or the length of the fully dropped kerb.~~
2. ~~For sites in Business zones with frontage to roads (other than strategic State Highway and Arterial roads) there may be three vehicular crossings per site frontage, provided the road frontage is not less than 100 m in length.~~

RURAL VOLUME, PART C4 ROADS AND TRANSPORT

4.5 ~~VEHICULAR~~VEHICLE ACCESSWAYS AND VEHICLE CROSSINGS

Permitted Activities – ~~Vehicular~~ Vehicle Accessways and Vehicle Crossings

4.5.1 The forming, installation, upgrading, maintenance or replacement of any ~~vehicular~~ vehicle accessway or vehicle crossing shall be a permitted activity if the following conditions are met:

4.5.1.1 Any part of any ~~vehicular~~ vehicle accessway does not have a gradient greater than:

(a) 1:6 vertical; or

(b) 1:20 horizontal.

Note: *Rule 4.5.1.1 does not apply to private roads, ~~vehicular~~ vehicle accessways or tracks which are intended to be used solely by persons owning or occupying the property and are not located in the road reserve.*

The rules do apply to ~~vehicular~~ vehicle accessways or private roads which are shared between properties, or which are used to provide public access (with landholder's consent).

4.5.1.2 Any ~~vehicular~~ vehicle accessway is formed to the relevant design and formation standards set out in Appendix E10.2.

4.5.1.3 Any vehicle ~~vehicular accessway~~ crossing complies with the relevant separation and sight distance standards set out in Appendix E10.2

4.5.1.4 Any vehicle crossing:

~~(a) Is designed and sited to comply with the relevant standards set out in Appendix E10.3;~~

(~~b~~) Which has a gate positioned across the vehicle crossing, has the gate either opening inwards towards the property and away from the road; or setback a minimum distance of 10 metres from the road boundary;

4.5.1.5 Any vehicle crossing providing vehicle access to a sealed road is formed and sealed to the lesser of:

(a) ~~For t~~The full length of the vehicle crossing; ~~and~~ (from the edge of the sealed carriageway to the road boundary of the property), or;

(b) ~~From the edge of the carriageway to the property entrance or~~ For the first 10 metres from the sealed carriageway., ~~whichever is lesser.~~

4.5.1.6 Any access to a State Highway or Arterial Road complies with the following:

(a) No legal access is available from another road;

(b) The traffic generated through the access to the State Highway or Arterial Road is less than 100 ecm/d

(c) The ~~vehicular~~ vehicle accessway or vehicle crossing complies with the performance criteria given in Appendix E10.2.2, E10.2.3 and E10.2.4 ~~Table 5A regarding sight distance, clearance from intersections, and minimum access spacing;~~

(~~d~~) ~~For an access with less than 30 ecm/d, the vehicle crossing is designed and formed in accordance with Diagram E10.B1 for State Highways or E10.C2 for arterial roads;~~

~~(e) For an access with between 30 and 100 ecm/d, the vehicle crossing and localised road widening is designed and formed in accordance with Diagram E10.B2 for State Highways or Arterial Roads;~~

~~(f) For any access to a collector road, the vehicle crossing is designed and formed in accordance with Diagram E10.C2;~~

(~~f~~d) Provision is made for manoeuvring on site, so that reverse manoeuvring onto the State Highway or Arterial Road is not required.

4.5.1.7 Shared access to more than 6 sites (or potential sites) shall be formed and vested legal road and not by a private accessway.

4.5.1.8 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.

Restricted Discretionary Activities — ~~Vehicular~~ Vehicle Accessways and Vehicle Crossings

4.5.2 Any activity which does not comply with Rule 4.5.1.6 shall be a restricted discretionary activity.

4.5.3 The Council shall restrict its discretion to the exercise of:

4.5.3.2 The adequacy of available sight distances having regard to the 85th percentile operating speed of vehicles on the road;

4.5.3.8 Whether there is adequate queuing and parking space on site so that vehicles do not queue over vehicle crossings or on a State Highway or Arterial Road;

4.5.3.9 Any potential cumulative effects of extra access points on the function of the State Highway or Arterial Road;

Discretionary Activities —~~Vehicular~~ Vehicle Accessways and Vehicle Crossings

4.5.4 Any activity which does not comply with Rules 4.5.1.1, 4.5.1.2, 4.5.1.3, ~~or~~ 4.5.1.4(a), 4.5.1.7 or 4.5.1.8 shall be a discretionary activity.

Note: *The Council may refer to its ~~Engineering Design Standards~~ Engineering Code of Practice to assist it in deciding on any resource consent application made under Rule 4.5.4, where appropriate.*

Non-Complying Activities — ~~Vehicular~~ Vehicle Accessways and Vehicle Crossings

4.5.5 Any activity which does not comply with Rules 4.5.1.4(b), ~~and~~ 4.5.1.5 or 4.5.1.6 shall be a non-complying activity.

RURAL VOLUME, PART E10 ROADS AND TRANSPORT

E10.2.2 Distances of Vehicle Crossings from Road Intersections

E10.2.2.1 No part of any vehicle crossing shall be located closer to the intersection of any road than the minimum distances specified in Table E10.3

except that where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with the above distances, a single vehicle crossing may be constructed in the position which most nearly complies with the provisions of Table E10.3. (the Road~~ing~~ -Hierarchy for the District is set out in Appendix 9).

E10.2.2.2 No part of any vehicle crossing shall be located closer than 30 metres to the intersection of any railway line as measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.

Table E10.3 – Minimum Distances of any Vehicle Crossing from Road Intersections

		Intersecting Road Type Distances In Metres			
Vehicle Crossing Joins to	**Posted speed Km/hr**	**State Highway**	**Arterial**	**Collector**	**Local**
State Highway	**> 50**	100	100	75	75
	≤50	30	30	50	25
Arterial	**> 50**	100	100	75	75
	≤50	30	30	50	25
Collector	**> 50**	100	100	60	60
	≤50	30	30	40	25
Local	**> 50**	100	100	60	60
	≤50	30	30	40	10

E10.2.2.3 The distance between any vehicle crossing and road intersection shall be measured along the centre line of the frontage road:

(a) From the point where the centre lines of the two roads intersect;

(b) To the point where the centre lines of the vehicle crossing and the frontage road intersect.

E10.2.2.4 Notwithstanding Rule E10.2.2.1 above, for any:

(a) service station; or

(b) truck stop; or

(c) any activity which generates more than 40 vehicle movements in . any one day;

. E10.2.2.5 No part of any vehicle crossing onto any State Highway road or arterial road shall be located closer than:

(d) 60m to the departure side of any intersection; and/or

(e) 30m to the approach side of any intersection.

The distance shall be measured in accordance with Rule E10.2.2.3.

E10.2.4 Vehicle Crossings - Design and Siting

E10.2.4.2 The maximum number of residential vehicle crossings shall not exceed 1 per road frontage.

E10.2.4.3 Vehicle crossings to any site shall be constructed in accordance with:

E10.2.4.3.1 Diagram E10.B1 if the vehicle crossing is to provide access to a property from a State Highway with less than 30 equivalent car movements per day; or

E10.2.4.3.2 Diagram E10.B2 if the vehicle crossing is to provide access to a property from a State Highway with between 30 and 100 equivalent car movements per day; or

E10.2.4.3.3 Diagram E10.C1 if the vehicle crossing is to provide access to a dwelling and is to a local road; or

E10.2.4.3.4 Diagram E10.C2 if the vehicle crossing is to provide access to a dwelling and is to an arterial road or provides access to any activity and is to a collector road; or

E10.2.4.3.5 Diagram E10.D if the vehicle crossing is to provide access to a commercial activity or is a heavy vehicle access, other than State Highways.

RURAL AND TOWNSHIP VOLUME, PART D DEFINITIONS

Road: shall have the same meaning as defined in section 315 of the Local Government Act 1974 *and shall include roads to be vested.

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~~. 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.

~~Vehicular~~ Vehicle Accessway: means ~~that part of any site which is used to provide vehicular access into or through the site, but does not include a road within the meaning of section 315 of the Local Government Act 1974~~ 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.

7.3.8 Discussion on recommended changes

120. The existing Plan provisions contained discrepancies between the use of the terms vehicle crossing and vehicle accessway and the aspects of property access which these were intended to relate to. Amendments to the definitions of vehicle accessways and vehicle crossings have been made and associated changes in the wording of Plan provisions has been undertaken to ensure the appropriate term was used. This approach allows consistency and is considered to meet the outcomes desired in objectives B2.1.1 to B2.1.4 (rural and township volumes).

121. Existing road setbacks for garages have also been applied to shared accesses (e.g. ROW) to protect the efficiency of these shared accessways and provide space in front of the garage for servicing vehicles and other uses which could otherwise block or partially block the shared access.

122. The vehicle crossing separation distances in the Plan are currently based on an older version of the NZTA Planning and Policy Manual (PPM). The tables above reflect the latest version of the PPM and therefore contribute to enhancing road safety and the desired outcomes of objectives B2.1.1 to B2.1.3 (rural and township volumes).

123. Clarification has also been provided on the minimum and maximum crossing widths with the crossing width for non-residential activities in living zones being amended for consistency with that for non-residential activities within Business zones. Given the establishment of non-residential activities within Living zones is limited, the wider crossing is unlikely to have any noticeable impact on amenity or safety of pedestrians.

124. Wider vehicle crossings are proposed for Izone (Business Zone 2A) to afford easier access for larger trucks (e.g., B-trains) which are prevalent to service the type of activities established within this zone. Pedestrian volumes in this area are likely to be low, and through covenants the Council retains reasonable discretion over the location of driveways and general amenity considerations.

125. In urban areas, where a house has frontage to two roads or streets, some property owners have put an entry on one road and an exit on the other road. This leads to two access ways in close proximity to an intersection rather than one. This increases the number of potential conflict points on the road network. It is considered that one access point is generally sufficient to service the needs of a typical residential dwelling. This has not been applied in rural areas as the crossing spacing's are generally further apart as a result of the larger minimum site sizes.

126. Table E13.8 currently permits one access per road frontage for Living zones and two for Business zones, therefore, corner sites are generally permitted to have double the number of access points. The table has been updated to so that the maximum accesses apply to a site, rather than a site road frontage. Proposed rule 5.2.1.2 (township) is then required to direct that generally an accessway should be located on the road with the lowest classification (which gives greater priority to property access functions). This is considered appropriate for Living zones. The proposed rule limiting access for corner sites to one road contributes to the outcomes identified in objectives B2.1.1 to B2.1.3 (rural and township volumes) as network safety and efficiency is enhanced.

127. Recent growth in several Selwyn Townships has included the establishment of larger retail and other land uses which generate volumes of traffic similar to some local roads. Councils experience to date suggests that the existing access controls may not be sufficient to appropriately avoid, remedy or mitigate the adverse effects of access to these land uses. Of particular concern are the adverse effects arising from the proximity of vehicle crossings to each other for activities with a high level of traffic generation. This rule is considered to contribute to achieving the relevant objectives, particularly B2.1.1.

128. The 250 trip threshold proposed represents a reasonable level of traffic which is comparable to a low volume local road (25-30 dwellings). Roads are subject to minimum intersection spacing's and necessary works to the local road environment would occur. As such it is considered appropriate that additional consideration be given to access once more than 250 trips are occurring per day.

129. Given the recent development of Izone (B2A) to cater specifically for high traffic generating activities and the particular road design, access provisions and layouts applicable in that zone it is considered that any adverse effects associated with access within these sites has been reasonably planned for and it is therefore no necessary to apply the proposed rule to this zone.

130. There is currently no provision in the Plan for separation of accesways to railway lines, the proposed requirement has been extracted from the NZTA Traffic Control Devices (TCD) Manual which requires that driveways should not be located closer than 30 metres to a level crossing

131. The proposed rule reflects NZTA requirements (based on New Zealand Rail Corporation documents), contributes to overall network safety and is considered the most appropriate means of achieving the outcome identified in objectives B2.1.1 to B2.1.4.

132. Currently rule 4.5.1.5 (a) means that if in Townships the distance between the property boundary and road is more than 5.5m then there will be a break in the seal. This situation does not occur very often but when it does there is potential for issues with loose gravel migrating to the footpath area and onto the road. This is considered a safety issue. The amended rule will contribute towards better achieving proposed objective B2.1.1 in respect to ensuring access to sites does not adversely affect the safe and efficient operation of the Districts road network through enabling ease of access between the site and sealed carriageway and avoidance of tyres carrying debris onto the sealed carriageway.

