

RESOURCE MANAGEMENT ACT 1991
SELWYN DISTRICT COUNCIL

SELWYN DISTRICT PLAN
PROPOSED PLAN CHANGE 12
INTEGRATED TRANSPORT MANAGEMENT

Recommendation of Commissioner Janette Dovey

22 August 2012

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APPENDIX 1

RECOMMENDED MODIFICATIONS TO PLAN CHANGE 12

1.0 INTRODUCTION

- 1.1 Proposed Plan Change 12 ("PC12") is a Council-initiated plan change that seeks to change the transport related provisions of the Selwyn District Plan ("the Plan").
- 1.2 I have been appointed as a Commissioner by the Selwyn District Council ("the Council"), pursuant to Section 34A of the Resource Management Act 1991 ("the Act"). As such, I conducted the hearing, will consider all matters relevant to PC12 and will make a recommendation to the Council. Within the legal framework, I can recommend declining PC12, approving it or approving it with modifications, and I am required to provide the reasons for my recommendation. The final decision, i.e. whether or not to accept my recommendation as its decision, will be made by the elected Council.

2.0 PROPOSED PLAN CHANGE 12

- 2.1 PC12 seeks to amend the transport related provisions of the Plan, with the Section 32 ("s.32") report summarising¹ the broad categories of changes as follows:

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 (Townships Volume) and Appendix 9 (Rural Volume)

Minor changes

- Renamed organisations
- Updated terminology

- 2.2 PC12 was notified on 14 December 2010, with submissions closing on 11 February 2011. I understand that it was then found that there were problems with the formatting of the

¹ Section 32 report, page 28, section 7.1

'proposed changes to the Plan' document; therefore, the correctly formatted version was notified and the time for lodging submissions was extended to 4 March 2011. A total of 32 submissions (including late submissions) and nine further submissions were received.

3.0 THE HEARING

- 3.1 Prior to the hearing, I was provided with, and reviewed, the PC12 documentation, copies of submissions/further submissions and the Section 42A ("s.42A") report prepared by Mr Hattam, which included transport evidence by Ms Williams.
- 3.2 The hearing was held at the Lincoln Events Centre on the 16th and 17th of April 2012. At the hearing, evidence, statements and submissions were presented by staff and a consultant for the Council, and by submitters and further submitters. Those that appeared are as follows:

Council:

D Hattam	Strategic Policy Planner
L Williams	Transport Planner (consultant)
A Mazey	Asset Manager Transportation

Submitters and further submitters (in general order of appearance):

Peter Townsend

Lincoln University, Lincoln Land Development, AgResearch and NZ Institute for Plant and Food (represented by J Derry, A Carr and D Millar)

Canterbury Regional Council (represented by N Regnault)

McIntosh, Jung and Lee (represented by F Aston and R Paton)

- 3.3 A written statement of evidence from T Minogue on behalf of the New Zealand Transport Agency ("NZTA") was tabled during the hearing, and a letter from J Crawford/S Hutchings on behalf of Foodstuffs South Island Ltd ("Foodstuffs") was also tabled.
- 3.4 At the hearing, Mr Hattam also provided a collection of background documents for my information. These were documents referred to within the plan change documentation; predominantly strategic documents of relevance. A list of the documents provided is held on Council file and available on request.

4.0 STATUTORY CONTEXT

- 4.1 The Council has sought to change its Plan in accordance with s.73 of the Act, following the process set out in Schedule 1. The Act requires² that the Council undertake any change to its Plan in accordance with its functions under s.31, the provisions of Part 2 and its duty under s.32 – all summarised below. In addition, s.74 and s.75 require that regard be had to a proposed Regional Policy Statement and any management plans and strategies prepared under other Acts, and that the Plan give effect to the operative Regional Policy Statement.

² Section 74(1)

- 4.2 Section 31 states the functions of the Council for the purpose of giving effect to the Act. One of these functions is the establishment, implementation and review of objectives, policies and rules (in the District Plan context) to achieve integrated management of the effects of the use, development, or protection of land and associated natural and physical resources.
- 4.3 Part 2 deals with the fundamental purpose and principles of the Act. Section 5 sets out the purpose of the Act as being the promotion of the sustainable management of natural and physical resources, and 'sustainable management' is defined in s.5(2). Other sections within Part 2 address matters of national importance (s.6), other matters (s.7) and the Treaty of Waitangi (s.8).
- 4.4 Section 32 requires an evaluation of the extent to which each objective is the most appropriate way to achieve the purpose of the Act, and whether the policies, rules or other methods are the most appropriate for achieving the objectives. This evaluation must also take into account the benefits and costs of policies, rules or other methods, and have regard to their efficiency and effectiveness.

5.0 PROCEDURAL MATTERS

- 5.1 Three procedural matters were raised by Mr Hattam in the s.42A report. These related to late submissions, a submitter that could not be contacted and a request for the hearing to be delayed awaiting an Environment Court decision on Plan Change 29 ("PC29" - Design of Development in the Business 1 Zone).

LATE SUBMISSIONS

- 5.2 As I understand it, a number of late submissions were received and the majority of these were accepted under delegated authority on 15 April 2011. Between that date and the 13 May 2011, when the late submission from Lincoln Land Development was received, the Council delegations changed, with delegated authority being given to hearings panels and commissioners only, and no longer to the Planning Manager. Therefore, I was advised that I was required to make a decision on whether or not to accept this late submission.
- 5.3 I recognise that the late submission made was in addition to an earlier submission by Lincoln Land Development, and that the issues addressed arose during the Plan Change 7 process. I do not consider that the interests of any party would be adversely affected through the acceptance of the submission and consider that it is in the best interests of this process, and therefore the community, to consider all relevant issues at this time. I also note that Mr Hattam recommended that the submission be accepted. As such, this document records my verbal decision at the hearing, i.e. that the waiver is granted and the late submission accepted, pursuant to Section 37 of the Act.

SUBMITTER THAT COULD NOT BE CONTACTED

- 5.4 I am satisfied that all reasonable steps were taken to attempt to locate this submitter.

PC29 CONSIDERATIONS

- 5.5 As part of the package of documents mentioned in section 3.4 above, I was provided with a letter from P Maw on behalf of Rolleston Square Limited, Rolleston Retail Limited and

Roll Ten Investments Limited, which raised the issue of delaying the hearing to await the PC29 decision.

- 5.6 In the s.42A report³, Mr Hattam recommended that the amenity aspects of the proposed rule in relation to the Business 1 zone be removed from PC12, thereby leaving those amenity considerations to the PC29 process. The submitters did not attend the hearing, and I agreed with Mr Hattam that his recommended amendments would address the potential procedural issue raised by the submitters (subject to the removal of the amenity rule in relation to the Business 1 zone being appropriate within the context of PC12, which will be discussed later in this document).
- 5.7 Since the hearing, however, the appeals on PC29 have been resolved, and PC29 became operative on 25 July 2012.

6.0 OBJECTIVES AND POLICIES OF THE PLAN

- 6.1 The s.32 report⁴ discusses the existing provisions of the Plan, noting the existing objectives and policies relating to transport.
- 6.2 In summary, the Township Volume contains five existing objectives, and associated policies, which relate directly 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 Airport operations. The Quality of the Environment section also contains policies of relevance.
- 6.3 The Rural Volume contains three existing objectives, and associated policies, which relate directly to transport networks, their continued safe and efficient operation and the mitigation of adverse effects associated with their use.
- 6.4 In the s.42A report⁵, Mr Hattam discusses other provisions of relevance, including those introduced by PC29 and Plan Change 7 – Growth of Townships, Urban Development and Rezoning of Land – ("PC7"). It is noted that these plan changes also implemented urban design aims in relation to residential subdivision and commercial development.

7.0 EVALUATION

PROPOSED PROVISIONS/ISSUES RAISED IN SUBMISSIONS

OVERVIEW:

- 7.1 As I understand it from the documentation⁶, PC12 involved a review and update of the Plan's transport related provisions in recognition of:
- relevant strategic planning documents,

³ Section 42A report, pages 22 and 61

⁴ Page 25

⁵ Pages 10-12

⁶ Section 32 report, page 14, section 3.1

- the urban design direction adopted by the Council, and
- operational issues and out-of-date standards.

7.2 The key issues that PC12 sought to address are broadly categorised as⁷:

- The need to integrate land use and transport,
- The need to provide for and protect future transport networks to enable people to meet their environmental, social, economic and cultural well-being,
- The need to provide for sustainable transport modes,
- Enhancing the provision of a safe and efficient transport network,
- Recognising the important role of transport networks to achieve good urban form,
- 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,
- Managing the environmental effects land uses can generate and the potential for land uses to constrain the operation of transport systems,
- The need to update the Plan provisions to align with best practice standards, and consistently reflect other policy documents as required under the Act.

7.3 In my view, the background work undertaken in relation to PC12 has been substantial and comprehensive, with a significant body of background material referenced in addition to the assessment provided by the Council experts. Having reviewed this material and considered the submissions, further submissions, evidence and statements presented to me, I accept the views of the Council experts in relation to the concerns that PC12 has been formulated to address. I also accept that PC12 has been prepared in response to actual or potential adverse environmental effects in accordance with the Council's functions. Therefore, I agree that additional Plan provisions reflecting sound transport and urban design principles are needed in order to achieve the objectives of the Plan. Issues raised by submitters in relation to this will be discussed further in the evaluation where relevant.

7.4 I note that while a number of submitters considered it appropriate that the transport related provisions were reviewed and amended, the majority made comments or had concerns in relation to the specific details of the provisions proposed; therefore, this recommendation document is required to be focused at quite a detailed level. To this end, I have considered the objectives, and the various benefits and costs of the proposed policies, rules and methods, and their efficiency and effectiveness, and conclude that a number of amendments are necessary in order to address some of the issues raised by submitters and to ensure that they are the most appropriate for achieving the purpose of the Act, and the objectives of the Plan, as applicable.

7.5 All amendments recommended below are included in “**Appendix 1**”.

SCOPE:

7.6 It is noted that a considerable degree of scope is afforded through the relief sought in the submissions received on PC12, ranging from accepting the plan change as notified to rejecting it outright.

⁷ Section 32 report, page 14, section 3.1

- 7.7 I agree with Mr Hattam that it is not within scope to amend existing provisions that were not changed through PC12, except where consequential amendments might be required; although I note that the inclusion of some unchanged provisions within the notified document caused some confusion in this regard.
- 7.8 In a number of cases, where I have accepted/recommended a minor change to one Volume of the Plan, I have also recommended that the other Volume be amended, in order to ensure consistent administration of the Plan.
- 7.9 I have considered all of the following recommended amendments in terms of scope and am satisfied that they fit within that afforded.

ISSUES AND 'STRATEGY':

- 7.10 PC12 proposes changes to the Issues and 'Strategy' sections of both the Township and Rural Volumes. The main changes seek to address the integration of land use and transport and the future transport network.
- 7.11 Submissions in support and in opposition were received in relation to the Issues, in general and in relation to specifics. The concerns of those in opposition included:

Issue 1, Townships and Rural Volumes (Integrating Land Use and Transport)

- Lends credence to a single site-specific issue, i.e. the southern bypass road identified in the Christchurch, Rolleston and Environs Transportation Study ("CRETS") within Lincoln University and Lincoln Land Development landholdings, which is untested within the RMA framework and should be given limited consideration – amended wording suggested.

Issue 2, Rural Volume (Safe and Efficient Use of the Transport Network, Resident Growth)

- Amendment signals that traffic effects at Lincoln are of concern and could contribute to future justification for a bypass road through its landholdings as identified in CRETS,
- Section 32 report does not appear to discuss the basis for the Council concern outlined and justification for this change questioned.

Issue 3, Townships and Rural Volumes (Future Transport Network)

- Concern as for Issue 1 – opposed to this particular referencing of CRETS – amended wording suggested.

Transport Networks - Strategy, Townships and Rural Volumes (Integration of Land use and Transport and Future Transport Network)

- "long term protection" of future "transport corridors" pertains to the potential bypass road and CRETS - concerns as above.
- Strategy should encourage positive outcomes – amended wording suggested.

- 7.12 Therefore, the main issues centred around a concern that the the provisions provide justification for the bypass identified in CRETS, and that this has not been tested in the context of the Act. This concern is also raised in relation to other provisions of PC12.

Issue 1

- 7.13 With respect to Issue 1, the paragraph originally identified as being of concern states as follows in the Rural Volume (and the Townships Volume wording is very similar):

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

- 7.14 I note that, in evidence, Mr Millar and Mr Carr considered that this Issue did not require amendment, and I agree. In my view, the Issue reflects broad, best practice principles, is not specific as to method or roading pattern and is worded appropriately for an Issues-level statement.

Issue 2

- 7.15 With respect to Issue 2 of the Rural Volume, the wording originally identified as being of concern states as follows:

...Selwyn District Council is concerned about effects ~~on Prebbleton Township~~ of additional traffic along Springs Road, and on Lincoln Township along ~~Ellesmere Road and James Street~~ Gerald Street and access to State Highway 1 at Rolleston township and the Izone industrial area.

- 7.16 I note that, in evidence, Mr Millar considered that this Issue did not require amendment, and I agree. In my view, the concerns of the Council (and the other relevant partners) with respect to traffic effects at Lincoln is well traversed in CRETS. Therefore, I accept that there is an issue of significance in relation to environmental effects in that regard. I note that no methods to resolve the issue are discussed at this point and consider that the matter has been appropriately referenced at this 'Issues' level.

Issue 3

- 7.17 With respect to Issue 3, the paragraphs identified as being of concern state as follows in the Rural Volume (and the Townships Volume wording is very similar):

Future Transport Network

The Christchurch Rolleston Environs Transportation Study (CRETS)⁸ identified the issue of efficient travel within and beyond the district to meet the future needs of the growing population in both Selwyn District and Christchurch City and the increasing demand for travel between these districts.

There is an identified need to provide adequate capacity and ensure a good level of service on State Highways, arterial and collector roads between townships, to Christchurch City and other major destinations around Selwyn District. This requires upgrading existing links and providing new roads to encourage the use of main roads and avoid adverse effects of through traffic particularly on the townships of Rolleston, Lincoln, Prebbleton and Templeton.

⁸ Footnote to Issue 3: **CRETS commenced in 2000 and is a partnership between SDC, NZTA, CCC, ECAN and CIAL to investigate and develop a transport strategy to accommodate transport growth and demand in the greater Christchurch area up to and beyond 2021. CRETS was adopted by SDC in 2007.**

- 7.18 In my view, the submitters' concerns are valid. Whilst CRETS represents a significant body of background work and identifies relevant issues, the specific 'solutions' are untested within the framework of the Act and I understand that further studies are intended to be undertaken in future. As such, whilst I have no concerns with respect to referencing CRETS in the Plan, this needs to be somewhat tempered by acknowledgement of the status of its recommendations in this context.
- 7.19 I note that the wording of the Townships Volume is slightly different to that of the Rural Volume; therefore, I recommend combining the two into one and replacing the first two paragraphs of Issue 3 in both Volumes with the following final text:

Future Transport Network

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

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

Transport Networks - Strategy, Townships and Rural Volumes (Integration of Land use and Transport)

- 7.20 With respect to the Strategy, the subject point states as follows in both Volumes:
- **Policies and rules that reflect the need for an integrated approach to land-use and transport planning to avoid adverse effects of development.**

- 7.21 I agree with the submission of the NZTA and Mr Hattam, and recommend that the additional wording in relation to transport choice be included.

Transport Networks - Strategy, Townships and Rural Volumes (Future Transport Network)

- 7.22 With respect to this Strategy, the subject point states as follows in both Volumes:
- **Policies and rules that ensure the long term protection of transport systems including transport corridors**
- 7.23 I note that, in evidence, both Mr Millar and Mr Carr considered that this point did not require amendment, and I agree. I consider it to be relevant, general and appropriate at this 'Strategy' level.

OBJECTIVES:

Objectives B2.1.3 and B2.1.4

- 7.24 Submissions in support and in opposition were received in relation to these objectives, and these are briefly summarised as follows:
- Objectives place too much emphasis on the protection of future road networks and transport corridors without balancing against the purpose of the RMA and giving effect to the Regional Policy Statement – amended wording suggested.
 - Amendments proposed to accentuate transport choice.
- 7.25 The relevant proposed objectives read as follows in the Rural Volume (with the Townships Volume being the same following amendment to existing provisions):
- 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.**
- 7.26 In relation to the concern that the objectives place too much emphasis on protection without balancing against the purpose of the Act, I consider that these two objectives together do achieve the balance sought by the submitters, and that one cannot be considered in isolation from the other. Objective B2.1.3 seeks a degree of protection whilst Objective B2.1.4 seeks the avoidance⁹, remedy or mitigation of adverse effects on a wide range of resources/values; the balance required is inherent. This is further supported, to a degree, by Objective B2.1.2 which seeks “to manage and minimise adverse effects of transport networks on adjoining land uses”. Therefore, I do not consider amendments to Objective B2.1.3 and its ‘Explanation and Reasons’ to be necessary.
- 7.27 I do, however, accept the recommendations of Mr Hattam in relation to the amendments proposed by NZTA and recommend the inclusion of the words “*transport choice*” and “*a range of*” in Objective B2.1.3 in both Volumes.
- 7.28 In relation to the ‘Explanation and Reasons’ for Objective B2.1.4, I consider that the additional words sought (‘or other important’) do not alter the meaning of the explanation; therefore agree that the amendment can be made.
- 7.29 In relation to adding the word ‘location’, Mr Hattam considered, in reply, that Objective B2.1.4 was about controlling construction nuisance and not about the final form of the road. He did not consider the amendment to fit within the framework. In my opinion, regardless of what may have been intended, the wording of Objective B2.1.4 is very broad, seeking that adverse effects of networks are avoided, remedied or mitigated in relation to natural or physical resources or amenity values; this objective will encompass many aspects of the adverse effects of networks. The objective then goes on to state that these adverse effects include those resulting from construction, operation and maintenance, presumably highlighting that these are areas where significant adverse effect could result, although that is not entirely clear. The ‘Explanation and Reasons’ does not assist particularly and appears to repeat the existing wording of the Rural

⁹ I agree with Mr Hattam and Mr Millar that the addition of the word “avoided” within Objective B2.1.4 is appropriate in the RMA context.

