

Comments

This is a draft plan change and comments are welcome. We intend to notify a Plan Change before the end of the year.

Comments will be used to refine the plan change prior to notification (there will not be a hearing).

Comments must be received by 5.00pm on 30 August 2010

Please fill in the form on this page or supply comments in written form along with your contact details (name, address, phone number and email) to:

David Hattam
Strategic Policy Planner
Selwyn District Council
PO Box 70
Rolleston 7643

david.hattam@selwyn.govt.nz

NAME

ADDRESS

TELEPHONE

EMAIL

COMMENTS



SELWYN DISTRICT COUNCIL DRAFT PLAN CHANGE 12

INTEGRATED TRANSPORT MANAGEMENT

A proposed plan change to provide for a more sustainable land transport system, better urban form and to cater for future transport networks



Plan Change 12 is a full review of the transport related provisions in the District Plan. It is intended to achieve the following:

- Integrated design of transport and land development.
- Urban form that promotes efficient transport and accessibility.
- Ensure the District Plan promotes good quality subdivision and development and complements the Council's Subdivision Design Guide.
- Update parking standards
- Continue to provide safe and efficient transport infrastructure.
- Update the plan to reflect current best practice and recent policy changes.
- Make the District Plan easier to use.
- Ensure development provides a range of transport options for future residents of townships.



Main Changes

The plan change is complex and involves numerous changes to the plan. Notable changes include:



Intersection spacings

Updated intersection spacings to ensure safety on busy roads whilst allowing for smaller residential blocks on local roads.

Road Hierarchy

Changes to the road hierarchy to recognize the functions of different roads. These will allow more flexibility for development including different designs for local roads. These changes complement the Council's *Subdivision Design Guide*.

They include a “residents street”, a 10m wide connected lane which is provided as an alternative to the use of rights of way.

Transport Choice

The plan change is aimed at ensuring that subdivision will create and have access to an attractive and permeable walking and cycling network and can accommodate public transport.

Technical Changes

The plan change makes numerous technical changes including:

- Improving visibility at corners
- Updating safety standards in line with current standards
- Managing the use of point strips
- Revised road widths
- Revised setbacks from state highways
- Changes to vehicle access-way standards, including restricting the number of lots accessed from rights of way.



Parking

The District has historically used very low parking requirements for businesses. Landowners are not currently required to provide the full amount of parking spaces that activities will generate

This may result in a dwindling supply of on-street parking and lead to nuisance such as the inability for the public to park in town centres or increased traffic in residential areas.

Conversely, large and prominent off-street car parks can make town centres less pleasant and less successful places.

The plan change recognizes that on-street parking is a part of the character of a town centre. It introduces revised parking rates on a township basis taking into account the likely future demand in each settlement and supply of public car parking. For instance, retail parking rates range from 3.5 to 4.5 spaces per 100m². Parking rates outside town centres have also been amended.

The plan change also introduces some measures to manage the design and appearance of car parking.

Changes to reflect updated Guidance

Some changes have been made to the plan to reflect other policy changes such as the Regional Land Transport Strategy and the Christchurch, Rolleston and Environs Transport Study (CRETS).

Integrated Planning

Transport standards have a strong influence on the urban environment and the Council wishes to ensure that the District Plan encourages a good standard of development. The plan change aims to allow for a variety of living environments to be created.

Traditionally transport planning has been focussed on ensuring the efficiency and safety of the road network. But there is a recognition that there is a need to provide a choice of transport such as walking and cycling routes and that the best way to achieve this is to design these routes into any new development at the start.

Viewing the Plan Change

The draft plan change can be viewed on line at:

www.selwyn.govt.nz

Or contact David Hattam on the number or email address shown overleaf.

