

## **Plan Change 12 Transport**

### **Commissioners Recommendation**

## 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)<sup>1</sup> 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.

<b>24 hours</b>	
<b><u>Within Bedrooms</u></b>	<u>35 dBA (Leq 24 hour)</u>
<b><u>Within Living Area Rooms</u></b>	<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:

	<b>Day-time (0700-2200 hours)</b>	<b>Night-time (2200-0700 hours)</b>
<b><u>Within Bedrooms</u></b>	<u>35 dBA (Leq 1 hour)</u>	<u>30 dBA (Leq 1 hour)</u>
<b><u>Within Living Area Rooms</u></b>	<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, Aa** 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 (lzone) 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.

~~17.7.2.4~~

**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 Roading 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><del>Rolleston Drive</del> <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-through facilities excluding service stations	5 queuing stacked parking 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 50m<sup>2</sup> 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>	<u>2 4.5 spaces per 100m<sup>2</sup> GFA and/or outdoor display area</u>
<u>Food and Beverage (except as permitted under table E13.1(b) below)</u>  Restaurants and/or taverns	<u>4.5 spaces per 100m<sup>2</sup> PFA for the first 150m<sup>2</sup> then 19 spaces per 100m<sup>2</sup> 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> <u>10 spaces per 100m<sup>2</sup> public indoor floor area</u> <u>10 spaces per 150m<sup>2</sup> outdoor dining area</u>
Research facilities	1 space per <del>2-1.5</del> <u>2</u> full time equivalent staff
Educational <del>and/or day care</del> facilities (excluding Preschools)	<u>1 space per full time equivalent staff member, plus 1 space per 8 students over <del>15</del> <u>16</u> 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 <del>15</del> <u>16</u> 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 <del>105</del> spaces are required. At such time that the <del>105</del>th 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.

<b>ACTIVITY</b>	<b>MINIMUM PARKING SPACES TO BE PROVIDED</b>
<u>Food and Beverage</u> <u>(Lincoln, Rolleston, Darfield, Leeston and Southbridge except as specified below)</u>	<u>3.5 spaces per 100m<sup>2</sup> PFA for the first 150m<sup>2</sup> then 15 spaces per 100m<sup>2</sup> 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 100m<sup>2</sup> 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 450m<sup>2</sup>) and Prebbleton)</u>	<u>4.0 spaces per 100m<sup>2</sup> PFA for the first 150m<sup>2</sup> then 17 spaces per 100m<sup>2</sup> 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 450m<sup>2</sup>) and Prebbleton)</u>	<u>4.0 spaces per 100m<sup>2</sup> 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 200m<sup>2</sup> GFA)</u>	<u>2 spaces per 100m<sup>2</sup> PFA for the first 150m<sup>2</sup></u> <u>then 15 spaces per 100m<sup>2</sup> 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 200m<sup>2</sup> GFA)</u>	<u>2 spaces per 100m<sup>2</sup> 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 <sup>(4)</sup>	<u>All As above</u>	<u>3.6 3.2 <del>3.6</del></u>	<u>3.7 (one-way)</u> <u>as above</u>	5.4 <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:

- 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
- the parking is located on the same side of any road as the activity, and
- the most direct route provided or available for pedestrians from the parking area to the activity is not more than 200m and,
- 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
- 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**

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

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

**E13.2.4.8** ~~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> <del>Formed</del> Width (m)		Traffic lanes	Parking lanes Kerb and Channel	Specific provision for cycles (on road or off road)	Pedestrian Provision Footpath(s)
	Min	Max	Min	Max	Min. No. of	Min No. Of		Minimum

...

