

TRANSPORT

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1 Scope of Report

- [1] This Recommendation Report relates to the Transport chapter of the PDP and contains the Hearing Panel's recommendations to Council on the submissions and further submissions received on that chapter.
- [2] The Hearing Panel members for the Transport chapter were:
- Lindsay Daysh
 - Nicole Reid
 - Rob van Voorthuysen (Chair)
 - Yvette Couch-Lewis
- [3] The initial Section 42A Report and the end of hearing Section 42A Report (Reply Report) for this topic were:
- Transport, 3 September 2021, Jon Trewin
 - Transport, 27 October 2021, Jon Trewin
- [4] The Hearing Panel's recommended amendments to the notified provisions of the Transport chapter are set out in Appendix 1. Amendments recommended by the Section 42A Report author that have been adopted by the Hearing Panel are shown in strike out and underlining. Further or different amendments recommended by the Hearing Panel are shown in strike out, underlining and red font.
- [5] We note that some of the numbering and formatting of individual clauses in the rule and rule requirement provisions will need to be consequentially amended and not all such amendments are shown in Appendix 1. We understand that will occur in the amended version of the entire PDP that will accompany the release of all the Recommendation Reports.
- [6] The Hearing Panel's recommended amendments to the notified planning maps are also set out, in narrative form, in Appendix 1.
- [7] Further submitters are not listed in the tables in this Recommendation Report because further submissions are either accepted or rejected in conformance with our recommendations on the original submissions to which they relate.

2 Hearing and Submitters Heard

- [8] The hearing for the Transport chapter was held on 5 October 2021. The submitters who appeared at the hearing are listed below, together with an identification of whether they were an original submitter, a further submitter, or both.

Sub #	Submitter	Original	Further
DPR-0358	Rolleston West Residential Limited	✓	✓
DPR-0363	Iport Rolleston Holdings Limited		
DPR-0374	Rolleston Industrial Holdings Limited		
DPR-0384	Rolleston Industrial Developments Limited		
DPR-0375	Waka Kotahi	✓	✓
DPR-0414	Kāinga Ora – Homes and Communities	✓	✓
DPR-0453	Midland Port, Lyttelton Port Company Ltd	✓	✓

- [9] Some of the submitters were represented by counsel or had expert witnesses appear on their behalf. The counsel and witnesses we heard from are listed in Appendix 2. Copies of all the legal submissions and evidence (expert and non-expert) received are held by the Council. We do not separately summarise that material here, but we refer to some of it in the remainder of this Recommendation Report.
- [10] Despite the very small number of submitters¹ who presented evidence to us at the hearing, we record that we considered all submissions and further submissions, regardless of whether the submitter or further submitter appeared at the hearing and whether or not they were represented by counsel or expert witnesses.

3 Sub-topic Recommendations

- [11] In this part of the Recommendation Report we assess the submissions by sub-topic, using the same headings as the initial Section 42A Report.

3.1 Definitions

- [12] The PDP Definitions chapter was subject to its own Hearing (Hearing 2), however there are a number of submissions relating to definitions that were more appropriately considered as part of the Hearing on the Transport chapter. For the following submitters and their submission points on definitions we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0068	Metroport	2
DPR-0207	Selwyn District Council	3, 4, 5, 6, 7, 8, 9, 11
DPR-0217	Summerset Villages	3
DPR-0353	Horticulture NZ	51
DPR-0358	Rolleston West Residential Limited	9, 27, 30, 39, 40
DPR-0363	Iport Rolleston Holdings Limited	8, 26, 29, 38, 40
DPR-0370	Fonterra	14
DPR-0371	Christchurch International Airport Ltd	13
DPR-0374	Rolleston Industrial Holdings Limited	14, 32, 35, 44, 46
DPR-0375	Waka Kotahi	1, 4, 7, 8, 11
DPR-0384	Rolleston Industrial Developments Limited	16, 34, 37, 46, 48
DPR-0415	Fulton Hogan Ltd	25
DPR-0415	Fulton Hogan Ltd	26, 27, 28
DPR-0422	Federated Farmers	35, 61
DPR-0422	Federated Farmers	46, 86
DPR-0453	Midland Port, Lyttelton Port Company Limited	7, 8
DPR-0458	Kiwirail	5, 7, 13

- [13] In terms of s32AA of the RMA, for these submissions and submission points we are satisfied that the Section 42A Report author's recommended amendment to the definitions of 'Care Home', 'Equivalent Vehicle Movement', 'Heavy Vehicle', 'High Trip Generating Activity', 'Land Transport Infrastructure', 'Parking Area', 'Posted Speed Limit', 'Queuing Space', 'State Highway' and 'Vehicle Control Point' are the most appropriate options for achieving the

¹ There were 33 original submitters and only four distinct parties spoke at the hearing.

purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

[14] However, in response to evidence received we recommend a further minor amendment to the definition of 'Vehicle Control Point'.

[15] We note that the amendments to the definitions of 'Large Format and Bulk Goods Retail' 'Outdoor Display Area', 'Place of Assembly', 'Service Business' and 'Sports and Recreational Facilities' and 'Warehouse and Distribution' are minor, replacing references to 'car parking' with 'cycle parking' given the recent amendments to the RMA removing the ability for district plans to impose car parking standards.

3.2 Overarching submission points

[16] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0159	Lincoln Envirotown Trust	4
DPR-0358	Rolleston West Residential Ltd	400
DPR-0363	Iport Rolleston Holdings Ltd	425
DPR-0374	Rolleston Industrial Holdings Ltd	471
DPR-0384	Rolleston Industrial Developments Ltd	504
DPR-0427	Director-General of Conservation	140

[17] In terms of s32AA of the RMA, for these submissions and submission points we are satisfied that the Section 42A Report author's recommended amendments are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

[18] In particular, we agree that it is not appropriate to preclude limited or public notification for controlled and restricted discretionary activities on a chapter wide basis. The RMA contains a specific process for determining notification on a case-by-case basis and in our view that statutory process should only be circumvented where there is absolute certainty that potential adverse effects will not affect any other party. Having made this finding, we assess requests for non-notification for individual rules on their merits.

3.3 Overview

[19] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0269	Heritage New Zealand Pouhere Taonga	3
DPR-0358	Rolleston West Residential Limited	71
DPR-0363	Iport Rolleston Holdings Limited	70
DPR-0371	Christchurch International Airport Ltd	29
DPR-0374	Rolleston Industrial Holdings Limited	76
DPR-0384	Rolleston Industrial Development	78

[20] In terms of s32AA of the RMA, for these submissions and submission points we are satisfied that the Section 42A Report author's recommended addition of an advisory note at the beginning of the rules section of the chapter alerting Plan users to the provisions of the

Heritage New Zealand Pouhere Taonga Act 2014 is the most appropriate option for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

3.4 APP2 – Rooding Hierarchy and Mapping

- [21] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0207	Selwyn District Council	101, 102
DPR-0358	Rolleston West Residential Limited	144, 145
DPR-0363	Iport Rolleston Holdings Limited	143, 144
DPR-0374	Rolleston Industrial Holdings Limited	149, 150
DPR-0375	Waka Kotahi	208
DPR-0384	Rolleston Industrial Development	151, 152

- [22] In terms of s32AA of the RMA, for these submissions and submission points we are satisfied that the Section 42A Report author's recommendations to:

- update the PDP Appendix 2 – Rooding Hierarchy to reflect growth that has occurred and to correct errors resulting from incorrectly notifying the rooding hierarchy that exists in the operative Selwyn District Plan;
- amend mapping errors; and
- insert a note in the Appendix 2 – Rooding Hierarchy detailing how the hierarchy aligns with the One Network Rooding Classification

are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

3.5 Objectives and Policies

3.5.1 *TRAN-01, TRAN-P1 to TRAN-P6*

- [23] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We note that the majority of submission points (46 out of a total of 59) sought to retain the provisions as notified.

Sub #	Submitter	Submission Points
DPR-0032	Christchurch City Council	8, 9, 10, 11, 13, 14
DPR-0068	MetroPort	10
DPR-0215	Winstone Aggregates	19, 20, 21
DPR-0217	Summerset Villages Ltd	6
DPR-0343	Canterbury District Health Board	14, 15
DPR-0353	Horticulture NZ	101
DPR-0358	Rolleston West Residential Limited	72, 75, 76, 78, 79, 80
DPR-0359	Fire and Emergency NZ	31, 32,
DPR-0363	Iport Rolleston Holdings Limited	71, 74, 75, 77, 78, 79
DPR-0367	Orion New Zealand Limited	25
DPR-0370	Fonterra	30
DPR-0371	Christchurch International Airport Ltd	30
DPR-0374	Rolleston Industrial Holdings Ltd	77, 80, 81, 83, 84, 85
DPR-0375	Waka Kotahi	27, 30, 31, 32, 33, 34, 35
DPR-0378	Ministry of Education	9

Sub #	Submitter	Submission Points
DPR-0384	Rolleston Industrial Developments Ltd	79, 82, 83, 85, 86, 87
DPR-0409	Hughes Developments Ltd	33
DPR-0414	Kāinga Ora	15, 16
DPR-0458	Kiwirail	23, 26, 27, 28, 29

[24] For these submissions and submission points we are satisfied that the Section 42A Report author's recommended amendments to TRAN-O1, TRAN-P1, TRAN-P3 and TRAN-P5 to provide improved clarity and consistency, and to correct minor grammatical errors, are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of the PDP and other relevant statutory documents.

[25] In particular we agree with the Section 42A Report author and:

- Winstone Aggregates and Summerset Villages Ltd, that the second limb of TRAN-P3.1 is unnecessary and can be deleted;
- Hughes Development, that definitions, categorisations and triggers for basic and full integrated transport assessments (ITAs) should be clarified. However, rather than amend the TRAN-P3 provisions, we agree that a new definition of 'Integrated Transport Assessment' should be included in the Plan. We discuss this matter again in more detail in relation to TRAN-R8; and
- Christchurch City Council, that an extra limb relating to the provision of cycle parking should be included in TRAN-P5.

[26] With regard to s32AA of the RMA, we adopt the author's evaluation of the above amendments as contained in paragraphs 8.29 to 8.33 of the Section 42A Report.

3.5.2 TRAN-O2, TRAN-P7 to TRAN-P11

[27] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We note that the majority of submission points (30 out of a total of 44) sought to retain the provisions as notified, including TRAN-O2.

Sub #	Submitter	Submission Points
DPR-0032	Christchurch City Council	15
DPR-0068	MetroPort Christchurch	11
DPR-0215	Winstone Aggregates	22
DPR-0343	Canterbury District Health Board	16
DPR-0358	Rolleston West Residential Ltd	73, 81, 82, 83, 84, 85
DPR-0359	Fire and Emergency NZ	33
DPR-0363	Iport Rolleston Holdings Ltd	72, 80, 81, 82, 83, 84
DPR-0370	Fonterra	32
DPR-0371	Christchurch International Airport Ltd	31, 33
DPR-0374	Rolleston Industrial Holdings Ltd	78, 86, 87, 88, 89, 90
DPR-0375	Waka Kotahi	28, 36, 37, 38, 39
DPR-0384	Rolleston Industrial Developments Ltd	80, 88, 89, 90, 91, 92
DPR-0409	Hughes Developments Ltd	38
DPR-0414	Kāinga Ora	17
DPR-0453	Midland Port, Lyttelton Port Company Ltd	46
DPR-0458	Kiwirail	24, 30, 31, 32

- [28] For these submissions and submission points we are satisfied that the Section 42A Report author's recommended amendments to TRAN-P7, TRAN-P9, TRAN-P10 and TRAN-P11 to provide better clarity and consistency and to correct minor grammatical errors are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.
- [29] In particular we agree with the Section 42A report author and:
- CIAL and Midland Port, Lyttelton Port Company Ltd, that a stronger policy response is desirable in TRAN-P7 in order to provide firmer direction on avoiding adverse effects on land transport infrastructure, rather than just managing those effects. In general, we have attempted to avoid using the word 'managing' in policies as it provides no meaningful direction to decision-makers;
 - Rolleston West Residential Limited, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd, that TRAN-P9 should be amended to clarify that decision-makers are to focus on the design and layout of on-site parking areas (and loading areas); and
 - Kāinga Ora, that TRAN-P10 should focus on a range of active and public transport facilities.
- [30] We note that TRAN-P9 commences with the word 'Manage'. In light of our preceding comment on the inappropriateness of the word 'managing', we would have preferred to use an alternative more meaningful adverb, but considered we did not have scope to do so in this particular case.
- [31] With regard to s32AA of the RMA, we adopt the author's evaluation of the above amendments as contained in paragraphs 9.24 to 9.28 of the Section 42A Report.

3.5.3 TRAN-O3, TRAN-P12 and TRAN-P13

- [32] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We note that the majority of submission points (15 out of a total of 24) sought to retain the provisions as notified, including TRAN-O3.

Sub #	Submitter	Submission Points
DPR-0215	Winstone Aggregates	23
DPR-0358	Rolleston West Residential Ltd	74, 86, 87
DPR-0363	Iport Rolleston Holdings Ltd	73, 85, 91, 86
DPR-0367	Orion	26
DPR-0370	Fonterra Ltd	33
DPR-0371	Christchurch International Airport Ltd	32
DPR-0374	Rolleston Industrial Holdings Ltd	79, 92
DPR-0375	Waka Kotahi	29, 40, 41
DPR-0384	Rolleston Industrial Developments Ltd	81, 93, 94
DPR-0414	Kāinga Ora	18, 19
DPR-0458	Kiwirail	25, 33, 34

- [33] For these submissions and submission points we are generally satisfied that the Section 42A Report author's recommended amendments to TRAN-P12 and TRAN-P13 to provide better clarity and consistency and to correct minor grammatical errors are the most appropriate

options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

[34] In particular we agree with the Section 42A Report author and:

- Orion, that TRAN-P12 should be amended to clarify and streamline the language used and to adopt terminology that is more consistent with that used elsewhere in the PDP;
- Winstone Aggregates, Rolleston West Residential Limited, Iport Rolleston Holdings Limited, Rolleston Industrial Holdings Limited, Rolleston Industrial Developments Limited and Kāinga Ora, that TRAN-P13 should refer specifically to 'land transport infrastructure and corridors' rather than to 'development' more generally. In our view the more specific the direction to decision-makers the more useful a policy will generally be.

