PART B

2 PHYSICAL RESOURCES

B2.1 TRANSPORT NETWORKS — ISSUES

~~ROAD, RAIL AND AIRFIELDS~~

- **Integration of land use and transport planning to reduce the demand for transport and also to achieve more sustainable travel within and beyond the district.**
- **Effects of activities on the safe and efficient operation of the transport network particularly roads, railway lines, cycleways, footpaths and airfields.**

~~Adverse effects of activities on the safe and efficient use of the District's transport networks.~~

~~**Effects of transport on energy use and the environment.**~~

- **A transport network that facilitates a sustainable transport system to meet the future needs of a growing population.**
- **Adverse effects ~~of the operation of the District including noise and vibrations from~~ roads and rail networks and ~~the noise~~ from the operation of aircraft utilising Christchurch International Airport and other airfields, on surrounding land uses and the environment.**
- **Effects on the operation of transport networks from adjoining land uses.**
- **Accessibility and effects of transport on energy use and the environment.**

Introduction

Transport systems move people, goods and services throughout Selwyn District and between the District and other areas. ~~The main transport networks in the District are roads and the Midland and South Island Main Trunk railway lines.~~ Transport networks also come within the general definition of utilities.

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

Road Network and Pathways

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

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

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

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

Railway Lines

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

Airfields

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

~~Many rural properties have private airstrips or helipads. Recreational gliding occurs at the Hororata Domain. West Melton Airfield is located in Selwyn District and noise from aircraft flying to Christchurch International Airport affect land in Selwyn District. Issues associated with taking off or landing of aircraft in rural areas are addressed in the Rural Volume of the Plan.~~

Issue 1

Integrating Land Use and Transport

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

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

In order to reduce adverse effects associated with transport, Selwyn District also needs to improve and promote the accessibility (ensuring all users, particularly active transport mode

users have access to services) and permeability for sustainable travel modes such as walking, cycling and public transport. Selwyn District therefore needs to take a more direct role in determining where and how urban growth occurs.

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

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

Issue ~~1~~2

Safe and Efficient Use of Transport Network

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

As the number of households and businesses in Selwyn District increases, so does the number of motor vehicles using the road network. ~~. A study undertaken for the Council (Barber, 1999, Energy Use and Settlement) estimates that between 4,000 and 5,000 people commute daily between Selwyn District and Christchurch City~~. A paper published by Statistics New Zealand (Statistics New Zealand, 2008, Workforces on the move: An examination of commuting patterns to the cities of Auckland, Wellington and Christchurch) based on the 2006 census revealed that around 7,700 people commute from Selwyn District to Christchurch City for work. These transport patterns have three effects on the District's road network:

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

Of particular concern ~~to staff of Christchurch City Council~~ is traffic volumes entering and leaving ~~the~~ Christchurch City ~~from Ellesmere/Sabys Road and~~ travelling through the residential areas of Hornby, Halswell and Hoon Hay and townships such as Prebbleton.

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

- Activities which generate lots of people or vehicles on opposite sides of a road or railway line can increase the number of people and vehicles crossing these networks, e.g. when a school and sportsgrounds are located on opposite sides of a main road or railway line.
- Cars parked on roadsides and incorrectly-positioned signs, ~~or~~ structures **and vegetation** can reduce the visibility of intersections, vehicle crossings or railway crossings.
- Cars parked on roadsides reduce the carriageway width available to motorists and cyclists travelling along the road.
- Vehicle crossings sited too close to intersections or on bends or 'blind spots' can obscure the visibility of oncoming traffic **and other road users**.
- Roadways, which are not designed or formed to the standard necessary to carry the volume or type of traffic using them **(including active modes),** can create safety problems and congestion.
- Signs along roadsides can distract drivers' attention for too long, particularly if the sign is hard to read or contains too much information.
- Inappropriately-sited signs, or inappropriately-designed vehicle crossings, entranceways or intersections can cause motorists to make sudden manoeuvres (stops or turns) **or delay the vehicle exiting the traffic stream, in particular heavy vehicles that require more space to turn or manoeuvre.**
- Other utilities are often located in (or under) road reserves. The installation, maintenance or replacement of utilities **within the road reserve** can disrupt traffic flows **and affect safety and access to sites.**
- Areas in the approach paths to airfields or airports need to be clear of very high structures, to enable the airfield or airport to operate within Civil Aviation Authority regulations.

The Council **funds roading maintenance and upgrades** ~~anticipates recovering the majority of its funds for road upgrades~~ from rates income and ~~or LTNZ~~**NZTA** subsidies **through the National Land Transport Programme**. However, the **Councils** Development Contribution Policy **also** provides for development contributions to be taken in specific situations where the roading improvements provide a direct benefit to the development being considered or the development itself requires the upgrade of the roading network adjacent to the development**. This may require Council also providing supporting funding.**

Heavy Vehicles

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

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

Railway Lines

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

Airfields

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

Issue 3

Future Transport Network

The Christchurch Rolleston 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 within and between townships and 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.

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

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

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

In the next 40 years freight demands are expected to double in the Canterbury region. The efficient movement of freight is beneficial to the district and needs to be considered in the planning of the transport network. The future network may see the establishment of freight hubs

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

and inland ports to cater for this growth by providing efficient opportunities to store, distribute and transfer freight between different transport modes e.g. sea, air, road and rail.

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

Issue 24

Effects of Transport Networks on the Environment and Surrounding Land Uses

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

- The effects of noise, vibration, emissions, glare or dust from roads, railway lines or airfields on adjoining residents and reverse sensitivity effects.
- Dust and dirt from heavy vehicles, particularly stock trucks and coal trains.
- ~~Noise and vibration from heavy vehicles on road and rail~~ – Reduced safety and amenity values from either increased traffic or from heavy vehicles servicing or passing through residential areas.
- Noise from aircraft flying overhead, as they approach and take off from, airports.
- Loss of privacy due to increasing numbers of persons utilising walking and cycling links in residential areas and along esplanade reserves.
- Effects of constructing or maintaining roads, pedestrian and cycling pathways and railway lines on adjoining water bodies and wetlands.
- The visual effects from road and pathway construction on slopes or bridges across water bodies.

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

Issue 35

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

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

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

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

- the type of vehicles which use the road;

- the speed of vehicles; or
- the times when trains, ~~or~~ aircraft and ancillary activities (such as loading of freight) operate;

to reduce these adverse effects.

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

Christchurch International Airport

[No change]

Issue 46

~~**Effects on Energy Use and the Environment**~~

Accessibility, Energy Use and Diversity of Transport Modes

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

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

~~Carbon-based fuels are, for all practical purposes, a non-renewable resource.~~

- ~~Private motor vehicles are not as efficient a form of transport (in terms of fuel consumption per weight transported) as some other forms of motorised transport (e.g. buses and trains).~~
- ~~Carbon-based fuels are contributing to changing concentrations of some gases in the atmosphere, particularly carbon dioxide (CO_2). These changes could potentially alter atmospheric and climatic conditions (the "Greenhouse Effect").~~

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

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

~~The RPS identifies adverse effects of transport (particularly private motor vehicles) on energy efficiency and air quality, as resource management issues in Canterbury (Chapter 12, Policy 1, p. 189, Chapter 13, Policy 9, p. 215, Chapter 15, Policy 3, p. 235).~~ The Regional Policy Statement instructs District Councils to promote land use and settlement patterns which reduce the demand for transport, especially by private motor vehicles.~~(Chapter 13, p. 215).~~ The RPS (Plan Change 1) also seeks to ensure that planning and provision of transport infrastructure is integrated with development and settlement patterns to reduce network congestion, reduce dependency on private motor vehicles, reduce emission of contaminants to air, re-use energy use and promote the use of sustainable transport modes.

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

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

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

TRANSPORT NETWORKS— STRATEGY

~~ROAD, RAIL AND AIRFIELDS~~

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

Integration of Land use and Transport

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

Safe and Efficient Use

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

- A policy and rule to maintain visibility along railway lines and to avoid access to properties across railway lines.

Future Transport Network

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

Effects on Surrounding Land-use

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

Environmental Effects and Reverse Sensitivity

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

~~**Reverse Sensitivity Effects**~~

- ~~The Plan policies encourage townships to grow in patterns where new residential areas are not developed parallel with and along main roads or railway lines.~~
- ~~The Plan policies are to avoid rezoning land for new residential development within the Airport noise contours shown on the Planning Maps.~~

TRANSPORT NETWORKS — OBJECTIVES

ROADS, PATHWAYS, RAIL AND AIRFIELDS

Objective B2.1.1

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

Objective B2.1.2

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

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

Objective B2.1.3

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

~~Objective B2.1.3~~

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

Objective B2.1.5~~4~~4

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

Objective B2.1.4~~5~~5

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

Explanation and Reasons

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

At the same time, residents living near transport networks sometimes object to effects such as noise, dust and vibration from the network. Objectives B2.1.1 and B2.1.2 are centred on ensuring transport networks operate safely and efficiently while not adversely affecting people living nearby.

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

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

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

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

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

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

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

Roads, pathways and rail links may pass through or alongside bush areas, water bodies and wetlands, over slopes, and over or near sites of special cultural or heritage values. Objective B2.1.4 addresses the effects which the construction and maintenance of roads, pathways and rail links may have on the surrounding area. Objective B2.1.4 is implemented using a combination of: advocacy; encouraging good practice among requiring authorities; and the Council's power under section 176(A) of the Act to approve outline plans for designations.

~~Objective B2.1.4~~ Objective B2.1.5 focuses specifically on Christchurch International Airport. The Plan recognises the unrestricted operation of CIAL.

TRANSPORT NETWORKS— POLICIES AND METHODS

ROADS AND PATHWAYS

Policy B2.1.1

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

Policy B2.1.2

Manage effects of activities on the safe and efficient operation of the District's existing and planned road network, considering the classification and function of each road in the hierarchy.

Policy B2.1.3

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

Policy B2.1.4(a)

Ensure all sites, allotments or properties have legal access to a legal road which is formed to the standard necessary to meet the needs of the activity considering:

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

Policy B2.1.4(b)

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

Policy B2.1.5

Ensure the development of new roads is integrated with existing and future transport networks and landuses; and is designed and located to maximise permeability and accessibility through achieving a high level of connectivity within and through new developments to encourage use of public and active transport.

Explanation and Reasons

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

Roads classified as ~~Strategic~~ State Highways ~~in the road hierarchy carry large volumes of traffic between destinations, often at high speeds. Due to the volume and speed of traffic, the function of Strategic Roads~~ are highest in the roading hierarchy, they are required to accommodate connections of arterial roads, collector and local roads in a very controlled manner. Due to the higher volume and speed of traffic, the function of State Highways to carry 'through' traffic takes precedence over other functions of these roads. Activities which may affect this function such as: property access; signs; car parking; and ~~stock droving~~ bus stops need to be managed. ~~The Strategic Roads in Selwyn District include all state highways and major road links with Christchurch City.~~

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

~~All other roads in Selwyn District are managed to 'balance' each of their functions equally.~~

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

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

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

~~The Plan uses rules to manage effects of activities alongside the road, but not within the road reserve.~~ Within the road reserve, the Council and ~~Transit~~ New Zealand Transport Agency can control activities through their functions under the Local Government Act and the Government Roading Powers Act 1989, respectively. ~~Transit New Zealand Act 1989.~~

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

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

The integration of new developments with surrounding neighbourhoods can be achieved through increasing the variety of transport connections. The key design elements to achieve greater

connectivity include providing a variety of transport linkages including access to walking and cycling routes and neighbourhood blocks that are pedestrian friendly.

The Councils *Design Guide for residential subdivisions in the urban living zones* provides practical explanations and guidelines for achieving good connectivity.

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

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

Methods

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

~~– Road Classification – Engineering~~

District Plan Rules

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

Bylaws

- Stock Droving
- Traffic and Parking
- Speed Limits

Policy B2.1.6(a)

Require activities to have adequate on-site car parking and loading facilities to ~~reduce~~ minimise potential adverse effects from roadside parking and to require adequate on-site manoeuvring area to avoid the need for reversing onto or off ~~Strategic~~ roads particularly State Highways and Arterial Roads.

Explanation and Reasons

When vehicles park or stop on the road they reduce the width of the carriageway available for moving vehicles. They can also impede the visibility of pedestrians and cyclists, or of vehicles moving across vehicle crossings or intersections. Significant on-street parking may adversely affect the character and amenity of the surrounding area. The extent of on-street parking and associated adverse effects will depend on: the actual parking demand of the particular activity,

the number and type of vehicles parking on the roadside; the width of the carriageway; the volume, speed and types of traffic the road carries; and adjoining land uses. Because it is important to protect the safe and efficient movement of traffic on ~~Strategic~~ State Highways and Arterial roads, which serve a primarily through traffic function, it is important to ensure that vehicles can manoeuvre on site and not have to reverse on or off such roads.

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

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

Policy B2.1.6(b)

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

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

The rates have been set considering the existing and future on-street parking supply and demand in these townships. In addition to the matters listed under B2.1.6(a), reductions from these rates may result in an overflow of parking into residential zones. Whilst this may not occur upon commencement of the activity, the additional on-street demand generated by the activity displaces on-street parking anticipated for use by other, sites yet to be developed for business activities. Cumulatively and over time this could result in parking overflowing into adjoining residential zones. This may result in adverse effects on the availability of on-street parking for residents and their visitors and impact on the amenity and character of the residential area. As such where the required level of on-site parking cannot be provided within these townships consideration should be given to reducing the parking demand of the activity.

Policy B2.1.6(c)

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

Explanation and Reasons

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

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

Methods

District Plan Rules

- Car Parking
- Cycle parking
- Loading Facilities

Policy B2.1.7

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

~~Explanation and Reasons~~

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

~~Method~~

~~District Plan Rule~~

- ~~Distance to intersections~~

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.

Explanation and Reasons

Activities (particularly those with high visitor parking demand) with larger parking areas require the consideration of pedestrian safety, security, circulation and access within parking areas to be balanced against vehicle access and circulation in order to encourage people to walk within townships and provide for safe movement of pedestrians within the site, to and from motor vehicles.

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

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

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

Explanation and Reasons

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

Method

District Plan Rules

- Outdoor signs and noticeboards
- ~~Roadside stalls on~~ **~~Strategic Road~~**

Policy B2.1.~~5(b)~~9

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

Explanation and Reasons

Buildings positioned too close to road boundaries can affect the visibility of road users including pedestrians, cyclists and motorists. If garage doors are parallel to the road it is desirable that there is sufficient room for a motor vehicle to park in front of the garage and off the footpath when stopping to open the garage door. Policy B2.1.~~5(b)~~9 is to ensure that buildings are setback a sufficient distance from roads in townships, to ensure road use and safety is not adversely affected.