Volume relating to an existing objective which addressed construction and maintenance only, and which is to be replaced.¹⁰

- 7.30 In conclusion, given the broad wording of the objective, I agree with Mr Millar that location must be considered an element in assessing these adverse effects, along with many other elements, and recommend that the word “location” is added.

POLICIES, RULES AND ANTICIPATED ENVIRONMENTAL RESULTS:

- 7.31 In considering the policies and rules, I firstly note the ‘Transport Networks’ objectives that they sit beneath, as amended in accordance with the above discussion. These objectives are as follows (all are in both the Rural and Townships Volumes except where otherwise noted):

- **Objective B2.1.1:**

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

- **Objective B2.1.2:**

An integrated approach to land use and transport planning to manage and minimise adverse effects of transport networks on adjoining land uses, and to avoid “reverse sensitivity” effects on the operation of transport networks.

- **Objective B2.1.3:**

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

- **Objective B2.1.4:**

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

- **Objective B2.1.5:**

Rural - *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.*

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

- 7.32 The provisions below are grouped by subject in generally the same order as that of the Section 42A report by Mr Hattam.

¹⁰ This issue is discussed further in paragraph 7.201.

General – Appendix 13 and urban design (Townships)

- 7.33 A submitter considered that the proposed amendments to Appendix 13 have not accounted for the new urban design outcomes sought in Council's new policy direction introduced under PC7. The submitter noted, as an example, that PC7 anticipates smaller block lengths in residential areas to promote pedestrian permeability and active transport modes. The submitter considered that the standards in Appendix 13 had not been amended to promote this outcome.
- 7.34 In my view, the s.32 and s.42A reports clearly identify that PC12 was developed in order to support PC7, addressing the transport components of urban design and growth. PC12 was notified after PC7 and the s.42A report for PC12 was written after PC7 became operative (in part) and discusses¹¹ the operative provisions of PC7, including relevant objectives, policies and rules.
- 7.35 In overall terms, it is my opinion that the standards of Appendix 13 do align with the outcomes sought by PC7; however, the specific details of many of these standards are considered in more detail below. In any event, I understand from Mr Millar that the key issue for the submitter was the separation distances required between accessways and intersections (Table E13.5) and this is discussed further below – starting at paragraph 7.171.

Access to classified roads

Policies B2.1.2 – B2.1.4(b) (Townships and Rural)

- 7.36 These policies essentially address the roading hierarchy and access to roads.
- 7.37 The submissions received generally suggest specific amendments, with the concerns expressed including:
- concern re the application of the policy to large, established and significant activities,
 - policies imbalanced in relation to overemphasis on transportation without the balancing of land uses, and, as such, do not give effect to higher level objectives,
 - proposed methods do not adequately address Issues,
 - Policy B2.1.4(a) explanation “*should identify how public transport routes are protected to service future land use by ensuring there is sufficient public awareness of them*”.
- 7.38 With respect to Policies B2.1.2 and B2.1.3, I do not consider that specific references to significant land uses are appropriate at this transport policy level. I agree that there will be instances where effects on activities will need to be balanced against effects on roads, as described by Mr Carr in his evidence, but I consider that this balancing is most appropriately done through the resource consent process on a case-by-case basis, having considered the provisions of the Plan as a whole. I recognise the issue of ‘cherry picking’ raised by Mr Millar and it is an interesting point; however, that would be an issue of a problem in planning practice, and I do not consider it should be addressed through the incorporation of ‘balancing’ into all policies dealing with a particular subject. Therefore, I do not consider any amendments necessary to these particular policies.

¹¹ Section 42A report, pages 10-12

- 7.39 In relation to Policy B2.1.4(a), I do not consider the additional point suggested by submitters (*“the requirements of the activity itself”*) to be necessary, given that the policy already requires that access be to a legal road formed to the standard necessary *“to meet the needs of the activity”*.
- 7.40 I have also reviewed the evidence of Mr Hattam, Ms Minogue and Mr Regnault in relation to incorporating further reference to public transport in the explanation to Policy B2.1.4(a) in the Townships Volume. In summary, this paragraph generally relates to Policy B2.1.5 and is about ensuring new roads are integrated with existing and future transport networks and land use, and are designed and located to maximise permeability and accessibility. In my view, the decision sought goes somewhat beyond that indicated by the actual policy wording. Policy B2.1.5 does not seek protection and recognition of all transport networks; it seeks the integration of new roads. In my view, the paragraph already appropriately references public transport and the need to provide for it. I agree with Mr Hattam and do not recommend any changes.
- 7.41 In relation to Policy B2.1.4(b), I accept that the provisions as a whole are not directed towards seeking the avoidance of all adverse effect and note that minor effects are anticipated by Policy B2.1.12 of the Rural Volume. I note, however, that the reference to “minimize” in the explanation, as referred to by submitters, is made in relation to minimising accesses, not minimising effects. Given that the policy is written in relation to adverse effects, I recommend “mitigate” be added, rather than “minimize”.
- 7.42 In relation to Rural Policy B2.1.4(b) potentially being applied to established activities, I agree that some clarification would be useful, and recommend that a middle position between existing activities and new activities is appropriate whereby the Policy only relates to newly proposed traffic, so that the end of the provision reads: *“...from new property access or **new/expanded** activities which generate a high level of traffic movements.”*
- 7.43 Overall, I consider these proposed policies, as amended above, to be the most appropriate in order to achieve the objectives of the Plan, and Objective B2.1.1 in particular.

Policy B2.1.5 (Townships)

- 7.44 This policy discusses the development of new roads, and seeks to maximise permeability and accessibility.
- 7.45 Submitters sought reference to the roading hierarchy in the Policy and the Greater Christchurch Metro Strategy in the explanation.
- 7.46 I have reviewed the evidence of Mr Hattam, Ms Minogue and Mr Regnault, and agree that the roading hierarchy reference and reformatting proposed by Mr Hattam and endorsed by Ms Minogue is appropriate. In relation to the Metro Strategy reference, I agree with Mr Regnault that it is more appropriate to make the provision future-proof by referring to the “most recent” Strategy; therefore, recommend the amendment proposed by Mr Regnault.

Policy B2.1.12 (Rural)

- 7.47 This policy essentially seeks to avoid new property access directly onto State Highways and Arterial Roads, unless there is no alternative access or effects will be minor.

- 7.48 The submissions received on this Policy generally express concern re the application of the policy to large, established and significant activities, and seek that the Policy apply to new activities only, and particularly on smaller sites.
- 7.49 In combination with B2.1.4(a) and (b) above, these transport policies seek to avoid or mitigate adverse effects on significant roads and I consider this entirely appropriate. Policy B2.1.12 does not prohibit accesses and recognises that there will be situations where they are appropriate. In my view, it would not be appropriate for the Policy to indicate that existing activities should have unlimited property access/accesses onto significant roads. I also consider that safety and efficiency effects are a factor of more than just the size of a site – an access from a large site with an expanding activity could potentially have more significant impacts than one from a small site, depending on a number of factors including the type of activity, access formation, traffic generation, location, etc. Therefore, I consider the proposed wording of the Policy addresses the issue and achieves the objectives appropriately at this level, and do not recommend changes.

Policy B2.1.12 (Townships)

- 7.50 This Policy essentially seeks to address the impact of new activities on roads, and particularly on Arterial Road links with Christchurch City.
- 7.51 A submitter sought that the final paragraph of the 'Explanation and Reasons' be deleted; this paragraph addresses CRETS. As discussed in paragraph 7.18 above, I have no concerns in relation to CRETS being referenced; however, this does need to be tempered somewhat in relation to its status. I recommend that the final paragraph is retained with minor amendments similar to those in paragraph 7.19 above.
- 7.52 NZTA also submitted on this Policy, seeking addition to the wording to mention efficient access, and Mr Hattam recommended that it be adopted with minor amendment. I agree with Mr Hattam and recommend that the amended addition is made.

Transport Networks - Anticipated Environmental Results (Townships)

- 7.53 An amendment to the first outcome listed was sought by NZTA. This outcome relates to State Highways and Arterial Roads being the most efficient routes for through traffic. Mr Hattam recommended a minor rewording of the submitters suggestion. I agree with the recommendation made by Mr Hattam and recommend the change be made.

Rule 17.2.1.7 (Townships) and Rules 4.5.1.6 and 4.5.1.8 (Rural)

- 7.54 In summary, these rules require that:
- Townships and Rural** - access is to the lowest classification road. (4.5.1.8, 17.2.1.7)
- Rural** - access to a State Highway or Arterial Road only occurs where access is not available from another road and the traffic generated is less than 100ecm/d. (4.5.1.6)
- 7.55 The submissions received on these rules generally suggest specific amendments, with the concerns expressed including:
- proposed rules do not provide for consideration of unique, significant facilities,
 - would apply to new accesses and potentially if the use of an access increased; therefore, would require time-consuming, costly resource consent process,

- rules do not take into account where practical application may create issues, e.g. large university site,
- other provisions in the Plan are sufficient to ensure safe and efficient flow of traffic on arterial roads, and are a more efficient and effective way of achieving the objectives and policies of the Plan,
- higher speed roads have capacity to absorb additional traffic from new access points,
- it is more appropriate that the approach (favouring lower hierarchy roads) is applied when a new activity is established,
- amend Rule 4.5.1.6 so that (a) and (b) do not apply to arterial roads,
- delete Rule 4.5.1.8,
- amend Rule 17.2.1.7 so that it does not apply to the Business 3 Zone (amended in evidence to be an exemption to the rule for “tertiary education or research activities”),
- the approach of Rule 4.5.1.8 is inconsistent with the approach taken by the Townships Rule 5.2.1.2 where collector and local roads are afforded an exemption,
- Rules 4.5.4 and 4.5.5 should render non-compliance a restricted discretionary activity,
- amend Rule 17.2.1.7 so that high traffic generating activities have access from higher order roads and low traffic generating activities have access to lower order roads – local amenity effects discussed.

7.56 I accept that these rules in relation to access being from the lowest classification road may be more applicable, and therefore onerous, for a large landholder with access to multiple roads, such as the tertiary education and research activities subject to submission, than for a small landholder, in certain circumstances and depending on the definition of the ‘site’ to be assessed. I also accept that, in some instances, access to a lower classification road may be appropriate.

7.57 I do, however, accept the opinion of Ms Williams, in the s.42A report and in reply, that the rules are consistent with best practice guidance and industry standards and that they are not inconsistent with the NZTA Planning Policy Manual. In relation to the submitters’ activities in particular, in my view, it would not be appropriate to exempt tertiary education and research activities without full assessment of the potential adverse effects of doing so. At this point, I consider that this assessment will be best achieved on a case-by-case, access-specific resource consent basis.

7.58 In relation to Rule 4.5.1.6, Mr Carr considered the rule to be somewhat superfluous, as the matter of access onto highways is already addressed through NZTA documentation. He considered the Selwyn District arterial road traffic flows to be comparatively light, and considered that the rule would not be an efficient or effective approach and would not lead to enhanced safety or efficiency outcomes. Put another way, he considered that there would be negligible risk to the Selwyn roading network if the threshold was to be set at a higher level than 100ecm/d. Ms Williams discussed this rule in reply, noted that it already applied to State Highways and considered it to be appropriate, but noted that a non-notification clause may be suitable relief.

- 7.59 In my view, the supporting information and evidence does not fully address the inclusion of arterial roads in Rule 4.5.1.6(b), or the suitability of the 100 ecm/d threshold in the context of arterial roads. Therefore, I prefer the evidence of Mr Carr in relation to this matter, and recommend amendments to reflect this. In my view, the amended rule will still be consistent with the wording of Policy B2.1.12. (In addition, I note that Rule 9.13.1, which addresses the number of vehicle movements onto arterial roads for new or expanded activities, will allow assessment of the position and design of vehicle access, where applicable.)
- 7.60 Rule 4.5.1.6(a) reflects proposed Rule 4.5.1.8, which I have recommended be retained; therefore it only requires minor amendment in order to be consistent with it.
- 7.61 I have reviewed the amendment sought to Rule 17.2.1.7 of the Townships Volume in relation to requiring high traffic generating activities to access higher classification roads and amenity effects on local roads. Mr Hattam considered that the proposed heavy traffic rule (17.3.6) would address the concerns of the submitter; however, having reviewed the applicable assessment matters, traffic impacts are dealt with but amenity impacts are not within the Council's discretion to consider. I note that Rule 17.2.1.7 is discretionary in status and will enable these wider amenity issues to be considered, but only if an applicant actually chooses to seek consent, i.e. chooses to seek access from the higher, rather than lower, classification road. I have not received any evidence that would support the submitters' proposed wording; however, in my view, the submitters' concern is valid in relation to the business zones and I recommend that additions be made to the assessment matters for Rule 17.3.7. I also recommend a consequential amendment that adds an information note to Rule 17.2.1.7.
- 7.62 In relation to the status matters discussed by Mr Millar in evidence, I also note that Mr Hattam refers to non-compliance with all of the rules as being restricted discretionary in status. In reply, however, Mr Hattam considered the discretionary status appropriate for Rules 4.5.1.8 and 17.2.1.7 in order to address potential adverse effects and be consistent with the existing Plan framework, and I accept that view. As acknowledged, Rule 4.5.1.6 was mistakenly included in the 'non-complying' clause. Therefore, I recommend that Rules 4.5.1.8 and 17.2.1.7 remain discretionary in status, and that Rule 4.5.1.6 be restricted discretionary in status and therefore not included in Rule 4.5.5.
- 7.63 In relation to there being an inconsistency with Townships Rule 5.2.1.2, I accept the explanation and opinion of Mr Hattam¹², and do not consider any changes necessary.
- 7.64 Overall, I consider that the rules proposed, subject to amendment as above, are the most appropriate way to achieve the objectives of the Plan.

Diagram E10.B2 (Rural)

- 7.65 This diagram shows the level of construction required for vehicle crossings onto State Highways for activities generating between 30 and 100 equivalent car movements per day ("ecm/d").
- 7.66 It was sought by a submitter that this diagram be replaced with Diagram D from the NZTA Planning Policy Manual, with the reason provided being that the majority of the State Highway network in the District carries less than 10,000 vehicles per day.

¹² Section 42A report, page 29

- 7.67 Ms Williams considered this in evidence, discussing current and expected traffic volumes on the State Highways in the District and the likelihood of more than one heavy vehicle movement onto a site located on a State Highway, and I accept her views. Ms Williams also noted an inconsistency in the heading of E10.B2, which states that the diagram also applies to Arterial Roads. This is incorrect; therefore, the heading of E10.B2 is amended accordingly.

Rule E13.2.4.7/8 (Townships)

- 7.68 Some technical problems were identified in relation to this rule, as discussed by Mr Hattam and Ms Williams at the hearing. Firstly, the subject rule should be numbered E13.2.4.8 (as there were two rules numbered E13.2.4.7). Secondly, the rule referenced within it, E13.2.4.2, should have been E13.2.4.5. Lastly, the words “Intersections and” should be removed from Diagram E13.4 referred to within the rule. In my view, these minor amendments can be made and do not affect the meaning or interpretation of the original rule.
- 7.69 A submitter was concerned about the effect of this rule on the ability to access Hoskyns Road. I accept the explanation and opinion of Mr Hattam¹³ in relation to this matter, and recommend that no changes, other than the technical amendments above, be made.

Definition of State Highway (Townships and Rural)

- 7.70 NZTA sought amendments to the definition of ‘State Highway’. Mr Hattam proposed a minor rewording of the relief sought by the NZTA, Ms Minogue supported it, and I agree that the amended wording is appropriate.