[35] We also recommend amendments to TRAN-P13. The first amendment is consequential to the amendment that was recommended to similar provisions dealing with biodiversity off-setting and compensation in the Energy and Infrastructure chapter. The wording we recommend derives from the evidence provided by witnesses for the Director General of Conservation on the EI chapter. The second amendment is clarifying the grammar of TRAN-P13.1.

3.6 Rules

3.6.1 Rules Generally

[36] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0358	Rolleston West Residential Ltd	88, 89
DPR-0363	Iport Rolleston Holdings Ltd	87, 88
DPR-0367	Orion	24
DPR-0373	Foodstuffs	14
DPR-0374	Rolleston Industrial Holdings Ltd	93, 94
DPR-0384	Rolleston Industrial Developments Ltd	95, 96
DPR-0414	Kāinga Ora	32

[37] In particular we agree that it would be inappropriate to amend rule categories to restricted discretionary rather than discretionary or non-complying. There would be limited if any utility in doing so as TRAN-R1 and TRAN-R2 are the only default discretionary activities when permitted standards cannot be complied with. We also agree that it would be inappropriate to insert a reference to the broad TRAN-MAT1.7 into every rule that is a restricted discretionary activity. Doing so would appear to defeat the purpose of a restricted discretionary activity, which is to focus decision-making on potential adverse effects that are of a specific and genuine nature in relation to the activities covered by the rules.² We do not discuss this further in relation to similar relief sought by these same submitters³ on other Transport chapter provisions.

² In this case TRAN-R4.2 and TRAN-4.6 (Vehicle Crossings), TRAN-R6.6 (Parking, maneuvering and loading areas), TRAN-R7.2 (Rural vehicle movements and associated parking) and TRAN-8.2 (High trip generating activities).

³ Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd.

3.6.2 *TRAN-R1 to TRAN-R3*

- [38] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0345	Porters Alpine Resort	17
DPR-0358	Rolleston West Residential Ltd	90, 91, 92
DPR-0363	Iport Rolleston Holdings Ltd	89, 90, 91
DPR-0367	Orion	27
DPR-0374	Rolleston Industrial Holdings Ltd	95, 96, 97
DPR-0375	Waka Kotahi	42, 43, 44
DPR-0384	Rolleston Industrial Developments Ltd	97, 98, 99
DPR-0414	Kāinga Ora	20, 21

- [39] In particular we agree with the Section 42A Report author and Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd that TRAN-R1.1.a should be amended to clarify that the rule covers work undertaken by a private landowner or contractor acting ‘pursuant to authorisation from’ a road controlling authority, because a corridor access request will be required for any private works in the roading corridor.
- [40] We also agree with the Section 42A Report author that the relief sought by Porters Alpine Resort be accepted, namely that an exemption to the terms of TRAN-R2 should be given to the creation of new land transport infrastructure corridors in SKIZ.
- [41] NZTA submitted that there needs to be clarification in TRAN-R2 and TRAN-R3 regarding the involvement of NZTA when it is proposed to establish a new land transport corridor which connects to a State Highway. We agree and recommend that an additional clause (h) is added to TRAN-R2.1 to ensure that where a proposed land transport corridor is to connect to a state highway, that cannot occur as a permitted activity. NZTA also sought⁴ that an advisory note be included in TRAN-R2 regarding any such potential connections. We agree that would assist Plan users and so we recommend its inclusion.
- [42] For these submissions and submission points we are satisfied that the Section 42A Report author’s recommended amendments, together with our additional amendment to TRAN-R2, are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents for the reasons set out by the author, which we adopt.
- [43] In terms of s32AA of the RMA, in relation to TRAN-R2, we also adopt the author’s evaluation set out in paragraphs 11.5 to 11.8 (regarding activity status) and 11.17 to 11.20 of the Section 42A Report.

3.6.3 *TRAN-R4 to TRAN-R6*

- [44] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0346	Ceres Professional Trustee Company Ltd & Sally Jean Tothill	11

⁴ EIC Sarah White, paragraph 9.5.

Sub #	Submitter	Submission Points
DPR-0358	Rolleston West Residential Ltd	94, 95, 96
DPR-0363	Iport Rolleston Holdings Ltd	93, 94, 95
DPR-0367	Orion	28, 29
DPR-0374	Rolleston Industrial Holdings Ltd	99, 100, 101
DPR-0375	Waka Kotahi	45, 46, 47
DPR-0384	Rolleston Industrial Developments Ltd	101, 102, 103
DPR-0458	Midland Port, Lyttelton Port Company Ltd	48

- [45] For these submissions and submission points we are satisfied that the Section 42A Report author's recommendation to retain the provisions as notified is appropriate for the reasons cited, while noting that SDC has made a clause 16(2) amendment to TRAN-R4.5.c to clarify that a vehicle crossing that serves a single site is a permitted activity (with no threshold as this is addressed by the TRAN-R8 thresholds).⁵

3.6.4 TRAN-R7 to TRAN-R9

- [46] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0032	Christchurch City Council	12
DPR-0068	Metroport Christchurch	12
DPR-0145	Bunnings Group Ltd	2
DPR-0192	Merf Ag Services Ltd and Matthew Reed	7
DPR-0212	Ellesmere Sustainable Agriculture Incorporated	14, 15, 16
DPR-0345	Porters Alpine Resort	36
DPR-0346	Ceres Professional Trustee Company Ltd & Sally Jean Tothill	12
DPR-0353	Horticulture NZ	102
DPR-0358	Rolleston West Residential Ltd	97, 98, 99
DPR-0359	Fire and Emergency NZ	34
DPR-0363	Iport Rolleston Holdings Ltd	96, 98
DPR-0367	Orion	30, 31
DPR-0370	Fonterra	34
DPR-0374	Rolleston Industrial Holdings Ltd	102, 104
DPR-0375	Waka Kotahi	48, 49
DPR-0378	Ministry of Education	10
DPR-0384	Rolleston Industrial Development Ltd	104, 106
DPR-0409	Hughes Development Ltd	34, 35
DPR-0414	Kāinga Ora	22, 23
DPR-0415	Fulton Hogan Ltd	19, 20
DPR-0420	Synlait Milk Ltd	5
DPR-0422	Federated Farmers	116
DPR-0422	Federated Farmers	117
DPR-0424	Retirement Villages Association of New Zealand Inc.	42
DPR-0425	Ryman Healthcare Ltd	47
DPR-0453	Midland Port, Lyttelton Port Company Ltd	47
DPR-0456	Four Stars Development & Gould Developments Ltd	17
DPR-0458	KiwiRail	35

⁵ Reply Report, paragraph 3.9

- [47] The Section 42A Report author recommended several minor amendments that we agree are appropriate:
- as sought by Orion in their tabled evidence, there should be an exception to TRAN-R9 regarding the upgrading of utility poles where the pole remains in the same or similar location;
 - in response to Kāinga Ora, inserting an additional matter of discretion (TRAN-MAT1.1 Visibility) to TRAN-R9.3 to enable decision-makers to assess pedestrian and cyclist safety when a consent is required at level crossings; and
 - in response to KiwiRail, inserting an additional matter of discretion (TRAN-MAT1.4 Consultation with KiwiRail to TRAN-R9.3 and requiring application to be served on KiwiRail if their written approval has not been obtained.
- [48] We are satisfied that those amendments are the most appropriate option for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.
- [49] The main issues of contention arising from submissions on TRAN-R7 to TRAN-R9 relate to rural vehicle movement thresholds (TRAN-TABLE1), high trip generating activities, and the associated requirements for an Integrated Transport Assessment (ITA). We received a range of expert evidence on these matters and note that the Section 42A Report author was assisted in a technical capacity by Abley Limited (Abley), who were engaged by SDC to review selected submissions on the Transport chapter.
- [50] Without exhaustively traversing the evidence received, in response to the evidence of ESAI, Federated Farmers and Horticulture NZ⁶ we agree that TRAN-TABLE1 in TRAN-R7 should be amended such that:
- references to activities accessing a State Highway or arterial road are omitted on the basis that these roads are designed to carry a higher volume of traffic and therefore there is a reduced expectation of amenity on them (both from users and properties fronting them) compared with local and collector roads;
 - the term 'rural production' activities is preferable to the term 'farming' activities; and
 - the threshold for the maximum type and number of vehicles on roads that are unformed and/or not maintained by SDC should be raised to 25 ecm/d per site (averaged over any one-week period), primarily because they not maintained by SDC and they typically carry very low traffic volumes and support access to a limited number of properties.
- [51] The matters of high trip generating activities and the associated requirements for an ITA were more contentious. Having considered the legal submissions and evidence on these matters we recommend that in relation to the more significant matters brought to our attention:
- permitted activity TRAN-R8 should apply to the establishment of a new, or expansion of an existing, activity listed in TRAN-TABLE2 where the activity exceeds the basic ITA threshold in that table, but an ITA has already been approved for the site as part of a

⁶ Some of which was tabled evidence – see Appendix 2 of this Recommendation Report.

granted resource consent and the proposed activity is within the scope of that ITA and is to be undertaken in accordance with the resource consent;⁷

- where the permitted activity standards of TRAN-R8 are exceeded, consent will be required as a restricted discretionary activity. However, where the Basic ITA (but not Full ITA) threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.2 will include 'TRAN-MAT8.6 Need for an ITA'. This will enable decision-makers to consider the existing traffic movements from a site and to make a merits-based decision on whether or not a Basic or Full ITA is required. In saying that, we were not persuaded that in all cases existing floorspace⁸ and existing vehicle movements from an established activity should be disregarded when considering the effects of a proposed expansion to an existing activity. In our view, to do so would fly in the face of the statutory requirement to consider the cumulative effects of a proposal. In that regard, we agree with the Section 42A Report author⁹ that even small or incremental changes in vehicle volumes (including from the expansion of an existing activity) can put pressure on the transport network over time;
- however, in response to the issues raised by submitters, we agree that where the Full ITA threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.4 should remain as notified and be restricted to TRAN-MAT8 High Trip Generating Activities';
- the high trip generating threshold for mixed or other activities not otherwise listed in TRAN-TABLE2 should be restricted to 50 vehicles per peak hour for a Basic ITA and 120 vehicles per peak hour for a Full ITA;
- TRAN-TABLE2 should be amended¹⁰ to exclude trade retail and trade supply activities and retirement homes from the high trip generating threshold for large format and bulk goods retail, because they are captured by 'all other activities' based on peak hour trip generation; and
- In response to the submission of CCC, include an advisory note that refers appropriate guidelines, which we understand to be the "New Zealand Transport Agency Research Report No.422 'Integrated Transport Assessment Guidelines', Abley et al, November 2010."

[52] We are satisfied that these amendments are the most appropriate option for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

⁷ As was sought by Merf Ag Services Ltd and Matthew Reed and Four Star Development and Gould Developments Ltd.

⁸ MetroPort Christchurch, Midland Port, and Lyttelton Port Company Ltd sought the exclusion of existing floorspace. This position was amended during the hearing to restricting consideration of existing floorspace to the operative date of the PDP.

⁹ Reply Report, paragraph 2.6

¹⁰ As was sought by Bunnings Group.

3.7 Rule Requirements

3.7.1 *TRAN-REQ1 to TRAN-REQ5*

[53] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0212	Ellesmere Sustainable Agriculture Inc.	17
DPR-0269	Heritage New Zealand Pouhere Taonga	6
DPR-0358	Rolleston West Residential Ltd	100, 101, 102, 103, 104, 105
DPR-0363	Iport Rolleston Holdings Ltd	99, 100, 101, 102, 103, 104
DPR-0367	Orion	32
DPR-0374	Rolleston Industrial Holdings Ltd	105, 106, 107, 108, 109, 110
DPR-0375	Waka Kotahi	50
DPR-0375	Waka Kotahi	51, 52, 53, 54
DPR-0384	Rolleston Industrial Developments Ltd	107, 108, 109, 110, 111, 112
DPR-0414	Kāinga Ora	24, 25, 26
DPR-0422	Federated Farmers	118
DPR-0458	KiwiRail	36

[54] For these submissions and submission points we are satisfied that the Section 42A Report author's recommended amendments to:

- In response to the submission of Waka Kotahi NZTA, ensure that the focus of TRAN-REQ1 is on 'the forming of any road', as opposed to ancillary structures such as lamp posts;
- TRAN-REQ2.1 to permit vehicle crossings on an arterial road where the posted speed limit is 60km/h or less in RESZ/CMUZ/GIZ/KNOZ or PORTZ in response to the submissions of Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd. We agree that as the volume of traffic using these routes and their speed increases the risk to road users also increases and this needs to be given primacy over other uses of the road such as property access;¹¹
- We have however recommended amending the wording and 'tense' of TRAN-REQ1 and TRAN-REQ2 to make the provisions more certain;
- TRAN-REQ4.5 to provide clarity over the matters of discretion and to provide clarification as to the notification status of an application as was sought by KiwiRail;
- TRAN-REQ5.5 so that it does not apply to State Highways as was sought by Waka Kotahi; and
- insert TRAN-MAT1.7 into TRAN-REQ5.3 and TRAN-REQ5.7 and TRAN-REQ15.4 in response to the evidence of Nick Fuller for the 'Carter Group'¹² because, for the activities covered by those rule requirements, adherence to dimensions in tables and diagrams is unnecessary due to particular site/activity characteristics

are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

¹¹ Reply Report, paragraph 3.17.

¹² Rolleston West Residential Ltd, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings Ltd and Rolleston Industrial Developments Ltd.

