



NZ TRANSPORT AGENCY
WAKA KOTAHI

RESOURCE MANAGEMENT ACT 1991

Submission on Plan Change 60 – Rezone from Living 2A to Living Zone 1

By Kirwee Central Properties Ltd

To: Selwyn District Council
PO Box 90
ROLLESTON 7643

Submitter: NZ Transport Agency
PO Box 1479
CHRISTCHURCH 8011

Pursuant to the First Schedule of the Resource Management Act 1991 (RMA), the **NZ Transport Agency** (Transport Agency) hereby makes this submission in **opposition** to an application by Kirwee Central Properties Ltd to rezone 17.9 hectares of Living Zone 2A to Living Zone 1 in Kirwee.

The subject property is located on the north side of State Highway 73 and is located on the eastern fringe of Kirwee Township.

NZ TRANSPORT AGENCY'S SUBMISSION IS:

Plan Change 60 proposes to rezone the 17.9ha of Living 2A zoned land on the north side of West Coast Road/State Highway 73, bounded by Hoskyns Road to the North. It is anticipated that the plan change will allow for up to a maximum of 92 residential allotments (depending on whether existing subdivision consents are given affect to). The proposed plan change will provide for allotments with a minimum lot size of 800m². The development will include a roading connection to Hoskyns Road and pedestrian connections to School Lane and Walter Place. The Outline Development Plan (ODP) submitted as part of the application provides for future road connections to adjoining to the east and the application has also indicated what the potential transport network may consist of for the adjoining property. This includes a connection to State Highway 73.

The Transport Agency has statutory functions, as defined in section 95 of the Land Transport Management Act. In submitting on this proposal, the NZ Transport Agency is seeking to give effect to the following statutory functions:

- To contribute to an effective, efficient, and safe land transport system in the public interest;
- To manage the State Highway system, including planning, funding, design, supervision, construction, and maintenance and operations; and
- To assist, advise, and co-operate with approved organisations (such as regional councils and territorial authorities).

The Transport Agency has reviewed the application and has some concerns with the proposal as follows:

Roading Connectivity

The ODP includes the identification of a roading network consisting of primary and secondary roads, and recreation reserves/green links are also identified. The ODP only provides one roading connection being to Hoskyns Road, essentially creating a cul-de-sac.

It is acknowledged that the ODP is designed to provide for future connections to land to the east, which has some provision to be developed in the future. This would allow for a second roading connection to Hoskyns Road and a connection to State Highway 73.

The concern of The Agency is that there are no provisions for roading connections to local roads within Kirwee such as School Lane or Walter Place. Without these connections this would result in local trips being made on Hoskyns Road and State Highway 73. Plan Change 60 has the potential to introduce a significant increase in the number of residential allotments and subsequent houses in Kirwee, which will lead to an increase demand for services such as a local commercial/retail (dairy, hairdressers, etc). The proposed design of the Plan Change would necessitate for vehicles to circumnavigate the perimeter of the township to access such activities depending on their location. Such an approach creates a segregation of areas and could affect the connections within a local community.

It is recommended that consideration of local roading connections to School Lane, Walter Place or other similar arrangement is included as part of the ODP.

The Agency is not opposed to appropriately formed connections to State Highway 73 but such a connection should not come at the expense of the fragmentation of a small community.

Urban Development Strategy

The Transport Agency is a partner to the Urban Development Strategy (UDS), which aims to manage growth within the Greater Christchurch Region in a proactive, integrated and sustainable manner. The UDS has been reviewed has been amended to include the Settlement Pattern Update titled *Our Space*, which includes the preferred locations for housing growth. The Settlement Pattern Update responds to the National Policy Statement on Urban Development Capacity where councils in a growth urban area must demonstrate sufficient, feasible development capacity is available to support future housing and business growth over the medium and long-term periods. In addition, *Our Space* also considers the likely availability of appropriate infrastructure to support projected development, integrating land use and transport planning to ensure safe and accessible urban areas.

It is suggested that any rezoning of the application site should be considered against any updated UDS provisions and also the Regional Policy Statement (RPS). It is recognised that Kirwee is situated outside of the subject area of the UDS, but as the proposal would result in a large residential development, this may impact residential demands within the UDS area. That said it is also recognised that the site is zoned Living 2A.

If the proposed plan change does not align with the intentions of the updated UDS and RPS then it is not considered appropriate for the plan change to be approved.

NZ TRANSPORT AGENCY WISHES THE CONSENT AUTHORITY TO:

Unless the issues raised above, including internal roading connections and ensuring consistency with the UDS/RPS are suitably addressed it is sought that the Plan Change is declined.

The Transport Agency is open to discussing the proposal further with the applicant and Council with a view to reaching a suitable agreement whereby the Plan Change could be approved subject to the inclusion of suitable controls to address the above.

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

Dated at Christchurch this 17th day of February 2020.



Richard Shaw

TEAM LEADER – CONSENTS AND APPROVALS

Pursuant to authority delegated
by NZ Transport Agency

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