Rights of way, accesses and turning

Rule 5.2.1.7 (Townships) and Rule 4.5.1.7 (Rural)

- 7.71 The specific wording of the rule in each Volume differs slightly; however, in summary, the rules require that shared access to more than 6 sites (or potential sites) shall be by road and not a private accessway.
- 7.72 The concerns of those in opposition included:
- no valid reason for the limitation of six sites,
 - a maximum of ten sites is required,
 - ‘potential site’ is not defined,
 - a restricted discretionary status would be more appropriate,
 - this requirement might not be universally appropriate – higher density typology example provided,
 - the s.32 report does not sufficiently justify this amendment – delete the rule.
- 7.73 Mr Hattam assessed this issue¹⁴, considering a number of urban design matters relevant to it. He concluded that the rule was generally appropriate, including the ‘six site’ limitation. He did, however, recommend that:

¹³ Section 42A report, pages 30-31

¹⁴ Section 42A report, pages 32-36

- (i) the references to 'potential site' be removed, an assessment matter be added to the subdivision chapter and 'dwellings' be added to the living standards, and
 - (ii) provision be made to allow secondary accesses (such as a rear access lane for terraced houses) within the Living Z zone, which provides for higher density developments.
- 7.74 In evidence, Mr Carr discussed the traffic engineering issues and considered there to be no reason why the current provision of 10 dwellings being served by a private accessway should be reduced to six. He also noted that the relevant Christchurch City Plan provision allowed 15 lots to be served by private accessway.
- 7.75 I have reviewed Mr Hattam's reasons for preferring a six site limit, which are predominantly related to urban design matters and practical considerations (such as long term maintenance issues and rubbish collection). I accept these reasons and consider that the six site trigger is more appropriate.
- 7.76 I also agree that 'potential site' may be a problematic term, and accept Mr Hattam's proposed solutions - (i) above – subject to slight amendment to the recommended Living subdivision assessment matter (12.1.4.2) for the sake of clarity.
- 7.77 In relation to the second recommendation ((ii) above), I note that Mr Millar, in evidence, generally agreed with Mr Hattam's approach, but considered a restricted discretionary activity status to be more appropriate, recognising that some additional assessment matters may be required.
- 7.78 In considering the status of the rule, I have reviewed whether it is consistent with the Plan framework in general. I note that the other non-complying standard in relation to vehicle accessways is whether or not a site has legal access to a road, generally reflecting the level of adverse effect that would result and indicating that somewhat exceptional circumstances would need to be demonstrated in order for consent to be granted. Mr Hattam and Mr Mazey, in reply, considered that the shared access issues were also significant and that non-complying status was appropriate, and I accept their view. I also accept their view in relation to the Living Z rule for secondary accesses being discretionary in status; however, I note that the rule number reference within the rule needs to be corrected and the format of the proposed rule does not fit particularly well within the Plan framework; therefore, amendments are recommended to Rule 5.2.4.
- 7.79 Ms Aston and Mr Paton discussed the particular circumstances of further submitters McIntosh, Jung and Lee in some detail at the hearing, and this background was helpful in understanding the specific relevance of the concerns raised.
- 7.80 As I understand it, the submitters own 4ha lots with access to an existing right of way that serves a total of nine lots in the Rural Inner Plains zone. There is a long history in relation to the sites and I am aware that a resource consent application has been lodged.
- 7.81 The main concern expressed in relation to this rule was whether the 4ha blocks could in fact themselves be built on under the proposed rule and, if not, whether a 'grandfather clause', an increase from six sites to 10 sites or a site-specific exemption of 10 sites was appropriate. Ms Aston accepted that an increase to 15 sites being served by a private accessway was outside of the scope of the submissions received, although noted that this was considered appropriate in Christchurch City and that it would cater for the 1ha lots subdivision that the submitters were proposing.

- 7.82 In considering this matter, I firstly note that I can only consider the situation in relation to the two 4ha blocks, and not in terms of the proposal for eight 1ha blocks. I was advised by Ms Aston that the resource consent application proposing the eight 1ha blocks is on hold; therefore, I cannot pre-empt or take into account that process, and, as such, must consider the existing circumstances only. I also note that whether or not it would be appropriate for additional sites to be created on the submitters' land, with access to the existing right of way, cannot be determined through this plan change process.
- 7.83 In relation to the proposed rule of this plan change, it is my view that, given that the two 4ha sites have already been created with access to the right of way, the rule will not be applicable to them and their use. Where any additional sites are sought to be created, however, Rule 4.5.1.7 will apply. As such, I do not consider a 'grandfather clause' or site-specific exemption in relation to the 4ha blocks to be necessary, and an increase in the threshold from six sites to 10 sites generally is discussed above and not recommended.

Rule E13.2.1, and Tables E13.4 and E13.7 (Townships)

- 7.84 Submitters sought amendments in relation to the width of crossings and accessways requirements, including:
- widths of accessways required in the business zones are too wide,
 - it is inconsistent to require crossings that are narrower than the accessway itself,
 - include standards for a single living zone site,
 - permit wider crossings where necessary and include a new rule requiring sufficient visibility between pedestrians on the footpath and vehicles exiting.
- 7.85 I accept that the proposed rules are appropriate, for the reasons discussed by Ms Williams and Mr Hattam¹⁵. Mr Hattam recommends adding an additional standard for single living zoned sites into Rule E13.2.1, as sought by submitters, and I accept this recommendation with minor amendment.

Rule E13.1.5 (Townships)

- 7.86 This rule relates to loading and manoeuvring. Submitters sought amendment to require that loading and manoeuvring should be designed for the maximum expected vehicle size or 8m rigid truck, whichever is the greater. They also requested that the version or issue date of the Code of Practice should be included in the rule.
- 7.87 Given that the use of sites can change over time, the Plan generally requires a minimum standard of loading and manoeuvring that will apply to the majority of uses. If, however, a higher standard is required for a particular use, the rule will not limit the provision of this; therefore, I do not consider changes necessary.
- 7.88 I agree that the applicable Code of Practice should be referenced in some way, but consider a general reference stating the 'most recent' Code will suffice and recommend this is included wherever the Code is referenced.

¹⁵ Section 42A report, page 38

Rule E13.2.1.3 (Townships)

- 7.89 The submitter noted that this rule requires that a private access to more than two allotments be formed and sealed, and considered that an access carrying less than 30 vehicles per day would not require sealing to provide an effective all-weather surface for residential use.
- 7.90 I accept the view of Mr Hattam that the issue is out of scope as it relates to existing provisions in the Plan, which has been renumbered only.
- 7.91 I note, however, that the numbering does need to be corrected, as “E13.2.1.3” is repeated twice, and recommend an amendment to address this.

Table E10.2 (Rural)

- 7.92 In relation to the provision of a turning area for a rural right of way serving 2-3 sites, I accept the explanation provided by Mr Hattam in the s.42A report¹⁶ and recommend the provision remain.

Rule E10.2.1.3 (Rural)

- 7.93 This rule states that turning areas may be facilitated through the use of a hammerhead arrangement. A submitter requests clarification of what design vehicle is to be accommodated in the turning area. Mr Hattam explained that the Council’s Code of Practice refers to a NZ Standard for turning heads. I agree with the submitter that this should be made clear in the rule and recommend a minor addition that refers to the Code. Consequently, I also recommend that this note be included in Rule E13.2.1.4 of the Townships Volume, for clarification purposes and to ensure consistent administration of the Plan.

Rule 4.6.2 (Rural)

- 7.94 A submitter notes that this rule requires on-site manoeuvring for ‘any’ vehicle, notes that the term is not defined and considers that it should refer to the various vehicles referred to in Appendix 10. Mr Hattam explained that the Council’s Code of Practice contains manoeuvring diagrams. I agree with the submitter that this should be made clear in the rule and recommend a minor addition that refers to the Code. Consequently, I also recommend that this note be included under Rule 5.5.1.4 of the Townships Volume, for clarification purposes and to ensure consistent administration of the Plan.

Parking

Policy 2.1.6(c) (Townships)

- 7.95 I accept the amendments recommended by Mr Hattam in response to submissions, with slight amendment, and recommend that schools are referenced within the policy.

Business 1 zone parking (Townships)

- 7.96 The submissions received on these rules generally suggest specific amendments, with the concerns expressed including:

¹⁶ Section 42A report, pages 38-39

- opposes the change in minimum parking requirement for retail activities,
- traffic surveys of parking demand in Lincoln and Rolleston indicate that the current on-site parking requirement of 2 spaces per 100m² GFA and/or outdoor display area already achieves the objective,
- increased requirements for parking encourages unsustainable use of private motor vehicles, unsustainable low density built environments and loss of the relationship between buildings and the street,
- the village of Lincoln has important characteristics of scale, density and form which may suffer due to excess of car parking,
- individual use of private motor vehicles for travel to hospitality venues should be discouraged,
- a reduced parking provision is appropriate for a town centre location, particularly as the size of the centre increases – replace Rule 13.1.1 and Table E13.1(b) with a ‘shopping centre’ rate based on size of centre,
- requirement for marked staff spaces reduces flexibility in how the spaces can be used,
- delete proposed amendments to Table E13.1(a), as the s.32 report has not adequately justified the need for the new standards and/or amended standards.

7.97 Evidence was received in relation to these concerns from Mr Hattam, Ms Williams and Mr Townsend.

7.98 Mr Hattam explained that the approach taken by the Council is that everyday parking demand created within a centre should be accommodated on-site or absorbed by on-street parking on the surrounding business zoned streets. He considered that parking should not generally overflow into the surrounding residential area, except on the busiest few days a year. He discussed the problems that insufficient parking can create in terms of nuisance for neighbours – on-street parking, residential access issues, amenity, noise, disturbance – and the disruption of traffic flow on busier roads. He also acknowledged the adverse effects of excessive parking provision, such as visual effects, separation of activities, less attractive walking environments and increased car dependency, economic effects from reduced vitality, inefficient use of land and inability to achieve high density development as parking consumes large areas of land. He explained that the Council had sought to determine an appropriate parking requirement for each township, based on the supply of on-street parking, the existing demand and the likely size of the zone in future. He stated that the aim was to require the minimum amount of parking needed for “everyday” demand, but not to exceed this; providing a balance between the need for parking and the problems that supplying it can create.

7.99 To this end, and in response to submissions, the Council had requested that Novo Group review the requirements with a view to ensuring they were set at the most appropriate level in relation to the outcomes sought, such as transport efficiency, urban design, amenity and land efficiency. The conclusions of Ms Williams are set out in Appendix 3, and summarised by Mr Hattam¹⁷, in the s.42A report. In general, it was recommended that the proposed requirements were retained; however, amendments were suggested for Prebbleton, Southbridge, Local Centres and Neighbourhood Centres, and I accept

¹⁷ Section 42A report, pages 43-46

that these are more appropriate in this context. I also accept Mr Hattam's consideration¹⁸ in terms of the request for a 'shopping centre rate'.

- 7.100 Mr Townsend's evidence provided an alternative view and included a paper by J A Genter, entitled "How minimum parking standards underpin car dependence: the new parking management paradigm". Mr Townsend's main points were generally in relation to encouraging sustainability and reducing car dependence, particularly in Lincoln. The paper attached to Mr Townsend's evidence essentially discussed the 'usual' traffic engineering approach of minimum parking requirements based on demand, and presented a number of alternative regulatory responses that were considered to be better suited to achieving the goals of local authorities. These included removing minimum parking requirements, pricing parking, allowing shared parking, transport management associations, car-share organisations and instigating travel plans. The paper acknowledged that education would be required to enable behavioural change. In total, the information provided to me was thoughtful and interesting, presenting a view that many will have some sympathy with.
- 7.101 In reply, Mr Hattam and Ms Williams considered the views of Mr Townsend and did not dispute the value in them; however, they did not consider the specific measures discussed particularly appropriate for Selwyn District at this time. They also noted the costs involved in not providing parking and in introducing the other methods discussed, including the active management of priced parking. Mr Hattam considered that the PC12 approach, as amended, provided a middle ground between excessive provision of parking and meeting current community expectations for levels of service for parking and traffic flow.
- 7.102 I accept the views of Mr Hattam and Ms Williams with respect to the methods used to address effects associated with vehicle parking, and consider the rules proposed to be the most appropriate for achieving the objectives of the Plan at this time. I have no doubt that the Council will review parking issues in the District on an on-going basis in future, keeping in touch with community expectations and behaviours, and bearing in mind the information presented by Mr Townsend.
- 7.103 I note that, in response to a question, Mr Hattam advised that the "including Commercial" reference under "Retail activities" in the E13.1 tables is not defined in the Plan, but is interpreted to mean something akin to the 'commercial services' category in the Christchurch City Plan. The 'Retail Activity' definition proposed by PC12, however, would not in my view include these types of service activities. I accept Mr Hattam's opinion that there is no scope to amend the definition at this stage, and also note that this issue may not cause any problems in administration of the transport rules, given that the closest activity is required to be applied where there is no listing in any event (Rule E13.1.1.2). The Business Activities retailing rules, however, (and any other rules that refer to 'retail activities') may be affected and changed in their intent because this new definition will now also apply to them. It will depend upon how the Council was interpreting the meaning of 'retail activities' under those other provisions pre-PC12. The Council may wish to review this matter in future.

¹⁸ Section 42A report, page 47

Business 2 zone parking (Townships)

- 7.104 A submitter considered that the current requirements were in excess of actual need, opposed the increases in parking required for the Business 2 and Business 2A zones and requested that a requirement of 0.5 spaces per 100m² be put in place for warehousing/storage.
- 7.105 Mr Hattam discussed these issues and noted that buildings in these zones typically change use over their lifetime, being used for warehousing/storage and industrial activities, and that enforcement issues have resulted in the past in Christchurch City with respect to new owners/tenants taking on a warehouse building for industrial use without complying car parking. I accept this view and do not recommend any change in this regard. I note that resource consents for reduced parking for purpose-built warehousing facilities will be able to be applied for, and, if granted, should have the effect of alerting new owners to the type of use allowed; thereby addressing that enforcement issue.

Business 3 zone parking (Townships)

- 7.106 Submissions were made in relation to the car parking requirements for educational and research facilities. Mr Hattam considered the educational requirement appropriate and I note that Lincoln University advised, at the hearing, that it no longer wished to pursue the relief sought in relation to educational facility car parking, but that the concerns around research facility parking remained.
- 7.107 In summary, PC12 sought to change the research facility parking requirement from 1 space per 2 full time equivalent staff to 1 space per 1.5 full time equivalent staff. The submitters considered that no basis had been given for the increase in the s.32 report, were not aware of any concerns having been raised in relation to the existing research facility operations and considered the change to be inconsistent with the objectives and policies of the Plan.
- 7.108 Mr Hattam considered this issue in the s.42A report and recommended that the proposed amendment be revoked, and Ms Derry advised, at the hearing, that this recommendation was supported by the two relevant submitters. I recommend that the requirement return to '1 space per 2 full time equivalent staff'.

Pre-schools and schools (Townships)

- 7.109 The submission specific to pre-schools stated that survey data shows that the parking requirement is excessive and that a parking requirement of 1 space per 6 students would better reflect the regular peak parking demand of a pre-school. Mr Hattam considered the submitter's request, noted that the parking rate was based on the surveyed peak parking demand, concluded that catering for parking demand for all but the busiest times of the year was the most appropriate method, and recommended that no change be made. The submitter did not appear at the hearing. I accept Mr Hattam's recommendation.
- 7.110 In relation to schools, the Ministry of Education supported a number of the proposed provisions, but sought some amendments, as follows:
- consideration needs to be given to legislative changes to the legal driving age and implications of this on educational car parking requirements,

- reduction in the car parking requirements for 'Educational Activities' or alternatively reassurance that a reduction in car parking numbers would be acceptable if a travel management plan was in place for schools,
- clarification is required on the mobility impaired car parking requirements,
- clarification on the application of the car parking requirements for the roll growth or expansion of existing schools is required.

7.111 With respect to the legal driving age, I accept Mr Hattam's recommended amendments.

7.112 I note that no evidence has been provided that supports reducing the car parking requirements for schools. In relation to travel management plans, I note that these will be considered as part of any resource consent assessment for reduced parking provision; however, no guarantee of acceptance can be given through this plan change process. Therefore, I do not recommend any changes to the provisions in this regard.

7.113 With regard to parking for people with impaired mobility, I have reviewed Mr Hattam's recommendations¹⁹, but consider the originally notified version of Rule E13.1.1.6 to be the most appropriate, subject to the inclusion of a reference to the rules that set out those required rates, and recommend changes to reflect this.

7.114 The submitter also sought clarification as to the application of parking requirements to roll growth or expansion of existing schools. It should be noted that increases in staff and/or student numbers will trigger assessment under the rule and, if the school activity does not comply with the rule as a result of that increase, additional parking will need to be provided. That is currently the case and will continue to be the case under the PC12 provisions.

Definition of retail activity - slow trade and bulk goods (Townships)

7.115 The relevant submissions seek to amend the definition of slow trade and bulk goods to clarify what stores are intended to be included.

7.116 Mr Hattam considered that a list of activities would be problematic and would most likely create a whole new series of ambiguities and anomalies.

7.117 I agree with the submitters that the definition does not provide absolute certainty; however, I also agree that attempting to write lists to cover all activities can be problematic and inefficient. Mr Hattam advises that where the Council is not certain that the 'slow trade and bulk goods' parking rate will apply, the higher retail rate will be applied. In my view, the definition provides a good guide as to what might be considered slow trade and bulk goods, and early consultation with the Council will assist applicants in their planning. In my view, the proposed definition (as amended slightly by Mr Hattam) will make the Plan more flexible and permissive, and is the most appropriate way to achieve the objectives in this instance; therefore, I recommend it remain with slight modification.

Definition of workbay (Townships)

7.118 A submitter requested definition of the term 'workbay'. I note that a definition was proposed by PC12, but that Mr Hattam recommended amendments to it. I accept those recommended amendments.