3.7.2 *TRAN-REQ6 to TRAN-REQ10*

[55] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Points
DPR-0156	Peter Stafford	3
DPR-0205	Lincoln University	36
DPR-0346	Ceres Professional Trustee Company Ltd & Sally Jean Tohill	13
DPR-0358	Rolleston West Residential Ltd	106, 107, 108, 109, 110
DPR-0359	Fire and Emergency NZ	35
DPR-0363	Iport Rolleston Holdings Ltd	105, 106, 107, 108, 109
DPR-0374	Rolleston Industrial Holdings Ltd	111, 112, 113, 114, 115
DPR-0375	Waka Kotahi	55, 56
DPR-0384	Rolleston Industrial Developments Ltd	113, 114, 115, 116, 117
DPR-0409	Hughes Development Ltd	29
DPR-0414	Kāinga Ora	27, 28, 29
DPR-0475	Rolleston Residents Association	5

[56] For these submissions and submission points we are satisfied that the Section 42A Report author's recommended amendments to:

- include 'TRAN-MAT1.7 Characteristics of the site or use' for exceedances of accessway permitted activity thresholds in TRAN-REQ7.4, TRAN-REQ7.7, TRAN-REQ7.11 that trigger a restricted discretionary activity consent. This will better enable decision-makers to have regard to local circumstances;
- retain the notified restrictions on the number of sites (six sites) that can accessed off a private accessway as a permitted activity. We note the Section 42A Report author's advice that historically long accessways and private rights of way have been an issue in Selwyn District which has led to undesirable outcomes such a lack of permeability (access) and difficulty in servicing (such as waste collection services)

are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

[57] However, given the number of submitters who raised this as an issue of concern, we took care to consider this matter during our site visit by viewing existing private accessway arrangements. Accordingly, having considered the submitter's evidence we agree that an exceedance of the six site threshold should be assessed as a discretionary activity (TRAN-REQ7.15) as opposed to requiring it to be assessed as a non-complying activity (the notified situation) because retaining the notified position would impose an unduly onerous regulatory burden on applicants given the highly localised scope of potential adverse effects. We also recommend not requiring the public notification of consent applications that result from non-compliance with the six site accessway threshold for the same reason.

[58] In terms of s32AA of the RMA, for TRAN-REQ7.15, we therefore largely adopt the Section 42A Report author's evaluation set out in paragraphs 12.82 to 12.85 of the Section 42A Report.

3.7.3 *TRAN-REQ11 to TRAN-REQ15*

[59] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We are satisfied that these minor amendments

(the nature of which we have generally discussed previously) are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents

Sub #	Submitter	Submission Point
DPR-0346	Ceres Professional Trustee Company Ltd & Sally Jean Tohill	14, 15, 16
DPR-0358	Rolleston West Residential Ltd	111, 112, 113, 114, 115
DPR-0359	Fire and Emergency NZ	37, 39, 40
DPR-0363	Iport Rolleston Holdings Ltd	40, 110, 111, 112, 114
DPR-0374	Rolleston Industrial Holdings Ltd	113, 116, 117, 118, 120
DPR-0378	Ministry of Education	11
DPR-0384	Rolleston Industrial Developments Ltd	118, 119, 120, 121 122
DPR-0414	Kāinga Ora	30

3.7.4 *TRAN-REQ16 to TRAN-REQ20*

[60] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author.

Sub #	Submitter	Submission Point
DPR-0207	Selwyn District Council	17, 18, 19
DPR-0346	Ceres Professional Trustee Company Ltd & Sally Jean Tohill	17
DPR-0358	Rolleston West Residential Ltd	116, 117, 118, 119, 120
DPR-0363	Iport Rolleston Holdings Ltd	115, 116, 117, 118, 119
DPR-0374	Rolleston Industrial Holdings Ltd	121, 122, 123, 124, 125
DPR-0375	Waka Kotahi	57, 58, 59
DPR-0378	Ministry of Education	13
DPR-0384	Rolleston Industrial Developments Ltd	123, 124, 125, 126 127
DPR-0409	Hughes Developments Ltd	30
DPR-0414	Kāinga Ora	31
DPR-0475	Rolleston Residents Association	8

[61] For these submissions and submission points we are satisfied that the Section 42A Report author's recommended amendments to:

- ensure that TRAN-REQ16 gives effect to the NPS-UD by replacing the word 'requirement' with the word 'provided' in TRAN-REQ16.1b and TRAN-REQ17 as sought by SDC;
- alter the activity status for TRAN-REQ16.1b and c to restricted discretionary status from discretionary in response to the issue raised by Kāinga Ora regarding on-site maneuvering for sites, other than those that access a state highway or arterial road;¹³
- make a change to TRAN-REQ17 reflecting Waka Kotahi's concerns about the wording of TRAN-REQ17.6; and
- correct cross-references in TRAN-REQ20 as sought by Waka Kotahi

are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

¹³We understand that the s32AA assessment in the Reply Report erroneously stated that the change was from a NC activity to DIS, but this was meant for TRAN-REQ7.15 not TRAN-REQ16.1b and c.

- [62] In terms of s32AA of the RMA, for TRAN-REQ16.1.b and c, we also adopt the Section 42A Report author's evaluation set out in paragraphs 12.82 to 12.85 of the Section 42A Report.

3.7.5 *TRAN-REQ21 to TRAN-REQ25*

- [63] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We note that we have addressed the issues raised (consent category and notification) previously.

Sub #	Submitter	Submission Points
DPR-0358	Rolleston West Residential Ltd	121, 122, 123, 124, 125
DPR-0363	Iport Rolleston Holdings Ltd	120, 121, 122, 123, 124
DPR-0374	Rolleston Industrial Holdings Ltd	126, 127, 128, 129, 130
DPR-0375	Waka Kotahi	60
DPR-0384	Rolleston Industrial Developments Ltd	128, 129, 130, 131, 132

3.7.6 *TRAN-REQ26 to TRAN-REQ28*

- [64] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We note that we have addressed the issues raised (consent category and notification) previously. The exception to that is SDC's request for a minor change to the requirement for landscape strips associated with parking areas in order to clarify that this only applies to car parking (where provided), not cycle parking as well.

Sub #	Submitter	Submission Points
DPR-0207	Selwyn District Council	20
DPR-0358	Rolleston West Residential Ltd	126, 127, 128
DPR-0363	Iport Rolleston Holdings Ltd	125, 126, 127
DPR-0374	Rolleston Industrial Holdings Ltd	131, 132, 133
DPR-0384	Rolleston Industrial Developments Ltd	133, 134, 135

3.8 Matters for Control or Discretion

3.8.1 *TRAN-MAT1 to TRAN-MAT9*

- [65] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We note that the majority of submission points (31 out of 55) sought to retain the provisions as notified and a further eight related solely to any 'consequential amendments' arising from the submitter's wider submission on the Transport chapter.¹⁴

Sub #	Submitter	Submission Points
DPR-0032	Christchurch City Council	16
DPR-0207	Selwyn District Council	16
DPR-0353	Horticulture NZ	103, 104
DPR-0358	Rolleston West Residential Ltd	129, 130, 131, 132, 133, 134, 135, 136, 137
DPR-0363	Iport Rolleston Holdings Ltd	128, 129, 130, 131, 132, 133, 134, 135, 136
DPR-0374	Rolleston Industrial Holdings Ltd	134, 135, 136, 137, 138, 139, 140, 141, 142
DPR-0375	Waka Kotahi	61, 62, 63
DPR-0384	Rolleston Industrial Developments Ltd	136, 137, 138, 139, 140, 141, 142, 143, 144
DPR-0409	Hughes Developments Ltd	36
DPR-0414	Kāinga Ora	33, 34, 35, 36, 37, 38, 39, 40, 41

¹⁴ Kāinga Ora.

Sub #	Submitter	Submission Points
DPR-0422	Federated Farmers	119, 120

[66] In particular, we agree with the Section 42A Report author's Reply Report recommended amendments to:

- TRAN-MAT1.2 to add the word 'effectiveness' as sought by Waka Kotahi;
- TRAN-MAT4 to ensure that access to premises from off-site mobility parking is considered as sought by SDC;
- insert discrete suites of considerations for Basic and Full ITAs into TRAN-MAT8 and ensure that the requirements for those ITAs are appropriate and generally consistent as was sought by Waka Kotahi. In that regard we note that the CRPS requires that trigger thresholds are identified in district plans for development where an ITA is required (Policy 6.3.4, Method 3)

are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents.

3.9 Transport Schedules

[67] For the following submitters and their submission points we adopt the recommendations and reasons of the Section 42A Report author. We observe that 20 of the 50 submission points on the schedules sought that they be retained as notified.

[68] We note that that these schedules deal with a range of detailed purely technical matters, such as shared accessway dimensions, vehicle crossing distances from intersections, sight distance measurements, vehicle crossing widths, carriageway widths, parking, maneuvering and loading spaces and associated illustrative diagrams.

[69] We understand that there was agreement amongst the various transportation technical experts regarding the nature of amendments that should be made to TRAN-SCHED1, 2, 3 and 5 and that the Section 42A Report author's recommendations reflect that expert agreement. That being the case, we do not discuss or outline the nature of those amendments here, but note that they are all incorporated in Appendix 1 of this Recommendation Report.

[70] We are satisfied that those amendments are the most appropriate options for achieving the purpose of the RMA, the relevant objectives of this Plan and other relevant statutory documents. With regard to s32AA of the RMA and TRAN-TABLE4 (forming part of TRAN-SCHED2) we also adopt the evaluation set out in paragraphs 14.51 to 14.54 of the Section 42A Report.

Sub #	Submitter	Submission Point
DPR-0156	Peter Stafford	4
DPR-0207	Selwyn District Council	12, 13, 14, 15,
DPR-0358	Rolleston West Residential Ltd	138, 139, 140, 141, 142, 143
DPR-0359	Fire and Emergency NZ	36, 38
DPR-0363	Iport Rolleston Holdings Ltd	137, 138, 139, 140, 141, 142
DPR-0374	Rolleston Industrial Holdings Ltd	143, 144, 145, 146, 147, 148
DPR-0375	Waka Kotahi	64, 65, 66, 67, 68, 69, 70
DPR-0378	Ministry of Education	12
DPR-0384	Rolleston Industrial Developments Ltd	145, 146, 147, 148, 149
DPR-0409	Hughes Developments Ltd	31

Sub #	Submitter	Submission Point
DPR-0409	Hughes Developments Ltd	32
DPR-0414	Kāinga Ora	42, 46
DPR-0414	Kāinga Ora	43, 44, 45, 47
DPR-0458	KiwiRail	37, 38
DPR-0475	Rolleston Residents Association	6

4 Other Matters

- [71] The recommended amendments to the PDP provisions contained in Appendix 1 are those that result from this Hearing Panel's assessment of submissions and further submissions. However, readers should note that further or different amendments to these provisions may have been recommended by:
- Hearing Panels considering submissions and further submissions on other chapters of the PDP;
 - the Hearing Panels considering rezoning requests, and
 - the Independent Hearing Panel (IHP) considering submissions and further submissions on Variation 1 to the PDP
- [72] Any such further or different amendments are not shown in Appendix 1 of this Recommendation Report. However, the Chair¹⁵ and Deputy Chair¹⁶ of the PDP Hearing Panels have considered the various recommended amendments and have ensured that the overall final wording of the consolidated version of the amended PDP is internally consistent.
- [73] In undertaking that 'consistency' exercise, care was taken to ensure that the final wording of the consolidated version of the amended PDP did not alter the intent of the recommended amendments contained in Appendix 1 of this Recommendation Report.
- [74] There are no other matters arising from our consideration of the submissions and further submissions or that arose during the hearing.

¹⁵ Who is also the Chair of the IHP.

¹⁶ Who chaired one stream of hearings.

Appendix 1: Recommended Amendments

Note to readers: Only provisions that have recommended amendments are included below. All other provisions remain as notified. Amendments recommended by the Section 42A Report author that have been adopted by the Hearing Panel are shown in strike out and underlining. Further or different amendments recommended by the Hearing Panel are shown in strike out, underlining and red font.