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

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

Setbacks are also required to mitigate reverse sensitivity arising from road noise. This can also be achieved through a combination of building insulation and physical works such as fencing and

mounding. Implementation of this policy is through rules along State Highways with a speed limit of 70km/h or greater ~~1 at Rolleston~~ and through rezoning land from rural to urban along the State Highway network in Selwyn.

Method

District Plan Rules

- Building setbacks from road boundaries

Subdivision Design Guides

Policy B2.1.~~7~~10

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

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

Explanation and Reasons

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

Method

District Plan Rule

- Distance to intersections

Policy B2.1.~~8~~11

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

Explanation and Reasons

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

Methods

~~Information~~

~~– SDC Engineering Standards~~

District Plan Rules

- Subdivision
- Roads and ~~Vehicular~~ Vehicle Accessways

Policy B2.1.~~9~~12

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

Explanation and Reasons

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

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

New residential or business development in the Selwyn District ~~also~~ can increases the volume of traffic using the District's main road network, particularly main roads between the Selwyn District and Christchurch City. Christchurch City is a major employment centre for residents of the Selwyn District. ~~An estimated 4,000 to 5,000~~ **Approximately 7,700** people commute **to Christchurch to work predominantly** in private motor vehicles ~~between the two areas (Barber 1999, p. II).~~**(Statistics New Zealand, 2008, Workforces on the move: An examination of commuting patterns to the cities of Auckland, Wellington and Christchurch).** ~~Christchurch City Council staff have identified the following road links as areas where continued traffic increases will have adverse effects:Halswell-Sabys Road and traffic moving through Hoon Hay into and out of the City; and Springs Road.~~

~~The City Council have also expressed concerns about continued increase of traffic along SH73 and SH1 between Christchurch City and Selwyn District. However, these roads are managed by the Transit .~~

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 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.

Method

District Plan Policies

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

Policy B2.1.~~10~~13

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

Explanation and Reasons

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

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

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

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

~~Environment Canterbury has been urging territorial local authorities to consider the effects of allowing residential growth on transport demands – particularly commuting to Christchurch City to work using private motor vehicles. This is an effect that needs to be considered when rezoning land for residential growth. Conversely, territorial local authorities and Environment Canterbury must also consider the impact on transport demands and patterns of not allowing residential growth to occur where the market is wanting. For example, rather than encouraging people to live in Christchurch City, it may encourage these people to live in townships or on lifestyle blocks even further away from the City and to commute longer distances.~~

The Council is required to have regard to the Regional Land Transport Strategy (RLTS) and the New Zealand Transport Strategy (NZTS) under section 74(2)(b)(i) of the RMA, when preparing its District Plan. ~~This Strategy identifies Canterbury's future land transport needs and provides a direction for the development of the transport system for the next 25 years.~~ The RLTS and NZTS promote the use of sustainable modes of transport (e.g. buses, walking and cycling). The above policy is considered to integrate with the policies of the RLTS and NZTS.

In respect to future public transport provision reference is also made to the guide on "Providing for Passenger Transport within your subdivision".

Method

District Plan Rules

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

- Rules and policies relating to parking and sustainable modes of travel

Policy B2.1.~~11~~14

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

Policy B2.1.~~20~~15

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

Explanation and Reasons

All of Selwyn District's townships are currently small enough that business and community facilities are within easy walking or cycling distance for most residents. The Council cannot 'force' residents not to use cars, but it can help develop walkways, cycleways and street designs which make walking or cycling safer and more pleasant (see Part B, section 2.1 Policy B2.1.~~20~~15).

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

Where new pedestrian / cyclist links are provided, the width of the corridor should depend on its length, as the longer the corridor the wider it should be to maintain visibility through the link from both ends. As stated in the explanation to Policy B2.1.~~10~~13 above, the Council is required to have regard to the Regional Land Transport Strategy (RLTS) in preparing its District Plan. The RLTS promotes the use of ~~alternative~~ sustainable modes of transport (e.g. buses, bicycles, and walking). It is therefore considered that the above policy integrates with the policies of the RLTS.

~~Pedestrian or cycle facilities which are separate from roads may provide "safer" routes for people walking or cycling around townships, especially children. For these facilities to be utilised, they need to:~~

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

- be designed to protect personal safety;
- be easy to access and use;
- be convenient links to the surrounding neighbourhood (go where people want to go); and

– not be perceived as any longer than using the road.

Methods

Selwyn District Walking and Cycling Strategy

- Goals and Action Plan

Greater Christchurch Travel Demand Management Strategy

District Plan Policies

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

District Plan Rules

– Subdivision, provisions for cycleways/ walkways

Subdivision Design Guide

– Layout and conceptual design

Selwyn District Council Engineering Code of Practice

- Design

~~Annual Plan~~ Selwyn Community Plan (LTP)

– Funding to assist communities to develop walkways and cycleways

Policy B2.1.~~12~~16

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

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

Explanation and Reasons

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

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

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

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

Method

Advocacy

- Discussions with network utility operators

District Plan Rules

- Construction Noise and Vibration
- Stockpiling of materials

RAILWAY LINES

Policy B2.1.17

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

Explanation and Reasons

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

Method

District Plan Rules

– Railways

Policy B2.1.~~13~~18

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

Explanation and Reasons

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

Method

District Plan Rule

- Subdivision — Building Line Restrictions for Railway Crossings

Policy B2.1.~~14~~19

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

Explanation and Reasons

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

~~, except at controlled level crossings, is dangerous.~~

Method

District Plan Rule

- Property Access

Policy B2.1.~~15~~20

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

Explanation and Reasons

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

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

Methods

District Plan Rules

- Property access

District Plan Policy

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

AIRFIELDS

[No Changes]

EFFECTS ON THE ENVIRONMENT AND REVERSE SENSITIVITY EFFECTS

ROADS AND RAILWAY LINES

Policy B2.1.~~17~~22

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

Policy B2.1.~~18~~23

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

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

Explanation and Reasons

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

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

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

Policy B2.1.~~17~~22 discourages this land use pattern from happening in the first instance. Policy B2.1.~~18~~23 discourages existing patterns from being exacerbated. The policies provide, in the first instance, for new residential or business areas to expand at angles to rather than parallel with the transport route if possible. The policies recognise that there may be other resource management constraints to expanding townships in those directions. If so, the next 'best' option is to confine any further expansion of the township to one side of the transport route.

Policy B2.1.~~19~~24

Encourage heavy vehicles to use routes which bypass townships, where practical, 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.~~19~~24 encourages heavy vehicles to use routes that bypass rather than bisect townships, to avoid these effects. The preferred method to achieve this 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.~~

Methods

Selwyn District Council Engineering Code of Practice

- Road design

Bylaws to prevent heavy vehicle use of roads if necessary

Asset Management Plans

- Roads

District Plan Policies

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

Policy B2.1.~~21~~25

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

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

Explanation and Reasons

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

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

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

Methods

District Plan Rules (if applicable)

- Earthworks
- Construction Noise and Vibration
- Subdivision

Information and Advocacy

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

Designation Outline Plans

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

CHRISTCHURCH INTERNATIONAL AIRPORT

Policy B2.1.~~22~~26

Except as provided for in Policy B2.1.~~23~~27, avoid new residential development and other activities which may be sensitive to aircraft noise occurring on land which is located underneath the airport flightpath noise contours shown on Planning Map 013 for 50 dBA Ldn or greater .

Explanation and Reasons

[No changes other than renumber Policy B2.1.~~22~~26]

Policy B2.1.~~23~~27

Avoid adverse effects on amenity and potential reverse sensitivity effects on the future unrestricted operation of Christchurch International Airport by maintaining residential density in the existing Living 2A zone at Rolleston at not more than 1 dwelling per hectare, with the exception of lots less than 1ha existing at 17/10/2007.

Explanation and Reasons

[No Changes other than to renumber Policy B2.1.~~23~~27 and Policy B1.2.~~22~~26]

AIRFIELDS

Policy B2.1.~~24~~28

[No changes]

TRANSPORT NETWORKS — ANTICIPATED ENVIRONMENTAL RESULTS

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

Roads and Access

- State Highways and Arterial ~~strategic~~ Roads are ~~safe~~ the most efficient ~~transport~~ routes for "through" traffic travelling across the District.
- All roads are formed and maintained to the standard necessary to carry the type and volume of traffic using them, safely and efficiently.

~~Other roads in the District serve all their functions safely and efficiently.~~

- The visibility of roads, intersections, ~~vehicular~~ vehicle accessways and railway crossings is not impaired.
- Roads are designed, maintained, and if necessary, upgraded to the standard required for their traffic volume, traffic type and the amenity values of the zone.
- Adverse effects of residential and business growth in Selwyn District on road links into Christchurch City are addressed.
- Heavy traffic bypasses townships, where practical.
- An increase in ~~separate~~ cycleways and walkways in townships that are effective in providing alternative linkages within the townships.
- No increase in the extent to which main transport routes 'bisect' townships.
- Fewer impacts from the construction, maintenance and repair of roads or other utilities in road reserves, on people and the environment.
- New settlement and residential activities occur closer to places of work, services and other activities, typically near ~~or~~ existing townships.

~~The number of walkways and cycleways increases that are effective in providing alternative linkages within the townships.~~

- Greater provision for public transport and active modes such as walking and cycling.
- The avoidance of situations that may give rise to reverse sensitivity and reduce the future viability and or efficiency of transport systems.

~~Pathways~~

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

Railways

- The safe operation of the District's railway lines is not reduced or impeded by land use activities.
- Properties do not have access directly over railway lines.

- Visibility along railway lines and at road/rail crossings is maintained.
- Opportunities for movement of freight via rail are encouraged

Airfields

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

TRANSPORT NETWORKS — MONITORING

See Part E, Appendix 1.

TRANSPORT NETWORKS — INFORMATION

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

[No further changes to B2 beyond this point]

PART B

3 PEOPLE'S HEALTH, SAFETY AND VALUES

[No changes to sections B3.1-3.3]

B3.4 QUALITY OF THE ENVIRONMENT— ISSUES

[No changes]

QUALITY OF THE ENVIRONMENT — STRATEGY

[No changes]

QUALITY OF THE ENVIRONMENT — OBJECTIVES

[No changes]

QUALITY OF THE ENVIRONMENT — POLICIES AND METHODS

[No changes to Policies B3.4.1-3.4.17]

TRAFFIC

Policy B3.4.17

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

Policy B3.4.18 <u>(a)</u>

Ensure all activities have appropriate car-parking facilities to avoid, remedy or mitigate any adverse effects of car-parking on:

- **The amenity values of streets;**
- **The privacy of residents; and**
- **Safe and convenient access to sites.**

<u>Policy B3.4.18 (b)</u>

<u>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:</u>

- **<u>The overall development and site layout;</u>**
- **<u>Building location and orientation;</u>**
- **<u>Landscaping;</u>**
- **<u>Vehicle access and circulation;</u>**
- **<u>Pedestrian access and circulation (including relative to building entrances and pedestrian desire lines); and</u>**
- **<u>Safety and security of users.</u>**

<u>Policy B3.4.18 (c)</u>

<u>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.</u>

Explanation and Reasons

Policy B3.4.17 provides that non-residential activities in Living zones should not generate **effects associated with the ~~substantially more~~** number**~~s~~** of vehicles or people **that are of a scale incompatible with the living zone as a whole or the surrounding ~~than~~** residential activities. **Consideration should include the existing amenity, traffic volume and character as well as the anticipated functioning and amenity of the frontage road. The quality of the environment may not be noticeably affected where extra pedestrian and vehicle activity occurs** ~~extra people or vehicles~~ on an infrequent basis. ~~may not adversely affect the quality of the environment in residential areas~~

Policy B3.4.18**(a)** recognises that car-parking on roadsides can affect the outlook and privacy of residents and the ability to provide parking for their own visitors outside their homes, if cars are parked along the street on a regular or continual basis. Therefore, activities should have adequate car-parking either on-site or in an area off the road, in close proximity to the site. Potential effects of on-street parking on the safety and efficiency of the road network is addressed under Part B, Section 2.1 – Transport Networks.

Policy B3.4.18(b) recognises that activities requiring a high level of on-site car parking can be visually dominant, present unattractive street frontages, adversely affect the amenity of an area, and take little account of pedestrian access and safety to and through a site. 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. 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.

Policy B3.4.18(c) requires 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.

[No Further Changes to B3]

PART C

2 LIVING ZONE RULES — EARTHWORKS

2.1 EARTHWORKS

Permitted Activities — Earthworks

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

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

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

Discretionary Activities — Earthworks

2.1.4 The following shall be discretionary activities:

2.1.4.1 Mineral exploration.

2.1.4.2 Any activity which does not comply with any of Rules 2.1.1.1 to 2.1.1.4 and 2.1.1.6 to 2.1.1.~~8~~9.

Reasons for Rules

Disturbing, depositing or removing soil, rock or other minerals may create the following effects: dust nuisance; slope failure or erosion; siltation effecting neighbouring properties; waterbody bank erosion; sedimentation in waterbodies; and unsightliness of the Living Zone if left unoccupied.

Rule 2.1 sets out the conditions for when earthworks are likely to have minor effects on the environment, including timeframes for the completion and rehabilitation. Earthworks that cannot comply with Rule 2.1.1 may still be allowed, by granting of a resource consent for a discretionary activity (under Rule 2.1.4).

Earthworks for the purposes of creating or forming, a road, or access to future allotment(s), prior to subdivision approval, have the potential to undermine the potential to achieve an integrated transport network. Consideration needs to be given to the location, form, safety, efficiency connectivity and permeability of the transport network and the relationship with other infrastructure. Rule 2.1.1.7 exempts earthworks associated with road or access formation where such works are covered by approved subdivision consent or form part of a designation. The exemptions recognise that the necessary considerations have been undertaken during respective the approval processes.

Mineral exploration and mining require resource consent in Living zones, irrespective of the scale of earthworks. The reason that mineral exploration within townships requires resource consent is because this activity may have the potential for adverse effects on amenity values and property values.

Note 1 clarifies that earthworks associated with the activities listed are, in the view of the Council, de minimus activities (very minor/negligible). Rule 2 is not intended to affect or control those activities.

PART C

4 LIVING ZONE RULES — BUILDINGS

[No Changes to 4.1-4.8]]

4.9 BUILDINGS AND BUILDING POSITION

Permitted Activities — Buildings and Building Position

The following shall be permitted activities:

Setbacks from Boundaries

4.9.2 Except as provided in Rules 4.9.3 to 4.9.18, any building which complies with the setback distances from internal boundaries and road boundaries, as set out in Table C4.2 below.

Table C4.2 - Minimum Setbacks for Buildings

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

Setbacks from State Highways and internal noise levels

4.9.3 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes shall be located no closer than 40m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater.