¹⁹ Section 42A report, page 50

Joint use of car parking spaces – existing Rule 13.1.1.3 and proposed Rule E13.1.3.3 (Townships)

- 7.119 Existing Rule 13.1.1.3 allowed activities undertaken at different times on a site or on adjoining sites to have joint use of car parking spaces where the Council deemed it appropriate. Proposed Rule E13.1.3.3 allows car parking spaces to be provided on a separate site.
- 7.120 A number of submitters sought to reinstate Rule 13.1.1.3 in the Plan, but without the discretion previously afforded to Council, and supported proposed Rule E13.1.3.3. One submitter sought that rule E13.1.3.3 also apply to the Business 2A zone.
- 7.121 I agree that there will be instances where joint use of car parking spaces will be appropriate; however, I consider that it would be difficult to write a rule to provide for these specific instances. In my view, the existing ‘rule’ was more of an advice note and provided no certainty to applicants in that it appeared to allow Council to give some kind of discretionary (non-resource consent) approval to joint use; therefore, I do not recommend reinstating it. In my view, however, it would be appropriate to signal that joint use may be acceptable and I recommend an additional sentence under the Reasons for Rules in Part C, Section 5.
- 7.122 In addition, Mr Hattam considered Rule E13.1.3.3 in response to the concerns raised within the submissions, and recommended removal of the provisions that require signage in association with parking on another site where shared public parking is provided. I accept that recommendation as being appropriate.
- 7.123 With respect to Rule E13.1.3.3 and its applicability to the Business 2A zone, I consider it unlikely that the specific reference to the Business 2 zone means that the rule will also apply to the Business 2A zone, as indicated by Mr Hattam. If, however, the alternative should apply, I also see no disadvantage in making it clear that the rule applies to the Business 2A zone; therefore, I recommend that the submitter’s request is accepted and reference to the Business 2A zone is included in the rule.

Cycle parking – Rule E13.1.4 (Townships) and Rule 4.6.3.3 (Rural)

- 7.124 Four submissions addressed these rules, with concerns including:
- the version or issue date of the Code of Practice should be included in the rule,
 - the cap of 10 spaces should apply to a shopping centre as a whole, rather than each individual activity within the shopping centre,
 - it is highly unlikely that cycling would be a popular transport mode in the rural zones and as such the rule is redundant and should be deleted.
- 7.125 The Code of Practice issue is discussed in paragraph 7.88 above, and it is recommended that the “most recent” Code be referred to in the Plan.
- 7.126 I accept Mr Hattam’s discussion with respect to the 10 space cap, and agree that it is most appropriate that it apply to activities, rather than a centre as a whole.
- 7.127 I agree with the submitter that it is not necessary to require cycle parks for activities on a rural site. Even if cycle parking was considered necessary, my interpretation is that an activity would comply with the rule if it provided only one cycle park. Therefore, I do not consider the rule appropriate and recommend that Rule 4.6.3.3 is deleted.

Non-compliance with parking standards – Rule 5.5.3 (Townships)

- 7.128 A submitter considered that the discretionary activity status proposed was excessive given that the nature of any potential effects arising from any parking and cycle non-compliances would be relatively minor in nature; a restricted discretionary status was sought.
- 7.129 Mr Hattam disagreed and considered a discretionary status to be necessary in order to address the potential adverse effects.
- 7.130 I accept Mr Hattam's view and consider it to be consistent with the existing Plan framework.

Car park design and layout

Policy B2.1.7 (Townships and Rural)

- 7.131 This policy states:
- 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.***
- 7.132 The submissions received on this policy, where not wholly in support, included the following concerns:
- there are no methods listed under the Townships Volume policy,
 - suggested relief would be to reference an industry accepted document such as AS/NZS2890.1:2004,
 - amend to include references to public transport.
- 7.133 Mr Hattam considered these submissions and recommended that methods be included in the Townships Volume, although not the Standard suggested, and that public transport references also be included. Mr Regnault also considered the public transport references to be appropriate. I accept the opinions of the expert planners and recommend these changes.

Policies B3.4.18(b) and (c) (Townships)

- 7.134 These policies seek to ensure: that the provision of adequate car parking is not achieved at the expense of amenity, nor at the expense of safety and accessibility; and that the assessment of parking space provisions for new activities considers accessibility by sustainable transport modes.
- 7.135 A number of submissions were received in relation to these policies, with the concerns including:
- delete the policies (along with Rule 17.7.1), or amend it to reflect the issues raised in the submissions,
 - it is not appropriate to address issues of amenity through a traffic policy,
 - safety, security and accessibility for pedestrians and cyclists already addressed in Policy B2.1.7,

- it is unlikely that future levels of accessibility to the site, and how this may affect parking demand, will be easily assessed,
- amend Policy B3.4.18(b) to include reference to the ability to reduce parking or other techniques such as travel demand management, and include references to public transport.

7.136 I agree with Mr Hattam that reference to amenity considerations, and pedestrian and cyclist safety and accessibility, is appropriate in this Traffic section; however, I note that the wording of B3.4.18(b) is somewhat prescriptive for a policy level statement, requiring “factors” to be “collectively considered”. I consider that the ‘Explanation and Reasons’ adequately elaborates on the meaning of the policy (subject to slight amendment); therefore, I recommend removing these ‘assessment factors’ from the main body of the policy. I also recommend rewording the policy to be more consistent with the existing framework of the Plan and to reflect the ‘Explanation and Reasons’.

7.137 In relation to B3.4.18(c), I agree with the submitter that future levels of accessibility may be difficult to assess. I also consider the formatting of the policy to be not entirely consistent with the Plan format; therefore, I recommend amendments to it.

7.138 I accept the views of Mr Hattam with respect to the final bullet point above²⁰, and therefore recommend including a reference to users of public transport.

Rules 5.5.2 (Townships Living), 17.7 (Townships Business) and 4.6.4 (Rural)

7.139 These rules seek integrated consideration of factors associated with and adjacent to larger parking areas. These factors include the location, layout and orientation of parking areas, the provision of lighting for safety and security, and landscaping provision.

7.140 A number of submissions were received in relation to these rules, with the concerns including:

Living

- rule 5.5.2 – delete the rule, the appropriateness of the 40 space threshold is questioned, the threshold of 40 spaces that triggers controlled activity status is too low and a higher threshold of 100 spaces should apply,

Business

- delete Rule 17.7 – concerns in relation to rules not giving a clear indication of what the Council is aiming to achieve, the wide discretion afforded to Council, addressing amenity in a transport rule, and the matters already being covered by other policies and rules,
- delete Rule 17.7.1 – concerns in relation to the Council having unreasonable discretion to control the layout of entire developments based simply on the number of car parking spaces required, amenity being controlled by one arbitrary “catch-all” traffic generation rule, and inconsistent administration of the rule,
- delete Rule 17.7.2 – concerns in relation to the definition of redevelopment and its applicability within the Business 3 zone,

²⁰ Section 42A report, page 58

Rural

- Rules 4.6.4 and 4.6.7 – car parks of more than 40 spaces are included as both controlled and discretionary activities,
- Delete “redevelopment” from Rule 4.6.[4].

7.141 Firstly, I note that Policy B3.4.18(b), which the Townships rules sit beneath, has been recommended to be amended to read:

Ensure that a high level of amenity, safety, security and accessibility is achieved for pedestrians, users of public transport and cyclists when car parking is provided.

In my view, the amendments to the policy do not affect its intent to any significant degree and these proposed rules still fit beneath it.

- 7.142 In relation to the Business zones, I consider Mr Hattam's recommendation²¹, of deleting Rule 17.7.1 and relying on the PC29 rules (with the exception of retaining a clause similar to the original clause proposed that addresses pedestrian access/safety) to be appropriate for the reasons provided, and recommend that it be accepted. I also note that Foodstuffs provided a letter to the hearing advising that they were generally comfortable with this approach.
- 7.143 In relation to the Business 2 zone, in particular, Mr Hattam recommends a separate rule that deals with matters of safety only. Given that the Business 2 zone also allows activities such as retail, I would expect a certain level of amenity to be provided. This was required in the originally notified Rule 17.7.1, which applied the rule to all activities within the Business 2 zone except for industrial activities. In my view, this was appropriate and I recommend that the intent of the rule remain as notified in this regard; I recommend amendments to Rule 17.7 to reflect this.
- 7.144 With respect to the Business 3 zone, I agree that the rule should not apply to “redevelopment”, for the reasons discussed by the submitters (including at the hearing) and accepted by Mr Hattam. I understand from Mr Millar that this amendment meets the relief sought by the submitters.
- 7.145 The submitter's concern with respect to Rules 4.6.4 and 4.6.7 in the Rural Volume is accepted, and it is recommended that the activity status for parking areas of more than 40 parking spaces is ‘controlled’. The word ‘redevelopment’ is also deleted from Rule 4.6.4.
- 7.146 Rule 5.5.2 relates to large car parks in the living zones only. The submissions on this provision requested that the threshold for the rule be increased from 40 to 100 spaces, or that the rule be deleted because the threshold was inappropriate. Ms Williams, Mr Hattam and Mr Carr presented evidence in relation to this matter.
- 7.147 Ms Williams provided a discussion in relation to a 40 parking space threshold and considered it appropriate, providing examples of large, generally non-residential activities, and Mr Hattam agreed with her conclusions. Mr Carr discussed his concerns in relation to taking activity type and car park turnover into account, and also provided examples of large, non-residential activities. In reply, Ms Williams considered Mr Carr's points valid, but considered that a number of other factors would influence the safety of a car park of this size, such as the area occupied, the distances involved and the type of

²¹ Section 42A report, page 61

layout that could be achieved. Ms Williams also pointed out that the size of non-residential activity that could be achieved before the rule was triggered was significant, e.g. a 1,600m² office.

- 7.148 I note that the majority of examples provided would very likely require at least discretionary activity status resource consent under the living zones 'Activities' rules (10.9), and the 'Reasons for Rules' for the proposed provision reflects this to a degree, stating:

The provision of rule 5.5.2 is not intended to suggest that parking areas of this size are generally anticipated in living zones. The intention of the rule is to ensure that if such a parking area does occur, attention is drawn to the consideration of pedestrians within parking areas (including movement between cycles/cars and the building entrance) and at vehicle crossing points.

- 7.149 The 'Activities' rules require that any non-residential activity that exceeds 40 vehicle movements per day to State Highway, Arterial and Collector Roads or 20 vehicle movements per day to a Local Road is a fully discretionary activity. There are also controls on numbers of staff and building size. Activities requiring more than 40 car parks would not be generally anticipated in a Living zone, and would require discretionary activity resource consent; therefore, the Council would be required to have regard to all effects. In addition, I would expect that Council staff would use the business rules as a guide if a large, non-residential activity in a Living zone was to be assessed, and issues of amenity and safety (such as identified under Rule 17.7) would be relevant considerations.
- 7.150 Therefore, regardless of whatever threshold might be considered appropriate in living zones, in my view Rule 5.5.2 acts as a type of assessment matter in considering non-residential activities that are not permitted nor anticipated by the Plan. I do not consider this to be appropriate and consider that the relevant effects can be assessed under other provisions of the Plan; therefore, I recommend that the rule is deleted.

Parking area dimensions - Table E13.2 (Townships) and Table E10.1 (Rural)

- 7.151 A submitter considered that the car park dimensions had been incorrectly adopted from NZS2890.1:2004 which, in particular, specifies a 5.0m stall depth (and not 5.4m) with a corresponding 0.4m increase in aisle width. The submitter noted that this may be beyond scope, but considered that the table should be updated accordingly.
- 7.152 Mr Hattam advised that the existing Plan standards had not been amended by PC12, that they appeared to be working well and that he did not consider changes to be necessary. No evidence was received to the contrary, and I agree that the issue is beyond scope; therefore, no changes are recommended in this regard.
- 7.153 The submitter also noted that the table specifies minimum dimensions for parking spaces and the proposed "Disabled Parking" minimum standard is "3.2-3.6". The submitter considered the minimum should be specified as 3.2m. Mr Hattam agreed that the minimum should be 3.2m. I recommend that both Volumes be change to reflect this.
- 7.154 The submitter also made reference to Note 2 to Table 13.2. Note 2 does not refer to the design of buildings, but to the design of parking areas in buildings; therefore, no amendments are necessary.

Road widths and cul-de-sac length

Table E13.8, and Rules E13.3.1.4 and E13.3.1.5 (Townships)

- 7.155 Table E13.8 requires certain roading standards, including in relation to legal and formed widths. Rules E13.3.1.4 and E13.3.1.5 address cul-de-sacs.
- 7.156 Submitters' concerns included:

Table 13.8

- a 20m legal width for a collector road is excessive given the required formed width of 11m – legal width of 15m would be more appropriate,
- an 18m legal width for a Living 2 local road is excessive given the required formed width of 6m – legal width of 11.5m would be more appropriate,
- the terms local – major, local – intermediate and local – minor are not defined,
- amend to provide a separate standard for Collector Roads in Business zones to ensure parking is provided on both sides of the carriageway, or alternatively that all Collector Roads provide for parking on both sides of the carriageway.

Rules E13.3.1.4 and E13.3.1.5

- no effects based justification has been provided for these restrictions,
 - the requirements should be deleted as connectivity can be provided by other than vehicle modes.
- 7.157 In relation to road widths, I accept Mr Hattam's largely amenity and servicing reasons²² for retaining the road widths as proposed and recommend no changes.
- 7.158 I note that the local road terms used in Table E13.8 are defined in the Definitions section of the Plan, and therefore recommend no changes.
- 7.159 I agree with Mr Hattam's recommendation²³ in relation to providing for parking on both sides of a Collector Road in the Business 1 zone, and recommend that this amendment be made to Table E13.8.
- 7.160 With respect to cul-de-sacs, I accept Mr Hattam's urban design reasons²⁴ for retaining the relevant rules and recommend no changes.

Traffic generation rule

Rule 17.3.6 (Townships)

- 7.161 Rule 17.3.6 introduces a traffic generation standard for the Business zones.
- 7.162 The submissions received generally sought deletion of the rule and concerns included the following:

²² Section 42A report, page 65-66

²³ Section 42A report, page 69

²⁴ Section 42A report, pages 67-69

- the rule could be triggered by the redevelopment of established activities, even though no concerns have been raised about the existing access points, nor would the character of the activity on site change from what is anticipated by the zone,
- the proposed rule is unnecessarily restrictive in the Business 3 Zone, where the zone is specific to the identified functions, and the character and amenity of the zone is already well-established,
- amend the rule so that it does not apply to the Business 3 Zone,
- the Council has already zoned the land Business which anticipates a certain level of traffic generation; therefore, a high traffic generator rule should not be required,
- delete Rules 17.3.6 and 17.3.7.

7.163 Ms Williams considered the rule²⁵ and concluded that it was appropriate, and I accept that view for the reasons provided.

7.164 Ms Derry advised that the relevant submitters' located within the Business 3 zone were no longer pursuing this aspect of their submissions; however, Mr Carr did point out an issue in relation to the use of the word 'trips' within the rule. I note that the definition of 'Vehicle Movement' includes the statement "*Vehicle trip has the same meaning*" and, therefore, consider the wording to be valid; however, I also note that the rules usually refer to "vehicle movements" and take Mr Carr's point with respect to what 'trip' might mean colloquially. Therefore, for the sake of clarity, I agree that the word 'trips' would be better replaced with the word 'movements' and recommend this minor change.

Sight distances

Rule 5.3.6, Table E13.6 and Diagram E13.2 (Townships), and Table E10.4 and Diagram E10.A1 (Rural)

7.165 The concerns expressed by submitters in relation to the sight distance requirements included:

Townships

- some of the values in Table E13.6 match those specified in the NZTA Planning Policy Manual and Austroads SISD values; however, the Living zone requirements do not appear to match values specified in any relevant source document,
- the Business zones sight distance requirements in the 50-70km/h bands are unrealistic given likely urban section sizes – sight distance requirements should not be applied to living and business zoned sites on collector and local roads with a 50-70km/h speed limit,
- the requirement for sightlines for all vehicle entrances, particularly on local roads, could result in poor subdivision design and poor urban design outcomes, which could go against the intent of PC7 - remove the requirement for sightlines for local roads in residential areas, or at least do not apply the requirement to Minor and Intermediate Local Roads,
- non-compliance with Rule 5.3.1.3 is a discretionary activity; this classification is excessive given that the nature of any potential effects arising would only affect the

²⁵ Section 42A report, Appendix 3, pages 39-40

road controlling authority – a restricted discretionary activity status would be more appropriate.

Rural

- the NZTA Planning Policy Manual advises that the 85th percentile speed should be used and provides a further column to their App5B/1 – these latter sight distances approximate 50% of those specified in Table E10.4 and reflect those in Austroads and current practice,
 - update Table E10.4 and Diagram E10.A1 to match NZTA Planning Policy Manual.
- 7.166 Ms Williams considered these concerns and considered the values to be appropriate²⁶. I did not receive any evidence in relation to sight distances from the submitters, and I accept Ms Williams view. I note that Ms Williams recommended that the tables and diagrams be updated to increase the required sight distances, but that Mr Hattam did not include those amendments in his recommendations. This was presumably due to issues of scope, and I also recommend no changes for reason of scope.
- 7.167 I accept Mr Hattam's comments²⁷ in relation to the applicability of the sightlines requirements to local roads. Importantly, Mr Hattam confirmed that sight distances are not triggered by intersections.
- 7.168 Rule 5.3.6 makes activities that do not comply with the specified sight distances in the Living zones discretionary activities. I note that this type of non-compliance is also of discretionary activity status in the Business zones and restricted discretionary activity status in the Rural zones. Mr Hattam advised that the category status for applications in the Townships Volume had been changed to discretionary due to the complexity and number of factors which may need to be considered, and I accept that view.

Intersection spacings

Table E13.9 (Townships) and Table E10.6 (Rural)

- 7.169 The concerns expressed by the submitter were:
- the values for 50km/h to 90km/h follow ESD requirements published in Austroads which would be more applicable to intersections along arterial and strategic roads - intersections along collector and local roads should use SISD as a separation criteria,
 - a 500m separation distance would be more appropriate for 100km/h.
- 7.170 Ms Williams and Mr Hattam²⁸ discussed the issues raised and recommended amendments. I accept those recommendations for the reasons provided in the s.42A report.