Amendments to the PDP Maps

Map Layer	Description of recommended amendment
Road Classification	<ul style="list-style-type: none"> Amend roading classifications as per table below in the PDP Planning Maps to ensure that they are consistent with the classification in Appendix 2 Link: https://selwyndc.maps.arcgis.com/apps/webappviewer/index.html?id=ffab1fecb0d34b618482af2b40a8876f

Amendments to the PDP Text

Part 1 – Introduction and General Provisions

Interpretation

Definitions	
CARE HOME	For the purposes of car <u>calculating cycle</u> ¹⁷ parking, care home includes supported residential accommodation and supported residential care <u>as a standalone activity on a site (and not within a retirement village)</u> within a retirement village . ¹⁸
EQUIVALENT VEHICLE MOVEMENT	The following averaged over a one-week period: 1 car to and from the property = 2 equivalent car movements 1 truck to and from the property = 6 equivalent car movements 1 truck and trailer to and from the property = <u>10</u> 12 ¹⁹ equivalent car movements
HEAVY VEHICLE	A motor vehicle (other than a motorcar that is not used, kept, or available for the carriage of passengers for hire or reward) <u>that has</u> having a gross vehicle mass exceeding 3,500 kg.) captures the type of vehicles intended to be covered by the rules relating to heavy <u>vehicles</u> . ²⁰

¹⁷ DPR-0207.004 SDC

¹⁸ DPR-0217.003 Somerset Village Ltd

¹⁹ DPR-0375.001 NZTA

²⁰ DPR-0422.046 Federated Farmers

Definitions	
HIGH TRIP GENERATING ACTIVITY	Any activity that <u>triggers a requirement for a Basic or Full Integrated Transport Assessment in accordance with TRAN-R8</u> exceeds the scale of activity requirements listed in this Plan. ²¹
<u>INTEGRATED TRANSPORT ASSESSMENT</u>	<u>An integrated transport assessment is a report prepared by a suitably qualified transport professional that assesses the transport effects of a development proposal.</u> ²²
LAND TRANSPORT INFRASTRUCTURE	... c. Railway tracks, bridges, tunnels, signalling, access tracks, <u>retaining walls</u> and facilities; ... ²³
LARGE FORMAT AND BULK GOODS RETAIL	For the purpose of calculating car parks <u>cycle parking and the requirement for an integrated transport assessment</u> , means a retail tenancy exceeding 450m ² GFA, excluding supermarkets. ²⁴
OUTDOOR DISPLAY AREA	For the purpose of calculating car <u>cycle</u> parking requirements, outdoor display area shall include the area of any land within a site where goods are on display for sale. ²⁵
PARKING AREAS	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. ²⁶
PLACE OF ASSEMBLY	For the purposes of calculating car <u>cycle</u> 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. ²⁷
POSTED SPEED LIMIT	The legal and sign posted speed limit that applies to a <u>local, collector or arterial</u> the ²⁸ road as per the Selwyn District Council's Speed Limit Bylaw 2006, Speed Limit Bylaw 2009 and Speed Limit Bylaw 2018 ²⁹ <u>or on a State Highway.</u> ³⁰
<u>QUEUING SPACE</u>	<u>As measured from the road boundary to the nearest vehicle control point or the point where conflict with vehicles or pedestrians on established pathways already on the site could arise.</u> ³¹

²¹ DPR-0358.027 Rolleston West Residential Ltd, DPR-0363.026 Iport Rolleston Holdings Ltd, DPR-0374.032 Rolleston Industrial Holdings Ltd, DPR-0384.034 Rolleston Industrial Developments Limited and DPR-0422.049 Federated Farmers

²² DPR-0409.033 Hughes Development Ltd

²³ DPR-0458.007 KiwiRail

²⁴ DPR-0207.005 SDC

²⁵ DPR-0207.007 SDC

²⁶ DPR-0207.003 SDC

²⁷ DPR-0207.006 SDC

²⁸ DPR-0375.007 NZTA

²⁹ Clause 16 (2) amendment

³⁰ DPR-0375.007 NZTA

³¹ DPR-0375.008 NZTA

Definitions	
SERVICE BUSINESS	For the purpose of calculating car <u>cycle</u> parking means a business providing personal, financial, household, private or business services to the general public as a commercial activity. ³²
SPORTS AND RECREATIONAL FACILITIES	For the purpose of calculating <u>cycle</u> car parking means sports grounds, playing fields, sports courts and gymnasiums for public or private use. ³³
STATE HIGHWAY	<u>Has the same meaning as in section 2(1) of the Government Roading Powers Act 1989.</u> The state highways within Selwyn District are illustrated APP2 - Roading Hierarchy. ³⁴
VEHICLE CONTROL POINT	means a point on A vehicle access route controlled by a barrier (or similar means) at which a vehicle is required to stop ³⁵
WAREHOUSE AND DISTRIBUTION	For the purpose of calculating <u>cycle parking</u> car parks means an industrial activity involving the storage and sorting of materials, goods or products pending distribution. ³⁶

Part 2 – District Wide Matters

Energy, Infrastructure and Transport

TRAN – Transport

TRAN-Objectives and Policies

TRAN-Objectives	
TRAN-O1	People and places are connected through safe, efficient, and convenient <u>effective</u> ³⁷ land transport corridors and land transport infrastructure <u>for all transport modes</u> , which is <u>are</u> well integrated with land use activities and subdivision development <u>and reduce dependency on private motor vehicles</u> . ³⁸

TRAN-Policies	
Integrated land use, subdivision, and transport planning	
TRAN-P1	<u>Maintain</u> the safety and efficiency of the District's land transport network and systems by are enabled through integrated land use and subdivision development that: 1. Manages <u>Managing</u> the levels of service, formation standards and the types of land transport corridors and land transport infrastructure,

³² DPR-0207.008 SDC

³³ DPR-0207.009 SDC

³⁴ DPR-0375.011 NZTA and DPR-0422.086 Federated Farmers

³⁵ DPR-0375.008 NZTA

³⁶ DPR-0207.11 SDC

³⁷ DPR-0375.027 NZTA

³⁸ DPR-0032.008 CCC

TRAN-Policies	
	<p>including through the network road classifications and compliance with the design and operational standards;</p> <ol style="list-style-type: none"> 2. Provides <u>Providing</u> land transport infrastructure that is consistent with the form, function, and character of each zone; 3. Ensures <u>Ensuring</u> there is enough space within land transport corridors to support the <u>safe, efficient and effective installation, operation, upgrade, repair and maintenance</u> of network utilities;³⁹ 4. Provides <u>Providing</u> for the safe and efficient movement and operation of emergency services; and 5. Recognises <u>Recognising</u> cross-boundary connections with adjoining districts.⁴⁰
TRAN-P3	<p>Require Integrated Transport Assessments to assess the effects of high trip generating activities on the surrounding land transport network to:</p> <ol style="list-style-type: none"> 1. Maintain the safety and efficiency of land transport infrastructure by ensuring there is sufficient capacity in land transport corridors, including by integrating development with funded improvements to the network and ensuring the timing aligns with capacity;⁴¹ and 2. Establish whether the high trip generating activity can be supported by active transport modes, including accessibility to safe and convenient walking and cycling connections and access to public transport and public transport facilities.
Transport choice	
TRAN-P5	<p>Promote a range of transport options to reduce the number of trips and distances travelled in private motor vehicles by:</p> <p>...</p> <ol style="list-style-type: none"> 3. Ensuring land use activities, where necessary, provide an adequate amount of safe, secure and convenient cycle parking.⁴²
Recognising and protecting land transport networks and systems	
TRAN-P7	<p>Recognise and protect the function of the District's land transport network and systems by managing land use activities and subdivision development to ensure the safe and efficient movement of people and goods by:</p> <ol style="list-style-type: none"> 1. Managing <u>Avoiding significant adverse effects and minimising other adverse effects</u> from activities on <u>the safe, efficient and effective operation of</u> land transport corridors and land transport infrastructure, particularly where it may reduce safe and efficient traffic flows within the strategic transport network and links with Christchurch City; 2. Ensuring land transport corridors and land transport infrastructure can <u>efficiently and effectively support provide for</u> the volume and type of transport movements based on the network road classifications;⁴³ and 3. Requiring the design, positioning, and maintenance of accessways, corner splays, vehicle crossings, intersections, footpaths, plantings, and signs to ensure appropriate sightline visibility is provided to road users to support safe and efficient vehicle, pedestrian, and cycle movements.

³⁹ DPR-0367.025 Orion

⁴⁰ DPR-0215.019 Winstone Aggregates

⁴¹ DPR-0215.020 Winstone Aggregates and DPR-0217.006 Summerset Villages Ltd

⁴² DPR-0032.013 CCC

⁴³ DPR-0371.033 CIAL and DPR-0453.046 Lyttelton Port Company Ltd

TRAN-Policies	
TRAN-P9	Manage <u>the design and layout of</u> on-site parking areas and loading facilities to maintain the safe and efficient operation of land transport corridors and land transport infrastructure. ⁴⁴
TRAN-P10	Supporting the economic growth of commercial centres through the appropriate <u>provision and</u> supply of vehicle and cycle parking areas and the establishment of a range of active and public transport facilities that correspond with the type and function of each centre. ⁴⁵
TRAN-P11	Manage vehicle access, vehicle crossings and manoeuvring areas to maintain the safe and efficient operation of land transport corridors and land transport infrastructure by: 4. Minimising the need to reverse onto Collector and Local Roads through the provision of appropriate on-site manoeuvring areas. ⁴⁶
Managing the effects of land transport infrastructure and corridors	
TRAN-P12	Enable works to be carried out by network utility operators to <u>install, operate, maintain, repair and upgrade</u> construct, renew, improve, and operate network utilities within land transport corridors in a <u>safe, efficient, and effective</u> manner, while managing the scale and types of works and activities. ⁴⁷
TRAN-P13	Minimise the adverse effects of <u>the development of new land transport infrastructure and corridors</u> on the physical and natural environment by: 1. <u>Considering the effects on the amenity values of the surrounding environment, public access, and the health and safety of people when locating, designing and operating</u> development <u>new land transport infrastructure and corridors</u> while minimising the effects on, the amenity values of the surrounding environment, public access, and the health and safety of people. 2. <u>Encouraging developers of development</u> development <u>new land transport infrastructure and corridors</u> to consider.... 3. Limiting the presence and effects of <u>the development of new land transport infrastructure and corridors</u> within.... 4. Requiring restoration of indigenous biodiversity and habitat following development in areas of Areas of Significant Indigenous Vegetation and habitats of indigenous fauna, and the on-going monitoring of that restoration 5. Considering biodiversity off-setting <u>in accordance with EIB-SCHED-5</u> or compensation where the loss of significant indigenous vegetation cannot be restored and or the effects on significant habitats of indigenous fauna or wetlands cannot be fully mitigated where the adverse effects cannot be avoided, or remedied <u>or mitigated</u> . ⁴⁸ 6. Using the substantial upgrade of land transport infrastructure as an opportunity to reduce existing adverse effects.

⁴⁴ DPR-0358.083 Rolleston West Residential Ltd, DPR-0363.082 Iport Rolleston Holdings Ltd, DPR-0374.088 Rolleston Industrial Holding and DPR-0384.090 Rolleston Industrial Developments Ltd

⁴⁵ DPR-0358.084 Rolleston West Residential, DPR-0363.083 Iport Rolleston Holdings Ltd, DPR-0374.089 Rolleston Industrial Holdings, DPR-0384.091 Rolleston Industrial Developments Ltd and DPR-0414.017 Kāinga Ora

⁴⁶ DPR-0409.038 Hughes Development

⁴⁷ DPR-0367.026 Orion

⁴⁸ Consequential amendment arising from DPR-0427.025 Director General of Conservation on EI chapter

TRAN-Rules

Note for Plan Users: As required by the National Planning Standards, unless relating specifically to Special Purpose Zone, the Transport chapter has been created to be self-contained for all Land Transport Infrastructure and Land Transport Corridor works and activities. Under the National Planning Standards it is permitted to have more than one chapter covering these matters under the 'Energy, Infrastructure and Transport' heading. In this Plan, transport matters are contained in a separate chapter to energy and infrastructure matters.

The Transport chapter is designed to work in the following way:

...

Details of the steps Plan users should take to determine the status of an activity is provided in the How the Plan Works section.

Plan Users should, in conjunction with this chapter, read the designations chapter for works associated with the State Highway and rail network in the district.⁴⁹ Separate to any requirements under the Resource Management Act 1991, there may be other legislative requirements that regulate access or crossing rights to State Highway or rail infrastructure. Further advice should be sought from [Waka Kotahi](#) NZTA or Kiwirail.⁵⁰

Archaeological authority requirements:

The Heritage New Zealand Pouhere Taonga Act 2014 applies, which makes it unlawful for any person to modify or destroy, or cause to be modified or destroyed, the whole or any part of an archaeological site without the prior authority of Heritage New Zealand. If you wish to do any work that may affect an archaeological site you must obtain an authority from Heritage New Zealand before you begin.

This is the case regardless of whether the land on which the site is located is designated, or the activity is permitted under the District or Regional Plan or a resource or building consent has been granted. The Act provides for substantial penalties for unauthorised destruction or modification.

An archaeological site is defined in the Heritage New Zealand Pouhere Taonga Act 2014 as any place in New Zealand (including buildings, structures, or shipwrecks) that was associated with pre-1900 human activity, where there is evidence relating to the history of New Zealand that can be investigated using archaeological methods.

~~As mentioned above,~~ Before undertaking any work that may affect an archaeological site you must obtain an authority from Heritage New Zealand [Pouhere Taonga](#).⁵¹

TRAN-R1	Works and activities in a land transport corridor	
All Zones	Activity status: PER 1. Land transport infrastructure works or activities within a land transport corridor.	Activity status where compliance is not achieved:

⁴⁹ DPR-0375.042 NZTA

⁵⁰ DPR-0375.043 and 0375.044 NZTA

⁵¹ DPR-0269.003 HZNPT

	<p>Where:</p> <p>a. They are undertaken by, or on behalf of, <u>or pursuant to authorisation from</u>,⁵² a road controlling authority; or</p> <p>b. They are being undertaken in accordance with an approved subdivision consent; or</p> <p>c. <u>Are</u>⁵³ subject to a designation listed in this District Plan.</p> <p>And this activity complies with the following rule requirements:</p> <p>....</p>	
TRAN-R2	Creation of a new land transport corridor	
<p>All Zones (excluding <u>SKIZ</u>)⁵⁴</p>	<p>Activity status: PER</p> <p>1. Creation of a new <u>or expansion to an existing</u> land transport corridor</p> <p>Where:</p> <p>The new <u>or expanded</u> land transport corridor:⁵⁵</p> <p>a. is to be vested or dedicated in the road controlling authority; and</p> <p>...</p> <p>g. area does not include a notable tree, and</p> <p><u>h. does not result in a land transport corridor connecting to a state highway</u>⁵⁶</p> <p>And this activity complies with the following rule requirements:</p> <p>TRAN-REQ18 Land transport corridor creation standards</p> <p>TRAN-REQ20 Intersection spacing</p> <p><u>TRAN-REQ27 Waterbody Setbacks</u>⁵⁷</p> <p>NH-REQ5 Natural Hazards and Infrastructure</p> <p>NH-REQ6 Natural Hazards and Land Transport Infrastructure</p>	<p>Activity status where compliance is not achieved:</p> <p>....</p> <p><u>Advisory note: Advice should be sought from Waka Kotahi NZTA and approval obtained provided for any land transport corridor intended to connect to a State Highway.</u>⁵⁸</p>

⁵² DPR-0358.090 Rolleston West Residential, DPR-0363.089 Iport Rolleston Holdings Ltd, DPR-0374.095 Rolleston Industrial Holdings and DPR-0384.097 Rolleston Industrial Developments Ltd

