



AGENDA FOR THE

ORDINARY MEETING OF
SELWYN DISTRICT COUNCIL

TO BE HELD IN THE
COUNCIL CHAMBERS

SELWYN DISTRICT COUNCIL
ROLLESTON

WEDNESDAY 9 DECEMBER 2020

COMMENCING AT 1 PM

Whakataka te hau ki
te uru

Cease the winds from
the west

Whakataka te hau ki
te tonga

Cease the winds from
the south

Kia mākinakina ki uta

Let the breeze blow
over the land

Kia mātaratara ki tai

Let the breeze blow
over the sea

E hī ake ana te
atakura

Let the red-tipped
dawn come with a
sharpened air

He tio, he huka, he
hau hū

A touch of frost, a
promise of a glorious
day

Tīhei mauri ora!

COUNCIL AFFIRMATION

Let us affirm today that we as Councillors will work together to serve the citizens of Selwyn District.

To always use our gifts of understanding, courage, common sense, wisdom and integrity in all our discussions, dealings and decisions so that we may solve problems effectively.

May we always recognise each other's values and opinions, be fair minded and ready to listen to each other's point of view.

In our dealings with each other let us always be open to the truth of others and ready to seek agreement, slow to take offence and always prepared to forgive.

May we always work to enhance the wellbeing of the Selwyn District and its communities.

AGENDA
WEDNESDAY 9 DECEMBER 2020 AT 1PM

COMMITTEE

Mayor (S T Broughton), Councillors, M A Alexander, J B Bland, S Epiha, J A Gallagher, D Hasson, M P Lemon, M B Lyall, S G McInnes, G S F Miller, R H Mugford & N C Reid

APOLOGIES

IDENTIFICATION OF ANY EXTRAORDINARY BUSINESS

CONFLICTS OF INTEREST

PUBLIC FORUM

Murray Hely	Ellesmere Road Issues
Grant Clausen	Heritage & Historical Matters in the Selwyn District

CONFIRMATION OF MINUTES

1. Minutes of an Ordinary meeting of the Selwyn District Council held in the Council Chambers on Wednesday 25 November 2020 *(to be circulated separately)*

Recommended:

‘That the Council confirms the minutes of an Ordinary meeting of the Selwyn District Council held on Wednesday 25 November 2020, as circulated.’

Item	Meeting referred from	Action required	Report Date / Action
Water Services Monthly Update – effect of industrial growth on storage plants	4 November 2020	Report back to Council on the effect of industrial growth on all of Council's storage plants, including resource consent compliance, maintenance and any potential issues around management of the plants.	9 December 2020 Council Meeting

REPORTS

1. Mayor (Pages 11 - 17)

Mayor's Report – November 2020

Recommended:

'That Council receives the Mayor's report for November 2020, for information.'

2. Chairperson Sister Cities Committee (Pages 18 - 33)

Chairperson's Report & Annual Report

Recommended:

'That Council receives the Chairperson's update on the Sister Cities Committee.'

3. Chief Licensing Inspector (Pages 34 - 38)

Joint District Licensing Committee and Chief Licensing Inspector Monthly Report October 2020

Recommended:

'That the Council receives the report on the activities of the District Licensing Committee and the Chief Licensing Inspector for October 2020.'

4. Policy Analyst (Pages 39 - 54)

Housing and Business Capacity Update

Recommended:

'That the Council receives and accepts the Housing and Business Capacity update for the Selwyn District as its response to Action 6 of Our Space 2018-2048: Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga.'

5. Strategy and Policy Planner (Pages 55 - 78)

National Policy Statement Urban Development 2020 - Removal of Minimum Car Parking Numbers

Recommended:

'That in respect of this report, Council resolves to remove minimum parking requirements provisions from the Operative Selwyn District Plan without using Schedule 1 of the Resource Management Act 1991, pursuant to the National Policy Statement for Urban Development (NPS-UD) 2020.'

6. Senior Strategy and Policy Planner (Pages 79 - 86)

Plan Change 66 Rolleston – Decision on how to consider the Private Plan Change Request from Rolleston Industrial Developments Ltd

Recommended:

'That, in respect to Plan Change 66 to the Operative Selwyn District Plan lodged by Rolleston Industrial Developments Ltd, Council resolves to accept the request for notification pursuant to Clause 25(2)(b) of the Resource Management Act 1991.'

7. Team Leader Strategy and Policy Planner (Pages 87 - 113)

Selwyn District Council's Submission on the Proposed Selwyn District Plan

Recommended:

'That Council resolves to:

- a) Accept the draft Selwyn District Council submission on the Proposed Selwyn District Plan and endorses it for lodgement; and*
- b) Provide all necessary delegation authority to the Team Leader Strategy and Policy in order to give effect to the resolution in a) above.'*

8. Asset Manager Transportation (Pages 114 - 170)
Greater Christchurch Public Transport Futures Business Case

Recommended:

‘That Council:

- a) Receives the report*
- b) Endorses the strategic approach to Greater Christchurch public transport outlined in the combined Foundations and Rest of Network business case*
- c) Makes provision for the recommended Selwyn public transport investment programme in Council’s draft 2021 – 31 Long Term Plan.’*

9. Asset Manager Water Services and Water Service Delivery Manager (Pages 171 - 176)
Water Services Monthly Update

Recommended:

‘That Council receives the report Water Services Monthly Update for information.’

10. Asset Manager Transportation and Tem Leader Transportation (Pages 177 - 183)
Transportation Monthly Update

Recommended:

‘That Council receives the report Transportation Monthly Update for information.’

GENERAL BUSINESS

Register of Documents Signed and Sealed (Pages 184 - 185)

Recommended:

'That the following transactions and the fixing of the Common Seal under authorised signatures have been approved.'

1	Name of other party	Michael James Ransome
	Transaction type	Deed of Licence
	Transaction description	Reserve 1560 Hartleys Road 2.0234 hectares

2	Name of other party	Malvern Community Arts Council Incorporated
	Transaction type	Deed of Surrender of Licence & New Deed of Licence Due to change in location of the area licenced
	Transaction description	Mathias Street, Darfield

3	Name of other party	Gavin Robert & Trudy Sykes
	Transaction type	New Deed of Licence
	Transaction description	Lot 21 Upper Selwyn Huts

4	Name of other party	Catherine L N Johnson
	Transaction type	New Deed of Licence
	Transaction description	Lot 32 Upper Selwyn Huts

5	Name of other party	Pamela J Tyler
	Transaction type	New Deed of Licence
	Transaction description	Lot 56 Upper Selwyn Huts

6	Name of other party	Andrew Cook
	Transaction type	New Deed of Licence
	Transaction description	Lot 69 Upper Selwyn Huts

RESOLUTION TO EXCLUDE THE PUBLIC

Recommended:

‘That the public be excluded from the following proceedings of this meeting. The general subject matter to be considered while the public is excluded, the reason of passing this resolution in relation to the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered		Reasons for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution	Date information can be released
1.	Public Excluded Minutes	<i>Good reason to withhold exists under Section 7</i>	<i>Section 48(1)(a)</i>	
2.	Award of Contract Prebbleton Intersection Upgrades			<i>9 December 2020</i>
3.	Procurement for the three waters stimulus grant delivery plan			

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 6 or Section 7 of that Act or Section 6 or Section 7 or Section 9 of the Official Information Act 1982, as the case may require, which would be prejudiced by the holding of the whole or the relevant part of the proceedings of the meeting in public are as follows:

1, 2, 3	Enable the local authority holding the information to carry out, without prejudice or disadvantage, commercial activities; or	Section 7(2)(h)
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1, 2, 3	Enable the local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations); or	Section 7(2)(i)
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2 *that appropriate officers remain to provide advice to the Committee.’*

REPORT

TO: Council

FOR: Council Meeting – 9 December 2020

FROM: Mayor Sam Broughton

DATE: 26 November 2020

SUBJECT: MAYOR’S REPORT – NOVEMBER 2020

RECOMMENDATION

‘That Council receives the Mayor’s Report for November 2020 for information.’

1. PURPOSE

To advise Council of meetings attended by the Mayor.

2. MEETINGS

- | | |
|---------------|---|
| 3 November | Met with community committees via a zoom meeting. |
| 4 November | Audit & Risk Subcommittee meeting.
Council meeting. |
| 5 November | Land Drainage Committee Chairs meeting. |
| 6 November | Greater Christchurch Partnership Committee meeting.
Christchurch City Council and Selwyn District Council
governance meeting.
Arts Heart Exhibition opening. |
| 7 November | Spoke at a Men’s Breakfast meeting hosted by the Lincoln
Baptist Church.
Hororata Highland Games. |
| 9-11 November | Mayoral Bike Challenge Ki uta ki tai from Arthur’s Pass to the
sea at Taumutu to raise awareness for men’s health. |
| 16 November | Met with the Manager of Education Canterbury regarding Te
Reo in Selwyn schools.
Met with Tumu Taio laean Cranwell of ECan. |
| 18 November | Spoke at the Selwyn Business Group meeting.
Long Term Plan Workshop. |

- 19-20 November LGNZ Rural and Provincial meeting held in Wellington.
- 21 November Young Elected Members Hui held at the Lower Hutt Event Centre.
- 23 November Greater Christchurch 2050 Stakeholder Workshop – Our Environment.
Malvern Community Board meeting.
- 24 November Met with Environment Canterbury's Chair Jenny Hughey.
Greater Christchurch 2050 Stakeholder Workshop – Our Society.
- 25 November Public Transport Futures Briefing.
Long Term Plan Workshop.
Council Meeting.
Sicon AGM.
- 26 November Met with Inspector Peter Cooper of NZ Police.
Town Centre Public Art Workshop.
Regional Transport Committee meeting.
Canterbury Mayoral Forum working dinner.
- 27 November Canterbury Mayoral Forum.
Civil Defence Emergency Management Joint Committee meeting.
- 30 November Met with Matt Doocey MP for Waimakariri and Nicola Grigg MP for Selwyn.



Sam Broughton
MAYOR



Rural
Connectivity
Group



A more
connected rural
New Zealand
is coming

Getting more rural Kiwis connected is a challenging task - this is due to the rugged terrain, low population numbers, and the cost of building and operating a network in remote places.

Better mobile phone and high-speed broadband services are needed - and absolutely critical for daily life in rural New Zealand.

Being connected means:

- being able to contact emergency services making our communities and roads safer
- opening up a world of innovation to make farming safer, more efficient, profitable and sustainable
- the kids doing their homework online
- paying business and household bills online
- fast access to online entertainment and social media
- bringing our rural brands to the world
- furthering our environmental and predator-free aspirations
- tourists sharing their experiences and boosting our global reputation
- bridging the rural vs urban digital divide
- helping people stay connected with each other, when and where they want or need to.

A more connected New Zealand is on its way.

The Rural Connectivity Group

Established in 2017, the RCG is solely focused on building the infrastructure which will deliver connectivity services from New Zealand's three mobile networks - Spark, Vodafone and 2degrees.

Home and Work

Our build plan aims to deliver access to as many people and places as possible. We will cover ~34,000 rural homes but we are aiming for even more!

Mobile Black Spots

Mobile Black Spots are stretches of State Highway where no coverage currently exists - like SH6 on the West Coast and SH1 in the Far North. Over 1000 kilometres of State Highway will gain mobile services, which will improve public safety.

Tourist Hot Spots

At least 100 of the country's top tourist hotspots in remote locations will get connectivity. These new towers will give visitors and tourists an even greater experience of places like Milford Sound and Cape Reinga.

Spark, Vodafone and 2degrees

All three mobile network operators will be able to offer 4G services from the infrastructure, meaning you can choose which network you receive services from.

What is 4G Wireless Broadband?

Wireless broadband is high-speed broadband delivered over the 4G mobile network - rather than through the fixed line copper network. It's quick and easy to install, it's reliable, and it is fast enough to watch the latest online movie releases.

Government and Industry working together

The RCG is using funding from the Government's Rural Broadband Initiative Phase 2 and the Mobile Black Spot programmes, as well as contributions from Spark, Vodafone and 2degrees. By working together, we can all contribute to a successful outcome for a more connected New Zealand.

Built by December 2022

We have an aggressive plan to build over 450 new mobile broadband sites by December 2022. Our first site was built in Haast on the West Coast in May 2018.

Stretching our funds as far as they can go

We plan to continue building as many mobile broadband sites as possible. With the help of rural communities, landowners, local businesses, councils, Iwi, DoC, NZTA, our suppliers and the mobile network operators - we hope to continue building and extend coverage even further!

By working together - we can all contribute to a successful outcome for a connected rural New Zealand.

We are looking for offers of land where we could build new mobile broadband sites - if you think you could help, or just want to have a conversation about the possibility - please don't hesitate to get in touch!

CONTACT:

Caitlin Metz, RCG Engagement Manager
Email: Caitlin.Metz@theRCG.nz
www.thercg.nz

Rural Connectivity Group Update

Selwyn District

November 2020

Gill Evans, Community Engagement Manager

The Rural Connectivity Group (RCG) – Who are we?

The RCG, in partnership with Crown Infrastructure Partners (CIP), is contractually bound to build over 450 new cell site facilities across rural New Zealand as part of the governments Rural Broadband Initiative 2 (RBI2) and the Mobile Black Spots Fund (MBSF) programmes. Our job is to build cell site infrastructure to service areas with no broadband coverage or poor broadband coverage and areas of no mobile coverage. Our programme of work will enable as many Kiwis, businesses, and tourists, to have access to critical wireless broadband and mobile services in rural New Zealand.

The sites we build will be shared by New Zealand's mobile network operators (MNO's) – Spark, Vodafone and 2degrees – and provide services from all three mobile companies to ensure competitive wireless broadband and mobile services to rural customers. In a world first the infrastructure we build will allow all three operators to share the radio access network equipment and one set of antennas. This allows the RCG to build one facility to provide services to areas of need as opposed to each operator building their own facility to provide services.

To find out more about the RCG visit <https://www.thercg.co.nz/>

To find out more about CIP visit <https://www.crowninfrastructure.govt.nz/about/>

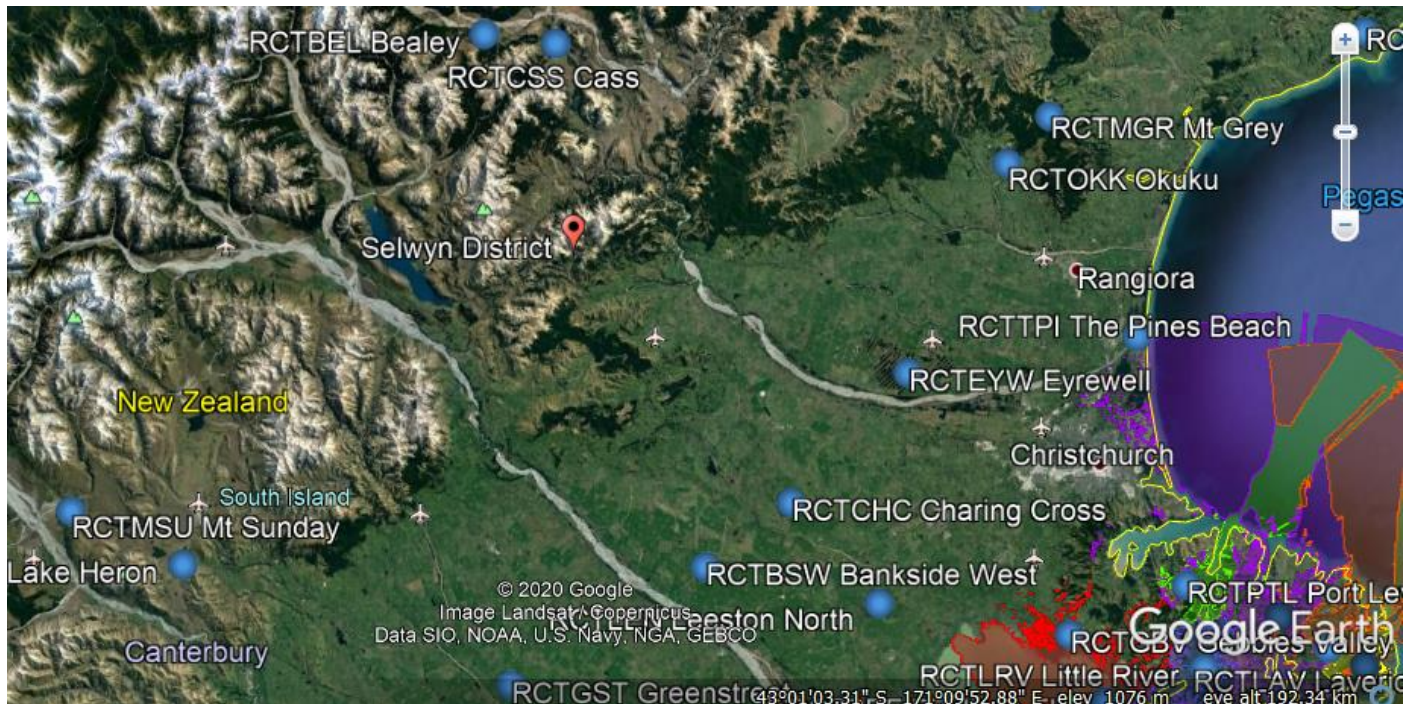
RCG in the Selwyn District – What are we building?

The RCG will build five mobile cell sites in the Selwyn District Council area. Once live these sites will deliver highspeed wireless broadband and mobile services to over 450 households and businesses, nearly 34km of State Highway with no coverage or poor coverage and one tourist hotspot. As we've experienced through Covid-19, now more than ever, this investment in digital technology cannot be underestimated.

Of those five sites the RCG have constructed and livened two sites at Cass and Bealey.

The remaining sites in the work programme for the Selwyn area are in: Bankside West, Charring Cross and Leeston North. These sites are at varying stages of scoping, acquisition and design and we envisage the sites to be operational incrementally by early to mid-2022 providing critical 4G service to community users.

Indicative RCG site locations



Important information for users when the sites are operational.

4G HD calling One thing to note is that the MNO's (Spark, Vodafone and 2 Degrees) are now predominantly using the 4G network to allow 4G calling over data. This is known as VoLTE (Voice over Long-Term Evolution). This means that the new rural mobile network is kitted out with the latest 4G services and voice calling will be handled a little differently apart from along state highway networks.

What does this mean for users?

Because Spark, Vodafone and 2degrees will deliver mobile voice services on their networks via 4G, rather than the current 3G network many customers may mistakenly think that the new cell sites aren't operational. Users will need a software update to their phone or, in some cases, may need to upgrade their phone.

For more information, including lists of VoLTE capable handsets users should contact their service providers or visit their website:

Spark's customers can contact customer services on 0800 323232 or online at <https://www.spark.co.nz/help/mobile/understand/volte/> Please note that Skinny phones are not yet capable of 4G voice calling and are not expected to be enabled for another few months.

2degrees customers can contact customer services on 0800 022 022 or online at <https://www.2degreesmobile.co.nz/help-and-support/broadband-and-landline/broadband/rural-broadband/>

Vodafone's customers can contact customer services on 0800 800 021 or online at http://help.vodafone.co.nz/app/answers/detail/a_id/30264

NOTE: There are some customers that may have a mobile provided by another company other than Spark, Vodafone and 2degrees via wholesale arrangements. The list of Spark wholesale parties are Megatel, NTT, Digital Island, Vocus, Slingshot, Orcon, Trustpower (This is a new MVNO launching April 2020)

If you would like to know more about the RCG or have questions about our programme in the district, please don't hesitate to either give me a call on 0212406507 or email me at gill.evans@thercg.nz

Chairperson's Annual Report for 2019-2020

For Selwyn District Council Sister Cities 22 July 2020 meeting

Once again it is my pleasure to present the Chairperson's Annual Report for the Selwyn District Council Sister Cities Committee. The strength of this committee and its work is the *people to people relationships* which lie with the many volunteers and the Council staff who assist us. I especially thank Bernadette Ryan, our Secretary, Stephen Hill and his Communications team plus Pam Stephens for her excellent financial overview. Mayor Sam Broughton has welcomed groups and communicated with Sister City Mayors. Councillor Bob Mugford is both a Councillor and Deputy Chairperson and strongly advocates for Sister Cities. He has made it clear to Councillors the large number of hours and expertise given by volunteers. Kelvin Coe, one of our Duty Chairpersons, brings to this committee considerable knowledge of all the relationships and also represents us at the Canterbury Rural Toraja Trust and Christchurch China Committee.

Judith Pascoe represents the Christchurch China Committee and Karen Meares the Malvern Community Board. These relationships are integral. Sumi Hayakawa-Buist is an essential link with both Akitakata and Yubetsu. We thank the Christchurch China Committee for their financial support.

The many volunteers are the real strength of this committee and the work you do on behalf of our Council and our Sister Cities.

While the work of the Selwyn Sister Cities Committee is outlined in the Annual Plan Outcomes document I would like to comment on some highlights.

Akitakata cancelled their August 2019 visit following the mosque shootings but Yubetsu did visit. Planning for our visits to them this year stopped with Covid.

The visit of the two Gansu delegations led by their Secretary General was a major event for the Christchurch China Committee and us. Selwyn featured prominently in the visits the two groups had.

At last the new MOU with Shandan was signed. Robert Love represented Selwyn as the Gansu Fellow and reported positively on his experience.

Zhou Fei, from Shandan, was hosted by ARA and us for twelve weeks. Thank you to her homestay, Sonia, and many of you who arranged weekend activities for Fei. Fei had never been outside China previously and this made us aware that we need to give more cultural information to future guests studying with us.

2019 saw huge steps in our relationship with Toraja. The three retired teachers, Pam, Joan and Nick, who spent two or three weeks working with 25 Junior High School English teachers reported positively of this venture. Over 80 teachers applied

for places on the course and Toraja requested that we repeat the exercise in 2020. Covid has prevented this. Covid also prevented the two Barana teachers visiting the three Rolleston Schools this year.

James Morris, the Principal of Darfield High School, reignited our contacts with Coventry and was warmly welcomed by Craig Levis, the Education Superintendent, Norma Smith from Sister Cities, school Principals and Council personnel. This was during summer school holidays. He enjoyed Independence Day as a guest. Student social media contact was set as the next step in the relationship.

The possibility of a relationship with Orsogna in Italy is an interesting option.

This year we have had an increased number of articles published in the New Zealand Sister Cities newsletter. Local media are supportive too.

In the next year the development of the Christchurch, Selwyn and Hurunui website based on our links with Rewi Alley is a major project as are the digital displays for Selwyn buildings. Updating the Council website must also be a priority.

Covid 19, from March, restricted our forward planning for face-to-face contact with our Sister Cities. I urge all of us to regularly communicate with our friends in our Sister Cities. Social media is excellent for words and photos. May our Sister City relationships continue to strengthen, improve cultural understandings and if appropriate, economic benefits to both partners in these relationships.

Thank you all for your input; you are the strength of this organisation.



Allison Rosanowski

Chairperson of Selwyn District Council Sister City Committee.

Annual Plan Outcomes for Selwyn Sister Cities Committee 2019-2020

Relationship	Actions	Responsibility	Costs	Outcomes	New Developments During Year
Administration	Sister City Policy	Committee with new Council		No communication from Mayor and CEO. Councillor Bob Mugford actively campaigned for Sister Cities Committee including recording hours of voluntary work. No change at end of financial year	
	Annual report to Council	Chair and Deputy Chair		Council meeting in December 2019	
	Sister City Garden Levi Park	Committee with Philip Millar	Not likely for development in this financial year	No progress this year	
	Sister City moveable panels and digital display	Committee with Stephen Hill	\$1900 from 2018 to 2019 budget	Moveable panels made for October Cultural Fest - Stephen Hill and Communications Dept. Some also used in Leeston library and in Council HQ foyer.	

				Digital display not underway yet	
Akitakata	Adult visit – invitation to for 6 adults	Sumi with Committee	\$2500	No specific group	
	Student visit August 2019 – Mayoral welcome preparation		Cost in next financial year	Visit cancelled following mosque attacks	
Yubetsu	Student visit November 2019 Student exchange 2020	Malvern Community Board and Sumi		November visit occurred. Student exchange cancelled because of Covid 19.	
					<p>Advertising for group to travel to Akitakata and Yubetsu in September occurred - on hold because of Covid 19.</p> <p>Yubetsu Challenge day proposed - Malvern Community Board</p> <p>Visit of Kugara group from Akitakata proposed by Japanese Consul - no further progress.</p>

Shandan					Gansu Fellows for Christchurch and Selwyn – advertised, chosen and sent to Lanzhou for a month. Robert Love represented Selwyn.
	Work with Christchurch China committee to host 12 delegates from Gansu and Shandan 7 th and 8 th September		Lunch \$625 25 persons at \$25 per head Gifts \$340 Other costs being met by Christchurch China Committee	Most successful visit of Gansu Communist Party Secretary General. Two delegations. Shandan Mayor and Selwyn Mayor signed updated MOU. Most of delegations visits were in Selwyn- Rewi Alley Park. CPW, Fonterra, lunch, dairy farm. Christchurch China Committee and Selwyn Sister Cities Committee worked closely on this. Trip to Hurunui, farm where original sheep went to Shandan plus Hanmer for second delegation.	

	Gansu visit proposed to coincide with Christchurch A and P Show	Christchurch China Committee and Selwyn Committee	\$700	Discussed but did not happen because of Gansu delegations.	
	Finalise MOU	Committee and Council with Shandan		Done and signed by two Mayors.	
	Recruiting teachers for Gansu Province	Committee		Paperwork completed and advertised through Council Call. On hold.	
	Shandan Council Employee at ARA and hosted by committee for 12 weeks from 22 nd September - Zhou Fei. Final weeks of Angela's 6 months at ARA.	Committee	\$1500 from Christchurch China committee Total cost \$3840 Net cost \$2340	Zhou Fei did 3 months at ARA; homestay in Rolleston, local visits with committee members and Wanaka, Queenstown, Milford Sound. Committee members hosted. Sonia her homestay also took Fei to Akaroa and Rotorua. Financial support from Christchurch China Committee.	
	Host Shandan adult delegation of six	Committee	\$3000	Shandan delegates including Mayor with Gansu delegation.	

					<p>Angela Chen sent Chinese Medical Manual of ways to treat covid –forwarded on to Mayor, CEO, and Bob.</p> <p>Fei posted masks and hand sanitiser but they were returned to her.</p> <p>Email and Wechat communication with Mayors, Gansu Sec General. Chen Angela, Zhou Fei, Ma Guohua, Stephen, Becky, Faye.</p>
	Lantern Festival in February	Committee and Shandan	\$800 for lantern and display	Postponed to October by Christchurch City Council.	
	Assist Darfield High School exchanges visits			Yubetsu	
Toraja	Three retired teachers to work with Junior High School teachers in Toraja in September		\$1000 for resources- Gifts \$350 From 2018-2019 budget	Three teachers , Pam, Joan and Nick were recruited, did training and planning together and worked with 25 Junior High School English teachers for two and three weeks.	

				Most successful project.	
	Host four teachers from Toraja while in Rolleston Schools for two weeks		Homestay \$230 x 8 = \$1840	Planning done with three Rolleston Schools. Toraja decided not to send own teachers - prefer our teachers to visit. Instead planned for two teachers from Barana School who worked alongside our teachers to come. Interrupted by Covid 19.	Covid 19 meant no recruiting for retired teachers to go to Toraja during 2020.
	Toraja university student to spend two weeks in homes improving English		\$460	Did not happen this year - needed Toraja Council to do selection.	
Coventry	Principal James Morris visited Coventry in July 2019		No cost	Spent time with Education Superintendent, Councillors, Principals, Sister City Coordinator - agree to begin with social media student contact.	
	Invite adult group to visit	Committee	\$3000	Not yet. Invited and regular email contact.	

Cultural Festival	Stand at October Cultural Festival	Committee	Additional photos-\$400	Display Boards made with expertise from council Communications team - very good event. Next time ask for more central location.	
Christchurch China Committee	A representative as part of Selwyn Committee and Selwyn Representation on their Committee	Kelvin and Allison	No cost	Regular attendance and cooperation for visit of Gansu Secretary General and Shandan visitors. An excellent working relationship.	
	Assist with Christchurch China Committee Gansu visitors as appropriate	Committee		Visits in Selwyn to Rewi Alley Memorial Park, CPW, Fonterra, local home for lunch and a dairy farm.	
NZ Sister City Association	Membership Encourage members to attend Conference in Ashburton 30 th April to 2 nd May		\$600	New Zealand Conference in Ashburton postponed because of Covid 19 - Kelvin and Graham Robertson were to speak about Toraja.	
					Newsletter - articles on Toraja visit, Toraja teachers, Gansu Fellows and Gansu-Shandan visit.

Catering for meetings			\$300	Thank you Bernadette.	
Education	Links for Secondary international students with Lincoln University	Hugh Bigsby			
Media	Use Council Call, Selwyn Times, Selwyn App and other media as appropriate	Bernadette, Chairperson and Councillor		Council Call, Selwyn App and Malvern News - excellent media tools.	
					Committee approached by Carlyle Irving re a new Sister City in Osogna, Italy where New Zealand forces turned back by Germans in Second World War. New Zealand battalion left from Burnham and many relatives still living in Selwyn. Asked Carlyle to discuss with Ortona before we proceed to discuss with Burnham, Mayor, local relatives.

Seek opportunities	Chairperson, Deputy Chairpersons and Councillor
to speak to groups	
about Sister Cities	

Total costs \$15,365 presuming that incoming visits occur

Financial outcome – spent \$19,262 including the \$1500 from Christchurch China Committee to support Fei's homestay payment.

Draft Annual Plan for Selwyn Sister Cities July 2020 to June 2021

Covid 19 has made planning for the next year more difficult and uncertain than previously.

Sister City relationships are *people to people* relationships - during these Covid 19 times please regularly email and wechat your links to our Sister Cities people you have hosted, been hosted by and met. Although we cannot meet face-to face our relationships continue.

Relationship	Actions	Responsibility	Costs	Outcomes	Developments during Year
Administration	Continue to work with the Mayor and Councillors and Bernadette Ryan, Secretary, Stephen Hill in Communications and Craig Moody in Finance.	Chair, Deputy Chairs			
	Annual report to Council	Chair, Deputy Chairs			
	Letter for Hiroshima Memorial Day	Sumi, Bernadette, Mayor			
Akitakata	Communicate with new Mayor from August – Mr Kodama has resigned.	Sumi, Mayor, Chair			
	Invite adult group when Covid 19 makes this possible	Sumi, Chair			
	Darfield High School - no Student inbound or out bound visits.	Sumi			

	Advertise for adult group to travel to Akitakata and Yubetsu for September 2021 if Covid 19 allows.	Sumi, Communications Department, Chair, committee			
	Kagura visit - long term plan- Japanese Consul				
Yubetsu	Support Malvern Community Board with outgoing and incoming groups.- Mayoral visit February 2021- on hold. 20 year anniversary of relationship - event via zoom meeting proposed for August No student exchanges	Sumi, Chair, Committee, Mayor Sumi, Community Board- John Morton, Mayor and Sister City Chair Sumi			
Shandan	Opening of Shandan Bailie Technical College in September - send greetings. Recruit for teachers when this is possible.	Mayor, Chair. Chair and Committee			
	Gansu Fellow for 2021- advertise, interview and cultural introduction	With Christchurch China Committee			

	Invite a Shandan interpreter for three months English language education at ARA; local homestay and visits.	Chair, Committee Christchurch China Committee			
	Invite a Shandan delegation to visit when Covid 19 allows.	Chair, Mayor and Committee			
	Advertise for a Selwyn group to visit Shandan in September 2021 - if Covid 9 allows	Chair, Committee			
	With Christchurch China Committee develop a Christchurch, Selwyn, Hurunui bilingual website based on our Rewi Alley connections.	Chair and Committee with Communications department and Shandan. Shandan to translate all Selwyn English content and to contribute their own articles and photos.			
Toraja	Maintain relationship with Canterbury Rural Trust	Kelvin			
	Recruit and induct retired educationists to go to Toraja to voluntarily work with Junior English teachers for two or three weeks in September 2021- if Covid allows.	Chair and Committee			
	Invite four Toraja teachers to spend two weeks in Rolleston Schools and homestays- Covid !	Chair and Committee			
	Depending on Covid, request a Selwyn adult visit to Toraja in September 2021	Chair and Committee			

Coventry	Unlikely to have any visits this financial year. Maintain social media contact and encourage Darfield High School student social media contact.	Chair and Committee			
Education	Support student visits from Akitakata and Yubetsu	Sumi, Chair, Mayor			
	Encourage links between Toraja schools and Rolleston schools.	Chair, Committee			
	Links with Lincoln University include Mayoral welcome to international students, opportunities for Selwyn international secondary students to visit and other groups if appropriate.	Hugh Bigsby			
Christchurch China Committee	Attend meetings.	Delegates-			
	Have Christchurch member on Selwyn Committee	Judith Pascoe			
	Develop website together with Hurunui and Christchurch China Committee.	Committee Stephen Hill will assist Shandan interpreters			
	Lantern Festival - date changed from February to October.	Assist as required.			
Selwyn Cultural Fest	Usually in October	Committee to do display.			
Work co-operatively with Parks and Reserves to establish a Sister City Garden at Levi Park	No timeline established yet	Council Parks and Reserves plus Philip Millar and committee.			

Digital displays at Rolleston HQ and Te Ara Ātea Selwyn Council website-update Sister City content.		Stephen Hill has agreed to include Sister Cities in HQ digital display. Request for Te Ara Ātea as well.			
Media, groups	Use local media, Council Call Selwyn App for stories and advertising programmes. Chair to speak at Malvern Probus in November. Display Boards- negotiate to send them to local libraries.	Chair, committee, communications department, head of Selwyn libraries.			
New Zealand Sister City Committee	Maintain membership and submit articles for newsletter as appropriate.				
	Annual conference - encourage participation. No dates yet.				
Council allocated budget for 2020 to 2021				This year with Covid it is impossible to predict what incoming and outgoing Sister City groups we will have.	
Rewi Alley sign at Springfield	That we organise an English sign the same size as the Chinese sign and install it above the Chinese writing.	Bob to organise			

2020-2021 budget \$15,580

REPORT

TO: Chief Executive Officer

FOR: Council Meeting – 9 December 2020

FROM: Gail Shaw – Senior Administrator District Licensing Committee
 Malcolm Johnston – Chief Licensing Inspector
 Billy Charlton – Regulatory Manager (Secretary of District Licensing Committee)

DATE: 20 November 2020

SUBJECT: **Joint District Licensing Committee and Chief Licensing Inspector
 Monthly Report for period 1 October 2020 to 31 October 2020**

RECOMMENDATION

‘That the Council receives the report on the activities of the District Licensing Committee and the Chief Licensing Inspector for October 2020.’

1. PURPOSE

The purpose of the report is to inform the Council of activity in the Alcohol Licensing section.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

As this report is for information only it is not considered to be significant in the context of Council’s Significance Policy.

3. PROPOSAL

Licences issued for October 2020.

Special Licences for October 2020:

- SP201420 – Crispin James Deans – Homebush Stables
 On Site Licence: Saturday 24 October 2020 from 3.00pm to 9.00pm.
- SP201425 – Te Tautoko Hapori – Ararira Springs Primary School
 On Site Licence: Friday 16 October 2020 from 7.00pm to 10.30pm.
- SP201424 – Parents Association Ladbroke School – Tai Tapu Community Centre
 On Site Licence: Friday 16 October 2020 from 6.00pm to 11.00pm.
- SP201421 – Emma Newborn – Snowdon Station
 On Site Licence: Wednesday 14 October 2020 from 6.30pm to 10.00pm
 Sunday 15 November 2020 from 6.30pm to 10.00pm.

- SP201422 – Emma Newborn – Brookside – 6312 West Coast Road, Springfield
On Site Licence: Friday 23 October 2020 from 6.30pm to 10.00pm
Saturday 24 October 2020 from 6.30pm to 10.00pm.
- SP201404 – Selwyn United Football Club – Weedons Community Pavilion
On Site Licence: Friday 23 October 2020 from 6.30pm to 9.45pm.
- SP201428 – Windwhistle District Society – Lake Coleridge Station
On Site Licence: Friday 30 October 2020 from 6.30pm to 9.30pm.
- SP201430 – Ali's Lemons Limited – Hororata Domain
Off Site Licence: Saturday 7 November 2020 from 9.00am to 5.00pm.
- SP201429: Ali's Lemons Limited – Hororata Domain
Off Site Licence: Monday 26 October 2020 from 9.30am to 3.00pm.
- SP201427 – Red Leaf Winery Limited – 22 Gerald Street, Lincoln
On & Off Site Licence: Saturday 31 October 2020 from 9.00am to 1.00pm
Saturday 7 November 2020 from 9.00am to 1.00pm
Saturday 14 November 2020 from 9.00am to 1.00pm
Saturday 21 November 2020 from 9.00am to 1.00pm
Saunday 29 November 2020 from 10.00am to 2.00pm
Saturday 5 December 2020 from 9.00am to 1.00pm
Saturday 12 December 2020 from 9.00am to 1.00pm
Saturday 19 December 2020 from 9.00am to 1.00pm
Tuesday 22 December 2020 from 4.00pm to 7.00pm
Saturday 26 December 2020 from 9.00am to 1.00pm
Saturday 2 January 2021 from 9.00am to 1.00pm.
- SP201433 – Leeston Bowling & Tennis Club – Leeston Bowling & Tennis Club
On Site Licence: Friday 6 November 2020 from 5.00pm to 11.00pm
Friday 27 November 2020 from 5.00pm to 11.00pm
Friday 5 February 2021 from 5.00pm to 11.00pm
Friday 5 March 2021 from 5.00pm to 11.00pm
Friday 2 April 2021 from 5.00pm to 11.00pm
Friday 9 April 2021 from 5.00pm to 11.00pm
Friday 7 May 2021 from 5.00pm to 11.00pm
Friday 4 June 2021 from 5.00pm to 11.00pm
Friday 2 July 2021 from 5.00pm to 11.00pm
Friday 6 August 2021 from 5.00pm to 11.00pm
Friday 3 September 2021 from 5.00pm to 11.00pm
Friday 1 October 2021 from 5.00pm to 11.00pm.
- SP201431 – Red Leaf Winery Limited – 22 Gerald Street, Lincoln
On & Off Site Licence: Saturday 9 January 2021 from 9.00am to 1.30pm
Saturday 16 January 2021 from 9.00am to 1.30pm
Saturday 23 January 2021 from 9.00am to 1.30pm
Saturday 30 January 2021 from 9.00am to 1.30pm
Saturday 6 February 2021 from 9.00am to 1.30pm
Saturday 13 February 2021 from 9.00am to 1.30pm
Saturday 20 February 2021 from 9.00am to 1.30pm
Saturday 27 February 2021 from 9.00am to 1.30pm
Saturday 6 March 2021 from 9.00am to 1.30pm
Saturday 13 March 2021 from 9.00am to 1.30pm
Saturday 20 March 2021 from 9.00am to 1.30pm
Saturday 27 March 2021 from 9.00am to 1.30pm.
- SP20439 – Saints of Tai Tapu – Saints of Tai Tapu
On Site Licence: Saturday 31 October 2020 from 7.00pm to 11.30pm.

New Managers Certificates for October 2020:

- R961663 – Taylor-Jayne Brown – Tai Tapu Hotel.
- R961617 – Stefan Freuding – Fresh Choice Prebbleton.
- R961662 – Jian Situ – The Phenix Restaurant.
- R961665 – Stacey Bibby – New World Lincoln.
- R961456 – Christopher Fifield – West Melton Rugby Club.

Renew Managers Certificates for October 2020:

- R960875 – Sharon Tehae – The Flaming Rabbit.
- R960877 – David Parlane – Crate and Barrel.
- R961664 – Blake Winstanley – New World Rolleston.
- R960873 – Murray Hall – Ellesmere Golf Club.
- R961105 – Margaret Te Mete – Rolleston New World.
- R961666 – Jodie Hawke – Countdown Rolleston.
- R961588 – Navneet Kaur – Thirsty Liquor Darfield.
- R961549 – Debbie Thistoll – Yello Shack Café.
- R950231 – Christopher Love – Southbridge Bowling Club.
- R960459 – Craig Kittelty – Darfield Hotel.
- R961320 – Murray Davie – Silver Dollar Bar & Restaurant.
- R961300 – Christina Dalgety – West Melton Bowling Club.

New Off Licence for October 2020:

- R920144 – Anderson Supermarkets Limited
Rolleston New World – 92 Rolleston Drive, Rolleston.

Renew Club Licence for October 2020:

- R900005 – Dunsandel Sports Centre Incorporated
Dunsandel Sports Centre – 1456 Tramway Road, Dunsandel.

Temporary Authority On Licences for October 2020:

- R910031 – KP999 Enterprises Limited
Darfield Hotel – 37-39 South Terrace, Darfield.
- R910126 – Kedar Sai Limited
A Pocket Full of Spices – 55 Faringdon Boulevard, Rolleston.

Temporary Authority Off Licence for October 2020:

- R920001 – KP999 Enterprises Limited
Darfield Hotel – 37-39 South Terrace, Darfield.

Licences currently being processed in October 2020:

A total of 39 applications are currently being processed and awaiting issue, which can be broken down into the following categories:

On Licence: 3 New applications

- R910154 – The Milk Bar Limited (The Milk Bar).
- R910156 – Pelemi Limited (The Store @ Tai Tapu).
- R910155 – Highway 73 Holdings Limited (Yello Shack Café).

On Licence: 4 Renewal applications

- R910144 – The Bealey Arthurs Pass Limited (The Bealey Hotel).
- R910146 – RR18 Limited (The Kingfisher Restaurant, Takeaway & Bar).
- R910063 – The Partnership of Craig Alan & Jane Scott (The Raspberry Café).
- R910145 – Donut Incorporated Limited (Little India Rolleston).

Off Licence: 2 Renewal applications

- R920135 – The Bealey Arthurs Pass Limited (The Bealey Hotel).
- R920119 – BR & LK Little Limited (Four Square West Melton).

Club Licence: 3 Renewal applications

- R900041 – Kirwee Tennis Club Incorporated (Kirwee Tennis Club).
- R900006 – Darfield Rugby Football Club Incorporated (Darfield Rugby Football Club).
- R900018 – Springston Associated Sports Club Incorporated (Springston Combined Sports Club).