Separation of vehicle crossings from intersections

Table E13.5 and Diagram E13.4 (Townships), and Table E10.3 and Diagram E10.A2 (Rural)

- 7.171 The concerns expressed by the submitters included:

²⁶ Section 42A report, Appendix 3, pages 29-33

²⁷ Section 42A report, pages 72-73

²⁸ Section 42A report, pages 73-74

- the setback distances in the NZTA Planning Policy Manual are inconsistent with the principle of the lower the classification, the lower the separation distance – examples given,
- (amend the standards in Appendix 13 to better align with the urban design outcomes of PC7 or) amend Table E13.5 to reduce the minimum separation distances for accessways in living zones from intersections with roads having a speed limit of 50kph or less. The new minimum distance should either be 10m or as far from the intersection as practicable for corner lots.

7.172 Firstly, I note that the appropriateness of PC12 in relation to PC7 is discussed in general terms starting at paragraph 7.33.

7.173 With reference to the subject standards in particular, Ms Williams and Mr Hattam, in the s.42A report, discussed the issues raised, noted that some of the numbers within the tables had been transposed incorrectly and recommended amendments, including amended tables and a new diagram. Mr Hattam agreed that a reduction in the separation distances was required in low speed environments to allow for more flexibility in building orientation.

7.174 Mr Millar and Mr Carr, in evidence, noted that for the type of roads which were most likely to have accesses onto them (Local and Collector Roads), the separation distances recommended in the s.42A report remained the same. They considered that the amendments did not reflect Mr Hattam's acceptance of the submitter's concerns and that the inconsistency still remained.

7.175 In reply, at the hearing, Mr Hattam considered the distances appropriate and advised that most sites would be able to comply with them. He also noted that Rule E13.2.2.1 allows a vehicle crossing for every site in the most complying position. He did note that lots with a narrow width may be restricted, as the rule would require the access to be on the long boundary, which may not be sought by the owner due to, for example, desired house orientation. He considered that this would generally affect only medium density houses and would not be a frequent issue. He considered the resource consent process appropriate in order to address these circumstances, whether at time of subdivision or at time of development. Ms Williams, Mr Mazey and Mr Hattam considered the standard required to be set at an appropriate balance between allowing for good house orientation and managing the road network.

7.176 I note that the diagram for the Rural Volume should show the distances being measured from the centre line, in accordance with Rule E10.2.2.3, and recommend that it is amended to reflect this. The Townships Volume diagram is correct, as the distances are measured differently, i.e. from the kerb line, in that Volume (Rule E13.2.2.2).

7.177 In general terms, I accept the recommendations of the Council experts for the reasons provided in the s.42A report, and at the hearing (as summarised above). I also accept the changes recommended at the hearing in relation to providing reference to the diagrams in the rules and correcting the numbering and headings of relevant diagrams.

Queuing space

Table E13.3 (Townships)

7.178 The concerns of the submitters were in relation to drive-through facilities and queuing spaces/queuing space length. As Mr Hattam discussed²⁹, legitimate confusion has arisen due to the word “queuing” being used in two different rules and meaning two different things. I recommend that Mr Hattam’s amended wording be included in PC12.

Heavy vehicles routes policy

Policy B2.1.26 (Rural)

7.179 The submissions received on this policy expressed concerns including:

- the policy as drafted lends credence to the potential bypass road through the submitter’s landholdings,
- the policy and explanation places too strong an emphasis on the provision of heavy vehicle bypasses, emphasising the adverse effects of heavy vehicles travelling through townships; however, the policy does not address the potential adverse effects of establishing alternative routes for heavy vehicles,
- the submitters do not consider the policy is the most appropriate way to give effect to the proposed objectives nor the purposes of the RMA, and request that it be deleted.

7.180 Mr Hattam recommended amendments³⁰ which would appear to emphasise the reverse sensitivity aspect of the policy.

7.181 Mr Carr provided evidence at the hearing, advising that it was a commonly-accepted traffic engineering principle that the amount of ‘through’ heavy traffic should be minimised in order to provide amenity benefits for road users within a settlement, provided there is an alternative where the effects of the heavy traffic are less. In his view, automatically assuming a bypass provided net benefits did not represent best practice.

7.182 Mr Millar, in evidence, was also concerned that the policy assumed a bypass route was available and/or appropriate. In the context of the submitters’ concerns about the CRETS route, he noted that the form and location of a bypass had not been confirmed and that a solution to achieve a CRETS outcome may not even involve a bypass.

7.183 Mr Hattam, in reply, pointed out that this policy was already existing in the Townships Volume (B2.1.19 in the operative Plan), and that PC12 was seeking to repeat the wording in the Rural Volume. On behalf of Ms Williams and Mr Mazey also, he advised that they collectively considered that the bypass policy should remain, but agreed that the policy should be about encouraging the use of bypasses, rather than encouraging every town to have one.

7.184 In considering this Rural policy, I firstly agree that it would not be appropriate for it to indicate that bypasses through rural land will be appropriate in all cases; however, I note that all of the evidence provided points towards bypasses being beneficial in principle, subject to balanced assessment of their adverse and positive effects in each case. I also accept Mr Hattam’s view that the existence of a bypass will affect decisions on land use, and that a policy is appropriate in order to consider the effects of land use and transport in an integrated manner in this context.

²⁹ Section 42A report, pages 76-77

³⁰ Section 42A report, page 80

- 7.185 The policy itself is about encouraging heavy vehicles to use “*routes which bypass townships*” and avoiding residential development along ‘bypasses’. The ‘Explanation and Reasons’ goes further, indicating that the preferred method of encouraging heavy vehicles to use routes that bypass townships is to design ring roads and bypasses. Then, once a “*bypass or heavy vehicle route*” is created, control of activities along it is sought.
- 7.186 In my view, a policy reflecting the principle of heavy traffic avoiding townships is appropriate in the Rural volume, subject to an amendment indicating that consideration of whether or not a heavy vehicle route/bypass is appropriate in each specific circumstance is necessary. I have no concern in relation to the Council signalling a preferred method of achieving the avoidance of townships by heavy traffic (where it has assessed this as being practical and appropriate). I do not consider the policy to be CRETS-specific to any degree.
- 7.187 As noted above, the equivalent Townships policy (B2.1.24) is not subject to PC12, other than to be renumbered. I do not consider Rural policy B2.1.26, as amended, to be inconsistent with that Townships policy; however, in my view it is within scope to make the recommended amendments to the Townships Volume also, in order to ensure consistency within the Plan as a whole and consistent administration of it.
- 7.188 Therefore, it is recommended that Policies B2.1.24 (Townships Volume) and B2.1.26 (Rural) be amended accordingly.

Demand management

Policy B2.1.13 (Townships)

- 7.189 This policy essentially seeks to minimise the effects of increasing transport demand by promoting efficient and consolidated land use patterns.
- 7.190 The submitter’s concerns included:
- the policy should be aimed at reducing the demand for motorised forms of transport, not reducing the demand for transport,
 - the explanation and reasons refers to rules encouraging Travel Management Plans – “*Through the rules of the Plan, the use of Travel Management Plans... will be encouraged...*” – however, there is no applicable rule.
- 7.191 I accept Mr Hattam’s explanation in the s.42A report³¹ and agree that no changes are necessary in relation to the first point. With respect to the second point, however, I agree with the submitter that it is not appropriate to refer to rules that do not exist. I recommend that the word ‘rules’ be changed to ‘provisions’; reflecting the policy encouragement for travel management plans.

Road classifications

Appendix 7 (Townships) and Appendix 9 (Rural)

- 7.192 Some changes to road classifications were requested, as follows:
- Marshs Road should also be recognised,

³¹ Section 42A report, page 81

- Retain collector road status for Trices Road, and do not make any changes to the status of any road until after the hearing for PC17, so that decisions on the location of rural-residential are based on information as at the date of the decisions on PC1 to the Regional Policy Statement.
- 7.193 With respect to Marshs Road, Mr Hattam advised that its future role in the network is still being considered by NZTA, CCC and SDC; therefore, it was recommended that no changes be made at this stage, and I accept that view.
- 7.194 Mr Hattam also considered Trices Road³², and considered its classification to be appropriate regardless of the zoning of the adjoining land. I also note that PC17 has been withdrawn. Therefore, no changes are recommended in this regard.
- 7.195 At the hearing, Mr Mazey requested that a minor amendment be made to the classification for Byron Street (Appendix 7, Townships Volume), recognising the recent changes and Kidman Street. In my view, this amendment will not materially alter the interpretation of the Plan and is appropriate. I recommend that this minor clarification be made.

Other matters

Policy B2.1.25 (Townships)

- 7.196 This policy seeks to mitigate the adverse effects of construction or maintenance of roads on adjoining residents, waterbodies or ecosystems, or special landscape, cultural heritage or amenity values.
- 7.197 The relevant submitters sought that the policy be amended so that adverse effects were also mitigated on “*nationally and regionally important tertiary education and research facilities.*”
- 7.198 Mr Hattam and Mr Millar both addressed whether or not it was appropriate to include these particular activities within Policy B2.1.25.
- 7.199 I firstly note that this appears to be the main policy stemming from Objective B2.1.4, which relates to the avoidance, remedy or mitigation of adverse effects. A policy addressing construction effects is appropriate under this objective. While I would not consider specific reference to the suggested activities only appropriate, some broadening of the policy’s application in relation to adjoining properties might be considered appropriate following suitable assessment.
- 7.200 I also note, however, that Policy B2.1.25 was not changed nor introduced by PC12 (other than being renumbered and an amended reference to NZTA), and I consider that there are no consequential amendments required to Policy B2.1.25; therefore, I consider it beyond scope to change this existing provision through this process.
- 7.201 In considering this matter generally, I note that overarching Objective B2.1.4 stems predominantly from Issue 4 of PC12 and, whilst it does provide planning policy guidance in relation to the adverse effects of transport networks, I note that more specific guidance could be incorporated into the explanation and policies of the Plan in this regard. The Council may wish to review this in future; however, in suggesting this, I also point out that I do not consider the objective, its explanation or the existing policy to be inconsistent

³² Section 42A report, page 82

with each other, nor do I consider that this issue threatens the integrity of the plan change or those provisions as a whole.

Subdivision notes 8 and 9 (Townships)

7.202 The proposed notes are as follows:

8. ***Attention is drawn to the provisions of any other relevant zone/activity rules for land use activities that may be associated with subdivisions. Should an activity not meet any one or more of those rules, then application for consent will also need to be made in respect to those rules.***

9. ***Any application arising from non-compliance with land use rules in the zone/activity standards caused by the proposed subdivision shall be considered jointly with the subdivision consent (in accordance with s.91 of the Act).***

7.203 The relevant submitter sought that both of these notes be deleted. Mr Hattam, in the s.42A report, considered that the notes should be retained, although, in reply at the hearing, he suggested that the word “shall” could be changed to “may”, so that the issue was flagged but not indicated as a requirement. Ms Derry and Mr Millar presented legal submissions and evidence on this matter at the hearing and considered that the notes should be deleted due to issues around bundling of applications, notification status, and the existing provisions of the Act that address joint consideration of applications (Sections 91 and 103).

7.204 As I understand it, Note 8 is intended to alert a subdivision applicant to the fact that land use consent may be required under other rules of the Plan. It does not require application at the same time as subdivision or the bundling of applications. In isolation, I have no problem with this note and consider it to be useful and appropriate.

7.205 In my view, Note 9 is where the issue lies. I agree with the views of Ms Derry and Mr Millar in this regard, consider it more appropriate that the issue be left to be addressed by the provisions of the Act and recommend that the Note is deleted from Chapter 12 of the Townships Volume. Consequently, I also recommend that this Note be deleted from the Business section of the Townships Volume and from the Rural Volume, for clarification purposes and to ensure consistent administration of the Plan.

Point strips – Rule 12.1.4.23 (Townships)

7.206 The submitter opposed the introduction of provisions relating to the use of point strips, but did not provide any discussion or reasons for that opposition, in the submission or at the hearing. I, therefore, accept Mr Hattam’s reasons and recommendation³³ and recommend that the proposed provision be retained.

Access to IZone from Railway Road

7.207 I accept Mr Hattam’s discussion and conclusion³⁴, and recommend no changes in this regard.

³³ Section 42A report, page 84

³⁴ Section 42A report, page 84

Corner splays – Rules 12.1.3.2 and 12.2.1.5 (Townships)

- 7.208 The submitter opposed the requirement for all corner allotments in the living zones to be splayed with a rounded minimum radius of 3m, considering that non-utilisation of splays can contribute to lower speed environments in residential areas where such outcomes are desired, whilst still maintaining adequate sight lines and safe overall intersection design. The submitter recommended wording for an exception that would mean no splay was required in these types of circumstances.
- 7.209 I note that Mr Hattam agreed, in the s.42A report, that there may be circumstances where splays should be avoided in order to control the speed environment, but considered that these could be assessed through the resource consent process where appropriate.
- 7.210 Mr Carr also advised that there would appear to be no reason why corner splays are required in every circumstance, provided that the decision to exclude them was based on a specific intent to support a low speed environment whilst accommodating pedestrians and services.
- 7.211 Mr Millar pointed out that a non-compliance with the corner splay clause would render a subdivision 'non-complying'. He did not consider this appropriate and recommended the relief sought in the submission, i.e. amendment of the rule as follows (suggested amendment **underlined and bold italics**):
- Rule 12.1.3.2
- The corner of any allotment at any road intersection shall be splayed with a rounded minimum radius of 3 metres, **Except that where splays are specifically avoided (as a subdivision design element) to encourage slower vehicle speed environments and enhance pedestrian safety and residential amenity, no splay will be required.**
- 7.212 Mr Hattam reconsidered his view in reply, and provided an amended rule making subdivision that does not comply with the corner splay requirement a restricted discretionary activity instead.
- 7.213 I accept that the submitter's point is valid, and have considered the suggested alternative methods. In my view, the submitter's suggested provision may be somewhat ambiguous and open to interpretation by applicants and the Council, as to whether or not a proposal complies with it, albeit that it enables flexibility. My preference is to provide certainty as to compliance with a standard, whilst ensuring that no additional and onerous requirements are imposed if the applicant and/or the Council seek no splay. As such, I recommend a slightly amended version of Mr Hattam's suggested rule, which will result in restricted discretionary activity status with no written approvals and non-notification required, i.e. the status of a subdivision application will not change as a result of a non-compliance with the corner splay requirement only. This requires amendments to Rules 12.1.4.2 and 12.1.5.

Corner splays – Rule 10.1.2.3 (Rural)

- 7.214 I note that this controlled activity 'assessment matter' makes subdivisions that do not comply with the corner splay standard 'restricted discretionary' in status. In my view, a matter for discretion cannot change the status of an application in this manner, and I do not consider the rule to align well with the format of the Rural Volume. Consequently, I have recommended amendments that maintain the intent of the provision, but reflect the format of the Plan more appropriately.

Noise from State Highways – Rules 4.9.3 and 4.9.4 (Townships)

- 7.215 Mr Hattam advised³⁵ that, since PC12 was notified, various plan changes (PC7, 8 and 9) have modified existing Rule 4.9.26, which was proposed to be replaced by PC12. Mr Hattam recommended incorporating the exemption wording included in the Plan by these other plan changes into PC12, and I accept his recommendation.

Noise from State Highways (Rural)

- 7.216 A submitter (NZTA) requested that the “Setbacks from State Highways and internal noise levels” standards of the living zones also apply to the rural zones. Mr Hattam considered this reasonable and recommended new rules in the Rural Volume.
- 7.217 In my view, however, in order to complete the required s.32 evaluation and make a recommendation, further assessment would be required in relation to the appropriateness of potentially greater setbacks for dwellings on State Highways in the rural zones, and the appropriateness of applying the living zones internal noise levels in the rural environment. Given the number of properties that this rule could potentially affect, I consider that further investigation of the issues and consultation in relation to matters such as costs and benefits, effectiveness and efficiencies, is warranted in order to assess if the provisions are necessary and appropriate.
- 7.218 I did not receive any information or evidence that would indicate that this is an issue that needs to be addressed urgently in the current rural environment (although I do acknowledge that adverse effects may arise over time); therefore, I consider the risk of not acting at this time due to insufficient information is not significant. Consequently, I do not recommend that these rules be included in the Rural Volume.