4.9.4 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes within 100m from the edge of the sealed carriageway of State Highways with a posted speed limit of 70 Km/hr or greater shall have internal noise levels from road traffic that do not exceed the limits set out below with all windows and doors closed.

	24 hours
Within Bedrooms	35 dBA (Leq 24 hour)
Within Living Area Rooms	40 dBA (Leq 24 hour)

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

[No changes to 4.9.5-4.9.17]]

~~Rolleston~~

~~4.9.18 Any dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes shall be located no closer than 40m from the State Highway 1 carriageway. Except that this distance can be reduced where the dwelling, family flat, and any rooms within accessory buildings used for sleeping or living purposes has been acoustically insulated or subject to mounding or other physical barriers so that traffic noise from State Highway 1 is limited to levels set out below, with all external doors and windows closed:~~

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

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

Restricted Discretionary Activities — Buildings and Building Position

4.9.19 Any activity which does not comply with Rule 4.9.1 shall be a restricted discretionary activity.

4.9.20 Under Rule 4.9.19 the Council shall restrict the exercise of its discretion to consideration of:

4.9.20.1 Any adverse effects of shading on any adjoining property owner; or on any road or footpath during winter.

4.9.21 Any activity which does not comply with Rule 4.9.2 and Rules 4.9.4 to 4.9.14 and 4.9.18 shall be a restricted discretionary activity.

4.9.22 Under Rule 4.9.21 the Council shall restrict the exercise of its discretion to consideration of:

4.9.22.1 Internal Boundary

Any adverse effects on the:

(a) privacy

(b) outlook

(c) shading; or

(d) amenity values

of the adjoining property, its occupiers and their activities; and

4.9.22.2 Road Boundary

Any adverse effects on:

(a) the character of the street

(b) safety and visibility of pedestrians, cyclists and motorists, and

(c) shading of the road or footpath in winter;

(d) methods to mitigate any adverse effects of traffic noise on the occupants of a dwelling; and

4.9.22.3 Any reverse sensitivity issues at the southern zone boundary of the Living 2A zone at Prebbleton.

Discretionary Activities — Buildings and Building Position

4.9.23 Any activity which does not comply with Rule 4.9.3 shall be a discretionary activity.

[No Further Changes to C4]

PART C

5 LIVING ZONE RULES — ROADS AND TRANSPORT

Notes

1. All underlined terms are defined in Part D.
2. Roads or ~~vehicular~~ vehicle accessways formed in the Living zones at Arthur's Pass and Castle Hill, shall also comply with Rule 12.
3. In assessing a discretionary activity under Rule 5, the consent authority will refer to the Council's Engineering ~~Engineering Standards (2000)~~Code of Practice where appropriate, as well as to the relevant objectives and policies of the District Plan.
4. Rule 5.3.1.4~~2.1.2~~ may not affect existing property access onto ~~strategic roads~~ State Highways or arterial roads which comply with Section 10 of the Act as an "Existing Use".
5. Existing activities may not need to comply with Rule ~~5~~4 if they comply with Section 10 of the Act as an "Existing Use".

5.1 ROAD~~ING~~ AND ENGINEERING STANDARDS

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

5.1.1 The forming of any road shall be a permitted activity if the following conditions are met:

[No changes to 5.1.1.1-5.1.1.3]

5.1.1.4 The road is formed to the relevant standards in Appendix E13.3.1; and

5.1.1.5 The road complies with the relevant standards in Appendix E13.3.2 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.

Discretionary Activities — Roading and Engineering Standards

5.1.2 Any activity which does not comply with Rule 5.1.1 shall be a discretionary activity.

5.2 ~~VEHICULAR~~VEHICLE ACCESSWAYS

Permitted Activities — ~~Vehicular~~ Vehicle Accessways

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

5.2.1.1 The site has legal access to a formed, legal road; and

5.2.1.2 Any site with more than one road frontage to a road that is formed and maintained by Council, shall have access to the formed and maintained (and legal) road with the lowest classification, except that where a site has frontage to a collector and a local road frontage may be obtained to either road.

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

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

5.2.1.4 The ~~vehicular~~ vehicle accessway does not have a gradient greater than:

(a) 1:6 vertical; or

(b) 1:20 horizontal; and

5.2.1.5 The ~~vehicular~~ vehicle accessway is not located closer than:

(a) 20m to any waterbody listed in Appendix 12; or

(b) 20m to a site listed in Appendices 3 or 4; and

5.2.1.6 The ~~vehicular~~ vehicle accessway is formed to the relevant standards in Appendix E13.2.1; and

~~5.2.1.7 The vehicular accessway complies with the relevant standards in Appendix 13 for distance from intersections.~~

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

Discretionary Activities — ~~Vehicular~~ Vehicle Accessways

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

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

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

5.3 VEHICLE CROSSINGS

Permitted Activities — Vehicle Crossings

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

5.3.1.1 The vehicle crossing is **formed and** ~~**designed and**~~ sited to comply with the relevant requirements in Appendix **E** 13.2.2, E13.2.4, E13.2.5; and

5.3.1.2 The vehicle crossing is **to be** sealed if the adjoining road is sealed; **the crossing shall be sealed for the full length between the site boundary and sealed carriageway;** and

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

5.3.1.43 The vehicle crossing complies with the relevant standards in Appendix **E**13.2.3 ~~**for distance from intersections and other vehicle crossings**~~.

5.3.1.42.1.2 The site does not have access directly on to a ~~**Strategic Road**~~ **State Highway** or arterial road listed in Appendix 7; unless:

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

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

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

Restricted Discretionary Activities — Vehicle Crossings

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

5.3.3 Under Rule 5.3.2 the Council shall restrict its discretion to consideration of:

5.3.3.1 Any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists.

5.3.3.2 Any potential increase in the cost or difficulty of maintaining the road and vehicle crossings, including transporting of mud and chip on to any sealed road, if the vehicle crossing or ~~**vehicular**~~ **vehicle accessway** is not sealed.

5.3.3.3 Any visual effects on street design and residential amenity values from not forming the vehicle crossing or ~~**vehicular**~~ **vehicle accessway** to the specified standards.

5.3.42.2 Any activity which does not comply with Rule 5.3.1.42.1.2 shall be a restricted discretionary activity.

5.3.5 2.3 Under Rule 5.3.42.2 the Council shall restrict its discretion to consideration of:

5.2.3.3.1 Whether the site can have access from another road which is not a ~~Strategic Road~~ State Highway or arterial road listed in Appendix 7.

5.2.3.3.2 The design and location of the vehicle crossing.

5.2.3.3.3 The number and type of vehicles or pedestrians, and using the access.

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

Discretionary Activities — Vehicle Crossings

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

~~5.5~~ 5.4 TRAFFIC SIGHT LINES — ROAD/RAIL CROSSINGS

Permitted Activities — Traffic Sight Lines – Road/Rail Crossings

~~5.5.1~~5.4.1 The following shall be permitted activities:

~~5.5.1.1~~5.4.1.1 Any building if the building is positioned so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, ~~Section.~~ Diagram ~~E~~13.3.~~3.~~

~~5.5.1.2~~5.4.1.2 Any tree if the tree is planted so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, ~~Section~~ Diagram E13.3.~~3~~.

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

~~5.5.2~~5.4.2 Any building or tree which does not comply with Rules ~~5.5.1.2~~5.4.1.1 or ~~5.5.1.2~~5.4.1.2 shall be a non-complying activity.

5.4~~5~~ VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

5.4~~5~~.1 Any activity which provides for car parking, cycle parking, vehicle loading and parking access in accordance with the following conditions shall be a permitted activity:

Car Park Spaces

5.4~~5~~.1.1 The number of car parks provided complies with the relevant requirements for the activity as listed in Appendix E13.1.1, E13.1.2, E13.1.3; and E13.1.12; and

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 E13.11.** ~~for residential activities and Appendix 13 for all other activities~~; and

Loading Space

5.45.1.3 Each site that is used for an activity which is not a residential activity and which generates more than 4 heavy vehicle movements per day has one on-site loading space which complies with the requirements set out in Appendix **E**13.**1.5.** The loading space does not count as a car parking space for the purpose of complying with Rule 5.45.1.1; and

Note: Rule 5.45.1.3 does not apply to emergency services facilities.

~~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.

~~Mobility Impaired~~ Disabled Car Parking

5.45.1.5 Each site that is used for an activity other than a residential activity has one car park space for mobility impaired persons for **up to** 10 car parking spaces **provided**, and one additional car park space for a mobility impaired person for every additional 50 car parking spaces **provided or part there-of**; and

5.45.1.6 Car parking spaces for mobility impaired persons are:

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

(b) Sited on a level surface; and

(c) Clearly marked for exclusive use by mobility impaired persons; and

Cycle Parking

5.45.1.7 Cycle parking spaces are provided in accordance with the standards in Appendix **E**13.**1.4**

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.**

Discretionary Activities — Vehicle Parking and Cycle Parking

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

Reasons for Rules

Roads and ~~vehicular~~ vehicle accessways need to be designed and formed to a standard appropriate for the number of vehicles they are likely to carry. The purpose of Rules 5.1 to 5.2.5 is to manage: the safety of motorists, cyclists and pedestrians; the efficient flow of traffic; and the maintenance and repair of the road or ~~vehicular~~ vehicle accessway.

Rules 5.1.1.1, 5.1.1.3, 5.2.1.3 and 5.2.1.~~5~~4 manage the effects of forming roads and ~~vehicular~~ vehicle accessways on slopes, and near waterbodies and special sites. These rules do not prevent roads and ~~vehicular~~ vehicle accessways being formed in these areas, but require an application for resource consent (or designation), so potential adverse effects on these more sensitive areas can be addressed.

All sites need legal access. This is usually secured at the time of subdivision but some existing allotments in the District have access on to unformed roads or over other land which is not formally legalised to provide that access.

Rights of way have historically been problematic in the Selwyn District. In some instances further development of sites has resulted in a large number of sites with a shared access. Whilst limited shared access can be useful such as where houses front a reserve or waterway the potential number of users needs to be limited. The provision of long ROWs is not conducive to achieving a high degree of connectivity, permeability and accessibility for vehicular and non-vehicular access. Where access to a larger number of sites (or potential sites) is required this should be by way of local roads.

The ~~Strategic Road~~ State Highways and arterial roads listed in Appendix 7 are the only roads in Selwyn District where the safety of traffic travelling along the routes is given primacy over the other uses of roads, such as the use of roads for property access. This is because of the higher volumes of traffic using those routes and the higher speed of the vehicles. Access to allotments on ~~Strategic Road~~ State Highways and Arterial Roads may be granted, as a restricted discretionary activity, where there is no alternative road access and the consent authority is satisfied the access can be designed, sited and managed to reduce traffic safety hazards. It is noted that access to a State Highway requires approval from the New Zealand Transport Agency as road controlling authority.

Similarly, resource consent for a non-conforming vehicle crossing may be granted as a restricted discretionary activity, if the consent authority is satisfied the vehicle crossing can be designed and sited to mitigate any potential adverse effects on road safety, maintenance, and residential amenity values.

On-site car parking is desirable to reduce potential adverse effects on traffic flow and safety, especially on ~~Strategic Road~~ State Highways and arterial roads. On-site car parking also avoids the potential adverse effects of having vehicles constantly parked outside people's houses. Such effects include lack of on-site parking for visitors, loss of 'street outlook' and reduced privacy. Within Medium Density areas located within an Outline Development Plan, the minimum on-site car parking standard has been reduced in recognition of the more built-up character of these areas, the potential for smaller dwellings with fewer occupants, and to provide increased design flexibility for small sites. The requirement for a 5.5m setback between garage doors and the boundary with a road, private right of Way, or shared access means that this area can be used as an informal second parking spaces for residents or visitors.[PC7]

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.

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.

A lack of visibility for road/rail level crossings raises implications for road users and traffic safety.

For that reason, buildings and tree plantings are not permitted if they encroach within the line of sight of a railway crossing as shown in Appendix 13 (~~Section~~ Diagram E13.3.~~3~~). This rule reflects the importance of maintaining lines of sight for traffic safety.

PART C

10 LIVING ZONE RULES — ACTIVITIES

[No changes to 10.1-10.8]

10.9 ACTIVITIES AND SCALE OF ACTIVITIES

Permitted Activities — Activities and Scale of Activities

10.9.1 Any activity, which is not a residential activity, shall be a permitted activity if the following conditions are met:

10.9.1.1 Permanent Activities

(a) No more than two full time equivalent staff employed on the site live off site, and

(b) The gross floor area of any building other than a dwelling does not exceed 300m^2, or in the case of any building used for spiritual activities does not exceed 500m^2, and

(c) Vehicle movements do not exceed:

- ~~Strategic Roads~~ State Highways, Arterial Roads and Collector Roads: 40 per day plus 4 heavy vehicle movements per day
- Local Roads: 20 per day plus 2 heavy vehicle movements per day.

Note:
Rule 10.9.1.1 does not apply to existing schools and Police stations.

Subclause (c) of Rule 10.9.1.1 shall not apply to emergency service vehicles.

Discretionary Activities — Activities and Scale of Activities

10.9.2 Any activity which is not a residential activity, and which does not comply with Rule 10.9.1 shall be a discretionary activity.

[No Further Changes to C10]

PART C

12 LIVING ZONE RULES — SUBDIVISION

Notes:

1. The subdivision of any land is not a permitted activity. (This means that subdivision requires a resource consent).
2. If a subdivision is a controlled or restricted discretionary activity, the Council will restrict its discretion to the matters listed in the relevant rule under the heading "Matters over which the Council has restricted the exercise of its discretion".
3. If subdivision is a discretionary or a non-complying activity, the Council is required to consider all relevant matters under Sections 104, 104B and 104D of the Act.
4. Rule 12 applies to the subdivision of land, within the meaning of Section 218 of the Act.
5. The design of any road, ~~vehicular~~ **vehicle** accessway, right of way or vehicle crossing must comply with Rule 5: Roads and Transport.
6. Any earthworks associated with subdivision of land must comply with Rule 2: Earthworks.
7. Erecting any dwelling or other building on any land must comply with Rule 4: Buildings or Rule 6: Utilities.
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).**
10. Underlined words are defined in Part D of the Plan.
11. The subdivision of any land adjoining a State Highway which is a Limited Access Road (LAR) firstly requires consent obtainable from ~~Transit New Zealand~~ New Zealand Transport Agency. This is in addition to the subdivision application that is made with the Selwyn District Council. For any other LAR the consent is required from the Selwyn District Council in addition to the subdivision application.

~~11. If a subdivision completed under 12.1 creates a land use activity which no longer complies with the district plan provisions for a permitted activity, a separate land use consent may be required for the land use activity.~~

12. Development contributions under the LTCCP Development Contribution Policy will be taken where network infrastructure, community infrastructure or reserves have to be constructed or expanded as a direct result of growth from development. Refer to Section B4.4 for further information on development contributions.[V30]

13[3]. The Selwyn District Council Design Guide for Residential Subdivisions in the Living Zone and Engineering Code of Practice should be consulted when preparing and assessing applicable subdivisions.