<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 ~~E13.9~~10 – 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> <u>500</u>
80	<u>All</u>	<u>214</u> <u>400</u> <u>550</u>
70	<u>All</u>	<u>181</u> <u>305</u> <u>220</u>
60	<u>All</u>	<u>151</u> <u>220</u> <u>160</u>
50	<u>State Highways, Arterials, Collector and Local Business Roads</u>	<u>123</u> <u>125</u>
<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

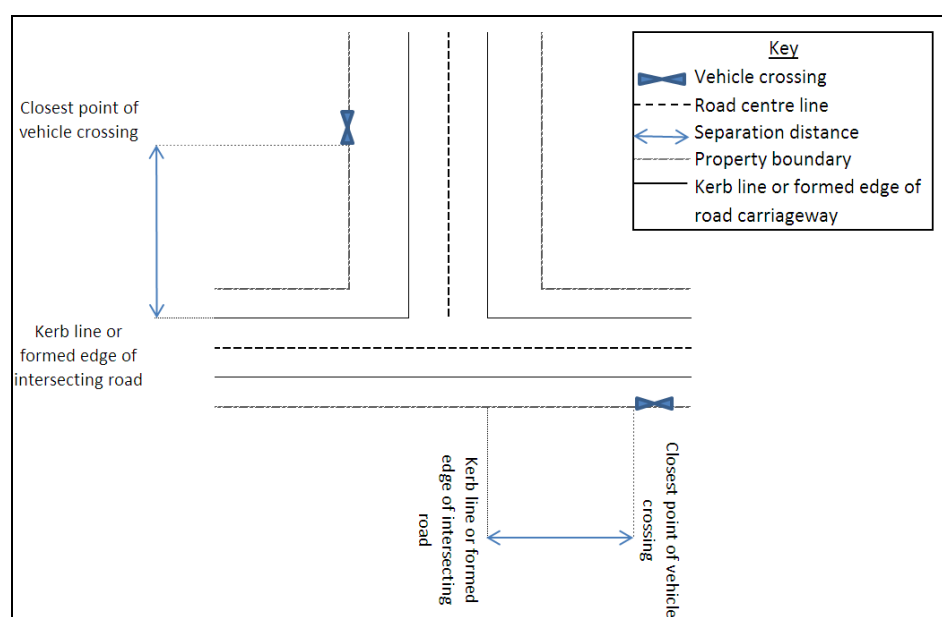
Table E13.9 does not apply to roads within the B2 and B2A zone that are located as shown within Appendix E22, or E32 or E33 (refer to rule 17.1.1.4).

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)<sup>1</sup> 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, 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 <sup>(1)</sup>	All	<u>3.2</u> <del>3.8</del>	<u>as above</u>	5.4 <del>5.4</del>
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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**

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

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).

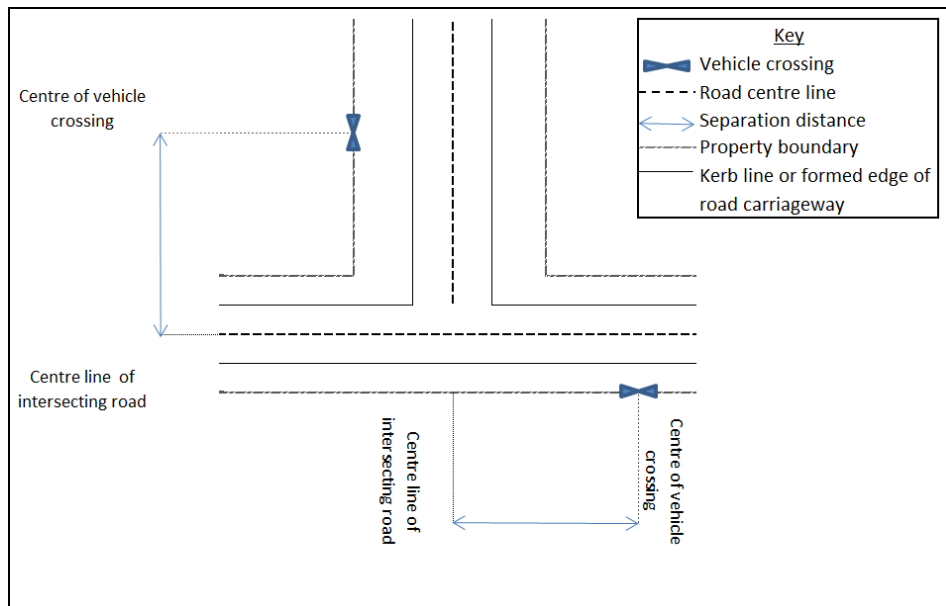
85. **Rural Volume.** Amend Table E10.6 as follows.

**Table E10.6– Minimum Distance between Intersections**

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

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.