⁵³ Clause 16(2) amendment

⁵⁴ DPR-0345.017 Porters Alpine Resort

⁵⁵ DPR-0375.043 NZTA

⁵⁶ DPR -0375.043 NZTA

⁵⁷ DPR-0414.020 Kāinga Ora

⁵⁸ DPR-0375.043 NZTA

TRAN-R3	Land Transport Infrastructure not within a Land Transport Corridor	
 <u>Advisory note: Advice should be sought from Waka Kotahi NZTA and approval obtained provided for any land transport corridor intended to connect to a State Highway.</u> ⁵⁹
TRAN-R4	Vehicle Crossing	
CMUZ GIZ PORTZ KNOZ RESZ	<p>Activity status: PER</p> <p>5. The establishment of a vehicle crossing.</p> <p>Where: The vehicle crossing:</p> <p>a. is located in the Rolleston Industrial Precinct PREC6 and generates no more than 250vm/d; or</p> <p>b. provides shared access to sites which cumulatively generate no more than 250vm/d; <u>or</u></p> <p>c. <u>otherwise provides access to a single site (outside PREC6)</u>⁶⁰</p> <p>....</p>	<p>Activity status where compliance is not achieved:</p> <p>....</p>
TRAN-R6	Creation of a new land transport corridor	
All zones	<p>Activity status: PER</p> <p>1. Any parking, manoeuvring and loading areas associated with a residential activity.</p> <p>Where the activity complies with the following rule requirements:</p> <p>...</p> <p><u>TRAN-REQ11 Cycle parks and facilities</u>⁶¹</p> <p>...</p>	<p>Activity status where compliance is not achieved:</p> <p>...</p>

⁵⁹ DPR-0375.043 NZTA

⁶⁰ Clause 16(2) amendment

⁶¹ DPR-0207.012 SDC

TRAN-R7 Rural vehicle movements and associated parking			
TRAN-TABLE1 – Maximum type and number of vehicle movements			
	Road formation type	Activity	Maximum vehicle movement
	Formed, sealed and maintained by SDC	Any activity accessing a State Highway and arterial road	30 ecm/d per site (averaged over any one-week period) ⁶²
		Any activity accessing a local and collector road	60 ecm/d per site (averaged over any one-week period)
	Unformed and/or not maintained by SDC	Any commercial or industrial related activity excluding normal farming rural production ⁶³ activities	Nil
		Any activity with individual property access	15 25 ⁶⁴ ecm/d per site (averaged over any one-week period)
	Formed, unsealed and maintained by SDC	Any activity	60 ecm/d per site (averaged over any one-week period)
TRAN-R8 High trip generating activities			
All Zones (except DPZ)⁶⁵	Activity Status: PER 1. The establishment of a new, or expansion of an existing activity listed in TRAN-TABLE2.		Activity status where compliance not achieved: 2. When compliance with any of TRAN-R8.1 is not achieved: RDIS
	Where: a. The activity <u>does not exceed</u> complies with the basic ITA threshold in TRAN-TABLE2. ⁶⁶ ; <u>or</u> b. <u>The activity does exceed the basic ITA threshold in TRAN-TABLE2 but an ITA has already been approved for the site as part of a granted resource consent and the activity is within the scope of that ITA and in accordance with the resource consent, unless the resource consent has lapsed.</u> ⁶⁷		Matters for discretion: 3 The exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters where a Basic ITA is required in TRAN-TABLE2. Where the Basic ITA (but not Full ITA) threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters: a. TRAN-MAT8.1 Safety and efficiency b. TRAN-MAT8.2 Design and layout c. TRAN-MAT8.5 ITA requirements

⁶² DPR-0212.014 ESAI and DPR-0422.116 Federated Farmers

⁶³ DPR-0212.014 ESAI and DPR-0422.116 Federated Farmers

⁶⁴ DPR-0212.014 ESAI and DPR-0422.116 Federated Farmers

⁶⁵ DPR-0370.034 Fonterra and DPR-0420.005 Synlait Milk

⁶⁶ DPR-0378.010 MOE, DPR-0422.046 and 049 Federated Farmers, DPR-0363.026 Iport Rolleston Holdings Ltd, DPR-0374.032 Rolleston Industrial Holdings and DPR-0384.034 Rolleston Industrial Developments Ltd

⁶⁷ DPR-0192.007 Merf Ag Services Ltd and Matthew Reed, DPR-0456.017 Four Stars Development and Gould Developments Ltd

d. TRAN-MAT8.6 Need for an ITA⁶⁸

~~4 The exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters where a Full ITA is required in TRAN-TABLE2. Where the Full ITA threshold in TRAN-TABLE2 is exceeded, the exercise of discretion in relation to TRAN-R8.2 is restricted to the following matters.~~⁶⁹

a. TRAN-MAT8 High Trip Generating Activities

Advisory Note: Further guidance is available from New Zealand Transport Agency Research Report No.422 'Integrated Transport Assessment Guidelines', Abley et al, November 2010⁷⁰

TRAN-TABLE2 - HTGA thresholds and ITA requirements

Activity	Basic ITA	Full ITA
Education - Preschool	40 children	90 children
Education - Schools	70 students	170 students
Education - Tertiary	250 FTE students	750 FTE students
Industrial	5,000m ² GFA	12,000m ² GFA
Warehousing and distribution	6,500m ² GFA	25,000m ² GFA
Healthcare	300m ² GFA	1,200m ² GFA
Office	2,000m ² GFA	4,800m ² GFA
Residential <u>(excluding retirement homes)</u> ⁷¹	50 residential sites/units	120 residential sites/units
Retail - Shops and supermarket	250m ² GLFA	900m ² GLFA
Retail – large format and bulk goods <u>(excluding trade retail and trade supply activities)</u> . ⁷²	550m ² GLFA	2,200m ² GLFA
Service stations	2 filling points	6 filling points

⁶⁸ DPR-0068.012 MetroPort Christchurch and DPR-0453.047 Midland Port and Lyttelton Port Company Ltd

⁶⁹ DPR-0375.049 NZTA and DPR-0409.034 Hughes Development

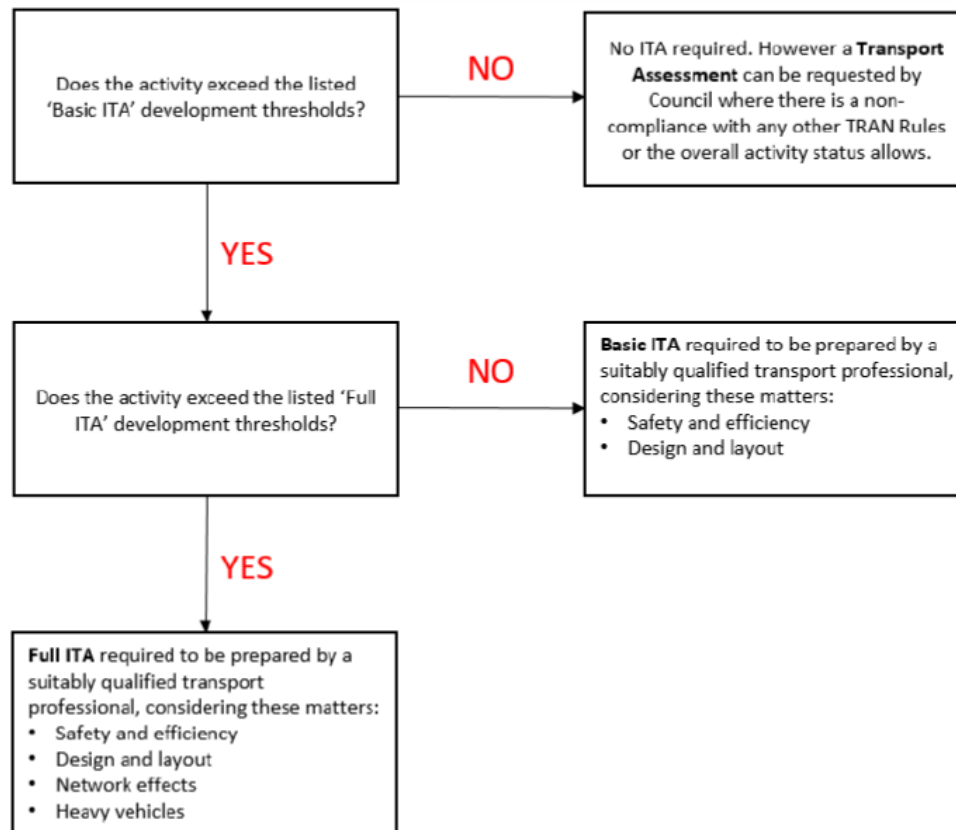
⁷⁰ DPR-0032.012 CCC

⁷¹ DPR-0424.042 Retirement Village Association and DPR-0425.042 Ryman Healthcare

⁷² DPR-0145.012 Bunnings

	Mixed or other activities not otherwise listed in this Table	50 vehicles per peak hour or 250 heavy vehicles trips per day, whichever is the greater of the above.	120 vehicles per peak hour or 1000 heavy vehicles trips per day, whichever is the greater of the above. ⁷³
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⁷³ DPR-0375.049 NZTA and DPR-0409.034 and 035 Hughes Development

TRAN-DIAGRAMA Flowchart for Integrated Transport Assessments⁷⁴


TRAN-R9 Structures and trees near level crossings		
All zones	Activity Status: PER	Activity status where compliance is not achieved:
	1. The establishment of a new, or expansion of an existing structure or the planting of a tree.	2. When compliance with any of TRAN- R9.1 is not achieved: RDIS
	Where:	Matters for discretion:
		3. The exercise of discretion in relation to TRAN-R9.2 is restricted to the

⁷⁴ DPR-0032.012 CCC, DPR-0375.049 NZTA and DPR-0409.034 Hughes Development

	<p>a. The development is not located within:</p> <p>i. a approach sight triangle of a level crossing with give way signs as shown in TRAN-DIAG11; and or</p> <p>ii. a restart sight triangle of a level crossing as shown in TRAN-DIAG12; or</p> <p><u>b. The development is an upgrade of an existing utility pole where the pole remains in the same or similar location.</u>⁷⁵</p>	<p>following matters:</p> <p>a. TRAN-MAT1.1 Visibility⁷⁶</p> <p>a-b TRAN-MAT1.2 Safety and efficiency</p> <p>c. TRAN-MAT1.4 Consultation with KiwiRail⁷⁷</p> <p>b-d.TRAN- MAT1.7 Characteristics of the site or use</p> <p>Notification:</p> <p>4. Any application arising from TRAN-R9.2 shall not be subject to public notification. <u>Absent their written approval, notice shall only be served on KiwiRail.</u>⁷⁸</p>
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TRAN-Rule Requirements

TRAN-REQ1	Location of works	
All zones	<p>Activity Status: PER</p> <p>1. The land transport infrastructure the forming of any road works or activity are on land <u>shall have</u>⁷⁹:</p> <p>a. an average slope of less than 20°; and</p> <p>b. a gradient no steeper than 1:6 vertical.</p>	<p>Activity status where compliance is not achieved:</p> <p>2. When compliance with any of TRAN- REQ1.1 is not achieved: DIS</p>
TRAN-REQ2	Vehicle crossing access restrictions	
RESZ CMUZ GIZ KNOZ PORTZ	<p>1. A the vehicle crossing <u>shall not be</u>⁸⁰ is formed a- on an arterial road, a within a road where the posted speed limit is 60km/hr or more less and b. where the site is solely used to accommodate a utility structure; or c. where the activities on the site(s) using the vehicle crossing generate less than 100ccmv/d.⁸¹</p>	<p>Activity status where compliance is not achieved:</p> <p>2. When compliance with any of TRAN- REQ2.1 is not achieved: RDIS</p> <p>Matters for discretion</p> <p>3. The exercise of discretion in relation to TRAN-REQ2.2 is restricted to the following matters:</p> <p>a. TRAN-MAT1.1 Visibility</p> <p>a- b.TRAN-MAT1.2 Safety and efficiency</p> <p>b- c.TRAN-MAT2.3 Site access</p>

⁷⁵ DPR-0367.031 Orion⁷⁶ DPR-0414.023 Kāinga Ora⁷⁷ DPR-0458.035 KiwiRail⁷⁸ DPR-0458.035 KiwiRail⁷⁹ Clause 16(2) clarification⁸⁰ Clause 16(2) clarification⁸¹ DPR-0358:101, DPR-0363:100, DPR-0384:108, DPR-0374:106 Rolleston West Residential, Iport Rolleston Holdings Ltd, Rolleston Industrial Holdings, Rolleston Industrial Developments Ltd

		e. d. TRAN-MAT2.4 Vehicle crossing design and location f. e. TRAN-MAT2.5 Number and type of vehicles
TRAN-REQ4	Siting of vehicle crossings	
All zones	5. Vehicle crossing(s) shall be no closer than 30m to the intersection of any railway line when measured from the nearest edge of the vehicle crossing to the limit line at the level rail crossing.	Activity status where compliance is not achieved: 6 -When compliance with TRAN-REQ4.5 is not achieved RDIS DIS Matters for discretion: <u>6A The exercise of discretion in relation to TRAN-REQ4.5 is restricted to the following matters:</u> a. TRAN-MAT1.2 Safety and efficiency b. TRAN-MAT1.4 The outcome of any consultation with KiwiRail c. TRAN-MAT1.7 Characteristics of the site or use Notification: <u>6B Any application arising from TRAN-REQ4.5 shall not be subject to public notification. Absent their written approval, notice shall only be served on KiwiRail⁸²</u>
All zones	7. Where a vehicle crossing(s) is to be formed within an arterial road ⁸³ it shall comply with the minimum access separation distances illustrated in TRAN-DIAG4 listed in TRAN-TABLE 6A ⁸⁴	Activity status where compliance is not achieved: ... Notification: <u>9A. Any application arising from TRAN- REQ5.8 shall not be subject to public notification.⁸⁵</u>
TRAN-REQ5	Vehicle crossing design and construction	
CMUZ GIZ RESZ KNOZ PORTZ DPZ	1. Vehicle crossing design and construction shall comply with TRAN- TABLE6 Width Requirements and illustrated in TRAN-DIAG3 Width Requirements.	Activity status where compliance is not achieved: 2. When compliance with any of TRAN- REQ5.1 is not achieved: RDIS Matters for discretion 3. The exercise of discretion in relation to TRAN-REQ5.2 is restricted to the following matters: a. TRAN-MAT1.1 Visibility