7.4 Future Transport Networks

133. Future transport networks need to be carefully planned and designed to ensure they provide adequate capacity and are sustainable. This requires upgrading existing links and provision of new roads to encourage the use of main roads and avoid adverse effects of through traffic on the townships of Rolleston, Lincoln, Prebbleton and Templeton. Main routes also need to provide for the future expansion of public transport services and provision of park and ride schemes within Selwyn District and to Christchurch City.

134. Future transport networks are interrelated with the need for integrated land use and transport planning. An example is the protection or provision for new transport corridors to provide off road cycle and pedestrian links between townships to offer sustainable travel options, and also to ensure future roads created by subdivisions are appropriately located within the existing road network and designed to accommodate all potential road users including buses, pedestrians and cyclists.

7.4.1 Relevant objectives (existing and proposed)

135. Objective B2.1.3 (rural and township) has been amended to provide a focus on ensuring that the design and location of future road networks and transport corridors provide for and promote transport by modes other than private motor vehicles and that transport corridors are protected for future uses.

136. Objective B2.1.2 relates to avoiding the potential for reverse sensitivity effects resulting in constraints on the future viability of transport networks and in relation to managing the use of land adjoining such networks.

137. Objective B2.1.1 is also relevant in respect to ensuring the efficient operation of transport networks is not compromised.

138. Generally the objectives seek to preserve the character and amenity of the District and protect the transport network from adverse effects associated with land use activities.

139. The analysis below considers the appropriateness of a number of alternative policies and methods to achieve the objectives of the Plan.

7.4.2 Future transport networks - Consideration of Alternative Policies and Methods to achieve the objectives

Table 13: Analysis of specific policy and rule options proposed

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 1: Status quo **Plan provisions focus on safety and efficiency of the road network and avoidance of reverse sensitivity effects.**	Plan provisions do not generally constrain use of transport networks by sustainable modes or expansion of the transport network where adverse effects on heritage, cultural or sensitive environmental areas (e.g. water bodies) are avoided. Rules and policies adequately promote the protection of the future road network and airports from reverse sensitivity issues. Existing rules such as; minimum road reserve widths, limits on the number of vehicle trips generated by activities in the Living and Rural zone, subdivision rules and provisions for esplanade reserves,	Policies do not adequately direct consideration to future provision for sustainable modes of travel or for off road transport networks such as pathways and rail. Plan provisions limited in terms of protecting transport corridors for different transport systems (e.g. the use of rail corridors for pathways). The existing road network has not provided adequate consideration for the inclusion of public transport routes and cycle facilities and only limited provision for pedestrians. The through function of Arterial roads has limited protection from the impacts of adjoining land uses for example multiple or poorly designed	Inefficient as lack of supporting policies may constrain attempts to achieve the objectives. Current provisions ineffective to achieve the direction of amended objectives which place greater emphasis on the protection of and diversification of transport networks to meet future transport demands.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	help to control the potential for land uses to impact on the transport networks.	vehicle crossings which may constrain the future safety and efficiency as the District experiences increasing traffic volumes particularly sustainable transport modes. Existing rules relating to noise mitigation adjacent to State Highways may be inadequate to mitigate reverse sensitivity effects as traffic volumes increase.	
Option 2 – Amend Plan provisions to provide greater protection of future transport systems and transport corridors (e.g. improve protection afforded to Arterial roads).	Policies to support the protection of existing transport corridors for future use (other than just avoiding potential reverse sensitivity effects). Recognition of the need for public transport and movement of freight via rail. District Plan achieves greater consistency with higher level planning documents which provide	Costs to developers and Council staff learning how to administer new provisions. Not all aspects of providing for future transport networks are relevant to District Plans. More limitations on access from sites to Arterial roads.	Reasonably efficient as costs generally low relative to benefits. Additional and amended provisions more effective to achieve better protection and provision for more diverse future transport networks. **Preferred Option**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	greater focus on sustainable transport.		
Option 3 – Amend Plan provisions to provide improvements to the traffic noise provisions to reduce reverse sensitivity effects whilst achieving urban design outcomes.	Improve rules to avoid reverse sensitivity to increasing traffic noise adjacent to State Highways. Align District Plan noise rules with specifications in the NZTA's Planning and Policy Manual for setbacks from State Highways. Policy consistent with desire for heavy vehicles to bypass townships.	Costs to developers and Council staff learning how to administer new provisions. Greater costs for people building adjacent to State Highway to undertake noise mitigation such as acoustic insulation.	Reasonably efficient as costs and benefits balanced. Additional and amended provisions more effective to achieve better protection and provision of future transport networks. **Preferred Option**

7.4.3 Future transport networks: Future proofing

140. Table 13 above undertakes a comparison of alternatives to achieve the relevant objectives of the Plan.

141. Based on this assessment it was determined that additional and amended provisions were necessary to better support the existing rules, protect transport corridors and promote and provide for future transport networks. The sections below outline the proposed new or updated policies and rules followed by a discussion on the detail of the policy or rule.

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

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 ~~Manage~~ roads classified as State Highways and ~~Strategic Roads In, Arterial Roads In~~ Part E, Appendix 7, ~~primarily~~ to ensure the safe and efficient flow of 'through' traffic en route to its destination.

Policy B2.1.17

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

RURAL VOLUME, PART C9 ACTIVITIES

9.21 ACTIVITIES AND CLEARANCE OF INDIGENOUS VEGETATION AND INDIGENOUS PLANT SPECIES

9.21.2 Rule 9.21.1 does not apply to the following:

9.21.2.4 Maintenance of existing utilities (including irrigation infrastructure), tracks, pathways drains, structures, roads, fire breaks and fence lines but not their extension;

RURAL VOLUME, PART B2 PHYSICAL RESOURCES

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.

~~**When the function of a road or the volume of traffic on it changes:**~~

~~**– Ensure the road is upgraded to comply with the Council's Engineering Design Standards 2000 (see Appendix 10).**~~

~~**NOTE: The upgrading of State Highways is undertaken by Transit New Zealand to their own standards.**~~

Policy B2.1.3

Recognise and protect the primary function of ~~**M**~~**anage roads classified as** ~~**Strategic**~~ **State Highways or Arterial Roads** in Appendix 9, ~~primarily~~ to ensure the safe and efficient flow of through traffic en route to its destination.

Policy B2.1.8**12**

~~**Discourage**~~ **Avoid** new property access directly on to ~~**Strategic**~~ **the State Highway or Arterial** Roads, unless there is no alternative legal access available, or effects on the safe and efficient flow of traffic along the road will be minor.

Policy B2.1.19

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

Policy B2.1.26

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

RURAL VOLUME, PART B3 PEOPLES HEALTH, SAFETY AND VALUES

Policy B3.4.18

Ensure **new or upgraded road infrastructure and** new or expanding activities, which may have adverse effects on surrounding properties, are located and managed to mitigate these potential effects.

7.4.4 Discussion on recommended changes

142. The proposed amendments to policy B2.1.2 in the Township volume and addition to the Rural volume recognise the need to manage the effects that activities may have on the planned road network. This would be applicable where changes to the road network are anticipated as a result of growth and have been identified in transport studies. An example is the Lincoln Structure Plan which identifies likely changes to the classification of some roads to accommodate the planned residential growth. Policy B2.1.2, as amended, has been added to the Rural volume to ensure consistency and recognising the relevant applicability generally, and in the case of greenfields development, around current townships.

143. Policy B2.1.3 has been amended to replace strategic roads with the words State Highways and include Arterial roads (some of which were previously classified as Strategic Roads). This is necessary to recognise the future importance of safe and efficient State Highway and Arterial road networks as the District experiences population growth and increasing traffic volumes on these roads. All arterials have been included recognising that greater traffic volumes and the function of arterial roads (efficient flow of through traffic) necessitates greater control on access to and for activities that occur alongside, these roads and to consider these may impact on the future function of arterial roads. Policy B2.1.3 has also been added to the Rural volume recognising that many State Highways and Arterial roads are within rural areas and the considerations thus being equally appropriate in the rural zone, and gives effect to objective B2.1.3 Policy 2.1.4(b) has been added to the Rural volume for the same reasons. The replacement of Strategic with State Highway and Arterial roads in rule 9.13.1.2 has been made for the same reasons. In rule 10.9.1.1 Strategic was replaced directly with State Highways as arterial roads are already subject to the rule.

144. Policy B2.1.17 (township) and B2.1.19 (rural) recognises the importance of diversifying the transport network by seeking alternatives to road transport. The movement of freight via rail has been identified through CRETS as a future transport system worth consideration. Whilst the example of moving freight via rail is used this policy does not limit other initiatives such as passenger transport by rail which may also be viable in the future.

145. Policy B2.1.12 (rural) has been strengthened through the replacement of the word ‘discourage’ with ‘avoid’ as it relates to protecting State Highway and Arterial roads from adverse effects associated with property access.

146. Policy B3.4.18 (rural) has been added to reflect changes to similar provisions in the B2 Physical Resources section and ensure mitigation measures to reduce adverse effects of road infrastructure on surrounding properties are considered.

147. “Pathways” have been defined and introduced into the Plan to describe certain types of walking and cycling tracks. Whilst the existing provisions enabling the clearing of indigenous vegetation for maintenance of tracks would apply, for the avoidance of doubt, “pathways” has also been specifically listed in this rule.

148. The proposed changes above will contribute towards achieving proposed objective B2.1.3 (Rural and Township) in respect to protection and promotion of the future road network and also to B2.1.1 in respect to the safe and efficient operation of the Districts transport networks. Policy B3.1.18 also relates to proposed objective B2.1.4 in terms of adverse effects on amenity values from constructing and maintaining roads. Both Policies B3.1.18 and B2.1.26 also relate to proposed objective B2.1.2 in respect to the avoidance of reverse sensitivity effects.

7.4.5 Future Transport Networks: Noise

149. The following changes are proposed to better mitigate the potential adverse effects of noise on adjoining residences.

RURAL VOLUME, PART B2 PHYSICAL RESOURCES

POLICY B2.1.~~21~~25

To encourage noise sensitive activities to be adequately set back from ~~Strategic~~ State Highway and Arterial Roads.

TOWNSHIP VOLUME, PART C4 LIVING ZONE RULES — BUILDINGS

4.9 BUILDINGS AND BUILDING POSITION

Permitted Activities — Buildings and Building Position

The following shall be permitted activities:

Setbacks from State Highways and internal noise levels

4.9.3 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 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)

Living Area rooms means any room in a dwelling other than a room used principally as a bedroom, laundry, bathroom, or toilet.

~~Rolleston~~

~~4.9.18 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 State Highway 1 carriageway. Except that this distance can be reduced where the dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes has been acoustically insulated or subject to mounding or other physical barriers so that traffic noise from State Highway 1 is limited to levels set out below, with all external doors and windows closed:~~

	~~Day-time (0700-2200 hours)~~	~~Night-time (2200-0700 hours)~~
~~Within Bedrooms~~	~~35 dBA (Leq 1 hour)~~	~~30 dBA (Leq 1 hour)~~
~~Within Living Area Rooms~~	~~40 dBA (Leq 1 hour)~~	~~35 dBA (Leq 1 hour)~~

~~Living Area rooms means any room in a dwelling other than a room used principally as a bedroom, laundry, bathroom, or toilet.~~

7.4.6 Discussion on recommended changes

150. The review of the current Plan raised the issue of reverse sensitivity along the State Highway network, in particular 'noise'. NZTA suggested that a rule be introduced requiring noise sensitive activities, that are located within certain distances from the sealed edge of the carriageway of any State Highway, be provided with mitigation measures.

151. The current Plan features site specific rules for Rolleston at SH1 and West Melton at SH73. There is also an existing Township rule that relates to buildings which are not set back the required minimum; the rule requires applicants to consider methods to mitigate any adverse effects of traffic noise on the occupants of a dwelling. The Rural volume manages the position of buildings in relation to property boundaries and road boundaries so that potential effects such as road traffic noise can be managed.

152. The current Rolleston rule allows "mounding" as a way to mitigate noise. This may not achieve desirable urban form outcomes as mounds or bunds essentially segregate Rolleston from the State Highway and views of the township. The existing Rolleston rule is therefore to be deleted.

153. The new rule is based on the requirements in the NZTA Planning and Policy Manual (PPM) for State Highways with a speed limit of 70km/h and greater, and with traffic volumes between 10,000 and 25,000 vehicles per day. The building setback is therefore 40m (known as the 'environmental buffer zone') and any habitable dwellings within 40m and 100m (known as the 'road noise effects area') from the edge of the carriageway must meet the satisfactory internal noise level requirements.