12.1 Subdivision — General

Restricted Discretionary Activities — Subdivision – General

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

12.1.2 Any subdivision subject to Rule 12.1.1, and which complies with 12.1.3, shall not be notified and shall not require the written approval of affected parties. The Council shall restrict the exercise of its discretion to consideration of the matters listed in Rule 12.1.4 following Table C12.1.

12.1.3 Standards and Terms

Corner Splays

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

[No other changes to 12.1.3]

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

Corner Splays

12.1.4.2 Under Rule 12.1.3.2 the Council shall restrict its discretion to consideration of:

(a) Effects on the efficient functioning of any road, and the safety of road users; and

(b) The effect on the amenity of surrounding allotments.

Roads, Reserves and Walkways/Cycleways

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

12.1.4.**13** **The design and layout of any new road shall ensure the desired design speed is achieved with to respect to the classification of road (including the subsets of local roads) and surrounding environment.**

Point Strips

[3] As proposed by PC7

12.1.4.23 Where in the course of subdivision a new road, cycle way or pedestrian link is constructed and vested that will or could provide frontage to other land, that other land (with subdivision potential) can be separated from the new road, cycle way or pedestrian link by a point strip, and an agreement will be entered into by the first subdivider with the Council, to ensure the benefiting owner pays a fair share towards the cost of providing the frontage road, cycle way or pedestrian link.

The point strip(s) will transfer to Council on the deposit of the plan for each stage of the subdivision.

The point strip agreement sets the amount to be paid, which will be updated from the date of signature of the agreement by the Consumers Price Index. Such agreements will be held by the Council and can be identified by the point strip separating the subsequent property from frontage to the road, cycle way or pedestrian link.

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

***Note**: The consent authority shall consider any relevant provisions in the district plan or the Council's Engineering ~~Standards (2000)~~ Code of Practice where appropriate, in using its discretion under Rule 12.1.4.23.*

[No other changes to 12.1.4]

12.2 SUBDIVISION — BOUNDARY ADJUSTMENTS

Note: If a boundary adjustment completed under 12.2 creates a land use activity which no longer complies with the district plan provisions for a permitted activity, a separate land use consent may be required for the land use activity.

Restricted Discretionary Activities — Subdivision – Boundary Adjustments

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

[No changes to 12.2.1.1-12.2.1.4]

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

If the subdivision complies with Rules 12.2.1.1 to 12.2.1.5, it shall not be notified and shall not require the written approval of affected parties. The exercise of discretion shall be restricted to consideration of the matters listed in Rule 12.2.2.

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

Access

12.2.2.1 If any allotment has access on to a ~~Strategic Road~~ State Highway listed in Appendix 7:

(a) Any adverse effects, including cumulative effects, on traffic safety or traffic flow on the ~~Strategic Road~~ State Highway; and

(b) Any alternative roads that may be used for access; and

(c) The design and siting of the vehicular accessway or vehicle crossing.

Corner Splays

12.2.2.2 Under Rule 12.2.1.5 the Council shall restrict its discretion to consideration of:

(a) Effects on the efficient functioning of any road, and the safety of road users; and

(b) The effect on the amenity of surrounding allotments.

Reasons for Rules

[No changes to existing text – add following to end:]

As urban growth pressures increase, the integration of land use and transport planning to ensure that new developments are accessible, permeable and connected to adjoining land and transport networks is paramount for sustainable and efficient development. Point strips are methods to ensure that development of land that is in one ownership is able to be connected to adjoining land that also has subdivision potential. Point strips are commonly utilised for road connections, but can also be applied to cycle ways and pedestrian links.

Corner splays on the corner of road intersection can improve sightlines, particularly due to being able to step back and trim encroaching vegetation. In addition it can allow the upgrading of intersections to improve safety through minor realignments and smoothing of corners and the installation of kerbing etc. In some instances carriageways are not located in the centre of the road reserve and then any realignment around intersections may encroach on private property within the area of a typical corner splay. In urban areas a radius specified splay is appropriate to fit into the streetscape and allows, for example footpaths alignments closer to pedestrian desire lines. In both urban and rural areas the larger splays required on higher classification roads commensurate with the likely higher design standards e.g. design speeds, sight lines etc and alignments needed to support a wider range of vehicles, in particularly large vehicles such as truck and trailer units. Similarly the same logic applies to Local Business roads.

PART C

14 BUSINESS ZONE RULES — EARTHWORKS

Notes

[No changes]

14.1 EARTHWORKS

Permitted Activities — Earthworks

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

[No changes to 14.1.1.1-14.1.1.5]

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

14.1.1.~~6~~**7** Any earthworks undertaken on any site to be used to erect a building complies with NZS 4431 Code of Practice for Earth Fill for Residential Development.

14.1.1.~~7~~**8** The earthworks are not part of mining or mineral exploration.

Discretionary Activities — Earthworks

14.1.2 The following shall be discretionary activities:

14.1.2.1 Mineral exploration.

14.1.2.2 Any activity which does not comply with any of Rules 14.1.1.1 – 14.1.1.~~7~~**8**.

Non- Complying Activities — Earthworks

14.1.3 Mining shall be a non-complying activity.

Reasons for Rules

Excavating and the stockpiling of soil or other minerals can have the following adverse environmental effects in the Business zones – create a dust nuisance, siltation effecting adjoining properties and be unsightly if left uncompleted. To ensure that the adverse effects arising on the environment will be no more than minor, controls need to be imposed requiring the dampening down of excavated areas and excavated spoil to prevent dry material being blown about in strong winds. Any stockpiled material needs to be adequately consolidated or covered to prevent scouring etc by water runoff.

Earthworks for the purposes of creating or forming, a road, or access to future allotment(s), prior to subdivision approval, have the potential to undermine the potential to achieve an integrated transport network. Consideration needs to be given to the location, form, safety, efficiency connectivity and permeability of the transport network and the relationship with other infrastructure. Rule 2.1.1.7 exempts earthworks associated with road or access formation where such works are covered by approved subdivision consent or form part of a designation. The exemptions recognise that the necessary considerations have been undertaken during respective the approval processes.

Mineral exploration and mining require resource consents, irrespective of the scale of earthworks. The reason is potential effects on property values as a result of lessened environmental standards if mineral exploration occurs within the township area. Mining and quarrying tend to be associated with the generation of significant adverse environmental effects that can persist for a long time even after those activities have concluded.

PART C

17 BUSINESS ZONE RULES — ~~ROADING~~ROADS AND TRANSPORT

Notes

1. All underlined terms are defined in Part D.
2. In assessing a discretionary activity under Rule 17, the consent authority will refer to the Council's Engineering ~~Standards (2000)~~Code of Practice where appropriate, as well as to the relevant objectives and policies of the District Plan.
3. Rule 17 may not affect existing property access onto ~~Strategic Roads~~ State Highways which comply with section 10 of the Act as an "Existing Use".
4. Existing activities may not need to comply with Rule 17 if they comply with section 10 of the Act as an "Existing Use".

17.1 ROAD~~ING~~ AND ENGINEERING STANDARDS

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

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

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

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

(a) 1:6 vertical; or

(b) 1:20 horizontal; and

17.1.1.3 The road ~~or vehicular accessway~~ is formed to the relevant standards in Appendix E13.3.1; except that E13.3.1.1 shall not apply where roads within the B2A zone are formed in accordance with the recommended road cross sections in Appendix E33 and

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

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

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

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

17.2 ~~VEHICULAR~~ VEHICLE ACCESSWAYS

Permitted Activities — ~~Vehicular~~ Vehicle Accessways

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

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

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

Note: Rule 17.2.1.2 does not prevent the individual rail crossings from the midland Line into the Business 2A Zone or prevent a legal road extension to Railway Road.

~~17.2.1.3 The site does not have access directly on to a State Highway strategic Road or arterial road listed in Appendix 7; unless:~~

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

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

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

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

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

(a) 1:6 vertical; or

(b) 1:20 horizontal; and

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

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

17.2.1.6 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.

~~17.2.2 Any activity which does not comply with Rule 17.2.1.3 shall be a restricted discretionary activity.~~

~~17.2.3 Under Rule 17.2.2 the Council shall restrict its discretion to consideration of:~~

~~17.2.3.1 Whether the site has alternative access options from another road.~~

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

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

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

Discretionary Activities — ~~Vehicular~~ Vehicle Accessways

17.2.4**2** Any activity which does not comply with any of Rules 17.2.1.4**3** to 17.2.1.~~7~~**5** inclusive **and 17.2.1.7** shall be a discretionary activity.

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

17.2.5**3** Any activity which does not comply with Rules 17.2.1.1, ~~or~~17.2.1.2 **or 17.2.1.6** shall be a non-complying activity.

17.3 VEHICLE CROSSINGS

Permitted Activities — Vehicle Crossings

Note: Vehicle Crossings are defined in Part D.

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

17.3.1.1 The vehicle crossing is to be ~~designed~~ formed and sited to comply with the relevant requirements in Appendix 13.2**.2, 13.2.4, 13.2.5**; and

17.3.1.2 The vehicle crossing is to be sealed if the adjoining road is sealed; **the crossing shall be sealed for the full length between the site boundary and sealed carriageway;** and

~~17.3.1.3 The vehicular accessway from the allotment to the vehicle crossing is to be sealed for the first 5.5m if the vehicle crossing adjoins a road which is sealed. This distance shall be measured from the boundary of the road as shown in Appendix 13; and~~

17.3.1.4**3** The vehicle crossing is to comply with the relevant standards in Appendix 13.**2.3 for distance from intersections and other vehicle crossings**.

17.3.1.5**4** Notwithstanding Rule 17.3.1.1 and Appendix 13, any vehicle crossing onto Hoskyns Road, Rolleston, is to be designed and sited to comply with

the details depicted on the Business 2 Outline Development Plan (Hoskyns Road) at Appendix 32.

17.~~2.1.3~~3.1.5 The site does not have access directly on to a State Highway ~~strategic~~ Road or arterial road listed in Appendix 7; unless:

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

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

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

Restricted Discretionary Activities — Vehicle Crossings

17.3.2 Any activity which does not comply with Rules 17.3.1.**1, 17.3.1.2 and 17.3.1.4** shall be a restricted discretionary activity.

17.3.3 Under Rule 17.3.2 the Council shall restrict its discretion to consideration of:

17.3.3.1 Any adverse effects on the ease and safety of vehicle manoeuvres, and on the visibility and safety of pedestrians, cyclists and motorists.

17.3.3.2 Any potential increase in the cost or difficulty of maintaining the road and vehicle crossings, including transporting of mud and chip on to any sealed road, if the vehicle crossing or **vehicle ~~vehicular~~** accessway is not sealed.

17.3.3.3 Any visual effects on street design and residential amenity values from not forming the vehicle crossing or **vehicle ~~vehicular~~** accessway to the specified standards.

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

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

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

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

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

17.~~2.3~~**3.5.4** Any adverse effects, including cumulative effects, on traffic safety or flow on the State Highway or arterial road.

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

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

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

17.3.7.2 The proximity to road intersections.

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

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

Discretionary Activities — Vehicle Crossings

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

17.~~4~~5 TRAFFIC SIGHT LINES — ROAD/RAIL CROSSINGS

Permitted Activities — Traffic Sight Lines Road/Rail Crossings

17.~~5~~4.1 The following shall be permitted activities:

17.~~5~~4.1.1 Any building if the building is positioned so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3 ~~Figure E13.3.3~~.

17.~~5~~4.1.2 Any tree if the tree is planted so that it does not encroach within the line of sight for any railway crossing as shown in Appendix 13, Diagram E13.3

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

17.~~5~~4.2 Any building or tree which does not comply with Rules 17.~~5~~4.1 shall be a non-complying activity.

17.45 VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

17.45.1 Any activity which provides for car parking, cycle parking, vehicle loading and parking access in accordance with the following conditions shall be a permitted activity:

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

17.45.1.2 All car parking spaces and vehicle manoeuvring areas are designed to meet the criteria set out in Appendix E13.1.5.2, E13.1.6 (if applicable), E13.1.7, E13.1.8, E13.1.9, E13.1.10 and E13.1.11 for all activities; and

17.45.1.3 Each site that is used for an activity which is not a residential activity and which generates more than 4 heavy vehicle movements per day has one on-site loading space which complies with the requirements set out in Appendix E13.1.5. The loading space does not count as a car parking space for the purpose of ~~complying with~~ Rule 17.54.1.1; and

Note: Rule 17.45.1.3 does not apply to emergency services facilities

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

17.45.1.54 Each site that is used for an activity other than a residential activity has one car park space for mobility impaired persons for ~~the first~~ up to 10 car parking spaces provided, and one additional car park space for a mobility impaired person for every additional 50 car parking spaces provided or part there-of; and

17.45.1.65 Car parking spaces for mobility impaired persons are:

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

(b) Sited on a level surface; and

(c) Clearly marked for exclusive use by mobility impaired persons; and

17.45.1.76 Cycle parking spaces are provided in accordance with the standards in Appendix 13.1.4.

Restricted Discretionary Activities – Vehicle Parking and Cycle Parking

17.5.2 Any activity on a site located only within the Business 2A zone (Izone), which does not comply with Rule 17.5.1.1, shall be a restricted discretionary activity and shall not require the written approval of other persons and shall be non-notified.

17.5.3 Under Rule 17.5.2, the Council will restrict the exercise of its discretion to the current and future parking demand of the activity or activities proposed or likely to establish on the site.

Discretionary Activities — Vehicle Parking and Cycle Parking

17.~~4~~5.~~2~~4 Any activity which does not comply with Rule 17.~~4~~5.1 except as applicable to rule 17.5.2 shall be a discretionary activity.

17.7 PARKING AREAS AND SITE LAYOUT

Controlled Activities – Parking Areas and Site Layout

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

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

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

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

ii. Vehicle manoeuvring, access and circulation, and

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

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

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

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

Reasons for Rules

Roads and ~~vehicular~~ vehicle accessways need to be designed and formed to a standard appropriate for the number and type of vehicles they are likely to carry. The standards help manage: the safety of motorists and pedestrians; efficient flow of traffic; adequate construction standards, and the upgrading of any existing road or ~~vehicular~~ vehicle accessway.

All sites need legal access which is suitable for vehicular use. This is usually secured at the time of subdivision, but there are existing allotments in the District which have access only on to unformed roads or access over other land which has never been formally legalised.

The ~~Strategic~~ State Highway and Arterial Roads listed in Appendix 7 are the only roads in Selwyn District where the safety of traffic travelling along the routes is given primacy over the other uses of roads, such as property access. This is because of the volume of traffic using those routes and the speed. Access to allotments on ~~Strategic Roads~~ State Highways may be granted, as a restricted discretionary activity, where there is no alternative road access and the consent authority is satisfied the access can be designed, sited and managed to reduce traffic safety hazards.