Council exemption – Rules 5.1.1 (Townships) and 4.4.1 (Rural)

- 7.219 A submitter questioned the need for Council to be exempt from complying with road design standards, and sought further explanation as to the reasoning for the exemption.
- 7.220 This issue was not discussed in the s.42A report, and was raised again by Ms Derry at the hearing. In reply, Mr Hattam advised that the exemption was for Council to fulfil its functions as road controlling authority within existing road reserve, e.g. safety works and works under the Local Government Act (“LGA”), and that new roads constructed by the Council would need to comply with the rules. Mr Hattam advised that works to existing roads undergo a consultative process under the Local Government Act, and considered that requiring a Resource Management Act process in addition would be unnecessary duplication.
- 7.221 The four rules that it is proposed the Council be exempt from in the Living zones of the Townships Volume are:
- the road is formed on land which has an average slope of less than 20°,
 - the road does not have a gradient greater than 1:6 vertical or 1:20 horizontal,
 - the road is formed to the relevant standards in Appendix E13.3.1, which are the roading standards for new roads – widths, parking provision, footpaths, etc,

³⁵ Section 42A report, page 85

- the road complies with the relevant standards in Appendix E13.3.2 and E13.3.3 – E13.3.2 contains the standards for road intersection spacing; there is no E13.3.3.
- 7.222 In summary, then, the Living zone roading standards that the Council is proposed to be exempt from complying with are those relating to slopes, gradients, the formation of new roads and road intersection spacings.
- 7.223 In the Rural Zone, the Council is proposed to be exempt from complying with the standards for gradients (4.4.1.1), new roads (E10.3.1) and road intersection spacing (E10.3.2).
- 7.224 As such, the exemptions provided apply to new roads, and, therefore, go somewhat beyond what the Council was seeking, which I understand to be exemptions for works to existing roads, such as traffic calming measures. I have not been provided with any reasons that would support Council works on existing roads being exempt from the slope, gradient and road intersection spacing rules. I do, however, see that, where LGA works such as traffic calming are proposed on existing roads, it would be beneficial to avoid duplication of public processes. I also recognise that the Council must exercise its powers and carry out its functions wholly or principally for the benefit of the District and in order to promote the well-being of the community; therefore, I consider that a degree of pragmatism must be applied to enable the Council to efficiently carry out its functions, particularly in relation to traffic safety, without imposing overly onerous requirements upon it.
- 7.225 I, therefore, recommend that the exemption be reworded to allow LGA works carried out on existing roads to be exempt from roading standards E13.3.1 (Townships) and E10.3.1 (Rural). This will allow Council to carry out LGA works to existing roads without resource consent, e.g. carriageway narrowing for traffic calming, reduction in the number of traffic and parking lanes, and removal of footpaths. Consequently, I also recommend that the Business zone exemption under Rule 17.1.1 be reworded, in order to ensure consistent administration of the Plan. I also recommend removing the references to non-existent standard E13.3.3 in Rules 5.1.1.5 and 17.1.1.4.

Other minor corrections (Townships and Rural)

- 7.226 At the hearing, Mr Hattam agreed that Rules 17.1.1.3 and 17.1.1.4 (Townships Volume) referred to an appendix that had been removed from the Plan – Appendix E33. Mr Hattam recommended minor amendments to reflect this. These will not change the provisions to any significant degree, and I agree that these amendments can be made.
- 7.227 Given that NZTA is referred to throughout both Volumes, I consider it appropriate that a definition of “NZTA” be included.
- 7.228 A submitter identified that Rule E10.1.5.4 (Rural Volume) had a grammatical error. This was not discussed in the Section 42A report; however, I note that the Township Volume has a similar rule and consider that Rule E10.1.5.4 can be completed to be consistent with that; therefore, an amendment is recommended.
- 7.229 The submitter also identified that Rule 5.5.1.2 (incorrectly referenced as “5.5.1.3” in the submission) referred to Rule E13.11, which does not exist. I understand that the correct reference should be E13.1.11 and recommend that Rule 5.5.1.2 be amended as such.
- 7.230 Other small corrections of errors identified by the Council and/or submitters are also recommended, and are included within Appendix 1 to this document where applicable.

Plan numbering system (Townships and Rural)

- 7.231 Finally, I take this opportunity to suggest that the Council may wish to revisit the numbering system within the Plan in future reviews. A change to the use of the same numbering system throughout the Plan, and between and within Volumes, sections and provisions, is likely to result in orientation within it being somewhat easier for users; particularly in relation to comprehensive changes to it.

CONCLUSION

- 7.232 In conclusion, having considered the provisions in detail and as a whole, it is my view that, overall, the objectives (as amended) are the most appropriate way to achieve the purpose of the Act, and the policies, rules and methods (as amended) are the most appropriate way to achieve the objectives.

REGIONAL POLICY STATEMENT

- 7.233 As noted above, s.74 and s.75 require, respectively, that regard be had to a proposed 'Regional Policy Statement' ("RPS") and that the Plan give effect to the operative RPS. I firstly note that the RPS provisions have been somewhat changeable since the hearing, as discussed below.

Operative RPS / Proposed Plan Change 1 to the RPS

- 7.234 The relevant provisions of the operative RPS, at the time of the hearing, were identified by Mr Hattam and Mr Regnault in particular. The relevant objectives and policies were found in Chapters 12 (Settlement and the Built Environment), 12A (Development of Greater Christchurch), 14 (Energy) and 15 (Transport), and I accepted the views of the expert planners that PC12 gave effect to it. I also considered the recommendations and amendments proposed above to be consistent with that conclusion.
- 7.235 Chapter 12A has, however, been subject to change since the hearing. On 24 July 2012, a High Court Judgment set aside the Minister for Canterbury Earthquake Recovery's decision, which had previously inserted Chapters 12A and 22 into the operative RPS and revoked Proposed Change 1 ("PC1"). The Judgment reinstated the Commissioners' decision version of PC1, returning it to the Environment Court. As such, I have revisited the Commissioners' decision version of PC1, noting that Chapter 12A essentially reflected the majority of the PC1 provisions, and conclude that PC12 is also consistent with PC1 to the RPS.

Proposed RPS

- 7.236 Mr Hattam and Mr Regnault, at the time of the hearing, considered Chapter 5 (Land-use and Infrastructure), [future] Chapter 6 (Development of Greater Christchurch) and Chapter 16 (Energy) of the proposed RPS to be relevant. I accepted the assessments of Mr Hattam and Mr Regnault, and, in my view, PC12 (as amended) was consistent with the proposed RPS.
- 7.237 After the hearing, on 21 July 2012, the decisions on the Proposed RPS were notified, and applied from that date. The decisions were open for appeal until 10 August 2012 and four appeals have been lodged. I understand that no provisions will be made operative until these appeals have been resolved. As such, I have reviewed the provisions as

amended by decisions, particularly in relation to Chapters 5 and 16, and, taking into account the previous views of Mr Hattam and Mr Regnault, it is my opinion that PC12 (as amended) is consistent with the proposed RPS as amended by decisions.

OTHER RELEVANT PLANS AND STRATEGIES

7.238 Section 74 requires that regard be had to any management plans and strategies prepared under other Acts.

7.239 The s.32 and s.42A reports provide comprehensive summaries of the documents relevant to PC12, and I was provided with copies of the majority of these. Many of these documents provided background information that informed the provisions of PC12, while others are plans and strategies prepared under other Acts that the Council must have regard to in coming to a decision on PC12. In my view, having reviewed the documents and applicable evidence, I consider that appropriate regard has been had to the following documents in the preparation and amendment of PC12:

- Land Transport Management Act 2008
- New Zealand Transport Strategy 2009
- National Infrastructure Plan 2011
- New Zealand Energy Strategy and New Zealand Energy Efficiency and Conservation Strategy 2011
- Safer Journeys, New Zealand's Road Safety Strategy 2010-2020
- Government Policy Statement on Land Transport Funding 2012/2013-2021/2022
- New Zealand Urban Design Protocol
- The Greater Christchurch Urban Development Strategy
- Regional Land Transport Strategy
- Christchurch, Rolleston and Environs Transportation Study
- Greater Christchurch Travel Demand Management Strategy and Action Plan
- Metro Strategy 2010-2016
- Selwyn District Council Walking and Cycling Strategy
- Selwyn Community Plan
- Selwyn District Council Subdivision Design Guide
- Selwyn District Council Commercial Design Guide
- Selwyn District Council Medium Density Housing Design Guide
- Selwyn District Council Engineering Code of Practice
- Selwyn District Council Draft Road Safety Strategy 2020

Recovery Strategy for Greater Christchurch Mahere Haumanutanga o Waitaha ***("the Recovery Strategy")***

7.240 After the hearing, the Recovery Strategy was approved by the Canterbury Earthquake (Recovery Strategy Approval) Order 2012 made by the Governor-General. The Order in Council was notified in the New Zealand Gazette No. 61 on Thursday 31 May 2012.

7.241 As such, in accordance with the Canterbury Earthquake Recovery Act 2011, specific documents must not be interpreted or applied in a way that is inconsistent with the Recovery Strategy. These documents include the Regional Policy Statement, District Plans, long-term plans, regional land transport strategies and regional public transport plans.

- 7.242 I have reviewed statutory sections 3 to 8 of the Recovery Strategy and do not consider the PC12 provisions to be inconsistent with the Recovery Strategy. In particular, I note that the Built Environment recovery component includes a goal that reinforces the importance of “*developing an integrated transport system that meets the changed needs of people and businesses and enables accessible, sustainable, affordable and safe travel choices*” (s.4, p.11). In my view, the outcomes sought by PC12 align well with this goal.

8.0 CONCLUSIONS ON STATUTORY CONSIDERATIONS

- 8.1 The applicable Part 2 matters include the enablement of people and communities to provide for their social, economic and cultural well-being and for their health and safety, sustaining the potential of physical resources to meet the needs of future generations, avoiding, remedying or mitigating adverse effects, the efficient use and development of natural and physical resources, the efficiency of the end use of energy, and the maintenance and enhancement of amenity values and the quality of the environment (s.5, s.7(b), 7(ba), 7(c) and 7(f)). I note that no Treaty of Waitangi issues have been raised in the documentation or at the hearing.
- 8.2 Transport is important to a community and impacts upon most aspects of community life. In my view, PC12 (as amended) recognises this importance, and allows communities to provide for their well-being, health and safety, whilst addressing the use of roads into the future, adverse effects, efficiency, amenity and environmental quality. I consider that PC12 (as amended) changes the Plan in accordance with the Part 2 purpose and principles of the Act.
- 8.3 I consider that PC12 (as amended) achieves integrated management of the effects of the use and development of land and physical resources, and that it clearly falls within the s.31 functions of the Council for the purpose of giving effect to the Act.
- 8.4 I have reviewed the s.32 evaluation, the s.42A report, all submissions, further submissions, evidence and statements, and have considered the relevant objectives, and the relevant policies, rules or methods in relation to their benefits, costs, efficiencies and effectiveness. In relation to s.32 of the Act, I conclude that, overall, the objectives (as amended) are the most appropriate way to achieve the purpose of the Act, and the policies, rules and methods (as amended) are the most appropriate way to achieve the objectives.
- 8.5 I have assessed the provisions of the relevant Regional documents and conclude that PC12 (as amended) is consistent with them, and that it gives effect to the operative RPS. I have had regard to relevant strategies prepared under other Acts, and consider PC12 to be consistent with them. I do not consider PC12 to be inconsistent with the Recovery Strategy. Therefore, I consider that PC12 meets the requirements of s.74 and s.75 of the Act.

9.0 RECOMMENDATION

- 9.1 In conclusion, my recommendation on PC12 is that it be **approved with modifications**, for the reasons discussed above. The recommended modifications are attached as **Appendix 1**.

APPENDIX 1

RECOMMENDED MODIFICATIONS TO PLAN CHANGE 12

This appendix shows the recommended amendments to the plan change documents in order of provision; Townships Volume recommendations first, then Rural Volume recommendations.

Text proposed to be added by the plan change, as notified, is shown as **bold underlined** and text to be deleted as **~~bold strikethrough~~**.

Text proposed to be added to the plan change documents by this Recommendation is shown as **shaded, bold, double underlined** and text to be deleted as **~~shaded, bold, double strikethrough~~** – in the font and format of the plan change documents.

TOWNSHIPS VOLUME RECOMMENDATIONS

1. **Townships Volume.** Replace the first two paragraphs of Issue 3 as follows (retain the proposed footnote wording):

Future Transport Network

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

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

2. **Townships Volume.** Amend Transport Networks – Strategy (Integration of Land use and Transport) as follows:

Integration of Land use and Transport

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

3. **Townships Volume.** Amend Objective B2.1.3 as follows:

Objective B2.1.3

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

4. **Townships Volume.** Amend Objective B2.1.4, including the 'Explanation and Reasons', as follows:

Objective B2.1.54

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

'Explanation and Reasons' second last paragraph:

Roads, pathways and rail links may pass through or alongside bush areas, water bodies and wetlands, over slopes, and over or near sites of special cultural, or heritage or other important values. Objective B2.1.4 addresses the effects which the location, construction and maintenance of roads, pathways and rail links may have on the surrounding area...

5. **Townships Volume.** Amend Policy B2.1.5, including paragraph 9 of the 'Explanation and Reasons', as follows:

Policy B2.1.5

Ensure the development of new roads is:

- Integrated with existing and future transport networks and landuses; and**
- Is designed and located to maximise permeability and accessibility;**

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

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

6. **Townships Volume.** Amend Policy 2.1.6(c) as follows.

Policy B2.1.6(c)

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

7. **Townships Volume.** Amend Policy B2.1.7 as follows.

Provide for pedestrian safety, security, circulation and access within parking areas by considering the interaction of vehicle access and manoeuvring, circulation, loading and parking, with likely pedestrian routes onto the site, including for users of public transport, and between car and cycle parks, and building entrances.

8. **Townships Volume.** Add methods under Policy B2.1.7 as follows.

...by ensuring the main circulation does not cross key areas of pedestrian activity such as entrances to buildings.

Methods

District Plan Rules

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

9. **Townships Volume.** Amend paragraphs 2 and 4 of the 'Explanation and Reasons' for Policy B2.1.12 as follows:

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

A Transport study (CRETS) was undertaken between 2002-2007 to identify the transport needs for the wider South West Christchurch area (including Selwyn District) where high population growth is anticipated. This study identified the transport needs to 2021 and beyond as agreed by the study partners (Selwyn District Council, Christchurch City Council, New Zealand Transport Agency, Environment Canterbury and Christchurch International Airport). The study identified recommended a number of road improvements, public transport, walking and cycling works to manage the transport demands to assist in reducing the impacts of transport demand associated with the anticipated population growth in the study areas and the impacts this has on travel between Selwyn District and Christchurch City. Further studies are likely to be undertaken by the Council in relation to the CRETS recommendations, and any final recommendations will need to be assessed within the framework of the Resource Management Act.

10. **Townships Volume.** Amend the third paragraph of the 'Explanation and Reasons' for Policy B2.1.13 as follows.

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

11. **Townships Volume.** Amend Policy B2.1.24 as follows:

Policy B2.1.1924

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

Explanation and Reasons

Heavy vehicles travelling through townships can adversely affect:

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

Policy B2.1.1924 encourages heavy vehicles to use routes that bypass rather than bisect townships, where practical and appropriate, in order to avoid these effects. The preferred method to achieve this in these circumstances is to design ring roads and bypasses that are quicker and easier to use, than roads which bisect townships. Consequently, once a bypass or heavy vehicle route is created, it is important that it is not adversely affected by new residential or business activities occurring along the route, and then trying to slow or restrict the traffic using it.

~~The Council has powers to make bylaws to prevent heavy vehicles using roads, under the Local Government Act 2004. The Council prefers not to use this method, in the first instance because any such bylaw will apply to all heavy vehicles, including those associated with existing activities in the area, not only additional vehicles.~~

12. **Townships Volume.** Amend the first point of “Transport Networks - Anticipated Environmental Results” as follows:

- ~~State Highways and Arterial strategic~~ Roads are safe the most efficient transport routes for “through” traffic travelling across the District.

13. **Townships Volume.** Amend Policy B3.4.18(b), and its ‘Explanation and Reasons’ paragraph, as follows.

Policy B3.4.18 (b)

Ensure that a high level of amenity, safety, security and accessibility is achieved for pedestrians, users of public transport and cyclists when car parking is provided.

~~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(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, circulation, security and safety to and through a site. The need to provide car parking on a site often comes at the expense of other key components of good overall site design and layout, resulting in buildings being pushed to the rear of sites away from the public footpath interface, with car parking routinely located adjacent to road frontages and a lack of landscaping. Consideration should be given to the overall design and layout of sites to ensure that car parking layout does not dominate the overall layout of the site, and a high level of amenity and on-site safety is achieved.

14. **Townships Volume.** Amend Policy B3.4.18(c), and its 'Explanation and Reasons' paragraph, as follows.

Policy B3.4.18 (c)

Ensure that access by sustainable transport modes, such as public transport, cycling and walking, is considered when assessing parking needs for new activities.

~~**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.**~~

Policy B3.4.18(c) ~~requires~~ **seeks** that all new developments and activities are not just accessible by motor vehicles, but are also easily accessed by sustainable transport modes such as public transport, cycle and pedestrian routes. 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. Implications for sustainable transport and the safety and efficiency of the road network are addressed under Part B, Section 2.1 – Transport Networks.

15. **Townships Volume.** Amend Rules 4.9.3 and 4.9.4, including heading, as follows.

Setbacks from State Highways and Internal noise levels

4.9.3 ~~Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40, and ODP Area 3 and ODP Area 8 in Rolleston, a~~**Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes shall be located no closer than 40m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater.**

4.9.4 ~~Except for the Living 3 Zone at Rolleston identified on the Outline Development Plan in Appendix 39 and 40, and ODP Area 3 and ODP Area 8 in Rolleston, a~~**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	
<u>Within Bedrooms</u>	<u>35 dBA (Leq 24 hour)</u>
<u>Within Living Area Rooms</u>	<u>40 dBA (Leq 24 hour)</u>

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

[No changes to 4.9.35-4.9.2517, except for renumbering]

Rolleston

~~4.9.2618~~ 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)
<u>Within Bedrooms</u>	<u>35 dBA (Leq 1 hour)</u>	<u>30 dBA (Leq 1 hour)</u>
<u>Within Living Area Rooms</u>	<u>40 dBA (Leq 1 hour)</u>	<u>35 dBA (Leq 1 hour)</u>

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

16. **Townships Volume.** Amend Rules 5.1.1.4 – 5.1.1.5 (and the exemption below) as follows.

