

7 December 2015

To the Hearings Panel Committee

**IN THE MATTER OF THE RESOURCE MANAGEMENT ACT 1991 AND IN THE MATTER OF PRIVATE  
PLAN CHANGE 46 - GILL LOGAN'S REQUEST TO LIFT THE DEFERRED STATUS FROM LIVING 2A  
ZONED LAND AT BANGOR ROAD, DARFIELD**

The NZ Transport Agency submitted on Plan Change 46 (PC46). The Agency will not be represented at the hearing on PC46, but I have read the Council's s42A report (the Council Report) and wish to table the following comments in support of the Transport Agency's submission:

- **Reverse Sensitivity.** Confirm that the recommendation in the Council Report to apply the existing Setback from State Highways and Internal Noise Provisions (i.e. Rule 4.9.3 and 4.9.4) to PC46 will satisfy our concerns;
- **Location of Higher Density Development.** Confirm that the recommendation in the Council Report to remove higher density 3700m<sup>2</sup> lots west of the western most road access onto SH77 and replace with 1 hectare minimum lots will satisfy our concerns;
- **Direct Property Vehicle Access to State highway 77 & 73.** Confirm that the recommendation in the Council Report to update the ODP for PC46 to ensure no direct property access to SH 73, and no direct property access to allotments west of the western most road to PC46 site off SH77, will satisfy our concerns;
- **Internal road connectivity.** Confirm that the recommendation in the Council Report that it be an explicit requirement for land use and subdivision to provide for future road connections to adjoining land beyond the PC46 area (and not just a token option) will satisfy our concerns. The means by which this is embedded has been left somewhat open by the Officers Report in Paragraph 7.8, but an explicit rule cross referenced on the ODP is considered a belts and braces approach that should be adopted; and
- **Future Access to SH73.** The Transport Agency reaffirms its position that it would be desirable to have road access to SH73 for the North West growth area of Darfield and that this is located as close as possible to the urban core ( either to the direct south of the B2 zone via Cridges Road or to the direct north of the B2 zone). None of this area is subject to the rezoning, however it reconfirms, as identified in the Officers Report in paragraph 5.33, the importance of planning for the North West growth area as a whole, and ensuring appropriate future road connections.

I hope these comments are of assistance to you in reaching your decision. Thank you for your consideration.

Yours sincerely



**Caroline Hutchison**  
Senior Planning Advisor