Managers Certificate: 10 New applications**Managers Certificate: 8 Renewal applications****Special Licence: 9 Applications**

There are 4 of these applications on hold or awaiting further information required.

Managers:

- R961639 – Courtney Hyde – New M – Needs 6 month's experience.
- R961644 – Will Freeman – New M – On Hold until next ski season.
- R961645 – Bhavik Patel – New M – Needs 6 month's experience.
- R961629 – Grant Hatton – New M – Needs 6 month's experience.

4. COMMENTS FROM THE DISTRICT LICENSING COMMITTEE**Waivers requested and approved in October:**

- Saints of Tai Tapu – Halloween Night Social Event
First time applying for a Special Licence, was not aware of the 20 working day period.

The usual table produced for monthly alcohol reporting, which provides information on performance measures is not, at present able to be created with correct and meaningful data. The ICT team and software providers are working on a solution to fix this issue. October's performance measures will be provided in a future alcohol report to Council once the software issue is resolved.

5. INSPECTORS REPORT FOR OCTOBER 2020

The annual Lincoln University Garden Party was held on 16 October with 3,500 attendees. The event was sold out a month before the event. The Chief Licensing Inspector monitored the event with the Police. Pre-Loading and drug use by some attendees made it particularly challenging for the Police and security. 20 arrests were

made by the Police, 12 of those for possession of drugs (Ecstasy and MDMA). Overall the event was successful.

Farrington restaurant 'A Pocket Full of Spices' changed ownership during October 2020. The business was purchased by a business man from Hanmer Springs.

The Darfield Hotel changes ownership in early November 2020. An Auckland businessman has applied for and been granted a Temporary Authority to continue trading.

The Chief Licensing Inspector has completed the report to the DLC for the Hororata Highland Games special licence application. The Games will be held on Saturday 7 November 2020. The Inspector is attending the event to monitor the 6 special licences granted to various stall holders.

The Chief Licensing Inspector is currently in talks with the Police and Medical Officer of Health preparing their reports to the DLC for the special licence application for Selwyn Sounds 2021.

On 17 October 2020 a young 19 year old male accidentally died after a number of patrons leaving the Famous Grouse Hotel jammed themselves in to a motor-vehicle and drove to Rolleston. The male was later found to have tragically suffocated when never regaining consciousness. Police are investigating the lead up to the accident and whether intoxication played any part in the unfortunate accident. The driver of the vehicle was deemed sober by the Police.

Monitoring:

During October 2020 the Chief Licensing Inspector carried out monitoring at Super Liquor Lincoln, Southern Spirits (Remote Sales), Fresh Choice Leeston, Tai Tapu Hotel, Darfield Hotel, Kirwee Tennis Club, Springston Associated Sports Club, Liquorland Tennyson St, Liquorland West Melton, Hachi & Hachi, Lazeez Mediterranean, West Melton RFC, Kingfisher Restaurant, and Bealey Hotel.



Gail Shaw
**SENIOR ADMINISTRATOR
DISTRICT LICENSING COMMITTEE**



Malcolm Johnston
CHIEF LICENSING INSPECTOR



Billy Charlton
REGULATORY MANAGER (SECRETARY DISTRICT LICENSING COMMITTEE)

Endorsed For Agenda



Tim Harris
GROUP MANAGER ENVIRONMENTAL AND REGULATORY SERVICES

REPORT

TO: Chief Executive

FOR: Council Meeting – 9 December 2020

FROM: Policy Analyst, Ben Baird

DATE: 25 November 2020

SUBJECT: **Housing and Business Capacity Update**

RECOMMENDATION

‘That the Council receives and accepts the Housing and Business Capacity update for the Selwyn District as its response to Action 6 of Our Space 2018-2048: Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga.’

1. PURPOSE

This report seeks to inform the Council on current housing and business capacity within the Greater Christchurch area of the District to meet Action 6 of Our Space 2018-2048: Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga’ (Our Space).

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This report does not trigger the Council’s Significance Policy. This work is to inform the Council.

3. HISTORY/BACKGROUND

Under the National Policy Statement on Urban Development Capacity 2016, the Council was required to undertake a capacity assessment and Future Development Strategy (FDS) for the Greater Christchurch area. This was completed collaboratively through the Greater Christchurch Partnership.

The original capacity assessment was finished in March 2018 and this informed the development of the FDS, which is the Our Space document. Our Space was completed in June 2019 and outlined a number of actions for the Greater Christchurch Partnership and its members to undertake.

Action 6 was to undertake an update to the capacity assessment to provide up-to-date information on current and future housing and business trends. This would also inform district plan reviews. To achieve this the Selwyn Capacity for Growth Model was updated to provide an update on capacity.

The updated Housing and Business Capacity Assessment for Selwyn in response to Action 6 of Our Space is provided at **Attachment A** to this report. Business capacity was not updated as the Growth Model followed a different methodology than the original capacity assessment.

4. PROPOSAL

The proposal is that the Council receives the attached Housing and Business Capacity Assessment as its response to Action 6 of Our Space.

The Council is required to update its capacity as part of meeting Action 6 within Our Space. An update of Selwyn's capacity within Greater Christchurch shows that within the next 10 years there will be a shortfall of 1,464. Our Space outlines Future Urban Development Areas around Rolleston where the shortfall can be met, as well as more capacity enabled through the District Plan Review and future spatial planning work. Further, the National Policy Statement on Urban Development provides through Policy 8 an avenue of developments to be considered and provide capacity above and beyond that planned or "needed"

5. OPTIONS

The options available to the Council are to:

1. Approve the report as a reflection of capacity within the district, as calculated by the Selwyn Capacity for Growth Model Growth Model.
2. Decline to approve the report.

It is recommended that option 1 is undertaken to ensure that Council meets its agreed response to Action 6 and that the information can be come publically available.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

This is worked through the Greater Christchurch Partnership including representation of neighbouring councils, other agencies and Iwi.

(b) Consultation

Our Space involved extensive public consultation process. Further, this is worked through the Greater Christchurch Partnership including representation of neighbouring councils, other agencies and Iwi.

(c) Māori implications

This is worked through the Greater Christchurch Partnership including representation of neighbouring councils, other agencies and Iwi.

(d) Climate Change considerations

There is no impact on Climate Change as it is a report reviewing capacity and not requiring any direct development or process to be undertaken

7. FUNDING IMPLICATIONS

There is no funding implications to Council.

A handwritten signature in blue ink, consisting of a large, stylized 'B' followed by a checkmark-like flourish.

Ben Baird
POLICY ANALYST

Endorsed For Agenda

A handwritten signature in black ink, featuring a series of sharp, vertical strokes followed by a small, illegible mark.

Tim Harris
GROUP MANAGER ENVIRONMENTAL AND REGULATORY SERVICES

NOVEMBER 2, 2020

HOUSING AND BUSINESS DEVELOPMENT CAPACITY ASSESSMENT UPDATE

SELWYN DISTRICT COUNCIL 2020 UPDATE

SELWYN DISTRICT COUNCIL

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1.0 Executive Summary

Action 6 of Our Space, Greater Christchurch's Future Development Strategy, outlines that the partnership should prepare a new Housing and Business Development Capacity Assessment, using up-to-date information and this would help inform Selwyn and Waimakariri's district plan reviews. This report outlines the changes to the Capacity Assessment, as well as Our Space 2018-2048: Greater Christchurch Settlement Pattern Update - Whakahāngai O Te Hōrapa Nohoanga' (Our Space), following the update to Selwyn's Growth Model, the main tool for assessing capacity.

The capacity assessment provides information about current housing and business trends to inform future planning responses across Greater Christchurch, and is requirement under the National Policy Statement of Urban Development. Our Space demonstrates that there will be sufficient, feasible development capacity in the medium and long term while maintaining an urban form that helps achieve the UDS vision and strategic goals.

The update used the same methodology as the original capacity assessment. This relies on all capacity being feasible within Selwyn. Additionally, business capacity was not assessed as the growth model now uses an improved methodology but makes an update problematic.

The key changes from this update is available capacity. This has reduced to 5,663 from 9,717, a change of just over 4,000. The change in capacity, as a result of: take-up (accounts for almost ¾ of reduction in capacity), misidentification of available capacity, and underutilisation; has meant that Selwyn has a shortfall in the next ten years (medium term).

With a recalculation of the Housing Bottom Lines, this leaves Selwyn with a shortfall of 1,464. The response, as outlined in Our Space, identifies additional land within the Infrastructure Boundary shown on Map A in the Canterbury Regional Policy Statement, as well as identifying infill and intensification capacity through the district plan review and updating the township spatial plans. This update shows the response is needed sooner as the shortfall is now within the next ten years.

2.0 Housing and Business Development Capacity Assessment

The Housing and Business Development Capacity Assessment or Te Arotake i te Whakawhanaketanga ā-Whare, ā-Umanga hoki was prepared in March 2018. The capacity assessment provides information about current housing and business trends to inform future planning responses across Greater Christchurch. Such an assessment is also a requirement of the National Policy Statement on Urban Development Capacity (NPS-UDC) 2016. The overall conclusion from the assessment is that at a Greater Christchurch level there is enough zoned land in the short and possibly the medium term to meet projected demand, but there may be some emerging shortages in the Selwyn and Waimakariri districts.

The document can be found here -

<https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Capacity-Assessment-reports/Housing-and-Business-Development-Capacity-Assessment-Summary.pdf>

3.0 Our Space Summary

Our Space was developed by the Greater Christchurch Partnership and helps Greater Christchurch plan for its future. With Greater Christchurch growing (population expected to grow to about 640,000 by 2048, some 150,000 more people than today), Our Space must support urban areas that can bring future prosperity and enrich our lives and communities, but only if it is managed so we protect and enhance the aspects we value the most and that make it a unique place for people to choose to live, learn, work, visit and invest. Our Space demonstrates that there will be sufficient, feasible development capacity in the medium and long term while maintaining an urban form that helps achieve the UDS vision and strategic goals.



Our Space outlines the planning framework that integrates and guides other work and demonstrates the commitment of the partners to achieving its strategic goals. It has been informed by an assessment

of where we are now and anticipated future demands, and aligns with recently adopted Long Term Plans and infrastructure strategies of the constituent councils. Specifically it:

- sets out how targets for housing for the next 30 years will be met, accommodating an additional 150,000 people;
- identifies locations for housing growth, encouraging Central City and suburban centre living while providing for township growth in Rolleston, Rangiora and Kaiapoi;
- reinforces the role of key centres in providing additional retail and office floorspace as required, in particular the Central City and, if needed, a transition of its surrounding light industrial zones;
- promotes a compact urban form, which provides for efficient transport and locates development in a manner that takes into account climate change and sea level rise;
- recognises the existing industrial land provision as sufficient to cater for industrial growth for some time yet;
- outlines a series of implementation actions and further work required to give effect to the Update.

Our Space and supporting documentation can be found here -

<https://greaterchristchurch.org.nz/our-work/background/our-space/>

3.1 Action 6

The Our Space Action Table directed, through Action 6, the preparation of a new Housing and Business Development Capacity Assessment. This would use up-to-date information on current and future housing and business trends and would help inform Selwyn's District Plan Review.

Initial Greater Christchurch discussions decided that the same methodology from the 2018 assessment would be relied upon to reduce the scope of the update, as well as the lack of new information, notably new projections.

4.0 Changes in the Housing and Business Capacity Assessment

4.1 Housing

Housing Demand

This update is not changing Housing demand. There are no new projections to rely upon. Further, Statistics New Zealand has reclassified the area units meaning any rationalisation of new Estimates is insurmountable.

Although the demand is not changing there is a need for Housing demand to be recalculated based on the new timeframes (e.g. 2018-2028 to 2020 – 2030). This requires incorporating two years of previously long-term growth into the medium-term. In order to do this, the total long-term figure requires the long-term buffer to be removed and the medium-term buffer applied. Further, there is an adjustment for rural demand, which is based on Selwyn's monitoring information on rural take-up. The calculations are as below.

Housing Bottom Line Recalculation

	Total Demand	Note
2020 – 2028	6,880	8,600 / 10 * 8 (number of years)
2029 – 2030	907	8,690 / 1.15 (to remove long-term buffer) / 20 (number of long-term years) * 2 (number of medium-term years to include) * 1.2 (apply new buffer)
2020 – 2030	7,787	
Rural Take-up	-660	This is based on 10 year average (to end of 2019) of 66p.a. The last three years has been lower at 42p.a.
Total 10 year Demand (recalculated)	7,127	

The long-term target remains the same in the recalculation as it uses the same yearly average.

	Total Demand
2020 – 2030	7,127
2030 – 2050	8,690
2020 – 2050	15,817

Dwelling Projection (from 2020 – 2030)¹: 6,939 (or 7,127 with buffer).

The drop (of around 1,500) from the previous projection is the influence of the 'hybrid' approach outlined in Our Space for the long term. Reconciliation with current growth trends is not considered in this update.

Housing Supply

This update changes total housing supply. Capacity for Selwyn is calculated through the Growth Model and this was updated to the end of 2019. The previous update was to the end of 2016.

¹ Assumes Hybrid Approach changes from Jan 2029 and is flat rate for those 20 years.

For Greater Christchurch, the total capacity available is 5,663, at the end of 2019. The original capacity assessment had capacity of 9,717.

This has decreased from the 2018 capacity assessment by around 4,054. There are three reasons for this decrease.

1. Development since the end of 2016 (three years of growth) has used capacity;
2. The capacity calculated within the growth model did not match the capacity developed; and
3. Some capacity originally identified was incorrectly identified as available capacity, i.e. sites owned by SDC, community groups, or used for commercial purposes.

Development since 2016

Growth within the Selwyn portion of Greater Christchurch since 2016:

	2017	2018	2019	Total
Net New Dwellings	1,054	902	1,014	2,970

This accounts for 2,970 of the 4,054 decrease in capacity or 73%.

Incorrectly Identified Capacity

The following are examples of incorrectly identified capacity. The following maps highlight capacity in dark grey.

Example 1: The section within the red box shows the Liffey Stream incorrectly identified as capacity. Further, the * incorrectly identifies a church as capacity.



Example 2: The section within the red box incorrectly identifies Prebbleton Reserve as capacity.



Example 3: The red box incorrectly identifies the Pineglades Nurturist Club as available capacity.



Housing Feasibility and Remaining Capacity

This update is not changing feasibility. The initial approach to feasibility outlined in Our Space is to assume all development is feasible, therefore, the total Housing Supply is the total capacity available.

Selwyn's Capacity is as follows:

	Demand	Capacity	Surplus / Shortfall
SDC's Medium-Term Capacity Projection	7,127	5,663	-1,464

4.2 Business

This update is not changing business capacity. Selwyn's original methodology for business capacity has been improved and cannot replicate the previous approach, therefore, Selwyn did not update its business capacity.

Selwyn's capacity and demand relies upon Selwyn's Growth Model, developed by Market Economics. This projects future demand and calculates available capacity based on broad categories of employment.

The updated methodology will help inform the supply and demand in the district for the Greater Christchurch capacity assessment work in 2021 and inform the spatial planning work underway.

5.0 Response Required

Specifically to Selwyn, Our Space identified Future Urban Development Areas (FUDAs) along with relying on district plan reviews and other spatial plan to meet the long-term shortfall. The FUDAs are located in Rolleston covering land that was identified as within the Projected Infrastructure Boundary but not zoned. The total capacity of this area is 5,000 to 7,000, depending on density. Environment Canterbury (Ecan) are working on a policy change that adds the FUDAs to Map A of the Regional Policy Statement along with a policy that outlines the 'triggers' for when they can be zoned.

The update discussed above pushes the shortfall into the medium-term. This increases the importance to complete the ECan policy change to include the FUDAs into Map A. Further, through Policy 8 of the National Policy Statement on Urban Development, the council must accept a private plan change for processing if it provides significant capacity. There have already been a number of private plan changes in the past few months using this approach, potentially providing around 6,500 additional capacity.

Appendix 1 - Updates to Greater Christchurch Documents

Changes to Housing and Business Development Capacity Assessment

The following are changes to the Housing and Business Development Capacity Assessment or Te Arotake i te Whakawhanaketanga ā-Whare, ā-Umanga hoki, prepared in March 2018², based on the work Selwyn Council has done.

1. Executive Summary

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Area	Long term demand for additional dwellings (2018 – 2048) (includes additional margins added to projected demand)	Sufficiency of feasible development capacity		
		Short Term (2018 – 21)	Medium Term (2018 – 28)	Long Term (2018 – 2048)
Christchurch City	46,400	+47,173	+38,873	+13,539
Selwyn	24,200	+6,617	+1,117	-14,483
Waimakariri	16,000	+2,488	-2,112	-11,812
Greater Christchurch	86,600	+56,278	+37,878	-12,756

Area	Long term demand for additional dwellings (2020 – 2050) (includes additional margins added to projected demand)	Sufficiency of feasible development capacity		
		Short Term (2020 – 23)	Medium Term (2020 – 30)	Long Term (2020 – 2050)
Selwyn	<u>24,000</u>	<u>+2,543</u>	<u>-2,737</u>	<u>-18,337</u>
Greater Christchurch	86,400	+52,204	+34,024	-16,610

4. Housing Development Capacity

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Table 3: Summary of modified plan-enabled net capacity for housing across Greater Christchurch

Area	Sub-area	Net capacity	Total net household capacity
Greater Christchurch	n/a	n/a	65,011
Christchurch	North West	6,270	51,106
	North East	12,172	
	South East	12,045	
	South West	2,288	

² <https://greaterchristchurch.org.nz/assets/Documents/greaterchristchurch/Capacity-Assessment-reports/Housing-and-Business-Development-Capacity-Assessment-Summary.pdf>

	City & Inner Suburbs	14,566	
	Port Hills	2,594	
	Lyttelton Harbour	1,171	
Selwyn	Rolleston	5,728	9,717
	Lincoln	3,020	
	Prebbleton, West Melton, Tai Tapu	969	
Waimakariri	Kaiapoi	1,251	4,188
	Rangiora	488	
	Woodend / Pegasus	2,132	
	Other existing zoned land and small settlements	317	

Selwyn	Rolleston	3,506	5,663
	Lincoln	1,720	
	Prebbleton, West Melton, Tai Tapu	437	

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Area	Short Term 2018 – 2021	Medium Term 2021 – 2028	Long Term 2028 - 2048
Greater Christchurch	58,892	61,792	65,458
Christchurch			
Plan-enabled Capacity	51,106	51,106	51,106
Constraints	6,566	3,666	0
Net serviced Capacity	44,540	47,440	51,106
Selwyn			
Plan-enabled Capacity	9,717	9,717	9,717
Constraints	0	0	0
Net serviced Capacity	9,717	9,717	9,717
Waimakariri			
Plan-enabled Capacity	4,188	4,188	4,188
Constraints	0	0	0
Net serviced Capacity	4,188	4,188	4,188

Area	Short Term <u>2020 – 2023</u>	Medium Term <u>2023 – 2030</u>	Long Term <u>2030 - 2050</u>
Greater Christchurch	<u>54,391</u>	<u>57,291</u>	<u>60,957</u>
Selwyn			
Plan-enabled Capacity	<u>5,663</u>	<u>5,663</u>	<u>5,663</u>
Constraints	<u>0</u>	<u>0</u>	<u>0</u>
Net serviced Capacity	<u>5,663</u>	<u>5,663</u>	<u>5,663</u>

5. Housing Feasibility and Sufficiency

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Table 5: Sufficiency of feasible development capacity for the periods 2018-2021 and 2018-2028 (short and medium term)

Area	Short Term 2018 – 2021	Medium Term 2021 – 2028	10 Year 2018 – 2028	Including additional margin 20% 2018 – 2021	Including additional margin 20% 2021 – 2028	Total 10 Year 2018 – 2028	Feasible development capacity 2018 – 2021	Feasible development capacity 2018 – 2028	Sufficiency within 2018 – 2021	Sufficiency within 2018 – 2028
Christchurch (Medium)	5,100	9,400	14,500	6,200	11,200	17,400	53,373	56,273	+47,173	+38,873
Selwyn (Medium-High)	2,600	4,600	7,200	3,100	5,500	8,600	9,717	9,717	+6,617	+1,117
Waimakariri (Medium-High)	1,300	3,900	5,200	1,700	4,600	6,300	4,188	4,188	+2,488	-2,112
Greater Christchurch	9,000	17,900	26,900	11,000	21,300	32,300	62,278	70,178	+56,278	+37,878

Area	Short Term 2020 – 2023	Medium Term 2023 – 2030	10 Year 2020 – 2030	Including additional margin 20% 2020 – 2023	Including additional margin 20% 2023 – 2030	Total 10 Year 2020 – 2030	Feasible development capacity 2020 – 2023	Feasible development capacity 2020 – 2030	Sufficiency within 2020 – 2023	Sufficiency within 2020 – 2030
Selwyn (Medium-High)	2,600	4,400	7,000	3,120	5,280	8,400	5,663	5,663	2,543	-2,737
Greater Christchurch	9,000	17,700	26,700	11,020	21,080	32,100	63,224	66,124	+52,204	+34,024

Updated Table 6: Sufficiency of feasible development capacity for the 2018 to 2048 (long term) period. Changes identified in Green.

Area	Short Term 2018 – 2021	Medium Term 2021 – 2028	Long Term 2028 – 2048	30 Year 2018 – 2048	Including additional margin 20% 2018 – 2021	Including additional margin 20% 2021 – 2028	Including additional margin 15% 2028 – 2048	Total 30 Year 2018 – 2048	Feasible development capacity	Sufficiency within the 2018 to 2048 period
Christchurch (Medium)	5,100	9,400	25,200	39,700	6,200	11,200	29,000	46,400	59,939	+13,539
Selwyn (Medium-High)	2,600	4,600	13,500	20,800	3,100	5,500	15,600	24,200	9,717	-14,483
Waimakariri (Medium-High)	1,300	3,900	8,400	13,700	1,700	4,600	9,700	16,000	4,188	-11,812
Greater Christchurch	9,000	17,900	47,100	74,200	11,000	21,300	54,300	86,600	73,844	-12,745

Area	Short Term 2020 – 2023	Medium Term 2023 – 2030	Long Term 2030 – 2050	30 Year 2020 – 2050	Including additional margin 20% 2020 – 2023	Including additional margin 20% 2023 – 2030	Including additional margin 15% 2030 – 2050	Total 30 Year 2020 – 2050	Feasible development capacity	Sufficiency within the 2020 to 2050 period
Selwyn (Medium-High)	2,600	4,400	13,500	20,500	3,120	5,280	15,600	24,000	5,663	-18,337
Greater Christchurch	9,000	17,700	47,100	73,900	3,120	21,080	54,300	86,400	69,790	-16,610

Changes to Our Space

Sufficiency – Page 15

Current table

	Housing Development Capacity	Housing Target	Sufficiency of Housing Development Capacity	
			Medium Term (2018 – 2028)	Medium and Long Term (2018 – 2048)
Christchurch City	59,950	55,950	+38,875	+4,000
Selwyn	9,725	17,290	+1,825	-5,475
Waimakariri	4,200	13,360	-1,600	-7,675
Greater Christchurch	73,875	86,600	+39,100	-9,150

Updated table, with changes identified in Green.

	Housing Development Capacity		Housing Target		Sufficiency of Housing Development Capacity			
	<u>2018</u>	<u>2020</u>	<u>2018</u>	<u>2020</u>	Medium Term (2018 – 2028)	<u>Medium Term (2020 – 2030)</u>	Medium and Long Term (2018 – 2048)	<u>Medium and Long Term (2020 – 2050)</u>
Christchurch City	59,950		55,950		+38,875		+4,000	
Selwyn	9,725	<u>5,663</u>	17,290	<u>15,817</u>	+1,825	<u>-1,464</u>	-5,475	<u>-10,154</u>
Waimakariri	4,200		13,360		-1,600		-7,675	
Greater Christchurch	73,875	<u>69,813</u>	86,600	<u>85,127</u>	+39,100	<u>35,811</u>	-9,150	<u>-13,829</u>

REPORT

TO: Chief Executive

FOR: Council Meeting – 9 December 2020

FROM: Strategy and Policy Planner, Jon Trewin

DATE: 5 November 2020

SUBJECT: **National Policy Statement Urban Development 2020 – Removal of Minimum Car Parking Numbers**

RECOMMENDATION

‘That in respect of this report, Council resolves to remove minimum parking requirement provisions from the Operative Selwyn District Plan without using Schedule 1 of the Resource Management Act 1991 pursuant to the National Policy Statement for Urban Development (NPS-UD) 2020.’

1. PURPOSE

This report details a recommended response to the NPS-UD 2020 Policy 11(a) and implementation clause 3.38 which requires that territorial authorities do not set minimum car parking rates, other than for accessible car parks, and that district plans must be amended to remove any such provisions.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The recommendations have been assessed against council’s Significance Policy and the following is noted:

- Council is legally required to make this change to its District Plan as soon as practicable and within 18 months of the commencement date of the NPS-UD, which was on 20 August 2020. The change is therefore required to be made no later than 20 February 2022.
- The Proposed District Plan does not include rules requiring minimum car parking numbers. However, these provisions will not have legal effect (and therefore replace those provisions in the Operative District Plan) until Council has notified its decisions post-hearing. This is likely to be in 2022, which will be too late to give effect to this time limited requirement of the the NPS-UD.
- Changes must be made directly to the Operative District Plan without a formal plan change requiring public consultation under Schedule 1 of the Resource Management Act (RMA), instead using s55 (2) and (2A) of the RMA.

Given the above, and as a procedural process under the RMA, this matter does not trigger the Council’s Significance Policy.

3. HISTORY/BACKGROUND

The National Policy Statement for Urban Development was gazetted on 20 August 2020. The previous National Policy Statement Urban Development Capacity 2016 did not include a policy on car parking. The purpose of this new direction is to enable more housing and commercial development, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities. The intended outcome is for urban space to be used for higher value purposes other than car parking, and remove a significant cost for higher density development. Developers may still choose to provide car parking in many areas, but the number of car parks will be driven by market demand.

The NPS-UD requires all objectives, policies, rules and assessment criteria that have the effect of setting minimum car parking rates to be removed. However it does not impact on the following matters which can be retained:

- rules and engineering standards that set minimum dimensions for vehicle manoeuvring and car parking spaces when a developer chooses to supply car parks, or where parking for vehicles other than cars is required, such as loading bays, drop-off areas, bus, bike and other mobility parking
- managing the physical effects of car parking such as visual impacts, stormwater and impacts on adjacent uses.
- rules and other standards held under other statutes and regulations, such as the Building Code as it relates to access for car parks, accessible car parking and fire service vehicle access
- rules which set the minimum rates of accessible car parks
- rules which set maximum car parking rates.

The NPS-UD requires that changes are made without using Schedule 1 RMA. Schedule 1 is the prescribed process for the preparation and change of plans by local authorities and includes requirements to publically consult and, if necessary, hold hearings and publish decisions. S55 (2) and (2A) of the RMA requires that local authorities make amendments without using Schedule 1 RMA if a national policy statement includes directions to this effect. Specifically, under s55 (2) (c), a document must be amended if it is necessary to make the document consistent with a constraint or limit set out in the statement (here the constraint is the requirement to remove minimum car parking provisions).

4. PROPOSAL

A number of sections of the Operative District Plan have been identified that fall within the requirements of NPS-UD Policy 11(a) and implementation clause 3.38. Changes must effectively be made using Section 55 (2) and (2A) of the RMA, without using the normal Schedule 1 consultation process.

The main changes that are recommended include:

Provision	Action	Comment
General	Amend	Various consequential changes to referencing are required throughout the plan to give effect to the below recommended changes.
Township Volume/ Objectives and Policies/ B2 Physical Resources <i>Policy B2.1.6(a)</i>	Amend	This policy requires activities to have adequate on-site car parking. The proposed amendment would limit this to just disabled car parking ratios, where car parking is otherwise provided.
Township Volume/ Objectives and Policies/ B2 Physical Resources <i>Policy B2.1.6(b)</i>	Delete	This policy recognises that reductions from the required level of on-site car parking in townships can lead to adverse effects. However the removal of Council's ability to set minimum on-site car parking means this policy cannot be implemented effectively.
Township Volume/ Objectives and Policies/ B2 Physical Resources <i>Policy B2.1.6(c)</i>	Amend	This policy encourages consideration of car parking on alternative sites where it can reduce on-site parking demand. Again, there is no requirement for activities to provide minimum on-site car parking but the policy is framed in a way that 'encourages' rather than requires this. Some minor amendments are recommended to clarify this.
Township Volume/ Objectives and Policies/ B3 Health Safety and Values <i>Policy B3.4.19 (a)</i>	Amend	This policy requires that activities have appropriate car parking to manage adverse effects arising from amenity and access due to a lack of on-site parking. The removal of Council's ability to set on-site minimum car parking reduces the extent to which this policy can be implemented effectively. However there is still value in having this policy where it relates to the design of car parking spaces/areas.
Township Volume/ Objectives and Policies/ B3 Health Safety and Values <i>Policy B3.4.19 (c)</i>	Amend	It is recommend this policy be amended to focus on considering alternative modes and remove the reference to assessing parking requirements.
Township Volume/ Rules and Definitions/ C5 LZ Roading 5.5 Permitted Activities — Vehicle Parking and Cycle Parking <i>Rule 5.5.1.1</i>	Delete	This rule requires that activities comply with the parking standards in Tables E13.1 (a) – E13.1 (c). Council can no longer require compliance with minimum car parking standards and therefore it is recommended this rule be deleted.
Township Volume/ Rules and Definitions/ C10 LZ Activities 10.13 Permitted Activities — Elderly Residential Care – Living 1A Zone, Lincoln <i>Rule 10.13.1.6</i>	Delete	This rule requires that activities comply with the parking standards mandated in the rule. Council can no longer require compliance with minimum car parking standards and therefore it is recommended this rule be deleted.

Township Volume/ Rules and Definitions/ C17 BZone Roading 17.5 Permitted Activities — Vehicle Parking and Cycle Parking <i>Rule 17.5.1.1</i>	Delete	This rule requires that activities comply with the parking standards in Tables E13.1 (a) – E13.1 (c). Council can no longer require compliance with minimum car parking standards and therefore it is recommended this rule be deleted.
Township Volume/ Rules and Definitions/ C17 BZone Roading 17.5 Restricted Discretionary Activities — Vehicle Parking and Cycle Parking <i>Rules 17.5.2 – 17.5.5 (including 17.5.5.1 – 17.5.5.4)</i> Discretionary Activity <i>Rule 17.5.6</i>	Delete Amend	 These rules stipulates matters of discretion that will apply to activities that cannot meet minimum car parking standards. However no consent is required for this under the NPS UD and therefore it is recommended these rules be deleted. A discretionary activity is required in certain circumstances where activities cannot meet minimum car parking standards. It is recommended that this rule be amended to remove reference to minimum parking standards (the rule would still remain for other aspects of parking provision such as loading and disabled parking).
Township Volume/ Rules and Definitions/ Definitions: <ul style="list-style-type: none"> ○ <i>Drive through facility,</i> ○ <i>Health care facilities</i> ○ <i>Parking buildings</i> ○ <i>Retail activity</i> ○ <i>Service stations</i> 	Amend	Minor changes to certain definitions are required where they reference a mandatory requirement for minimum car parking to be provided.
Township Volume/Appendices/E13 Transport E13.1 Parking Requirements E13.1.1 Parking Spaces to be Provided <i>Rule E13.1.1.1</i> <i>Rules E13.1.1.2 – E13.1.1.5 and E13.1.1.7 – E13.1.1.8</i>	Amend Delete	 A minor amendment is recommended so the rule just references a requirement for dimensions rather than car parking minimums. These rules relate to how minimum car parking space should be calculated in the parking standard tables (Tables E13.1 (a) – E13.1 (c)). These provisions become redundant if the tables are deleted (which is recommended).
Township Volume/Appendices/E13 Transport	Delete	These tables that contain the substantive minimum car parking standards are recommended to be deleted.

Minimum Parking Spaces to be Provided (general and in specified precincts) <i>Tables E13.1 (a) – E13.1 (c)</i>		
Township Volume/Appendices/E13 Transport Availability of parking spaces <i>Rule E13.1.2</i>	Amend	This rule references back to the requirement to provide car parking in line with the tables setting minimum car parking standards. It is recommend this be amended to just refer to disabled car parking.
Township Volume/Appendices/E13 Transport Parking Area Location <i>Rule E13.1.3(1) and E13.1.3 (3) E13.1.3 (4).</i>	Amend	These rules reference back to the requirement to provide car parking in line with the tables setting minimum car parking standards. It is recommend these rules be amended to just refer to disabled car parking. Rule E13.1.3 (4) should be amended to remove the reference to 'required' car parking provision. The rule would still cover the location of car parking, where provided.
Township Volume and Rural Volume/ Rules and Definitions/ DA – D/A.1 Workers Temporary Accommodation Restricted Discretionary Activity <i>Rule 7 (iv)</i>	Delete	This rule (duplicated in both the township and rural volumes) requires that activities comply with the parking standards mandated in the rule. Council can no longer require compliance with minimum car parking standards and therefore it is recommended this rule be deleted.
Rural Volume/Rules and Definitions/C4 Rooding 4.6 Vehicle and cycle parking Permitted Activities <i>Rule 4.6.1.1 – 4.6.1.2</i>	Delete	These rules requires that activities comply with the parking standards mandated in the rule. Council can no longer require compliance with minimum car parking standards and therefore it is recommended these rules be deleted.
Rural Volume/Appendices/E21 Terrace Downs Permitted Activity <i>Rule E21.1.4.6</i>	Delete	This rule requires that activities comply with the parking standards mandated in the rule. Council can no longer require compliance with minimum car parking standards and therefore it is recommended this rule be deleted.
Rural Volume/Appendices/E25 Porters Ski and Recreation Area Permitted Activity <i>Rules E25.9.1.1 – E25.9.1.4</i>	Delete	These rules requires that activities comply with the parking standards mandated in the rules. Council can no longer require compliance with minimum car parking standards and therefore it is recommended these rules be deleted.
Rural Volume/Appendices/E25 Porters Ski and Recreation Area	Delete	These rules stipulates matters of discretion that will apply to activities that cannot meet minimum car parking standards. However no consent is required for this under the NPS UD and therefore it is recommended these rules be deleted.

Restricted Activity <i>Rules E25.12.8.1 – E25.12.8.5 (excl E25.12.8.3)</i> <i>E25.12.8.3</i>	Discretionary		
		Amend	Amendment is required to remove reference to reduced parking but maintaining matters of discretion considering amenity and safety.

A full schedule of changes is provided in Appendix 1.

5. OPTIONS

There are two options available. One is retaining the status quo and waiting for the relevant provisions of the Proposed District Plan to have legal effect. However under this option, Council would not be compliant with the requirements of the NPS-UD if the Proposed District Plan has not come into legal effect and the rules in the Operative District Plan still remain by February 2022. Under the provisions of the RMA, the Minister for the Environment under S25A (2) can then legally direct Council to make the necessary changes to the Operative District Plan.

The other option is to make the necessary amendments to the Operative District Plan to give effect to the NPS-UD.

Summary of options

1. Retain the status quo; or
2. Remove minimum car parking provisions from the operative district plan without using Schedule 1 RMA.

It is recommended that the second option is taken.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

As the provisions must be removed without undertaking a plan change under RMA Schedule 1, no public consultation has been undertaken. It is a legal requirement however under Section 55 (1) (2A) (b) RMA that these changes be publicised by way of a public notice within five working days of making them. For the purposes of recording compliance, the Ministry for the Environment should also be formally notified.

(b) Consultation

As above, this is a legal requirement and therefore no external consultation has been undertaken.

(c) Māori implications

None identified.

(d) Climate Change considerations

These changes may have a positive impact on climate change effects. If parking is not required to be provided on-site, other transport modes may be used (walking, cycling, public transport) having the effect of reducing emissions, if the developer elects to provide fewer or no car parking spaces.

7. FUNDING IMPLICATIONS

Removing the car parking provisions from the Selwyn District Plan without undertaking a Schedule 1 notified plan change will be a cost neutral exercise for Council.

8. OTHER IMPLICATIONS

Potentially increased pressure on on-street/public car parking if developers elect to provide fewer on-site car parking spaces. It is anticipated that a review of the Selwyn District Parking Strategy will be required to manage this.



Jon Trewin
STRATEGY AND POLICY PLANNER

Endorsed For Agenda



Tim Harris
GROUP MANAGER ENVIRONMENTAL AND REGULATORY SERVICES

Appendix 1:

Changes required to the Selwyn District Plan to give effect to the National Policy Statement Urban Development 2020 Policy 11 (removal of provisions requiring minimum car parking standards).

The following changes have been identified as being needed to be made to give effect to the NPSUD, Policy 11 which requires the removal of objectives, policies, rules and assessment criteria that have the effect of requiring minimum car parking standards. These changes can be made under Section 55 (2) and (2A) of the RMA, without using the normal Schedule 1 consultation process.

Township Volume/ Objectives and Policies/ B2 Physical Resources Policy B2.1.6(a)
Require activities to have adequate on-site disabled carparking, where parking is provided , and loading facilities to minimise potential adverse effects from roadside parking and to require adequate on-site manoeuvring area to avoid the need for reversing onto or off roads particularly State Highways and Arterial Roads, except where reductions and/or controls are necessary in order to facilitate the urban form of the Rolleston High Street as envisaged by the Rolleston Town Centre Masterplan.
<p>Explanation and Reasons</p> <p>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.</p> <p>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 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.</p> <p>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.</p> <p>The District Plan contains rules for car parking in Living and Business zones. These rules stipulate the number of on-site disabled car parks, where car parking is provided, and loading zones that should be provided 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 disabled car 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.</p>

Township Volume/ Objectives and Policies/ B2 Physical Resources 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.

Explanation and Reasons

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.

Township Volume/ Objectives and Policies/ B2 Physical Resources Policy B2.1.6(c)

Encourage parking provision on alternative sites and/or travel via sustainable modes and/or provision of workplace or school travel management plans, where these reduce on-site car parking demand and have wider associated benefits, provided that such options are viable and enforceable.

Explanation and Reasons

Where surrounding land uses are compatible, car parks ~~may~~ **could** 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.

Method

District Plan Rules

- Car Parking
- Cycle Parking

- Loading Facilities

Township Volume/ Objectives and Policies/ B2 Physical Resources

Policy B2.1.13

Minimise the effects of increasing transport demand associated with areas identified for urban growth by promoting 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 provisions 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\(a\)](#) — [\(c\)](#)~~ **linked to Policies B.2.1.6(a) and (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.

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. 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.

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

Township Volume/ Objectives and Policies/ B2 Physical Resources Policy B2.3.6
Encourage co-locating community facilities where appropriate.
<p>Explanation and Reasons</p> <p>Co-locating community facilities may have the following benefits:</p> <ul style="list-style-type: none"> • Reducing potential effects on residential amenity values by reducing the area where residential activities and community facilities share boundaries. • Shared car parking facilities, access and roading design to reduce traffic effects. • Facilitating multiple use of community facilities and “one stop” services for people using more than one facility. <p>Co-locating community facilities may be inappropriate if:</p> <ul style="list-style-type: none"> • The facilities adversely affect one another. • The site is inappropriate for community facilities in the first instance and the consent authority does not want to encourage more people, traffic or buildings in the area. • The facilities should be spread throughout the township to benefit residents, e.g. neighbourhood reserves. • The facilities create greater benefits if spread throughout the township. <p>Methods</p> <p>Advocacy</p> <ul style="list-style-type: none"> • Promote co-location of community facilities as opportunities arise <p>District Plan Rule</p> <ul style="list-style-type: none"> • Allow community facilities to share car parking requirements when the facilities are unlikely to be available or used during overlapping times. See Part E, Appendix 13.

Township Volume/ Objectives and Policies/ B3 Health Safety and Values Policy B3.4.19 (a)
<p>Ensure all activities have appropriately designed car-parking facilities to avoid, remedy or mitigate any adverse effects of car-parking on:</p> <ul style="list-style-type: none"> • The amenity values of streets; • The privacy of residents; and • Safe and convenient access to sites.
Explanation and Reasons

[Policy B3.4.19\(a\)](#) 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](#)

Township Volume/ Objectives and Policies/ B3 Health Safety and Values
Policy B3.4.19 (c)

Ensure that access by sustainable transport modes, such as public transport, cycling and walking, is considered ~~when assessing parking needs for new activities.~~

Explanation and Reasons

[Policy B3.4.19\(c\)](#) seeks 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](#).

Township Volume/ Rules and Definitions/ C5 LZ Roadng
5.5

VEHICLE PARKING AND CYCLE PARKING

Permitted Activities — Vehicle Parking and Cycle Parking

5.5.1 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 if:

Car Park Spaces

5.5.1.1

~~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~~

5.5.1.2

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](#), [E13.1.7](#), [E13.1.8](#), [E13.1.9](#), [E13.1.10](#) and [Appendix E13.1.11](#); and

Reasons for Rules

~~On-site car parking is desirable to reduce potential adverse effects on traffic flow and safety, especially on 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 Living Z 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 space for residents or visitors.~~

Township Volume/ Rules and Definitions/ C10 LZ Activities
10.13

ELDERLY RESIDENTIAL CARE — LIVING 1A ZONE, LINCOLN
Permitted Activities — Elderly Residential Care – Living 1A Zone, Lincoln 10.13.1 Elderly residential care in the Living 1A Zone at Lincoln shall be a permitted activity if the following conditions are met:
10.13.1.6 Staff and visitor parking spaces are provided within the site at the following rates: (a) 1 space per 6 care beds (b) 1 space per 4 single bedroom units (c) 1 space per apartment unit; and
Non-Complying Activities: Elderly Residential Care — Living 1A Zone, Lincoln 10.13.6
Any elderly residential care facility in the Living 1A Zone at Lincoln which does not comply with Rules 10.13.1.1 , Rule 10.13.1.3 , Rule 10.13.1.4 , Rule 10.13.1.5 Rule 10.13.1.6 or Rule 10.13.1.7 shall be a non-complying activity.

Township Volume/ Rules and Definitions/ C17 BZone Roading 17.5 VEHICLE PARKING AND CYCLE PARKING
Permitted Activities — Vehicle Parking and Cycle Parking 17.5.1 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:
17.5.1.1 The number of car parks provided complies with the relevant requirements for the activity as listed in Appendix E13.1.1, Appendix E13.1.2 and Appendix E13.1.3; and 17.5.1.3 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 Rule 17.5.1.1; and 17.5.1.4 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 thereof; and 17.5.1.5 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 17.5.1.6 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.