154. The proposed changes relate to the mitigation of adverse effects of the transport network on the environment and amenity values in respect to proposed objective B2.1.4 (township and rural) and to objective B2.1.2 (township and rural) in respect to minimizing adverse effects on

adjoining land uses and the avoidance of reverse sensitivity effects on the operation of these networks.

155. The proposed changes also achieve existing objectives B3.4.1 in that townships are pleasant place to live and B3.4.3 as reverse sensitivity effects between activities are avoided.

7.5 Parking

156. Inadequate parking on the roadside can impact on the safety and efficiency of traffic on the road in a number of ways; particularly due to potential delays and conflict with maneuvering vehicles on the side of the road and through reduced lane widths. High levels of road side parking can also noticeably impact on the character and amenity of a street however can also contribute to reducing speeds which is desirable in some streets.

157. Whilst it is important to avoid adverse effects associated with inadequate parking provision on-site, vehicle parking facilitates the use of private motor vehicles and can therefore be counterproductive to encouraging travel by more sustainable modes. It is therefore necessary to recognise opportunities to reduce vehicle parking in certain circumstances as a tool in encouraging public and active transport where those modes can be provided for.

158. Larger parking areas can impact on pedestrian (and cycle) access onto and within sites and are a contributing factor in terms of urban design and amenity. The issues associated with parking therefore reflect, at site or development level, the need for integration of land use and transport planning.

7.5.1 Relevant objectives (existing and proposed)

159. The relevant objectives generally seek to preserve the character and amenity of the District and protect the transport network from adverse effects associated with land use activities.

160. Objective B3.4.1 seeks to ensure the (township and rural) District is a pleasant place to live and work. Objective B3.4.2 outlines that a variety of activities are provided for in each zone whilst maintaining the character and amenity values.

161. The Plan also aims to minimise the adverse effects of land transport networks on natural and physical resources, and on amenity values (objective B2.1.4). The objectives also seek an integrated approach to land use and transport planning to ensure the safe and efficient operation of the transport network is not impeded by adverse effects of surrounding activities (objective B2.1.1). Objective B2.1.2 seeks to manage and minimise adverse effects of transport networks on adjoining land uses.

162. The analysis below considers the appropriateness of a number of alternative policies rules and methods to achieve the objectives of the Plan. Consideration is also given to the relative effectiveness and efficiency of the alternatives through the analysis of the benefits and costs of each option.

7.5.2 Parking - Consideration of Alternative Policies, Rules and Methods to achieve the objectives

Table 14: Analysis of specific policy and rule options proposed

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
PARKING RATES			
Option 1 – Maintain status quo: Retain the current District Plan provisions relating to parking rates. Specific parking rates required, activities permitted if required parking provided otherwise discretionary activity. Policies generally aim to reduce adverse effects of parking off-site.	Allows some certainty for developers and guidance for assessing applications. Approach consistent with other District Plans. Reductions from the rates can be considered on merits of actual effects in situation.	A number of parking rates inadequate to cater for demand resulting in parking overflowing onto adjoining streets. Some activities are not defined, therefore it can be difficult to determine which activity rate applies. There is also a lack of clarity of what to do if unsure what rate should be applied. Existing rural zone clauses not suitable as parking demand can vary widely and adverse effects associated with parking on-road need to be avoided.	Effectiveness limited by inappropriate parking rates, lack of definitions and limited policy to support decision makers however does achieve provision of some on-site parking. Efficiency is reasonable in that there is certainty over requirements for developers and low administrative costs for Council. **Preferred option for cycle parking in Township Volume**.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 2 - Amend Parking requirements to require parking to meet actual demand.	Reliance on off-site parking avoided. Particularly beneficial where adjoining roads are sensitive to adverse effects associated with on-road parking (e.g. rural roads). Certainty for staff and customers of parking availability on-site. Allows for activities that have higher or lower parking demand than that which would normally be required by a fixed, generic rate ensuring that there is adequate parking but without oversupply resulting in inefficient use of land. Avoids costs of resource consent applications for activities with a parking shortfall that has no significant effects.	Costs due to loss of land for other productive use where high demand occurs occasionally such that large areas of parking are unused for the majority of the time. Visual impact of large parking areas. (n.b. this can be minimised by not requiring all parking to be sealed / formally marked etc and recognising that most rural activities do not require large amounts of car parking) Security issues associated with large parking areas particularly if low use. May be difficult to accurately anticipate what actual demand will be and thus how much land to be set aside for parking.	Effective to ensure adverse effects associated with off-site parking are generally avoided. Efficiency better in rural areas where larger sites make it less critical to determine what space will be required for parking prior to establishment of an activity. The risk of acting outweighs the risk of not acting due to the adverse effects associated with on-road parking on rural roads. **Preferred option for Rural Volume.**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 3 - Amend parking requirements to require parking at level to cater for demand at all but busiest times of year	Better reflects actual parking demand, generally low reliance on off-site parking. Infrequent adverse effects of overflow parking at busiest times of the year often more acceptable to surrounding area than regular overflow.	Potentially high off-site demand and associated effects on occasions when normal demand exceeded. Can be difficult to determine and select appropriate rates, requires data on when busiest times occur. Not always appropriate for activities that have a high demand occasionally.	Generally effective at reducing / mitigating the majority of adverse effects associated with on-road parking. Efficiency reduced by data needed to set levels however potentially very efficient once in place. **Preferred option for Business and Living zones**
Option 4 - Parking requirements set at minimum rate to cater for parking demands over and above that available on the road / public parking.	Minimal land used for parking, lower cost for developers and possible incentive to locate new development Maximisation of site and productive land. Greater flexibility in site design to achieve improved urban design outcomes and generally lesser impact on visual amenity of site. Bulk of parking occurs on-road	Level of on-road parking availability decreases over time or as cumulative result of applications for reduction from required rates therefore minimum rates could become inadequate. Potential effects on the amenity and character of an area or adjoining area associated with high levels of on-street parking. Potential effects on safety,	Effectiveness limited to areas where on-road parking is generally accepted and where there are associated non-transport related benefits to reduced on-site parking rates. Efficiency low as difficult to determine minimum requirements and potential for the minimum requirements to constantly increase as on-street availability is diminished. **Preferred option for Business 1 Town**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	where Council retains control and could be used as a TDM tool. On-road parking demand could generate revenue for Council through future use of metered parking.	efficiency and functioning of road network. Additional parking operational costs to Councils from implementing and monitoring on-street parking controls.	**Centre's**
Option 5 - Minimum provision requirements (in conjunction with car and cycle parking requirement rates)	Ensures that small activities or intensive activities that require little floor space still provide a minimum number of spaces for staff / visitors.	Maybe unduly onerous for small scale activities particularly with low staff and/or customer numbers. May result in oversupply of parks which are un-used, loss of productive land, adverse visual impacts.	Effectiveness reasonable in conjunction with general parking rates to further minimise adverse effects. Efficiency reasonably good as long as minimum levels at appropriate level. **Preferred option for car parking and for cycle parking in the Township Volume**
ALTERNATIVES TO PROVISION OF ONSITE PARKING			
Option 1 - Status Quo: **Plan provides limited direction on alternatives to parking provision, alternatives considered through**	Alternatives considered on a case by case basis. No cost in terms of time and resources required to process a	Does not allow for any alternatives to providing car parking off-road as a permitted activity, therefore results in additional costs to	Inefficient as viable alternatives to avoid adverse effects require resource consent. Ineffective as little guidance on alternatives provided therefore often not

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Resource Consent process in context of avoiding remedying or mitigating potential adverse effects. B1/B2 zones parking may occur on an adjoining site, at discretion of Council shared parking may be permitted where timing of demand does not coincide**.**	plan change and similarly, no costs for potential submitters or to district plan practitioners to become familiar with new provisions. Would not constrain developments already in the planning phase.	resource consent applicants. Very limited scope for use of adjoining shared sites no scope for other scenarios which achieve the intent of Plan and generally have little if any adverse effects. Lack of guidance and direction on use of alternative solutions to address parking shortfalls for developers or Council staff – uncertainty for both. Does not promote innovative solutions. Majority of resource consents consider adverse effects on surrounding area and network rather than mitigation measures. No clear way to determine compliance with parking spaces that are shared (used at different times) and this is at discretion of Council	considered.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 2: Maximum parking thresholds **(Parks required at specified rates up to the maximum threshold, resource consent required to provide more parks).**	Caps amount of land used for parking. Limits adverse effects of visual amenity on site. Limits cost for developer. Limited parking may encourage other modes of transport and or spread peak times of use for some activities (e.g. supermarket - shop when quieter).	Could restrain scale of developments or mean that some activities are not viable. Maximum number may not cater for actual parking demand resulting in adverse effects on surrounding area. Shortage of parks may affect access for customers to an activity. Appropriate thresholds dependent upon nature of the activity and alternative options available. Not typically able to achieve supporting measures to achieve mode shift (e.g. high level public transport and on-street parking controls) in small townships surrounded by large rural areas.	Effectiveness dependent upon level of thresholds relative to actual demand and availability or practicality of other travel options to future users of the site. Potentially effective for reducing on-site amenity issues however potential to reduce off-site amenity and adversely affect the road network. Efficiency poor as potential benefits uncertain and unlikely to outweigh costs. **Preferred option for cycle parking rates in Township Volume for all activities except places of assembly, recreation and education activities.**
Option 3: Cash in lieu	Provides a mitigation option where significant land constraints prohibit provision of adequate	Difficult to determine appropriate level of monetary compensation. Parking may not ever be provided	Effectiveness limited particularly dependent upon Council actually providing parking in area.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	parking. Provides revenue for Council to best decide where parking required.	and or may not be provided in close proximity to site. Often too expensive to be viable alternative. Costly and time consuming to administer and implement. Fails to address demand for parking. Fails to address the adverse environmental effects of failing to provide conveniently located parking, which can in turn result in an unsafe and inefficient road network.	Efficiency limited and requires additional administrative costs with limited benefits.
Option 4: Travel management Plans (To promote initiatives such as carpooling and sustainable modes of travel to reduce parking demand).	When successful this option has potential to noticeably reduce parking demand. Wider environmental, health and other benefits. Will potentially in the long term to	Costly to establish and facilitate, difficult to enforce, limited alternatives currently available in Selwyn District. Difficult to include appropriate plan provisions at a rule level to achieve	Effectiveness variable not all activities or locations make travel management options possible. Efficiency low as costly to establish, facilitate and enforce. **Preferred option selected for policy level**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	generate demand for a more compact urban form e.g. increased density to support public transport and reduced walking distances.	this outcome. Varying extent to which certain types of activity achieve noticeable reduction in parking demand, for example suitable for schools but not a small business in a rural zone with no alternatives for public transport or walking.	as an alternative to the provision of a full complement of parking spaces where likely to have a noticeable reduction in parking demand and can be conditioned and enforced through a resource consent process.
Option 5: Allow off-road parking on separate or shared sites. **Extend existing provisions / wider applicability.**	Shared parking can limit area of land used for parking and costs for land owners / developers. Provides an option for off-road parking where site constraints limit ability to provide on-site parks. May enable more efficient use of existing parking resources. Less area dedicated to parking can result in a positive urban design outcome.	Potentially difficult to co-ordinate. Need to ensure location of parking is appropriate relative to destination. May constrain future uses of a site.	Effective in appropriate locations for suitable activities. Efficiency reasonable in conjunction with general requirements to provide on-site parking / avoid on-road parking. **Preferred option as an alternative to on-site parking provision within Business Zones.**