5.1.1.4 The road is formed to the relevant standards in Appendix E13.3.1, except that E13.3.1 shall not to apply to works to existing roads undertaken by Council pursuant to the Local Government Act; and

5.1.1.5 The road complies with the relevant standards in Appendix E13.3.2; and and E13.3.3 for distance from intersections;

~~Except that rules 5.1.1.1, 5.1.1.2, 5.1.1.4 and 5.1.1.5 shall not apply to works undertaken by Council within the Road Reserve in Councils capacity as Road Controlling Authority.~~

17. **Townships Volume.** Amend Rule 5.2.1.7 as follows:

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

18. **Townships Volume.** Add new Rule 5.2.4, and amend and renumber Rules 5.2.4 and 5.2.5, as follows:

Discretionary Activities – Vehicular Vehicle Accessways

5.2.4 In the Living Z zone, any activity served by a shared vehicle access that does not comply with Rule 5.2.1.7 shall be a discretionary activity if the following condition is met:

5.2.4.1 The shared vehicle access provides only secondary access and there is an alternative unshared vehicle access to a formed and vested road.

- 5.2.45 Any activity which does not comply with any of Rules 5.2.1.32 to 5.2.1.76 inclusive shall be a discretionary activity.

Non-Complying Activities – vehicular Vehicle Accessways

- 5.2.56 Except as provided in Rule 5.2.4, A any activity which does not comply with Rule 5.2.1.1 or 5.2.1.7 shall be a non-complying activity.

19. **Townships Volume.** Amend Rule 5.5.1.2 as follows.

5.45.1.2 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 E13.1.11 for residential activities and Appendix 13 for all other activities; and

20. **Townships Volume.** Amend Rule 5.5.1.4 as follows.

Strategic Road State Highways and Arterial Roads

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

Note: Refer to the Council's most recent Code of Practice for the design standards required for the manoeuvring of vehicles.

21. **Townships Volume.** Delete Rule 5.5.2 and its 'Reasons for Rules' as follows.

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.~~

~~Activities with larger parking areas require the consideration of pedestrian safety, security, circulation and access within parking areas to be balanced against vehicle access and circulation in order to encourage people to walk within townships and provide for safe movement of pedestrians within the site, and moving past vehicle crossings.~~

~~Significant improvements for pedestrian circulation within a site can be achieved through consideration of the location of vehicle access and manoeuvring areas relative to pedestrian entrances to sites, parking areas and the building entrance and does not always require provision of separate pedestrian facilities.~~

~~The provision of rule 5.5.2 is not intended to suggest that parking areas of this size are generally anticipated in living zones. The intention of the rule is to ensure that if such a parking area does occur, attention is drawn to the consideration of pedestrians within parking areas (including movement between cycles / cars and the building entrance) and at vehicle crossing points.~~

22. **Townships Volume.** Add a sentence to the ninth paragraph of the Reasons for Rules of Section 5 (Part C, Living Zone Rules – Roads and Transport) as follows.

Mobility impaired car parking spaces are desirable to make access to activities and facilities easier for people with reduced mobility.

Activities that do not comply with the vehicle and cycle parking rules may be allowed as a discretionary activity if any potential adverse effects associated with the non-conformance are able to be adequately mitigated. 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 consider the joint use of car parking spaces to be appropriate.

23. **Townships Volume.** Remove Note 9 from Chapter 12, Living Zone Rules – Subdivision, as follows.

~~9. Any application arising from non-compliance with land use rules in the zone/activity standards caused by the proposed subdivision shall be considered jointly with the subdivision consent (in accordance with s.91 of the Act).~~

24. **Townships Volume.** Delete proposed Rule 12.1.4.2 (Corner Splays) as follows.

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.~~

25. **Townships Volume.** Add new assessment matter 12.1.4.2 under 'Access' as follows:

12.1.4.2 If access by a private accessway is proposed, whether the land the accessway serves has capacity for any intensification of density under District Plan averages for the zone and, if so, whether provision of a formed and vested legal road instead of a private accessway is appropriate.

26. **Townships Volume.** Amend existing Rule 12.1.5 of the Plan, including heading, as follows.

Restricted Discretionary Activities – Subdivision – General West Melton

- 12.1.5 The following activities shall be restricted discretionary activities:

12.1.5.1 Any subdivision subject to Rule 12.1.1 which complies with all standards and terms in Rule 12.1.3 except Rule 12.1.3.2.

12.1.5.~~24~~ Any subdivision subject to Rule 12.1.1 which does not comply with Rule 12.1.3.37.

Corner Splays

12.1.5.3 Any application arising from Rule 12.1.5.1 shall be non-notified and will not require the written approval of any persons. The exercise of the Council's discretion shall be restricted to the matters listed in 12.1.5.4 and 12.1.5.5 below.

12.1.5.4 Effects on the efficient functioning of any road, and the safety of road users;

12.1.5.5 The effect on the amenity of surrounding allotments.

West Melton

12.1.5.~~62~~ The exercise of discretion in relation to Rule 12.1.5.2 shall be restricted to the matters listed in 12.1.5.~~73~~ to 12.1.5.~~106~~ below.

12.1.5.~~73~~ Whether any amendments to the roading pattern will retain connectivity and avoid piecemeal and uncoordinated subdivision patterns;

12.1.5.~~84~~ Whether any amendments to the subdivision would still enable efficient and coordinated provision of services;

12.1.5.~~95~~ Whether any amendments to the subdivision layout will provide adequately for reserves, pedestrian or cycle linkages;

12.1.5.~~106~~ Whether any amendments to the subdivision will ensure that there are not an excessive number of lots reliant on a single access point to an adjoining road.

27. **Townships Volume.** Amend Rules 17.1.1.3 and 17.1.1.4, and the exemption, as follows.

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

(a) E13.3.1.1 shall not apply where roads within the B2A zone are formed in accordance with the recommended road cross sections in Appendix ~~E33~~ E22.

(b) E13.3.1 shall not apply to works to existing roads undertaken by Council pursuant to the Local Government Act; and

17.1.1.4 The ~~road 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 B2 and B2A zone are located as shown in appendix E22, or 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.~~

28. **Townships Volume.** Amend Rules 17.2.1.6 and 17.2.1.7 as follows:

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.

17.2.1.7 Any site with more than one road frontage to a road that is formed and maintained by Council shall have access to the formed and maintained (and legal) road with the lowest classification.

Note: For example, where a site has frontage to both an arterial road and a local road access shall be to the local road.

Refer also to Rules 17.3.6 and 17.3.7.5 where applicable.

29. **Townships Volume.** Amend Rules 17.3.6 and 17.3.7 as follows.

17.3.6 Any vehicle crossing to a site which generates more than 250 vehicle ~~trips~~ movements per day, or any vehicle crossing providing shared access to sites which cumulatively generate more than 250 vehicle ~~trips~~ movements per day, shall be a restricted discretionary activity, except that this rule shall not apply to any site located within the Business 2A zone (Izone).

17.3.7 Under rule 17.3.6 the Council shall restrict its discretion to consideration of:

17.3.7.1 The proximity to other vehicle crossings on the same or opposite side of the road, particularly those to sites which also generate more than 250 vehicle ~~trips~~ movements per day.

17.3.7.2 The proximity to road intersections.

17.3.7.3 The location of the vehicle crossing(s) and the impacts on the frontage road(s) including safety and efficiency for all road users (i.e. including pedestrians).

17.3.7.4 Whether any adverse effects on the frontage road (all road users) or location relative to other access points can be mitigated by the provision of physical works to the frontage roads or installation of traffic controls.

17.3.7.5 Where a site has more than one road frontage, whether access to the higher classification road would be more appropriate in this case, with respect to effects on residential amenity and the traffic network.

30. **Townships Volume.** Amend Rule 17.7 of PC12 by adding the wording introduced by PC29 (highlighted yellow below, except where amended), and making amendments to Rule 17.7 (pursuant to the PC12 recommendations above), as follows.

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 (zone) 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 activity.

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.~~

17.7 PARKING AREAS AND LANDSCAPING

Permitted activities

17.7.1 For all activities in the Business 1 zone and for all activities except industrial in the Business 2 zone, new car parking areas shall be a permitted activity if they comply with the following:

17.7.1.1 A continuous landscaping strip is provided between any legal road and an adjacent parking area, except across vehicle crossings, which complies with the following :

- A depth of at least 3m with plants that will grow to a height of 60cm within three years over the entire area or
- A depth of at least 1.5m, planted with visually impermeable hedging that will reach a continuous height of 1m within three years.

17.7.1.2 A minimum of 1 tree is provided for each 10m of road frontage, set in a planting bed with minimum dimensions 1.5m x 1.5m.

Note: For car parking areas resulting in more than 20 parking spaces, Rule 17.7.2 will apply in addition to Rule 17.7.1.

Controlled Activities

17.7.2 For all activities in the Business 1 zone and for all activities except industrial in the Business 2 zone, new car parking areas resulting in more than 20 parking spaces shall be a controlled activity.

17.7.3 In the Business 3 zone, new car parking areas resulting in more than 40 spaces shall be a controlled activity.

~~17.7.2.1~~

17.7.4 Under Rules 17.7.2 and 17.7.3, the exercise of Councils discretion shall be limited to the following:

- a) The degree to which low level landscaping has been provided in order to break up the appearance of hardsurfacing, particularly between the car park and pedestrian areas.
- b) Whether an adequate number of trees, within suitably sized planting beds, have been provided in appropriate locations within the car parking area in order to mitigate any adverse visual effects.
- c) Safety, circulation and access considerations for pedestrians within the site and moving past vehicle crossings.

Restricted Discretionary Activities

17.7.35 Any car parking area which does not comply with Rule 17.7.1 shall be a restricted discretionary activity. The exercise of the discretion shall be limited to consideration of effects on visual amenity.

Reasons for Rules

...

Landscaping

Rule 17.7 provides standards for mitigation of car parking. For boundaries with public space it provides for either a minimum height or a minimum depth. This approach allows a degree of flexibility whilst protecting the appearance of the town centre.

31. **Townships Volume.** Remove Note 9 from Chapter 24, Business Zone Rules – Subdivision, as follows.

~~9. Any application arising from non-compliance with land use rules in the zone/activity standards caused by the proposed subdivision shall be considered jointly with the subdivision consent (in accordance with s.91 of the Act).~~

32. **Townships Volume.** Add a definition of NZTA into the Definitions section as follows.

NZTA: the New Zealand Transport Agency.

33. **Townships Volume.** Delete the definition of “Redevelopment” as follows.

~~**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.~~

34. **Townships Volume.** Amend the definition of Retail Activity as follows.

Retail Activity: the use of land or buildings for displaying or offering goods for sale or hire to the public, including service stations. For the purposes of calculating car parking requirements, slow trade and bulk goods retail shall mean large goods which typically have a low turn-over such as building supplies, white wares, furniture and vehicles.

35. **Townships Volume.** Amend the definition of 'State Highway' as follows:

State Highway: means any road that is identified as a State Highway in the road hierarchy classification as listed in Appendix 7 and managed by the New Zealand Transport Agency. ~~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 significant transport destinations such as towns, cities, ports and other places of significance. State Highways are maintained constructed and managed to high standards to ensure they operate efficiently correctly, including managing both road and property access to them through the New Zealand Transport Agency's powers under the Government Roding Powers Act. They are also subject to access controls in this Plan.~~

36. **Townships Volume.** Amend the definition of Workbay as follows.

Workbay: for the purposes of calculating parking requirements, shall be the ~~size of the space area~~ required for ~~the each~~ motor vehicles ~~intended to be~~ in a space where it can be serviced and any area immediately surrounding the vehicle required for lifts / hoists that enable the vehicle to be worked upon. It is noted that any other floor area within the building surrounding the work bay shall be considered as retail, office or industrial as appropriate.

37. **Townships Volume.** Amend parts of Appendix 7 as follows.

<u>Byron Street</u>	<u>Brookside Road</u>	<u>Rolleston Drive <u>Tennyson Street</u></u>	<u>Collector</u>	<u>Rolleston</u>	<u>township</u>
<u>Jones Road</u>	<u>Weedons Ross Road</u>	<u>Two Chain Road</u>	<u>Arterial</u>	<u>Includes access to Izone Industrial</u>	<u>township/ rural</u>
<u>Kidman Street</u>	<u>Tennyson Street</u>	<u>Rolleston Drive</u>	<u>Collector</u>	<u>Rolleston</u>	<u>township</u>
<u>Kimberley Road</u>	<u>Kowhai Drive</u>	<u>North Terrace</u>	<u>Collector</u>	<u>Darfield</u>	<u>township</u>

38. **Townships Volume.** At the beginning of Appendix 13, there is a 'contents' section. Add 'E' as follows.

ROADS AND TRANSPORT

E13.1 **Parking requirements**

E13.2 **Vehicle accessways and crossing standards**

E13.3 **Road standards**

Diagrams

39. **Townships Volume.** Appendix 13 – renumber Rule 13.1 and subclauses by placing an 'E' in front of the clause, e.g. 13.1 should be E13.1, 13.1.1 should be E13.1.1, 13.1.1.1 should be E13.1.1.1, and so on.

40. **Townships Volume.** Amend Rule E13.1.1.5 as follows:

E13.1.1.5 **Where a parking requirement results in a fractional space, any fraction ~~over~~ of one half ~~or over~~ shall be rounded up to the nearest whole number and, any fraction under one half shall be disregarded except that there must be a minimum of one space for each activity.**

41. **Townships Volume.** Amend Rule E13.1.1.6 as follows.

E13.1.1.6 **Parking spaces for ~~mobility impaired persons~~ persons with impaired mobility shall be provided at the required rate (refer to Rules 5.5.1.5 and 17.5.1.4) and shall be included within the total requirement specified in table E13.1.**

42. **Townships Volume.** Insert new subheading into Table E13.1(a) as follows.

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

Except as provided in Table E13.1(b), the following parking rates shall apply:

43. **Townships Volume.** Amend parts of Table E13.1(a) as follows:

Drive-throughs facilities excluding service stations	5 queuing <u>stacked parking</u> spaces per booth or facility.
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Service stations	<u>1 space beside each booth or facility except car wash facilities which shall be provided with 5 queuing stacked parking 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</u>
<u>Retail activities generally. (including Commercial) Commercial activities involving retail sales (except as permitted under table E13.1(b) below)</u>	2 4.5 spaces per 100m ² GFA and/or outdoor display area
<u>Food and Beverage (except as permitted under table E13.1(b) below)</u> Restaurants and/or taverns	<u>4.5 spaces per 100m² PFA for the first 150m² then 19 spaces per 100m² PFA thereafter.</u> <u>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.</u> 10 spaces per 100m ² public indoor floor area 10 spaces per 150m ² outdoor dining area
Research facilities	1 space per 2-1.5 2 full time equivalent staff
Educational and/or day care facilities (excluding Preschools)	<u>1 space per full time equivalent staff member, plus 1 space per 8 students over 15 16 years of age, and</u> <u>Visitor / set down parking at:</u> <u>Primary schools: 1 space per 6 students</u> <u>All other education facilities: 1 space per 20 students under 15 16 years of age</u> <u>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 105 spaces are required. At such time that the 105th space is required, the car parks shall be-formed and sealed on site within 6 months of that time.</u>

44. Townships Volume. Amend Table E13.1(b), including heading, as follows:

Table E13.1 (b) – Parking spaces to be provided for Town Centres, and Local and Neighbourhood Centres

The following requirements shall apply to:

- Retail and Food and beverage activities 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.
- Local and Neighbourhood Centres as identified on an approved Outline Development Plan.

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.

<u>ACTIVITY</u>	<u>MINIMUM PARKING SPACES TO BE PROVIDED</u>
<u>Food and Beverage</u> <u>(Lincoln, Rolleston, Darfield, Leeston and Southbridge except as specified below)</u>	<u>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.</u> <u>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.</u>
<u>Retail activities generally (including Commercial)</u> <u>(Lincoln, Rolleston, Darfield, Leeston and Southbridge except as specified below)</u>	<u>3.5 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.</u>
<u>Food and Beverage</u> <u>(Neighbourhood centres (activities under 450m²) and Prebbleton)</u>	<u>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.</u> <u>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.</u>
<u>Retail activities generally (including Commercial)</u> <u>(Neighbourhood centres (activities under 450m²) and Prebbleton)</u>	<u>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.</u>

<u>Food and Beverage</u> <u>Local centres and Southbridge</u> <u>(activities under 200m² GFA)</u>	<u>2 spaces per 100m² PFA for the first 150m²</u> <u>then 15 spaces per 100m² PFA thereafter. Of</u> <u>which the greater of 1 space or 15% of the total</u> <u>spaces required for the activity shall be marked</u> <u>on-site to provide a minimum level of staff</u> <u>parking.</u> <u>Where there is no public floor area, for example</u> <u>a drive through only, one space shall be</u> <u>provided per staff member employed on the</u> <u>site at any one time.</u>
<u>Retail activities generally</u> <u>(including Commercial)</u> <u>Local centres and Southbridge</u> <u>(activities under 200m² GFA)</u>	<u>2 spaces per 100m² GFA and/or outdoor</u> <u>display area. Of which the greater of 1 space or</u> <u>15% of the total spaces required for the activity</u> <u>shall be marked on-site to provide a minimum</u> <u>level of staff parking.</u>

45. **Townships Volume.** Amend part of Table E13.2 so that the minimum for “Disabled Parking” is 3.2m, as follows.

