

NZ TRANSPORT AGENCY
WAKA KOTAHĪ

SUBMISSION

To: Selwyn District Council
PO Box 90
ROLLESTON

Submission made under Clause 6 of Schedule 1 of the Resource Management Act
1991

Submission on - Plan Change 7 to the Selwyn District Plan


SUBMISSION OF:

New Zealand Transport Agency (NZTA)
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CHRISTCHURCH

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NZTA does wish to be heard in support of this submission.



Steve Higgs
Integrated Planning Manager - Canterbury/West Coast

*Signature of person making submission or person
authorised to sign on behalf of person or organisation
making the submission.*

Date: 13 / 4 / 2010

1. INTRODUCTION

New Zealand Transport Agency

- 1.1 The NZTA was established on 1 August 2008 through amendments to the Land Transport Management Act 2003 (LTMA). The NZTA is a new Crown entity created by combining the roles of Land Transport New Zealand and Transit New Zealand. The anticipated benefits of the new entity are expected to include:
- better longer-term planning and certainty;
 - achieving enhanced value for money;
 - enhancing integrated land use and multi-modal transport planning; and
 - a co-ordinated approach to land transport decision making.
- 1.2 NZTA's mandate is set out under the Land Transport Management Act 2003 (LTMA). It has a statutory responsibility to undertake its functions in a way that contributes to an affordable, integrated, safe, responsive and sustainable land transport system.¹ It is also responsible for allocating land transport funding and has a requirement to give effect to the Government Policy Statement on Land Transport Funding (GPS).

Transport Policy Context

- 1.3 Government policy on transport was articulated through the New Zealand Transport Strategy 2002 (NZTS) and was carried through into legislation through the LTMA. The NZTS was updated in 2008 to give a long-term perspective and direction for the transport sector. One of the key components of the NZTS is the focus on integrated planning. This focus has also been reflected in the Government Policy Statement on Land Transport Funding (2009/10 – 2018/19). The current GPS was released in May 2009 and details the government's desired outcomes and funding priorities for the use of the National Land Transport Fund to support activities in the land transport sector.
- 1.4 The GPS includes the encouragement of integrated planning as an integral part of the transport planning and evaluation processes, and states the government's view that:
- "Integrated planning is important to ensure that decisions made in relation to land use, transport and urban design collectively contribute to the efficient use of public funds and achieve the government's objectives for transport and New Zealand. To achieve integration, transport strategies and packages of activities should be developed alongside, and be clearly connected to, land use strategies and implementation plans."*²
- 1.5 The direction in government policy detailed in the NZTS and current GPS has lead NZTA to get more involved in land-use planning at the individual proposal level and at a strategic level through growth strategies such as the Urban

¹ LTMA 2003 section 94

² Government Policy Statement on Land Transport Funding (May 2009) p.17

Development Strategy for Greater Christchurch for which it is one of the partner organisations.

- 1.6 The New Zealand Transport Agency supports in part proposed Plan Change 7 to the Selwyn District Plan.

2.0 REASONS FOR SUBMISSION

Christchurch Regional Policy Statement and Plan Change 1 to the Regional Policy Statement

- 2.1 It is considered that the rezoning of the site as set out in Plan Change 7 (PC7) is considered to be consistent with the planned growth strategy as set out in the Christchurch Urban Development Strategy and the objectives and policies as set out in Plan Change 1 (PC1) to the Regional Policy Statement (RPS). The plan change would result in urban activities within the urban limit proposed in the decisions to PC1 to the RPS.

- 2.2 NZTA therefore generally supports the objectives, policies, rules and other matters that promote and provide for an integrated land use pattern and transport network.

Reverse Sensitivity

- 2.3 The Outline Development Plan area (ODP), known as SR3 in PC1 to the RPS shows a setback area from SH1. This setback line is set back 40m from the SH. The Plan Change does not adequately address reverse sensitivity as it currently allows for dwellings to be built 40m back from SH1 with no noise mitigation measures under Rule 4.9.25. This rule also allows for this setback to be reduced if noise mitigation measures such as acoustic insulation or mounding or other physical barriers are used.
- 2.4 This stretch of SH1 carries in excess of 15000 vehicles per day in a 100km/hr speed environment and NZTA do not want noise sensitive activities located near the state highway without some form of noise mitigation. NZTA's reverse sensitivity policy requires that noise sensitive buildings, such as dwellings which are built between 40-100m of a state highway require some form of noise mitigation which ensures that internal noise levels meet the requirements of AS/NZS2107:2000. NZTA discourage dwellings to be located any closer than 40m from a state highway with heavy traffic volumes.
- 2.5 Consideration needs to be given to deleting Rule 4.9.25 proposed in the Plan Change or amending the rule so as to adequately address NZTA's concern with this particular ODP area. This could be dealt with by the addition of a minimum setback of 40m included in Table C4.2 or a rule for this ODP area within the Living Zone Section of the District Plan. The following wording or similar is

required so that NZTA's concern with regard to reverse sensitivity are dealt with;

Permitted Activities – ODP Area 3 in Rolleston

Dwelling Setback

"No dwelling shall be located closer than 40m (measured from the nearest painted edge of the carriageway) from State Highway 1."

Noise Design Standards

"For any dwelling constructed between 40m and 100m (measured from the nearest painted edge of the carriageway) from State Highway 1:

- Appropriate noise control must be designed, constructed and maintained to ensure noise levels within the dwelling meet the internal design levels in AS/NZS2107:2000 (or its successor) - 'Recommended design and sound levels and reverberation times for building interiors';*
- Prior to the construction of any dwelling an acoustic design certificate from a suitably qualified and experienced consultant is to be provided to Council to ensure that the above internal sound levels can be achieved."*

Access to the State Highway

- 2.6 SH1 is the South Islands main trunk line, and a key through route for the transportation of people and goods along the east coast. This is reflected in the high volumes of traffic which is in the vicinity of 15 000 vehicles per day. This stretch of the state highway network is a Limited Access Road (LAR) over which NZTA has control over with regard to limiting accesses off the SH.
- 2.7 The proposed Plan Change does not adequately protect SH1 as there is no rule which explicitly states that there is to be no access off the SH to serve this area. Primarily this is to discourage residents in the area using SH1 for short vehicle trips to the town centre which can affect the safety and efficiency of the state highway network. It is preferable that residents use the local road network to travel to the town centre or to use active modes of transport.
- 2.8 A rule is required in either the Living Zone – Roading and/or Subdivision sections which states that there is to be no vehicular access from the ODP Area 3 land from SH1 along with any subsequent amendments required to the Plan. This could simply be worded along the line of *"That there be no access to ODP Area 3 from SH1."*

3.0 Decision Sought

- 3.1 That Plan Change 7 be approved with the amendments listed in Section 2.5 and 2.8 along with any other subsequent amendments to ensure that effects with regard to reverse sensitivity and access to the state highway are appropriately addressed.**