17.5.4

Any activity on a site located within Lincoln Precinct 1 (West) identified on Appendix 29B, 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.

17.5.5

Under Rule 17.5.4, the Council shall restrict its discretion to consideration of:

17.5.5.1

The proportion of parking demand that can be met by the provision of on-site parking spaces, including staff parking.

-

17.5.5.2

The ability for car park leases or formal sharing arrangements, to make efficient use of parking resource available on alternative sites where peak operating periods of activities do not coincide.

-

17.5.5.3

The availability of public parking supply, for example on nearby roads, and any transport or amenity related effects associated with off-site parking.

-

17.5.5.4

The benefits achieved in respect of improvements in urban design as a result of reducing on-site parking supply and the potential to encourage mode shift towards walking and cycling.

Discretionary Activities — Vehicle Parking and Cycle Parking

17.5.6

Any activity which does not comply with Rule 17.5.1 (except as applicable to Rules 17.5.2 and 17.5.4) shall be a discretionary activity.

Reasons for Rules

On-site carparking is desirable to reduce potential adverse effects on traffic flow and safety on some roads. The need to provide off street parking acknowledges that commercial and public activities generate levels of vehicle parking which need to be satisfied without relying solely on the street to provide it. This will also assist in preventing the over spill of on street parking into the adjacent Living zone areas.

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

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, Masfield 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.

Township Volume/ Rules and Definitions/ D Definitions

DEFINITIONS

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.

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.

Parking Buildings: means buildings used specifically for the lease or hire of car parking or for public car parking as the primary activity on the site, and which are not provided to fulfil the parking requirements of the Plan for any other on-site activity (other than in accordance with [Appendix 13](#), Rules [E13.1.2](#) and [E13.1.3](#)). Parking buildings are facilities that have multiple storeys.

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 building supplies, white wares, furniture and vehicles.

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.

<p>Township Volume/Rules and Definitions/ DA Workers Temporary Accommodation Restricted Discretionary Activity – Workers’ temporary accommodation unit</p> <p>8) Except as provided in Rule 6 or 7, the erection or establishment of one workers’ temporary accommodation unit accommodating up to 4 people is a restricted discretionary activity if the following standards and terms are met: (iv) On-site parking is provided for use by the workers’ accommodation at a minimum of one space per four beds.</p>
<p>Township Volume/Appendices/E13 Transport E13.1 Parking Requirements</p>
<p>E13.1.1 Parking Spaces to be Provided</p>
<p>E13.1.1.1 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), any provision shall be made for on-site vehicle parking, for use by staff and visitors, in accordance with Table E13.1(a), E13.1(b) and E13.1(c), and, must be in compliance with the car park dimensions in Table E13.2 and Diagram E13.1.</p> <p>E13.1.1.2 If an activity is not listed in Table E13.1(a) and Table E13.1(b), the activity closest in parking demand to the new activity shall be used.</p> <p>E13.1.1.3 Where there are two or more similar activities in Table E13.1(a) or Table E13.1(b), and there is uncertainty over which rate is most applicable, the activity with the higher parking rate shall apply.</p> <p>E13.1.1.4 Where there are two or more different activities listed in Table E13.1(a) or Table E13.1(b), occurring on the site, the total requirement for the site shall be the sum of the parking requirements for each activity.</p> <p>E13.1.1.5 Where a parking requirement results in a fractional space, any fraction of one half or over 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.</p> <p>E13.1.1.6 Parking spaces for persons with impaired mobility shall be provided at the required rate (refer to Rules 5.5.1.5 and 17.5.1.4) and shall be included within the total requirement specified in Table E13.1(a) and Table E13.1(b).</p> <p>E13.1.1.7 Where an application includes two or more activities, and the nature of activities is unknown, the activity with the highest parking rate shall apply.</p> <p>E13.1.1.8 The parking requirement for Food and Beverage activities is based on PFA. Where PFA is not specified or is unknown, the parking requirement shall be calculated based on GFA</p>

<p>Table E13.1(a) — Minimum Parking Spaces to be Provided Except as provided in Table E13.1(b), Rolleston Key Activity Centre (Business and Living Zones) and Table E13.1(c) Town Centres and Local and Neighbourhood Centres, the following parking rates shall apply:</p>

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Residential	2 spaces per residential dwelling, except that no spaces are required for residential dwellings in the Living Z Medium Density areas identified on an Outline Development Plan.
Industrial activities	1.5 spaces per 100m ² GFA
Places of Assembly and/or Recreational Activities	10 spaces per 100m ² public area or 1 space per 10 seats, whichever is greater
Drive-throughs, excluding service stations	5 stacked parking spaces per booth or facility
Service stations	1 space beside each booth or facility except car wash facilities which shall be provided with 5 stacked parking spaces per facility
Retail activities generally (including Commercial)	4.5 spaces per 100m ² GFA and/or outdoor display area
Slow trade and bulk goods retail	2.5 spaces per 100m ² GFA and/or outdoor display area
Food and Beverage	4.5 spaces per 100m ² PFA for the first 150m ² then 19 spaces per 100m ² 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.
ports grounds and playing fields	15 spaces per hectare of playing fields
Carehomes	1 space per 3 clients
Health care services	3 spaces per professional staff member employed on-site at any one time
Offices	2.5 spaces per 100m ² GFA
Research facilities	1 space per 2 full time equivalent staff
Educational (excluding Preschools)	1 space per full time equivalent staff member, plus 1 space per 8 students over 16 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 16 years of age - except that in respect to student parking, any required on site parking provision can be deferred until a minimum of 5 spaces are required. At such time that the 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	1 space per bed 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 Rolleston Key Activity Centre (Business and Living Zones)~~

~~Note: A number of the activities listed in this table have KAC-specific definitions (refer [Part D – Definitions](#))~~

~~ROLLESTON PRECINCTS 1 & 8:~~

~~Note: For Precinct 8, also refer to Rule [E13.1.3](#) of this [Appendix 13](#) for specific provisions in relation to the location of car parking.~~

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Retail – Food and beverage – Commercial services – Trade suppliers – Furniture and lighting outlets	3.5 spaces per 100m ² PFA or GFA, whichever is the greater.
Drive through facility	3.5 spaces per 100m ² PFA Where there is no public floor area, one space shall be provided per staff member employed on the site at any one time and 5 stacked parking spaces shall be provided per booth or facility.
Offices	2.5 spaces per 100m ² GFA
Residential Activities	0.8 spaces per 100m ² GFA
Any other activities	The number of car parks provided is to comply with the relevant requirements of Table 13.1(a) .

~~ROLLESTON PRECINCTS 2, 3, 4 AND 7:~~

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Retail – Food and beverage – Commercial services – Trade suppliers – Furniture and lighting outlets	3.3 spaces per 100m ² PFA or GFA, whichever is the greater.
Drive through facility	3.3 spaces per 100m ² PFA Where there is no public floor area, one space shall be provided per staff member employed on the site at any one time and 5 stacked parking spaces shall be provided per booth or facility.
Offices	2.5 spaces per 100m ² GFA

Residential Activities	0.8 spaces per 100m ² GFA
Any other activities	The number of car parks provided is to comply with the relevant requirements of Table 13.1(a) .

ROLLESTON PRECINCT 5	
ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Retail - Commercial services - Offices	Nil spaces – no car parking required.
Any other activities	The number of car parks provided is to comply with the relevant requirements of Table 13.1(a) .

~~Table E13.1 (c) — Parking spaces to be provided for Town Centres, and Local and Neighbourhood Centres~~

~~The following requirements shall apply to:~~

- ~~• Retail and Food and beverage activities in Lincoln Key Activity Centre Precinct 1 (including the Neighbourhood Centre identified in [Appendix 37](#) – Outline Development Area 7), as identified in [Appendix 29B](#). For Precinct 5, [Table E13.1\(a\)](#) will apply.~~
- ~~• Retail and Food and beverage activities located within the main Business 1 zone within the town centres of Darfield, Prebbleton, Leeston or Southbridge, as shown on the respective Planning maps.~~
- ~~• Local and Neighbourhood Centres as identified on an approved Outline Development Plan (excluding the Neighbourhood Centre identified in [Appendix 37](#) – Outline Development Area 7).~~

~~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, or outside of the Rolleston Key Activity Centre (as identified in [Appendix 29A](#)).~~

ACTIVITY	MINIMUM PARKING SPACES TO BE PROVIDED
Food and Beverage - (Lincoln KAC Precinct 1, Darfield, Leeston and Southbridge except as specified below)	3.5 spaces per 100m ² PFA for the first 150m ² then 15 spaces per 100m ² 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) -	3.5 spaces per 100m ² 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.

(Lincoln KAC Precinct 1, Darfield, Leeston and Southbridge except as specified below)	
<p>Food and Beverage</p> <p>- (Neighbourhood centres (activities under 450m²) and Prebbleton)</p> <p>- (Note: this does not apply to the Appendix 37, ODP Area 7 Neighbourhood Centre – refer Lincoln KAC Precinct 1 requirements above instead.)</p>	<p>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.</p> <p>- 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.</p>
<p>Retail activities generally (including Commercial)</p> <p>- (Neighbourhood centres (activities under 450m²) and Prebbleton)</p> <p>- (Note: this does not apply to the Appendix 37, ODP Area 7 Neighbourhood Centre – refer Lincoln KAC Precinct 1 requirements above instead.)</p>	<p>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.</p>
<p>Food and Beverage</p> <p>- Local centres and Southbridge (activities under 200m² GFA)</p>	<p>2 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.</p> <p>- 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.</p>
<p>Retail activities generally (including Commercial)</p> <p>- Local centres and Southbridge (activities under 200m² GFA)</p>	<p>2 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.</p>

Township volume/Appendices/E13 Transport

E13.1.2

Availability of Parking Spaces

E13.1.2.1

Any area required for **disabled** 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, except as required in the Rolleston Key Activity Centre in [Rule E13.1.3.4](#) below.

Township volume/Appendices/E13 Transport

E13.1.3

Parking Area Location

E13.1.3.1

All **disabled** parking required in ~~Table E13.1(a) and Table E13.1(b) 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 **disabled** parking which complies with Rules E13.1.3.3 and E13.1.3.4 below.

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, except for any parking provided in Rolleston Reserve pursuant to [Rule E13.1.3.4](#).

E13.1.3.3

Within a Business 1, 2 or 2A Zone, **disabled** parking required in ~~Table E13.1(a) 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 it meets the conditions of E13.1.3.5 in either of these situations.

E13.1.3.4

For Precinct 8 of the Rolleston Key Activity Centre, all car parking (~~required and/or provided~~) shall be provided in Precincts 1 and/or 6 in a public car park or public car parks, shall be available for general public use and shall meet conditions (c), (d) and (e) of [Rule E13.1.3.5](#).

E13.1.3.5

- (a) the parking shall be clearly associated with the activity by way of signage on both sites, or alternatively be available for general public use, 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), or for the use of the general public, by an appropriate legal instrument. A copy of the appropriate legal instrument shall be provided to Selwyn District Council for their records.

Note: Precinct 8 parking shall be protected for the use of the general public only.

Rural Volume/Rules and Definitions/ C4 Rooding Permitted Activities

4.6

4.6.1

Any activity in the Rural Zone which provides car parking in accordance with the following standards shall be a permitted activity.

4.6.1.1

~~Two car parking spaces on-site for each dwelling without a family flat; or~~

4.6.1.2

~~Three car parking spaces on-site for each dwelling with a family flat; and~~

4.6.1.3

For any other activity:

- (a) all car parking associated with an activity must be located either on-site or on land adjoining the site and not on the road reserve; and
- (b) all loading (including unloading) associated with an activity must be undertaken on-site or on land adjoining the site and not within the road reserve; and

4.6.1.4 All carparking and loading areas shall comply with all standards set out in [Appendix E10.1](#).

Rural Volume/Rules and Definitions/ DA Workers Temporary Accommodation Restricted Discretionary Activity – Workers’ temporary accommodation unit
<p>8)</p> <p>Except as provided in Rule 6 or 7, the erection or establishment of one workers’ temporary accommodation unit accommodating up to 4 people is a restricted discretionary activity if the following standards and terms are met:</p> <p>(iv) On-site parking is provided for use by the workers’ accommodation at a minimum of one space per four beds.</p>

<p>Rural Volume/Appendices/E21 Terrace Downs</p> <p>Note:</p> <p>The legal descriptions of the land contained within the Existing Development Areas for Terrace Downs are RS’s 37898, 37899, 37536 and Lot 4 DP 2683.</p> <p>21.1</p> <p>TERRACE DOWNS</p>
<p>Parking</p> <p>21.1.4.6</p> <p>Parking is provided for activities and buildings at the rate of:</p> <p>(a) Condominiums – 1 per unit;</p> <p>-</p> <p>(b) Dwellings – 2 per unit;</p> <p>-</p> <p>(c) Hotels – 1 per room;</p> <p>-</p> <p>(d) Hunting and fishing lodges – 5 per lodge;</p> <p>-</p> <p>(e) Golf course clubhouse – 60 parks;</p> <p>-</p> <p>(f) Shops and offices – 5 per 100m² of commercial floor area of office space;</p> <p>-</p> <p>(g) Conference parking – 1 per 4 participants;</p> <p>Note: Where provision is made for tour buses these shall be regarded as the equivalent of 5 car parking spaces;</p>

<p>Rural Volume/Appendices/E25 Porters Ski Area</p> <p>E25.1</p> <p>PORTERS SKI AND RECREATION AREA</p>
<p>E25.9</p> <p>Standards for Vehicle Parking</p>

E25.9.1

Any activity in the Ski and Recreation Area which provides car parking in accordance with the following standards shall be a permitted activity.

E25.9.1.1

~~Dwellings, and apartments occupied on a permanent basis — one on-site carparking space.~~

E25.9.1.2

~~Visitor Accommodation Hotels — one space per three guest rooms up to 60 rooms, thereafter one space per five guest rooms. In addition, one coach park per 50 guest rooms and one staff space per 20 beds. The parks need not be located on the same site as the activity.~~

E25.9.1.3

~~Visitor Accommodation Backpackers and Lodges — one space per five guest beds. In addition one coach park per 50 guest rooms and one staff space per 20 beds. The parks need not be located on the same site as the activity.~~

E25.9.1.4

~~Apartments managed and occupied as part of visitor accommodation — one space per 15 apartments, thereafter one per two apartments. In addition, one coach park per 50 apartments and one staff space per 20 beds.~~

E25.9.1.5

All car parking is to be formed to the relevant standards set out in [Appendix 13](#) of the Townships Section of the District Plan.

Vehicle Parking

E25.12.7

Any activity which does not comply with [Rule E25.9.1](#) shall be a restricted discretionary activity.

E25.12.8

Under Rule E25.12.7 the Council shall restrict its discretion to consideration of:

E25.12.8.1

~~The extent to which car parking numbers can be reduced having regard to alternative methods of transportation that may be available within the Village Base Sub-Zone e.g., shuttles, inclinator.~~

E25.12.8.2

~~The extent to which public transport or group passenger transportation services may reduce the need for on-site carparking. This may include consideration of timetabling to coincide with Ski Area operating hours.~~

E25.12.8.3

~~Any effects on pedestrian amenity or safety from reduced car parking.~~

E25.12.8.4

~~The extent to which visitor accommodation or other activities within the Village Base Sub-Zone can demonstrate a lesser parking demand.~~

E25.12.8.5

~~Whether a reduction in carparking within the Ski and Recreation Area would lead to a parking demand outside that Area and the effects such parking would have on the efficient use of roads and traffic safety.~~

Roading and Vehicle Parking

[Rule E25.9.1](#) sets the standard for car parking. Car parking is a significant part of the development of a Ski Area where there is a high number of day visitors anticipated. Car parking must be located and designed to be accessible and convenient and any change to the Outline Development Plan may have consequences in respect of these matters.

REPORT

TO: Chief Executive

FOR: Council Meeting – 9 December 2020

FROM: Senior Strategy and Policy Planner - Jessica Tuilaepa

DATE: 30 November 2020

SUBJECT: PLAN CHANGE 66 ROLLESTON – DECISION ON HOW TO CONSIDER THE PRIVATE PLAN CHANGE REQUEST FROM ROLLESTON INDUSTRIAL DEVELOPMENTS LTD

RECOMMENDATION

‘That, in respect to Plan Change 66 to the Operative Selwyn District Plan lodged by Rolleston Industrial Developments Ltd, Council resolves to accept the request for notification pursuant to Clause 25(2)(b) of the Resource Management Act 1991.’

1. PURPOSE

This report assesses the Rolleston Industrial Developments Limited (the applicants) plan change request (PC 66) against the relevant Resource Management Act 1991 (RMA) provisions.

This assessment has been provided to assist Council to make a decision on how to process the request. This is a mandatory decision that must occur within 30 working days of receiving the request and any subsequent additional information necessary to enable a reasonable understanding of what is being proposed.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This report does not trigger the Council’s Significance Policy. This is a procedural requirement of the RMA.

3. HISTORY/BACKGROUND

The PC 66 request was formally received by Council on 8 October 2020. PC 66 relates to land on the south side of Maddisons Road, adjoining the eastern boundary of IPort, as shown in the aerial photograph below. The request seeks to rezone approximately 27.2755 hectares of land from Rural Inner Plains to Business 2A.



The site is not identified within the Canterbury Regional Policy Statement as a priority greenfield area, but is located within the Project Infrastructure Boundary. The rezoning would be contrary to the CRPS as it currently stands. However, the government released the new National Policy Statement on Urban Development (NPS-UD) in July 2020. This has provided a policy framework to allow developments providing 'significant capacity' to be accepted even when that development conflicts with the existing RPS direction. It is on the basis of the direction of the NPS-UD that the applicants have applied for the rezoning. The direction of the NPS-UD is discussed further below in Section 5.

Since lodgement, PC 66 has been reviewed in terms of the adequacy of the information provided. A Request for Further Information (RFI) was issued on 4 November 2020, with the applicant's response received on 9 November 2020. The PC 66 request, along with the response to the RFI, has been peer reviewed by relevant the relevant internal SDC staff or external consultants to check the adequacy of information provided. There is currently one matter outstanding, relating to water and wastewater peakflows on the site, but the applicant has engaged a consultant to provide the requested information, and it is not considered to be a matter that affects the decision on whether to accept the request for notification. Some minor amendments have been made to the application in response to the RFI.

PC 66 would largely adopt the provisions in the Operative District Plan applicable to the Business 2A Zone, while incorporating an Outline Development Plan for the area which indicates future road connections and areas where boundary landscaping is required.

Attachment 1 contains the proposed ODP for PC 66. Access to the full request has been forwarded to Councillors and made available to members of the public on Council's [website](#).

4. PROPOSAL

Any person may request a change to a District Plan and Council must consider that request. Under Clause 25 of the First Schedule to the RMA, Council must either reject, accept or adopt the request, or process it as a resource consent. An assessment of each of these options is considered in the following section of this report.

5. OPTIONS

Option 1 – Reject the request

Under Clause 25(4), the grounds for rejecting PC 66 outright are that:

- a. That the request is frivolous or vexatious;
- b. The substance of the request has been considered by the Council or the Environment Court in the last two years;
- c. The request does not accord with sound resource management practice;
- d. The request would make the District Plan inconsistent with Part 5 of the RMA; or
- e. The District Plan has been operative for less than two years.

The content of PC 66 is not considered to be frivolous or vexatious. The request seeks a change to the zoning to facilitate the type of development enabled under the Business 2A framework. It is common practice for plan changes to seek rezonings to enable such development.

In terms of (b) and (e), the substance of the request has not been considered by the Council or the Environment Court in the last two years and the District Plan was made fully operative in May 2016, meaning that it has been operative for more than two years.

In terms of (c) and (d), the proposal is considered to be generally consistent with Part 5 of the RMA, which relates to standards, policy statements and plans. However, s75(3)(c) requires the district plan to give effect to any regional policy statement. On initial assessment, PC 66 would generally give effect to the RPS. However, as acknowledged in the application, it would be inconsistent with the direction in the CRPS to provide for new industrial activities in identified greenfield priority areas, as the site is not included in Map A of Chapter 6 of the CRPS. Generally, a change that would be contrary to the CRPS would not be considered to accord with sound resource management practice and would result in the District Plan being inconsistent with one of the provisions in Part 5 of the RMA.

However, with the introduction of the NPS-UD in July 2020, this consideration is not so straightforward, as the NPS-UD provides for consideration of ‘unanticipated’ or ‘un-sequenced’ development, where a plan change would add significantly to development capacity; if that development capacity would also contribute to a well-functioning urban environment, is well-connected along transport corridors and meets specified criteria. This is considered to provide an avenue for developments to be considered for processing even where there is a conflict with the RPS.

While not specific to this plan change request, the Council received legal advice on the conflict between the NPS-UD and the existing RPS and the provisions for rejection of the plan change request under clause 25(4). The advice outlined that Council need not

rely on the RPS to reject a plan change under Clause 25 simply because the site of the plan change is outside of the 'greenfield' development areas identified on Map A of the RPS.

For the reasons set out below (refer to Option 3), the plan change application is considered to align with the NPS-UD in terms of providing for significant development capacity that would contribute to a well-functioning urban environment, and in a location that is well-connected to transport routes.

Given the alignment of the proposal with the NPS-UD, there are not considered to be any sound reasons to reject PC 66 under the current set of circumstances.

Option 2: Adopt the Plan Change request

Under Clause 25(2)(a), Council may adopt the request, in whole or in part, as its own.

Adopting PC 66 means that the Council effectively takes over the plan change request so that it becomes a council-initiated plan change rather than a private plan change. Adopting PC 66 would imply that Council generally supports the proposal.

Council should only consider adoption if the change has a strategic benefit, a substantial community benefit, a cost element which might require negotiations to occur between the council and the applicant or involves a complex issue or a number of landowners that would benefit from Council coordinating the plan change process.

PC 66 will have some economic benefit to the wider community, through providing construction and employment opportunities and flow-on benefits of additional development occurring within the district. PC 66 may involve a cost to Council where services (roading, water, sewer and stormwater) are vested in Council. This is likely to occur, in line with similar plan changes, and Council would be responsible for the operation and ongoing maintenance of the systems. Overall, the cost to Council from any infrastructure vested would be minimal and in line with similar private plan change proposals.

PC 66 is not particularly complex and only involves one landowner.

There also remains a number of merit-based matters to consider at the substantive hearing stage, with the potential that other matters may be raised by interested parties through the submissions process. Adopting the request would result in Council having to fund the remainder of the process, thereby relinquishing the ability to recover costs from the applicant.

It is not recommended that the Council adopt the request for the above reasons.

Option 3: Accept the Plan Change

Accepting PC 66, under Clause 25(2)(b), would enable the plan change request to be publicly notified and for the request to be subject to the participatory processes provided under the RMA. This, in turn, would provide Council with a more informed understanding of the community's view on this specific request.

Council retains the right to lodge submissions or further submissions to ensure there is sufficient scope to support amendments that may address any concerns with PC 66. No direct costs would be incurred by the Council or rate payers in accepting the request, although the preparation of any Council submission could not be on-charged.

As mentioned, in Option 1 above, PC 66 is located outside of the 'greenfield' development areas identified on Map A of the CRPS, but the NPS-UD provides for consideration of 'unanticipated' or 'un-sequenced' development, where a plan change would add significantly to development capacity; if that development capacity would also contribute to a well-functioning urban environment, is well-connected along transport corridors and meets specified criteria.

The application states that the proposal will contribute to a well-functioning urban environment, because the way such an environment is defined under the NPS-UD includes that it provides good accessibility for all people between housing, jobs, community services, natural spaces, and open space. It is agreed that the plan change achieves this. In addition, it is noted that the definition of a well-functioning urban environment also includes that it has or enables a variety of sites suitable for different business sectors in terms of location and size, and that it support the competitive operation of land and development markets. The plan change is considered to contribute to both of these. The plan change is also well-connected to transport corridors, including both the road and rail network.

In terms of the criteria, the NPS-UD directs that the RPS include criteria for determining what plan changes will be considered as adding significantly to development capacity. However, as the NPS-UD has come into force recently, and after development of the CRPS, the CRPS does not yet contain such criteria. These criteria are being developed by Greater Christchurch Partnership local authorities, but it is only at very early stages. In the absence of this criteria plan change proponents can apply, and rely on the NPS-UD policy direction, to have plan changes accepted even where they do not comply with Chapter 6 of the RPS. In absence of the criteria, the applicant has provided the following reasons as to why they consider the proposal provides significant development capacity:

- The plan change site will increase the Business 2A zoning by 8%, and increase the combined area of both Business 2 and Business 2A zoned land in Rolleston by 7% and across the District by 6%.
- The rezoning will provide an 84% increase on the Business 2A zoning that has a common boundary with Lyttelton Port's Midland Port. There is great logistical efficiency and significant cost-savings for enterprises to locate within the Business 2A zoned land that has an open boundary to Lyttelton Port's Midland Port, meaning that containers can be moved by heavy port vehicles that are not legally allowed to operate on the road.
- The application site is the only land that can provide an extension to the three rail sidings of Lyttelton Port's Midland Port. This is because containers can only be efficiently loaded and unloaded on the straight portion of the rail siding. The potential extension for the rail siding, utilising the application site is 563m. This would allow for the use of longer trains, lowering transport costs and reducing containers transported on the roading network.

Taking the above into account, and given that the Midland Port is considered under the CRPS to be 'strategic infrastructure' and 'regionally significant infrastructure', it is agreed that that rezoning would provide a significant increase in development capacity, particularly in relation to the Port.

The NPS-UD direction does not mean that every development providing capacity is appropriate. A plan change proponent must firstly demonstrate how a proposed development will add significantly to development capacity and meet the direction of the NPS; and while the Council must have "particular regard" to the development capacity provided, the Council may still determine that the proposal is not the most appropriate course of action, and any plan change will still need to be considered on its merits overall. This includes that PC 66 must still meet RMA section 32 and Part 2 tests and be subject to a substantive assessment of these through the Schedule 1 process.

It is considered that the merits of the plan change proposal overall, including the weight and consideration that should be given to the development capacity provided by the proposal, are best tested through the submission and hearing process.

Accepting the plan change request is the recommended option under the current set of circumstances.

Option 4: Convert to a Resource Consent Application

The final option open to the Council is to process PC 66 as a resource consent.

The application seeks to enable the type of development facilitated by a Business 2A zoning across a large landholding. However, at this stage, a specific development is not proposed. A resource consent would be more appropriate if a specific development were proposed.

Processing the request as a resource consent is not therefore considered appropriate.

Recommended Option:

Option 3, to accept PC 66 for further consideration, is recommended.

The consideration of the request at this stage is limited to a coarse scale assessment of the contents of PC 66 to ensure that the content and implications of the proposal can be generally understood and that the request is not in direct conflict with other planning processes and statutory instruments.

There are not considered to be sufficient grounds to reject the plan change request when assessed against the statutory powers available to Council under the RMA. Therefore the most appropriate course of action is to accept PC 66 for notification.

As the RMA affords the opportunity for the applicant to request changes to the District Plan, the recommended option to accept PC 66 for notification will enable the request to be publicly notified, submissions and further submissions received and for the substantive merits of the proposal to be considered at a public hearing.

Accepting the private plan change request for notification does not signal that Council necessarily supports the proposal. The opportunity remains for Council to recommend that the request be supported, amended or opposed at a later stage. The benefit in accepting the request is that public input can be received to inform the overall assessment of the merits of the proposal.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

If the recommendation to accept the request for notification is adopted, then the content of PC 66 will be subject to the statutory consultative provisions of the RMA where the opportunity for public involvement is mandatory. Council will be required to publicly notify PC 66 and serve notice on all directly affected parties and organisations who then have the opportunity to participate in the process.

(b) Consultation

The request identifies that the applicant has consulted with Selwyn District Council in preparing PC 66.

As outlined above, the recommendation to accept PC 66 will advance the request to the point where members of the public and interested parties can participate in the process through submissions, further submissions and the hearing.

(c) Māori implications

The application states the applicant has been assessed against the Mahaanui Iwi Management Plan and that consultation with local rūnanga was undertaken, via Mahaanui Kurataiao Limited, for an earlier iteration of the Plan Change, that sought to establish a Dairy Processing Management Area overlay on the same site. They state that the outcomes of that consultation are equally applicable to the current plan change. The rūnanga have made three recommendations, relating to landscaping, sediment and erosion controls and the inclusion of an Accidental Discovery Protocol.

In addition, the submission process allows for a submission to be made by rūnanga.

(d) Climate Change considerations

Aspects of PC 66 that are relevant to climate change include:

- Consolidated Urban Form – PC 66 sits within Rolleston's infrastructure boundary.
- The rezoning would provide for additional employment opportunities for people living in or near to Rolleston.

7. FUNDING IMPLICATIONS

If PC 66 is accepted for processing then the applicant is responsible for the costs associated with processing a private plan change request, with Council costs being recoverable. Council would be responsible for the cost of defending its decision should it be appealed to the Environment Court.

8. INPUT FROM OTHER DEPARTMENTS

The contents of the request, including relevant technical reports, were circulated to Council's Asset Managers for review. Queries received from the Asset Managers were included in the RFI.

As stated above, there is currently one matter outstanding, relating to water and wastewater peak flows on the site, the applicant has engaged a consultant to provide the requested information, and it is not considered to be a matter that affects the decision on whether to accept the request for notification, however, the application will not proceed to notification until the information is received and the outstanding issue has been resolved.



Jessica Tuilaepa

SENIOR STRATEGY AND POLICY PLANNER

Endorsed For Agenda



Tim Harris

GROUP MANAGER ENVIRONMENTAL AND REGULATORY SERVICES

REPORT

TO: Chief Executive Officer

FOR: Council Meeting - 9 December 2020

FROM: Team Leader Strategy and Policy, Robert Love

DATE: 27 November 2020

SUBJECT: SELWYN DISTRICT COUNCIL'S SUBMISSION ON THE PROPOSED SELWYN DISTRICT PLAN

RECOMMENDATION

'That Council resolves to:

- a) Accept the draft Selwyn District Council submission on the Proposed Selwyn District Plan and endorses it for lodgement; and*
- b) Provide all necessary delegation authority to the Team Leader Strategy and Policy in order to give effect to the resolution in a) above.'*

1. PURPOSE

The purpose of this report is seek the Council's endorsement of the draft submission points to the Proposed Selwyn District Plan (PDP).

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

The decisions requested in this report are not considered significant when assessed against the Council's Significance and Engagement Policy. The draft submission points are largely procedural to improve the operation of the PDP, rather than approach changes to previously endorsed decisions made by Council. Additionally, lodging a submission on the PDP is a procedural matter under the RMA.

3. HISTORY/BACKGROUND

On 5 October 2020 Selwyn District Council (Council) notified the PDP for a period of at least 40 working days. The notification of the PDP provides an opportunity for our partners, stakeholders, community, and Council to make a submission on the PDP to either support it, support it in part, oppose it, oppose it in part, or remain neutral.

The draft submissions points have come about post notification through further PDP integration work, operational use of the PDP, and from discussions with parties at our consultation events as well other informal communications.

The submission points include matters raised by different sections of Council including, Reserves, Compliance and Monitoring, Water Assets, and Resource Consents.

Any submission on the PDP would need to be received by Council by 5pm 11 December 2020. Once a submission has been received it then gives scope to the Council Officer and Hearing Panel for consideration. It is important to take this opportunity to submit, even for Council, because, if no submission is received on a particular provision then it effectively becomes an operative plan provision that cannot be considered further through the process. Additionally, any party that has made a submission on the Plan will have the right to make a further submission in response to the Council's submission.

4. **PROPOSAL**

For the purpose of improving the usability and function of the PDP by removing errors, misalignment, and duplication within the PDP the recommended submission points have been included as Table 1 in **Appendix 1**. This includes the provision reference, the reason for the submission, and the outcome sought by Council. Some of the submission points required maps or drafted rules to indicate the proposed change to the PDP, with these being referenced within Table 1, and appended in **Appendix 2**.

A submission rather than a cl.16(2)¹ amendment has been considered the most appropriate form of seeking a change to the PDP where the proposed change may result in some form of material effect on the community due to a change in how the provision is drafted. Given this potential effect on the community it has been deemed that a submission on the PDP is the most appropriate mechanism as it will clearly publish the proposed changes to the community, and give those parties who have made a submission on the PDP or are directly affected an opportunity to respond, and have the matter heard at the hearing. Whereas, if cl.16(2) were to be used, the amendment would happen immediately and without further community input or assessment.

5. **OPTIONS**

Option 1 – Reject this recommendation

This option is available to Council as there is no legal requirement for Council to make a submission on the PDP.

This option is not recommended as errors in the PDP will remain, unless another party submits on the relevant provision.

Option 2 – Accept this recommendation but with amendments

While this option could be recommended, staff support to the amendment would be based on the substance of the amendment sought by Council to the draft submissions points.

¹ Council could make an amendment to the PDP, without a submission, where such an amendment is of minor effect, or may correct any minor errors.

Option 3 – Accept this recommendation – Recommended Option

This option is recommended as the Council have tools available to them to improve the PDP and ensure perverse outcomes arising from errors within the PDP are less likely to occur.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

As the draft submissions points are only a submission on the PDP, not an immediate amendment, further consultation on them is available through the further submission process. Additionally, given the tight timeframes involved in this process, additional consultation is not feasible.

The submission points are only a mechanism to allow a further assessment and discussion, and will still need to be decided on by the Hearings Panel prior to them being implemented. Through this process the public (if already part of the process or directly affected by any of the changes sought) will have the opportunity to share their views.

(b) Consultation

As per section 6(a) no further consultation has been carried out in regarding to the potential Council submission.

(c) Māori implications

Given the nature of the proposed submissions points, there are no perceived implications on Māori. However, if through the process an implication arises, Māori, either through Mahaanui Kurataiao Limited, their Rūnanga, Iwi or as individuals, will have an opportunity to make a further submission on any content within the Council submission. Additionally, Iwi commissioners are to be included on the Hearings Panel, to enable meaningful consideration of any implications to Māori as a result of this draft submission.

(d) Climate Change considerations

Given the nature of the proposed submissions points, there are no perceived climate change considerations.

7. FUNDING IMPLICATIONS

There are no funding implications to Council other than internal staff costs and time.



Robert Love
TEAM LEADER STRATEGY AND POLICY

Endorsed For AgendaA handwritten signature in black ink, appearing to read 'Tim Harris', with a stylized, cursive-like script.

Tim Harris

GROUP MANAGER ENVIRONMENTAL AND REGULATORY SERVICES

Appendix 1: Selwyn District Council Submission on the Proposed Selwyn District Plan

Table 1: Council Submission Points

Point	Chapter	Provision	Position	Submission	Decision Requested
1	Definition	New Definition: 'Ridgeline'	Support	No definition of 'ridgeline' has been included in the Proposed District Plan. This may cause uncertainty within the Plan given that some provisions rely on the term to determine compliance with the Plan.	Insert a definition for 'Ridgeline', this being: <i>A geological feature that has a continuous elevational crest for some distance; provided that for the purposes of landscape assessments, this does not include the vegetation on the ridgeline.</i>
2	Definition	Surface Water Body	Oppose	Trying to measure activities, items, or features within a definition is generally not advisable, with the approach across the plan to remove this element. Additionally the current definition mentions an associated illustration, which does not exist.	Amend the definition to: <i>"Fresh water or geothermal water in a river, lake, stream, pond, or wetland, or any part thereof, which is not located within the coastal marine area. All surface water body setbacks specified in this plan shall be measured from the bank of the surface water body, as illustrated below."</i>
3	Definition	Parking Areas	Oppose in part	The current definition includes a component addressing minimum car parking rates, something that is precluded by the NPS-UD.	Amend the definition to: <i>"A continuous portion of a site(s) or part of any site(s) where parking for motor vehicles and cycles is required to be provided. It also includes associated road and access way arrangements. and is inclusive of parking spaces required to comply with the minimum rates required in this Plan"</i>
4	Definition	Care Home	Oppose in part	The NPS UD precludes the ability to set car parking minimums. The relevant rule relates to cycle parking provision and therefore a change is required.	Amend the definition to: <i>"For the purposes of car calculating cycle parking, care home includes supported residential accommodation and supported residential care within a retirement village."</i>
5	Definition	Large Format and Bulk Goods Retail	Oppose in part	The NPS UD precludes the ability to set car parking minimums. The relevant rule relates to cycle parking provision and therefore a change is required. Additionally TRAN-R8 references this category of development and it should be made clear that this definition also applies there.	Amend the definition to: <i>"For the purpose of calculating car parks cycle parking and the requirement for an integrated transport assessment, means a retail tenancy exceeding 450m² GFA, excluding supermarkets."</i>
6	Definitions	Place of Assembly	Oppose in part	The NPS UD precludes the ability to set car parking minimums. The relevant rule relates to cycle parking provision and therefore a change is required.	Amend the definition to: <i>"For the purposes of calculating car cycle parking, land and buildings used for gathering of people, including cinemas, theatres, concert and entertainment venues, conference and private function facilities, arts and cultural centres, places of worship, community centres and halls."</i>
7	Definitions	Outdoor Display Area	Oppose in part	The NPS UD precludes the ability to set car parking minimums. The relevant rule relates to cycle parking provision and therefore a change is required.	Amend the definition to: <i>"For the purpose of calculating car cycle parking requirements, outdoor display area shall include the area of any land within a site where goods are on display for sale."</i>
8	Definitions	Service Business	Oppose in part	The NPS UD precludes the ability to set car parking minimums. The relevant rule relates to cycle parking provision and therefore a change is required.	Amend the definition to: <i>"For the purpose of calculating car cycle parking means a business providing personal, property, financial, household, private or business services to the general public as a commercial activity."</i>
9	Definitions	Sports and Recreation Facilities	Oppose in part	The NPS UD precludes the ability to set car parking minimums. The relevant rule relates to cycle parking provision and therefore a change is required.	Amend the definition to: <i>"For the purpose of calculating cycle car parking means sports grounds, playing fields, sports courts and gymnasiums for public or private use."</i>
10	Definitions	New Definition: 'Qualified Arborist'	Oppose in part	A new definition of "Qualified Arborist" is required to clarify the meaning of this term in the context of the Notable Tree provisions.	Insert a new definition of "Qualified Arborist" as follows: <i>"in relation to Notable Trees, means a person who: a.by possession of a recognised arboriculture degree, diploma or certificate and on the job experience, is familiar with the tasks, equipment and hazards involved in arboriculture operations; and b. has demonstrated competency to Level 4 NZQA Certificate in Horticulture Services (Arboriculture) standard (or be of an equivalent arboriculture standard)."</i>
11	Definition	Warehousing and Distribution	Oppose in part	The NPS UD precludes the ability to set car parking minimums. The relevant rule relates to cycle parking provision and therefore a change is required.	Amend the definition to: <i>"For the purpose of calculating cycle parking car parks means an industrial activity involving the storage and sorting of materials, goods or products pending distribution."</i>

12	Transport	TRAN-TABLE9	Oppose in part	There is currently a provision that indicates that residential units should provide 1 cycle space per residential unit where no garage is provided. However, this is not linked with any rule giving effect to it. Aside to this it is considered that having this provision within the Proposed District Plan is too onerous in the Selwyn context.	Amend TRAN-TABLE9 to remove the 'residential unit' row.
13	Transport	TRAN-TABLE9	Oppose in part	The term 'recreation facility' has been narrowed from the defined term of 'sports and recreation facilities'	Amend TRAN-TABLE9 to: "<i>sports and recreation facilities</i>"
14	Transport	TRAN-DIAGRAM3	Oppose in part	The text 'vehicle crossing separation distance' and 'see vehicle crossing width requirements table for measurements' are aspects dealt with as a matter within the Subdivision chapter rather than as a REQ of the Transport chapter.	Amend TRAN-DIAGRAM3 to remove the text 'vehicle crossing separation distance' and 'see vehicle crossing width requirements table for measurements'.
15	Transport	TRAN-TABLE7 Road Formation Standards	Oppose in part	The minimum carriageway width for Local road types in 'all other RESZ' is 7m, which is deemed to be insufficient for refuse collection vehicles in conjunction with parked vehicles.	Amend TRAN-TABLE7 to increase the minimum carriageway width for Local road types in 'all other RESZ' from 7m to 7.5m.
16	Transport	TRAN-MAT4	Oppose in part	To ensure any assessment can consider the potential issue of having mobility parking off-site, and additional matter of discretion is recommended to allow for this assessment.	Amend TRAN-MAT4 to include: "9. The ease and safety of access to the activity from any mobility parking provided off-site."
17	Transport	TRAN-REQ16.1.b	Oppose in part	The NPS UD precludes the ability to set car parking minimums, with the exception of mobility car parking so some rewording is required to effectively trigger the rule.	Amend TRAN-REQ16.1.b to: "To a Collector Road where three or more vehicle parking spaces are required provided; or"
18	Transport	TRAN-REQ17.1	Oppose in part	The NPS UD precludes the ability to set car parking minimums, with the exception of mobility car parking so some rewording is required to effectively trigger the rule.	Amend TRAN-REQ17.1 to: "1. All vehicle parking, loading and associated access provided required for non-residential activities shall be formed, sealed, and drained."
19	Transport	TRAN-REQ17.2	Oppose in part	The NPS UD precludes the ability to set car parking minimums, with the exception of mobility car parking so some rewording is required to effectively trigger the rule.	Amend TRAN-REQ17.2 to: "2. The outline of all vehicle parks provided required for residential activities shall be permanently marked."
20	Transport	TRAN-REQ28.1	Oppose in part	Clarification is required that this only applies to car parking areas not cycle parking areas as well.	Amend TRAN-REQ28.1 to: "All new on-site car parking shall establish..."
21	Natural Hazards	Tsunami Policy Overlay	Oppose in part	Currently this overlay is separated into two different areas (red and orange). However, as the Proposed District Plan does not deal with each area differently, it is recommended that this become one area to avoid confusion.	Amend the Tsunami Policy Overlay by merging the red and orange areas.
22	Notable Trees	TREE-Rule Requirements	Oppose in part	A new definition of "Qualified Arborist" is required to clarify the meaning of this term in the context of the Notable Tree provisions, rather than using various forms of this term.	Replace any references in the Notable Tree Chapter to ' <i>suitably qualified arborist</i> ', ' <i>qualified technician or arborist</i> ', ' <i>suitably qualified and experienced arborist</i> ' or other similar phrases with the definition of " <i>Qualified Arborist</i> " as also sought by way of submission.
23	Notable Trees	TREE-P1.1	Oppose in part	On the basis that all trees will at some point in the future pose a likely future risk, it is not considered appropriate for this matter to be included in TREE-P1.	Amend TREE-P1(1) to read as follows: "Schedule trees where they are assessed as having significant values in terms of meeting the threshold used in TREE-SCHED1 and the tree/s are structurally sound and healthy for its species, unless: 1. the tree poses any unacceptable risk, including likely future risk, to the health and safety of people, property, buildings, strategic infrastructure or electricity distribution lines, taking into account potential mitigation measures and their costs; 2. ..."
24	Notable Trees	TREE-P4.3	Oppose in part	Reference to "sunlight access" within TREE-P4 could lead to unnecessary pruning or modification of trees where the works are not required.	Amend TREE-P4.3 to read as follows: "Ensure any modification of a listed tree or trees: 1. is undertaken in accordance with best arboriculture practice by a suitably qualified and experienced arborist; 2. will maintain or improve the health of the tree; 3. is necessary to improve public safety, sunlight access, or prevent damage to property or infrastructure."