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
CONSIDERATION OF PARKING LAYOUT			
Option 1: Status quo **Existing provisions for landscaping, building setbacks, maneuvering and parking dimensions administered independently from each other.**	Approach consistent with other District Plans. No cost in terms of time and resources required to process a plan change, no costs for potential submitters or for District Plan practitioners to become familiar with new provisions. Would not constrain developments already in the planning phase. Large car parking areas in most living and rural zones are associated with activities which would be discretionary, thus amenity effects and design for pedestrians and cyclists can be considered through resource consent process.	Large car parks established with no consideration of pedestrian (and cyclist) movement to and within the site. Even when an activity is discretionary virtually no consideration of pedestrians on-site is undertaken. Car parks established with little or no consideration of the interaction between vehicles, pedestrians, security and amenity. Compliance with provisions (individually) can be counterproductive e.g. provision of landscaping can reduce natural surveillance (which can contribute to security) of car parking areas. Large car parks result in adverse visual impact on surrounding area	Current provisions ineffective to achieve direction of amended objectives and do not achieve a balance between vehicles, pedestrians (and cyclists), security and amenity associated with parking. Reasonably efficient as allows certainty for developers and limits the costs associated with resource consents.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
		particularly in business zones where activities associated with large parking areas are permitted. Potential for disconnect between parking and building design.	
Option 2: Rule and policies requiring consideration of pedestrians within larger car parks.	Improved safety, accessibility and circulation within car parks. Improved awareness of need to consider movement of pedestrians (and cyclists) on-site. Avoid further provision of poorly designed car parks that do not balance pedestrian and vehicular circulation.	Potential for otherwise permitted development to require resource consent. Threshold can be difficult to determine. Requires adequate knowledge by Council staff and consistent administration to avoid uncertainty for developers.	Some potential costs can be overcome by provision of guidance documents for developers, staff education and knowledge of cost effective improvements. Benefits generally outweigh costs. **Preferred Option for Rural and Residential zones.**
Option 3: Provision of rules and policies requiring consideration of interaction between amenity, vehicles, pedestrians and security.	Encourages good design of car parks to achieve overall balance between vehicles, pedestrians, amenity and security and the appropriate positioning of car parking within the site.	Potential for otherwise permitted development to require resource consent. Threshold can be difficult to determine.	Efficiency reasonably when applied as a controlled activity status which limits Councils discretion to specific matters thus providing greater certainty for developers. Benefits of acting outweigh risks of not

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	Reduction in safety and security issues within parking areas. Reduction in adverse effects on pedestrians and adverse visual amenity effects. Consistent with overall direction of Plan change to integrate land use and transport. Achieve outcomes more reflective of existing Plan policies and objectives. Use in conjunction with existing rules in the plan such as landscaping requirements, parking space numbers etc.	Requires District Plan administrators to have adequate knowledge and consistent administration to avoid uncertainty for developers. May result in additional training costs for Council staff. Additional design considerations for architects / developers.	acting. **Preferred option for Business zones.**

7.5.3 Recommended Provisions

163. Table 14 above undertakes a comparison of a number of alternative policies, rules and methods to achieve the relevant objectives of the Plan. The preferred options are identified in the table above and in some cases two or more options have been selected for different circumstances where they are considered to work in conjunction with each other.

164. The sections below outline the proposed policies and rules followed by a discussion on the detail of the policy or rule. As in the table above the proposed changes to the parking related standards have been addressed in three sections: parking rates, alternatives to the provision of on-site parking, and consideration of parking layout.

7.5.4 Parking Rates

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.6(a)

Require activities to have adequate on-site car parking and loading facilities to ~~reduce~~ minimise potential adverse effects from roadside parking and to require adequate on-site manoeuvring area to avoid the need for reversing onto or off ~~strategic~~ roads particularly state highways and arterial roads.

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.

TOWNSHIP VOLUME, PART C17 BUSINESS ZONE RULES — ROADING

17.45 VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

17.45.1 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:

17.45.1.1 The number of car parks provided complies with the relevant requirements for the activity as listed in Appendix E13.1.1, E13.1.2, E13.1.3, E13.1.12; and

17.45.1.2 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 and E13.1.11 for all activities; and

17.45.1.3 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 ~~complying with~~ Rule 17.54.1.1; and

Note: Rule 17.4.1.3 does not apply to emergency services facilities

~~17.45.1.4 Each site which is accessed from a road listed as a strategic road in Appendix 7 is designed so that a motor vehicle does not have to reverse on, or off, the strategic road.~~

17.45.1.54 Each site that is used for an activity other than a residential activity has one car park space for mobility impaired persons for ~~the first~~ 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 there-of; and

17.45.1.76 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.

Discretionary Activities — Vehicle Parking and Cycle Parking

17.45.24 Any activity which does not comply with Rule 17.45.1 except as applicable to rule 17.5.2 shall be a discretionary activity.

TOWNSHIP VOLUME, PART C5 LIVING ZONE RULES - ROADS AND TRANSPORT

5.45 VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

5.45.1 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:

Car Park Spaces

5.45.1.1 The number of car parks provided complies with the relevant requirements for the activity as listed in Appendix E13.1.1, E13.1.2, E13.1.3; and E13.1.12; and

5.~~4~~5.1.2 All car parking spaces and vehicle manoeuvring areas are designed to meet the criteria set out in Appendix ~~13~~ E13.1.5.2, E13.1.6, E13.1.7, E13.1.8, E13.1.9, E13.1.10 and E13.11.~~for residential activities and Appendix 13 for all other activities~~; and

~~Mobility Impaired~~ Disabled Car Parking

5.~~4~~5.1.5 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 there~~-~~of; and

5.~~4~~5.1.6 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

Discretionary Activities — Vehicle Parking and Cycle Parking

5.~~4~~5.3 Any activity which does not comply with Rule 5.~~4~~5.1 shall be a discretionary activity.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

13.1 ~~Minimum~~ Parking ~~Space~~ Requirements

13.1.1 Parking Spaces to be provided

13.1.1.1 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) and E13.1(b) and in compliance with the car park dimensions in Table E13.2 and Diagram E13.1.

13.1.1.2 If an activity is not listed in Table E13.1, the activity closest in parking demand ~~nature~~ to the new activity shall be used.

13.1.1.~~2~~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.

~~13.1.1.3 Where different activities are undertaken at different times on a site, or adjoining sites, and the car parking demands of those activities do not coincide, the Council may approve the joint use of car parking spaces where it is deemed appropriate.~~

13.1.1.~~2~~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.

13.1.1.5 Where a parking requirement results in a fractional space, any fraction over one half 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.

13.1.1.6 Parking spaces for mobility impaired persons provided at the required rate and shall be included within the total requirement specified in table E13.1.

Table E13.1(a) — Minimum Parking Spaces to be Provided

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Residential ~~dwellings~~	2 spaces per residential dwelling except for units forming part of a comprehensive residential development which may provide either: 2 spaces per unit (dwelling) or 1 space per unit (dwelling), plus 0.5 spaces per unit on common land.
~~Commercial activities~~	~~3 spaces per 100m² Gross Floor Area (GFA) plus 1 space per 100m² outdoor storage or outdoor display area, plus 1 staff space per 100m² floor space~~
Industrial ~~and service~~ activities	~~2~~1.5 spaces ~~for the 1st~~per 100m2 GFA ~~and 1 space per 100m² GFA thereafter.~~
Places of Assembly and/or Recreational activities ~~facilities~~	10 spaces per 100m² public area or 1 space per 10 seats, whichever is greater
Drive-throughs ~~facilities~~ excluding service stations	5 queuing spaces per booth or facility.
Service stations	1 space beside each booth or facility except car wash facilities which shall be provided with 5 queuing spaces per facility. ~~2 queuing spaces per booth or facility. 1 space per 50m² GFA of shop, plus 1 space per repair bay, 1 space per air hose and 3 queuing spaces per car wash~~
Retail activities generally. (including Commercial)~~Commercial activities involving retail sales~~ (except as permitted under table E13.1(b) below)	~~2~~ 4.5 spaces per 100m² GFA and/or outdoor display area
Slow trade and Bulk goods Retail	2.5 spaces per 100m² GFA and / or outdoor display area
Food and Beverage (except as permitted under table E13.1(b) below) ~~Restaurants and/or taverns~~	4 .5 spaces per 100m² PFA for the first 150m² then 19 spaces per 100m² 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. ~~10 spaces per 100m² public indoor floor area~~ ~~10 spaces per 150m² outdoor dining area~~

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
~~Emergency services facilities~~	~~1 space for every 4 personnel operating from the facility, and 1 space for every emergency service vehicle based at the facility such as a fire appliance or ambulance~~
Sports grounds and playing fields	15 spaces per hectare of playing fields
~~Hospitals and/or Elderly Persons Homes~~	~~1 space per 5 beds plus 1 space per 2 staff~~
Carehomes	1 space per 3 clients
Health Care services	~~2~~ 3 spaces per professional staff member employed on-site at any one time ~~plus 1 space per 2 staff~~
Offices	2.5 spaces per 100m² GFA
Research facilities	1 space per ~~2~~ 1.5 full time equivalent staff
Educational ~~and/or day care facilities~~(excluding Preschools)	1 space per full time equivalent staff member, plus 1 space per 8 students over 15 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 15 years of age ~~1 space per 2 staff, plus 1 space per 10 students over 15 years of age,~~ except that in respect to student parking, any required on site parking provision can be deferred until a minimum of ~~10~~5 spaces are required. At such time that the ~~10~~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	The greater of 1 space per ~~bed~~ unit or 1 space per five beds ~~plus 1 space per 2 staff~~
Activities providing automotive servicing	3 parking spaces per work bay[5]

Table E13.1 (b) — Parking spaces to be provided for Town Centres

The following requirements shall apply to Retail and Food and beverage activities located within the main Business 1 zone within the town centres of Lincoln, Rolleston, Darfield, Prebbleton, Leeston or Southbridge, as shown on the respective Planning maps. 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.

5 Note that in accordance with clause 13.1.1.4 activities involving work bays, service stations or drive throughs shall be assessed in addition to any other activity such as industrial, office or retail.

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Food and Beverage (Lincoln, Rolleston, Darfield, Leeston and Southbridge)	3 .5 spaces per 100m² PFA for the first 150m² then 15 spaces per 100m² 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.
Commercial activities involving retail sales Retail activities generally. (including Commercial) (Lincoln, Rolleston, Darfield, Leeston and Southbridge)	3.5spaces per 100m2 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 (Prebbleton)	4.0 spaces per 100m2 PFA for the first 150m² then 17 spaces per 100m² 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.
Commercial activities involving retail sales Retail activities generally. (including Commercial) (Prebbleton)	4.0 spaces per 100m2 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)[5] To be increased by 300mm where they abut a permanent obstruction (e.g. wall)	Aisle [6] (Specified for one way, forward entry. Two way aisles shall be 5.5m minimum)	Stall Depth (m) [7] (5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas)
Long Term [1] (Tenant, employee and commuter parking, universities - generally all day parking)	90 (Perpendicular) 60 45 30	2.4 2.4 2.4 2.1	6.2 4.9 3.9 3.1	5.4 5.4 5.4 5.4

Type of User	**Parking Angle (°)**	**Stall Width (m)[5]** To be increased by 300mm where they abut a permanent obstruction (e.g. wall)	**Aisle [6]** (Specified for one way, forward entry. Two way aisles shall be 5.5m minimum)	**Stall Depth (m) [7]** (5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas)
Medium Term [2] (~~Long term~~ Town centre parking, sports facilities, entertainment centres, hotels, motels, -generally medium term parking).	90 60 45 30	2.5 2.5 2.5 2.3	5.8 4.6 3.7 3.0	5.4 5.4 5.4 5.4
Short Term [3] (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).	90 60 45 30	2.6 2.6 2.6 2.5	5.4 4.3 3.5 2.9 8.0	5.4 5.4 5.4 5.4 5.4
Disabled Parking [4]	~~All~~ As above	~~3.6~~3.2-3.6	~~3.7 (one way)~~ as above	5.4 ~~5.4~~
All Users	Parallel	2.5	5.5 (two way)	5.4

Notes ~~on Table E13.2~~:

~~1 Tenant, employee and commuter parking, universities (generally all day parking).~~

~~2 Long term town centre parking, sports facilities, entertainment centres, hotels, motels, (generally medium term parking).~~

~~3 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.~~

4 Car parking spaces for people with disabilities shall be provided in accordance with the current New Zealand Building Code and as close as practicable to the building entrance. The spaces shall be on a level surface and be clearly signed.

~~5 Stall widths shall be increased by 300mm where they abut obstructions such as a wall, column or other permanent obstruction.~~

~~6 Aisle widths are given for one way operation with forward entry to spaces. Two way aisles shall be 5.5m minimum. For two way operation only 90° parking will be permitted.~~

~~7 5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas.~~

8 ~~In addition~~ For further design guidance for parking areas in buildings ~~may be obtained~~ refer to ~~from~~ the New Zealand Building Code D1: Access Routes or Australian Standard Off-street Parking, Part 1: Car Parking Facilities, ASNZ 2890.1-2004 ~~1993~~ and subsequent amendments.