Rights of way (ROW) have historically been problematic in the Selwyn District. In some instances further development of sites has resulted in a large number of sites with a shared access. Whilst limited shared access can be useful such as where houses front a reserve or waterway the potential number of users needs to be limited. The provision of long ROWs is conducive to achieving a high degree of connectivity, permeability and accessibility for vehicular and non-vehicular access. Where access to a larger number of sites (or potential sites) is required this should be by way of local roads.

A lack of visibility for road/rail level crossings raises implications for road users and traffic safety.

For that reason, buildings and tree plantings are not permitted if they encroach within the line of sight of a railway crossing as shown in Appendix 13 (~~Figure E13.3.3~~ Diagram E13.3). This rule reflects the importance of maintaining lines of sight for traffic safety.

The Business 2A Zone is screened from the land to the west through the existing primary shelterbelt along Railway Road. The creation of breaks within the shelterbelt for road or rail crossings are identified to occur on the Outline Development Plan at Appendix 22 of the District Plan. Rule 17.6.1 recognises that whilst such breaks in the existing primary shelterbelt are appropriate to create access for road and rail linkages, such breaks will allow views into the Business 2A Zone from that land to the west to a limited extent, and as such, the potential adverse effects of such breaks in this screening need to be considered.

Specially provided disabled car parking spaces are required, to make access to activities and facilities easier for people with reduced mobility.

On-site car parking is desirable to reduce potential adverse effects on traffic flow and safety on surrounding roads. The need to provide off street parking acknowledges that activities generate levels of vehicle parking which need to be satisfied without relying on the road to provide it. This will also assist in preventing the over flow of on-street parking into the adjacent Living zone areas where it may also have an effect on the amenity and character of the living zone.

Parking rates below anticipated demand have however been specified for the Business 1 zone Town Centres of:

- Lincoln (area shown on the Planning maps generally fronting Gerald Street between West Belt and Kildare Terrace and extending south partway along West Belt, Maurice Street, Robert Street and Kildare Terrace.

- Rolleston (area shown on the Planning maps generally along Tennyson Street, Masefield Drive and Rolleston Drive

- Darfield (area shown on the Planning maps generally fronting SH 73 (West Coast Road / South Terrace) between Cardale Street and McLaughlins Road).

- Prebbleton (area shown on the Planning maps generally on the northern corner of Springs Road and Tosswill Road).

- Leeston (area shown on the Planning maps generally along High Street between Messines Street and just west of Leeston and Lake Road).

- Southbridge (area shown on the Planning maps fronting High Street between Hastings Street and Gordon Street / Taumutu Road).

The rates have been set considering the existing and future on-street parking supply and demand in each township and recognise a number of factors including: the slightly lower parking demand rate when a large conglomeration of retail activities occurs within a defined area, the acceptability of on-street parking use within these town centres, the desire to encourage business growth in the town centre business 1 zone and the need to reduce on-site parking provision in order to facilitate improved urban design outcomes within these business zoned sites.

The applicability of the lower rates is therefore limited to retail and Food and Beverage activities within the main Business 1 zone in each township. It is not considered appropriate to apply these rates to isolated pockets of Business 1 zoned land or areas of Business 1 zone which are outside of the main town centre.

Minimum on-site staff parking levels have also been specified for these Town Centre activities areas given that on-site parking provision will not cater for all staff and visitor demand. The minimum staff requirement reflects the more efficient use of on-street parking by visitors whom can then walk between several shops / activities rather than having to move their car between private parking areas which generates additional traffic and has associated adverse effects. The rate has however been set below total staff parking demand so as to minimise any disincentives for staff to consider use of non-private motor vehicle travel.

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

To ensure that non-industrial business areas maintain the environmental quality, aesthetic and amenity values which make them attractive places to work and visit, it is necessary to integrate the design and layout of parking areas with the other components of the site. Integrated design should avoid visual dominance of large parking areas and achieve a level of amenity consistent with the anticipated character and amenity of the surrounding area. For example, landscaping

can screen large parking areas and improve amenity however this needs to be balanced against security of users within the parking area and building layout.

Activities with larger parking areas require the consideration of pedestrian and cyclist safety, security, circulation and access within parking areas to be balanced against vehicle access and circulation in order to encourage people to walk and cycle within townships and provide for safe movement of pedestrians and cyclists within the site, to and from motor vehicles and cycle parking areas.

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

Rule 17.7 is intended to allow an integrated consideration of factors associated with and adjacent to parking areas. It recognises the need to balance the various components of a site or area to achieve business zones that maintain environmental quality, aesthetic and amenity values and are permeable and provide good circulation for both motor-vehicles, pedestrians and cyclists.

The controlled activity status recognises that the physical size and shape of some sites, the particular needs of some activities and outside processes such as stormwater discharge consents, may constrain the extent to which improvements or alternative options are achievable.

Industrial activities within the B2 zone and any activity within the B2A zone (Izone) are exempt however other activities in the Business 2 zone have not been made exempt as the higher parking turn-over and potential for a greater number of visitors to the car park associated with these activities warrants consideration of effects particularly in respect to matters relating to vehicles and pedestrians.

A higher threshold has been set in the Business 3 zone reflecting the particular nature and characteristics of the activities occurring in this zone and the reasonably high proportion of frequent users (low proportion of visitors) associated with these activities.

PART C

24 BUSINESS ZONE RULES - SUBDIVISION

Notes

1. The subdivision of any land is not a permitted activity. (This means that subdivision requires a resource consent).
2. If a subdivision is a controlled or restricted discretionary activity, the Council will restrict its discretion to the matters listed in the relevant rule under the heading "Matters over which the Council has restricted the exercise of its discretion".
3. If subdivision is a discretionary or a non-complying activity, the Council is required to consider all relevant matters under sections 104, 104B and 104D of the Act.
4. Rule 11 applies to the subdivision of land, within the meaning of section 218 of the Act.
5. The design of any road, ~~vehicular~~ **vehicle** accessway, right of way or vehicle crossing must comply with Rule 17: Road~~sing~~ **and transport**.
6. Any earthworks associated with subdivision of land must comply with Rule 14: Earthworks.

7. Erecting any dwelling or other building on any land must comply with Rule 16: Buildings, Rule 18: Utilities or Rule 22: Activities.

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

9. 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).

~~8~~10. Underlined words are defined in Part D of the Plan.

~~9~~11. The subdivision of any land adjoining a State Highway which is a Limited Access Road (LAR) firstly requires consent obtainable from ~~Transit New Zealand~~ New Zealand Transport Agency. This is in addition to the subdivision application that is made with the Selwyn District Council. For any other LAR the consent is required from the Selwyn District Council in addition to the subdivision application.

~~10~~12. Development contributions under the LTCCP Development Contribution Policy will be taken where network infrastructure, community infrastructure or reserves have to be constructed or expanded as a direct result of growth from development. Refer to Section B.4 for further information on development contributions.[V30]

~~11. If a subdivision completed under 12.1 creates a land use activity which no longer complies with the district plan provisions for a permitted activity, a separate land use consent may be required for the land use activity.~~[PC12]

24.1 SUBDIVISION – GENERAL

Restricted Discretionary Activities — Subdivision – General

24.1.1 A subdivision of land, which is not a subdivision under Rules 24.2 or 24.3, shall be a restricted discretionary activity if it complies with the standards and terms set out in Rule 24.1.3.

24.1.2 Any subdivision subject to Rule 24.1.1, and which complies with 24.1.3, shall not be notified and shall not require the written approval of affected parties. The Council shall restrict the exercise of its discretion to consideration of the matters listed in Rule 24.1.4 following Table C24.1.

24.1.3 Standards and Terms

Corner Splays

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

[No other changes to 24.1.3]

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

Access

24.1.4.1 If any allotment has access on to a State Highway or Arterial Road listed in Appendix 7:

(a) Any adverse effects, including cumulative effects, on traffic safety and traffic flow on the ~~Strategic Road~~ State Highway or Arterial Road; and

(b) The design and location of the ~~vehicular~~ vehicle accessway and vehicle crossing; and

(c) Whether access to the allotment(s) can be obtained off another road which is not a ~~Strategic Road~~ State Highway or Arterial Road either directly or by an easement across other land.

~~Corner Splays~~

24.1.4.2 Under Rule 24.1.3.2 the Council shall restrict its discretion to consideration of:

(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.

~~Point Strips~~

24.1.4.15 Where in the course of subdivision a new road, cycle way or pedestrian link is constructed and vested that will or could provide frontage to other land, that other land (with subdivision potential) can be separated from the new road, cycle way or pedestrian link by a point strip, and an agreement will be entered into by the first subdivider with the Council, to ensure the benefiting owner pays a fair share towards the cost of providing the frontage road, cycle way or pedestrian link.

The point strip(s) will transfer to Council on the deposit of the Plan for each stage of the subdivision.

The point strip agreement sets the amount to be paid, which will be updated from the date of signature of the agreement by the Consumers Price Index. Such agreements will be held by the Council and can be identified by the link strip separating the subsequent property from frontage to the road, cycle way or pedestrian link.

Point Strips may also be required to prevent access to any road. See Rule 24.3.2.8

[No other changes to 24.1.4]

24.2 SUBDIVISION – BOUNDARY ADJUSTMENTS

Note: If a boundary adjustment completed under 24.2 creates a land use activity which no longer complies with the district plan provisions for a permitted activity, a separate land use consent may be required for the land use activity.

Restricted Discretionary Activities — Subdivision – Boundary Adjustments

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

[No changes to 24.2.1.1-24.2.1.4]

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

Note: If the subdivision complies with Rules 24.2.1.1 to 24.2.1.~~4~~5, it shall not be notified and shall not require the written approval of affected parties. The exercise of discretion shall be restricted to consideration of the matters listed in Rule 24.2.2.

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

Access

24.2.2.1 If any allotment has access on to a ~~**Strategic Road**~~ **State Highway** or Arterial Road listed in Appendix 7

(a) Any adverse effects, including cumulative effects, on traffic safety or traffic flow on the ~~**Strategic Road**~~ **State Highway** or Arterial Road; and

(b) Any alternative roads that may be used for access; and

(c) The design and siting of the ~~**vehicular**~~ **vehicle** accessway or vehicle crossing.

Corner Splays

24.2.2.2 Under Rule 24.2.1.5 the Council shall restrict its discretion to consideration of:

(a) Effects on the efficient functioning of any road, and the safety of road users; and

(b) The effect on the amenity of surrounding allotments.

[No other changes to 24.2.2]

Non-Complying Activities — Subdivision – Boundary Adjustments

24.2.3 The following activities shall be non-complying activities:

24.2.3.1 Any subdivision to adjust boundaries which does not comply with Rule 24.2.1 shall be a non-complying activity.

24.3 SUBDIVISION — ACCESS, RESERVE AND UTILITY ALLOTMENTS

[No changes to 24.3.1]

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

Access

24.3.2.1 Whether any allotment(s) created by the subdivision require(s) legal access to a legal, formed road; and

24.3.2.2 If legal access is to be to a ~~Strategic Road~~ State Highway or Arterial road listed in Appendix 7:

(a) Any adverse effects, including cumulative effects, on traffic safety and flow; and

(b) Whether access can be obtained of an alternative road; and

(c) The design and siting of any ~~vehicular~~ vehicle accessway or vehicle crossing.

Reasons for Rules

[No changes to existing text add following to end]

As urban growth pressures increase, the integration of land use and transport planning to ensure that new developments are accessible, permeable and connected to adjoining land and transport networks is paramount for sustainable and efficient development. Point strips and are a method of ensuring that development of land that is in one ownership is able to be connected to adjoining land that also has subdivision potential. Point strips are commonly utilised for road connections, but can also be applied to cycle ways and pedestrian links. Point strips are also a method of restricting access for safety reasons.

PART D

DEFINITIONS

INTRODUCTION

This section lists the meaning of underlined words used in this plan, in alphabetical order. Where reference is made to an interpretation provided in a particular Act, and is marked with an asterisk (*), the meaning is provided at the end of this section to assist readers.

Words and phrases defined in section 2 of the Act take the same meaning for the purposes of this Plan.

Any singular definition includes the plural and vice versa.

A

Accessway: see Vehicle accessway.

Arterial Road: means any road identified as an arterial road in the road hierarchy classification as listed in Appendix 7. They connect areas of district importance not already provided by State Highways. Arterial roads connect the districts townships and other important places and activities together, including across district boundaries. Arterial roads are subject to tighter access controls than collector and local roads to promote efficient traffic flow.

C

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

Collector Road: means any road identified as a collector road in the road hierarchy classification as listed in Appendix 7. Their prime role is to distribute and collect local traffic within and between neighbourhood areas. In some situations they may link smaller rural communities to the arterial road network. Collector roads are required to balance the necessary traffic movement function against the property access function that they also need to provide.

Cycleway: See Pedestrian-cyclist link

D

Design speed in respect to roads is the speed used for the design of geometric features of a road carriageway that influence vehicle operation. Design speed should not be less that the 85th percentile speed (which is known as the operating speed).

Drive through facility: means a retail activity where goods are sold to customers whom remain within their vehicle and for the purpose of determining car parking the queue length shall be provided from the first point of contact, usually where orders are placed.

F

Food and Beverage: means a retail activity involving the sale of food and, or beverages prepared for immediate consumption on or off the premises including restaurants, taverns, cafes and takeaway bars but does not include supermarkets, dairies or bottle stores

G

Gross Floor Area (GFA): means the sum of the total area of all floors of any building. It shall be measured from the exterior faces of the exterior walls or from the centre line of any wall separating adjoining buildings. For the purpose of calculating parking requirements GFA shall exclude any required parking and loading areas provided within a building.

H

Health Care Services: means land and or buildings used for the provision of services relating to the physical and mental health of people and or animals including: vets, general practices, medical centres, and dentists, in addition for the purposes of calculating car parking requirements, includes a hospital.

I

Industrial Activity: means any activity involving the manufacturing, production, processing, assembly, disassembly, packaging, servicing, testing, repair and/or warehousing of any materials, goods, products, machinery or vehicles, but excludes mining, mineral exploration and quarrying.

L

Local Road: means a road that is not intended to act as a main through route for motorised vehicle traffic as their primary network function is to provide property access, and they generally have lower traffic volumes. Any road in the district that is not specifically identified in this Plan as

a State Highway, Arterial or Collector road is a 'local road'. New Local roads are further classified into the following sub categories.

Local Business Road (Includes cul de sacs): means a local road that serves a commercial or industrial area within a business zone in the district. These roads can be different in nature and of a higher standard, compared to a residential local road, as they need to cater for larger and heavier vehicles with their increased demands on vehicle manoeuvring, parking and property access.