25	Notable Trees	TREE-REQ2.2	Oppose in part	It is understood that the use of hydro vac can cause irreparable damage to a sensitive root system and is therefore inappropriate, unless supervised by a Qualified Arborist. It is also considered that an entry point within the root protection area, even if less than 1m ² , has the potential to damage the root system of the tree.	Amend TREE-REQ2.2 to read as follows: "2. Earthworks within 5m of the base of a tree listed in TREE-SCHED2, undertaken for the purpose of installing underground network utilities, including customer connections, shall: a. be at least 1m below ground level; and b. be installed by hand-digging or trenchless means (such as air spade, hydro vac or directional drilling methods); and c. have an entry point that either : i. is located outside of the root protection area; or ii. has an area of less than 1m². "
26	Notable Trees	TREE-R2.1	Oppose in part	It is not considered that a 5m exclusion area will provide the necessary protection for works within the drip line of trees with a radius greater than 5m. The proposed amendment is consistent with Australian Standard AS4970, which is endorsed by the NZ Arboriculture Association as best practice to manage activities within the root zone of notable trees.	Amend TREE-R2.1 to read as follows: "Gardening or cultivation within 5m of the base a circle taken from the centre of the trunk with a radius equal to 12 times the diameter of the trunk measured at 1.4m above ground level of a tree listed in TREE-SCHED2."
27	Notable Trees	TREE-R3.1	Oppose in part	It is not considered that a 5m exclusion area will provide the necessary protection for works within the drip line of trees with a radius greater than 5m. The proposed amendment is consistent with Australian Standard AS4970, which is endorsed by the NZ Arboriculture Association as best practice to manage activities within the root zone of notable trees.	Amend TREE-R3.1 to read as follows: "Any earthworks or digging of holes for fence posts, or for the purpose of installing underground network utilities, including customer connections within 5m of the base a circle taken from the centre of the trunk with a radius equal to 12 times the diameter of the trunk measured at 1.4m above ground level of a tree listed in TREE-SCHED2, except where provided for by TREE-R2."
28	Notable Trees	TREE-R3.3	Oppose in part	It is not considered that a 5m exclusion area will provide the necessary protection for works within the drip line of trees with a radius greater than 5m. The proposed amendment is consistent with Australian Standard AS4970, which is endorsed by the NZ Arboriculture Association as best practice to manage activities within the root zone of notable trees.	Amend TREE-R3.3 to read as follows: "Any buildings or structures within 5m of the base a circle taken from the centre of the trunk with a radius equal to 12 times the diameter of the trunk measured at 1.4m above ground level of a tree listed in TREE-SCHED2."
29	Notable Trees	TREE-REQ2.1	Oppose in part	It is not considered that a 5m exclusion area will provide the necessary protection for works within the drip line of trees with a radius greater than 5m. The proposed amendment is consistent with Australian Standard AS4970, which is endorsed by the NZ Arboriculture Association as best practice to manage activities within the root zone of notable trees.	Amend TREE-REQ2.1 to read as follows: "1. Gardening, cultivation, earthworks, digging of holes for fence posts, buildings and structures within 5m of the base a circle taken from the centre of the trunk with a radius equal to 12 times the diameter of the trunk measured at 1.4m above ground level of a tree listed in TREE-SCHED2 do not: ..."
30	Notable Trees	TREE-REQ2.2	Oppose in part	It is not considered that a 5m exclusion area will provide the necessary protection for works within the drip line of trees with a radius greater than 5m. The proposed amendment is consistent with Australian Standard AS4970, which is endorsed by the NZ Arboriculture Association as best practice to manage activities within the root zone of notable trees.	Amend TREE-REQ2.2 to read as follows: "2. Earthworks within 5m of the base a circle taken from the centre of the trunk with a radius equal to 12 times the diameter of the trunk measured at 1.4m above ground level of a tree listed in TREE-SCHED2, undertaken for the purpose of installing underground network utilities, including customer connections, shall: ..."
31	Sites and Areas of Significance to Maori	SASM-R1	Oppose in part	To ensure consistency of approach across the proposed District Plan, particularly HH-R4, an exception for vehicles and trailers should be included in the rule.	Amend SASM-R1 to include the following exemption within the rule: " any vehicle, trailer, tent, caravan, or boat which is movable and is not used as a place of storage, permanent accommodation or business (other than the business of hiring the item for its intended use). "
32	Ecosystems and Indigenous Biodiversity	EIB-R1.24	Oppose in part	To clarify that indigenous vegetation that is planted for ecological restoration or enhancement purposes are subject to the rules.	Amend EIB-R1.24 to include: " c. Any indigenous vegetation clearance within an area of improved pasture that is part of an ecological restoration and enhancement project. "

33	Natural Character	NATC-REQ1.4	Oppose in part	This rule would currently apply to conservation activities. For instance if a hole was dug to plant vegetation it would be captured by this rule. In order to facilitate conservation activities near water bodies it is recommended that an exemption for conservation activities be included within the requirement.	Amend NATC-REQ1.4 to: <i>"4. All earthworks and earthworks stockpiles, excluding those required for a conservation activity, are to be located at least 20m from the bank of any surface water body."</i>
34	Natural Features and Landscapes	NFL-REQ4	Oppose in part	Currently how this rule is written is that all buildings and structures within 300m of State Highway 73 and the Midland Railway Line would be either non-complying or restricted discretionary. This would include ancillary structures such as fences, troughs, etc., and public amenity buildings such as public toilets. This is not the intended purpose of the provision, and would be too onerous.	Amend NFL-REQ4 by including an exemption for 'ancillary structures' and 'public amenity buildings'.
35	Natural Features and Landscapes	NFL-P1.h	Oppose in part	With the amendment to NFL-REQ4 to include an exemption for ancillary structures and public amenity buildings to the requirements of the provision, the associated policy that seeks to avoid buildings in this corridor is no longer aligned with the rule requirement. Additionally, as structures (excluding those aforementioned) are captured by the rule requirement, but not mentioned in the policy, this has caused an inconsistency.	Amend NFL-P1.h to: <i>"avoiding buildings and structures, excluding ancillary structures and public amenity buildings, in close proximity to the key visual corridors of State Highway 73 and the Midland railway line;"</i>
36	Public access	PA-P1	Oppose in part	To improve the clarity of the provision an amendment to include additional text is recommended.	Amend the provision to: <i>"Require public access to and along surface water bodies and the coastal marine area in and adjoining townships, and in specified rural areas, as identified in PA-SCHED1, PA-SCHED2 or PA-SCHED3..."</i>
37	Subdivision	SUB-REQ11	Oppose in part	To improve consistency with how the rest of the plan has been drafted, it is recommended that SUB-REQ11 becomes its own rule.	Delete SUB-REQ11 and any references of it within the Proposed District Plan Create new rule (Table 2) with SUB-REQ11 forming the basis.
38	Subdivision	SUB-REQ12	Oppose	<p>To improve consistency with how the rest of the plan has been drafted, it is recommended that SUB-REQ12 becomes its own rule, and be subject to EW-REQ2 and EW-REQ3 as earthworks associated with subdivision can have stability effects on adjoining land.</p> <p>To improve consistency within the plan the matters of discretion in SUB-REQ12 should reflect those listed in EW-REQ1, as the effects that are sought to be managed are the same.</p>	<p>Delete SUB-REQ12 and any references to it within the Proposed District Plan Create new rule (Table 3) with SUB-REQ12 forming the basis Amend the matters of discretion within SUB-REQ12 to:</p> <p><i>"a. any adverse effects from the earthworks in terms of visual amenity, landscape context and character, views, outlook, overlooking and privacy from raising ground levels; b. any potential dust nuisance, sedimentation, and water or wind erosion effects can be avoided or mitigated; c. the amenity effects on neighbouring properties, and on the road network, of heavy vehicle and other vehicular traffic generated as a result of earthworks can be avoided or mitigated; d. any changes to the patterns of surface drainage or subsoil drains would result in a higher risk of drainage problems, inundation run-off, flooding, or raise the water table; e. any alteration to natural ground levels in the vicinity and, consequently, to the height and bulk of buildings that may be erected on the site; f. the degree to which the resultant levels are consistent with the surrounding environment; g. the need for a Construction Management Plan (including a Dust Management Plan), containing procedures, which shall be implemented, that establish management and mitigation measures for the activity that ensure that any potential adverse effects beyond the property boundary are avoided, remedied, or mitigated."</i></p>
39	Coastal Environment	CE-R3.1	Oppose in part	As the rule is presently drafted it would only apply to public amenity buildings, rather than all public amenities, including structures that are not buildings. In the interest of full coverage and accuracy it is recommended that the rule applies to all public amenities.	Amend CE-R3.1 to: <i>"1. Public Amenity Buildings"</i>
40	Coastal Environment	CE-R3.7	Oppose in part	To increase consistency and clarity within the Plan it is recommended to include 'ancillary structures' as part of the exemption within the rule header sentence, given that 'ancillary structures' are dealt with elsewhere in the rule.	Amend CE-R3.7 to: <i>" Buildings and/or structure, other than Public Amenity Buildings, or Ancillary Structures"</i>

41	Earthworks	EW-REQ3.4 & EW-REQ3.8	Oppose in part	The proposed matters of discretion do not give enough coverage to assess the nature of any fill, and to the degree fill needs to be compacted.	Amend the matters of discretion within EW-REQ3 to: <i>"a. the potential for adverse effects from the earthworks in terms of visual amenity, landscape context and character, views, outlook, overlooking and privacy;</i> <i>b. whether the earthworks affect the stability of adjoining land and its susceptibility to subsidence or erosion upon excavation taking place;</i> <i>c. the extent of any alteration to natural ground levels in the vicinity and, consequently, to the height and bulk of buildings that may be erected on the site;</i> <i>d. potential for land contamination;</i> <i>e. the extent to which any changes to the patterns of surface drainage or subsoil drains would result in a higher risk of drainage problems, inundation run-off, flooding, or raise the water table;</i> <i>f. the nature and composition of the fill; and</i> <i>g. the degree of compaction required for the anticipated use of the site."</i>
42	Noise	NOISE-R3, NOISE-R4, NOISE-R5, NOISE-R6, NOISE-R7, & NOISE-R8	Oppose in part	Within the rule header sentences the term 'alteration' is included as part of the activity which the rule controls. However, the definition of "alteration" only applies in the context of heritage buildings. As such, it is considered appropriate to change this term to 'modification' for the purpose of the Noise provisions.	Amend NOISE-R3, NOISE-R4, NOISE-R5, NOISE-R6, NOISE-R7, & NOISE-R8 to replace 'alteration' in the rule header sentence with the (undefined) term of 'modification'.
43	Noise	NOISE-R1	Oppose in part	Currently noise emitted from aircraft would be controlled by NOISE-R1 and by proxy NOISE-REQ1. However, this was not the intention when the Proposed District Plan was drafted. Noise from aircraft was to be either dealt with through setbacks to the airfield or helicopter land area, or if the activity was for rural production then as a permitted activity.	Amend NOISE-R1 to include an exemption for noise created from aircraft and helicopters. Amend the numbering of NOISE-R1 to reflect the above amendment.
44	Noise	NOISE-R3	Oppose in part	An additional clause (a) is sought to clarify that NOISE-R3.1 relates to protection of the outdoor environment only. The amendment to the header sentence is part of a broader submission to change the header sentence of NOISE-R3, NOISE-R4, NOISE-R5, NOISE-R6, NOISE-R7, & NOISE-R8. Other minor amendments sought seek to improve the readability of the rule.	Amend NOISE-R3 to read: <i>"Activity status: PER</i> <i>1. The establishment of any building for a noise sensitive activity, or any addition or alteration modification to an existing building which creates a new habitable room or will be occupied by a noise sensitive activity.</i> <i>Where:</i> <i>a. To manage noise in the outdoor environment, either:</i> <i>ai. There is a noise barrier consisting of a solid building, fence, wall or landform at least 3m high which blocks the line-of-sight to the state highway road surface from all points 1.5m above ground level within the notional boundary of any new building and/or addition to any existing building; or</i> <i>bii. External road noise levels are less than 57 dB LAeq (24h) at all points 1.5m above ground level within the notional boundary of any new building and/or addition to an existing building.</i>

45	Noise	NOISE-R3	Oppose in part	<p>An additional clause is sought in NOISE-R3.3(a) to clarify that this rule relates to protection of the indoor environment, and reference to within 40m of the state highway in NOISE-R3.3(d) is sought to be deleted as a 50m minimum setback is already required by NOISE-R3.3. Changes to the rule references in NOISE-R3.3(e) are also required to reflect the preceding amendments. The amendment to the header sentence is part of a broader submission to change the header sentence of NOISE-R3, NOISE-R4, NOISE-R5, NOISE-R6, NOISE-R7, & NOISE-R8. Other minor amendments sought seek to improve the readability of the rule.</p>	<p>Amend NOISE-R3.3 to read: <i>Activity status: PER</i> 3. The establishment of any building for a noise sensitive activity, or any addition or alteration modification to an existing building which creates a new habitable room or will be occupied by a noise sensitive activity.</p> <p>Where:</p> <p>a. To manage noise in the indoor environment, the building is: <i>i. at least 50m from any state highway or railway network, and</i> ii. either: 1. is designed so that a noise barrier consisting of a solid building, fence, wall or landform blocks the line-of-sight from all parts of doors and windows to the state highway road surface and/or to all points above 3.8m of the railway tracks; or 2. The building is designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values in NOISE-TABLE1 – Road and Railway Indoor Design Noise Levels. b. For habitable rooms for residential activity, if windows must be closed to achieve the design noise levels in NOISE-TABLE1 – Road and Railway Indoor Design Noise Levels, the building shall be designed, constructed and maintained with a mechanical ventilation system that achieves the following requirements: <i>i. provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and</i> <i>ii. is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and</i> <i>iii. provides relief for equivalent volumes of spill air; and</i> <i>iv. provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and</i> <i>v. does not generate more than 35 dB LAeq(30s) when measured 1m away from any grille or diffuser.</i> c. For spaces other than habitable rooms, if windows must be closed to achieve the design noise levels in NOISE-TABLE1 – Road and Railway Indoor Design Noise Levels, the building shall be designed, constructed and maintained with a ventilation system as determined by a suitably qualified and experienced person. d. Any building that is closer than 40m to any state highway boundary or closer than 60m to any railway network, shall be designed, constructed and maintained to achieve road and rail vibration limits not exceeding 0.3mm/s (Class C criterion Maximum Weighted Velocity, Vw,95). e. Compliance with the relevant provisions of NOISE-R3.5.a.i. NOISE-R3.3.a.ii.2., NOISE-R3.5.b. NOISE-R3.3.b., NOISE-R3.5.c. NOISE-R3.3.c. and NOISE-R3.5.d. NOISE-R3.3.d. shall be demonstrated by way of a design report prepared by a suitably qualified acoustic specialist and submitted to the Council with the application for the relevant building consent. In the design report: <i>i. railway noise shall be assumed to be 70 LAeq(1h) at a distance of 12m from the railway network and shall be deemed to reduce at a rate of 3 dB per doubling of distance up to 40m and 6 dB per doubling of distance beyond 40m; and</i> <i>ii. road noise shall be based on measured or predicted noise limits plus 3 dB.</i></p>
46	Residential	LRZ-REQ7	Oppose in part	<p>As the requirement is currently drafted, ancillary structures and fences would be included within the required setback by the margins listed in the requirement. This is not the intended outcome given the small nature of this type of development.</p>	<p>Amend LRZ-REQ7 to:</p> <p>"1. Any accessory building, excluding any ancillary structure or fence, shall, where the wall length is greater than 7m, be setback: a. 4m from any road boundary, shared accessway or reserve; and b. 2m from any internal boundary.</p> <p>2. Any accessory building, excluding any ancillary structure or fence, shall, where the wall length is less than or equal to 7m, be setback: a. 2m from any road boundary, shared accessway or reserve; and b. 1m from any internal boundary.</p> <p>3. Any structure shall be setback 2m from any road boundary or reserve.</p> <p><i>For the purposes of this requirement, the required setbacks shall be measured in accordance with RESZ-SCHED1 - Measuring Setback."</i></p>

47	Residential	GRZ-REQ7	Oppose in part	As the requirement is currently drafted, ancillary structures and fences would be included within the required setback margins listed in the requirement. This is not the intended outcome given the small nature of this type of development.	<p>Amend GRZ-REQ7 to:</p> <p><i>"1. Any accessory building, excluding ancillary structure or fence, shall, where the wall length is greater than 7m, be setback:</i></p> <p><i>a. 4m from any road boundary, shared accessway or reserve; and</i></p> <p><i>b. 2m from any internal boundary.</i></p> <p><i>2. Any accessory building, excluding ancillary structure or fence, shall, where the wall length is less than or equal to 7m, be setback:</i></p> <p><i>a. 2m from any road boundary, shared accessway or reserve; and</i></p> <p><i>b. 1m from any internal boundary.</i></p> <p><i>3. Any structure shall be setback 2m from any road boundary or reserve.</i></p> <p><i>For the purposes of this requirement, the required setbacks shall be measured in accordance with RESZ-SCHED1 - Measuring Setback."</i></p>
48	Residential	SETZ-REQ7	Oppose in part	As the requirement is currently drafted, ancillary structures and fences would be included within the required setback margins listed in the requirement. This is not the intended outcome given the small nature of this type of development.	<p>Amend SETZ-REQ7 to:</p> <p><i>"1. Any accessory building, excluding ancillary structure or fence, shall, where the wall length is greater than 7m, be setback:</i></p> <p><i>a. 4m from any road boundary, shared accessway or reserve; and</i></p> <p><i>b. 2m from any internal boundary.</i></p> <p><i>2. Any accessory building, excluding ancillary structure or fence, shall, where the wall length is less than or equal to 7m, be setback:</i></p> <p><i>a. 2m from any road boundary, shared accessway or reserve; and</i></p> <p><i>b. 1m from any internal boundary.</i></p> <p><i>3. Any structure shall be setback 2m from any road boundary or reserve.</i></p> <p><i>For the purposes of this requirement, the required setbacks shall be measured in accordance with RESZ-SCHED1 - Measuring Setback."</i></p>
49	Residential	Rezoning Request	Oppose in part	PC60 which sought to amend the Operative District Plan in Kirwee has been approved. It is recommended for this zone change to be reflected in the Proposed District Plan.	Amend the current zoning of the PC60 area (Large Lot Residential Zone) to a Settlement Zone.
50	General Residential Zone, Low Density Residential Zone and Settlement Zone	GRZ-REQ11, LRZ-REQ11, SETZ-REQ11	Oppose in part	To clarify the intention of the requirement in relation to setbacks from boundaries and to avoid unintended and undesirable outcomes e.g. garages being sited 15cm from internal boundaries.	<p>Amend GRZ-REQ11, LRZ-REQ11, SETZ-REQ11 so as to read:</p> <p><i>1. Any small site development shall:</i></p> <p><i>a. not exceed a maximum building coverage of 45% of the net site area;</i></p> <p><i>b. be setback a minimum of:</i></p> <p><i>i. 3m from any road boundary or shared accessway; and</i></p> <p><i>ii. 2m from any internal boundary; except that</i></p> <p><i>iii. no internal boundary setback is required for any where a building shares a common wall with another building; where a garage door faces a road or shared accessway, the garage shall be setback a minimum of 5.5m from that boundary;</i></p> <p><i>iv. no internal boundary setback is required for any garage, provided that the total length of the garage adjacent to the internal boundary is less than or equal to 7m;</i></p>
51	General Residential Zone, Low Density Residential Zone and Settlement Zone	GRZ-R11, LRZ-R11, SETZ-R11	Oppose in part	Consequential amendment required in response to amendment to GRZ-REQ11, LRZ-REQ11, SETZ-REQ11.	<p>1. Add GRZ-REQ6 Setback of Garages to the list of rule requirements in GRZ-R11 Small Site Development;</p> <p>2. Add LRZ-REQ6 Setback of Garages to the list of rule requirements in LRZ-R11 Small Site Development;</p> <p>3. Add SETZ-REQ6 Setback of Garages to the list of rule requirements in SETZ-R11 Small Site Development.</p>

52	General Residential Zone, Low Density Residential Zone and Settlement Zone	GRZ-REQ12, LRZ-REQ12, SETZ-REQ12	Oppose in part	To clarify the intention of the requirement in relation to setbacks from boundaries and to avoid unintended and undesirable outcomes e.g. garages being sited 15cm from internal boundaries.	Amend GRZ-REQ12, LRZ-REQ12, SETZ-REQ12 so as to read: 1. Any comprehensive development shall: a. not exceed a maximum building coverage of 50% calculated across the net site area of the entire comprehensive development, excluding any undeveloped balance site; b. be setback a minimum of: i. 3m from any road boundary or shared accessway; ii. 2m from any northern or western internal boundary; iii. 1m from any southern or eastern internal boundary; except that iv. no internal boundary setback is required where a building shares a common wall with another building within the comprehensive development; v. where a garage door faces a road or shared accessway, the garage shall be setback a minimum of 5m from that boundary; vi. no internal boundary setback is required for any garage, provided that the total length of the garage adjacent to the internal boundary is less than or equal to 7m;
53	General Residential Zone, Low Density Residential Zone and Settlement Zone	GRZ-R12, LRZ-R12, SETZ-R12	Oppose in part	Consequential amendment required in response to amendment to GRZ-REQ12, LRZ-REQ12, SETZ-REQ12.	1. Add GRZ-REQ6 Setback of Garages to the list of rule requirements in GRZ-R12 Comprehensive Development; 2. Add LRZ-REQ6 Setback of Garages to the list of rule requirements in LRZ-R12 Comprehensive Development; 3. Add SETZ-REQ6 Setback of Garages to the list of rule requirements in SETZ-R12 Comprehensive Development.
54	Residential	GRZ-REQ16.1.iv	Oppose	The requirement for buildings to consist of coloured corrugated metal sheeting was not intended to be applied to the Castle Hill township, only the Arthur Pass township. Given this it is recommended to delete this unnecessary provision.	Delete GRZ-REQ16.1.iv
55	Rural	GRUZ-REQ10 and GRUZ-REQ11	Oppose in part	As the Proposed District Plan is currently written these two rule requirements would apply to any party carrying out works on an additional sensitive activity. Whereas the intention of the requirements was to restrict new sensitive activities from establishing nearby to incompatible land use activities. This may lead to perverse outcomes where minor alterations to an existing sensitive activity may trigger resource consent.	Amend GRUZ-REQ10 and GRUZ-REQ11 to state: <i>"The establishment of any new sensitive activity..."</i>
56	Rural	GRUZ-R6.1.a	Oppose in part	As the rule is currently written only the building coverage is assessed against the 90m ² assessment criteria. This could result in a two story minor residential unit with a building coverage of 90m ² , but a gross floor area of 180m ² . This would be out of keeping with the expected amenity of the General Rural Zone, with the building lending itself to not being ancillary to the principle residential unit. As the rule is currently written garages are included within the area of the minor residential unit. However, the intention was that the area restriction was to only apply to the 'living area' of the unit. Especially, as a detached garage of the same size could be built next to the minor residential unit as a permitted activity.	Amend GRUZ-R6.1.a by removing the reference to 'building coverage' and replace it with 'gross floor area'. Additionally amend GRUZ-R6.1.a to include an exemption for any attached garage.

57	Dairy Processing Zone	DPZ-R2.1	Oppose in part	Clarification that any building or structure associated with rural production is also intended to be a permitted activity where it complies with the bulk and location requirements of the General Rural Zone.	Amend DPZ-R2.1 to: <i>"Any rural production activity and associated buildings and structures, amenity planting, shelterbelt, and conservation activity</i> <i>Where:</i> <i>(a) This activity complies with the following rules:</i> <i>(i) GRUZ-R2 Structures;</i> <i>..."</i> Amend the numbering of DPZ-R2.1 to reflect the above amendment.
58	Knowledge Zone	KNOZ-REQ3 and KNOZ-REQ4	Oppose in part	KNOZ-R1 refers to both buildings and structures being subject to the Height and Height in Relation to Boundary rule requirements, however only buildings are referenced within KNOZ-REQ3 and KNOZ-REQ4.	Amend KNOZ-REQ3 and KNOZ-REQ4 to include so as to read <i>"Any building or structure..."</i> in each clause.
59	Maori Purpose Zone	MPZ-R10.1.b	Oppose	To be consistent with other home business rules, and to delete unnecessary duplication as the requirement is already part of the definition, it is recommended to delete this provision.	Delete MPZ-R10.1.b
60	Grasmere Zone and Terrace Downs Zone	GRAZ-R6 and TEZ-R12	Oppose in part	The current limit of 100m ² for land and buildings associated with "rural tourism" activities does not make provision for walking and cycling tracks, which are part of the "rural tourism" definition.	Amend GRAZ-R6 and TEZ-R12 to read as follows: <i>"1. Rural tourism</i> <i>Where:</i> <i>a. the total area of land or buildings associated with the activity, excluding walking and cycling tracks, is less than 100m²."</i>
61	Low Density Residential Zone, General Residential Zone, Settlement Zone, Dairy Processing Zone, Grasmere Zone, Porters Ski Zone, Terrace Downs Zone, Knowledge Zone and Port Zone	Add new rule	Oppose in part	Some 'catch-all' rules on buildings and structures appear to capture minor buildings and structures by default. This could lead to unnecessary resource consents having to be applied for structures like fences, garden sheds, water troughs, decks etc, unless they are specifically addressed elsewhere in the zone provisions, as is the case with fencing in the LRZ, GRZ and SETZ zones. Notwithstanding, it is still considered appropriate that such structures are subject to the wider zone provisions relating to building coverage, height and height in relation to boundary to protect the amenity of adjoining sites, where these provisions otherwise apply to other types of structures.	Insert a new rule permitting the establishment of, or addition to, an "ancillary structure", subject to compliance with the rule requirements for the relevant zone relating to Building Coverage, Height and Height in Relation to Boundary, where these rule requirements currently exist within the zone chapter. Except that the rule shall include an exemption for fencing in the Low Density Residential Zone, General Residential Zone and Settlement Zone. When compliance with the rule is not achieved, the activity status shall be Discretionary, and where compliance with any rule requirement is not achieved, reference is to be made to the relevant rule requirement (Table 2).
62	Designations	Designation: SDC15, 79, 86, 87, 99, 101, 109, 155, 187, 189, 196, & 198	Oppose in part	Provisions currently make reference to GRUZ-REQ6 (hours of operation), when they should have made reference to GRUZ-REQ4 (Separation from boundary).	Amend references from GRUZ-REQ6 to GRUZ-REQ4

63	Designations	Designation: SDC82, 86, 87, 95, 99, 109, 111, 154, & 189	Oppose in part	Provisions currently refer to incorrect legal descriptions Relevant maps are incorrect as a result of the use of incorrect legal descriptions.	Amend legal description references to: SDC82 - Lot 501 DP 441790 & Lot 1003 DP 45980 and amend map to reflect change (Figure 7) SDC86 - Reserve 2409 BLK VI II Hororata SD SDC87 - Rural Section 40659 BLK V Rolleston SD SDC95 - Reserve 1434 and amend map to reflect change (Figure 8) SDC99 - Reserve 5257 BLK VIII Hororata SD SDC109 - Reserve 1252 BLK XII Kowai SD SDC111 - Reserve 4360 and amend map to reflect change (Figure 9) SDC154 - Reserve 3996, Part RS 1488, Part RS 1742, Part RS 2246, Section 1 SO 393837 SDC189 - Reserve 1453, Reserve 2357, Reserve 1596, Lot 2 DP 27650 and amend map to reflect change (Figure 10)
64	Designations	Designation: SDC79 & 101	Oppose in part	Heritage items are located on both Broadfield Reserve and Greenpark Memorial Park. An additional condition should be included to these designations to ensure that potential adverse effects are avoided, remedied or mitigated if works are to occur on these items.	Include the following condition for both designations: "Heritage Works to a heritage item shall be consistent with the recommendations of a conservation management plan or expert heritage report submitted with the request for an outline plan approval. Advice Note: Works and activities that comply with the permitted activities standards of the Plan are incorporated into this designation, and in accordance with s176A(2) RMA, no outline plan is required for those activities."
65	Mapping & Appendix 2	APP2 - Roading Hierarchy Maps - Roading Hierarchy	Oppose in part	Roading hierarchy classification for Trices Road contains an error.	Amend the relevant provisions so that Trices Road between Ellesmere Road and the District Boundary is classified as an Arterial, with the remaining classifications for Trices Road being maintained as stated (Figure 1).
66	Mapping	SCA-RD2/3	Oppose in part	The current boundary located near Moirs Lane and Ellesmere Road has been mapped incorrectly, meaning that land that should have a 20 ha. density standard over it, now have a 4 ha. density standard. The decision by Council was to maintain the 20 ha. density standard over this land.	Amend the SCA-RD2/3 boundary in the vicinity of Moirs Lane, Lincoln to reflect the residential density standards under the Operative District Plan (Figure 5).
67	Mapping	Electricity Transmission and Distribution Lines mapping	Oppose in part	Some of the transmission and distribution lines have been mapped incorrectly, which has implications on people who are affected by a setback for development to the lines.	Amend the lines where they have been shown incorrectly to their actual location https://selwyndc.maps.arcgis.com/apps/webappviewer/index.html?id=ffab1fecb0d34b618482af2b40a8876f
68	Mapping	Urban Growth Overlay	Oppose in part	The urban growth overlay currently includes land located at Lot 1 DP 494969, Lot 1 DP 16759, and Lot 1 DP 35608 (Leeston). However, as this land is already identified as General Industrial Land, then it should not be included within the Urban Growth Overlay.	Amend the Urban Growth Overlay to remove Lot 1 DP 494969, Lot 1 DP 16759, and Lot 1 DP 35608 from it.
69	Mapping	West Melton Observatory Lighting Control Area Map	Support	Whilst this spatial overlay had associated rules controlling lighting within Light-REQ3, the map was left out of the Proposed District Plan when notified.	Insert the West Melton Observatory Lighting Control Area Map (Figure 2) and include in the list of Map Tools as the 'West Melton Observatory Lighting Area Overlay' under the General District-Wide Matters tab.
70	Mapping	Outstanding Natural Landscape Overlay	Oppose in part	This overlay currently covers the Grasmere Tourist and Residential Sub-Areas causing unnecessary duplication of provisions, and activity restriction.	Amend the Outstanding Natural Landscape Overlay so it does not cover any of the land indicated as 'Tourism Accommodation Area' or 'Residential Area' on GRAZ-FIG1.

71	Mapping	Urban Growth Overlay	Oppose in part	An area of land (6 Railway Terrace) within Doyleston has been indicated in the Ellesmere Area Plan to be Industrial, but it does not have industrial zoning in the Operative or Proposed District Plan. The area of land is also surrounded by the Urban Growth Overlay. Therefore, this would result in an area of land zoned rural, between land zoned as General Industrial, and land covered by the Urban Growth Overlay.	Amend the Urban Growth Overlay to include Lot 1 DP 363111 (Figure 3).
72	Mapping	Zoning	Oppose in part	Through the Housing Accords and Special Housing Areas Act 2013, an area (bound by Lemonwood Drive, East Maddisons Road, Selwyn Road, and Thames Drive) of land in Rolleston was enabled for residential development at a density contrary to the underlying rural zoning. Presently the vast majority of this area has been developed to a character of an urban area. Whilst the Canterbury Regional Policy Statement, particularly Policy 6.3.1.4, would have prevented an urban zoning beyond the 'Map A' area, as the policy only states that 'new urban activities only occur...', it no longer applies as the development has occurred, and is therefore not new. Given this planning framework, and the existing extent of development it is recommended that this area be re-zoned to a General Residential Zone.	Amend the zoning maps to change the area of land bound by Lemonwood Drive, East Maddisons Road, Selwyn Road, and Thames Drive (as indicated in Figure 4) from General Rural Zone to General Residential Zone.
73	Mapping	Zoning	Oppose in part	An error in zoning maps has occurred which has meant that two areas of land on the corner of Springs Road, Hamptons Road, and Trices Road, Prebbleton that have a General Rural, and Land Large Lot Residential zoning have been given a General Residential zoning. The intended zones were a reflection of the situation of the Operative District Plan, with the intention being that the existing zoning be brought forward into the Proposed District Plan.	Amend the zoning maps on the corner of Springs Road, Hamptons Road, and Trices Road, Prebbleton to either General Rural Zone or Large Lot Residential Zone as shown in Figure 6.
74	Mapping	Noise Control Overlay	Oppose in part	The amendments sought to the State Highway Noise Control Overlay are to correct mapping errors and to ensure that the extent of the Noise Control Overlay is accurate.	Amend the alignment of the State Highway Noise Control Overlay to more accurately follow the physical location of all state highways, including over the full length of the Christchurch Southern Motorway and the deletion of the State Highway Noise Control Overlay over those parts of Shands Road and Marshs Road that are not State Highway.
75	Mapping	Noise Control Overlay	Oppose in part	The amendments sought to the Railway Network Noise Control Overlay are to correct mapping errors and to ensure that the extent of the Noise Control Overlay is accurate.	Amend the alignment of the Railway Network Noise Control Overlay to more accurately follow the physical location of the railway network, including the deletion of the Railway Network Noise Control Overlay over land to the north of Prebbleton Township that is no longer designated for railway purposes.

Appendix 2: Maps and Rules Relating to Submission Points

Table 2: New Point Strips Rule

SUB-RX Point Strips		
All Zones	<p>Activity Status: RDIS</p> <ol style="list-style-type: none"> 1. The creation of a point strip <p>Where:</p> <ol style="list-style-type: none"> a. The purpose of the point strip is limited to managing access from a site to a road; and b. The point strip(s) will transfer to Council on the deposit of the plan for each stage of the subdivision. <p>Matters for discretion:</p> <ol style="list-style-type: none"> 2. The exercise of discretion in relation to SUB-RX.1 is restricted to consideration of: <ol style="list-style-type: none"> a. The purpose of the point strip. b. Whether a point strip is the most effective method to achieve the purpose. c. The width of the point strip required to achieve the purpose. 	<p>Activity status where compliance not achieved:</p> <ol style="list-style-type: none"> 3. When compliance with any of SUB-RX.1 is not achieved: DIS

Table 3: New Land Disturbance and Earthworks for Subdivision Rule

SUB-RX Land Disturbance and Earthworks for Subdivision		
All Zones	<p>Activity Status: PER</p> <ol style="list-style-type: none"> 1. Land disturbance or earthworks directly associated the development of land for subdivision. <p>Where:</p> <ol style="list-style-type: none"> a. The maximum area of land subject to the works is 1,000m². 	<p>Activity status where compliance not achieved:</p> <ol style="list-style-type: none"> 2. When compliance with any of SUB-RX.1 is not achieved: RDIS <p>Matters for discretion:</p> <ol style="list-style-type: none"> 3. The exercise of discretion in relation to SUB-RX.1 is restricted to consideration of: <ol style="list-style-type: none"> a. any adverse effects from the earthworks in terms of visual amenity, landscape context and character, views, outlook, overlooking and privacy from raising ground levels; b. any potential dust nuisance, sedimentation, and water or wind erosion effects can be avoided or mitigated; c. the amenity effects on neighbouring properties,

		<p>and on the road network, of heavy vehicle and other vehicular traffic generated as a result of earthworks can be avoided or mitigated;</p> <ul style="list-style-type: none"> d. any changes to the patterns of surface drainage or subsoil drains would result in a higher risk of drainage problems, inundation run-off, flooding, or raise the water table; e. any alteration to natural ground levels in the vicinity and, consequently, to the height and bulk of buildings that may be erected on the site; f. the degree to which the resultant levels are consistent with the surrounding environment; g. the need for a Construction Management Plan (including a Dust Management Plan), containing procedures, which shall be implemented, that establish management and mitigation measures for the activity that ensure that any potential adverse effects beyond the property boundary are avoided, remedied, or mitigated.
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Figure 1: Trices Road – Road Classification

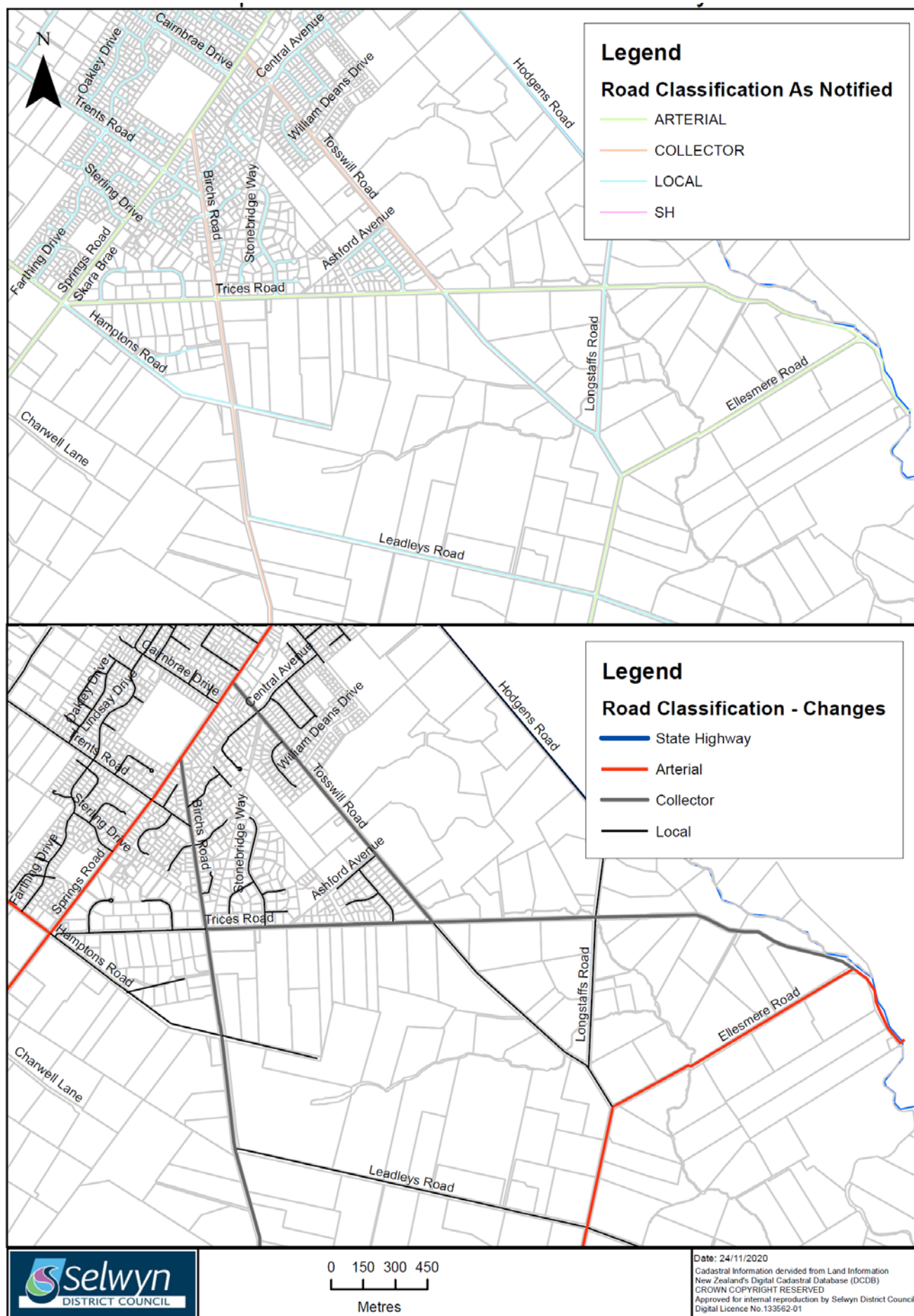


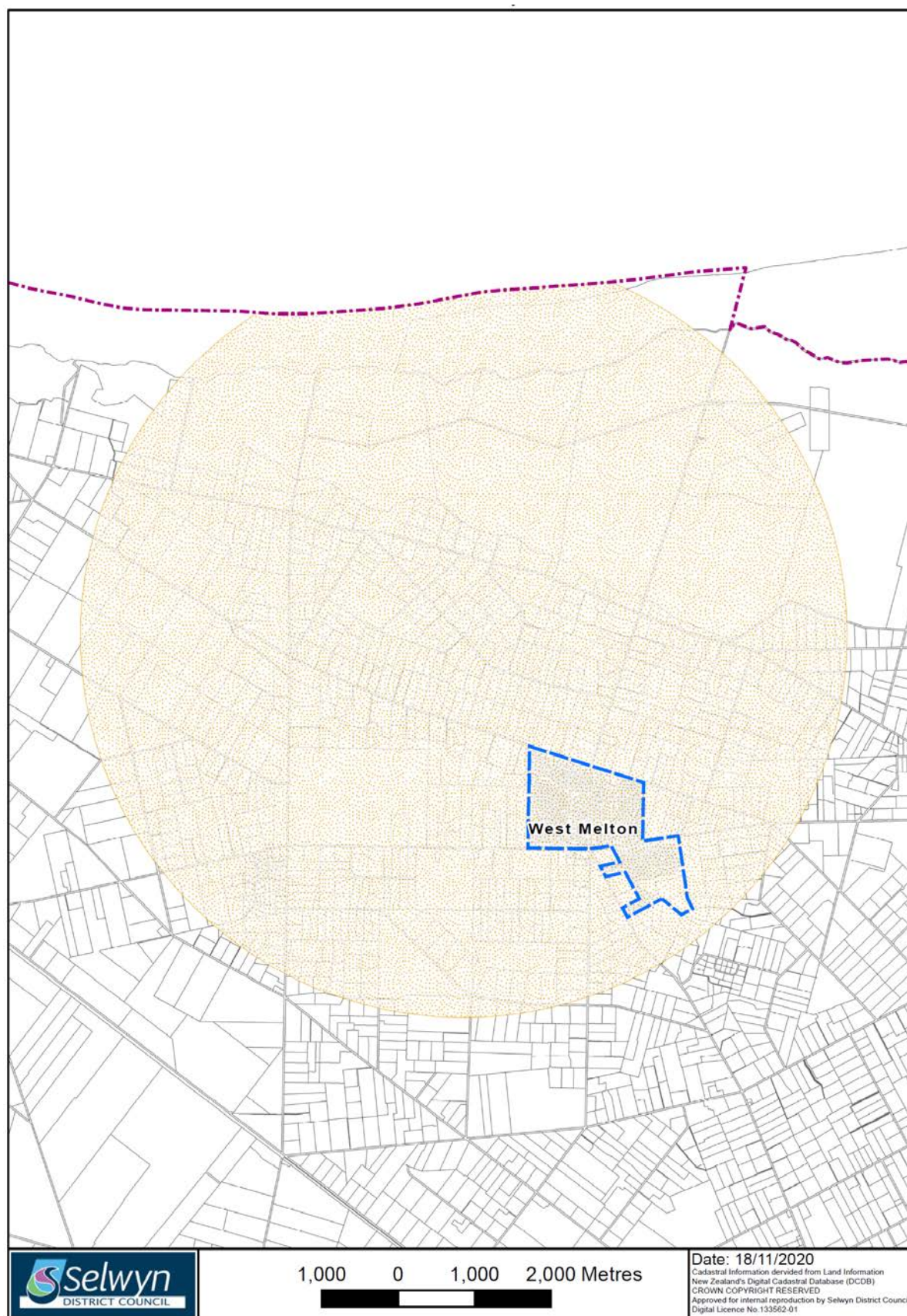
Figure 2: West Melton Observatory Overlay