~~9 Refer to Diagram E13.1 for car parking space layout.~~

E13.1.6 Parking Spaces for Residential Activities

E13.1.6.4 The manoeuvring area to and from the site access to the parking space shall be designed to accommodate at least ~~a 90 percentile~~ the design motor car as set out in ~~Diagram E13.4.~~ the SDC Engineering Code of Practice.

E13.1.9 On-site Manoeuvring

Note: Required design vehicles for manoeuvring are included in the SDC Engineering Code of Practice.

E13.1.12 Surface of Parking and Loading Areas

Note: The discharge of storm water from a large sealed area may require a discharge consent from Environment Canterbury.

TOWNSHIP VOUME, PART D DEFINITIONS

Carehome: an old people's home or home for the care of people with special needs excluding a hospital.

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.

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

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.

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.

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.

Office: a place where administrative, business, clerical or professional and, or management activities are conducted.

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.

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.

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.

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.

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 white wares, furniture and vehicles.

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;

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.

Workbay: for the purposes of calculating parking requirements, shall be the size of the space required for the motor vehicles intended to 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.

RURAL VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.6

Avoid adverse effects of on-road parking and loading generated by surrounding land uses on rural roads.

RURAL VOLUME, PART C4 ROADS AND TRANSPORT

4.6 VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

4.6.1 Any activity in the Rural Zone which provides car parking in accordance with the following standards shall be a permitted activity.

4.6.1.3 For any other activity:

(a) all car parking ~~required by the Plan~~ associated with an activity must be located either on-site or on land adjoining the site and not on the road reserve; and

(b) all loading (including unloading) associated with an activity must be undertaken on-site or on land adjoining the site and not within the road reserve; and

4.6.1.4 All car parking and loading ~~spaces formed~~ areas shall comply with ~~to the relevant~~ all standards set out in Appendix E10.1.

~~4.6.2 Any activity which provides sufficient space on-site for any cycle parking shall be a permitted activity.~~

~~4.6.4 Any activity on a site which has a vehicle manoeuvring area that is designed to comply with the relevant standards set out in Appendix 10 shall be a permitted activity.~~

4.6.~~5~~3 Any activity which involves the provision of goods or services to the general public shall be a permitted activity if the following conditions are met:

4.6.~~5~~3.2 The disabled car parks are:

(a) Located as close to the entrance to the building or the site of the activity as practical;

(b) Sited on a level surface; and

(c) Clearly marked as being for mobility-impaired persons.

4.6.3.3 Provision is made for on-site cycle parking.

Restricted Discretionary Activities — Vehicle Parking and Cycle Parking

4.6.~~6~~7 Any activity which does not comply with Rule 4.6.~~5~~3 shall be a restricted discretionary activity.

Discretionary Activities — Vehicle Parking and Cycle Parking

4.6.~~8~~9 Any activity which does not comply with any of Rules 4.6.1~~,~~ 4.6.2 or 4.6.4 shall be a discretionary activity.

Non-Complying Activities — Vehicle Parking and Cycle Parking

4.6.~~9~~10 Any activity which does not comply with Rule 4.6.~~3~~2 shall be a non-complying activity.

7.5.5 Discussion on recommended changes

165. The consideration of alternatives outlined in Table 14 above indicated the need to revise the current policies relating to parking provision in both the rural and township volumes.

166. Existing policy B2.1.6 in the township volume aims to reduce the adverse effects associated with roadside parking. On this basis the word 'reduce' has been replaced with 'minimise' to reflect the decision to require on-site parking provision to cater for the parking demand associated with an activity at all but the busiest times of the year.

167. The parking rates (township volume) have been revised to reflect the recommended level of parking provision for most activities. Clauses 13-1.1.2 to 13-1.1.6 (Appendix 13 shown above) have been reworded and amended to provide greater clarification as to the administration and application of the table, including a one space minimum requirement for all activities.

168. The parking rates have been determined through comparison with other District Plans including Christchurch, Ashburton and Waimakariri, the Road and Traffic Authority Guide to Traffic Generating Developments (RTA Guide) and the New Zealand Trips Database(TDB) and Transfund Research Report 209 (TR209), as well as survey data submitted in association with land-use applications.

169. An exemption to the existing residential parking requirement has been provided for comprehensive residential developments. This reflects demand for variety in the housing market including the use of less space for parking. The proposed parking provision allows the option of providing either two parking spaces in association with each unit (dwelling) or providing one with the unit (dwelling) as well as some shared parking on common land. It is anticipated that units (dwellings) which provide only one parking space will attract residents with only a single (or no) vehicle. The provision of some shared parking on common land provides additional parking to be used for example by visitors. As such, irrespective of the parking option implemented, it is generally anticipated that most parking demand will be met within the bounds of the comprehensive residential development site (in the same manner as most parking demand is accommodated within any residential section).

170. The 'industrial' rate has been simplified to 1.5 spaces per 100m² of gross floor area (GFA) this will help ensure the parking requirement for industrial activities is closer to actual demand. The definition of gross floor area (GFA) has been amended such that for the purposes of calculating car parking demand, required parking and loading areas will be excluded.

171. The 'service station' rate has been amended so that ancillary activities such as retail and car servicing are assessed separately from the provision of fuel. Parking spaces beside each fuel booth will be provided such that vehicles can re-fuel.

172. The previous ‘commercial activities’ rate has been included within the proposed ‘retail activities’ rate.

173. A subset of retail activities which have a lower parking requirement has also been provided and defined as ‘slow trade and bulk retail’. Whilst it may be problematic defining which activities are appropriate for assessment under this rate, where it is unclear whether this rate is applicable Clauses 13.1.1.1 to 13.1.1.5 directs that the higher (general) retail rate would apply. It is therefore considered there is little risk by providing the option of a lower rate for slow turn over activities that do not require the same level of parking as other retail. There is a risk that the future uses of such buildings would be limited as not enough parking would be provided to allow other types of retail activity. However under the current provisions, changes in activity type, including from ‘retail’ to ‘commercial services’ activities already necessitate reconsideration of the parking requirements.

174. The ‘restaurants and taverns’ (also a retail sub-set) rate has been widened to include ‘food and beverage’ and a definition included in the Plan. This rate is based on the Christchurch City Plan rate which correlates well with the number of seats, people at a bar and vehicle occupancy observations.

175. A separate ‘carehome’ rate has been provided recognising that such activities operate differently in respect to parking demand from other ‘health services’. The rate is set at the same as the Christchurch City Plan and has been found to accurately reflect actual staff and visitor requirements at existing carehomes. The nature of the activity with 5-10 minute staff handover periods and low visitor levels means that in order to achieve efficient use of parking spaces it is beneficial not to have separate staff / visitor parking. Therefore the staff and visitor requirements have been added together for this activity.

176. The hospital rate has been deleted, as consideration against known hospital parking demand showed that the rate was too low. The likelihood that a traditional hospital is located in Selwyn District is considered reasonably low, therefore, the use of ‘health care services’, ‘office’ rates or other rates as appropriate for the various components would be suitable.

177. The ‘health care services’ rate has been based on the number of professional staff as most medical facilities are set up to cater for a set number of professionals e.g. 3 GP’s and the nature of the activity is such that this is the best indicator of parking demand.

178. The ‘office’ rate has been increased slightly in line with the RTA Guide and TR209 as these are widely accepted and used.

179. The ‘education’ rate has been increased such that it provides for staff and all day student parking. In addition some provision is made for limited visitor and drop-off parking recognising that the bulk of such parking demand is likely to occur on roads around the school. It is also recognised that it is not practical or necessarily safer to provide for all drop-off parking within the school site and that such parking is commonly un-utilised due to the comparable convenience of parking on the road.

180. The one space per staff member should represent a conservative staff parking provision for new schools as not all staff may drive to work. However one space per staff member is considered necessary for existing schools where it is considered particularly important that any additional adverse effects associated with on-road parking are avoided.

181. The existing school rate of 1 per 10 students over 15 years of age has been observed to be too low, it is proposed to increase this rate and provide for some visitor / drop-off parking.

182. It is acknowledged that this rate may not provide for parking at all but the busiest times of the year but is a noticeable improvement on the existing rate and achieves a balance between reducing potential adverse effects of on-road parking and the amenity and practicality related effects associated with large on-site parking areas. It is also recognised that many schools are designated and not technically subject to the District Plan rules, in these instances the rates act as guidance for consideration of effects associated with parking and site layout.

183. A new 'preschool' rate has been based on simplification of survey data to cater for maximum parking demand.

184. Exceptions to the above 'retail' and 'food and beverage' rates have been provided for in the Business 1 zone town centre's of Lincoln, Prebbleton, Rolleston, Darfield, Leeston and Southbridge. These exceptions require on-site parking rates below anticipated demand and have been set considering the existing and future on-street parking supply and demand in each township. These rates reflect 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.

185. A supporting policy (B2.1.6(b)) has also been provided in addition to B2.1.6(a) to provide further direction on parking in the town centre's. This acknowledges that 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. 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 as discussed under the section 7.5.8 below.

186. The discretionary activity status in the Business Zone roading rules (rule 17.5.1.1) for non-compliance with the parking space rates in Appendix 13 has been changed to restricted discretionary status where activities on sites within the Business 2A zone (Izone) seek resource consent for non-compliance with the parking space rates. This change will result in increased efficiency for the processing of such resource consents recognising that the unique characteristics of Izone (SDC covenants and low likelihood of parking occurring on surrounding rural roads). It also ensures that there is unlikely to be adverse effects on the surrounding

environment. The exercise of Council's discretion is retained to ensure that adequate parking is provided to meet current and likely future demand.

187. Additional wording has been added to Rule 5.5.1.5 (Living Zone Roading) and the equivalent Business Zone rule (17.5.1.5) to provide clarification on the basis for determining the number of disabled parking spaces required. The additional wording ensures parking is consistent with the neighbouring Christchurch City Plan and improves the consistency with the New Zealand Building code.

188. In respect to the Rural Zone the current provisions specify that for all other activities all spaces required by the Plan are provided on-site or on an adjoining site; however, the Plan does not specify any parking space number requirements for non-rural activities in the Rural Zone.

189. Whilst most activities with high parking requirements would be discretionary in the Rural zone, and hence all effects can be considered, the rule has been reworded such that all parking demand associated with an activity is provided on-site or an adjoining site and not on the road reserve. This is considered a more appropriate approach in the Rural Zone where it is not generally appropriate to have on-road parking occurring.

190. Such Rural parking areas may not necessarily need to be sealed, particularly where there is adequate space to avoid parking areas that are unsuitable during winter.

191. A policy related specifically to parking provision in the Rural zone has been added to the Rural volume to provide guidance for administering the Plan.

192. The parking related policies and rules proposed will better achieve the existing objectives B3.4.1 and B3.4.2 (township) in respect to the amenity of rural areas and proposed objectives B2.1.2 and B2.1.4 (township and rural) in respect to safety and efficient functioning of the road network.

7.5.6 Cycle Parking Rates

193. Based on the options in Table 13 above the following amendments to the cycle parking rates and supporting policy are considered appropriate:

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.~~11~~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

TOWNSHIP VOLUME, PART C5 LIVING ZONE RULES — ROADING

5.45 VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

5.45.1 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:

Cycle Parking

5.45.1.7 Cycle parking spaces are provided in accordance with the standards in Appendix E13.1.4

Discretionary Activities — Vehicle Parking and Cycle Parking

5.45.3 Any activity which does not comply with Rule 5.45.1 shall be a discretionary activity.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

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.

~~E13.1.4.1 Any educational facility, recreational facility or place of assembly is to provide cycle parking at a rate of 1 cycle space for every 5 car parking spaces required. All cycle parking spaces shall be provided on site.~~

~~E13.1.4.2 The dimensions of all cycle parking shall comply with Diagram E13.2.~~

RURAL VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.17

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.

4.6 VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

4.6.~~5~~3 Any activity which involves the provision of goods or services to the general public shall be a permitted activity if the following conditions are met:

4.6.~~5~~3.1 One disabled car park is provided with the first 10 car parking spaces; and one additional disabled car park space for every additional 50 car parking spaces provided.

4.6.~~5~~3.2 The disabled car parks are:

(a) Located as close to the entrance to the building or the site of the activity as practical;

(b) Sited on a level surface; and

(c) Clearly marked as being for mobility-impaired persons.

4.6.3.3 Provision is made for on-site cycle parking.

Restricted Discretionary Activities — Vehicle Parking and Cycle Parking

4.6.~~6~~7 Any activity which does not comply with Rule 4.6.~~5~~3 shall be a restricted discretionary activity.