⁸² DPR-0458.036 Rolleston West Residential, DPR-0358.104 Iport Rolleston Holdings Ltd, DPR-0363.103 Rolleston Industrial Holdings, DPR-0374.109 Rolleston Industrial Developments Ltd and DPR-0384.111 KiwiRail

⁸³ DPR-0375.068 NZTA

⁸⁴ DPR-0375.068 NZTA

⁸⁵ DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Ltd

		<p>b. <u>TRAN-MAT1.7 Characteristics of the site or use</u>⁸⁶</p> <p>c. TRAN-MAT2 Vehicle crossings</p> <p>Notification:</p> <p>4. Any application arising from TRAN- REQ5.2 shall not be subject to public notification.</p>
GRUZ MPZ GRAZ SKIZ TEZ	<p>5. Vehicle crossing(s) (<u>excluding those on a State Highway</u>⁸⁷) shall comply with the following standards:</p> <p>a. TRAN-DIAG5 where the vehicle crossing provides access to a residential unit on a Local Road; or</p> <p>b. TRAN-DIAG6 where the vehicle crossing provides access to either:</p> <p>i. a residential unit not on a Local Road; or</p> <p>ii. any other activity on a Local Road, Arterial Road, or Collector Road;</p> <p>c. TRAN-DIAG7 where the vehicle crossing provides access to any activity that has over 100 ecmv/d.⁸⁸</p>	<p>Activity status where compliance is not achieved:</p> <p>6. When compliance with any of TRAN- REQ5.5 is not achieved: RDIS</p> <p>Matters of discretion:</p> <p>7. The exercise of discretion in relation to TRAN-REQ5.6 is restricted to the following matters:</p> <p>a. <u>TRAN-MAT1.7 Characteristics of the site or use</u>⁸⁹</p> <p>b. TRAN-MAT2 Vehicle crossings and access</p> <p>Notification:</p> <p><u>8. Any application arising from TRAN- REQ5.6 shall not be subject to public notification.</u>⁹⁰</p>
TRAN-REQ7	Accessway design and formation	
GRUZ GRZ LRZ SETZ GIZ KNOZ PORTZ GRUZ	<p>1. Accessway(s) shall:</p> <p>...</p>	<p>Activity status where compliance is not achieved:</p> <p>...</p> <p>Matters of discretion:</p> <p>4. The exercise of discretion in relation to TRAN-REQ7.2 is restricted to the following matters:</p>

⁸⁶ DPR-0358.105 Rolleston West Residential, DPR-0363.104 Iport Rolleston Holdings Ltd, DPR-0374.110 Rolleston Industrial Holdings and DPR-0384.112 Rolleston Industrial Developments Ltd

⁸⁷ DPR-0375.054 NZTA

⁸⁸ DPR-0375.054 NZTA

⁸⁹ DPR-0358.105 Rolleston West Residential, DPR-0363.104 Iport Rolleston Holdings Ltd, DPR-0374.110 Rolleston Industrial Holdings and DPR-0384.112 Rolleston Industrial Developments Ltd

⁹⁰ DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Ltd

		<p>a. <u>TRAN-MAT1.7 Characteristics of the site or use</u>⁹¹</p> <p>a- <u>b. TRAN-MAT2 Vehicle crossings and access</u></p> <p>Notification:</p> <p><u>4A Any application arising from TRAN- REQ7.2 shall not be subject to public notification.</u>⁹²</p>
LLRZ	<p>5. Accessways are formed to comply with the design requirements listed in TRAN-TABLE3 and illustrated in TRAN-DIAG4 <u>TRAN-TABLE6A – Accessway separation from other accessways.</u></p>	<p>Activity status where compliance is not achieved:</p> <p>6. When compliance with TRAN-REQ7.5 are not achieved: RDIS</p> <p>Matters of discretion:</p> <p>7. The exercise of discretion in relation to TRAN-REQ7.6 is restricted to the following matters:</p> <p>a. <u>TRAN-MAT1.7 Characteristics of the site or use</u>⁹³</p> <p>a- <u>b. TRAN-MAT2 Vehicle crossings and access</u></p> <p>Notification:</p> <p><u>7A Any application arising from TRAN- REQ7.6 shall not be subject to public notification.</u>⁹⁴</p>
CMUZ GIZ KNOZ PORTZ RESZ	<p>8. Formed accessway widths are no greater than the maximum vehicle crossing width listed in TRAN-TABLE6.</p> <p>9. Every accessway serving more than two sites are formed and sealed.</p>	<p>Activity status where compliance is not achieved:</p> <p>10. When compliance with any of TRAN- REQ7.8 or TRAN-REQ7.9 are not achieved: RDIS</p> <p>Matters of discretion:</p> <p>11. The exercise of discretion in relation to TRAN-REQ7.10 is restricted to the following matters:</p> <p>a. <u>TRAN-MAT1.7 Characteristics of the site or use</u>⁹⁵</p>

⁹¹ DPR-0358.107 Rolleston West Residential, DPR-0363.106 Iport Rolleston Holdings Ltd, DPR-0374.112 Rolleston Industrial Holdings and DPR-0384.114 Rolleston Industrial Developments Ltd

⁹² DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Lt

⁹³ DPR-0358.107 Rolleston West Residential, DPR-0363.106 Iport Rolleston Holdings Ltd, DPR-0374.112 Rolleston Industrial Holdings and DPR-0384.114 Rolleston Industrial Developments Ltd

⁹⁴ DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Ltd

⁹⁵ DPR-0358.107 Rolleston West Residential, DPR-0363.106 Iport Rolleston Holdings Ltd, DPR-0374.112 Rolleston Industrial Holdings and DPR-0384.114 Rolleston Industrial Developments Lt

		<p>a. <u>b.</u> TRAN-MAT2.1 Vehicle manoeuvring.</p> <p>b. <u>c.</u> TRAN-MAT2.4 Design and location.</p> <p>Notification: <u>11A Any application arising from TRAN-REQ7.8 and 7.9 shall not be subject to public notification.</u>⁹⁶</p>
CMUZ GIZ RESZ	14. Where access is shared to more than six sites this shall be via a road.	<p>Activity status where compliance is not achieved: 15. When compliance with TRAN- REQ7.14 is not achieved: NC <u>DIS</u>⁹⁷</p> <p>Notification: <u>16 Any application arising from TRAN-REQ7.15 shall not be subject to public notification.</u>⁹⁸</p>
TRAN-REQ9	On-site parking	
CMUZ GIZ RESZ	<ol style="list-style-type: none"> On-site parking spaces are formed to comply with the minimum dimensions listed in TRAN-TABLE10 and illustrated in TRAN-DIAGRAM13. On-site parking in the RESZ for a residential activity are formed to comply with the minimum dimensions listed in TRAN-TABLE11. 	<p>Activity status where compliance is not achieved: ...</p> <p>Notification: <u>6. Any application arising from TRAN- REQ7.6 shall not be subject to public notification</u>⁹⁹</p>
TRAN-REQ10	Mobility Parking	
All zones	<ol style="list-style-type: none"> ... All mobility parks shall comply with the design requirements listed in TRAN- TABLE10 and illustrated in TRAN-DIAGRAM13. 	...
TRAN-REQ15	Queuing Spaces	
CMUZ GIZ RESZ	<ol style="list-style-type: none"> An on-site queuing space is provided for all vehicles entering or exiting any parking or loading area. The length of the queuing space shall comply with the dimensions 	<p>Activity status where compliance is not achieved: 3. When compliance with any of TRAN-REQ15.1 or TRAN-REQ15.2 are not achieved: <u>DIS</u></p>

⁹⁶ DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Ltd

⁹⁷ DPR-0156.003 Peter Stafford, DPR-0409.029 Hughes Development, DPR-0358.107 Rolleston West Residential, DPR-0363.106 Iport Rolleston Holdings Ltd, DPR-0374.112 Rolleston Industrial Holdings Ltd and DPR-0384.114 Rolleston Industrial Developments Ltd

⁹⁸ DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Ltd

⁹⁹ DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Ltd

	<p>listed in TRAN-TABLE12.</p> <p>...</p> <p>Note: The dimensions in TRAN-TABLE12-are measured from the road boundary to the nearest vehicle control point or the point where conflict with vehicles or pedestrians on established pathways already on the site could arise.</p>	<p>Matters of discretion:</p> <p>4. The exercise of discretion in relation to TRAN-REQ15.3 is restricted to the following matters:</p> <p>a. <u>TRAN-MAT1.7 Characteristics of the site or use</u>¹⁰⁰</p> <p>a. <u>TRAN-MAT4.8 Circulation and access</u></p> <p>...</p>
TRAN-REQ16	Vehicle manoeuvring	
All zones	<p>1. All activities shall provide sufficient on-site manoeuvring to ensure that vehicles do not reverse either onto or off a site which has access:</p> <p>a. To a State Highway or Arterial Road; or</p> <p>b. To a Collector Road where three or more vehicle parking spaces are required <u>provided</u>; or¹⁰¹</p> <p>c. To an accessway that serves a site with six or more vehicle parking spaces.</p> <p>2. Parking and loading areas are formed so that vehicle operators do not need to undertake more than one reverse manoeuvre to exit the parking space or loading area.</p> <p>Note: Two vehicle parking spaces may be provided in tandem where on-site manoeuvring is provided to ensure that vehicles do not reverse either onto or off the site.</p>	<p>Activity status when compliance is not achieved:</p> <p>3. When compliance with TRAN-REQ16.1a is not achieved: NC</p> <p>3A <u>When compliance with TRAN-REQ16.1b or c is not achieved: DIS <u>RDIS</u></u>¹⁰²</p> <p>4. When compliance with TRAN-REQ16.2 is not achieved: DIS <u>RDIS</u></p> <p>Matters of discretion:</p> <p>4A. The exercise of discretion in relation to TRAN-REQ16.3A is restricted to the following matters:</p> <p>a. <u>TRAN-MAT1.1 Visibility</u></p> <p>b. <u>TRAN-MAT1.2 Safety and efficiency</u></p> <p>c. <u>TRAN-MAT2.1 Vehicle manoeuvring</u></p> <p>d. <u>TRAN-MAT2.4 Vehicle crossing design and location</u></p> <p>e. <u>TRAN-MAT2.5 Number and type of vehicles</u></p> <p>5. The exercise of discretion in relation to TRAN-REQ16.3A is restricted to the following matters:</p> <p>a. <u>TRAN-MAT1.1, Visibility</u></p> <p>b. <u>TRAN-MAT1.2, Safety and efficiency</u></p> <p>c. <u>TRAN-MAT2.1 Vehicle manoeuvring</u></p> <p>d. <u>TRAN-MAT2.5. Number and type of vehicles</u></p> <p>e. <u>Whether the required manoeuvring area can physically be</u></p>

¹⁰⁰ DPR-0358.115 Rolleston West Residential, DPR-0363.114 Iport Rolleston Holdings Ltd, DPR-0374.120 Rolleston Industrial Holdings and DPR-0384.122 Rolleston Industrial Developments Ltd

¹⁰¹ DPR-0207.017 SDC

¹⁰² DPR-0414.031 Kāinga Ora, DPR-0358.116 Rolleston West Residential Limited, DPR-0363.115 Iport Rolleston Holdings Limited, DPR-0374.121 Rolleston Industrial Holdings Ltd and DPR-0384.123 Rolleston Industrial Developments Ltd

		<u>accommodated on site.</u> ¹⁰³
TRAN-REQ17	Surface of vehicle parks and loading areas	
CMUZ GIZ KNOZ PORTZ	1. All vehicle parking, loading and associated access <u>provided</u> required for non-residential activities shall be formed, sealed, and drained. 2. The outline of all vehicle parks <u>provided</u> required for residential activities shall be permanently marked. ¹⁰⁴	Activity status where compliance is not achieved: ...
GRUZ	6. Any on-site vehicle parking or loading areas located between the road frontage legal road boundary and the main entrance <u>expected to be used by vehicles accessing the</u> for any educational facility or any ¹⁰⁵ activity involving the retailing of goods and services to the public shall be either metalled or sealed.	Activity status where compliance is not achieved: ...
TRAN-REQ19	Land Transport Infrastructure Formation Standards	
RESZ	10. Where a cul de sac is formed it shall comply with the Local Road (in all other RESZ) standards listed in TRAN-TABLE7 and include: ...	Activity status where compliance is not achieved: ... <u>Notification:</u> <u>12A Any application arising from TRAN- REQ19.11 shall not be subject to public notification.</u> ¹⁰⁶
TRAN-REQ28	Landscape Strip for Parking Areas	
CMUZ KNOZ	1. All new on-site <u>car</u> ¹⁰⁷ parking shall establish and maintain a continuous landscape strip that complies with the following: ...	Activity status when compliance not achieved:

TRAN-Matters for Control or Discretion

TRAN-MAT1	Effects on the wider network
All zones	1. Any effects on the visibility and safety of pedestrians, cyclists or motorists. 2. Any effects, including cumulative effects, on traffic safety or the efficiency and effectiveness ¹⁰⁸ of land transport infrastructure.

¹⁰³ DPR-0358.116 Rolleston West Residential Limited, DPR-0363.115 Iport Rolleston Holdings Limited, DPR-0374.121 Rolleston Industrial Holdings Ltd and DPR-0384.123 Rolleston Industrial Developments Ltd.