Local Major Road: means a local road that connects to collector and arterial roads (and other local roads). They are likely to form part of a wider network of connected roads of a similar standard that extends over an urban area. Council's urban design terminology refers to these roads as "local area Streets"

Local Intermediate Road (includes cul de sacs): means a local road with low traffic volumes and speeds and primarily provides only for property access in urban areas, while maintaining some degree of connectivity best suited for walking and cycling between streets. The Councils urban design terminology refers to these as "neighbourhood streets",

Local Minor (includes cul de sacs): means a local road that primarily provides for property access. Local minor roads are referred to as "resident's streets" Local minor roads are required to maximize street amenity in a space shared by all road users and have a low speed environment (less than 50km/hr).

O

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

Operating Speed: The speed at which motor vehicles generally operate (85th percentile speed) on a particular road. Where operating speeds are unknown they are assumed to be the posted speed limit plus 10km/hr.

Outdoor Display Area: For the purpose of calculating car parking requirements, outdoor display area shall include the area of any land within a site where goods are on display for sale.

P

Parking Areas: means a continuous portion of a site, sites, allotment, allotments or part of any site or allotment on which parking for motor vehicles is provided and includes associated access.

Pathway: means a formed path for pedestrians and, or cyclists.

Pedestrian-cyclist link: means a green transport corridor for pedestrians and, or cyclists that for example links a road to a road, or a road to a reserve or facility. They are also known as 'walkway/cycleway links'. There is generally a pathway provided within the corridor for pedestrians and cyclists to share.

Point Strip: means a strip of land adjoining the side or end of a road, the purpose of which is to prevent access to that road from land adjoining the point strip. Point strips may also be for the purpose of protecting the opportunity to achieve future transport links between adjoining blocks of land. Such a strip is usually (although not necessarily) about 200mm in width.

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

Preschool: means land or buildings used for care and/or education of more than 3 children who do not reside on-site and are under the age of 6 years.

Professional Staff: includes registered medical practitioners, dentists, veterinary surgeons, physiotherapists, practice nurses or any other specialist employed at a health facility who patients may consult for medical advice.

Public Floor Area (PFA): means the sum of all floor areas or outdoor area available for the use of the general public in association with an activity, but excludes lift wells, stairwells, toilets, bathrooms and parking areas.

R

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.

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

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

S

Secure: with respect to cycle parking, means that cyclists and their bicycles are not exposed to danger or harm; for example cycle parking is not located where manoeuvring vehicles could collide with a cyclist and or their parked bicycle; also that the cycle parks are not located where there is no visibility from a public space (i.e. a road or car parking area).

Service Station: means any site where the dominant activity is the retail sale of motor vehicle fuels (including petrol, LPG, CNG and diesel) and may also include any one or more of the following:

- The sale of kerosene, alcohol based fuels, lubricating oils, tyres, batteries, vehicle spare parts and other accessories normally associated with motor vehicles;
- Mechanical repair and servicing of motors (including motor cycles, caravans, motor boats, trailers);
- Warrant of fitness testing;
- The sale of other merchandise where this is an ancillary activity to the sale of the motor fuel and vehicle accessories;
- Truck stops.

Except that for the purposes of calculating car parking requirements, the following may be separately assessed: Mechanical repair and servicing of motors (including motor cycles,

caravans, motor boats, trailers), Warrant of fitness testing and or the sale of other merchandise where this is an ancillary activity to the sale of the motor fuel and vehicle accessories;

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

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

Subdivision Consent has the meaning set out in section 87(b) of the Act.

Subdivision of Land and **to subdivide land** have the meanings set out in section 218 of the Act.

V

Vehicle Crossing: ~~includes any formed vehicle entrance or exit point from any site on to any road, and includes that part of the road boundary across which the vehicle access is obtained and any culvert, bridge or kerbing~~. means the area within the road reserve over which vehicles move from the carriageway to a site. The width of a vehicle crossing shall be defined as the formed width at the property boundary. The length of the crossing is the distance from the edge of the carriageway to the property boundary.

~~**Vehicular**~~ **Vehicle Accessway**: means ~~that part of any site which is used to provide vehicular access into or through the site, but does not include a road within the meaning of section 315 of the Local Government Act 1974~~ any area of land, the primary purpose of which is to provide access between the body of any allotment(s) or site(s) and any road reserve. Accessway includes any rights of way, access lot, access leg or private road.

Visitor Accommodation: means the use of land and buildings for transient accommodation offered on a daily tariff except as provided for under the definition of a residential activity. Visitor accommodation may involve the sale of food and liquor to in-house guests.

W

Walkway: See Pedestrian-cyclist Link

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

[No other Changes to D]

PART E

APPENDIX 7

ROADING HIERACHY

Road Name	Location	Road Classification	Map
Bealey Road, Hororata	Hororata roundabout to boundary of Living 1 Zone	Arterial	61
Birches Road, Prebbleton	Springs Road to boundary of Living zone	Collector	122, 124
Bray Street, Darfield	SH 73 to Cardale Street	Collector	72, 73, 69
Bridge Street, Coalgate	Coaltrack Road to SH 77	Arterial	59, 60
Bronte Way, Rolleston	Tennyson Street to Durrell Way (East)	Collector	101
Cardale Street, Darfield	Telegraph Road to Bray Street	Collector	72
Cordys Road, Hororata	Hororata roundabout to Milnes Road	Arterial	61
Durrell Way, Rolleston	Masefield Road to Bronte Way	Collector	101
Edward Street, Lincoln	Boundary of Living zone to James Street	Arterial	113, 114
Ellesmere Junction Road, Springston	Full length of Living zone	Arterial	109
Feredays Road, Leeston	Leeston and Lake Road to boundary of Living 1 Zone	Arterial	128, 129
Gerald Street, Lincoln	James Street to Lincoln University roundabout	Arterial	113
High Street, Southbridge	Boundary of Living 1 Zone to Brook Street	Arterial	131, 132
Hororata Road, Hororata	Hororata roundabout to boundary of Living 1 Zone	Arterial	61
Hummocks Road, Lake Coleridge	Boundary of Living zone to Harts Place	Arterial	51
James Street, Lincoln	Birches Road to Edward Street	Collector	110, 111, 113
Leeston Road, Doyleston	Full length of Living zone	Arterial	130
Leeston Road, Springston	Ellesmere Junction Road to boundary of Living 1 Zone	Arterial	109
Leeston and Lake Road, Leeston	High Street to Station Street	Arterial	129

Road Name	Location	Road Classification	Map
Leeston-Dunsandel Road, Leeston	Market Street to boundary of Living 1 Zone	Collector	127, 129
Leeston-Dunsandel Road, Dunsandel	SH 1 to boundary of Living 1 Zone	Collector	92
Market Street, Leeston	Pound Road to High Street	Collector	127
McMillan Street, Darfield	North Terrace to SH 73	Collector	68, 69
Old West Coast Road, Waddington	Full length of Living zone	Arterial	54
Rolleston Drive	SH 1 (East) to SH 1 (West)	Arterial	98, 100, 101
Springs Road, Prebbleton	Full length of Living zone	Strategic	120, 121, 122, 123
SH1, Dunsandel	Full length of Living and Business zones	Strategic	91, 92
SH 73, Arthur's Pass	Full length of Living zone	Strategic	49
SH 73, Springfield	Full length of Living zone	Strategic	52
SH 73, Sheffield	Full length of Living zone	Strategic	53
SH 73, Darfield	Full length of Living zone	Strategic	68, 69
SH 73, Kirwee	Full length of Living zone	Strategic	84
SH 75, Tai Tapu	Full length of Living zone	Strategic	125
SH 77, Glentunnel	Full length of Living zone	Strategic	57
SH 77, Coalgate	Full length of Living zone	Strategic	58, 59
Station Street, Leeston	Leeston Road to Leeston and Lake Road	Arterial	127, 129
Telegraph Road, Darfield	Cardale Street to boundary of Living 1 Zone	Collector	72, 73
Tennyson Street, Rolleston	SH 1 to Lowes Road	Arterial	97, 100, 101
Waimakariri Gorge Road, Waddington	SH 73 to boundary of Living zone	Arterial	54
Whitecliffs Road, Whitecliffs	Full length of Living zone	Collector	55, 56

PART E

APPENDIX 7

ROADING HIERACHY

Road Name	To	From	Classification	Location	Predominate zoning
Aylesbury Road	Bealey Road	Main South Road (SH1)	Arterial		township
Bangor Road (SH77)	Darfield	Homebush Road (SH77)	State Highway	includes Darfield	township/ rural
Barker Street	West Belt	new road south	Collector	Lincoln - links to new urban areas	township
Bealey Road	West Coast Road (SH73)	Hororata Road	Arterial	includes Hororata	township/ rural
Birchs Road	Springs Road	James Street	Collector	Prebbleton to Lincoln	township/ rural
Blakes Road	Shands Road	Springs Road	Collector	Prebbleton	township
Boundary Road	James Street	Lincoln Rolleston Road	Collector	Lincoln	township/ rural
Bray Street	South Terrace (SH73)	Cardale Street	Arterial	Darfield	township
Bridge Street	Hororata Road	Homebush Road (SH77)	Arterial	Coalgate	township
Brookside Road	Byron Street	Dunns Crossing Road	Collector	Rolleston	township
Browns Road	Hororata Dunsandel Road	Main South Road (SH1)	Collector	Dunsdandel	township
Browns Road	Main South Road (SH1)	Tramway Road	Collector	Dunsdandel	township
Burnham Road	Main South Road (SH1)	Ellesmere Junction Road	Arterial		rural
Byron Street	Brookside Road	Rolleston Drive	Collector	Rolleston	township
Cardale Street	Bray Street	Telegraph Road	Arterial	Darfield	township
Cardale Street	Mathias Street	Bray Street	Collector	Darfield	township
Cardale Street	Telegraph Road	Greendale Road	Collector	Darfield	township
Chattertons Road (Shared District Boundary Road)	Old West Coast Road	West Coast Road (SH73)	Arterial		-
Christchurch Akaroa Road (SH75)	District Boundary (Halswell)	District Boundary (Motukarara)	State Highway	includes Tai Tapu, Motukarara	township/ rural
Coaltrack Road	Bridge Street	Homebush Road (SH77)	Collector	Coalgate	township
Coleridge Road	Rakaia Gorge Road (SH77)	Acheron Avenue	Collector	includes Coleridge	township/ rural
Cordys Road	Hororata Road	Milnes Road	Arterial	includes Hororata	township/ rural
Courtenay Road	Old West Coast Road	West Coast Road (SH73)	Collector	includes Kirwee	township/ rural
Cunningham Street	Pound Road	High Street	Collector	Leeston	township
Dawsons Road (Shared District Boundary Road)	Main South Road (SH1)	West Coast Road (SH73)	Arterial	-	rural
Deans Road	West Coast Road (SH73)	Homebush Road (SH77)	Arterial		rural
Derretts Road	Dunsandel Road	Bealey Road	Arterial	-	rural
Dryden Avenue	Rolleston Drive	Overbury Crescent	Collector	Rolleston	township
Dunns Crossing Road	Lowes Road	Main South Road (SH1)	Arterial	Rolleston	township
Dunsandel Road	Hororata Dunsandel Road	Derretts Road	Arterial	-	rural

Road Name	To	From	Classification	Location	Predominate zoning
East Maddisons Road	Brookside Road	Oak Tree Lane	Collector	Rolleston	township
Edward Street	Gerald Street	Ellesmere Road	Arterial	Lincoln	township/ rural
Ellesmere Junction Road	Burnham Road	Gerald Street	Arterial		township/ rural
Ellesmere Road	Edward Street	Trices Road	Arterial	Lincoln to Halswell	township/ rural
Feredays Road	High Street	Southbridge Rakaia Road	Arterial	includes Leeston	township/ rural
Gerald Street	Edward Street	Springs Road	Arterial	Lincoln	township
Goulds Road	Lowes Road	Oak Tree Lane	Collector	Rolleston	township
Greendale Road	McLaughlins Road	Cardale Street	Collector	Darfield	township
Hamptons Road	Waterholes Road	Springs Road	Arterial		rural
High Street (Leeston)	Station Street	Feredays Road	Collector	Leeston	township
High Street (Southbridge)	Southbridge Leeston Road	Brook Street	Collector	Southbridge	township
Homebush Road (SH77)	Bangor Road (SH77)	Wairiri Road (SH77)	State Highway	includes Coalgate, Glentunnel	township/ rural
Hororata Dunsandel Road	Main South Road (SH1)	Highfield Road	Collector	Dunsdandel	township
Hororata Dunsandel Road	Highfield Road	Dunsandel Road	Arterial	includes Dunsdandel	township/ rural
Hororata Road	Bealey Road	Bridge Street	Arterial	Hororata	township/ rural
Hoskyns Road	West Coast Road (SH73)	Main South Road (SH1)	Arterial	Includes access to Izone Industrial	township/ rural
Izone Drive	Jones Road	Illinois Road	Collector	Rolleston	township
James Street	Birchs Road	Gerald Street	Collector	Lincoln	township
Jones Road	Weedons Ross Road	Two Chain Road	Arterial	Includes access to Izone Industrial	township/ rural
Kimberley Road	Kowhai Drive	North Terrace	Collector	Darfield	township
Leaches Road	Milnes Road	Rakaia Gorge Road (SH77)	Arterial		rural
Leeston Dunsandel Road	Tramway Road	Irvines Road	Collector	Dunsdandel	township
Leeston Dunsandel Road	Irvines Road	Market Street	Arterial	Dunsandel to Leeston	township/ rural
Leeston Lake Road	Station Street	High Street	Arterial	Leeston	township
Leeston Road	Ellesmere Junction Road	Station Street	Arterial	Springston to Leeston	township/ rural
Levi Road	Weedons Road	Lowes Road	Arterial	Rolleston	township/ rural
Lincoln Rolleston Road	Masefield Drive	Selwyn Road	Arterial	Includes Rolleston	township/ rural
Lincoln Rolleston Road	Selwyn Road	Boundary Road	Collector		rural
Lincoln Tai Tapu Road	Ellesmere Road	Christchurch Akaroa Highway (SH75)	Arterial	Lincoln to Tai Tapu	township/ rural
Lowes Road	Levi Road	Dunns Crossing Road	Arterial	Rolleston	township
Main Rakaia Road	Southbridge Rakaia Road	Main South Road (SH1)	Arterial		rural
Main South Road (SH1)	District Boundary (Templeton)	District Boundary (Rakaia River)	State Highway	includes Templeton, Rolleston, Dunsandel	township/ rural
Market Street	High Street	Pound Road	Collector	Leeston	township
Masefield Drive	Rolleston Drive	Lincoln Rolleston Road	Collector	Rolleston	township
Mathias Street	North Terrace	West Coast Road (SH73)	Collector	Darfield	township