4.6.~~7~~8 The Council shall restrict its discretion to consideration of:

4.6.~~7~~8.1 Whether there is likely to be a demand for parking for mobility impaired person, given the nature of the activities being undertaken on the site;

4.6.~~7~~8.2 Whether there is any need to provide specific car parking for mobility impaired persons on the site, given the size and nature of the car parking area and the location of the activity relative to the car parking area; and

4.6.~~7~~8.3 Any monitoring or review conditions.

RURAL AND TOWNSHIP VOLUME, PART D DEFINITIONS

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).

7.5.7 Discussion on recommended changes

194. The existing cycle parking rate of 1 space per 5 car parks has been retained however now applies to a wider range of activities and a two space minimum has also been required. This allows two cycle spaces per staple (i.e. one staple provides parking for two bikes). For activities

other than 'education', 'recreation', and 'places of assembly' an upper limit on the number of spaces required of 10 cycle parks has been set such that large developments are not required to provide unrealistic or excessive cycle parking provision. This reflects the rural nature of the District but does not restrict the provision of more cycle spaces than that required by the Plan, it simply limits the maximum number that can be required. 'Places of assembly', 'recreation' and 'education' activities are likely to have a higher cycle parking demand thus no upper limit has been applied to these activities.

195. A rule has also been added on the location of the cycle parks so that they are visible and well lit. This rule is intended to reduce the tendency for cycle parks to be provided as an afterthought and in locations which cyclists are not aware of or are not convenient or safe.

196. In the rural volume the existing rule requiring "sufficient space on-site for any cycle parking" has been altered to require "provision of on-site cycle parking" for those activities which involve the provision of goods and services to the general public. It was considered that most rural sites would have adequate space to accommodate cycle parking but that where an activity involves visitors (e.g. schools, or retail) the rule should require that some cycle parking facilities should be provided. This was not considered to be onerous to such activities and better supports cycling as a mode of transport by ensuring cyclists are aware that secure cycle parks are available.

197. The proposed provisions relating to cycle parking will help to achieve proposed objectives B2.1.3 (rural and township) in respect to the promotion and provision for sustainable transport modes.

Parking: Alternatives to provision of on-site parking

198. Following the consideration of alternatives in Table 13 the following rules and policies are recommended:

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

Policy B2.1.6(c)

Recognise that parking provision on alternative sites and or travel via sustainable modes and or provision of workplace travel management plans, may reduce on-site car parking demand and have wider associated benefits, in limited situations where such options are viable and enforceable.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

E13.1.3 Parking Area Location

E13.1.3.1 All ~~off street~~ parking ~~and loading~~ 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 rule E13.1.3.3 below. ~~However where a site is within a Business 1 or 2 Zone parking may be~~

~~provided on an adjoining site and protected by an appropriate legal instrument~~

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.

E13.1.3.3 Within a Business 1 or 2 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 in either of these situations:

(a) the parking shall be clearly associated with the activity by way of signage on both sites, 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) by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to SDC for their records.

RURAL AND TOWNSHIP VOLUME, PART D DEFINITIONS

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.

7.5.8 Discussion on recommended changes

199. The township volume of the Plan currently states that:

13.1.1.3 Where different activities are undertaken at different times on a site, or adjoining sites, and the car parking demands of those activities do not coincide, the Council may approve the joint use of car parking spaces where it is deemed appropriate.

200. The wording does not allow use of adjoining sites to definitively comply with this rule as the compliance is at the discretion of Council (discretionary activity). The Plan also allows the use of adjoining sites in the Business 1 and 2 zones where protected by an appropriate legal instrument.

201. A new rule (E13.1.3.3) is proposed to extend the situations where parking on a separate site may be appropriate. The shared use of the same car parks through their use at different times of the day is considered best controlled through the resource consent process.

202. The provisions in the new rule have been selected to ensure sites used for parking related to an activity are easily identifiable and within reasonable walking distance such that they are likely to be utilised rather than on-street parking being sought. The location of parking on separate sites should not require people to cross a road to access the activity. Parking for persons with disabilities should preferably remain located on the same site as the activity however where provision is not possible, the route between the parking area and activity needs to be designed to the appropriate standard for 'accessible' access. It is necessary to ensure that the parking area is bound to the site on which the activity is located by an appropriate legal instrument.

203. Situations outside of those which are provided for in the new rule can be considered through the resource consent process in respect to non-compliance with the provision of required parking on the same site as the activity (as already required by the Plan).

204. Work place 'Green Travel Management Plans' and other measures that can reduce parking demand have been introduced within the policy discussion on parking. The policy allows for the use of initiatives which can reduce parking demand, however, it recognises that such initiatives can be difficult to implement and enforce. Therefore, they should only be considered where: the proposed initiative is suitable for the nature of the activity; there is a high probability that the available alternatives can reduce parking demand, and; that the initiatives are suitably designed and conditioned so that they are enforceable by Council.

205. Any assessment of effects through the resource consent process should also consider the potential adverse effects or procedure to follow should the initiative fail to reduce on-site parking demand. For example, schools should be encouraged to implement such initiatives recognising their role in promoting physical exercise and given the nature of the activity and the number of people travelling to the activity who are unable to drive. Such initiatives include not only provision and promotion of school buses, but also car pool registers, walking buses and safe cycle education programs.

206. Whilst the potential for travel management plans to have a noticeable impact on parking demand in the Selwyn District may be limited and difficult to enforce, it was considered there was little risk associated with providing such a policy. The appropriateness and likely effectiveness of each particular proposal can be considered through the consent process on a case by case basis. It is acknowledged that at both national and regional levels, there is a conscious shift towards promoting and providing for sustainable modes of transport.

207. The proposed provisions thus support proposed objectives B2.1.1 and B2.1.3 in that they consider integration of land use and transport at site level through the use of shared parking areas and promote public transport and sustainable modes of transport through the encouragement of travel management plans where appropriate.

7.5.9 Parking: Consideration of parking layout

208. It has been identified that there is a lack of integrated implementation of the existing rules relating to design and layout of the various site components within and adjoining car parks. Activities likely to have larger parking areas in the living and rural zones are generally discretionary activities requiring an overall consideration of the amenity and operation of the site; the existing business zone requirements (i.e. landscaping, access, car parking space numbers, building setbacks). However if implemented in isolation, whilst compliant with the rules, are often counterproductive in achieving good outcomes for all users of car parks. In all zones, even when an activity is discretionary, there has been very little consideration of the needs of pedestrians in car parks. On the basis of the options considered in Table 13 the following rules and policies have been drafted.

TOWNSHIP VOLUME, PART B2 PHYSICAL RESOURCES

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 and between car and cycle parks, and building entrances.

TOWNSHIP VOLUME, PART B3 PEOPLES HEALTH, SAFETY AND VALUES

Policy B3.4.18 (b)

Ensure that the provision of adequate car parking is not achieved at the expense of amenity, nor at the expense of safety and accessibility, for pedestrians and cyclists. In determining these matters the following factors shall be collectively considered:– The overall development and site layout;

- **Building location and orientation;**
- **Landscaping;**
- **Vehicle access and circulation;**
- **Pedestrian access and circulation (including relative to building entrances and pedestrian desire lines); and**
- **Safety and security of users.**

Policy B3.4.18 (c)

The assessment of parking space provision for the establishment of new activities shall consider the existing and future levels of accessibility to the site, by sustainable transport modes.

17.7 PARKING AREAS AND SITE LAYOUT

Controlled Activities – Parking Areas and Site Layout

17.7.1 Any development or redevelopment, of a parking area with more than 20 parking spaces shall be a controlled activity except that this rule shall not apply to any industrial activities within the Business 2 zone, to any activity within the B2A zone (Izone) or to the Business 3 zone.

17.7.1.1 The exercise of Councils discretion shall be limited to the following:

(a) The location, layout and orientation of parking areas relative to:

i. Buildings, the road frontage, and any physical constraints for the site, and

ii. Vehicle manoeuvring, access and circulation, and

iii. Pedestrian and cyclist access and circulation within the site particularly safety at vehicle crossings, and

(b) The provision of lighting for the safety and security of the parking area users, and

(c) The amount, location, height, variation and depth of landscaping within and adjacent to the parking areas and the road frontage.

17.7.2 In the Business 3 zone, any development or redevelopment, of a parking area with more than 40 parking spaces shall be a controlled activitiy.

17.7.2.1 The exercise of Councils discretion shall be limited to the following:

(a) The location, layout and orientation of parking areas relative to:

iv. Buildings, the road frontage, and any physical constraints for the site, and

v. Vehicle manoeuvring, access and circulation, and

vi. Pedestrian and cyclist access and circulation within the site particularly safety at vehicle crossings, and

(b) The provision of lighting for the safety and security of the parking area users, and

(c) The amount, location, height, variation and depth of landscaping within and adjacent to the parking areas and the road frontage.

TOWNSHIP VOLUME, PART C5 LIVING ZONE RULES — ROADS AND TRANSPORT

Controlled Activities – Vehicle Parking and Cycle Parking

5.45.2 Any development or redevelopment of a parking area of more than 40 parking spaces shall be a controlled activity, in respect to safety, circulation and access for pedestrians within the site and moving past vehicle crossings.

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

13.1 ~~Minimum~~ Parking ~~Space~~ Requirements

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 ~~a 90 percentile~~ the design ~~2 axle~~ truck as detailed in ~~Diagram E13.3~~ in the SDC Engineering Code of Practice.

E13.1.5.2 No loading zone shall obstruct any required on-site car parking space, or any vehicle or pedestrian access ~~required to be provided~~. For clarification any loading spaces shall be in addition to parking spaces required in table E13.1.

E13.1.10 Queuing Spaces

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.

RURAL VOLUME, PART B2 PHYSICAL RESOURCES

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 and between car and cycle parks, and building entrances.

RURAL VOLUME, C4 RURAL RULES — ROADING

4.6 VEHICLE PARKING AND CYCLE PARKING

Controlled Activities – Vehicle Parking and Cycle Parking

4.6.6 Any development or redevelopment of a parking area with a total of 40 or more parking spaces shall be a controlled activity, in respect to safety, circulation and access for pedestrians within the site and moving past vehicle crossings.

RURAL VOLUME, PART E10 ROADS AND TRANSPORT

E10.1 - Parking requirements

E10.1.5 Carpark and loading spaces – Manoeuvring areas

E10.1.5.1 The manoeuvring area to and from any parking space shall be designed to accommodate at least the design motor car as set out in the SDC Engineering Code of Practice.

E10.1.5.3 The manoeuvring area to and from any loading space shall be designed to accommodate at least the design truck as set out in the SDC Engineering Code of Practice.

E10.1.5.4 No loading space shall obstruct any on-site car parking space or any formed pedestrian pathway or cycle parking area.

E10.1.5.6 No vehicle shall be required to reverse out of any site onto a road.

RURAL AND TOWNSHIP VOLUMES, PART D DEFINITIONS

Redevelopment in respect to any parking area includes:

Any change to the nature or type of park area users resulting from associated changes in land use (e.g. from office user to retail user), or

Any alterations to the parking area which change the pedestrian or vehicle circulation within or around the parking area, or

The reconstruction, repositioning, relocation or addition, of more than five parking spaces within any one year period.

7.5.10 Discussion of recommended changes

209. From an amenity and urban design perspective the threshold for the proposed Business zone rule (17.7.1) has been set at 20 car parks; 20 car parks would represent a parking area of around 400m² and layouts such as two rows of 10 parks separated by a central aisle, or parks located around the perimeter of a parking area. The provision of 20 car parks therefore represents a reasonable area of land and can have a noticeable impact on the appearance of a site and the surrounding area.

210. A number of activities may require more than 20 spaces and if the rule did not extend to all activities in the Business zone there is a risk they could be used for a permitted baseline argument, thus undermining the intention of the rule and the ability to achieve good results. The interaction of the various components of the rule is important in all car parks / sites irrespective of their use.

211. However, industrial activities in the Business 2 zone and activities in Izone have been exempt as the current objectives and policies make it clear that this zone is intended to have few

constraints on the establishment of industrial businesses. Thus, to apply the proposed rule in these cases would be inconsistent with the current direction of the Plan.

212. The higher threshold of 40 spaces has been applied to 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.

213. The controlled activity status allows Council the ability to achieve an improved outcome and apply conditions of consent without creating undue uncertainty for developers / applicants. All other activities in Business zones typically have higher parking turnover and or a greater potential for visitors to be using the car park (whom are less familiar with the layout and circulation) therefore warrant consideration under the proposed rule.