¹⁰⁴ DPR-0207.018 SDC

¹⁰⁵ DPR-0375.058 NZTA

¹⁰⁶ DPR-0358.400 Rolleston West Residential, DPR-0363.425 Iport Rolleston Holdings Ltd, DPR-0374.471 Rolleston Industrial Holdings and DPR-0384.504 Rolleston Industrial Developments Ltd

¹⁰⁷ DPR-0207.020 SDC

¹⁰⁸ DPR-0375.061 NZTA

	...
TRAN-MAT4	Parking areas
CMUZ GIZ GRUZ	<p>1. The ability for vehicle parking leases or formal sharing arrangements to make efficient use of the parking resource that is available on alternative sites where the peak operating periods of activities do not coincide.</p> <p>....</p> <p><u>9. The ease and safety of access to the activity from any mobility parking provided off-site¹⁰⁹</u></p>
TRAN-MAT8	High Trip Generating Activities - Basic
	<p>1. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the land transport network (including considering the network classification of the frontage road).</p> <p>2. Whether the design and layout of the proposed activity promotes opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.</p> <p>3. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist-</p> <p>4. <u>Need for an ITA – Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.</u>¹¹⁰</p>
TRAN-MATA	High Trip Generating Activities - Full
	<p>. ...</p> <p>2. Whether the design and layout of the proposed activity maximises <u>promotes</u>¹¹¹ opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.</p> <p>...</p> <p>5. Whether the ITA has been prepared by a suitably qualified and experienced transport specialist and has been approved by SDC.¹¹²</p> <p><u>6. Need for an ITA – Any characteristics of a proposed activity or site that are out of scope of an existing ITA but where expected traffic generation and access to existing multi modal connections mean requiring an ITA, in a manner set out in this rule, is unnecessary.</u>¹¹³</p>

¹⁰⁹ DPR-0207.016 SDC

¹¹⁰ DPR-0068.012 MetroPort Christchurch and DPR-0453.047 Midland Port and Lyttelton Port Company Ltd

¹¹¹ DPR-0358.136 Rolleston West Residential Ltd, DPR-0363.135 Iport Rolleston Holdings Ltd, DPR-0374.141 Rolleston Industrial Holdings Ltd and DPR-0384.143 Rolleston Industrial Developments Ltd

¹¹² DPR-0358.136 Rolleston West Residential Ltd, DPR-0363.135 Iport Rolleston Holdings Ltd, DPR-0374.141 Rolleston Industrial Holdings Ltd and DPR-0384.143 Rolleston Industrial Developments Ltd

¹¹³ DPR-0068.012 MetroPort Christchurch and DPR-0453.047 Midland Port and Lyttelton Port Company Ltd

TRAN-Schedules

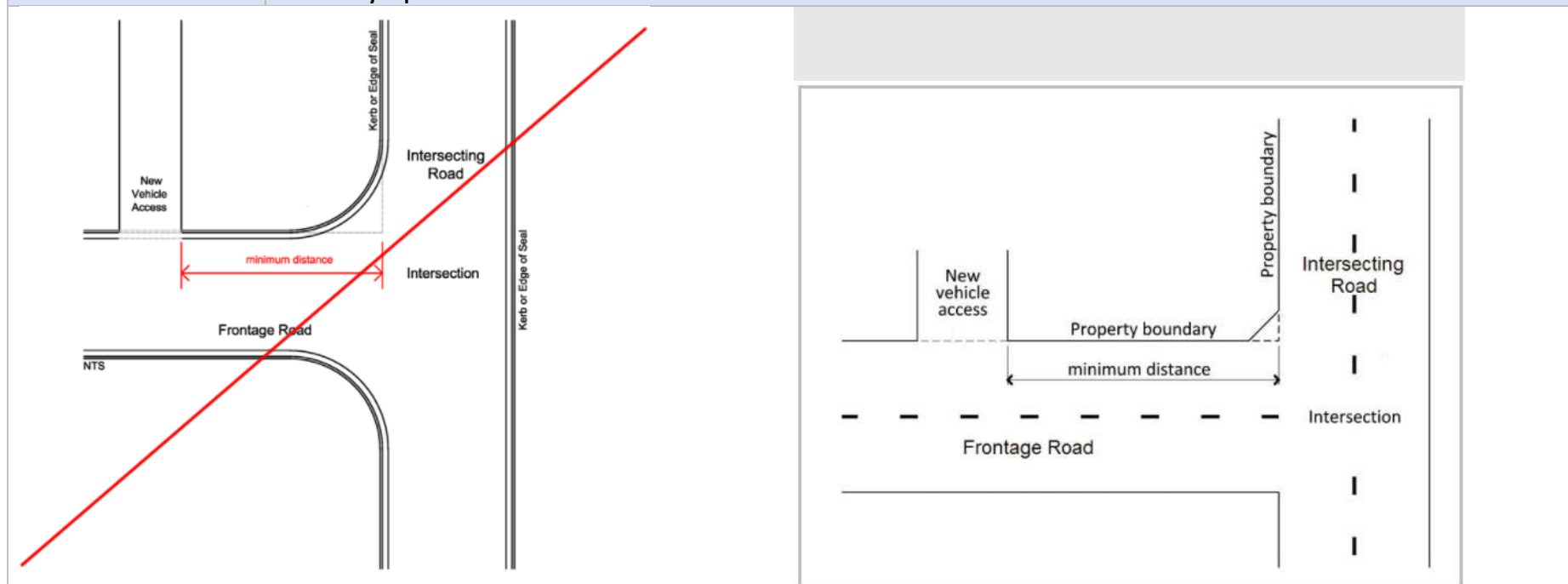
TRAN-SCHED-1	Accessways					
TRAN-TABLE3	Minimum requirements for shared accessways					
Zone	Potential number of sites (Excludes sites with direct road frontage)	Length (m)	Legal width (m)	Carriageway width (m)	Turning area	Passing bay
RESZ MPZ TEZ GRAZ SKIZ	1	Any length <u>0-90</u>	3.5	3.0	Optional	Optional
		<u>Over 90</u>	<u>4.5</u>	<u>4</u>		
	2-3	Any length <u>0-90</u>	4.5	3.0	Optional	Optional
		<u>Over 90</u>	<u>5.5</u>	<u>4</u>		
	4-6	0-50	5.0	3.5	Optional	Optional
	4-6	Over 50	6.5	4.5	Required ¹¹⁴ <u>Optional</u>	Required
CMUZ/GIZ/KNOZ/PORTZ	1-6	All lengths	7.0	5.5	Required	Optional
GRUZ DPZ	1-3	Any length <u>0-90</u>	4.5	3.0	Required	Optional
		<u>Over 90</u> ¹¹⁵	<u>5.5</u>	<u>4</u>		
	4-6	0-50	5.0	3.5	Required	Optional
	4-6	Over 50	6.5	5.0	Required	Required
TRAN-SCHED2	Vehicle Crossings					
TRAN-TABLE4	Vehicle crossing distances from intersections ¹¹⁶					
Intersection Road Types—Minimum distances (m)						
Frontage road	Posted speed Km/hr	State Highway	Arterial		Collector	Local
State Highway	Refer to NZTA's vehicle crossing design standards					
Arterial	≥50	100	100		100	100
	<50	30	30		30	30
Collector	≥50	75	75		60	60
	<50	30	30		30	25
Local	≥50	75	75		60	60
	<50	25	25		25	10
<u>Posted speed limit of frontage road (km/h)</u>		<u>Minimum required distance between proposed vehicle crossing and any intersection.</u>				
		Where the frontage road is a Local Road		Where the frontage road is not a Local Road		

¹¹⁴ DPR-0414.042 Kāinga Ora¹¹⁵ DPR-0359.036 FENZ¹¹⁶ DPR-0414.043 Kāinga Ora

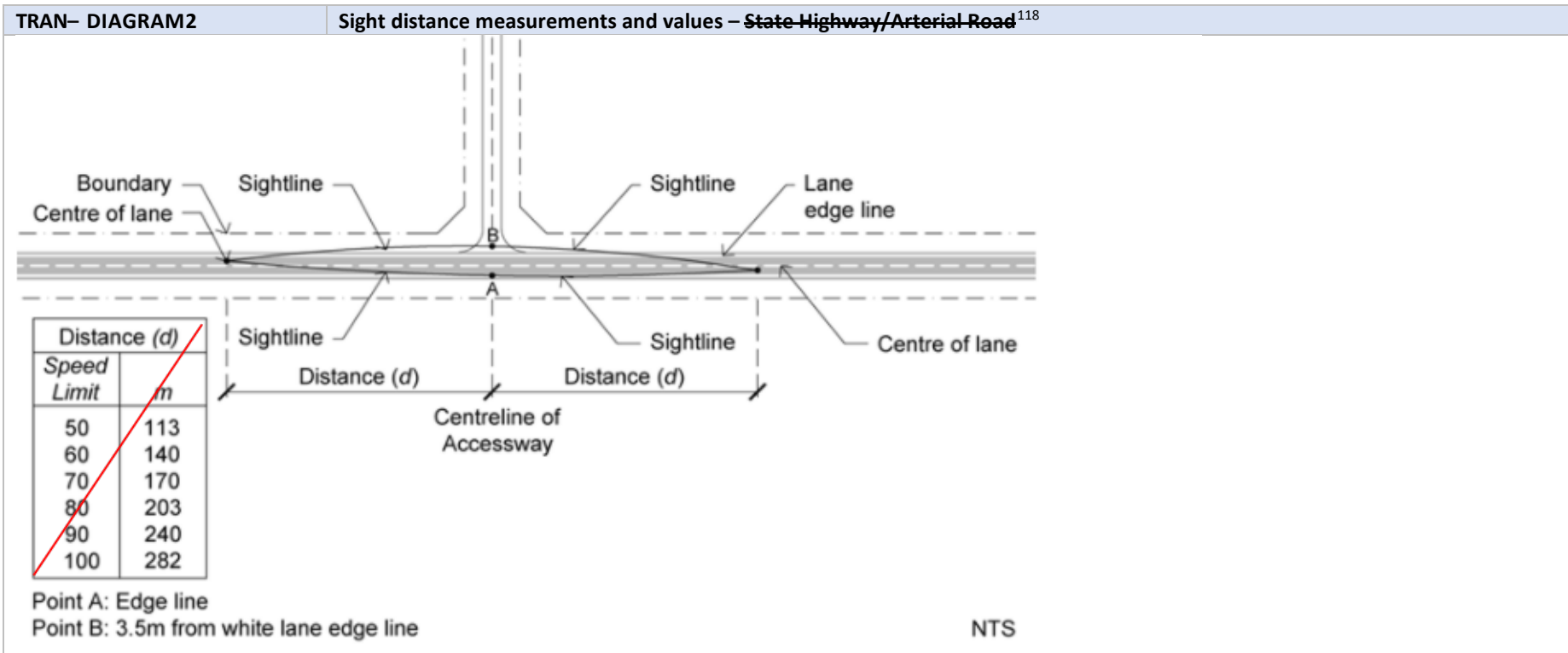
<u>60 or less</u>	<u>20m</u>	<u>30m</u>
<u>70</u>	<u>45m</u>	<u>100m</u>
<u>80</u>	<u>45m</u>	<u>100m</u>
<u>90</u>	<u>60m</u>	<u>200m</u>
<u>100</u>	<u>60m</u>	<u>200m</u>

Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing for the site may be constructed in the position which most nearly complies with the provisions of TRAN-TABLE4

TRAN- DIAGRAM1 Accessway separation from intersections¹¹⁷



¹¹⁷ DPR-0414.043 Kāinga Ora



¹¹⁸ DPR-0375.067 NZTA

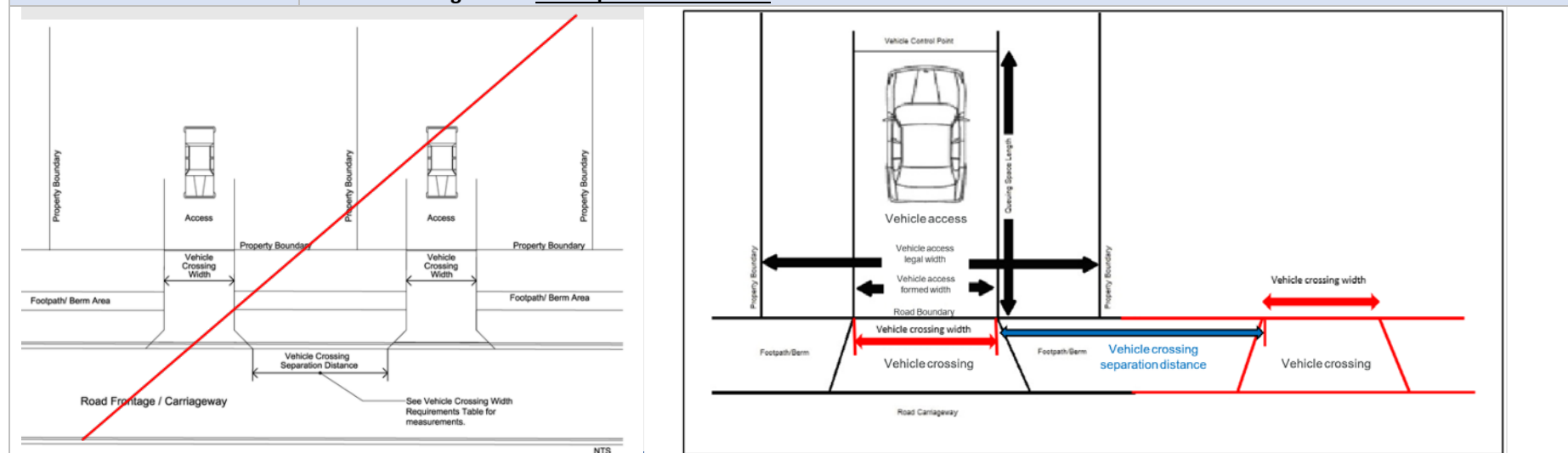
TRAN-TABLE6 Vehicle crossing width requirements		
Zone	Width (m)	
	Minimum	Maximum
RESZ	Residential activities — 3.5m <u>3m</u> ¹¹⁹ <u>Residential activities servicing an accessway over 90m – 4m</u> ¹²⁰ Non- residential activities – 4m	Residential activities — 6m Non-residential activities – 7m
CMUZ GIZ (excluding PREC6) KNOZ	5m	7m or 8m for shared crossings
PREC6 PORTZ	5m	12m

Advisory notes

...