Figure 3: Urban Growth Overlay – Doyleston

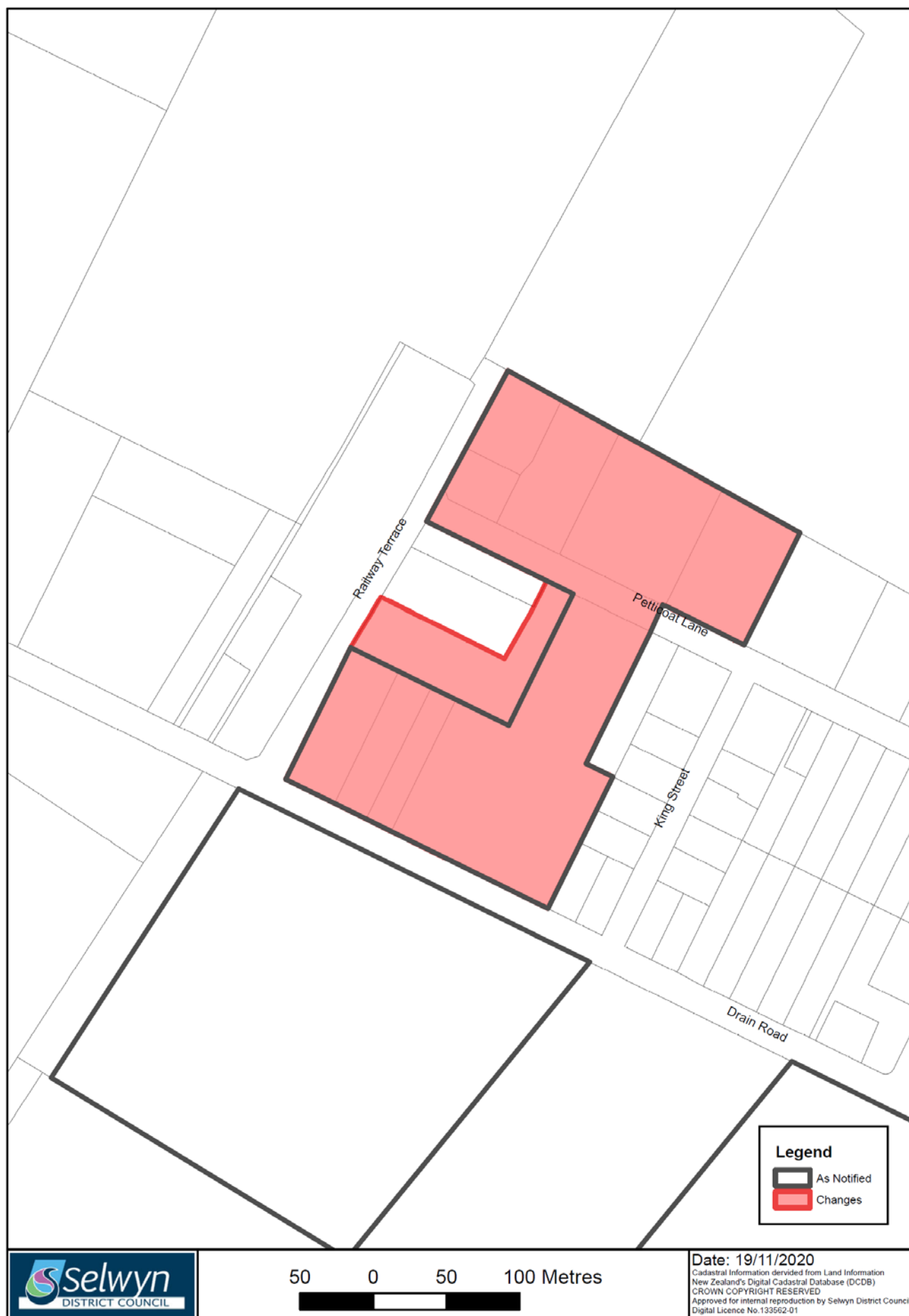


Figure 4: Rezone Rolleston Housing Accords and Special Housing Areas Act 2013 Area

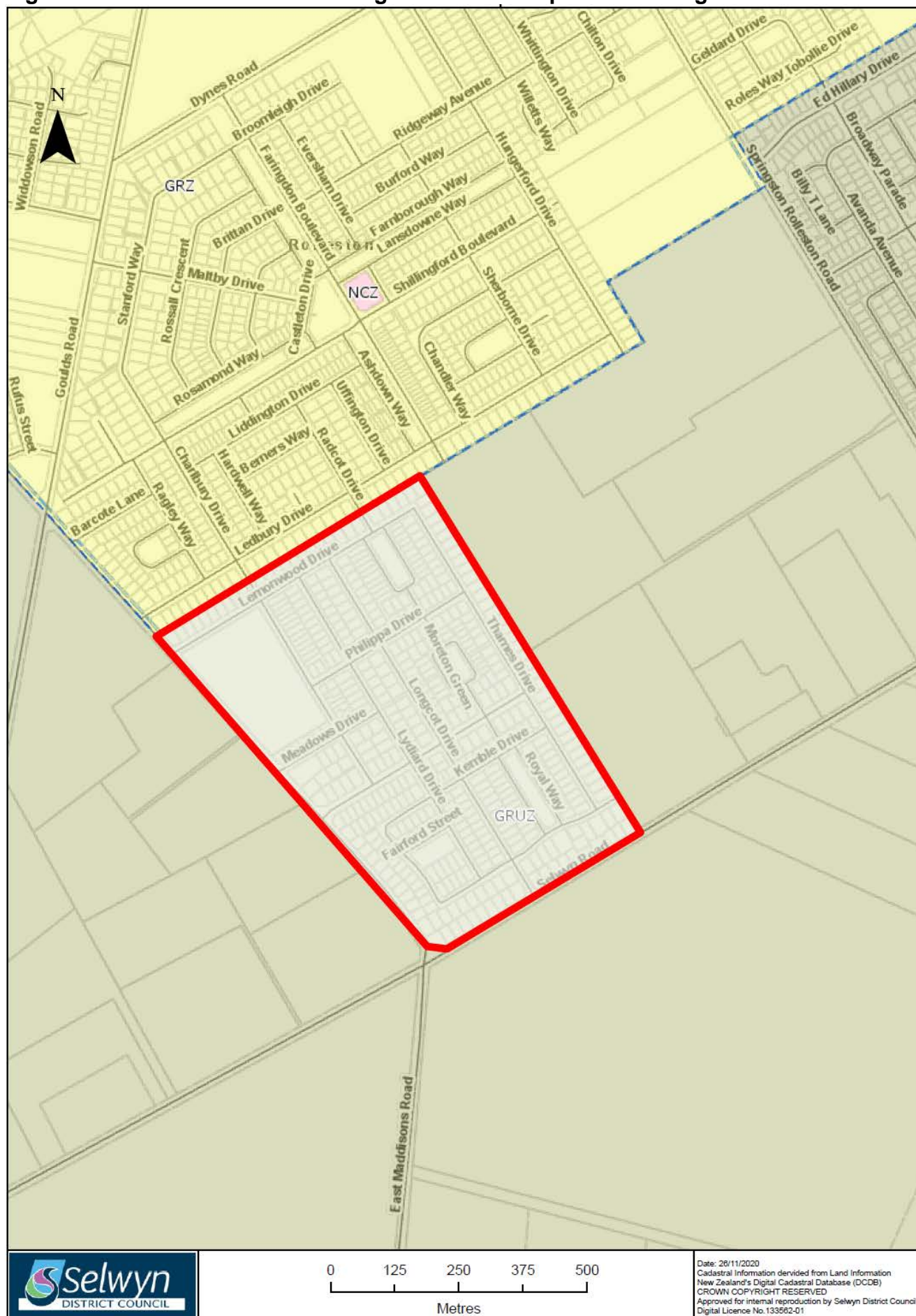


Figure 5: SCA-RD1/2 Moirs Lane – Density Change

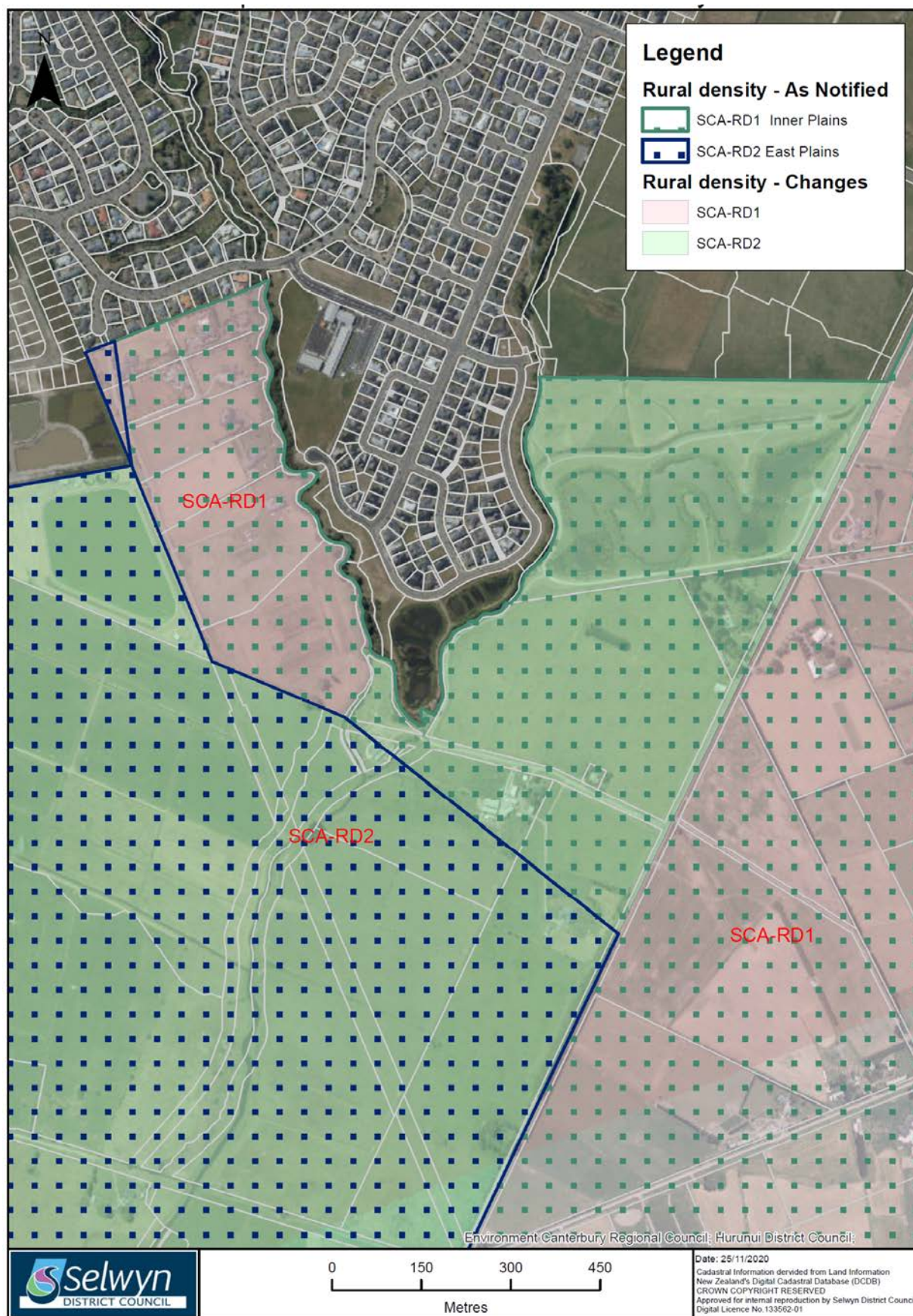


Figure 6: Re-zone – Trices Road – Prebbleton

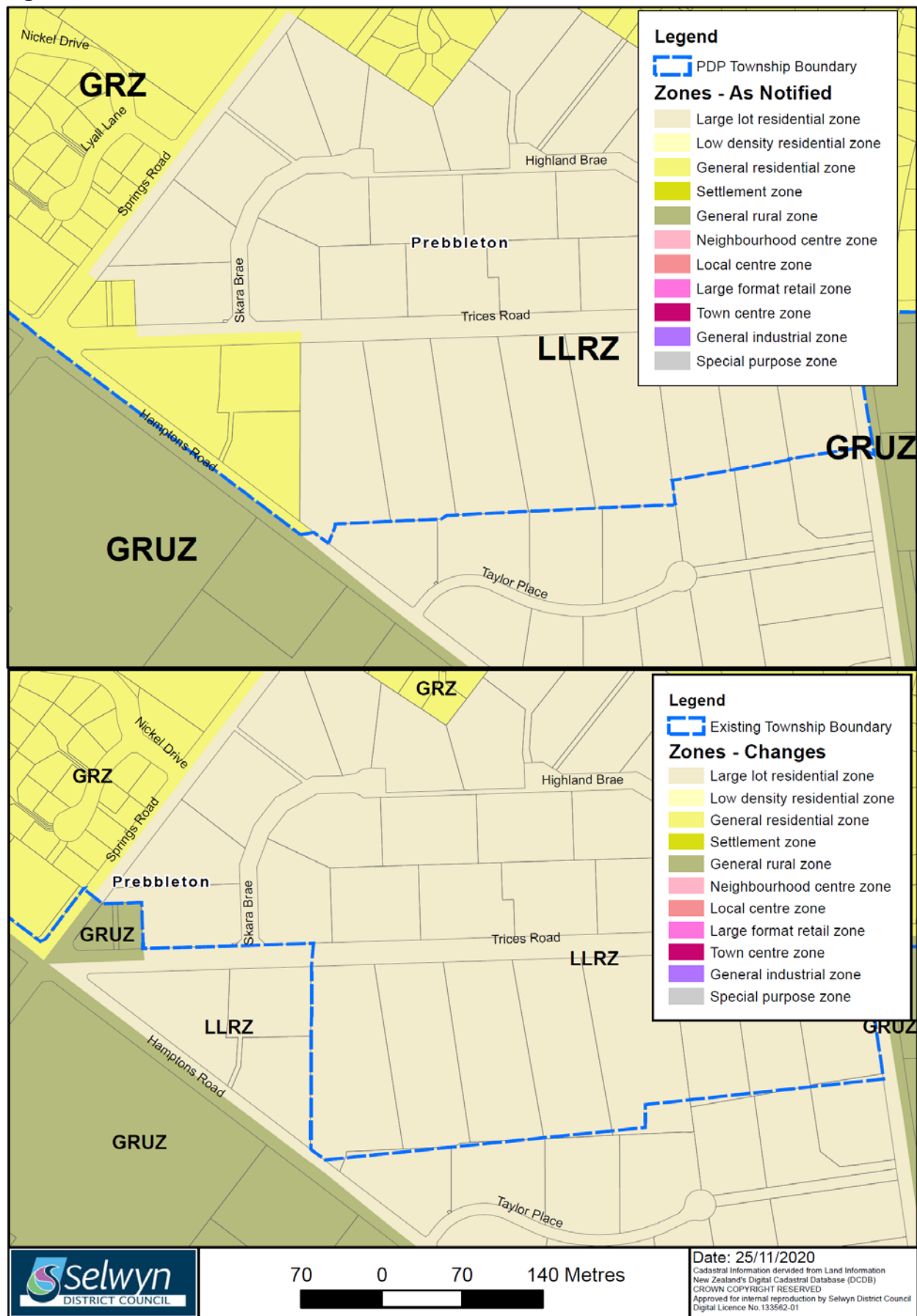


Figure 7: Designation SDC-82 Map Amendment

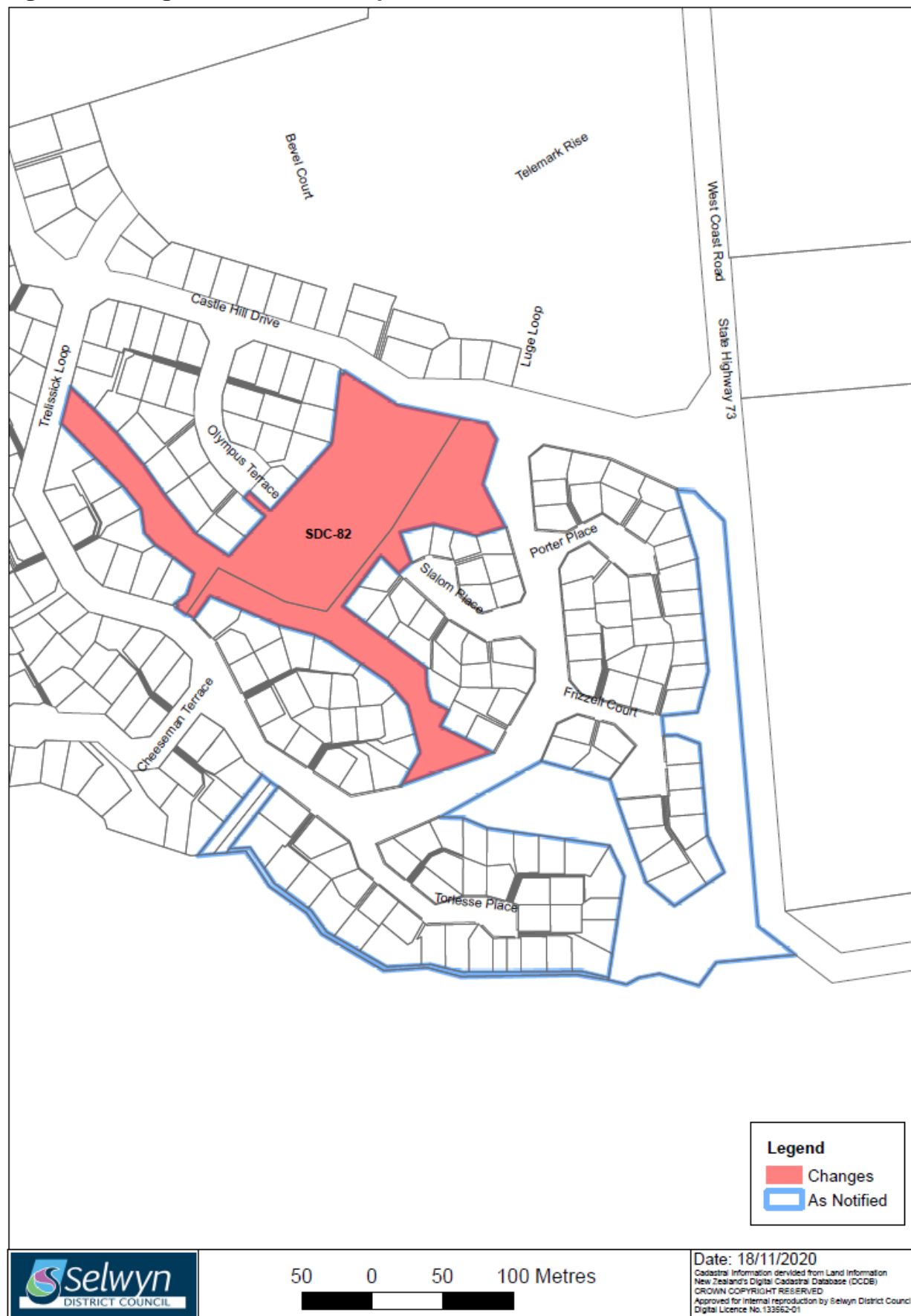


Figure 8: Designation SDC-95 Map Amendment

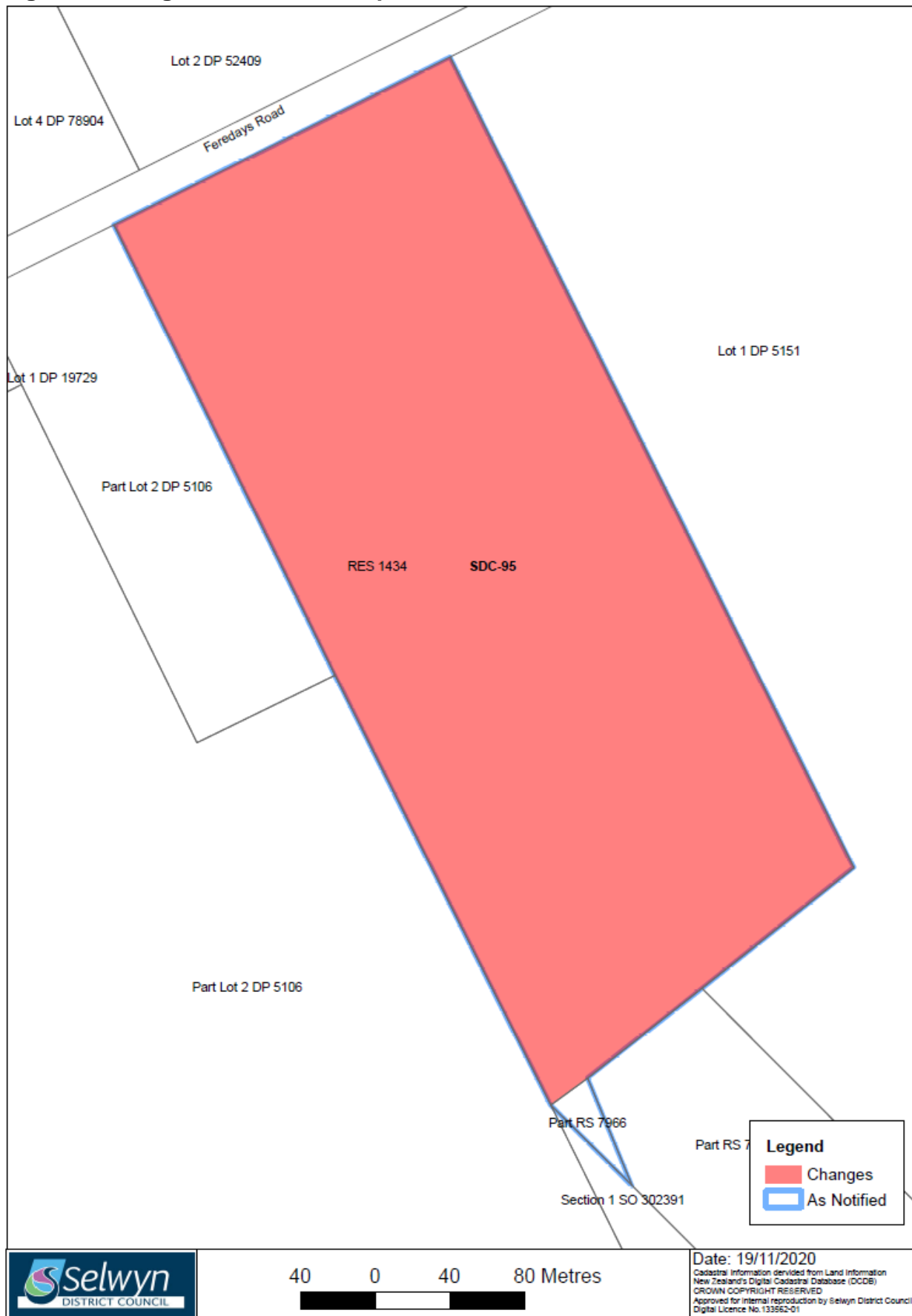


Figure 8: Designation SDC-111 Map Amendment

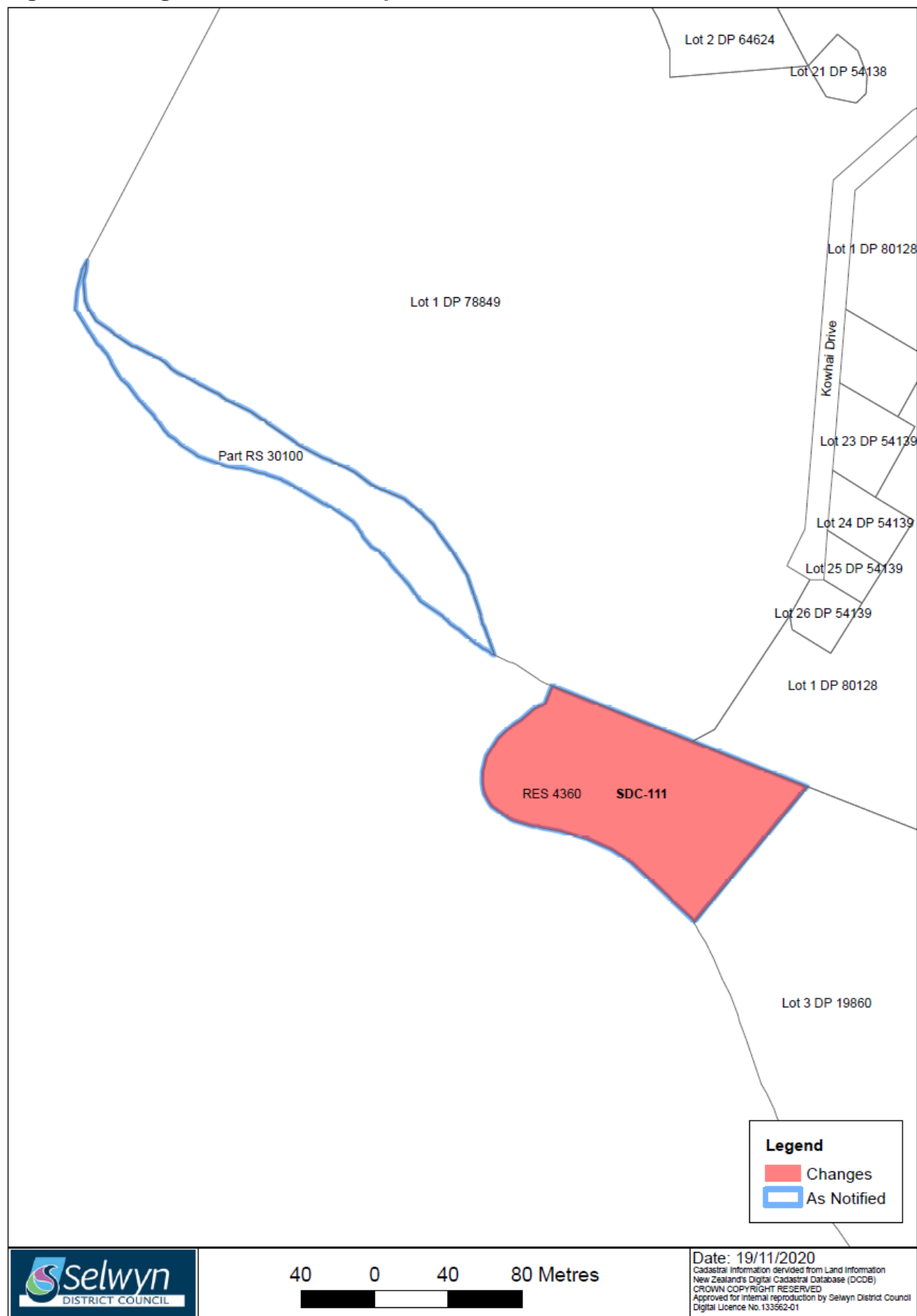
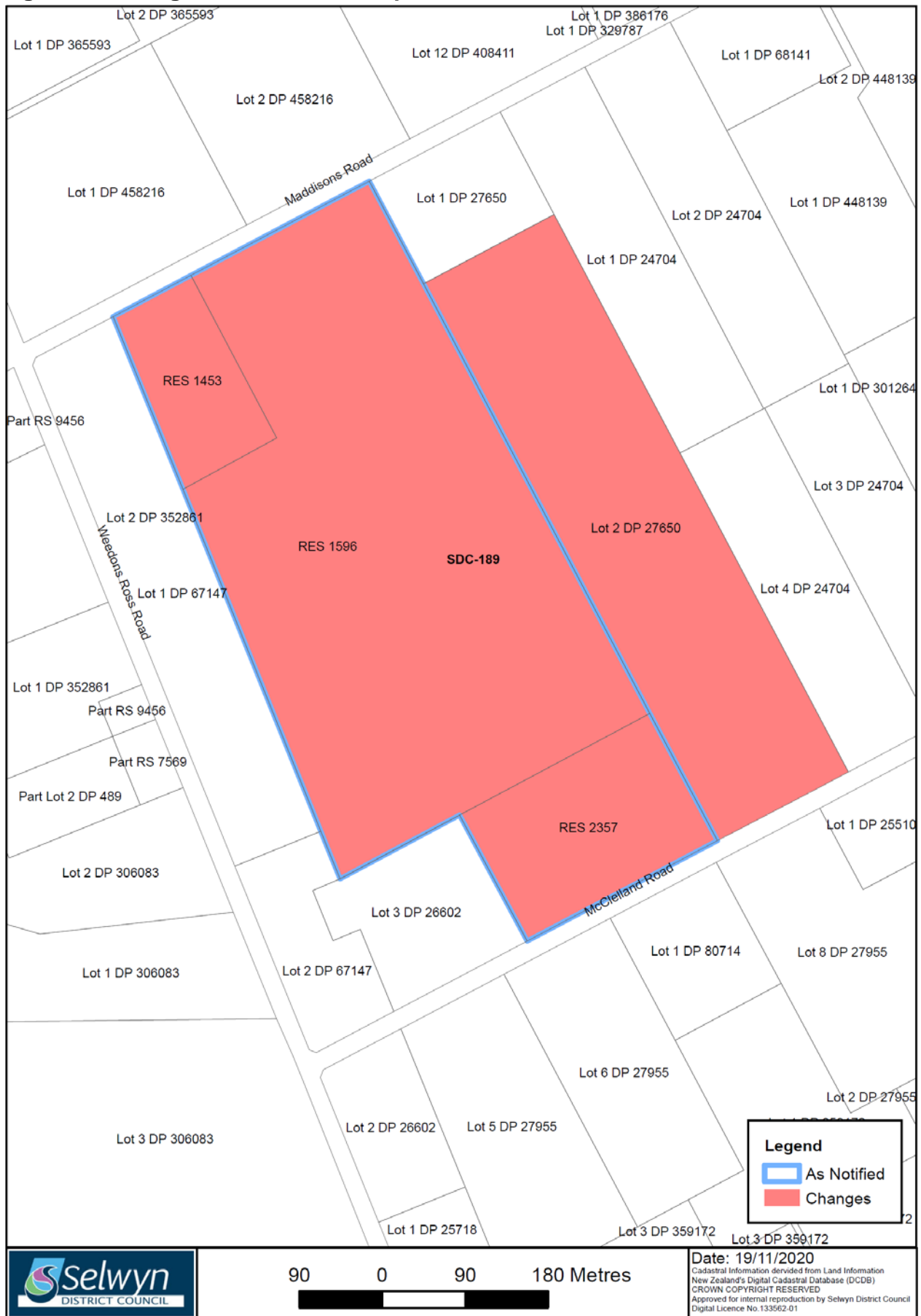


Figure 10: Designation SDC-189 Map Amendment

REPORT

TO: Council

FOR: Council Meeting – 9 December 2020

FROM: Andrew Mazey, Asset Manager Transportation

DATE: 1 December 2020

SUBJECT: **Greater Christchurch Public Transport Futures Business Case**

RECOMMENDATION

That Council:

- a) *Receives the report*
- b) *Endorses the strategic approach to Greater Christchurch public transport outlined in the combined Foundations and Rest of Network business case*
- c) *Makes provision for the recommended Selwyn public transport investment programme in Councils draft 2021-31 Long Term Plan.*

1. PURPOSE

This report presents a summary of the combined Foundations and Rest of Network business case (business case) that has been prepared as part of the Greater Christchurch Public Transport Futures programme (PT Futures). It describes the strategic approach to the development of the Greater Christchurch public transport system over the next decade and sets out a recommended investment programme for consideration by the PT Futures partners that includes the Selwyn District Council.

Progress on the business case was reported back to the Greater Christchurch Public Transport Joint Committee at its last meeting on 27 November 2020. The Joint Committee endorsed the recommended investment package and has made the recommendation that each partner council both endorses the strategic approach set out in the business case and makes provision for the proposed investment package set out in the business case, in their respective draft Long Term Plans (LTP).

Following partner endorsement, the combined business case will be formally submitted to Waka Kotahi NZ Transport Agency (NZTA) for its consideration and endorsement, and the investment programme will be included in the upcoming draft Canterbury Regional Land Transport Plan 2021-2031 for inclusion in subsequent National Land Transport Programmes.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

This programme has been assessed against the Council's Significance and Engagement Policy. It is deemed of 'Moderate' significance as it involves the planning

and funding of one Councils transport activities to a higher extent than before, that will be used directly to inform the LTP and for planned public consultation purposes.

3. HISTORY/BACKGROUND

The PT Futures business case process has been ongoing for some time and is a collaborative exercise involving all Greater Christchurch territorial authorities, Environment Canterbury, and Waka Kotahi New Zealand Transport Agency. It involves the preparation of three business cases: Foundations and Rest of Network, which deal with improvements to the existing bus network in Greater Christchurch; and Mass Rapid Transit, which aims to identify preferred route(s) and mode(s) for a future investment in mass rapid transit.

The work on Foundations and Rest of Network has been pulled together into a combined business case, which was reported to the Greater Christchurch Public Transport Joint Committee at its 27th November 2020 meeting. A copy of that report is attached as Appendix A, and a non-technical summary of the combined business case is attached as Appendix B.

This report does not address the Mass Rapid Transit (MRT) business case which is still in progress, and will be reported to Council separately via the Greater Christchurch Partnership Committee.

4. PROPOSAL

The business case outlines the proposed changes to Greater Christchurch bus services and associated additional capital expenditure over the next 10 years, as set out in Appendices A and B. These changes are presented as a programme of works needed to improve the performance of public transport and deliver the benefits that result from a more efficient network.

The recommended approach in the business case provides for a 10-year programme of improvements across the Greater Christchurch network, including graduated improvements to bus frequencies and route changes, supported by infrastructure improvements to enable faster and more reliable bus travel times, and more convenient passenger facilities.

The main programme is divided into short term changes, which are proposed to be progressively implemented over years 1-6 (two LTP/NLTP cycles); and medium term changes proposed for Year 7 and beyond.

The key changes that will assist existing and encourage new PT users in Selwyn District include:

- A new direct service between Lincoln and Christchurch City Centre (initially 3 services morning and evening)
- Bus priority improvements on core routes (these are mainly within Christchurch City, but will benefit Selwyn users, e.g. Yellow line improvements)
- Bus stop improvement programmes
- Medium term improvements to frequencies on Rolleston and Lincoln direct services, with supporting park and ride investments

- Travel demand management and promotional activities

Updates and presentations on the business case had been provided to Council on previous occasions, the latest being on the 25th November 2020 by the business case Project Manager on behalf of the partners Steering Group.

5. OPTIONS

The business case analysis considered a range of options in developing the preferred approach, and these were evaluated against the investment objectives and key performance indicators. The original options originating from the business case were reviewed and optimised further following a request by the Chief Executives Advisory Group to check some aspects.

This included the impact of Covid-19 which has been further considered in developing the recommended investment package, and in particular the staging and timing of improvements. As outlined in Appendix A, this has resulted in some adjustments to the programme to slow the pace of infrastructure investment and frequency improvements, effectively stretching out the early part of the programme over a longer period. This reduces the financial impact of the programme on partners in the short term, in particular the Christchurch City Council and Environment Canterbury who are responsible for the bulk of the additional investment needed.

6. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Views of those affected

The business case has been developed in collaborative manner by a Steering Group across all partners and major stakeholders, representing the interests of the respective partner Councils on behalf of their ratepayers.

(b) Consultation

The current Regional Land Transport Plan provided the basis to undertake the business case to address and plan for Greater Christchurch future public transport requirements. Partner Councils draft LTPs, together with the new draft Regional Land Transport Plan will include and provide the details for public consultation.

(c) Māori implications

None identified

(d) Climate Change considerations

By encouraging and enabling more trips to be made by public transport this will assist in the reducing the production of greenhouse gases by fossil fuelled private motor vehicles. It is noted that for the draft Regional Land Transport Strategy Environment Canterbury has adopted a headline target of a 30% reduction in vehicle emissions over the next 10 years.

7. FUNDING IMPLICATIONS

The business case has identified the need for capital investment totalling \$7.5 million in Selwyn District over the 10-year period. The timing and budgets have been provided to Council previously as part of its discussions for the Draft 2021-31 Long Term Plan.

These have been further refined and are summarised as follows:

Bus Stop Improvements	\$156,000 per annum – <i>for 10 years</i>
Selwyn PT Promotion and Travel Demand	\$223,000 - <i>SDC share of initiatives</i>
Interim Lincoln Park N Ride (2021/22)	\$53,000 – <i>at Lincoln Events Centre</i>
Foster Park N Ride Upgrade (2023/24)	\$500,000
Expanded Lincoln Park N Ride (2026/27)	\$2,000,000
Relocated Rolleston Park N Ride (2030/31)	\$3,200,000 – <i>after Rolleston flyover</i>

These activities are expected to be subsidised by the NZTA at Councils Financial Assistance Rate of 51%.

It is noted that while the overall business case was reviewed with the intention of delaying CAPEX expenditure later in the 10 year period, this Council is confirming wanting to start an interim Park N Ride site at Lincoln as soon as possible to start developing good travel behaviours (and will also assist in mitigating some current town centre parking issues) and developing the Foster Park N Ride to cater for the expanding urban growth in the south of Rolleston that the existing Metro Bus 85 Express Service can cater for.

There will also be incremental increases in Environment Canterbury's operating costs associated with the provision of additional bus services, which will have an impact on Selwyn ratepayers. Gross bus operating costs are expected to increase by approximately 14% over the first six years, with more substantial increase forecast once the medium-term improvements are implemented. Targeted rate increases for Selwyn District may differ from the average gross figure of 14% stated as rate funding for services specific to Selwyn are derived from Selwyn ratepayers.

Council has advised Environment Canterbury it wishes to see PT services enhanced as soon as possible to cater for its urban growth around Rolleston and Lincoln and provision for this also needs to be factored in by Environment Canterbury. Council understands this may result in an initial increase in PT targeted rates specific to Selwyn in advance of those expected from the business case.

It should be noted that the business case provides a baseline that can be built on or enhanced over time, subject to the conditions Greater Christchurch is experiencing at the time and appropriate investment case approval processes. The intent of the partners is to monitor progress with the improvements and wider economic conditions, so that the timing and sequencing of future investments can be adjusted where appropriate through future long-term plan and annual plan processes.

8. HAS INPUT FROM OTHER DEPARTMENT BEEN CONSIDERED?

Council's strategic planners have been kept appraised and have provided input and advice as needed.



Andrew Mazey
ASSET MANAGER TRANSPORTATION

Endorsed For Agenda



Murray Washington
GROUP MANAGER INFRASTRUCTURE

APPENDIX A

Public Transport Futures: Combined Business Case and Investment Package Report to
Greater Christchurch Public Transport Joint Committee

APPENDIX B

Greater Christchurch Public Transport Futures Combined Business Cases Non-Technical
Summary document

Public Transport Futures: Combined Business Case and Investment Package

Greater Christchurch Public Transport Joint Committee

Meeting Date	27 November 2020
Author	Barry Mein, Public Transport Futures Programme Director

Purpose

This report presents a summary of the combined Foundations and Rest of Network business case that has been prepared as part of the Greater Christchurch Public Transport Futures programme (PT Futures). It describes the strategic approach to the development of the Greater Christchurch public transport system over the next decade and sets out a recommended investment programme for consideration by the PT Futures partners.

Subject to endorsement by the Joint Committee, the next step is for the business case outputs to be considered by the partner organisations, and for the recommended investments to be included in their respective draft Long-term plans, and the Regional Land Transport Plan, for public consultation.

Recommendations

It is recommended that the Committee:

- 1. receives the paper**
- 2. endorses the recommended investment package**
- 3. recommends to the partner councils (Environment Canterbury, Christchurch City Council, Waimakariri and Selwyn District Council), that each partner:**
 - a. endorses the strategic approach to public transport outlined in the combined business case; and**
 - b. makes provision for the recommended investment programme in their respective draft Long-term plans**
- 4. requests Environment Canterbury, on behalf of the partners, to:**
 - a. include provision for the recommended investment programme in the draft 2021-31 Regional Land Transport Plan**
 - b. submit the combined business case to Waka Kotahi NZ Transport Agency for its consideration and endorsement**

Background

The Greater Christchurch PT Futures programme involves the development of three related business cases:

- **Foundations:** focused on improvements to the five existing core high frequency bus routes (Blue, Purple, Yellow, Orange and Orbiter)
- **Rest of Network:** focused on the improvements to the remainder of the existing bus network, and system-wide interventions such as marketing and promotion, information, etc.

