

RESOURCE MANAGEMENT ACT 1991

Submission on Plan Change 43 to the Selwyn District Plan under the Resource Management Act 1991

To: Planning Department, Selwyn District Council
PO Box 90
Rolleston 7643

Submitter: NZ Transport Agency
PO Box 1479
CHRISTCHURCH 8140

Pursuant to Clause 6 of the Resource Management Act 1991 (RMA), the NZ Transport Agency hereby makes this submission in respect of Plan Change 43.

Background

NZTA has been asked to provide comment on this proposal in the past and our written approval was withheld on the grounds of uncertainty pertaining to the proposed intersection that the applicant intends to gain access from.

Role of NZTA

NZTA is a Crown entity, established on 1 August 2008 under the Land Transport Management Act 2003. It is responsible for contributing to an affordable, integrated, safe, responsive and sustainable land transport system. In this context, NZTA is responsible for the safe and efficient operation and improvement of the State Highway network.

NZ Transport Agency's submission is:

The NZ Transport Agency was consulted over access related issues and we are in support of the inclusion of the following access related provisions:

26.13 Prior to the issue of a building consent for a new building which will increase capacity for milk processing or storage within the Dairy Processing Management Area:

(a) The design of any access from the State Highway or the design of any State Highway/local road intersection, as shown on the Outline Development Plan in Appendix 26A, shall be approved in writing by the relevant Road and Rail (where applicable) controlling authorities.

(b) All access from a local road shall comply with the design requirements of Appendix 10.

26.14 Secondary access points shown on the Outline Development Plan in Appendix 26E shall only be used for farm activities, emergency access and situations where the primary access is made temporarily unavailable by emergency services, the road or rail controlling authorities.

However, we have concerns over the provisions related to signage and oppose them because they are not consistent with our internal signage related guidance (RTS7). Furthermore, the provisions do not provide the NZ Transport Agency the opportunity to assess signage prior to being erected on-site to ensure the safe and efficient operation of the State Highway network.

Relief sought

We seek the following changes to the signage related provisions.

- The NZTA seeks the addition of a provision specifying that signs directed at the State Highway require approval from NZ Transport Agency prior to being erected at the site.
- The NZTA also seeks the following amendments to the provisions under 26.31(b):
26.31(b) There is a minimum separation distance between any 2 outdoor signs of:
(i) ~~70m~~ 200m, where the speed limit is 80km/hr; or
(ii) ~~80m~~ 250m, where the speed limit is 100km/hr;

The NZ Transport Agency does wish to be heard in respect of this submission.

Dated at Christchurch on the 28th day of July 2014.

Yours sincerely,



Colin Knaggs

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