214. The wording of the matters in which Council's discretion will be limited is intended to be clear providing good direction for Council staff assessing applications and provide certainty for developers, yet allows the freedom necessary to use innovative solutions and consider site specific opportunities and constraints which will influence the overall outcome.

215. As far as possible, the matters for discretion have been worded to avoid the use of subjective words and instead rely on specifying the matters which achieve the desired outcome. The explanations and reasons were used to link the matters for discretion back to the more subjective outcomes sought through the existing, related zone and activity, rules of the Plan.

216. The reasons for the rule also acknowledge that there may at times be activities which, by their very nature, constrain the extent to which some components of car parking design and layout specified in the rule can be altered. The intent of the rule is to achieve a better design whilst enabling the activity to be efficient and viable.

217. The consideration of alternatives also revealed that it would be beneficial to include provisions related to pedestrians in larger car parks in Living zones and Rural zones (the rule discussed above includes consideration of pedestrians within car parks located in the Business zone).

218. Whilst the scale of activities in the Living and Rural zones are less likely to have larger car parking areas, some activities such as educational activities and places of assembly may locate in these areas. Whilst often these are discretionary activities, consideration for pedestrians has not historically occurred. The provision of such a rule will direct attention to design of larger car parks for pedestrian users as well.

219. A threshold of 40 spaces has been set for consideration of pedestrian (and cyclist) movement within car parks in Living and Rural zones (Pedestrians include all people arriving to the site including people walking from their car park). 40 spaces is considered to result in reasonable parking turnover and hence a reasonable probability of pedestrians and vehicles both moving within the car parking area at the same time. The threshold also considers the area required for 40 car parks which impacts on the distance a pedestrian may be likely to have to walk through the site to the building entrance and number of parking aisles / modules that may need to be crossed.

220. In addition minor changes have been made to Appendix 13 provisions E13.1.5.2 and E13.1.10.2 to ensure consistency with the above changes to parking areas by including references to pedestrian access and pathways. Clarification has been added to E13.1.5.2 that loading spaces cannot be considered as parking spaces to meet the parking space requirement in table E13.1 but that loading spaces are required in addition to the minimum parking spaces required.

221. Policy B3.4.18(c) recognises the need for new developments to be accessible by all modes including public transport, walking and cycling. Providing for sustainable modes of transport may reduce the need for car parking, thus improving amenity and also providing users with healthy alternatives to motorised vehicle transport.

222. Policy B3.4.18(b) recognises that activities requiring a high level of on-site car parking can be visually dominant, present unattractive street frontages, adversely affect the amenity of an area, and take little account of pedestrian access and safety to and through a site. This policy thus seeks to ensure that car parking provision is not at the expense of other key components of good overall site design and layout (for example resulting in buildings being pushed to the rear of sites away from the public footpath interface).

223. The above amendments and adaptations the Plan provisions relate to parking areas, site layout, vehicle and pedestrian circulation and amenity. These changes contribute to achieving objective B2.1.1 in respect to taking an integrated approach to landuse and transport planning to achieve safety and efficiency of the road network. The proposed changes also contribute to existing objective B3.4.1 which seeks to ensure the (township and rural) area is a pleasant place to live and work and objective B3.4.2 which seeks that a variety of activities are provided for in each zone whilst maintaining the character and amenity values.

7.6 Road Hierarchy changes

224. The Council's road hierarchy helps to manage the planned functions of the various roads in the District and provide a cohesive transport network. Major links throughout the District also need to reflect the road network of neighbouring districts and the State Highway network. As traffic volumes change, and strategic planning is undertaken to manage anticipated future changes, the road hierarchy also evolves. The road hierarchy and resultant road classifications provide a basis from which a number of other plan provisions are based for example those relating to safety and efficiency of the road network through access rules.

7.6.1 Relevant objectives (existing and proposed)

225. The relevant objectives (primarily objective B2.1.1) generally seek to ensure the transport network achieves the desired safety and efficiency functions.

226. The analysis below in Table 15 considers the appropriateness of the proposed changes to the road hierarchy to achieve the objectives of the Plan.

7.6.2 Road Hierarchy - Consideration of Alternative Policies and Methods to achieve the objectives

Table 15: Analysis of specific policy and rule options proposed

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
Option 1: Status quo **Township and Rural road hierarchy as listed in Appendix 7 and 9 respectively.**	No cost in terms of time and resources required to process a plan change, no costs for potential submitters or for District Plan practitioners to become familiar with new provisions.	Classification of some roads does not reflect current functions, for example, actual through traffic volumes. This can affect what land uses may be appropriate on adjoining sites. Existing classifications may not match recent strategic planning decisions (CRETS / UDS). Inconsistencies with road classifications of adjoining districts. Inconsistent with move from reference of 'Strategic roads' to use of 'State Highways'. Inadequate protection provided to some roads which necessitate higher classification / over protection of roads which are un-necessarily	Current provisions ineffective to achieve the objectives relating to the anticipated functions of roads and thus associated objectives in respect to future protection of transport networks and for example avoidance of reverse sensitivity. Reasonably inefficient given costs outnumber and outweigh benefits.

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
		classified resulting in onerous requirements. Separation of road classifications into rural and township makes administration / use of hierarchy inefficient and can lead to uncertainty over classification particularly at the boundaries of rural and township areas.	
Option 2 – Amend the list of classified roads within appendix 7 (township) and 9 (rural), in respect to which roads are classified and what classification is applied to reflect changes to the operation of the road network, strategic planning documents and other changes affecting the road network.	Consistent with recent strategic planning decisions / documents e.g. CRETS / UDS. Classification of roads to better reflect current functions (e.g. traffic volume, urban nature etc). Ensures use of adjoining land is compatible with current and planned functions of the road and provide a more accurate description of the existing environment from which to	Costs to developers and Council staff learning how to administer new provisions. Some future classifications may not yet be appropriate for the function of these roads in the short and medium term – these roads can however be classified at a later time.	Additional and amended provisions more efficient and effective to achieve better protection of and more coherent road network, a more accurate basis from which compatible adjoining land uses can be developed and consistency with adjacent districts. Proposed amendments to the classification are therefore likely to be effective at achieving proposed objectives particularly in conjunction with proposed changes related to safety and efficiency of the road network and

Option	Advantages / Benefits	Disadvantages / Costs	The effectiveness and efficiency of the option and the Planner's Recommendation
	assess resource consent applications. Provides for a coherent road network through co-ordination of roads with different classifications. Signals future function and operational characteristics of classified roads. Greater consistency with the road network in neighbouring districts.		protection of future transport networks. **Preferred Option (except where classification would not be reflective of functions in short to medium term).**

7.6.3 Recommended Provisions

227. Table 15 above undertakes a comparison of a number of alternative policies, rules and methods to achieve the relevant objectives of the Plan. The preferred option is identified in the table above.

228. The amended road classification table is attached as appendix 1.0 to this report and applies to both urban and township volumes of the District Plan. A new Planning map is also proposed which will graphically present the road hierarchy specified in the appendices. Some of the key changes are discussed below.

7.6.4 Discussion of recommended changes

229. The revised road classifications reflect changes to the operation of a number of roads since the hierarchy was last published (at notification of the District Plan). The revised classification hierarchy includes changes resulting from strategic studies such as the Christchurch, Rolleston and Environs Transport Study (CRETS) and Township structure plans. Similarly, changes were needed to recognise the increasingly urban nature of roads and to reflect the road network in adjoining districts, the State Highway network and the proposed amendments to the road classification definitions (see section 7.2.6 above).

230. It is highlighted that for new or revised classifications this does not automatically imply any retrospective obligations on Council to upgrade (or downgrade) any existing streets or roads to the standard relating to that classification. Rather it establishes a clear expectation on what the standard could be when the opportunity arises, for example when a street is to be upgraded or a road widened.

231. An important change is the removal of the term “Strategic” Roads and replacement with “State Highway”. This clearly identifies those roads which are the responsibility of the NZ Transport Agency (NZTA). All other roads are the responsibility of Selwyn District Council.

232. Although not forming part of the State Highway network, Springs Road was previously classified as a strategic road in the District Plan. Springs Road has been reclassified as an arterial road. The arterial road classification of Springs Road is also consistent with expected cross boundary classifications in Christchurch City.

233. As part of the Christchurch Rolleston and Environs Transport Study (CRETS) a number of major roads / routes were identified through modelling and analysis. CRETS considered the growth in traffic to 2021 and beyond. In some instances it was considered inappropriate to classify roads which are unlikely to experience traffic growth in the short or medium term, or held little current importance relating to longer term land use development. Such roads will be classified at a later time.

234. Road classification changes associated with CRETS include routes across the District such as: Dawnsons Road, Hamptons Road and Trices Road to connect State Highway 1, 73 and 75. In

addition Weedons Road and Weedons Ross Road will connect State Highway 73 and State Highway 1 at Rolleston and to Lincoln (through West Melton). The changes in these classifications recognise the increasing link function of these roads associated with NZTA projects to four lane State Highway 1 between Templeton and Rolleston. Hoskyns Road will also link State Highway 73 to State Highway 1 to service the growth in Izone Industrial Park.

235. Lincoln Rolleston Road, Selwyn Road and Shands Road have also been identified as arterial roads. These create a route between Rolleston and Christchurch and the proposed Christchurch Southern Motorway Extension - Stage 2 (Roads of national significance project) to serve traffic generated by residential growth.

236. The section of Blakes Road from Springs Road to Shands Road is classified as a collector road. This will provide a connection from Prebbleton to the Christchurch Southern Motorway Extension – Stage 2 via the Shands Road motorway interchange. This will assist in distributing traffic across the road network and is consistent with that identified in the recent Prebbleton Structure Plan. A short section of Waterholes Road is also classified as a collector road linking Springston to the arterial route between Rolleston and Lincoln.

237. Birchs Road, Boundary Road and Lincoln Rolleston Road have been identified as collector roads to link Lincoln to Rolleston and Prebbleton. These specifically recognise the demands for transport by a greater variety of modes for example walking, cycling and future public transport opportunities.

238. Outside the CRETS area Courtenay Road between Kirwee and Old West Road has been classified as a collector road. This road provides an urban collector function within the Kirwee township to the south, plus a wider network connection from Old West Coast Road (an arterial) to SH73. An arterial route between Dunsandel (SH1) to Bealey Road (an arterial) and Hororata has also been identified to service the western area of the District particularly connections between townships in the area and the arterial and state highway routes to the north.

239. The Greater Christchurch Urban Development Strategy (UDS), CRETS and the recently adopted Rolleston Structure Plan have identified future planning directions for Rolleston. Fundamental to the development of a sustainable local road network for Rolleston has been the establishment of an arterial ring road around Rolleston. This utilises Weedons Ross Road, Weedons Road, Levi Road, Dunns Crossing Road, Walkers Road, Two Chain Road and Jones Road and connects into the motorway interchange at SH1/Weedons Ross Road. The Walkers Road and Two Chain Road arterial sections also provide linkages for heavy vehicle traffic north bound on SH1 to obtain access to the Izone Industrial Park from this direction. Izone Drive has been classified as a collector road considering its importance and role in servicing the expanding Izone Industrial Park.

240. Within Rolleston existing arterial and collector routes have been rationalised, Rolleston Drive provides the most significant inner linkage to the town centre and connection to SH1. New collector road classifications include Byron Street (and its extension to Rolleston Drive), Rembrandt Drive and Dryden Avenue. These reflect their respective roles in servicing a wider

local network and recently constructed urban growth pockets. East Maddsions Road and Goulds Road have also been included recognising both existing and planned residential growth and connections to community facilities.

241. A collector route between southern and northern areas of Lincoln is established utilising West Belt and North Belt. This includes a small section of Barker Street which will extend south into the “Dairy Block” urban development area. Southfield Drive has been classified as a collector road consistent with Plan Change 55.

242. In the smaller townships such as Leeston, Dunsandel, and Darfield a series of collector roads have been established to provide where possible an inner ring of connecting roads and streets that serve the wider urban areas in these townships. Key to this is acknowledging that streets like this need to provide and/or protect a wider function such as delivering a higher level of service that can cater for all transport modes for example via cycle lanes and footpaths, as detailed in the revised carriageway standards in this Plan Change.

243. The proposed changes to the road classifications are considered to be consistent with the objectives of the plan and in particular achieve objective B2.1.1 in respect to transport planning to ensure safety and efficiency of the transport network.