- Mass Rapid Transit (MRT): to identify preferred route(s) and mode(s) for future MRT, the staging of delivery, and triggers for investment

The Foundations and Rest of Network business cases are oriented toward short to medium term public transport improvements to the existing bus network, while the MRT IBC has a longer term view toward identifying a preferred MRT corridor to serve and potentially catalyse anticipated growth within Greater Christchurch.

Work on the Foundations and Rest of Network business cases has proceeded in tandem, recognising the need for the future network to operate in an integrated manner. This has resulted in a combined business case which identifies a recommended 10-year investment programme for the full network, with more detail for the priority investments that are recommended in the shorter term (1-6 years). A non-technical summary of the combined business case is included as **Attachment A**. The contents of the summary document are consistent with the more detailed business case documentation which is currently being finalised for submission to Waka Kotahi.

Work on the MRT business case has commenced more recently, with an initial focus on the strategic case for MRT, including problem statements and investment objectives. This work is being undertaken by the same consulting team as the other PT Futures business cases, but its future governance will be through the Greater Christchurch Partnership Committee. Accordingly, this report does not contain any further detail on the MRT business case.

Previous reports

The Public Transport Joint Committee has been regularly briefed on progress as the PT Futures business case work has developed, including workshop sessions where progressive refinements to the investment package have been discussed. This is summarised in the Table 1 below.

Table 1: Previous Committee discussion of PT Futures business case

Date	Issues covered
19 Feb 2020 (meeting)	Overview of business case process
1 May 2020 (workshop)	Summary of work to date, including growth projections, customer insights, investment objectives, and an assessment of long-list options
17 June 2020 (workshop)	Assessment of short-listed options, including impacts on ridership and accessibility, and preliminary economic assessment
19 Aug 2020 (workshop)	Present the emerging preferred investment package following further refinement

In addition, the project partners have been updated on progress, including briefings on the recommended investment programme to council partners in November 2020.

Issues and investment objectives

The initial stage of the business case process, including customer insights, identified the following issues with public transport in Greater Christchurch that the business case needs to address:

- Greater Christchurch will experience an increased need for travel due to the projected population and employment growth and this will result in growing congestion with associated negative environmental impacts
- The use of public transport in Christchurch lags Auckland and Wellington (see Figure 1), as does the level of public investment in public transport (Figure 2).

Figure 1: Per capita public transport patronage in main centres, 2000-2020

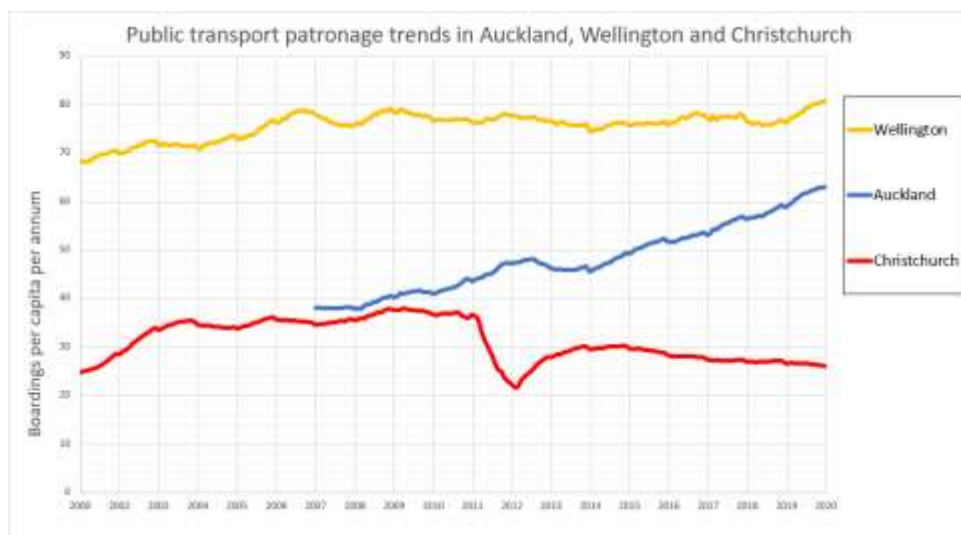
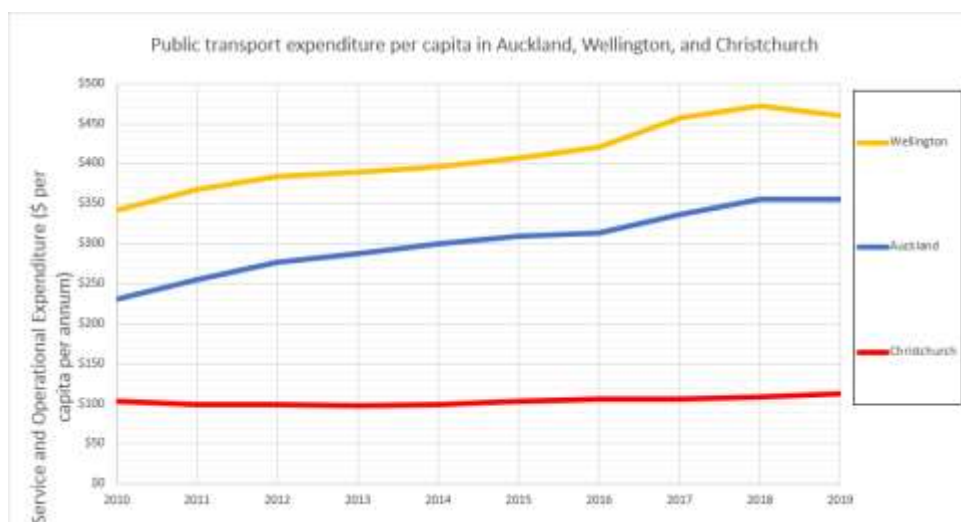


Figure 2: Per capita public transport operating expenditure in main centres, 2000-2020



- The issues that contribute to the low uptake relate to the relative uncompetitive journey times of buses over private vehicles, the limited number of opportunities that bus users can access within an acceptable journey time, and limitations on the relative ease and comfort of using and understanding how the bus system operates and its benefits.

To respond to these issues, three **investment objectives** were identified:

1. Improve journey time and reliability of PT services relative to private vehicles
2. Improve PT services to and from highly populated/ growth areas and key destinations across Greater Christchurch
3. Remove barriers to the uptake of PT.

Option assessment

An initial assessment of a long list of possible interventions to address the issues was undertaken, with the following conclusions:

- improvements to the existing network structure (supply side improvements) have the potential to significantly increase patronage over the next decade.
- accessibility to jobs and key centres by public transport can be significantly improved by frequency improvements to core and secondary routes, which increases the number of households within walking distance of a frequent service.
- enhanced direct services from Waimakariri and Selwyn have the potential to achieve significant mode shift for trips from these areas to the city centre if these services can achieve journey times that are competitive with private vehicles. This can be further enhanced through park and ride.
- there are opportunities to optimise third-tier routes to achieve patronage uplift and enhance accessibility.

As a result, the next phase of work was focussed on detailed consideration of:

- Corridor enhancements to the existing core routes (including improvements to frequency, journey time, priority infrastructure and stop locations) to further leverage off existing and planned development in both infrastructure and services along these routes.
- Frequency improvements to an additional four routes, and adjustments to other routes to support the frequent services and address accessibility gaps
- Additional direct services to the city centre from Selwyn (Rolleston and possibly Lincoln) and Waimakariri (Rangiora and Kaiapoi), with a focus on achieving competitive journey times
- Further changes to the network structure to better support identified growth areas
- Testing the sensitivity of PT patronage to changes in fares, and the availability (or price) of city centre parking

This more detailed work involved an assessment of three short-listed options:

- Enhanced inner core (SL1)
- Branch frequent routes (SL2)
- Enhanced connected grid (SL3)

The assessment concluded that the enhanced inner core option (SL1) should be further developed as the preferred option for investment over the short term; and that the 'branching' option (SL2) should be refined as the next step to follow the enhanced core programme and enable a pathway to a future investment in MRT. The assessment concluded that the enhanced connected grid option (SL3) should not be considered further, given its relatively poor value for money.

The preferred approach was then refined to provide more detail on:

- Capital and operational expenditure to support inclusion in Long-term plans and the Regional Land Transport Plan

- Timing and sequencing of investment
- Financial implications for partner organisations
- Sensitivity analysis on the cost and benefit implications of changing bus fares
- Parts of the network where demand responsive services should be considered

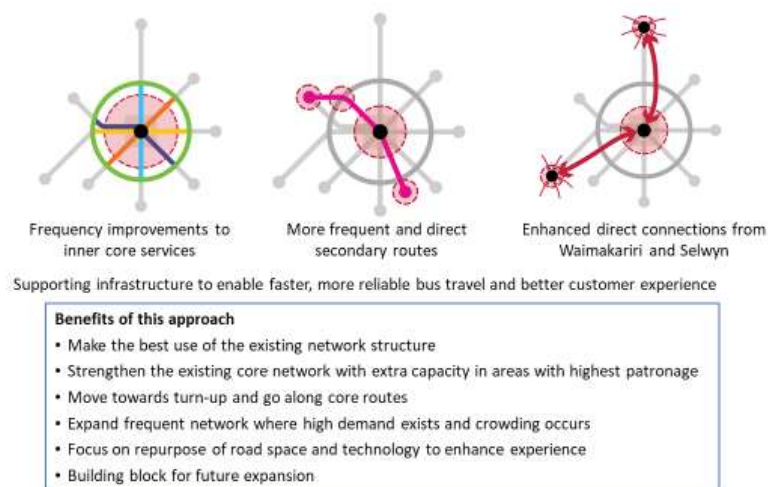
The resulting investment package was presented to a workshop of the Public Transport Joint Committee on 19 August 2020, where Committee members indicated general agreement with the recommended approach, and provided some detailed feedback on the information presented. This was incorporated into the draft business case which is summarised below. For additional detail, refer to the non-technical summary in **Attachment A**.

Draft business case: recommended approach

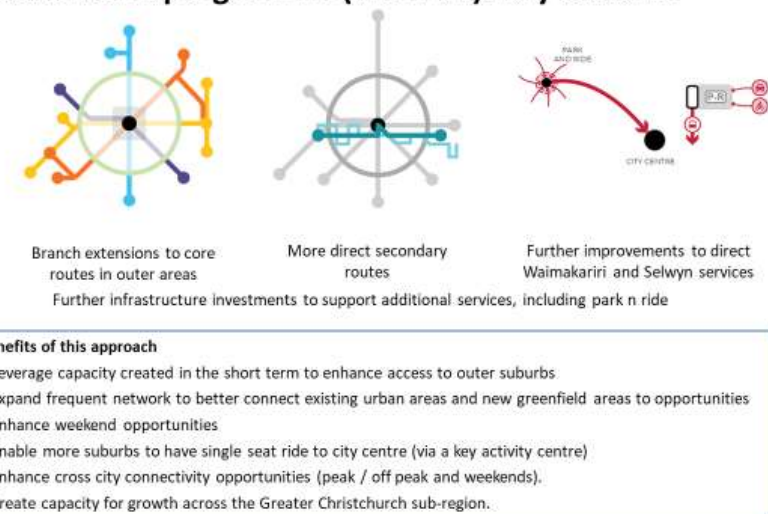
The recommended approach in the draft business case provides for a 10-year programme of improvements to the Greater Christchurch including graduated improvements to bus frequencies and route changes, supported by infrastructure improvements to enable faster and more reliable bus travel times, and more convenient passenger facilities. The programme is divided into two main stages, as illustrated in Figure 3 below: short term changes, which are proposed to be progressively implemented over years 1-6 (two LTP/NLTP cycles); and medium term changes proposed for Year 7 and beyond. The two stages broadly correspond to the short-list options SL1 and SL2.

Figure 3: Recommended short and medium term programme: key features

Short term programme (Years 1-6): key features



Medium term programme (Years 7+): key features



Benefits

The business case includes a detailed assessment of the benefits that can be expected to result from the improvements outlined above. The key benefits include:

- **Growth in patronage**, from under 14 million annual boardings in 2018 to 20 million in 2028, an increase of 44%. This equates to an annual growth rate similar to that experienced in the Auckland bus network (excluding the Northern Busway) over the last decade.

- **Improved journey time and reliability of public transport**, through the provision of over 20 km of bus lanes, bus priority measures at key intersections, integration of real time bus location and traffic signal control along frequent routes, and a headway management system to reduce bus bunching. This will close the gap in travel time between bus and car by between 16% and 36% on core routes, and significantly improve the consistency of bus journey times.
- **Improved access to key destinations by public transport**: the improvements to bus frequency and travel times will result in a 64% increase in the number of households that can access the city centre and other key activity centres within a 30 minute door-to-door journey. The largest increases in access to jobs occur in areas with the highest levels of social deprivation. 39% more people will live within 400 metres of a frequent bus route.
- **Better environmental outcomes**: vehicle travel is projected to decrease by 13.3 million vehicle kilometres per annum, resulting in a reduction in CO2 emissions of 65 tonnes per annum, and a 4.5 tonnes per annum decrease in hydrocarbons.

Costs

Capital expenditure

The combined business case has estimated the total capital investment required over the 10-year period at \$115 million, as shown in Table 2 below. This is in addition to investments already underway or planned as part of existing long-term plans. The majority of this expenditure is focussed on bus priority improvements, including the addition of approximately 22km of bus lanes, mainly on core routes, and intersection improvements to ensure buses gain priority at intersections. A \$17 million bus stop improvement programme is also proposed (including shelters and real-time information).

Table 2: Capital expenditure (\$m)

Investment	Short term (yr 1-6)	Medium term (yr 7+)	Total
Bus lane priority programme	\$51.6	\$7.5	\$59.1
Intersection improvement programme	\$17.9	\$0.8	\$18.7
Bus stop improvement programme	\$12.5	\$4.8	\$17.3
Park and ride programme	\$2.6	\$3.2	\$5.8
Bus interchange enhancements	\$1.5	\$11.0	\$12.5
Bus headway management system	\$0.9	\$1.0	\$1.9
Total capex	\$87.0	\$28.1	\$115.1

Operating expenditure

The combined business case has also estimated the operating expenditure that will be needed to support the increased level of public transport activity. This is mainly associated with the cost of operating bus services under contract to Environment Canterbury, which will increase over time in line with the proposed increases in service frequency.

Incremental improvements to bus services are forecast to increase gross operating expenditure on bus services from a baseline of \$65.5 million to \$116.2 million per annum (in 2020 dollars) by the end

of the 10-year programme, an increase of \$50.7 million (77%). The timing of this investment is discussed in more detail below.

Farebox revenue is also forecast to increase in line with the increased ridership. Total net operational expenditure (net of farebox revenue) is estimated to increase by approximately \$31.85 million per annum to \$71 million per annum by the end of the 10-year programme.

The business case has also included estimates of operating expenditure for supporting activities including travel demand management, information and promotion, bus lane enforcement, and contract management. These additional costs are forecast to increase to \$1.7 million per annum by Year 10.

Impacts of Covid-19

The analytical work underpinning the business case commenced before the Covid-19 pandemic, and the initial outputs of the draft business case did not include any adjustments to take account of its possible impacts.

While the situation remains uncertain, there are two main impacts that will need to be taken into account in planning for public transport investments:

- **Impact on demand for public transport:**

Despite a return to Level 1 alert settings, bus patronage in Christchurch is around 20% below the pre-Covid levels, as shown in Figure 4. It appears likely that demand will remain suppressed for the short-to-medium term in response to a change in travel patterns. This may be through a combination of factors such as an increase in working from home, requirements for social distancing and mask use on public transport, and slower economic growth impacting on central city employment. Treasury and Waka Kotahi have analysed the likely future demand, and have concluded that the long term outlook (i.e. 10 years+) is likely to be largely unchanged from pre-Covid projections.

Figure 4: Covid-19 impact on bus patronage, NZ main centres



- **Impact on partner budgets:**

Covid-19 has had a significant impacts on partner revenues and their ability to service the recommended level of investment, especially in the short term, given other post-Covid expenditure priorities.

In combination, the reduced demand and tighter financial conditions in the short-to-medium term suggest that the partners should follow a slower investment trajectory than that envisaged in the draft business case, while still committing to the overall strategic approach over the longer term.

As a result, the recommended staging of investment has been adjusted from that originally set out in the draft business case, as outlined below.

Recommended investment staging

The recommended staging maintains the overall strategic direction of the business case over the 10-year period, but reduces the financial burden for partners in the short term, especially years 1-3. This has been achieved by slowing the pace of infrastructure investment and frequency improvements, effectively stretching out the early part of the programme over a longer period.

The approach to staging has been to take advantage of recent improvements to public transport infrastructure and services, and to prioritise investments that support these and other projects that are already underway or for which funding has been committed. A particular focus is on investments that support the NZ Upgrade Programme (NZUP) investment planned for SH75 Halswell Road.

Figure 5 below summarises the staging approach for the main services (including the 5 core routes, and the other 3 routes that are recommended for frequency improvements to bring them up to frequent service status). Compared to the draft business case, implementation is delayed for the blue, yellow, purple and orbiter lines, but the orange line (which operates along Halswell Rd) remains as an early priority. Similarly, improvements to frequency for routes 17 and 28 has been retained as an early priority.

Figure 5: Recommended alternative investment staging

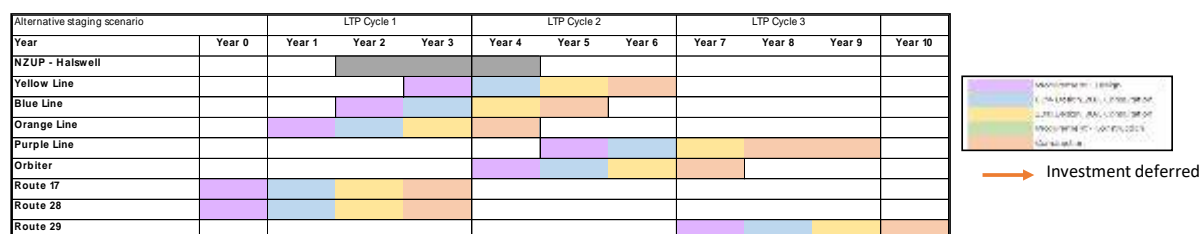
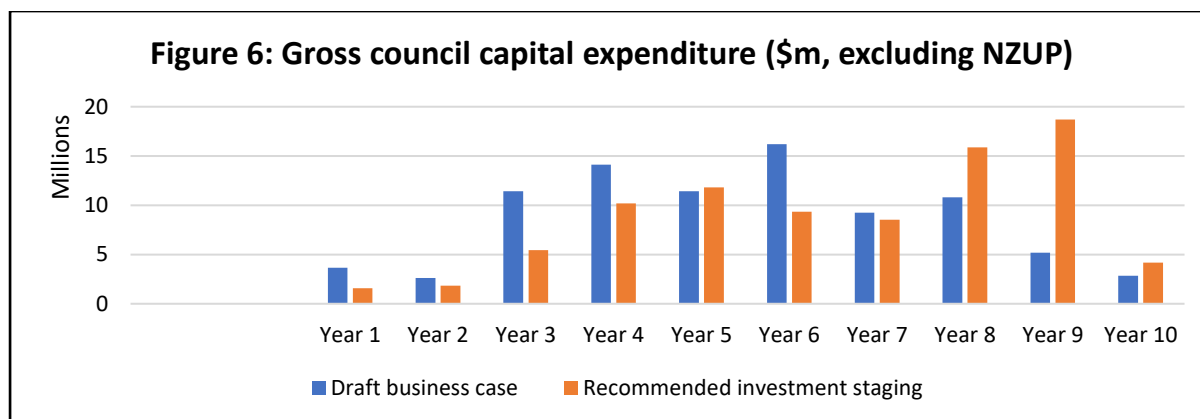


Figure 6 shows the impact of the alternative staging approach on the gross capital investment profile for Council partners. Note that this excludes capital investment already committed in council Long-term plans, and the NZUP Halswell Road project. It shows that gross council capex (in addition to that already included in LTPs) totals \$8.9 million in years 1-3, mostly in Christchurch City. This is approximately half of the amount that had been identified in the draft business case.

Projected gross council capex for year 4-6 totals \$31.3 million – approximately \$10 million less than the draft business case. However, the deferral of investments to later years means larger capex in years 8-10.

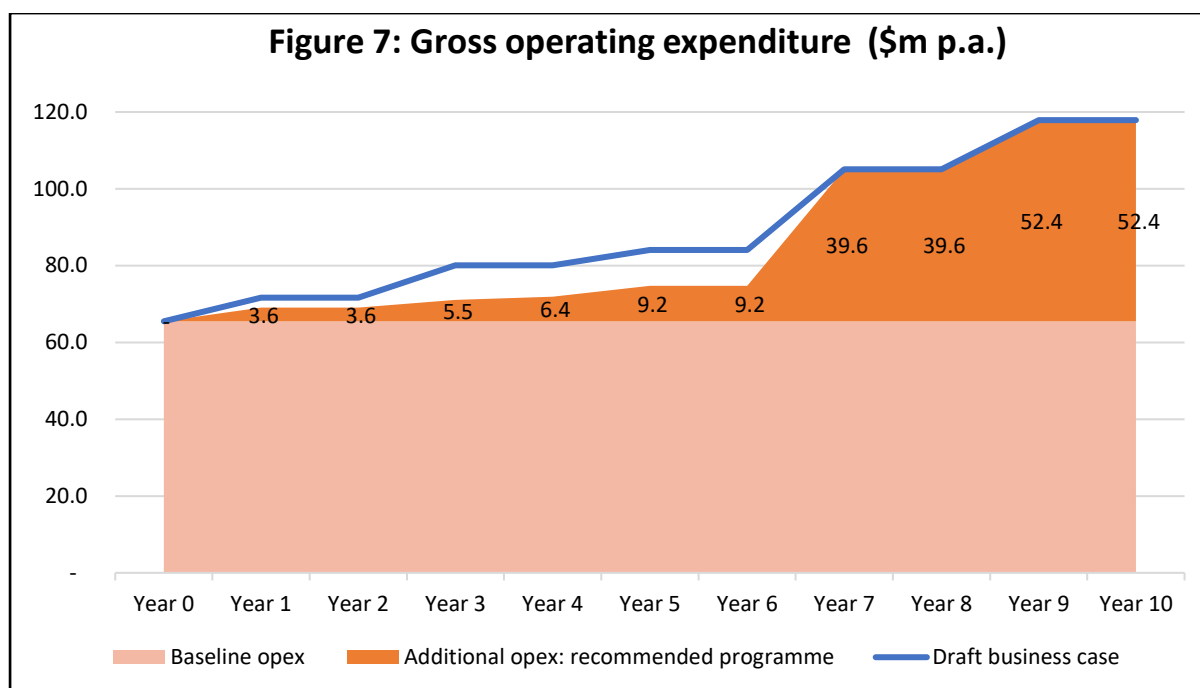
Note that these gross capital amounts can be expected to be co-funded from Waka Kotahi at the current financial assistance rate of 51%.



The forecast impact on gross operating expenditure from the recommended staging approach is illustrated in Figure 7 below. (Note that gross operating costs are funded from a combination of farebox revenues and Waka Kotahi grants, in addition to Council funding).

Gross operating expenditure is expected to gradually increase over the first 6 years. The delay in frequency improvements on some of the core routes means that the increase in operating expenditure is not as much as had been forecast under the draft business case. By Year 6, gross operating expenditure is forecast to be \$9.2 million (14%) higher than the current 2020 level.

However, more significant increases in operating expenditure are required from Year 7 if the full programme of improvements is to be completed within the 10-year timeframe. This level of increase may be difficult to sustain, and it may therefore be necessary to extend the programme beyond 10 years. Note that decisions on the specific timing of improvements in the later years can be made in future long-term plans.



Financial implications for partners

Capital expenditure

The capital investment by each of the partner organisations, based on the recommended staging approach, is summarised in Table 3. As noted above, this is in addition to the investments already included in partner long-term plans.

The majority of the capital expenditure is incurred by Christchurch City Council, from Year 4 onwards. This largely reflects the investments in bus lane and intersection priorities in the inner core area, together with a significant share of the bus stop improvement programme. Provision has also been included for an upgrade to the Bus Exchange in the latter part of the programme.

Selwyn and Waimakariri District Councils also have ongoing capital expenditure on bus stop improvements throughout the 10-year programme. In addition, park and ride investment is programmed for Selwyn from Year 7. Environment Canterbury capital expenditure includes provision for on-bus headway management units, onboard announcements and screens.

A \$27.5 million allocation for the NZUP Halswell Road bus priority project is also included in the capital expenditure estimates, with completion by year 4.

Table 3: Recommended capital expenditure by partner, years 1-10 (\$000)

\$000	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Total
CCC	1,219	1,217	5,068	9,244	11,442	8,936	7,605	14,239	15,386	1,889	76,247
SDC	156	156	156	156	156	156	709	956	2,636	2,076	7,313
WDC	204	204	204	204	204	204	204	204	204	204	2,037
ECan	-	261	-	576	-	52	-	490	490	-	1,870
NZUP	-	2,043	2,732	22,762	-	-	-	-	-	-	27,538
Total	1,578	3,881	8,160	32,942	11,802	9,348	8,518	15,889	18,717	4,169	115,004

Operating expenditure

Table 4 shows the projected increase in gross operating expenditure based on the recommended staging approach, for each of the council partners. As noted above, the major component of new operating expenditure relates to Environment Canterbury bus operating contracts. While gross cost of bus operations is projected to increase by 14% over baseline levels by Year 6, the net financial impact on Environment Canterbury will depend on the extent to which farebox revenues offset part of this cost. This in turn will be influenced by the level of post-Covid demand for bus services, and future decisions on fare levels that may be made in response to Environment Canterbury's proposed fare review.

In addition to bus contracts, the business case has identified operating expenditure for supporting activities such as travel demand management, information and promotion, bus lane enforcement, and contract management.

Table 4: Projected increase in gross operating expenditure by partner, years 1-10 (\$000)

Opex \$000	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10
ECan bus contracts	3,093	3,093	4,892	4,892	7,985	7,985	38,214	38,214	50,682	50,682
Other Opex:										
ECan	279	279	346	716	610	610	677	677	831	831
CCC	82	82	296	761	655	655	711	711	876	876
SDC	63	63	-	-	-	-	11	11	-	-
WDC	84	84	-	-	-	-	11	11	-	-
<i>Sub-total</i>	<i>508</i>	<i>508</i>	<i>643</i>	<i>1,478</i>	<i>1,264</i>	<i>1,264</i>	<i>1,410</i>	<i>1,410</i>	<i>1,707</i>	<i>1,707</i>
Total opex	3,600	3,600	5,535	6,370	9,249	9,249	39,624	39,624	52,389	52,389

Next steps

Due to its integrated nature, the successful implementation of the investment programme described in this paper requires active participation and financial commitments from each of the project partners. It is important that the investment in improved service levels is supported by infrastructure investment, and vice-versa. Subject to Committee endorsement, the next step in the process is to seek formal endorsement of the package from each of the partners, with the aim of including the necessary investments in their respective draft Long-term plans and the Regional Land Transport Plan.

On behalf of the partners, Environment Canterbury will then submit the business case to Waka Kotahi for endorsement, which is a necessary step to enable future Waka Kotahi funding. Note that collective partner endorsement is required to enable Environment Canterbury to submit the business case on behalf of all partners.

It is also important to note that endorsement of the business case does not commit the partner organisations to any specific funding allocations at this stage, as this must be done via the Long-term plan and National Land Transport Programme processes, which include public consultation. It is also possible for the partners to vary the pace of future implementation, through a collaborative monitoring and review process which allows the partners to review progress and adjust the investments through future long-term planning cycles.

Greater Christchurch Public Transport Futures Combined Business Cases

NON-TECHNICAL SUMMARY

Prepared by Boffa Miskell on behalf of the Greater Christchurch Public Transport Joint Committee

NOVEMBER 2020

Boffa Miskell



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Prepared by Boffa Miskell for Greater Christchurch Public Transport Joint Committee



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Introduction

OVERVIEW

This document provides a non-technical summary of the Greater Christchurch Public Transport Combined Business Case that recommends a programme of improvements to increase the uptake of public transport over the next decade.

The Business Case has been prepared to inform the Greater Christchurch Public Transport Futures Programme (PT Futures) on behalf of the Greater Christchurch Partnership.

The Greater Christchurch Partnership agreed the low level of public transport uptake in Christchurch is of concern and needs addressing over the short to medium term with a focus on the following three key problems:

- The current PT system can be unreliable, and many journey times are not competitive with the private vehicle, resulting in poor PT mode share and longer and less reliable journey times.
- The current PT system is not effectively supporting highly populated/high growth areas and connections to key destinations, resulting in poor PT mode share within these areas.
- There are several barriers to using PT in Greater Christchurch, resulting in a low uptake of new PT users and subsequent poor PT mode share.





The business case recommends an investment programme for inclusion in the partner organisations' Long Term Plans that:

- Delivers high-frequency PT options to existing Key Activity Centres (KACs) and planned growth areas;
- Provides reliable bus services with journey times that are competitive with private vehicles;
- Enhances the safety and attractiveness of the environment at bus stops for customers;
- Improves bus routing and frequency that takes people where they want to go, when they want to get there; and
- Provides a catalyst for land use development adjacent to frequent public transport routes.









A further business case with a longer term focus is being prepared separately and will consider the role of rapid transit in the Greater Christchurch area.

KEY OUTCOMES

The PT Futures Combined Business Case recommends a programme of improvements to provide faster, more frequent bus journeys across Greater Christchurch with the following expected key benefits:

-  More people using the bus network with annual ridership increasing from 14 million trips (2018) to 20 million trips (2028)
-  Reduction in car travel by 13 million kilometres per year, resulting in 65 t/annum CO2 emission reduction
-  123,000 more households can access the city centre within 30 minutes by bus
-  52,000 more people living within a 5 minute walk of a high frequency bus route

Key elements in the programme include:

-  Approximately 100 more buses running more frequently across the network, providing enough seats
-  229 more bus shelters providing better waiting facilities
-  190 more real time display units providing accurate information on bus arrival times
-  On-board audio-visual announcements providing information on upcoming stops and transfers
-  Approximately 22 kilometres of bus lanes making buses more reliable and faster
-  Priority measures for buses at key intersections across the city making journeys more reliable
-  Park and ride facilities at larger towns making it easier to access the bus network
-  Secure bike parking at key stops providing more options with a greater catchment to frequent bus routes

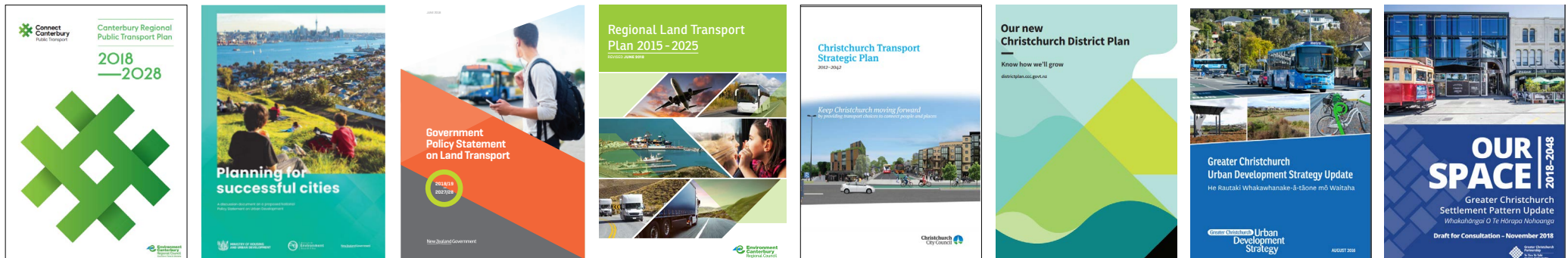
STRATEGIC CONTEXT

It is anticipated that the population of Greater Christchurch will increase from 489,000 to over 641,000 by 2048, with a large concentration of this growth being located within 10km of the central city. Employment is forecast to grow by approximately 28% between 2018 and 2048 from 239,600 to 307,100. The largest concentration of employment will be in the central city and southern employment belt, with the central city continuing to play a key role in supporting the regional economy and future employment opportunities. The Key Activity Centres (KAC's) are a focus of suburban employment along with other key employment nodes around Christchurch Hospital, the airport, Blenheim Road, Hornby and the University of Canterbury. This ongoing growth will place additional demands on the transport network.

The National Policy Statement for Urban Development (NPS-UD) identifies Greater Christchurch as a high growth area. The Canterbury

Regional Policy Statement and 'Our Space' sets out proposed locations of future development areas in Greater Christchurch. There is a focus on residential intensification particularly in Christchurch with the aim to both increase the residential population in the central city along with redevelopment of existing urban areas in and around Key Activity Centres, larger neighbourhood centres and nodes located along core public transport routes.

Both the existing urban areas and priority areas for growth will enable ongoing recovery and rebuilding through to 2028. The spatial pattern for Greater Christchurch aims for smaller and consolidated footprints encouraging higher density living environments, mixed use and a range of housing types to encourage use of less energy and provide better opportunities and choice for people in terms of transport modes.

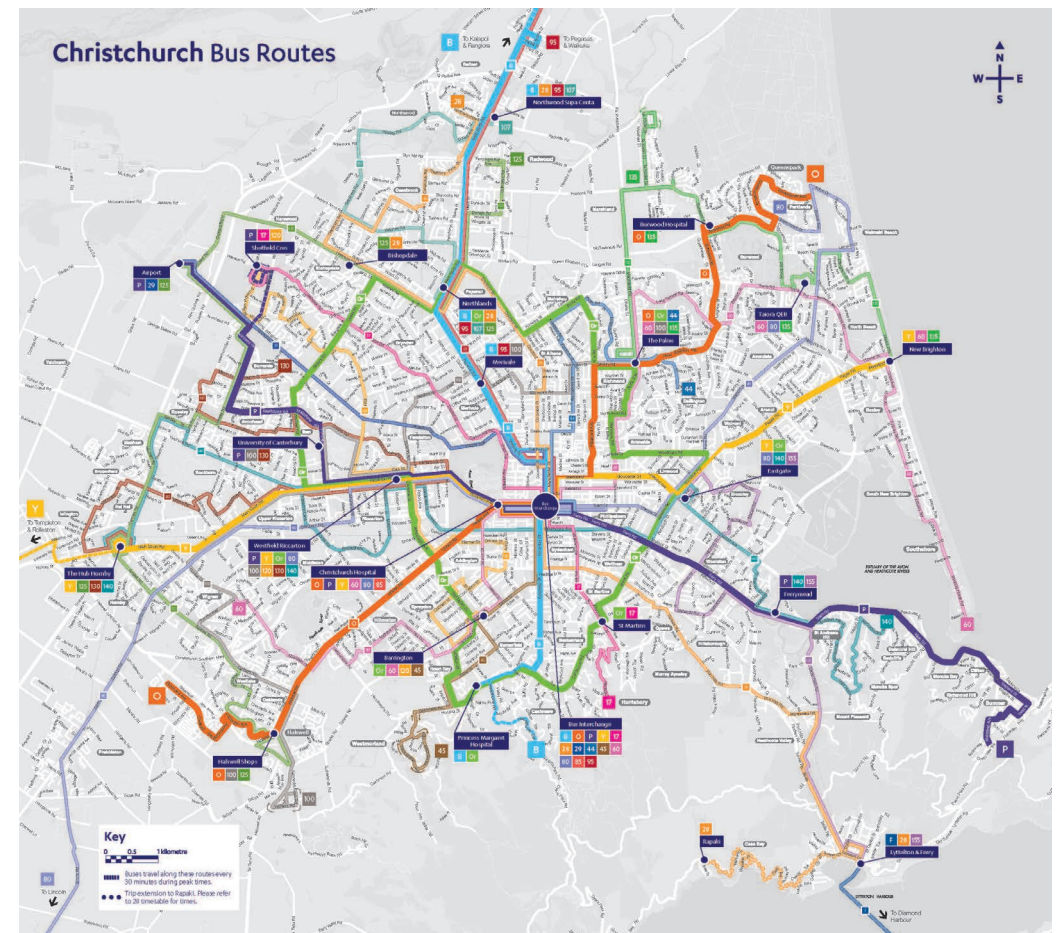


The ongoing growth and regeneration of Christchurch provides an opportunity to ensure that transport infrastructure and land use are closely aligned. To support the projected levels of growth the public transport network will need to evolve to support key residential and commercial growth areas, better matching future growth and contributing to a safer, more sustainable and accessible transport choices. This will set the scene over time for public transport to grow and develop, reducing the reliance on the private vehicle and the impact this has on the transport network.

Greater Christchurch has a comprehensive network of public transport services which comprises entirely of bus services (except for one ferry route). It includes bus priority measures on some key corridors particularly those that include key commercial centres along them. The network is largely radial based on connecting to the central city. Pre-covid trip numbers stabilised post earthquake, but public transport only carries a 2.25% share of all trips in Greater Christchurch. This is low in comparison to other centres in New Zealand.

More people and jobs will result in more demand for travel. A continuation of the low bus mode share will result in longer travel times, more congestion on the road network with traffic spilling over from arterials into quite residential streets as they run out of capacity.

A more convenient and competitive bus network is therefore essential given the current reliance on private vehicles for travel is not sustainable.



VISION FOR GREATER CHRISTCHURCH

The vision for Greater Christchurch has been developed via the Greater Christchurch Urban Development Strategy and provides the primary strategic direction for Greater Christchurch. In addition, the Canterbury Regional Public Transport Plan sets out a vision for public transport.

Vision for Greater Christchurch

By the year 2041, Greater Christchurch has a vibrant inner city and suburban centres surrounded by thriving rural communities and towns, connected by efficient and sustainable infrastructure. There are a wealth of public spaces ranging from bustling inner city streets to expansive open spaces and parks, which embrace natural systems, landscapes and heritage. Innovative businesses are welcome and can thrive supported by a wide range of attractive facilities and opportunities. Prosperous communities can enjoy a variety of lifestyles in good health and safety, enriched by the diversity of cultures and the beautiful environment of Greater Christchurch.

Greater Christchurch Urban Development Strategy

Vision for Public Transport

Public transport is innovative and successful and sits at the heart of a transport network that supports a thriving, liveable greater Christchurch. The public transport system is accessible and convenient, with high quality, zero emission vehicles and facilities. The system gets people where they want to go – as a result it is well used and valued by the people of greater Christchurch.

Canterbury Regional Public Transport Plan 2018-2028

BASED ON THIS VISION THE KEY TRANSPORT PRIORITIES FOCUS ON:



Improving Our Environment



Improved Innovation



Growing Patronage



Affordable network



Enhanced Accessibility

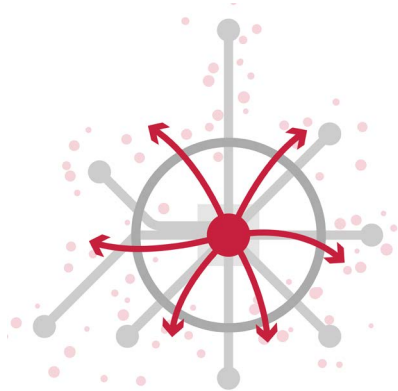
Mō tātou, a, mō kā uri a muri ake nei.
“For us and for those who follow.”

PUBLIC TRANSPORT AND URBAN FORM

It is important for Greater Christchurch's growth and development to be accommodated in a way that creates high quality integrated communities. Employment dispersed to peripheral locations post the earthquakes making it hard for public transport to provide a competitive and attractive alternative to private car use. The bus network now requires some adjustments and enhancements as various parts of the city develop and employment refocuses on the central city.

This Business Case focuses on interventions that will support a more connected, consolidated and intensified Greater Christchurch by 2028.

A future Business Case will investigate Mass Rapid Transit along key corridors.



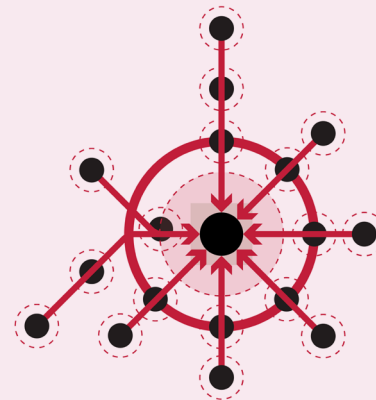
Post Earthquake

- Employment dispersed to peripheral locations



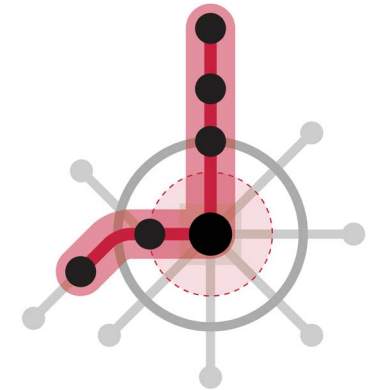
2018

- Refocused central city
- Linked employment generators



2028

- Consolidate and intensify
- Develop connected places



2038

- Prioritisation of corridors
- Rapid and frequent corridors




KEY PUBLIC TRANSPORT CHALLENGES

The problem definition below outlines the case for change and was informed by talking with existing and potential new bus customers as well as transport and land use professionals within each partner organisation.

PROBLEM STATEMENTS	OBSERVED EVIDENCE	BENEFITS IN SOLVING THE PROBLEM	INVESTMENT OBJECTIVES
The current PT system can be unreliable, and many journey times are not competitive with the private vehicle, resulting in poor PT mode share and longer and less reliable journey times.	Analyses of the core routes in Christchurch (Orange, Purple, Blue, Yellow and Orbiter) show journey time on most trips could be 50% longer than expected and needs to be accounted for in trip planning by users. The journey time analysis also shows bus journeys to be consistently slower than car journey times with many journeys taking more than double the time to complete by bus when compared to car.	Bus services will become more attractive to use and provide customers with a real competitive choice over the alternative. Enhanced reliability will also increase customers confidence that they will be able to complete time sensitive journeys within expected timeframes.	Improve journey time and reliability of PT services relative to cars by 2028.
The current PT system is not effectively supporting highly populated/ high growth areas and connections to key destinations, resulting in poor PT mode share within these areas.	There are substantial parts in the city zoned for high density development but lying outside a walk-up catchment to frequent public transport services. Two key employment areas outside the city centre (the airport and Middleton/Addington area) are also not well connected to their labour market by direct frequent PT services.	Enhancing the number of key destinations, a greater number of users can reach within 30 minutes by using the bus system.	Improve PT services to and from highly populated/high growth areas and key destinations across Greater Christchurch by 2028.
There are a number of barriers to using PT in Greater Christchurch, resulting in a low uptake of new PT users and subsequent poor PT mode share.	Qualitative feedback from people who live in Christchurch highlights high level of satisfaction from existing bus users but identifies a number of barriers to attract new users. The 2019 Environment Canterbury Christchurch User Metro Survey confirms existing users were highly satisfied, but identified the lowest areas of satisfaction in bus timetables and frequency, quality and availability of shelters along with information about delays and disruptions.	The bus system attracts new and retains existing users, increasing PT mode share.	Remove barriers to the uptake of PT by 2028.