Disabled Parking ⁽⁴⁾	<u>All As above</u>	<u>3.6 3.2 3.6</u>	<u>3.7 (one way)</u> <u>as above</u>	<u>5.4</u> <u>5.4</u>
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46. **Townships Volume.** Amend Rule E13.1.3.3 as follows.

E13.1.3.3 Within a Business 1, ~~or 2~~ or 2A Zone, parking required in table E13.1 above
may be provided on a physically adjoining site, or on a site within 100m of the
site on which the activity is undertaken, provided that in either of these
situations:

- (a) the parking shall be clearly associated with the activity by way of signage
on both sites, or alternatively be available for general public use, and
- (b) the parking is located on the same side of any road as the activity, and
- (c) the most direct route provided or available for pedestrians from the
parking area to the activity is not more than 200m and,
- (d) if disabled parking cannot be physically accommodated on the same site
as the activity, shall be provided at the closest point to the entrance to
the activity with which they are associated and, the most direct route
from the disabled parking spaces to the activity shall be accessible for
mobility impaired persons and
- (e) Parking on a separate site by an activity must be protected for the use of
that activity (and any future activity on the activity site), or for the use of
the general public, by an appropriate legal instrument. A copy of the
appropriate legal instrument shall be provided to SDC for their records.

47. **Townships Volume.** Renumber the second E13.2.1.3 as E13.2.1.4, amend, and add new Rule 13.2.1.5 as follows.

E13.2.1.3 Where a private vehicle access serves more than two allotments, in any zone, it shall be formed and sealed.

E13.2.1.34 Where turning areas are required in Table E13.4, this may be facilitated through the use of a hammerhead arrangement. Note: refer to the Council's most recent Code of Practice for the design standard required.

E13.2.1.5 The minimum width of an accessway serving a single site in the Living Zones shall be 3.5m.

48. **Townships Volume.** Amend Rule E13.2.2.2 as follows.

E13.2.2.2 In applying E13.2.2.1 the distances specified in Table E13.5 shall be measured along the road boundary parallel to the centre line of the roadway of the frontage road from the kerb line, or formed edge, of the intersecting road – refer to Diagram E13.5.

49. **Townships Volume.** Amend Table E13.5 as follows.

Table E13.5 – Minimum Distances of any Vehicle Crossing from Intersections

		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	100 75	100 75
	≤50	30	30	30 50	30 25
Arterial	> 50	100	100	100 75	100 75
	≤50	30	30	30 50	30 25
Collector	> 50	75 100	75 100	60	60
	≤50	30	30	30 40	25
Local	> 50	75 100	75 100	60	60
	≤50	25 30	25 30	25 40	10

50. **Townships Volume.** Renumber the second rule numbered E13.2.4.7 to E13.2.4.8, and amend as follows:

E13.2.4.78 ~~Notwithstanding of E13.2.4.25~~ 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.~~

51. **Townships Volume.** In Table E13.8, amend the header to reinstate “Carriageway”, the Collector Road requirement and the note below the table, as follows.

Type of Road	Legal Width (m)		<u>Carriageway</u> <u>Formed</u> Width (m)		<u>Traffic lanes</u>	<u>Parking lanes</u> <u>Kerb and Channel</u>	<u>Specific provision for cycles (on road or off road)</u>	<u>Pedestrian Provision</u> <u>Footpath(s)</u>
	Min	Max	Min	Max	<u>Min.</u> <u>No. of</u>	<u>Min No. Of</u>		<u>Minimum</u>

...

<u>Collector (except in Business 1 zone)</u>	<u>20</u>	<u>25</u>	<u>11</u>	<u>12</u>	<u>2</u>	<u>1</u>	<u>Yes</u>	<u>Both sides</u>
<u>Collector (Business 1 zone)</u>	<u>20</u>	<u>25</u>	<u>13</u>	<u>14</u>	<u>2</u>	<u>2</u>	<u>Yes</u>	<u>Both sides</u>

...

Notes

The Engineering Code of Practice (COP) includes more detail on the design requirements of roads and cycle/pedestrian accessways.

Approval must be sought from NZTA before any work is carried out within the State Highway road reserve.

Table E13.8 does not apply to roads within the B2A zone formed in accordance with the recommended road cross sections in appendix ~~E22 33~~ (refer to rule 17.1.1.3).

52. **Townships Volume.** Amend Table E13.9 and note as follows.

Table E13.910 – Minimum Distance between Intersections

Posted (Legal) Speed Limit (km/hr)	<u>Road types</u>	Distance (m)
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100	<u>All</u>	800
<u>90</u>	<u>All</u>	<u>248</u> 500
80	<u>All</u>	<u>214</u> 400 550
70	<u>All</u>	<u>181</u> 305 220
60	<u>All</u>	<u>151</u> 220 160
50	<u>State Highways, Arterials, Collector and Local Business Roads</u>	<u>123</u> 125
<u>50</u>	<u>Collector roads only</u>	<u>125</u>
<u>50 (or less)</u>	<u>Local roads only</u>	<u>75</u>

Note

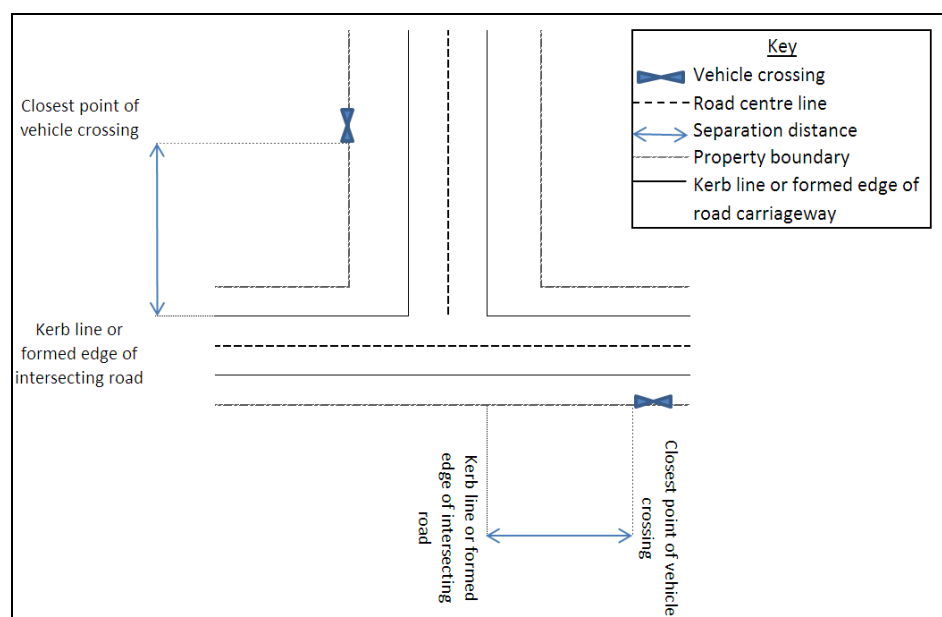
Table E13.9 does not apply to roads within the B2 and B2A zone that are located as shown within Appendix E22, or E32 or E33 (refer to rule 17.1.1.4).

53. **Townships Volume.** Amend the heading of Diagram E13.4 as follows.

Diagram E13.4 - State Highways and Arterial Roads - Access Separation From Intersections and Other Accesses

54. **Townships Volume.** Insert new Diagram E13.5, and heading, as follows.

Diagram E13.5 - Access Separation From Intersections



55. **Townships Volume.** Wherever the Council's Engineering Code of Practice is referred to in the plan change document, add the words most recent in front of the phrase, e.g. the Council's most recent Engineering Code of Practice.
56. **Townships Volume.** Complete any consequential Plan renumbering and 'underlining of defined terms' that may be required in order to give effect to Plan Change 12 within the existing format of the Plan.

RURAL VOLUME RECOMMENDATIONS

57. **Rural Volume.** Replace the first two paragraphs of Issue 3 as follows (retain the proposed footnote wording):

Future Transport Network

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

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

58. **Rural Volume.** Amend Transport Networks – Strategy (Integration of Land use and Transport) as follows:

Integration of Land use and Transport

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

59. **Rural Volume.** Amend Objective B2.1.3 as follows:

Objective B2.1.3

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

60. **Rural Volume.** Amend Objective B2.1.4, including the ‘Explanation and Reasons’, as follows:

Objective B2.1.4

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

'Explanation and Reasons' last paragraph:

Roads, pathways and rail links may pass through or alongside bush areas, waterbodies and wetlands, over slopes, and over or near sites of special cultural, ~~or~~ heritage or other important values. Objective B2.1.24 addresses the effects which the location, construction and maintenance of roads, pathway and rail links may have on the surrounding area...

61. Rural Volume. Amend Policy B2.1.4(b) as follows:

Policy B2.1.4(b)

Avoid or mitigate adverse effects on the safe flow of traffic along State Highways and Arterial Roads from new property access or new/expanded activities which generate a high level of traffic movements.

62. Rural Volume. Amend Policy B2.1.7 as follows.

Policy B2.1.7

Provide for pedestrian safety, security, circulation and access within parking areas by considering the interaction of vehicle access and manoeuvring, circulation, loading and parking, with likely pedestrian routes onto the site, including for users of public transport, and between car and cycle parks, and building entrances.

63. Rural Volume. Amend the 4th method point under 'District Plan Rules', Policy B2.1.7, as follows.

- Car Parking provision, design and layout

64. Rural Volume. Amend Policy B2.1.26 as follows.

Policy B2.1.26

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

Explanation and Reasons

Heavy vehicles travelling through townships can adversely affect:

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

Policy B2.1.26 encourages heavy vehicles to use routes that bypass rather than bisect townships, where practical and appropriate, in order to avoid these effects. The preferred method to achieve this in these circumstances is to design ring roads and bypasses that

are quicker and easier to use, than roads which bisect townships. Consequently, once a bypass or heavy vehicle route is created, it is important that it is not adversely affected by new residential or business activities occurring along the route, and then trying to slow or restrict the traffic using it.

65. **Rural Volume.** Amend Rule 4.4.1.2 and the exemption below it as follows.

4.4.1.2 Any road is formed to the relevant ~~design and formation~~ standards set out in Appendix E10.3, except that E10.3.1 shall not apply to works to existing roads undertaken by Council pursuant to the Local Government Act;

~~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 Council's capacity as Road Controlling Authority.~~

66. **Rural Volume.** Amend part of Rule 4.5.1.6 as follows:

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 lower classification road;
- (b) For State Highways only, if The traffic generated through the access to the State Highway or Arterial Road is less than 100 ecm/d

67. **Rural Volume.** Amend Rule 4.5.1.7 as follows:

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

68. **Rural Volume.** Amend Rule 4.5.5 by deleting reference to Rule 4.5.1.6 as follows:

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

69. **Rural Volume.** Amend Rule 4.6.2 as follows.

4.6.32 Any activity on a site which has a vehicle manoeuvring area of sufficient size to enable any vehicle to turn on the site and not have to reverse onto the road shall be a permitted activity if:

4.6.32.1 The site is used for any activity other than residential activities; or

4.6.32.2 The site has access to a strategic road State Highway or an arterial road listed in Appendix 9.

Note: Refer to the Council's most recent Code of Practice for the design standards required for the manoeuvring of vehicles.

70. **Rural Volume.** Amend Rule 4.6.3 as follows.

4.6.53 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:

~~**4.6.3.3** Provision is made for on-site cycle parking.~~

71. **Rural Volume.** Amend Rules 4.6.4 and 4.6.7 as follows.

~~**4.6.4** 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.~~

~~**4.6.87** 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.~~

72. **Rural Volume.** Delete Note 14 from Chapter 10, Rural Rules – Subdivision, as follows.

~~**14.** Any application arising from non-compliance with land use rules in the zone/activity standards caused by the proposed subdivision shall be considered jointly with the subdivision consent (in accordance with s.91 of the Act).~~

73. **Rural Volume.** Delete proposed Rules 10.1.2.3 and 10.1.2.4 (Corner Splays) as follows.

~~**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.~~

74. **Rural Volume.** Add a new Rule 10.8 and renumber as necessary, as follows.

10.8 SUBDIVISION AND CORNER SPLAYS

Restricted Discretionary Activities – Subdivision and Corner Splays

10.6.1 Any subdivision of land which does not comply with Rule 10.1.1.7 shall be a restricted discretionary activity.

10.6.2 Any application arising from Rule 10.6.1 shall be non-notified and will not require the written approval of any persons. The exercise of the Council's discretion shall

be restricted to the consideration of effects on the efficient functioning of any road, and the safety of road users.

10.98 SUBDIVISION AND TRANSMISSION LINES...

75. **Rural Volume.** Add a definition of NZTA into the Definitions section as follows.

NZTA: the New Zealand Transport Agency.

76. **Rural Volume.** Delete the definition of “Redevelopment” as follows.

~~**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.~~

77. **Rural Volume.** Amend the definition of ‘State Highway’ as follows:

State Highway: means any road that is identified as a State Highway in the road hierarchy classification as listed in Appendix 9 and managed by the New Zealand Transport Agency. 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 significant transport destinations such as towns, cities, ports and other places of significance. State Highways are maintained constructed and managed to high standards to ensure they operate efficiently correctly, including managing both road and property access to them through the New Zealand Transport Agency’s powers under the Government Roding Powers Act. They are also subject to access controls in this Plan.

78. **Rural Volume.** Amend part of Table E10.1 so that the minimum for “Disabled Parking” is 3.2m, as follows.

Disabled Parking ⁽¹⁾	All	<u>3.2</u> 3.8	<u>as above</u>	5.4 5.4
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79. **Rural Volume.** Amend Rule E10.1.5.4 as follows.

E10.~~1~~.5.4 No loading space shall obstruct any on-site car parking space or any formed vehicle or pedestrian access.

80. **Rural Volume.** Amend Rule E10.2.1.3 as follows.

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. Note: refer to the Council's most recent Code of Practice for the design standard required.

81. **Rural Volume.** Amend Table E10.3 as follows.

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

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

82. **Rural Volume.** Amend Rule E10.2.2.3 as follows.

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

- From the point where the centre lines of the two roads intersect;
- To the point where the centre lines of the vehicle crossing and the frontage road intersect.

Refer to Diagram E10.A2.

83. **Rural Volume.** Amend second note after Table E10.4 as follows.

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).

84. **Rural Volume.** Add a new note under E10.3.1 as follows.

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.

Rule E10.3.1 does not apply to works to existing roads undertaken by Council pursuant to the Local Government Act (in accordance with Rule 4.4.1).

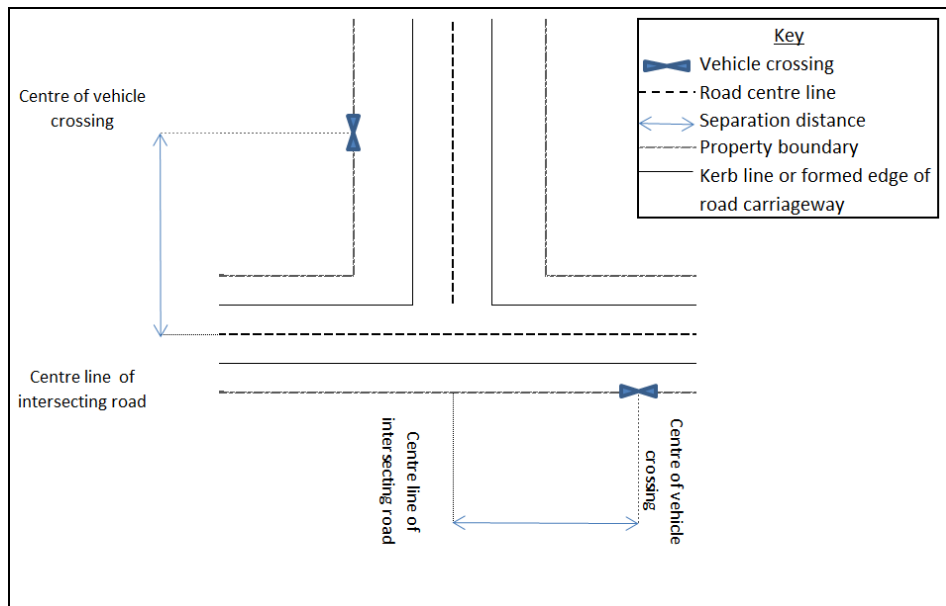
85. **Rural Volume.** Amend Table E10.6 as follows.

Table E10.6– Minimum Distance between Intersections

Posted (Legal) Speed Limit (km/hr)	Distance (m)
100	800
<u>90</u>	<u>248</u> 500
80	<u>214</u> 400
70	<u>181</u> 305
60	<u>151</u> 220
50	<u>123</u> 160

86. **Rural Volume.** Replace Diagram E10.A2 with the following diagram, including amendments to the heading.

Diagram E10.A2 – ~~State Highways and Arterial Roads~~ Access Separation From Intersections ~~And Other Accesses~~



87. **Rural Volume.** Amend the heading of Diagram E10.B2 by deleting reference to Arterial Roads as follows:

Diagram E10.B2 – ~~State Highways and Arterial Roads~~ - Moderate Use Access Standard (31-100 ecm/day)

88. **Rural Volume.** Wherever the Council's Engineering Code of Practice is referred to in the plan change document, add the words most recent in front of the phrase, e.g. the Council's most recent Engineering Code of Practice.
89. **Rural Volume.** Complete any consequential Plan renumbering and 'underlining of defined terms' that may be required in order to give effect to Plan Change 12 within the existing format of the Plan.