7.7 Minor changes

244. Throughout both the Rural and Township Volumes of the District Plan the following minor changes have been proposed:

- Re-named organisations in the transport sector (e.g., Transit New Zealand re-named to the New Zealand Transport Agency),
- Updated terminology: reference to 'vehicular accessways' has been changed to 'vehicle accessways' and 'strategic roads' to 'State Highways'.

245. These changes are shown in the proposed changes documents subject to this Plan Change however will be made throughout both volumes of the Plan.

246. The following minor corrections are also made:

TOWNSHIP VOLUME, PART E13 ROADS AND TRANSPORT

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~~0~~º.

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~~0~~º to the angle of parking - 1:16

7.7.1 Discussion on change

247. The above changes relate to typing errors to be corrected by the replacement of 0 with degrees symbol. This alteration is a minor change that has no bearing on the intention or requirement of the rule, and is therefore consistent with the provisions of clause 16(2) of the First Schedule of the RMA.

8 Conclusion

248. Overall it is recommended that the most appropriate way to better achieve the purpose of the Act is to amend and add to the existing Plan provisions to address the issues and inadequacies identified with the current Plan provisions in light of other policy documents and operational issues.

249. The various amendments and additions recommended to the objectives are considered to be the most appropriate way to achieve the purpose of the Act in the context of the section 32(3)(a) assessment.

250. The recommended changes to the policies, rules and other methods are considered to be the most efficient and effective means of achieving the proposed and existing objectives of the Plan. As such the recommended changes are considered appropriate in the context of the section 32(3)(b) assessment.

251. On this basis it is considered that the proposed changes to the plan provisions as drafted will meet the requirements of the Act, and will enable the sustainable management of natural and physical resources and is suitable for adoption and notification for public submission.

Appendix 1.0: Road Hierarchy Changes

The existing road classification tables in Appendix 7 and Appendix 9 are to be deleted and replaced with the following:

Road Name	To	From	Classification	Location	Volume
Aylesbury Road	Bealey Road	Main South Road (SH1)	Arterial		township
Bangor Road (SH77)	Darfield	Homebush Road (SH77)	State Highway	includes Darfield	township/ rural
Barker Street	West Belt	new road south	Collector	Lincoln - links to new urban areas	township
Bealey Road	West Coast Road (SH73)	Hororata Road	Arterial	includes Hororata	township/ rural
Birchs Road	Springs Road	James Street	Collector	Prebbleton to Lincoln	township/ rural
Blakes Road	Shands Road	Springs Road	Collector	Prebbleton	township
Boundary Road	James Street	Lincoln Rolleston Road	Collector	Lincoln	township/ rural
Bray Street	South Terrace (SH73)	Cardale Street	Arterial	Darfield	township
Bridge Street	Hororata Road	Homebush Road (SH77)	Arterial	Coalgate	township
Brookside Road	Byron Street	Dunns Crossing Road	Collector	Rolleston	township
Browns Road	Hororata Dunsandel Road	Main South Road (SH1)	Collector	Dunsdandel	township
Browns Road	Main South Road (SH1)	Tramway Road	Collector	Dunsdandel	township
Burnham Road	Main South Road (SH1)	Ellesmere Junction Road	Arterial		rural
Byron Street	Brookside Road	Rolleston Drive	Collector	Rolleston	township
Cardale Street	Bray Street	Telegraph Road	Arterial	Darfield	township
Cardale Street	Mathias Street	Bray Street	Collector	Darfield	township
Cardale Street	Telegraph Road	Greendale Road	Collector	Darfield	township

Road Name	To	From	Classification	Location	Volume
Chattertons Road (Shared District Boundary Road)	Old West Coast Road	West Coast Road (SH73)	Arterial		
Christchurch Akaroa Road (SH75)	District Boundary (Halswell)	District Boundary (Motukarara)	State Highway	includes Tai Tapu, Motukarara	township/ rural
Coaltrack Road	Bridge Street	Homebush Road (SH77)	Collector	Coalgate	township
Coleridge Road	Rakaia Gorge Road (SH77)	Acheron Avenue	Collector	includes Coleridge	township/ rural
Cordys Road	Hororata Road	Milnes Road	Arterial	includes Hororata	township/ rural
Courtenay Road	Old West Coast Road	West Coast Road (SH73)	Collector	includes Kirwee	township/ rural
Cunningham Street	Pound Road	High Street	Collector	Leeston	township
Dawsons Road (Shared District Boundary Road)	Main South Road (SH1)	West Coast Road (SH73)	Arterial		rural
Deans Road	West Coast Road (SH73)	Homebush Road (SH77)	Arterial		rural
Derretts Road	Dunsandel Road	Bealey Road	Arterial		rural
Dryden Avenue	Rolleston Drive	Overbury Crescent	Collector	Rolleston	township
Dunns Crossing Road	Lowes Road	Main South Road (SH1)	Arterial	Rolleston	township
Dunsandel Road	Hororata Dunsandel Road	Derretts Road	Arterial		rural
East Maddisons Road	Brookside Road	Oak Tree Lane	Collector	Rolleston	township
Edward Street	Gerald Street	Ellesmere Road	Arterial	Lincoln	township/ rural
Ellesmere Junction Road	Burnham Road	Gerald Street	Arterial		township/ rural
Ellesmere Road	Edward Street	Trices Road	Arterial	Lincoln to Halswell	township/ rural
Feredays Road	High Street	Southbridge Rakaia Road	Arterial	includes Leeston	township/ rural
Gerald Street	Edward Street	Springs Road	Arterial	Lincoln	township

Road Name	To	From	Classification	Location	Volume
Goulds Road	Lowes Road	Oak Tree Lane	Collector	Rolleston	township
Greendale Road	McLaughlins Road	Cardale Street	Collector	Darfield	township
Hamptons Road	Waterholes Road	Springs Road	Arterial	-	rural
High Street (Leeston)	Station Street	Feredays Road	Collector	Leeston	township
High Street (Southbridge)	Southbridge Leeston Road	Brook Street	Collector	Southbridge	township
Homebush Road (SH77)	Bangor Road (SH77)	Wairiri Road (SH77)	State Highway	includes Coalgate, Glentunnel	township/ rural
Hororata Dunsandel Road	Main South Road (SH1)	Highfield Road	Collector	Dunsdandel	township
Hororata Dunsandel Road	Highfield Road	Dunsandel Road	Arterial	includes Dunsandel	township/ rural
Hororata Road	Bealey Road	Bridge Street	Arterial	Hororata	township/ rural
Hoskyns Road	West Coast Road (SH73)	Main South Road (SH1)	Arterial	Includes access to Izone Industrial	township/ rural
Izone Drive	Jones Road	Illinois Road	Collector	Rolleston	township
James Street	Birchs Road	Gerald Street	Collector	Lincoln	township
Jones Road	Weedons Ross Road	Two Chain Road	Arterial	Includes access to Izone Industrial	township/ rural
Kimberley Road	Kowhai Drive	North Terrace	Collector	Darfield	township
Leaches Road	Milnes Road	Rakaia Gorge Road (SH77)	Arterial		rural
Leeston Dunsandel Road	Tramway Road	Irvines Road	Collector	Dunsdandel	township
Leeston Dunsandel Road	Irvines Road	Market Street	Arterial	Dunsandel to Leeston	township/ rural
Leeston Lake Road	Station Street	High Street	Arterial	Leeston	township
Leeston Road	Ellesmere Junction Road	Station Street	Arterial	Springston to Leeston	township/ rural
Levi Road	Weedons Road	Lowes Road	Arterial	Rolleston	township/ rural

Road Name	To	From	Classification	Location	Volume
Lincoln Rolleston Road	Masefield Drive	Selwyn Road	Arterial	Includes Rolleston	township/ rural
Lincoln Rolleston Road	Selwyn Road	Boundary Road	Collector		rural
Lincoln Tai Tapu Road	Ellesmere Road	Christchurch Akaroa Highway (SH75)	Arterial	Lincoln to Tai Tapu	township/ rural
Lowes Road	Levi Road	Dunns Crossing Road	Arterial	Rolleston	township
Main Rakaia Road	Southbridge Rakaia Road	Main South Road (SH1)	Arterial		rural
Main South Road (SH1)	District Boundary (Templeton)	District Boundary (Rakaia River)	State Highway	includes Templeton, Rolleston, Dunsandel	township/ rural
Market Street	High Street	Pound Road	Collector	Leeston	township
Masefield Drive	Rolleston Drive	Lincoln Rolleston Road	Collector	Rolleston	township
Mathias Street	North Terrace	West Coast Road (SH73)	Collector	Darfield	township
Mathias Street	West Coast Road (SH73)	Cardale Street	Collector	Darfield	township
McLaughlins Road	Bangor Road (SH77)	Cressy Place	Collector	Darfield	township
McMillan Street	North Terrace	West Coast Road (SH73)	Collector	Darfield	township
Milnes Road	Cordys Road	Leaches Road	Arterial		rural
North Belt	West Belt	James Street	Collector		township
North Terrace	Kimberley Road	Mathias Street	Collector	Darfield	township
Old West Coast Road	District Boundary (Chattertons Road)	Waimakariri Gorge Road	Arterial		rural
Pound Road	Market Street	Cunningham Street	Collector	Leeston	township
Rakaia Gorge Road (SH77)	Windwhistle Road (SH77)	District Boundary (Rakaia River)	State Highway	includes Windwhistle	township/ rural

Road Name	To	From	Classification	Location	Volume
Rembrandt Drive	Rolleston Drive	Lowes Road	Collector	Rolleston	township
Rolleston Drive	Main South Road (SH1 north)	Tennyson Street	Collector	Rolleston	township
Rolleston Drive	Tennyson Street	Main South Road (SH1 south)	Collector	Rolleston	township
Selwyn Road	Lincoln Rolleston Road	Shands Road	Arterial		rural
Shands Road	District Boundary (Marshs Road)	Ellesmere Junction Road	Arterial		rural
Southbridge Leeston Road	Feredays Road	High Street (Southbridge)	Arterial	includes Southbridge	township/ rural
Southbridge Rakaia Road	Feredays Road	Main Rakaia Road	Arterial		rural
Southfield Drive	Edward Street	Ryelands Drive	Collector	Lincoln	township
Springs Road	District Boundary (Marshs Road)	Gerald Street	Arterial	Prebbleton to Lincoln	township/ rural
Springs Road	Gerald Street	South Drive (Lincoln University)	Collector	Lincoln	township
Springston Rolleston Road	Lowes Road	Shands Road	Arterial	Includes Rolleston	township/ rural
Station Street	Leeston Road	Leeston Lake Road	Arterial	Leeston	township
Telegraph Road	Cardale Street	Main South Road (SH1)	Arterial	Darfield	township/ rural
Tennyson Street	Main South Road (SH1)	Lowes Road	Collector	Rolleston	township
Tosswill Road	Springs Road	Hamptons Road	Collector	Prebbleton	township
Tramway Road	Browns Road	Leeston Dunsandel Road	Collector	Dunsdandel	township
Trices Road	Springs Road	District Boundary (Sabys Road)	Arterial	Includes Prebbleton	township/ rural
Two Chain Road	Jones Road	Walkers Road	Arterial		rural
Waimakariri Gorge Road	West Coast Road (SH73)	District Boundary (Waimakariri River)	Arterial	includes Waddington	township/ rural

Road Name	To	From	Classification	Location	Volume
Wairiri Road (SH77)	Homebush Road (SH77)	Windwhistle Road (SH77)	State Highway		rural
Walkers Road	Main South Road (SH1)	Two Chain Road	Arterial		rural
Waterholes Road	Hamptons Road	Main South Road (SH1)	Arterial		rural
Waterholes Road	Ellesmere Junction Road	Springston Rolleston Road	Collector		rural
Weedons Road	Main South Road (SH1)	Ellesmere Junction Road	Arterial		rural
Weedons Ross Road	Old West Coast Road	Main South Road (SH1)	Arterial	includes West Melton	township/ rural
West Belt	North Belt	Barker Street	Collector	Lincoln	township
West Coast Road (SH73)	District Boundary (Yaldhurst)	District Boundary (Arthurs Pass)	State Highway	includes West Melton, Darfield, Waddington Sheffield, Springfield, Arthurs Pass	township/ rural
Whitecliffs Road	Homebush Road (SH77)	Farr Street	Collector	Glentunnel to Whitecliffs	township/ rural
Windwhistle Road (SH77)	Wairiri Road (SH77)	Rakaia Gorge Road (SH77)	State Highway	includes Windwhistle	township/ rural