Road Name	To	From	Classification	Location	Predominate zoning
Mathias Street	West Coast Road (SH73)	Cardale Street	Collector	Darfield	township
McLaughlins Road	Bangor Road (SH77)	Cressy Place	Collector	Darfield	township
McMillan Street	North Terrace	West Coast Road (SH73)	Collector	Darfield	township
Milnes Road	Cordys Road	Leaches Road	Arterial		rural
North Belt	West Belt	James Street	Collector		township
North Terrace	Kimberley Road	Mathias Street	Collector	Darfield	township
Old West Coast Road	District Boundary (Chattertons Road)	Waimakariri Gorge Road	Arterial		rural
Pound Road	Market Street	Cunningham Street	Collector	Leeston	township
Rakaia Gorge Road (SH77)	Windwhistle Road (SH77)	District Boundary (Rakaia River)	State Highway	includes Windwhistle	township/ rural
Rembrandt Drive	Rolleston Drive	Lowes Road	Collector	Rolleston	township
Rolleston Drive	Main South Road (SH1 north)	Tennyson Street	Collector	Rolleston	township
Rolleston Drive	Tennyson Street	Main South Road (SH1 south)	Collector	Rolleston	township
Selwyn Road	Lincoln Rolleston Road	Shands Road	Arterial	-	rural
Shands Road	District Boundary (Marshs Road)	Ellesmere Junction Road	Arterial		rural
Southbridge Leeston Road	Feredays Road	High Street (Southbridge)	Arterial	includes Southbridge	township/ rural
Southbridge Rakaia Road	Feredays Road	Main Rakaia Road	Arterial		rural
Southfield Drive	Edward Street	Ryelands Drive	Collector	Lincoln	township
Springs Road	District Boundary (Marshs Road)	Gerald Street	Arterial	Prebbleton to Lincoln	township/ rural
Springs Road	Gerald Street	800 metres North of Collins Road	Collector	Lincoln	township
Springston Rolleston Road	Lowes Road	Shands Road	Arterial	Includes Rolleston	township/ rural
Station Street	Leeston Road	Leeston Lake Road	Arterial	Leeston	township
Telegraph Road	Cardale Street	Main South Road (SH1)	Arterial	Darfield	township/ rural
Tennyson Street	Main South Road (SH1)	Lowes Road	Collector	Rolleston	township
Tosswill Road	Springs Road	Hamptons Road	Collector	Prebbleton	township
Tramway Road	Browns Road	Leeston Dunsandel Road	Collector	Dunsdandel	township
Trices Road	Springs Road	District Boundary (Sabys Road)	Arterial	Includes Prebbleton	township/ rural
Two Chain Road	Jones Road	Walkers Road	Arterial	-	rural
Waimakariri Gorge Road	West Coast Road (SH73)	District Boundary (Waimakariri River)	Arterial	includes Waddington	township/ rural
Wairiri Road (SH77)	Homebush Road (SH77)	Windwhistle Road (SH77)	State Highway	-	rural
Walkers Road	Main South Road (SH1)	Two Chain Road	Arterial	-	rural
Waterholes Road	Hamptons Road	Main South Road (SH1)	Arterial	-	rural
Waterholes Road	Ellesmere Junction Road	Springston Rolleston Road	Collector	-	rural
Weedons Road	Main South Road (SH1)	Ellesmere Junction Road	Arterial		rural
Weedons Ross Road	Old West Coast Road	Main South Road (SH1)	Arterial	includes West Melton	township/ rural
West Belt	North Belt	Barker Street	Collector	Lincoln	township

Road Name	To	From	Classification	Location	Predominate zoning
West Coast Road (SH73)	District Boundary (Yaldhurst)	District Boundary (Arthurs Pass)	State Highway	includes West Melton, Darfield, Waddington Sheffield, Springfield, Arthurs Pass	township/ rural
Whitecliffs Road	Homebush Road (SH77)	Farr Street	Collector	Glentunnel to Whitecliffs	township/ rural
Windwhistle Road (SH77)	Wairiri Road (SH77)	Rakaia Gorge Road (SH77)	State Highway	includes Windwhistle	township/ rural

PART E

APPENDIX 13

ROADS AND TRANSPORT

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

13.1.1 Parking Spaces to be Provided

13.1.1.1 For any new activity, or any increase in an existing activity not complying with Section 10 of the Act (Certain Existing Land Uses in Relation to Land Protected), provision shall be made for on-site vehicle parking, for use by staff and visitors, in accordance with Table E13.1(a) and E13.1(b) and in compliance with the car park dimensions in Table E13.2 and Diagram E13.1.

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

13.1.1.~~2~~3 Where there are two or more similar activities in Table E13.1 and there is uncertainty over which rate is most applicable, the activity with the higher parking rate shall apply.

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

13.1.1.~~2~~4 Where there are two or more different activities listed in Table E13.1 occurring on the site, the total requirement for the site shall be the sum of the parking requirements for each activity.

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

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

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

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Residential ~~dwellings~~	2 spaces per residential dwelling except for units forming part of a comprehensive residential development which may provide either: 2 spaces per unit (dwelling) or 1 space per unit (dwelling), plus 0.5 spaces per unit on common land.
~~Commercial activities~~	~~3 spaces per 100m² Gross Floor Area (GFA) plus 1 space per 100m² outdoor storage or outdoor display area, plus 1 staff space per 100m² floor space~~
Industrial ~~and service~~ activities	~~2~~1.5 spaces ~~for the 1st~~per 100m2 GFA ~~and 1 space per 100m² GFA thereafter.~~
Places of Assembly and/or Recreational activities ~~facilities~~	10 spaces per 100m² public area or 1 space per 10 seats, whichever is greater
Drive-throughs ~~facilities~~ excluding service stations	5 queuing spaces per booth or facility.
Service stations	1 space beside each booth or facility except car wash facilities which shall be provided with 5 queuing spaces per facility. ~~2 queuing spaces per booth or facility. 1 space per 50m² GFA of shop, plus 1 space per repair bay, 1 space per air hose and 3 queuing spaces per car wash~~
Retail activities generally. (including Commercial)~~Commercial activities involving retail sales~~ (except as permitted under table E13.1(b) below)	~~2~~ 4.5 spaces per 100m² GFA and/or outdoor display area
Slow trade and Bulk goods Retail	2.5 spaces per 100m² GFA and / or outdoor display area
Food and Beverage (except as permitted under table E13.1(b) below) ~~Restaurants and/or taverns~~	4 .5 spaces per 100m² PFA for the first 150m² then 19 spaces per 100m² PFA thereafter. Where there is no public floor area for example a drive through only, one space shall be provided per staff member employed on the site at any one time. ~~10 spaces per 100m² public indoor floor area~~ ~~10 spaces per 150m² outdoor dining area~~
~~Emergency services facilities~~	~~1 space for every 4 personnel operating from the facility, and 1 space for every emergency service vehicle based at the facility such as a fire appliance or ambulance~~
Sports grounds and playing fields	15 spaces per hectare of playing fields

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
~~Hospitals and/or Elderly Persons Homes~~	~~1 space per 5 beds plus 1 space per 2 staff~~
Carehomes	1 space per 3 clients
Health Care services	~~2~~ 3 spaces per professional staff member employed on-site at any one time ~~plus 1 space per 2 staff~~
Offices	2.5 spaces per 100m² GFA
Research facilities	1 space per ~~2~~ 1.5 full time equivalent staff
Educational ~~and/or day care facilities~~(excluding Preschools)	1 space per full time equivalent staff member, plus 1 space per 8 students over 15 years of age, and Visitor / set down parking at: Primary schools: 1 space per 6 students All other education facilities: 1 space per 20 students under 15 years of age ~~1 space per 2 staff, plus 1 space per 10 students over 15 years of age,~~ except that in respect to student parking, any required on site parking provision can be deferred until a minimum of ~~10~~5 spaces are required. At such time that the ~~10~~5th space is required, the car parks shall be formed and sealed on site within 6 months of that time.
Preschool	0.26 spaces per Child (including drop-off and staff parking)
Visitor Accommodation	The greater of 1 space per ~~bed~~ unit or 1 space per five beds ~~plus 1 space per 2 staff~~
Activities providing automotive servicing	3 parking spaces per work bay[4]

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

The following requirements shall apply to Retail and Food and beverage activities located within the main Business 1 zone within the town centres of Lincoln, Rolleston, Darfield, Prebbleton, Leeston or Southbridge, as shown on the respective Planning maps. For the avoidance of doubt, the following requirements shall not apply to isolated pockets of Business 1 zoned land or areas of Business 1 zone land which are outside of the main town centre.

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Food and Beverage (Lincoln, Rolleston, Darfield, Leeston and Southbridge)	3 .5 spaces per 100m² PFA for the first 150m² then 15 spaces per 100m² PFA thereafter. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking. Where there is no public floor area, for example a drive through only, one space shall be provided per staff member employed on the site at any one time.

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

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Retail activities generally (including Commercial) (Lincoln, Rolleston, Darfield, Leeston and Southbridge)	3.5spaces per 100m2 GFA and/or outdoor display area. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking.
Food and Beverage (Prebbleton)	4.0 spaces per 100m2 PFA for the first 150m² then 17 spaces per 100m² PFA thereafter. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking. Where there is no public floor area for example a drive through only, one space shall be provided per staff member employed on the site at any one time.
Retail activities generally (including Commercial) (Prebbleton)	4.0 spaces per 100m2 GFA and/or outdoor display area. Of which the greater of 1 space or 15% of the total spaces required for the activity, shall be marked on-site to provide a minimum level of staff parking.

Table E13.2 — Minimum Car Park Dimensions

Type of User	Parking Angle (°)	Stall Width (m) (5) To be increased by 300mm where they abut a permanent obstruction (e.g. wall)	Aisle (6) (Specified for one way, forward entry. Two way aisles shall be 5.5m minimum)	Stall Depth (m) (7) (5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas)
Long Term (1) (Tenant, employee and commuter parking, universities -generally all day parking)	90 (Perpendicular) 60 45 30	2.4 2.4 2.4 2.1	6.2 4.9 3.9 3.1	5.4 5.4 5.4 5.4
Medium Term (2) (~~Long-term~~ Town centre parking, sports facilities, entertainment centres, hotels, motels, -generally medium term parking).	90 60 45 30	2.5 2.5 2.5 2.3	5.8 4.6 3.7 3.0	5.4 5.4 5.4 5.4
Short Term (3) (Short-term town centre parking, shopping centres, supermarkets, hospitals and medical centres (generally where children and goods can be expected to be loaded into vehicles).	90 60 45 30	2.6 2.6 2.6 2.5	5.4 4.3 3.5 2.9 8.0	5.4 5.4 5.4 5.4 5.4
Disabled Parking (4)	~~All~~ As above	~~3.6~~3.2-3.6	~~3.7 (one way)~~ as above	5.4 ~~5.4~~
All Users	Parallel	2.5	5.5 (two way)	5.4

Notes ~~on Table E13.2~~:

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

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

~~3 Short term town centre parking, shopping centres, supermarkets, hospitals and medical centres (generally where children and goods can be expected to be loaded into vehicles.~~

1 Car parking spaces for people with disabilities ~~shall be~~ **are subject to requirements under the current New Zealand Building Code including being located** as close as practicable to the building entrance, ~~The spaces shall be~~ on a level surface and be clearly signed.

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

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

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

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

E13.1.2 Availability of Parking Spaces

E13.1.2.1 Any area required for on-site parking or loading, other than for a residential activity, shall be available at all times for staff and visitors during the hours of operation of the activity and shall not be diminished by any subsequent erection of any structure, storage of goods, or any other use.

E13.1.3 Parking Area Location

E13.1.3.1 All ~~off-street~~ parking ~~and loading~~ **required in table E13.1 above** and **all** loading (**including unloading)** areas shall be located on the same site as the activity for which the parking is required. **This rule shall not apply to any required parking which complies with rule E13.1.3.3 below**. ~~However where a site is within a Business 1 or 2 Zone parking may be provided on an adjoining site and protected by an appropriate legal instrument~~

E13.1.3.2 Any parking or loading area for any activity in a Business zone shall not have its access across land in any Living zone.

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

(a) the parking shall be clearly associated with the activity by way of signage on both sites, and

(b) the parking is located on the same side of any road as the activity, and

(c) the most direct route provided or available for pedestrians from the parking area to the activity is not more than 200m and,

(d) if disabled parking cannot be physically accommodated on the same site as the activity, shall be provided at the closest point to the entrance to the activity with which they are associated and, the most direct route from the disabled parking spaces to the activity shall be accessible for mobility impaired persons and

(e) Parking on a separate site by an activity must be protected for the use of that activity (and any future activity on the activity site) by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to SDC for their records.

E13.1.4 Cycle Parking

E13.1.4.1 Any activity, other than residential activities, temporary activities, activities listed in E13.1.4.2 and activities permitted under Part C, Living Zone Rules - Activities 10.9.1. is to provide cycle parking at a minimum of 2 spaces and then at a rate of 1 cycle space for every 5 car parking spaces required, to a maximum of 10 cycle spaces.

E13.1.4.2 Any Place of assembly, recreation or education activity shall provide cycle parking at a minimum of 2 spaces and then at a rate of 1 cycle space for every 5 car parking spaces required.

E13.1.4.3 All cycle parking required by rule E13.1.4.1 or E13.1.4.2 shall be provided on the same site as the activity and located as close as practicable to the building main entrance and shall be clearly visible to cyclists entering the site, be well lit and secure. The type of stand must comply with the Engineering Code of Practice requirements for cycle parking rack systems.

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

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

E13.1.5 Loading and Manoeuvring

E13.1.5.1 All loading and manoeuvring shall be carried out on-site. The manoeuvring area to and from the loading zone shall be designed to accommodate at least ~~a 90 percentile~~ the design ~~2 axle~~ truck as detailed in ~~Diagram E13.3~~ in the Council's Engineering Code of Practice.

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

E13.1.6 Parking Spaces for Residential Activities

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

E13.1.7 Gradient of Parking Areas

E13.1.7.1 The gradient for any on-site parking surface for any non-residential activity, shall be no more than:

(a) At 90~~0~~º to the angle of parking - 1:16

(b) Parallel to the angle of parking - 1:20

E13.1.8 Maximum Gradients for Access to any Parking Space(s)

E13.1.8.3 The maximum change in gradient without a transition shall be no greater than 8~~0~~º.

E13.1.9 On-site Manoeuvring

E13.1.9.1 On-site manoeuvring shall be provided to ensure that no vehicle is required to reverse either onto or off a site where:

(a) Any site has access to a ~~strategic~~ State Highway or arterial road (refer Appendix 7); or

(b) Any site has access to a collector road and requires 3 or more parking spaces; or

(c) Any site containing a non-residential activity having access to a ~~strategic, arterial or~~ collector road; or

(d) Any access to a site that serves 6 or more parking spaces; or

(e) Any residential activity providing tandem parking.