BUSINESS CASE FRAMEWORK

To determine how well different options including the preferred programme may perform against the Problems Statements, a comprehensive set of Key Performance Indicators (KPIs) were developed and these are set out in the following table.

INVESTMENT OBJECTIVE	MEASURE	KEY PERFORMANCE INDICATORS
 Improve journey time and reliability of PT services by 2028	1.0 In-vehicle journey time and congestion	1.1 Reduce in-vehicle PT journey time along specific routes
		1.2 Reduce private vehicle congestion along bus routes
		1.3 Reduce severe congestion at intersections
 Improve PT services to and from highly populated/growth areas and key destinations across Greater Christchurch by 2028	2.0 End-to-end journey time and accessibility from and to key areas	2.1 Increase households able to access the city centre by bus within 30mins
		2.2 Increase households able to access high employment zones by bus within 30mins
		2.3 Increase households able to access the Papanui, Riccarton, Hornby, Shirley and Linwood KACs by bus within 30mins
		2.4 Increase households that can access more than one KAC by bus within 30mins
		2.5 Increase access to more businesses from key residential areas by bus within 30mins
		2.6 Increase households able to access Rolleston and Rangiora centres by bus within 30mins
		2.7 Reduce journey time from Rangiora, Kaiapoi, Rolleston and Lincoln to the city centre
 Remove barriers to the uptake of PT by 2028	3.0 Spatial coverage	3.0 Increase the population that are located within 800m of a frequent route
	4.0 Environment	4.1 Private vehicle kilometres travelled per capita
		4.2 Annual greenhouse gas emission from all transport sources
		4.3 Annual HC emissions from all transport sources
		4.4 Annual VoC emissions from all transport sources
		4.5 Annual NOx emissions from all transport sources
	5.0 Public Transport Ridership	5.1 Increase the number of PT trips
		5.4 Increase the proportion of trips made by PT
	6.0 Perception in ease of use of public transport system	6.1 Improve the perceived ease of use of the PT system

EXPLORING OPTIONS

A wide range of possible interventions were identified and reviewed as part of the development of a preferred programme. Although some interventions contributed more significantly than others, all interventions contributed in some way and hence none were discarded in totality. Rather critical conclusions were drawn to inform the preferred programme:

- **High Frequency (Core) Routes:** Improvements to the five high frequency (core) routes have the potential to increase patronage by 31% from 2018 by 2028. The majority of this patronage uplift occurs in the inner portion of Christchurch City (within approximately 5km of the city centre).
- **Additional High Frequency Routes:** Expanding the number of high frequent routes from five to nine increases the number of people within 800m of frequent bus route by 20% from 334,000 to 402,000. The expansion however appears to divert growth from the five core routes and therefore only adds approximately a further 4% to the overall patronage uplift for Greater Christchurch over and above the forecasted improvements from enhanced core routes. However, service improvements would still be required to ensure capacity meets demand and this was recommended further consideration at an individual route basis as part of short list option assessment.
- **Park and Ride:** Park and ride located at satellite towns and or the fringe of Christchurch City has the potential to increase overall ridership by a further 3%.
- **Direct Services:** Enhanced direct services from Waimakariri and Selwyn have the potential to achieve significant mode shift if these services are supported by frequency, service pattern and corridor improvements that ensure parity with vehicle traffic.
- **Third Tier Routes:** Optimising third-tier routes like Route 130 (Hei Hei / Avonhead) can provide patronage uplift, but it is unlikely to be of a scale that makes a meaningful impact on citywide mode share (0.2% uplift).
- **Land Use:** Redistributing land use growth towards the five high frequency core routes has the potential to increase patronage by 40% in 2038. Population growth is a significant driver of future patronage uplift.
- **Fares:** Removing fares has potential to increase ridership by up to 50% and further consideration will be required to determine if this will offset the loss in revenue from fares.

The following section sets out the 'Preferred Programme' in detail.

Part 1: the preferred programme



OVERVIEW OF THE PREFERRED PROGRAMME

PART 1 – THE PREFERRED PROGRAMME

The preferred programme includes an integrated set of interventions ranging from higher frequency services, realignment of routes and new routes and these are identified in the following pages. The interventions focus on responding to the 'Problem Statements'

with a focus on improving journey time and reliability, improved access to growth areas and destinations and removing the barriers to the uptake of public transport. The seven key interventions outlined in the following pages include:

1. Enhance the Inner Core Routes
2. Enhance Secondary Core Routes
3. Provide Direct Connections
4. Branch Out from Core Routes
5. Expand the Frequent Network
6. Enhance Connector Services
7. Multi-Modal Network Connections

The Preferred Programme is split into **short and medium term interventions**. The **short term interventions** include enhanced frequencies through the inner core of Greater Christchurch (area with high density and land-use intensification) through adoption of short runs on the inner core and improving the frequency on the Orbiter to improve transfer between routes. The philosophy for the short-term interventions is to make best use of the existing network structure and assets that support the highest population and employment areas. The short term interventions will be a building block for future expansion with minimum abortive investment.

The **medium-term interventions** focus on more substantial route changes to keep pace with the forecast growth in population and economic activity. The changes will significantly increase PT capacity across the sub-region, improve coverage and reduce the need for transfers. These improvements will leverage capacity created through the short-term programme to enhance access to economic and social opportunities to residents in outer suburbs. It does this by introducing branching of services on key routes.

The combined package of interventions across the short and medium term timescales will result in a **revised network map** which is outlined on the page opposite.

PART 2 – PHYSICAL ENHANCEMENTS

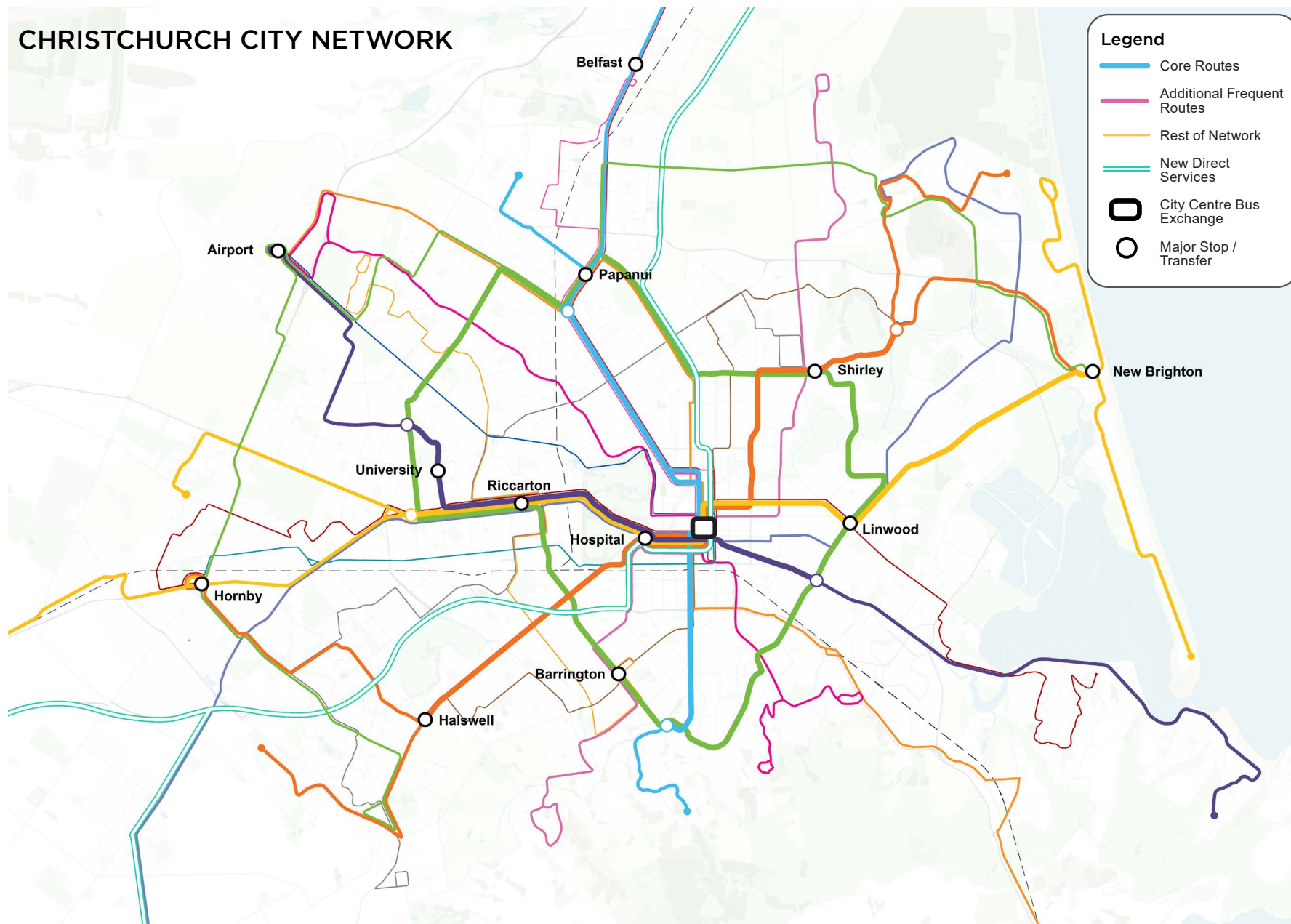
Network changes are only part of the equation. To ensure our future as a public transport city there must be physical changes to our urban environment that supports the bus network and significantly improve customer experience. The physical enhancements outline the proposed changes to the urban environment that will support the network changes.

PART 3 – STAGING AND SUMMARY OF BENEFITS

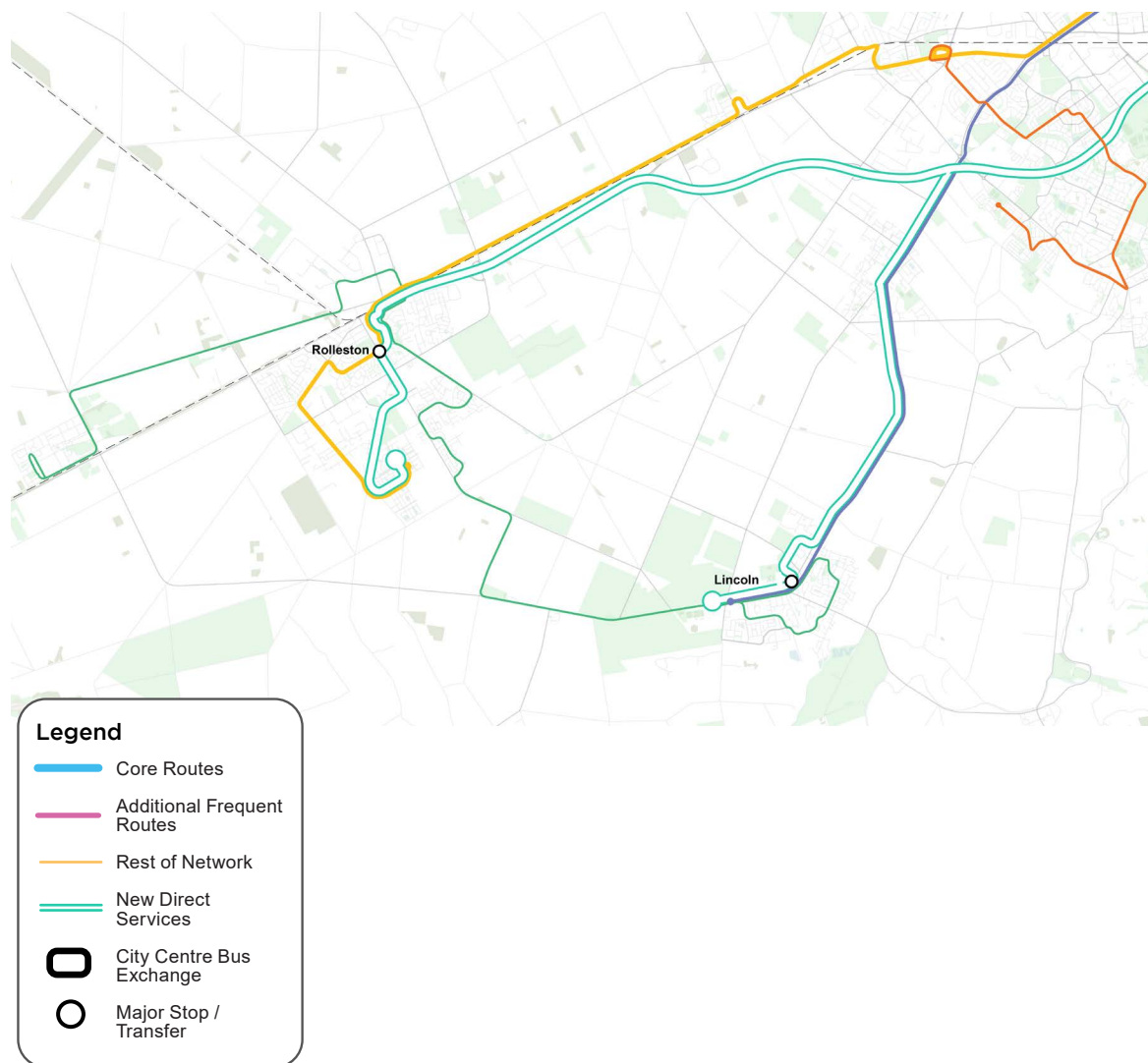
The short and medium term options will be undertaken in a staged approach and has been developed based on a number of criteria. A number of benefits will arise from the various network and physical environment changes. These are summarised in relation to each of the three 'Problem Statements' and how a greater alignment between PT and land use will be achieved.

PREFERRED PROGRAMME NETWORK PLAN

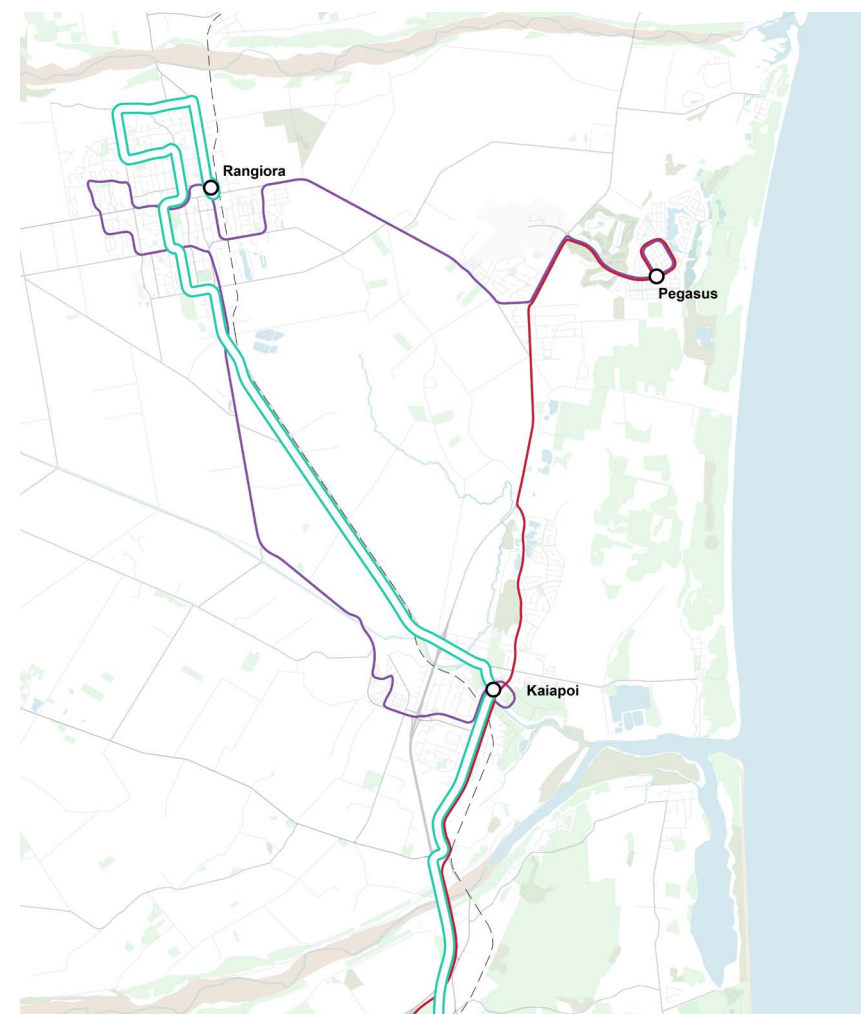
CHRISTCHURCH CITY NETWORK



SELWYN DISTRICT NETWORK



WAIMAKARIRI DISTRICT NETWORK



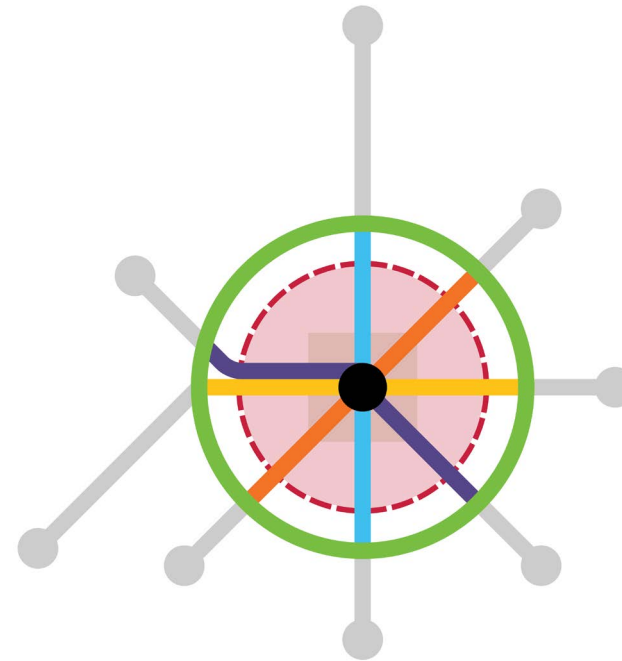
1. Enhance the Inner Core Routes

WHAT

- Increased frequency and reduced wait time of five core routes
 - 7.5 minute peak
 - 10 minute off-peak
- Bus lanes that ensure fast reliable service even in peak periods
- Customer experience improvements

WHY

The inner core has the greatest density of residents, workers, and activity along with the highest levels of congestion and poor reliability, so is the first priority for high quality Public Transport. Improved quality of Public Transport and customer experience means people are more likely to choose sustainable options. Enhancing public transport within the inner core also responds to a long term plan of urban intensification.



KEY BENEFITS



Improve Journey Time and Reliability

- Increased frequency reducing the wait and transfer time
- Better punctuality through bus priority infrastructure enabling queue jumping and signal priority



Improve Access to Growth Areas and Destinations

- Catalyst for land-use intensification of inner core areas
- Enhanced access to the central city employment and retail
- Targets neighbourhoods with low car ownership



Remove Barriers to Uptake of Public Transport

- Removes the need to consult timetables with true turn-up-and-go frequencies
- Bus journey times that are more competitive with private car journey times.
- More predictable bus arrival and departure times.



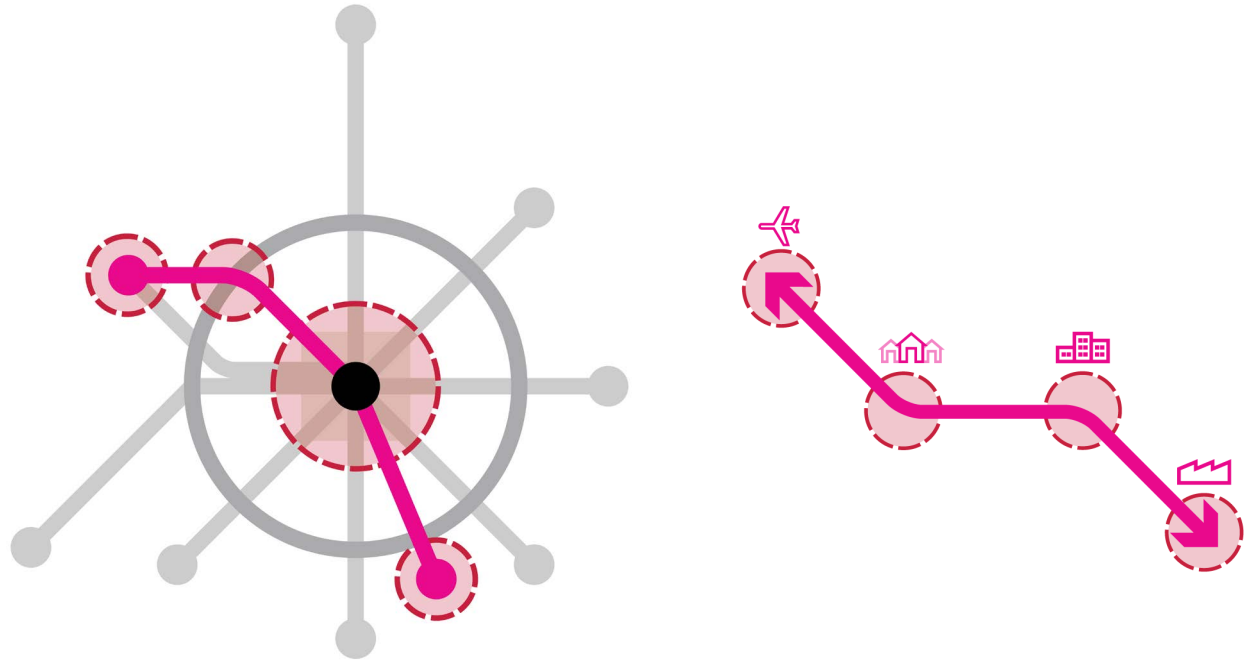
2. Enhance Secondary Core Routes

WHAT

- Increased frequency and directness on routes 17, 28 and 29
 - 10 minute peak for route 29
 - 15 minute peak for routes 17 and 28
 - 15 minute off-peak on all three routes

WHY

Enhanced bus capacity along these routes that already experience bus crowding and have strong demand forecast for trips to the city centre and airport employment area.



KEY BENEFITS



Improve Journey Time and Reliability

- Increased frequency reduces wait and transfer times



Improve Access to Growth Areas and Destinations

- Additional high frequency service to areas zoned for intensification
- Increased access to employment and retail areas (Woolston, Papanui, Airport)
- Reinforces land use intensification and catalyst for growth



Remove Barriers to Uptake of Public Transport

- More people with access to high frequency bus service
- Bus journey times competitive to car journeys to more parts of the city
- Direct connections minimise the need to transfer

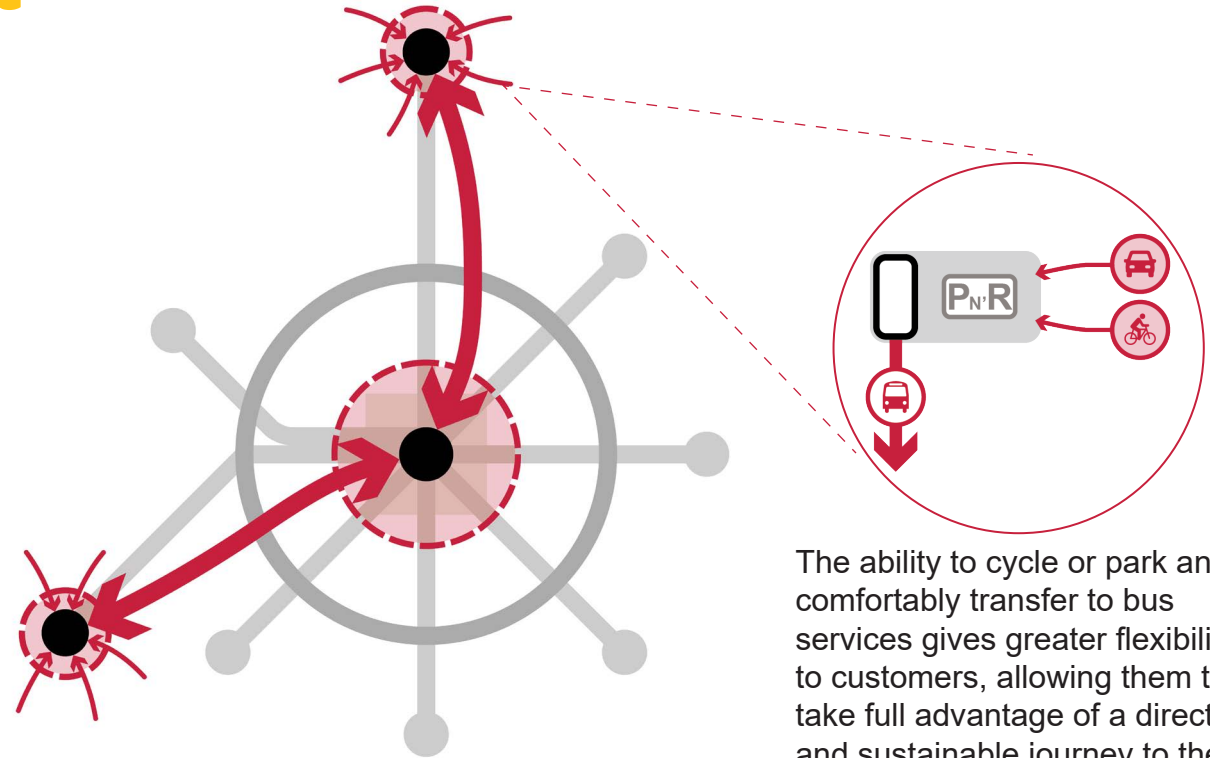
3. Provide Direct Connections

WHAT

- New direct services from Lincoln to the city centre
 - 20 minute peak
- Over time enhance frequencies on the new Lincoln and other existing 'direct' services from Rolleston, Rangiora and Kaiapoi
 - 15 minute peak
 - 30 minute off-peak

WHY

Part of Greater Christchurch's long term plan is to not only intensify the inner-core, but to acknowledge the role of the satellite centres which support the city. It will become increasingly important to provide sustainable transport options to these growing centres as Christchurch strives towards a sustainable future. This will be achieved through direct connections.



The ability to cycle or park and comfortably transfer to bus services gives greater flexibility to customers, allowing them to take full advantage of a direct and sustainable journey to their destination.

KEY BENEFITS



Improve Journey Time and Reliability

- Direct service provides more competitive journey times when compared to car travel
- Priority lanes during peak period to improve reliability and competitiveness against car journeys.



Improve Access to Growth Areas and Destinations

- Enhances access to the City Centre
- Sustainable transport option for rural residents



Remove Barriers to Uptake of Public Transport

- Park and ride facilities at satellite towns to enable better transfer from car to bus
- Secure bike lockers at park and rides to provide options to access direct service
- All-day service gives flexibility for a more diverse range of commuters



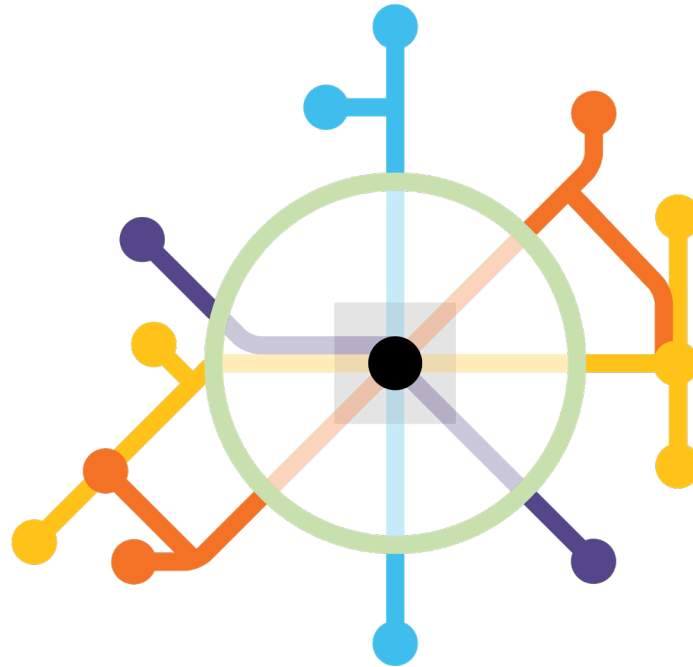
4. Branch Out From Core Routes

WHAT

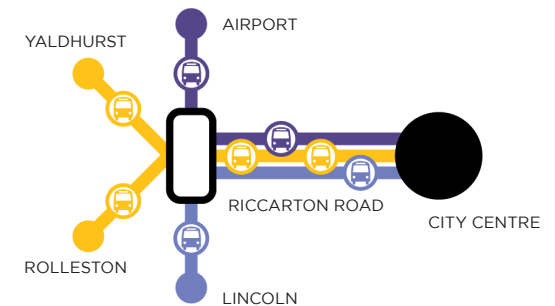
- Increase inner core route frequency to 7.5 minute all day (7AM to 7PM) and branch the routes outside the Orbiter
 - 7.5 minute all day on inner core section
 - 15 minute all day on each branch
- Increase frequency on the Orbiter to 7.5 minute all day
- New routes to connect Key Activity Centres (KAC's) and the city centre

WHY

A network of branched routes ensures maximum coverage of the outer city, while providing maximum frequencies on the key corridors through the inner core. It also provides more same-seat trips to the central city, removing the need for transfers for many people.



Feeder routes branching out from the core routes and associated investment will create a greater focus on PT around destinations, employment areas, identified growth areas and community facilities. This will encourage higher density and mixed-use development and zoning oriented around these key corridors.



KEY BENEFITS



Improve Journey Time and Reliability

- Increased frequency reducing the wait and transfer time
- Better punctuality through bus priority infrastructure enabling queue jumping and signal priority



Improve Access to Growth Areas and Destinations

- Increased access to the City Centre
- Increased access to and between KAC's and key destinations
- Improved access to and from Priority Growth Areas



Remove Barriers to Uptake of Public Transport

- Greater access to employment opportunity and community facilities
- Enhanced customer experience due to more same seat journey options
- Removes the need to transfer for many customers

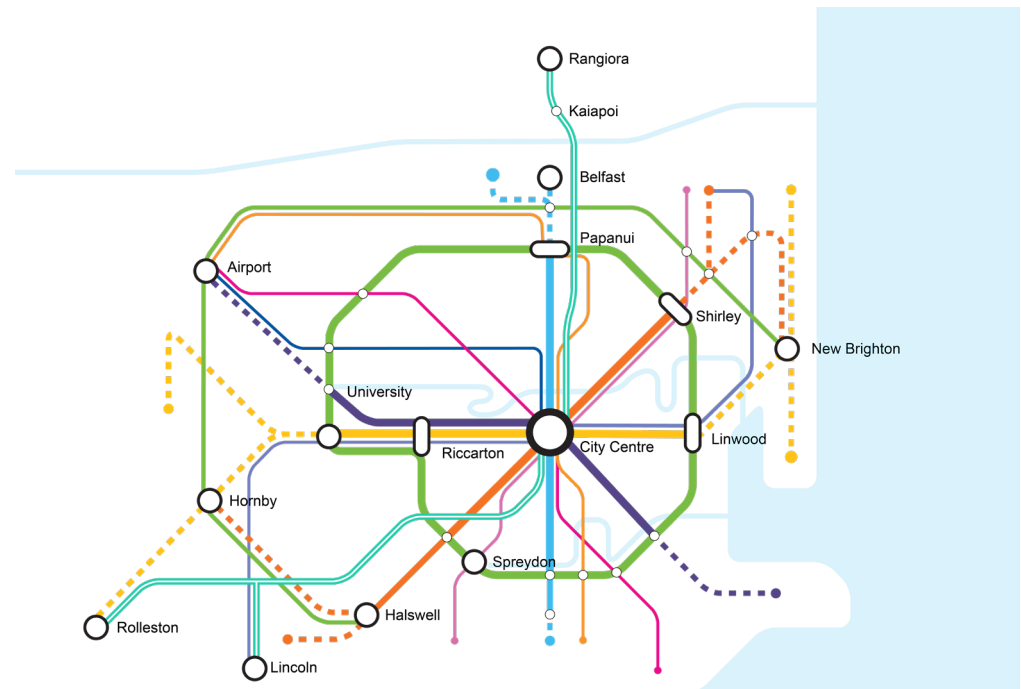
5. Expand the Frequent Network

WHAT

- Increase frequency and directness of routes 60 and 80 - 15 minute all day frequency
- Rerouting Route 60 to connect the developments in the Preston area directly with the city centre.
- Rerouting Route 80 to run through Riccarton Road towards city centre.

WHY

Expanding the frequent network will provide more residents with walk-up catchment to frequent bus service. More direct connections will also better connect new growth areas with the city centre and key activity centres.



KEY BENEFITS



Improve Journey Time and Reliability

- Increased frequency reduces wait and transfer times
- Decreased journey time by providing more direct routes
- More single seat journeys to the city centre



Improve Access to Growth Areas and Destinations

- Increased, direct access to the City Centre
- Improved access to and from Priority Growth Areas



Remove Barriers to Uptake of Public Transport

- More people with access to high frequency bus service
- Bus journey times competitive to car journeys to more parts of the city
- Direct connections minimise the need to transfer



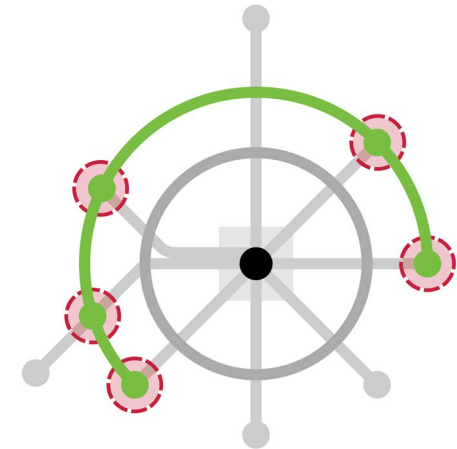
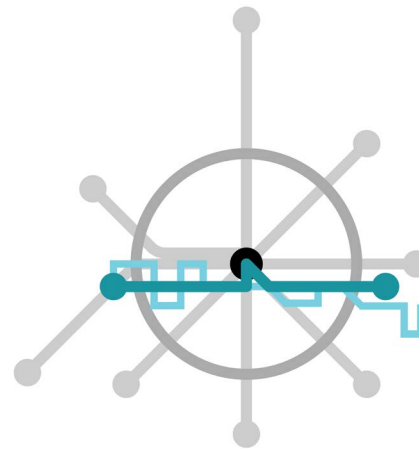
6. Enhance Connector Services

WHAT

- Reroute connector services (100,120,125,130,140) to provide more direct connections, connecting with high frequent routes at key locations
- Extend Route 125 to provide an outer half-orbiter function to distribute trips across the outer parts of the city
- Straighten the 140 route to provide a spine through the industrial employment area and increase its frequency

WHY

Some current bus services wind through streets trying to reach a wide range of customers. The ability of the PT system to cater for the complex number of trips made daily requires a network of connected services that enable transfers to frequent radial routes without the need to divert the journey through the suburbs and the city centre.



KEY BENEFITS



Improve Journey Time and Reliability

- More direct and shorter routes for customers – reducing pressure on the city centre bus exchange
- Decrease journey times for customers making cross town trips



Improve Access to Growth Areas and Destinations

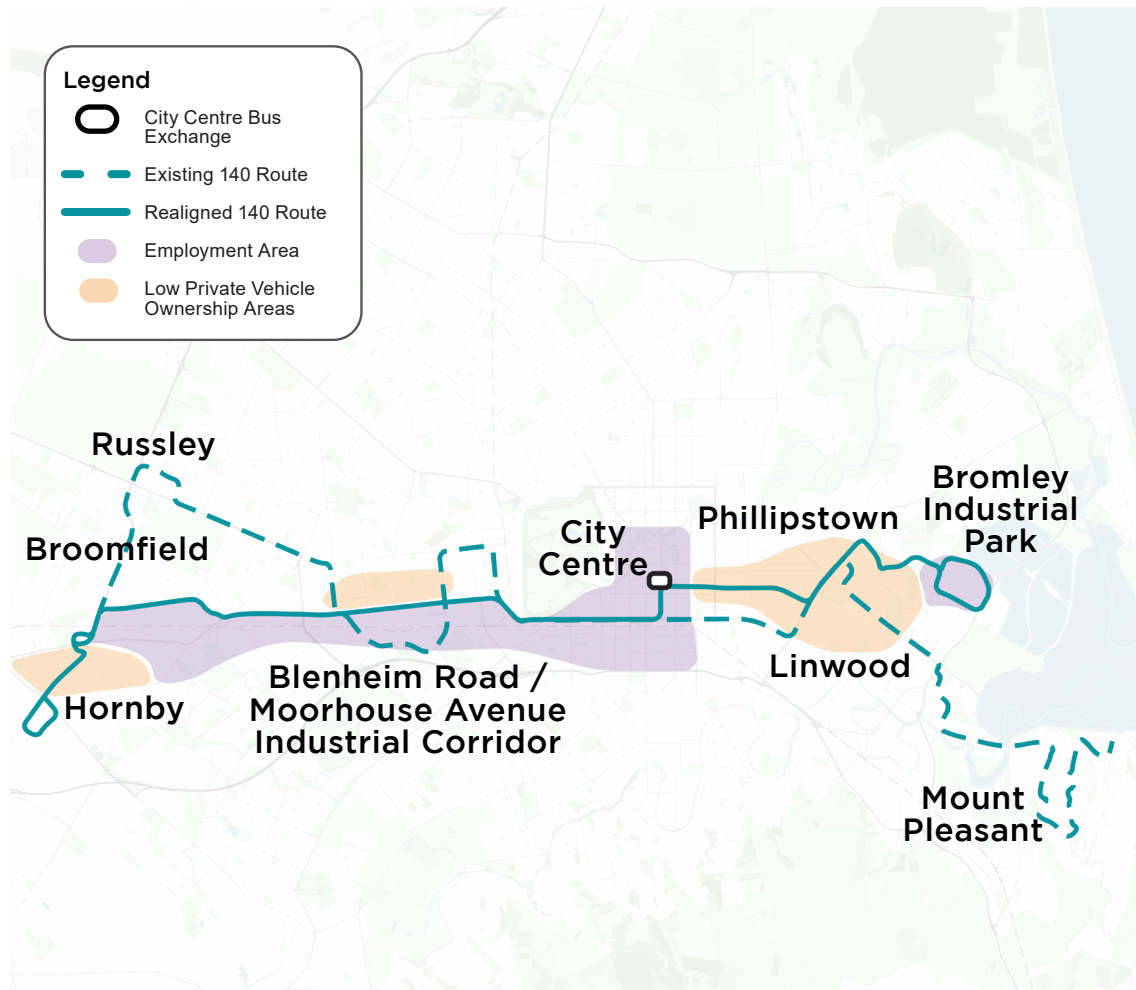
- Increased access to and between KAC's and key destinations
- Improved access to employment areas outside the city centre
- Enable access to more locations through one transfer



Remove Barriers to Uptake of Public Transport

- Enables everyday use promoting short trip options and more diverse customer groups
- Simplified timetable
- More intuitive routes travelling in straight lines.

MORE DIRECT 140 ROUTE



MORE DIRECT ROUTES

From existing winding routes to a more consolidated direct service. By better aligning services with employment and identified growth areas, KACs and communities with low private vehicle ownership the PT network becomes more equitable, serving diverse communities.



The example shown is the 140 bus route. Currently the bus runs from Mount Pleasant, a lower density neighbourhood through Linwood, the City Centre, Russley, Broomfield then finally to Hornby. The realigned service connects industrial employment centres across the city and more directly connects fringe residential areas with the city centre making journeys by bus more competitive. Journey times, frequency and customer experience will all see significant improvements.

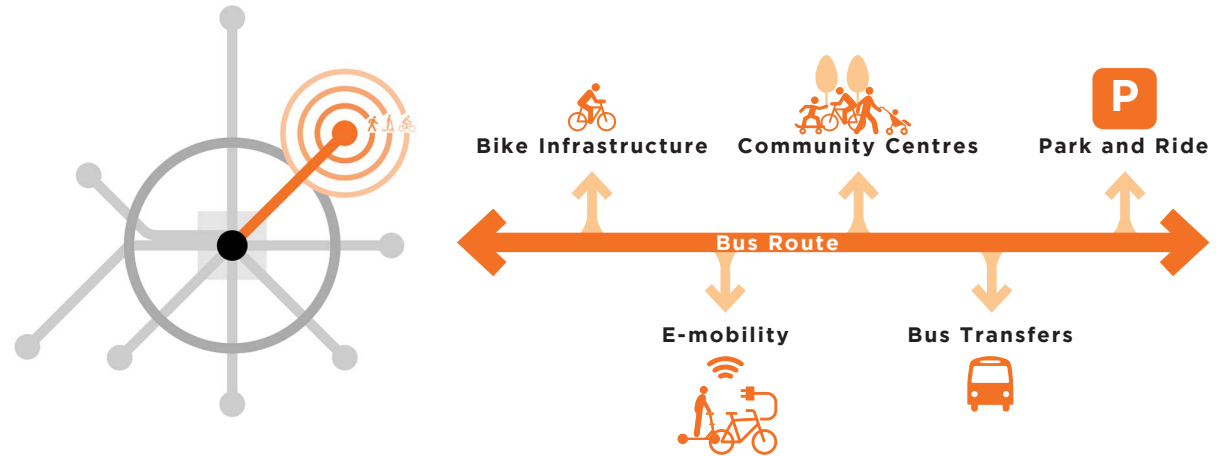
7 Multi-Modal Network Connections

WHAT

- Enhance the opportunities to transfer from various modes to the bus network
- Transfer opportunities between connected bus and cycle networks including cycle lock ups and E-mobility stations at main transfer facilities
- On board announcements to alert customers to transfer opportunities at upcoming stops and destinations that can be accessed from key stops

WHY

Providing a diversity of interconnected transport options is important in making it easy for people to access the bus network. Options such as bike infrastructure, park and ride and bus transfers will add flexibility to peoples journeys. Provision of bus shelters and real time information will also improve access and encourage sustainable transport choices.