3. The vehicle crossing widths are to be measured at the property boundary (parallel with the road) as per TRAN-DIAG3.

TRAN- DIAGRAM3 Vehicle crossing widths and separation distances¹²¹



¹¹⁹ DPR-0414.045 Kāinga Ora

¹²⁰ DPR-0359.036 FENZ

¹²¹ DPR-0207.014 SDC

TRAN-DIAGRAM4TABLE6A

Accessway separation from other accessways – Arterial Road¹²²

Speed Limit	Distance (m)		
	K	M	N
50	30	20	-
60	30	20	-
70	100	45	40
80	100	45	100
90	200	60	200
100	200	60	200

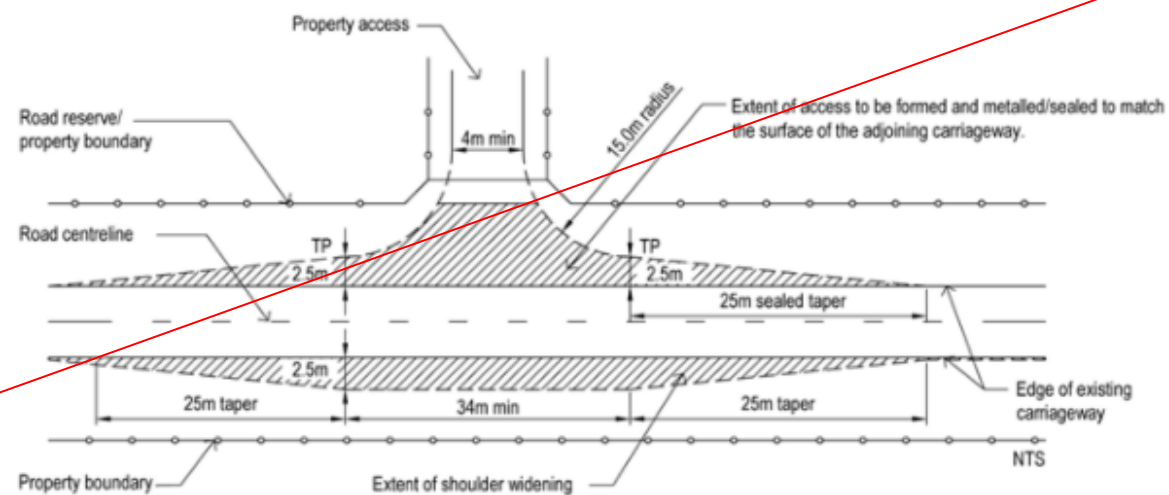
NTS

Frontage road speed limit (km/h)	Arterial	Collector	Local
70	40	40	40
80	100	70	50
90	200	85	65
100	200	105	80

Where the boundaries of a site do not enable any vehicle crossing to conform to the above distances, a single vehicle crossing for the site may be constructed in the position which most nearly complies with the provisions of TRAN-TABLE6A.

¹²² DPR-0375.068 NZTA

TRAN — DIAG7 Vehicle crossing commercial and heavy design standard — All roads¹²³



¹²³ DPR-0375.054 NZTA

TRAN-SCHED-3		Road formation and operational standards						
TRAN-TABLE7		Road formation standards						
Road Type	Legal width		Carriageway width		Traffic lanes	Parking lanes	Specific provision for cycles (on road or off road)	Pedestrian provision
	Min	Max	Min	Max	Min no.	Min no.		Minimum
Local (in CMUZ, GIZ)	20	25	12	13	2	2 Both sides ¹²⁴	Optional	Both sides
Local (in all other RESZ)	13	15 20 ¹²⁵	7 7.5 ¹²⁶	8	2	1	NA	One side

TRAN-SCHED-5		Parking, manoeuvring and loading spaces	
TRAN-TABLE9		Number of cycle spaces in all zones	
Activity		Cycle Space to be provided	
		Short term (visitors)	Long term (students/staff/residents)
<u>Comprehensive residential development:</u> ¹²⁷		n/a	1 residents' space per unit where no garage is provided. ¹²⁸
<u>Residential unit:</u>			
<u>Recreation facility</u>		1 space per 15 participants the facility is designed to accommodate for sport courts	Sport courts: NA
<u>Sports and recreation facilities</u> ¹²⁹		One space per 100m ² GFA for a gymnasium	1 space per 300m ² GFA for a gymnasium
Retirement village		1 space per 10 units for developments with 10 or more units. <u>1 space per 50 clients for visitor parking for supported residential care.</u>	n/a <u>1 space per 30 clients for long term parking for supported residential care.</u> ¹³⁰

¹²⁴ DPR-0358.143 Rolleston West Residential Ltd, DPR-0363.142 Iport Rolleston Holdings Ltd, DPR-0374.148 Rolleston Industrial Holdings Ltd and DPR-0384.150 Rolleston Industrial Developments Ltd

¹²⁵ DPR-0409.032 Hughes Development

¹²⁶ DPR-0207.015 SDC

¹²⁷ DPR-0207.012 SDC and DPR-0414.047 Kāinga Ora

¹²⁸ DPR-0207.012 SDC and DPR-0414.047 Kāinga Ora

¹²⁹ DPR-0207.013 SDC

¹³⁰ DPR-0217.003 Summerset Villages Ltd

TRAN-TABLE12 Parking and loading area queuing space lengths		
Number of on-site vehicle spaces	Minimum queuing space length (m) if car park accessed from local or collector road	Minimum queuing space length (m) if car park accessed from State Highway or arterial road
4-10	0	6
11-20	5.5	12
21-50	10.5	12
51-100	15.5	18
101-150	20.5	24
151 or over	25.5	

Part 4 – Appendices

APP2 – Rooding Hierarchy

State Highway, Arterial, and Collector Road Classification List

The following lists the State Highway, Arterial, and Collector Roads across Selwyn. Selwyn District Council's Assets Department holds a more comprehensive list that identifies Local Roads.

The road classification influences land use development access arrangements required under the Plan.

Note¹³¹

The national One Network Rooding Classification (ONRC) involves categorising roads based on the functions they perform as part of an integrated national network. The classification aims to help local government and Waka Kotahi NZTA to plan, invest in, maintain and operate the road network in a more strategic, consistent and affordable way throughout the country. Customer levels of service are assigned to each of the classifications to reflect the experience a road user should have, consistent over time, on a particular category of road. As the ONRC is required to be regularly reviewed by Councils and changes made to classifications to reflect changes in road use, this could potentially trigger a plan change requirement if these classifications were also directly used in a District Plan. Council have reconciled their rooding network in line with the ONRC for asset management purposes. The district plan hierarchy however is largely used for land-use planning purposes, rather than for transportation purposes, although an approximate alignment with ONRC can be shown as follows:

<u>ONRC hierarchy</u>	<u>Selwyn District Plan hierarchy</u>
<u>National</u>	<u>State Highways</u>
<u>Regional</u>	
<u>Arterial</u>	<u>Arterial</u>
<u>Primary Collector</u>	<u>Collector</u>

¹³¹ DPR-0415.025, 026, 027 and 028 Fulton Hogan

<u>Secondary Collector</u>	<u>Local</u>
<u>Access</u>	
<u>Low Volume</u>	

The following table corrects the notified Road Classification List in APP2 – Roding Hierarchy

Road	From	To	Classification	
			Corrected	Incorrect as notified
Barker St	West Belt	New Road South	Collector	Local
Barton Fields Drive	Faulks Drive	Birchs Road	Collector	Local
Beaumont Drive	Kendon Drive	Levi Road	Collector	Local
Berketts Road	Larcombs Road	Main South Road	Collector	Local
Branthwaite Drive	Broadlands Drive Extension	Lincoln Rolleston Road	Collector	Local
Brinsworth Avenue	Rotherham Drive	Weedons Ross Road	Collector	Local
Broadlands Drive	Lowes Road	Springston Rolleston Road	Collector	Local
Cardale Street	Bray Street	Telegraph Road	Arterial	Local/Arterial
Carnaveron Drive	TBC	Faulks Drive	Collector	Local
Carinbrae Drive	Blakes Road	Springs Road	Collector	Local
Central Avenue	Stationmasters Way	Tosswill Road	Collector	Local
Coleridge Road	Rakaia Gorge Road (SH77)	Acheron Avenue	Collector	Local/Collector
Courtenay Road	150m south of Adelaide Street	West Coast Road (SH73)	Collector	Local
Craig Thompson Drive	O'Reilly Road	Birchs Road	Collector	Local
Curraghs Road	Maddisons Road	Main South Road	Collector	Local
Dunns Crossing Road	Selwyn Road	Lowes Road	Arterial	Local
Dynes Road	Goulds Road	Springston Rolleston Road	Collector	Local
East Belt	Edward Street	James Street	Collector	Local
East Maddisons Road	Selwyn Road	Oak Tree Lane	Collector	Local
Eastfield Drive	Edward Street	O'Reilly Road	Collector	Local
Farringdon Boulevard	Ledbury Drive	Dynes Road	Collector	Local
Faulks Drive	Carnaveron Drive	Barton Fields Drive	Collector	Local
Goulds Road	Leeston Road	Broadlands Drive	Collector	Local
Granite Drive	Dunns Crossing Road	Brookside Road	Collector	Local
Greendale Road	250m south of Snowdon Place	Cardale Street	Collector	Local
Iris Taylor Avenue	West Coast Road	Preston Avenue	Collector	Local
Izone Drive	Jones Road	Illinois Road	Collector	Local/Collector

Road	From	To	Classification	
			Corrected	Incorrect as notified
Jones Road	Dawsons Road	Weedon Ross Road	Collector	Local
Kendon Drive	Strauss Drive	Beaumont Drive	Collector	Local
Kimberley Road	Old West Coast Road	Kowhai Drive	Collector	Local
Larcombs Road	Berketts Road	Waterholes Road	Collector	Local
Link Drive	Izone Drive	Hoskyns Road	Collector	Local
Maddisons Road	Dawsons Road	Hoskyns Road	Collector	Local
Mclaughlins Road	Stott Drive	Cressy Place	Collector	Local/Collector
Minchins Road	Waimakariri Gorge Road	Old West Coast Road	Collector	Local
Norman Kirk Drive	Kidman Street	Rolleston Drive	Collector	Local
O'Reilly Road	Craig Thompson Drive	Eastfield Drive	Collector	Local
Preston Avenue	Iris Taylor Avenue	Weedons Ross Road	Collector	Local
Robinsons Road	Waterholes Road	Main South Road	Collector	Local
Russell Lilley Drive	TBC	Lowes Road	Collector	Local
Selwyn Road	Dunns Crossing Road	Lincoln Rolleston Road	Arterial	Arterial/Local
Shillingford Boulevard	TBC	Goulds Road	Collector	Local
Southbridge Rakaia Road	Feredays Road	Main Rakaia Road	Arterial	Local
Southfield Drive	Edward Street	Vernon Drive	Collector	Collector/Local
Stationmasters Way	Central Avenue	Springs Road	Collector	Local
Stonebrook Drive	Granite Drive	Brookside Road	Collector	Local
Strauss Drive	Levi Road	Kendon Drive	Collector	Local
Tancreds Road	Springs Road	Ellesmere Road	Collector	Local
Tauhinu Avenue	Southfield Drive	Vernon Drive	Collector	Local
Tiny Hill Drive	Brookside Road	Lowes Road	Collector	Local
Trents Road	Birchs Road	Main South Road	Collector	Local
Trices Road	Springs Road	District Boundary (Sabys Road)	Arterial	Local/Collector
Vernon Drive	Southfield Drive	Gerald Street	Collector	Local
Wards Road	Bealey Road	Two Chain Road	Collector	Local
Waterholes Road	Hamptons Road	Selwyn Road	Collector	Local

Appendix 2: List of Appearances and Tabled Evidence

Hearing Appearances

Sub #	Submitter	Author	Role
DPR-0358	Rolleston West Residential Limited	Jo Appleyard	Counsel
DPR-0363	Iport Rolleston Holdings Limited	Nick Fuller	Transport
DPR-0374	Rolleston Industrial Holdings Limited	Jeremy Phillips	Planner
DPR-0384	Rolleston Industrial Developments Limited		
DPR-0375	Waka Kotahi New Zealand Transport Agency	Sarah White	Planner
DPR-0414	Kāinga Ora – Homes and Communities	Lauren Semple Mat Collins Ruth Evans	Counsel Transport Planner
DPR-0453	Midland Port, Lyttelton Port Company Ltd	Amy Hill Andrew Metherell Matt Bonis	Counsel Transport Planner

Tabled Evidence

Sub #	Submitter	Author	Role
DPR-0212	Ellesmere Sustainable Agriculture Inc.	Carey Barnett	Representative
DPR-0346	Ceres Professional Trustee Company Ltd & Sally Jean Tothill	Nicola Rykers	Planner
DPR-0359	Fire and Emergency NZ	Nicola Vincent	Planner
DPR-0378	Ministry of Education	Portia King	Planner
DPR-0415	Fulton Hogan	Tim Ensor	Planner
DPR-0420	Synlait Milk Limited	Nicola Rykers	Planner
DPR-0422	Federated Farmers of NZ	Elisha Young-Ebert	Planner
DPR-0425	Ryman Healthcare Limited	Richard Turner	Planner
DPR-0427	Director General of Conservation	Amelia Ching	Planner