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

E13.1.10 Queuing Spaces

E13.1.10.2 The queuing space length shall be measured from the road boundary to the nearest vehicle control point or point where conflict with vehicles or pedestrians on established pathways already on the site may arise.

Table E13.3 — Queuing Space Lengths

Number Of Parking Spaces On-Site	Minimum Queuing Space Length (m)
1-20	5.5
21-50	10.5
51-100	15.5
101-150	20.5
151 or over	25.5

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

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

E13.2.1 Private ~~Vehicular~~ Vehicle Accessway

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

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

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

E13.2.1.2 The minimum height clearance for any private vehicle access shall be 4.5m.

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

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

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

1. ~~Where a private vehicular access serves more than two allotments, it shall be formed and sealed within any zone.~~

~~All access points to strategic roads shall be designed and formed in accordance with Figures 5-10 in correspondence to the use to which the access is put.~~

Access to allotments with the potential to accommodate more than ~~10~~ 6 dwellings in any Living zone or more than ~~10~~ 6 sites in any Business zone shall be provided by way of a road, not a private way or access lot (refer to rules C5.2.1.7 and C17.2.1.7).The legal width is greater than the carriageway width to ensure that there is space for suitable on-site stormwater management and landscaping.

E13.2.2 Distances of Vehicle Crossings from Road Intersections

E13.2.2.1 No part of any vehicle crossing shall be located closer to the intersection of any roads than the minimum distances specified in Table E13.5 except that where the boundaries of a site do not allow the provision of any vehicle crossing whatsoever in conformity with Table E13.5, a single

vehicle crossing may be constructed in the position which most nearly complies. (Note that the Roading Hierarchy for the District is set out in Appendix 7).

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

E13.2.2.3 No part of any vehicle crossing shall be located closer than 30 metres to the intersection of any railway line measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.

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

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

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

Notes

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

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

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

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

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

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

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

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

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

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

Table E13.6 – Minimum Sight Distances

Posted (Legal) Speed Limit (km/h)	State Highways and Arterials Required Sight Distances (m)	Collector and local roads	
		Living Zones Sight Distances (m)	Business Zones Sight Distances (m)
50	113	45	113
60	140	65	140
70	170	85	170
80	203	115	203
90	240	140	240
100	282	250	282

~~NOTE on Table E13.6:~~

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

E13.2.4 Vehicle Crossings - Design and siting

E13.2.4.1 Vehicle access to any site from any road or service lane shall be by way of a vehicle crossing constructed at the owner's or developer's expense.

E13.2.4.2 For all sites in a Living Zone there shall be a maximum of one vehicle crossing per site.

E13.2.4.3 For sites in the Business 2A Zone with frontage to roads other than State Highway and Arterial roads, there shall be a maximum of two vehicle crossings per site except that:

(a) There may be a maximum of three vehicle crossings per site where the road frontage is more than 100 metres in length.

E13.2.4.4 For sites in all other Business zones (excluding B2A zone) there shall be a maximum of one vehicle crossing per site, except where:

(a) the site has ~~with~~ frontage to roads other than State Highway and Arterial roads, where there may be a maximum of two vehicle crossings per site if each crossing is a single exit or entry (one way flow), or

(b) The site has a road frontage of more than 100m in length where there may be a maximum of three vehicle crossings per site.

E13.2.4.~~2~~5 The maximum ~~number,~~ spacing and width any vehicle crossing shall comply with Table E13.~~8~~7.

E13.2.4.6 For the purposes of measuring the distance between crossings specified in table E13.7, the distance between two vehicle crossings shall be measured along the edge of the carriageway parallel to the road centre

line, between the full height kerb or edge of crossing seal and the full height kerb or seal edge of the adjoining crossing.

E13.2.4.7 For the purposes of measuring crossing widths as specified in Table E13.7, the width of a vehicle crossing shall be measured at the property boundary (parallel with the road reserve).

Table E13.87 – Vehicle Crossing Requirements

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

E13.2.4.7 Not withstanding of E13.2.4.2 above, for vehicle crossings onto a State Highway or Arterial road with a posted speed limit of 70km/h or greater the distances between crossings shall be taken from Diagram,E13.4.

~~Notes on Table E13.8:~~

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

E13.2.5 Standard of Vehicle Crossings

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

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

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

E13.3 Roading Standards

E13.3.1 New Roads

E13.3.1.1 Any new road shall be laid out and vested in the Council in accordance with the standards contained in Table E13.98. Where stipulated that one parking lane is

required the placement of this can alternate between respective sides of the road in the form of parking bays.

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

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

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

Type of Road	Legal Width (m)		~~Carriageway~~ Formed Width (m)		~~Traffic~~ lanes	~~Parking~~ lanes ~~Kerb and Channel~~	~~Specific~~ provision for cycles (on road or off road)	~~Pedestrian Provision~~ ~~Footpath(s)~~
	Min	Max	Min	Max	Min. No. of	Min No. Of		Minimum
State Highways ~~Strategic Roads~~	20	~~20~~ 25	~~12~~ NA refer to NZTA	~~14~~NA refer to NZTA	2	2 ~~Both sides~~	Yes	Both sides ~~One side only~~
Arterial ~~and Collector Roads - Any~~	20	~~20~~ 25	~~11~~ 13	~~13~~14	2	2~~Both sides~~	Yes	Both sides ~~One side only~~
Collector	20	25	11	12	2	1	Yes	Both sides
Local – Business ~~Local roads - any other~~	~~15~~ 20	~~20~~ 25	~~8~~ 12	~~8.5~~ 13	2	2-Both sides	Optional	Both sides ~~One side only~~
Local roads – Living ~~Local Roads – Living 2 and 2A zones where allotments have an average area . 5000m2~~	~~15~~	~~20~~	~~7~~	~~8~~				
Local – Living 2 zone only	18	20	6	6.5	2	NA	NA	Optional but no more than one side.
Local - Major	16	20	8.5	9	2	1	Optional	One side
Local - Intermediate	13	15	7	8	2	1	NA	One side
Local - Minor	10	12	5	6	1	NA	NA	NA
~~Cul-de-sac (<100m long)~~	~~14~~	~~20~~	~~8~~	~~8~~		~~Both sides~~		~~One side only~~
Cycle/Pedestrian Accessway	6	10	2.5	3.0	NA	NA	Yes	Yes

Notes

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

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

Table E13.8 does not apply to roads within the B2A zone formed in accordance with the recommended road cross sections in appendix E33 (refer to rule 17.1.1.3).

E13.3.1.3 Any footpath shall be constructed as a sealed strip ~~of 1.5m width~~ within the berm. All areas of berms not sealed in footpath are to be formed in grass, except in the Business zones where the full width of the berm shall be formed.

E13.3.1.4 Cul-de-sacs are permitted on local business roads. Cul-de-sacs are also permitted for local intermediate or local minor roads but shall be restricted to a maximum length of 150 metres.

E13.3.1.5 Any cul-de-sac road must connect to a through road and shall not only connect to another cul-de-sac.

E13.3.1.4~~6~~ Any local road (living) cul-de-sac shall be constructed with a turning head having a minimum ~~radius~~ diameter of ~~11m~~ 22m measured from kerb to kerb.

E13.3.1.7 Any local road cul-de-sac (business) shall be constructed with a turning head having a minimum diameter of 30m measured from kerb to kerb.

E13.3.2 Road Intersection Spacing (all roads)

E13.3.2.1 The spacing between road intersections shall comply with Table E13.9~~10~~ below.

E13.3.2.2 In determining intersection spacing from Table E13.9 in accordance with E13.3.2.1, where new roads are proposed as part of any Outline Development Plan, the intersection spacing can be designed for the proposed (future) speed limit (typically 50km/hr) within the Outline Development Plan area and on immediately adjoining roads.

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

E13.3.2.3 The distance between any two road intersections shall be measured along the centre line of the road which has both the intersections:

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

(b) To the point where the centre lines of the other two roads intersect.

Table E13.~~9~~10 – Minimum Distance between Intersections

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

Note

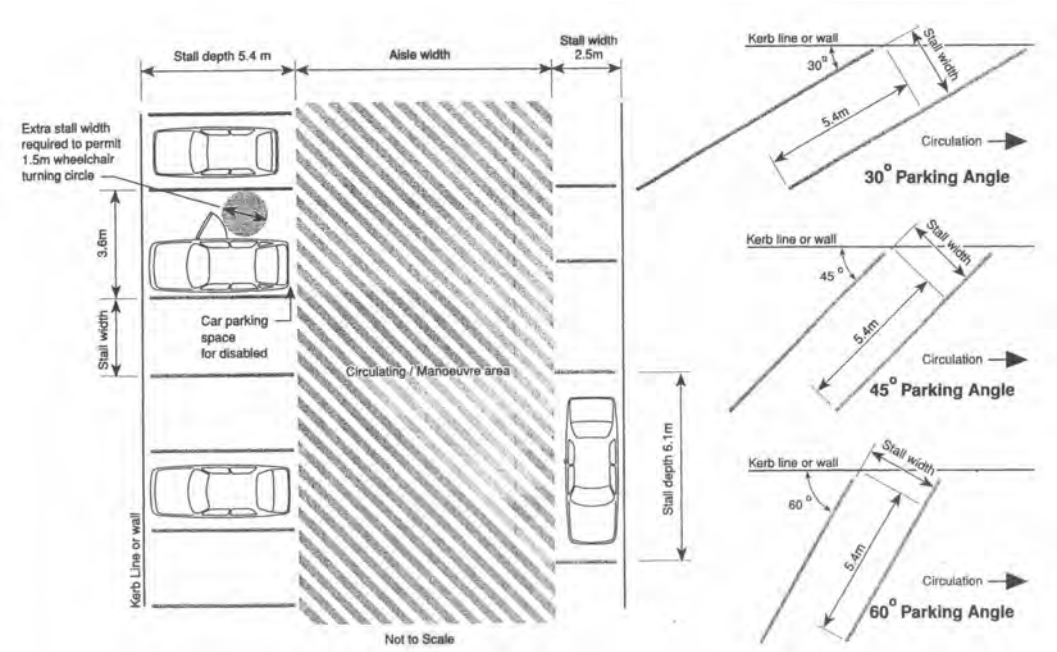
Table E13.9 does not apply to roads within the B2A zone that are located as shown within Appendix E22, E32 or E33 (refer to rule 17.1.1.4).

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

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

DIAGRAMS

Diagram E13.1 – Car parking



~~**Diagram E13.2**~~

~~**Diagram E13.3**~~

~~**Diagram E13.4**~~

Diagram E13.~~5~~2 - Sight Distance Measurement and State Highway/Arterial sight distance values.

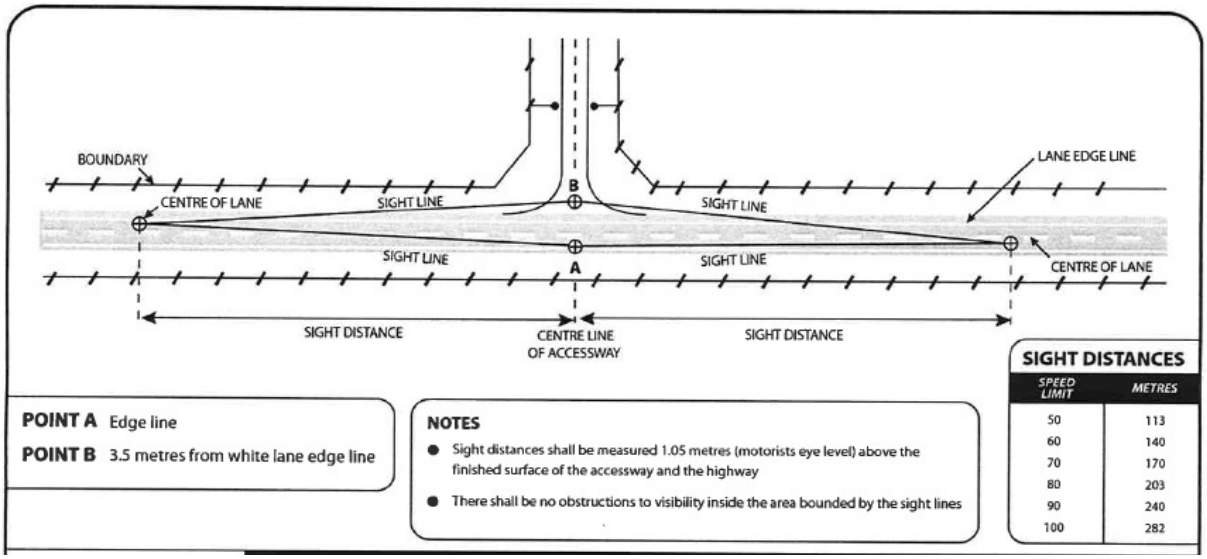
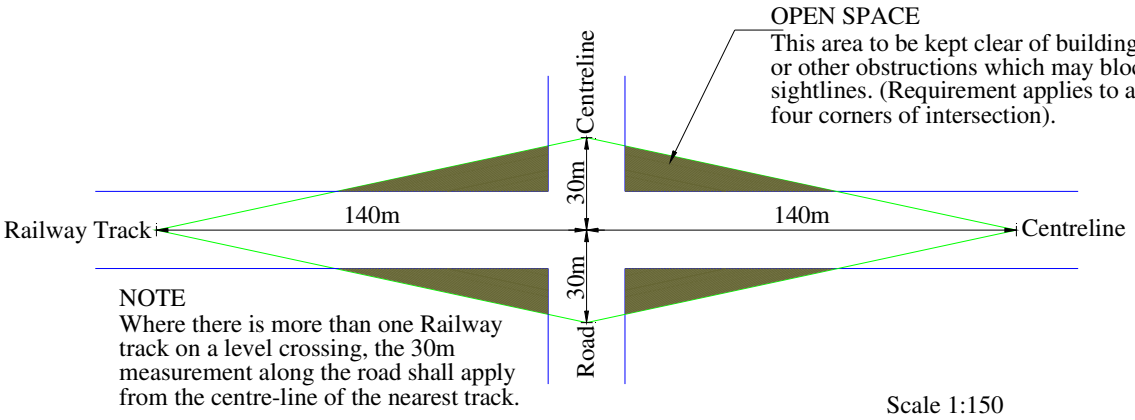


Diagram E13.3 –Traffic sight lines – Road / Rail Crossings



Note E13.3 relates to Rule C5.4 and C17.4

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

SPEED LIMIT	DISTANCE (metres) K	M	N
50	30	20	-
60	30	20	-
70	100	45	40
80	100	45	100
90	200	60	200
100	200	60	200