KEY BENEFITS



Improve Journey Time and Reliability

- Decreased journey time through faster first mile last mile options incorporated into overall journey.
- More customers can access high frequency routes, reducing the wait and transfer time at stops.



Improve Access to Growth Areas and Destinations

- Wider residential catchment has access to frequent bus routes within a 5-minute trip to bus stop.
- Customers can reach wider range of destinations within 5 min trip from where they alight the bus.
- Rural community can access bus network through park and ride.



Remove Barriers to Uptake of Public Transport

- Provide options to customers to make the “first and last mile” trips between destination and bus network.
- Enables everyday use promoting short trip options and more diverse customer groups.
- Efficient and effective transfer experience.

Part 2: infrastructure enhancements

A. Bus Priority

Providing priority bus lanes on the 5 Inner Core routes will see significant enhancement to customer experience. Integration of the signal priority system and the bus real time information system will enable the ability to detect the presence of buses in a traffic stream and then allow for priority should a bus be behind schedule. Bus priority ensures faster journey times, more reliable buses, a legible and trusted bus network, and removes the need for consulting bus timetables, shifting to a 'turn-up-and-go' model.

The 5 Inner Core Routes where bus priority will be provided, align with Christchurch's long term urban development planning. The Inner Core Routes target identified growth and employment areas and enhanced access to the Central City. Locations for bus priority interventions were selected by considering average congestion experienced by existing services, the number of services that will run along these section under short and medium term options, the ability for services running through these sections to keep to their scheduled time tables and comparison of travel times between bus services and general vehicles along the corridors.

The "Before and After" images below show an example of Papanui Road bus priority lanes and associated infrastructure. It will utilise the existing road carriageway width (i.e. kerb to kerb) to reduce capital expenditure and require some intersection changes.

Benefits

- More reliable journey times for services, especially during morning and afternoon peaks.
- More competitive travel times between bus and car journeys.
- Kerbside bus lanes with safe boarding and alighting.
- Intersection signal priority to buses.
- Extended traffic signal phasing for buses.
- Incorporates safe crossing facilities.

Safe crossing facilities

Branded buses for network identity and improved wayfinding to stops and PT services

Improved bus stop infrastructure with wayfinding, branding and real time information

South bound bus lane between 7am-9am

Cycle, parking and vehicle legibility confusing

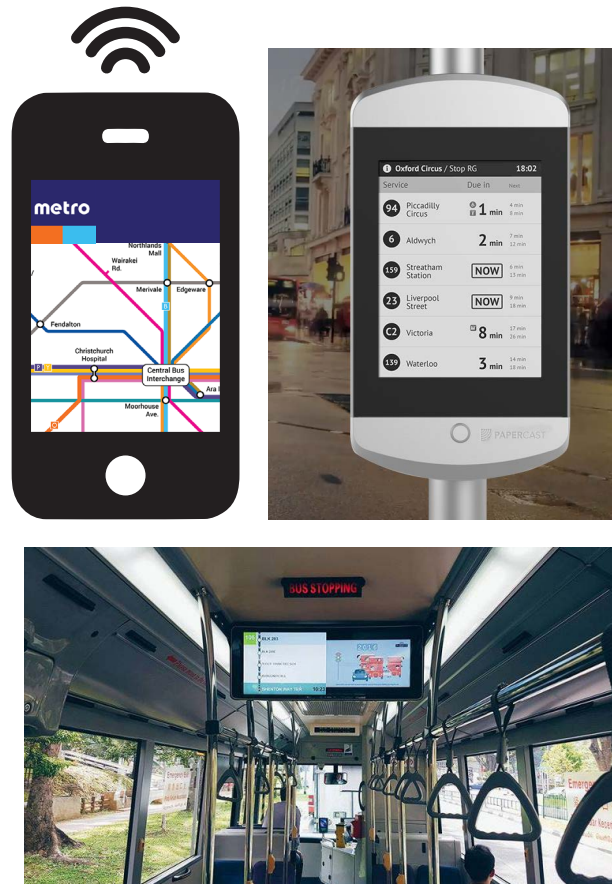
Simplified all day priority bus and cycle lanes



B. Greater Use of Technology

Environment Canterbury is already investing in an advanced bus positioning and real time information system to enhance information on real-time bus locations. The short-term programme will build on this investment by expanding technology infrastructure to enable bus priority at signalised intersections along the frequent routes and enhanced headway management capability for the bus operators.

Real-time information displays at key bus stops provide equitable access to information to everyone, with no need to own a smart-phone, or be technologically capable to use it. Every bus will have an onboard computer sending location data back to a central repository, which will be available on real time displays, devices and screens at key locations.



Benefits

With a shift in focus to the customer, technology will be key to improving all aspects of Christchurch's public transport experience. Benefits include:

- Much more accurate and rich real-time information for customers as to exactly how far away their bus is, via physical screens/ devices as well as feeds to the website and their smartphone apps.
- Information to drivers on when to slow down and speed up to maintain optimal spacing between buses, avoiding bunching.
- Help with driver training - gives new drivers directions and tips.
- Management of transfers - tells drivers to wait if a transferring service is late.
- Ability to install screens with bus departure and arrival times inside key places like the airport, libraries, shopping malls and the hospital.
- Ability to provide customers with on-board announcements and screens showing what stop is coming up.
- Ability to integrate with traffic signal priority, so signals turn green when a bus is approaching reducing delays.

C Bus Stop Enhancements

Improved bus stop infrastructure will play a significant role in enhancing customer experience. Focusing investment on the frequent inner core routes which have large user numbers will help to develop a bus network people can identify and rely on.

Establishing a hierarchy of bus stop elements will intuitively help with legibility and wayfinding within Greater Christchurch. 'Connection Stops' are those on high frequency routes and are located at transfer points, Key Activity Centres or community destinations. 'Key Stops' are the in-between destinations/ KACs on the same frequent core routes or other destination stops on the less frequent routes. The 'Minor Stops' are all the other stops on the less frequent routes.

Benefits

- Enhanced customer comfort
- Convenience
- Enhanced safety and security
- Enhanced legibility of the bus network
- Enhanced public image of the bus network

Core + Direct Route Stop Infrastructure



CONNECTION STOP

Located on frequent inner core and orbital routes at community destinations, transfer points, KACs or other centres and to include:

- Real time information
- All weather shelters
- Lighting and planting
- Integrated wayfinding and signage



KEY STOP

Located on frequent core and orbital routes with moderate customer numbers and to include:

- Real time information
- All weather shelters
- Lighting and planting

All Other Routes



MINOR STOP

Located on non-core (cross city, secondary and branch out) routes that have lower frequency and to include:

- Static schedule information
- Standard bus shelters

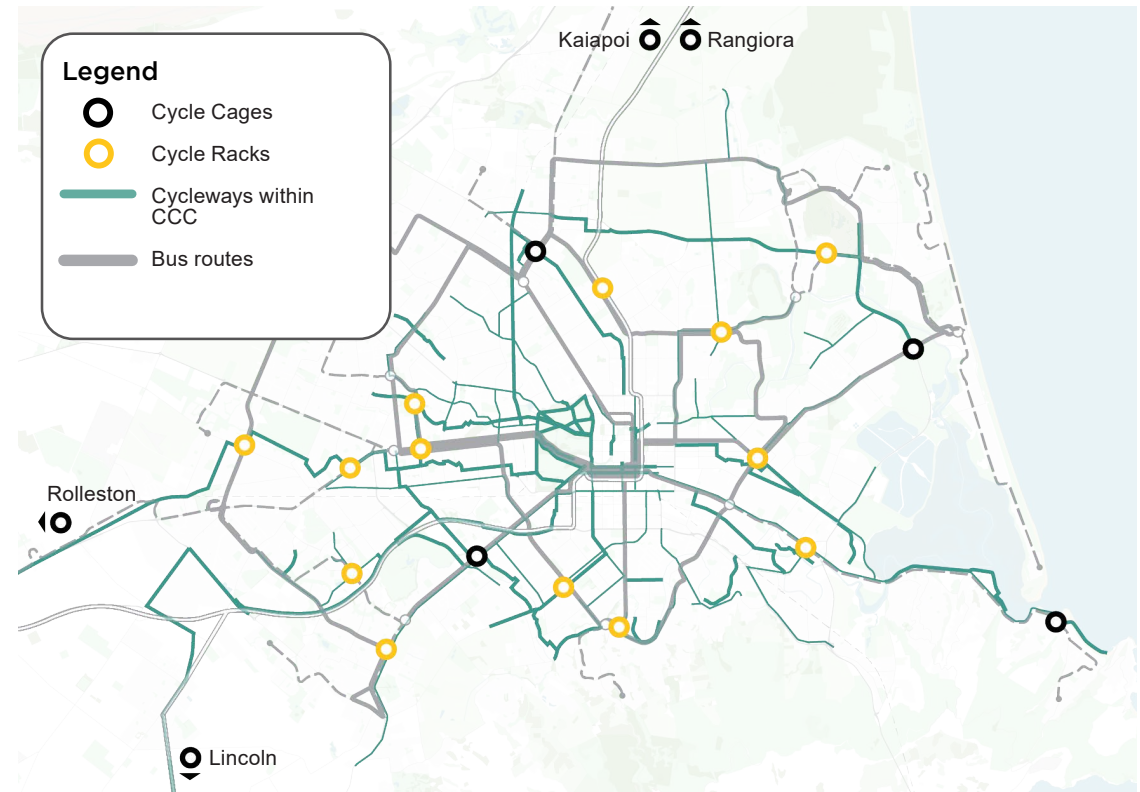
D. Multi-Modal Infrastructure

The ability to expand the catchment and usefulness of the fixed route PT services to areas beyond the immediate corridor requires the PT system to be attractive to customers from outside a walk-up catchment to a bus stop. These additional customers will largely arrive by another bus, a car, bike or electric scooter.

A focus on 'Bike and Bus Share' alongside 'First and Last Mile' trips will significantly improve customer experience, legibility and overall liveability. Several cycle storage facilities will be provided at key stop locations with consideration given to alignment with the key strategic cycleways (see map opposite).

Modal integration options therefore include:

- Cycle infrastructure and storage at stops
- Bus bike loading ability
- Demand Responsive Services
- E-mobility
- Park 'n Ride in the outer areas



Benefits

- Design of bus stop boarding / alighting zone with protected cycle infrastructure.
- Space considerations of bike parking infrastructure.
- Transfer stops to be proximate and integrated with safe crossing facilities, bike racks, e-mobility stands, taxi or ride share and park and ride facilities
- Transfer stops to be supported with ground-plane way finding to aid with customer legibility



Part 3: investment required, staging and summary of expected outcomes

STAGING AND SEQUENCING

The PT Futures Combined Business Case recommends a programme of improvements to the existing public transport network that is staged over two horizons; a short-term horizon and a medium-term horizon.

The short-term horizon (first 6 years of the programme) focuses improvements on the inner core of Greater Christchurch. The philosophy for this horizon is to enhance the existing public transport offering in areas that connect the largest potential customer base with the largest number of opportunities. It also aims to enhance access to city centre opportunities through more direct services from the satellite towns in Selwyn and Waimakariri.

The medium-term horizon (years 7-10) leverage capacity created in the short term to enhance access to economic and social opportunities to residents in the outer suburbs. It requires adjustments to the network structure to connect growth areas more directly to Key Activity Centres and the opportunities in the central city.

A staged introduction of the service improvements is recommended to ensure optimal value for money.

The service enhancement sequencing is influenced by available capacity on the existing service; the number of people that will benefit from enhancements and the impact any upgrade will make on patronage uplift.

The staging of upgrades to the physical infrastructure in each corridor is influenced by the level of congestion experienced by current bus services, the timing of recommended service improvements as well the likely implementation timeframes of other committed projects and how this programme integrates with those.

Incremental improvements to the bus services will result in a gross operational expenditure increase from a base of \$65.5 million per annum (in 2020) to \$118 million per annum (in 2020 dollars) by the end of the programme (year 10).

The farebox take is also forecast to increase with the increased ridership, and net of farebox the overall increase in operational expenditure is estimated to increase by approximately \$31.85 million per annum to \$71 million per annum.

Improvements in the first six years focus on frequency enhancements in the inner core of Christchurch City, a new direct service from Lincoln, as well as inter-peak runs to the direct services to the other satellite towns. Adjustment to the network structure is recommended to occur in year 7.

The total physical works for the programme (the costs to construct the improvements) have been estimated at \$115million, with the breakdown shown in the following table.

EXPECTED OUTCOMES

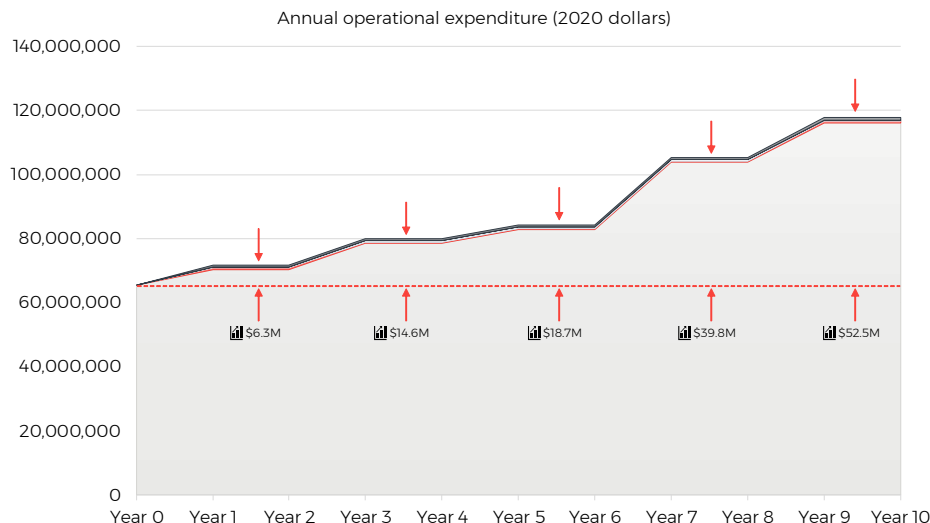
CAPITAL EXPENDITURE	SHORT TERM	FULL PROGRAMME
Bus lane priority programme	\$51.6M	\$58.95M
Intersection improvement programme	\$17.93M	\$18.71M
Bus stop improvement programme	\$12.47M	\$17.27M
Park and ride programme	\$2.55M	\$5.75M
Bus interchange upgrades	\$1.5M	\$12.46M
Enhancement to bus management system	\$0.89M	\$1.87M
Total (2020 dollars)	\$86.94	\$115.01M

The recommended programme is expected to increase annual PT trips from 14 million in 2018 to 20 million in 2028, a 44% increase at an annual compound growth rate of 4.9% from 2022 to 2028. The 2028 forecast annual PT trips per capita improves to 38 annual PT trips per capita for the recommended option, a 46% increase from 2018. The total Private Vehicle Km travelled on the Greater Christchurch network will decrease by 13.3 million per year, resulting in a 65 t/annum reduction in CO2 emissions and 4.5t / annum reduction in hydrocarbons (compared to 2028 base).

The programme delivers outcomes against the Investment Objectives in the following ways:

Improve journey time and reliability of PT services relative to private vehicles by 2028:

- End-to-end journey times decrease as a result of improved wait times and in-vehicle journey times. This improves access to KACs and employment areas, including the Central City where 123,000 more people have 30-minute access to city centre by PT.
- The vehicle journey time gap between cars and PT is forecasted to reduce by 16% for the purple line; 36% for the orange line; 21% on the yellow line; 16% on the blue line, 13% for direct services from Rangiora and 35% for services from Rolleston.



Improve PT services to and from highly populated/high growth areas and key destinations across Greater Christchurch by 2028:









- 123,000 more households can access the Central City within 30 minutes on PT, a 88% increase.
- 133,000 more household can access their nearest KAC within 30 minutes on PT. In addition, over 90% of households in the high density residential areas can access more than one KAC within 30 minutes by public transport.
- 218,000 more jobs can be accessed within 30 minutes on PT. Public transport accessibility to high employment zones (Christchurch Airport, University of Canterbury, Blenheim Road Industry, Hornby, Addington) is also forecast to increase with 45,000 more households able to access these locations within 30 minutes by bus.
- Public transport accessibility within Rangiora and Rolleston improves with 12,500 more households able to access the region's KAC within 30 minutes by bus.
- More services connecting customers more directly to social and economic opportunities.
- Approximately 100 more buses running more frequently across the network (in peaks and off-peak periods) providing customers with enough available seats as well as improved scheduled hours (early and late in the day).
- 229 more bus shelters providing customers with better waiting facilities.
- 190 more real time display units across the network, providing customers with accurate information on bus timetables and arrival times, as well as information about delays.
- 44 real time information screens within key centres providing customers with information on bus arrivals and departures screens
- Enhanced on-board experience through audio announcements on upcoming stops as well as opportunities to access / transfer at these stops.
- Note: enhancements to the metro card system will occur as part of the national integrated ticketing project

Remove barriers to the uptake of PT by 2028:

- Population catchments living within 400m of a frequent route (i.e. minimum PT frequency of 15 minutes) increase by 39% (from 132,000 to 184,000).












PROBLEM STATEMENT ONE

Improve journey time and reliability of PT services by 2028

INVESTMENT OBJECTIVE	MEASURE	KEY PERFORMANCE INDICATORS		OUTCOMES BY 2028	
<div></div> <div>Improve journey time and reliability of PT services by 2028</div>	<div></div> <div>Gap between Bus and Car journey time ratio</div>	Purple - reduction in travel time	16%		
		Orange - reduction in travel time	36%		
		Yellow - reduction in travel time	21%		
		Blue - reduction in travel time	16%		
	<div></div> <div>Congestion</div>	Intersections where Bus Delay/ Level of Service>D	Fewer intersections		

PROBLEM STATEMENT TWO












Improve PT services to and from highly populated/growth areas and key destinations across Greater Christchurch by 2028

INVESTMENT OBJECTIVE	MEASURE	KEY PERFORMANCE INDICATORS	OUTCOMES BY 2028
 <p>Improve PT services to and from highly populated/growth areas and key destinations across Greater Christchurch by 2028</p>	 <p>End-to-end journey time and accessibility from and to key areas</p>	Household access* the Chc City	88% increase 
		Household access* high employment zones	72% increase 
		Household access* the KACs	85% increase 
		Household access* to more than one KAC, from high density suburbs	91% HH have access 
		Number of jobs access* to key areas	89% increase 
		Household access* to Rolleston and Rangiora centres	81% increase 
		PT journey time from Rangiora, Kaiapoi, Rolleston, and Lincoln to the Chc	Average 16% reduction 
	 <p>Spatial Coverage</p>	Population within 400m of a frequent route	39% increase 

access* = number of households/jobs able to access 'X' within 30 minute journey time (including walk and wait time) by Public Transport

PROBLEM STATEMENT THREE

Remove barriers to the uptake of PT by 2028

INVESTMENT OBJECTIVE	MEASURE	KEY PERFORMANCE INDICATORS	OUTCOMES BY 2028
 Remove barriers to the uptake of PT by 2028	 Environment	Carbon Dioxide (CO2) Emissions	65 tonnes/year reduction 
		Hydrocarbon (HC) Emissions	4.5 tonnes/year reduction 
	 Public Transport Ridership	Number of PT trips from each area	39% increase 
		Number of PT trips to the Chc Central City	121% increase 
		PT trips per capita	13% increase 
		Proportion of citywide PT trips made on PT	26% increase 
	 Perception in ease of use of public transport system	Improved bus stops	Programme extended to core route branches, 60 & 80 including: Marketing, TDM, bus stop shelters, real time information screens, integration with cycling and park-n-ride. 
		Improved on-bus information	
		Improved trip planning information (Metro website, phone apps)	
		Improved availability of MetroCard (reduced cost, ease of signing up, locations where sold)	

REPORT

TO: Chief Executive

FOR: Council Meeting – 9 December 2020

FROM: Asset Manager Water Services, and
Water Service Delivery Manager

DATE: 1 December 2020

SUBJECT: **WATER SERVICES MONTHLY UPDATE**

RECOMMENDATION

‘That the Council receives the report “Water Services Monthly Update” for information’

1. PURPOSE

The purpose of this report is to inform Council on matters of interest in the context of the 5 Waters activity.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

As this report is for information only it is not considered to be significant in the context of Council’s Significance Policy.

3. HISTORY/BACKGROUND

Selwyn District Council's goal for the 5 Waters activities is:

‘To provide water services that meet all relevant standards with a level of service the public can afford and have confidence in, both now and moving forward into the future’.

We discuss key considerations for each of the 5 Waters activities (Water, Wastewater Stormwater, Land Drainage and Water Races). **Updates from the previous report are provided in red font.**

3.1. Wastewater

Disposal to land at Pines WWTP

In response to Council query last month around the Pines WWTP capacity for continued land disposal, this summary has been prepared.

Council currently owns 485 ha of land for wastewater treatment and disposal. Figure 1 shows the existing & proposed disposal fields.

Irrigation System Capacity

- Based on 200 L/person/day average, control regime of potentially having two pivots out of operation at one time, and existing consent conditions, the existing irrigation area is sufficient for 120,000 PE
- Based on 250 L/person/day average, control regime of potentially having two pivots out of operation at one time, and existing consent conditions, the existing irrigation area is sufficient for 100,000 PE (year 2063 based on adopted growth predictions)

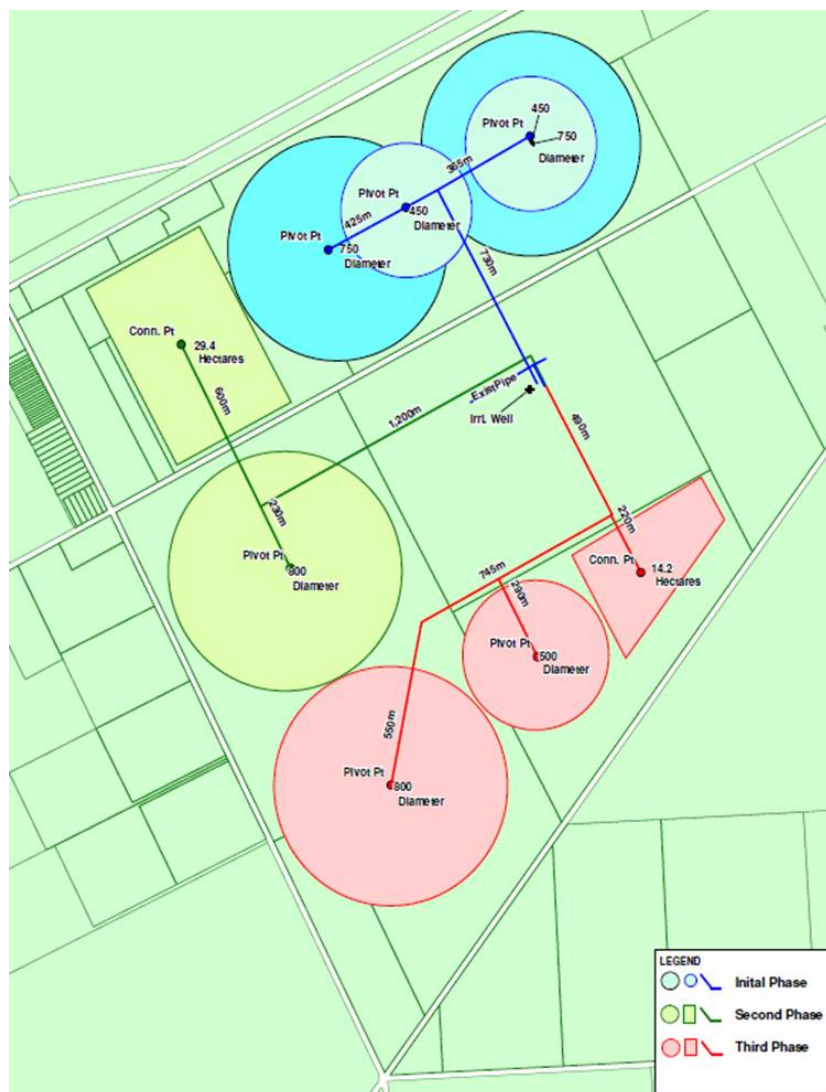


Figure 1 Irrigation areas at Pines WWTP

Additional land will be required in the future and staff will keep Council informed of requirements well ahead of time.

3.2. Potable Water

Water supply upgrades are progressing well. An update will be provided in the New Year.

3.3. Land Drainage

Council manages 10 drainage schemes covering 22,472 hectares within the Selwyn District as shown in Appendix H. These schemes are in place to drain groundwater (primary function) and convey stormwater (secondary function). One scheme is specifically for the purpose of flood protection, Bealey River stopbanks/flood water diversion, and another is for erosion protection maintenance on a section of waterway along the Hororātā River. The remaining nine schemes are primarily land drainage.

Key issues and constraints

There are a number of emerging issues for Land drainage schemes. These are:

- Increased resource consent complexity;
- Increased H&S Requirements;
- Move towards environmental outcome focus;
- Increasing Iwi interest and involvement;
- Increasing LoS expectations; and
- Increased environmental monitoring and reporting.

Governance and rating review

Council held a workshop with the Land Drainage Committee chairs on 5th November 2020, to discuss the future governance, rating structure and management/operation of the land drainage schemes.

The key discussions during the workshop were:

- A new governance structure was proposed moving from individual scheme committees to a District Land Drainage Committee
- A new rating structure which moves to a district approach similar to Water Races and Stormwater
- Consideration of a new name: 'Drainage & Waterway Management'
- Amend the Land Drainage rating areas to better align with catchment areas

There was general support/acceptance of the proposals. This work will be further developed and will form part of the future 2021 -31 LTP consultation process.

3.4. Stormwater

Leeston Stormwater Flood bypass - Good progress has been made on Stage 3 of this project. All new sections of culvert are now installed. Contractors are on programme to complete works by the end of December.

Consents have been lodged for Stage 4 and contractor is currently pricing work with the aim to commence onsite in February 2021.



Hororātā – We continue to work through the Hororātā Flood Works plan, a number of items have been completed and we continue to work through trying to resolve the issues preventing works on the remaining items. We are working with Ecan and their contractors scoping willow clearing in the Hororātā River and Cordy's Stream aiming for works during this summer's period.

3.5. Water Races

We have had a significant issue in the Upper Ellesmere Scheme where a property that is still reliant on the water race for stock water has not had supply for over three weeks. The issue occurred due to a race cleaning contractor who was arranged by a private landowner damaging an extensive section of race, this was made worse by issues of supply from the Early's Pond intake.

A significant amount of time has been spent by water operators working to improve this situation and working with the offending contractor to make effective repairs. Council staff and contractors continue to work in this area performing emergency maintenance works aiming to restore flows and support the effected landowner until the issue is fully resolved.

All other schemes performing well as demand increases for summer. Council contractors are well underway with annual maintenance activities and water race cleaning.

3.6. Three Waters Grant and Delivery Plan

The Delivery Plan and Funding Agreement was submitted to the Department Of Internal Affairs and Crown Infrastructure Partners on 30 September 2020. After feedback on both the Darfield –Pines pipeline and alternative renewals programme we have provided additional supporting information on both options and have submitted an updated delivery and funding plan.

The Canterbury Regional steering group has appointed a Project Manager Rob Kerr, to lead the development of an evidence-led internal review on the best delivery option(s). PricewaterhouseCoopers have been appointed as the consultants to lead the Canterbury region reform review.

Staff have provided initial detailed information which will be used to inform a high level current and future state assessment of the water assets in the Canterbury Region. In addition to the Canterbury review, we also needing to provide detailed asset and financial information to the DIA as part of their ongoing review.

We are reporting weekly to Crown Infrastructure Partners and the DIA, who are tracking our progress on the detailed information request. The information request is a significant piece of work, with 1,335 detailed questions about our finances, assets, service delivery arrangements and performance. Many of these questions cannot be directly reported but require background work by the team. The work has been allocated between the Infrastructure, Accounting and AMS teams. We are aiming to complete at least one worksheet page per person per week. We would prefer to have the information request substantially complete by Christmas, but have to balance this against staff workloads to complete the LTP.

We were paid the first instalment of our stimulus funding (\$5.33 million) on 20 November.

The projects to be covered by the stimulus grant (design packages, appointment of a project manager, and planning for the Darfield – Pines pipeline) have been handed over to the Operations team and are underway.

4. Future points for discussion

During previous Council meetings, the following topics in addition to those covered above were requested to be presented at a meeting on a future date:

- Outline of nitrate levels and trends in ground water impacting Council supplies, and
- Ground water levels

5. PROPOSAL

Staff seek that the Council consider and implement the recommendation set out above.

6. OPTIONS

The options available to Council are to:

- (a) To approve the recommendation of this report, or
- (b) To decline the recommendation of this report

Staff would appreciate feedback on the subject matter and level of information provided in this report.

7. VIEWS OF THOSE AFFECTED / CONSULTATION

Not applicable

8. FUNDING IMPLICATIONS

No funding implications have been identified in relation to the recommendation of this report.



Murray England
ASSET MANAGER WATER SERVICES



Elaine McLaren
WATER SERVICES DELIVERY MANAGER

Endorsed For Agenda



Murray Washington
GROUP MANAGER INFRASTRUCTURE

REPORT

TO: Chief Executive Officer

FOR: Council Meeting – 9 December 2020

FROM: Asset Manager Transportation and Team Leader Transportation

DATE: 1 December 2020

SUBJECT: **TRANSPORTATION MONTHLY UPDATE**

RECOMMENDATION

‘That the Council receives the report “Transportation Monthly Update” for information.’

1. PURPOSE

The purpose of this report is to inform Council on matters of interest in the context of the transportation activity.

2. SIGNIFICANCE ASSESSMENT/COMPLIANCE STATEMENT

As this report is for information only it is not considered to be significant in the context of Council’s Significance Policy.

3. HISTORY/BACKGROUND

Selwyn District Council’s goal for the Transportation activity is:

‘To maintain, operate, and if necessary improve, the road network and other transport activities to achieve a range of facilities that provides for the safe and efficient movement of people and goods to a standard that is both acceptable and sustainable’.

4. ASSET MANAGEMENT

4.1. Transport Activity Management Plan

The Draft 2021-31 Transport Activity Management Plan (TAMP) is under development to inform the next LTP. Combined with this is the requirements to align to NZTA timelines and requirements including those for the preparation of the Draft Regional Land Transport Plan which are required earlier than usual Council LTP processes in part.

- Councils Draft 10 year programme had been earlier submitted to the NZTA in line with their timeframes. From recent discussions with the NZTA it appears the level of increases sought for the road maintenance, operations and renewal (MOR) programmes will be supported, however further national funding moderations processes are still to be completed before this becomes definitive. NZTA require all “final” programmes to be progressively submitted to them online over the next two months.

- Councils overall proposed draft LTP Roding and Transport Programme has been presented to Council. Further to this it has been reviewed and optimised to inform the ongoing development requirements of the LTP.

4.2. Canterbury Regional Land Transport Plan Update

ECan is underway with the process to formulate the 2021 Draft Regional Land Transport Plan (RLTP).

At its meeting on the 26th November 2020, the Committee was presented with the proposed prioritisation of the transport programme, including major roading projects proposed for the region. Stage 2 of the Prebbleton Arterial Intersection Upgrade programme was ranked 3rd highest across approx. 30 roading regional projects.

The Committee also provided comments on the draft “strategic front end” of the proposed RLTP and agreed to include the following headline targets for the region that by 2031

- 40% reduction in deaths and serious injuries on Canterbury roads
- 30% reduction in greenhouse gas emissions from land transport in Canterbury
- 100% increase in tonnage of freight moved by rail in Canterbury

4.3. Major Strategic Transport Project

4.3.1. Prebbleton Intersection Upgrades Stage 1

All private property required has now been secured by negotiated agreement with land owners. This avoids further formal proclamation processes needing to be enacted.

4.3.2. Coalgate Roads Legalisation

Public Works Act process underway to dedicate roads with no previous identifiable legal ownership in the Coalgate Township to Council. Main public declarations to intent, and consultation with residents, has occurred.

Further to the Council meeting in November, Section 23 notices under the Public Works Act have issued by CEO as the next formal stage in the land acquisition process. A notice has been sent out to all ratepayers in Coalgate notifying them of this next step.

4.4 Greater Christchurch Partnership – Transport

At its meeting on the 27th November 2020 the Greater Christchurch Public Transport Joint Committee dissolved itself after endorsing the PT Futures Business Case - as its last standing matter for it to address. Included was the recommendation that partners also endorse it so it can be by consensus submitted to the NZTA and Draft Regional Land Transport Plan for funding.

A report has been provided to Council on the 9th December 2020 to endorse the combined PT Futures business case and 10 year PT investment requirements for Selwyn to enable it to be included in its draft 2021/31 Long Term Plan.

4.5 Councillor Requests

Upgrade of the Ellesmere Road Arterial

The 2007 Christchurch, Rolleston and Environs Transportation Study confirmed, along with Shands Road and Springs Road, that Ellesmere Road was to be one of the three main local roading links between Selwyn and metropolitan Christchurch.

This was also recognised in the later Christchurch Southwest Area Plan but with more emphasis on the more heavily trafficked Shands and Springs Roads and the role they would need to play with the Christchurch Southern Motorway. The Ellesmere Rd arterial is carrying around 4,500 vehicles per day at the District Boundary compared to Shands and Springs Road which are in excess of 13,000 each.

Optimising the Ellesmere Rd arterial is only as good as resolving its weakest link. This is the narrow “dog leg” section at the Knights Stream bridge at the District Boundary. Council has requested a number of times for the City Council to include a road realignment in its development plans for the Haswell area to extend Ellesmere Road to connect onto Sabys Road as a more direct route and safer route. It is likely this will not eventuate.

A budget for the widening and upgrade of Ellesmere and Trices Road has been in Councils Long Term Plans for some time. For the draft 2021-31 LTP a budget of \$3.5 million in 2024/25 is proposed which includes \$1.5 million of intersection safety upgrades from the NZTA Safe Network Programme. This is significant increase from the \$2.1 million in the current LTP.

Christchurch Transport Operations Centre (CTOC)

CTOC was established after the Canterbury earthquakes as a partnership between the Christchurch City Council, Environment Canterbury and the NZ Transport Agency (NZTA) to manage Christchurch traffic systems, such as the operation and maintenance of local and state highway traffic signals.

Other road controlling authorities could join in the region if approved, which has recently included Selwyn, Waimakariri, Ashburton and Timaru to have their traffic signals operated and maintained under a collective approach.

It is understood the NZTA decided it wished to make its own arrangements going forward using its maintenance contractors. It is likely CTOC will be reconstituted in a different way reflecting a Greater Christchurch Approach. Fortunately the City Council have agreed to keep the existing operation and maintenance Service Contracts established under CTOC running for the foreseeable future with Selwyn and others.

5. SERVICE DELIVERY

5.1. Corridor Management

There continues to be a lot of activity on the network with multiple work sites in some areas (e.g. in Leeston recently) requiring coordination among the various contractors.

22 audits were completed on the 65 active sites (19%), there have been 791 corridor access requests made this year (94 in October) there are 248 sites that are shown as work in progress and 1104 sites that are in the warranty period.

5.2. Road Maintenance

General road maintenance including pre-reseal repairs is continuing. Reseals are progressing following completion of necessary pre-reseal repairs with 5.1 km resealed, 15.8 km prepared for sealing and 26.9 km either not yet prepared or awaiting sign off.

The tender for the Road Maintenance Contract closes on 17 December 2020.

5.3. Unsealed Roads Assessments

The next six monthly inspections of the unsealed network will be carried out between January 2021 and June 2021.

5.4. Speed Limits

A petition was received from residents and users of Goulds Rd to reduce the speed limit to 80 km/hr. With a narrow seal, winding alignment and mix of traffic the 80 km/hr is likely warranted and would be supported by staff however should not be done in isolation of the other roads in the area that are of a similar or lesser (e.g. unsealed) standard.

There are changes coming to how speed limits are set and registered. The Setting of Speed Limits Rule 2021 is due for signing off by the Minister in mid-2021, an updated NZTA Speed Management Guide is being written along with a new National Speed Limits Register being developed to align with the new rule.

It is proposed that speed limit changes be held off until the new rule, guide and register are in place. The new rule and guide will include lower speed limits at schools (30 urban and 60 rural), lower 40 for urban zones and lower 80 on rural roads. There will need to be robust discussion on the changes and how they align with regional speed management plans. A presentation on speed limits was made at the Councillor Briefing Session on 2 December.

5.5. Capital Works

5.5.1. Low Cost Low Risk Projects

The following projects are included in the 2020/21 programme:

- Leeston to Doyleston Cycleway which is **practically complete**.
- Completion of the right turn bays on Leeston Rd at Old Bridge Rd and Brookside Irwell Rd respectively **is in progress**.
- Footpath extensions at various locations (from the Walking and Cycling Strategy). **Majority of the work will be completed in the first quarter of 2021.**
- The Lincoln to Tai Tapu Cycleway. **Construction from Ellesmere Rd to Perymans Rd is programmed for completion by January 2021.**
- The Rolleston to Templeton Cycleway (Dawsons Rd to opposite Globe Derby Dr) with the overhead power to be undergrounded to enable construction to proceed.
- Blakes Rd, Prebbleton, a pedestrian island at the kea crossing outside Prebbleton School.
- Lighting upgrades at the Edward St and Gerald St, Lincoln, pedestrian crossings. Completed.

5.5.2. Prebbleton Intersection Upgrades Stage 1

Tenders closed on 12 November with evaluation completed.

5.5.3. Blakes Rd Seal Widening

The construction for this project is included in the Prebbleton Intersection Upgrades contract.

5.5.4. Walkers Rd Seal Widening



The Contract is out tender with tenders closing 3 December. Award planned before Christmas and construction completed prior to the end of April 2021.

5.5.5. Springston Rolleston Rd Kerb and Channel, Seal Widening and Footpath

Tenders closed on 19 November with evaluation in progress. The overhead power is being undergrounded by the adjacent developer and Orion. The construction will need to be programmed to work in with the power undergrounding.

5.5.6. Road Safety Update

Following is a summary table of the current and future road safety campaigns being worked on by both the Road Safety Education Coordinator and the School Road Safety Coordinator.

Campaign	Timeline	Overview/Graphics
Motorcycle Safety (Current Campaign)	September – November	<p>Key messages: Increasing drivers awareness of motorcyclists as motorcycling increases in the spring. Aligns with Motorcycle Awareness Month.</p> 
Alcohol (Next Campaign)	December – February	<p>Key messages: Do not drink and drive Plan a ride home for drinking Increasing drivers awareness of the risks of driving under the influence.</p> 

Alcohol Campaign

Collaboration with local police and licenced premises to deliver our alcohol campaign over the summer months. This year's campaign sees the introduction of heat sensitive urinal stickers with the messaging 'Drinking? Don't drive'. These will be displayed in urinals in bars and sports clubs where alcohol can be purchased. Phone wallets with the same messaging will also be available through licenced premises, bottle stores and community locations to increase the visual cue of not driving under the influence.

Young Drivers

The Learners Driver Mentor programme has started at Te Puna Wai for term 4. Four FENZ mentors have been trained and are ready to begin with the students. They will work on a 2-1 and 1-1 basis to help the young people achieve their learner licence.

Mature Drivers

Our next 'Driving Skills Refresher' courses are due to run on the 24th of November at the West Melton Community Centre. We have 18 participants registered to complete the course. Unfortunately the course planned for the 17th had to be cancelled due to low registration numbers. The courses are for any drivers over the age of 65 years that are looking to refresh their knowledge of the road rules and increase their confidence whilst driving. On completion of the refresher course the participant can go on to receive a subsidised driving lesson.

Child Restraints

Selwyn Carseat Champions had a stand at Culturefest on the 18th Of October. This was well received.

Road Patroller Pool Party

Planning is underway for this event on the 7th of November at SAC with support from the police and Blue Light.

6. PROPOSAL

Staff seek that the Council consider and approve the recommendation set out above.

7. OPTIONS

The options available to Council are to:

- (a) To approve the recommendation of this report, or
- (b) To decline the recommendation of this report

Staff would appreciate feedback on the subject matter and level of information provided in this report.

8. VIEWS OF THOSE AFFECTED / CONSULTATION

(a) Consultation

No applicable

(b) Māori implications

Not applicable

(c) Climate Change considerations

Nothing directly applicable.

9. FUNDING IMPLICATIONS

To meet the required levels of service, by maintaining the asset in the appropriate condition, will require additional funding.



Andrew Mazey

ASSET MANAGER TRANSPORTATION



Mark Chamberlain

TEAM LEADER TRANSPORTATION

Endorsed For Agenda



Murray Washington

GROUP MANAGER INFRASTRUCTURE

REPORT

TO: Council

FOR: Council Meeting – 9 December 2020

FROM: Bernadette Ryan

DATE: 27 November 2020

SUBJECT: REGISTER OF DOCUMENTS SIGNED AND SEALED

RECOMMENDATION

‘That the following transactions and the fixing of the Common Seal under authorised signatures have been approved.’

1. PURPOSE

To advise Council of legal documents approved for signing and sealing.

1	Name of other party	Michael James Ransome
	Transaction type	Deed of Licence
	Transaction description	Reserve 1560 Hartleys Road 2.0234 hectares

2	Name of other party	Malvern Community Arts Council Incorporated
	Transaction type	Deed of Surrender of Licence & New Deed of Licence Due to change in location of the area licenced
	Transaction description	Mathias Street, Darfield

3	Name of other party	Gavin Robert & Trudy Sykes
	Transaction type	New Deed of Licence
	Transaction description	Lot 21 Upper Selwyn Huts

4	Name of other party	Catherine L N Johnson
	Transaction type	New Deed of Licence
	Transaction description	Lot 32 Upper Selwyn Huts

5	Name of other party	Pamela J Tyler
	Transaction type	New Deed of Licence
	Transaction description	Lot 56 Upper Selwyn Huts

6	Name of other party	Andrew Cook
	Transaction type	New Deed of Licence
	Transaction description	Lot 69 Upper Selwyn Huts



Bernadette Ryan
PERSONAL ASSISTANT TO MAYOR

Endorsed For Agenda



David Ward
CHIEF EXECUTIVE